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6 Grand Avenue, Rosehill
Green Travel Plan

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P2228r04





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1 Introduction

1.1 Context

Ason Group has been engaged by Hale Capital Partners to prepare a Green Travel Plan (GTP) to respond to the conditions of consent for State Significant Development Application (SSDA) SSD-55522478, relating to a multi-storey, multi-unit warehouse and distribution centre development at 6 Grand Avenue, Rosehill (the Site).

The Site is located in the City of Parramatta Council Local Government Area (LGA) and also sits within the Camellia-Rosehill Precinct. The Site location and surrounding road network are shown in **Figure 1** below.



Figure 1: Site location

This GTP has been prepared to address the Condition B6 - Green Travel Plan, as outlined in **Table 1** below.

Table 1: Condition of consent

Condition		Response
B6	Prior to the commencement of operation of any part of the development, the Applicant must prepare a Green Travel Plan. The Green Travel Plan must:	Noted. This Green Travel Plan is prepared in response to this condition.
(a)	be prepared in consultation with TfNSW;	Noted. TfNSW shall be consulted following preparation of this plan, with relevant updates (if required) made following that consultation.

Condition		Response
(b)	outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; and	Refer to Section 4 .
(c)	describe pedestrian and bicycle linkages and end of trip facilities available on-site.	Refer to Section 2.3 .
B7	The Applicant must not commence operation until the Green Travel Plan is submitted to the Planning Secretary.	Noted.
B8	The Applicant must implement the most recent version of the Green Travel Plan submitted to the Planning Secretary for the duration of operation of the development.	Noted.

1.2 Background

1.2.1 Project background

The Site is located at 6 Grand Avenue, Rosehill, and is legally identified as Lot 1 in DP1258587. The multi-level warehouses and offices comprise a gross floor area (GFA) of approximately 36,870m² and 3,696m², respectively. The Site is zoned E5 Heavy Industrial and is predominantly surrounded by industrial development with a Rosehill Racecourse west of the Site.

While the site has limited public transport connectivity, the Parramatta Bike Plan 2024 identifies future active transport improvements in the area, including a separated cycleway along Grand Avenue and a shared path along Durham Street. Together, these connections provide direct access to Tramway Avenue light rail station and the broader services and amenities of the Parramatta CBD.

Reduced copies of the Site plans are provided in **Figure 2** to **Figure 4**.



Figure 2: Site plan - Ground floor

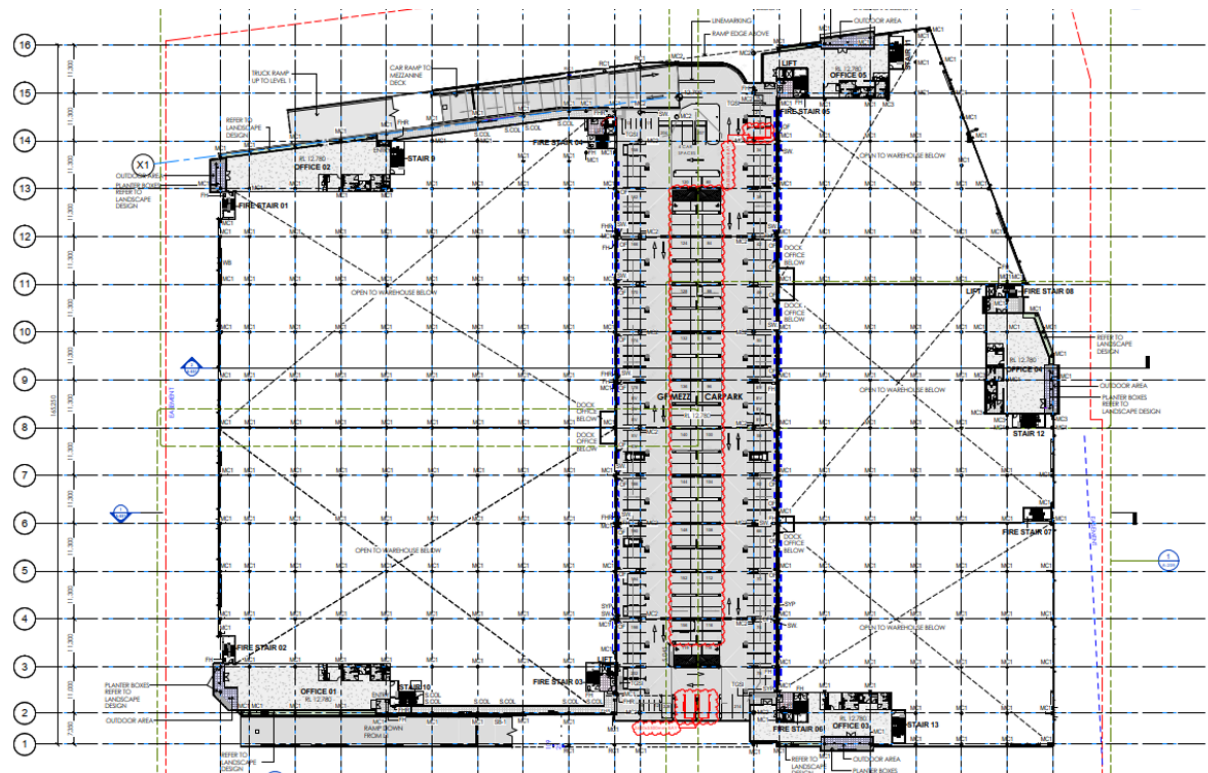


Figure 3: Site plan - Mezzanine floor

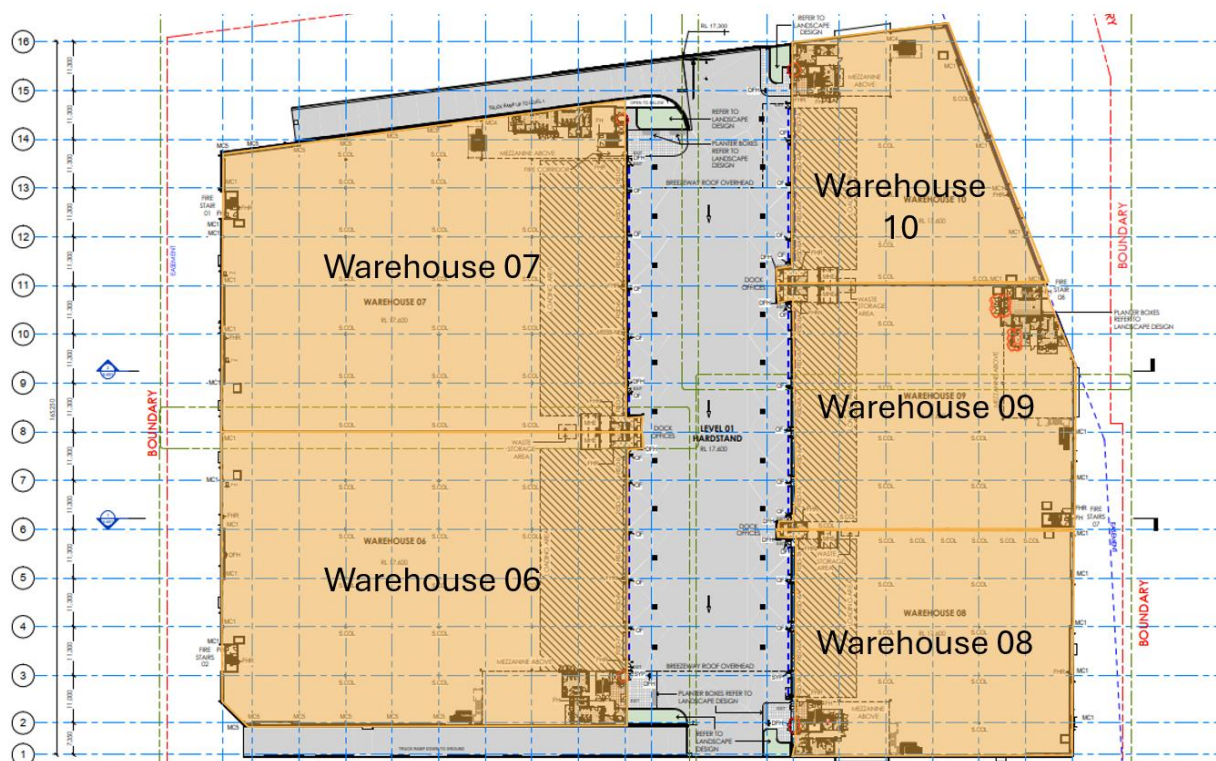


Figure 4: Site plan – Level 1 floor

1.2.2 Policy direction

Greater Sydney Region Plan, A Metropolis of Three Cities

The Greater Sydney Region Plan, A Metropolis of Three Cities sets out the NSW Government strategic plan for the Greater Sydney Metropolitan Area. The plan consists of several strategies for sub-regional areas, including the Central River City, which encompasses the Greater Parramatta and Olympic Peninsula Economic Corridor where the Site is located. The plan supports the provision of advanced technology and urban services across key precincts such as Camellia, Rydalmere, Silverwater, and Auburn. The relevant plan is shown in **Figure 5**.

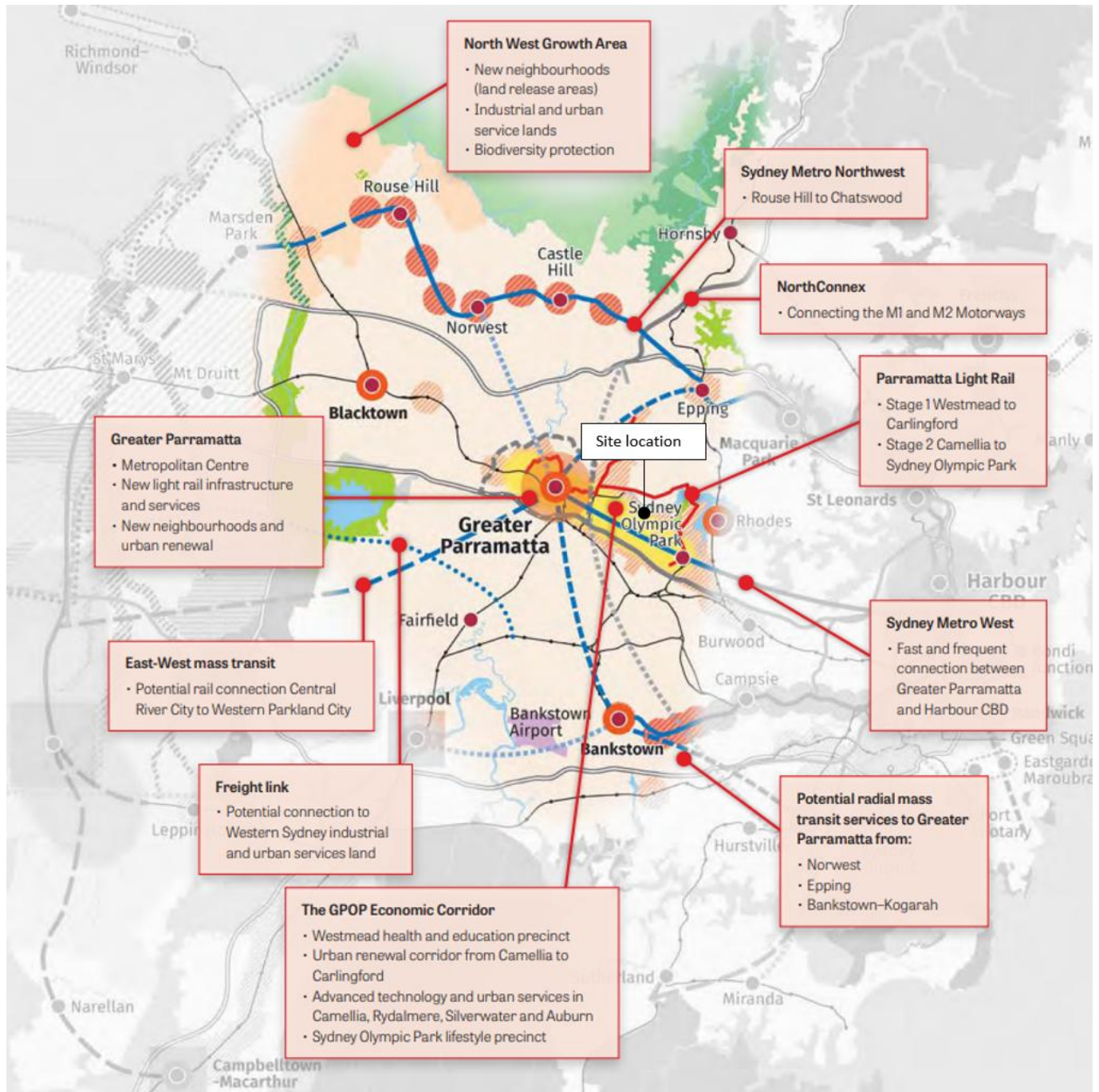


Figure 5: Central River City Plan

The corridor is served by the operational Parramatta Light Rail Stage 1, with Sydney Metro West under development, together strengthening connections to surrounding strategic centres. These transport improvements enhance business-to-business interaction and access to skilled labour, supporting up to 370,000 jobs, and enabling high-density, high-amenity urban renewal. The NSW Government's place-based approach aims to deliver coordinated infrastructure, enhance liveability, foster innovation clusters, and guide sustainable employment and housing growth across this strategically significant corridor. **Figure 6** and **Figure 7** illustrate the existing and future Parramatta Light Rail and Sydney Metro lines relative to the Site.

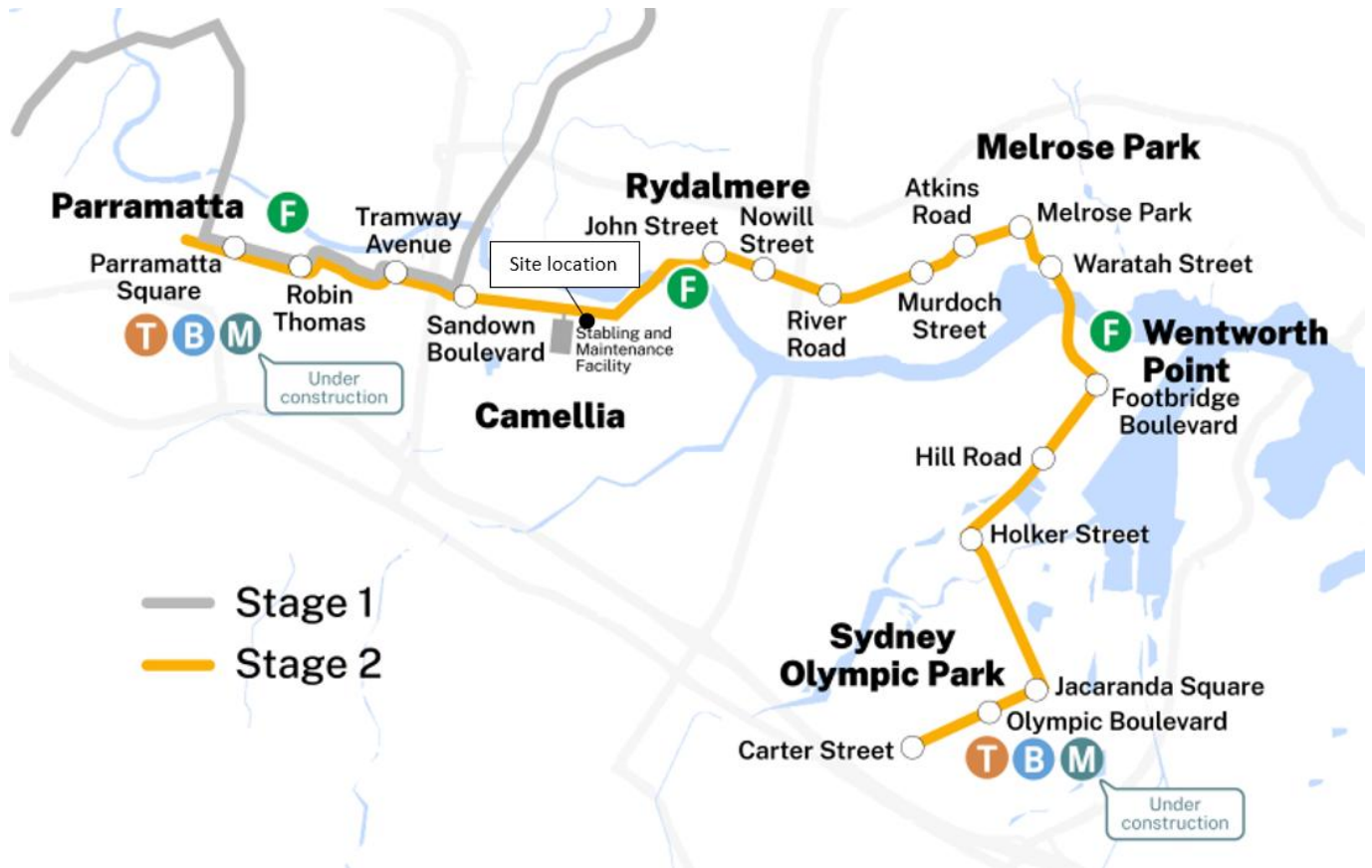


Figure 6: Parramatta light rail stage 1 & 2

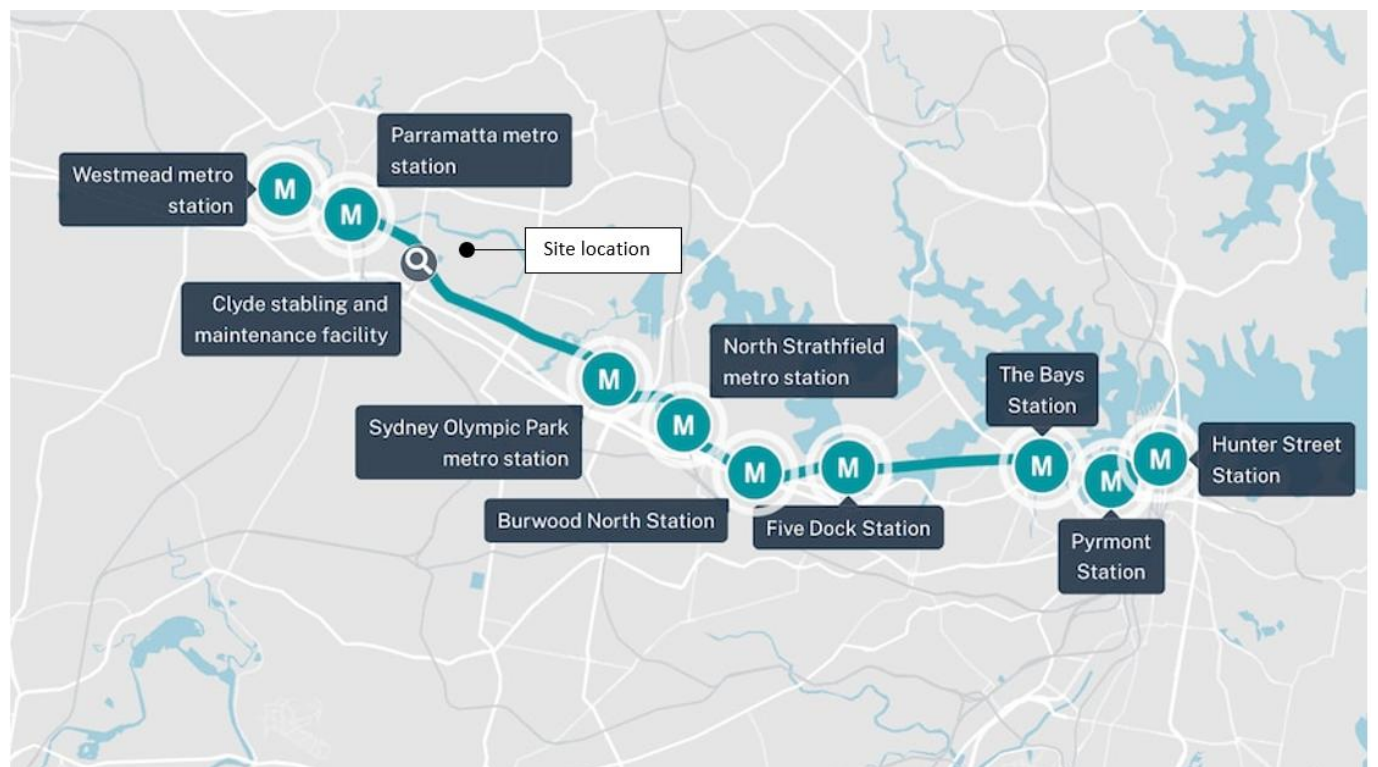


Figure 7: Sydney Metro west

Camellia–Rosehill Place Strategy

Camellia–Rosehill Place Strategy has been prepared by the Department of Planning, Housing and Infrastructure (DPHI) (formerly Department of Planning and Environment (DPE)) in collaboration with City of Parramatta Council (Parramatta Council), Cumberland City Council, the *Camellia–Rosehill Place Strategy* (the Place Strategy)¹ was finalised in November 2022.

An integrated master plan was prepared to support the Place Strategy. The master plan provides significant opportunities to encourage people to use public transport and walk and ride their bicycles for shorter length trips.

The revitalised Grand Avenue will be the vibrant green spine through the precinct creating high quality spaces for people to move and stay. It will feature dedicated off-street walkways and cycleways and green links with wider pedestrian footpaths and landscape settings.

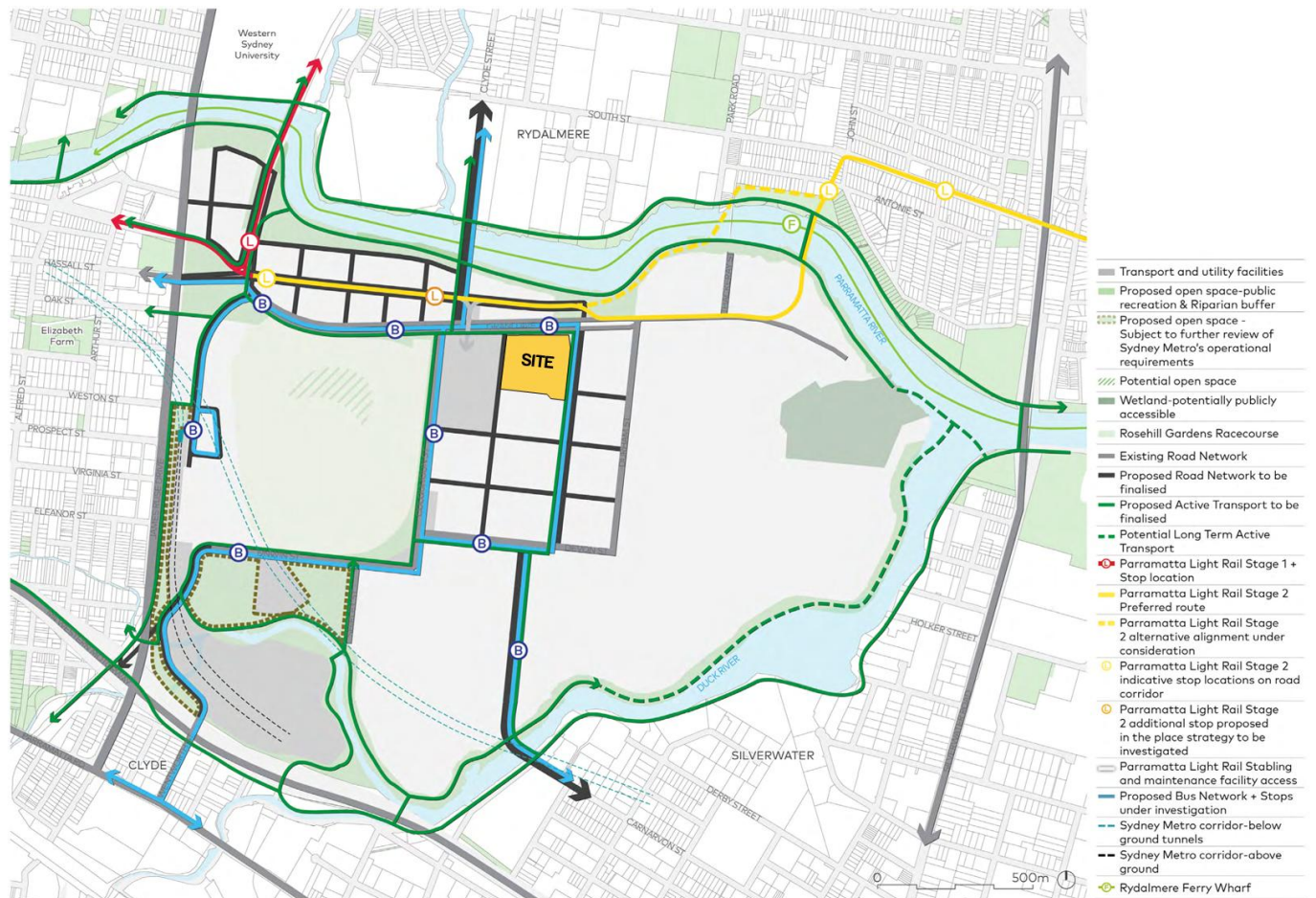


Figure 8: Potential transport improvements

1.3 Goals

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

- identify objectives and mode share targets (i.e., site and land use specific, measurable and achievable timeframes for implementation) to define the direction and purpose of the future site operation;
- suggest specific tools and actions to help achieve the objectives and mode share targets;

¹ <https://www.planningportal.nsw.gov.au/camellia-rosehill-place-strategy>

- suggest measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future site-specific plans; and
- suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

This GTP proposes 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 GTP are listed as follows:

- set future staff travel mode share targets;
- improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site;
- promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys;
- reduce reliance on the use of private vehicles for all journeys; and
- encourage a healthier, happier and more active and public transport use culture.

Having regard for the above, this GTP seeks to adopt the movement hierarchy shown in **Figure 9**, with priority given to 'active transport' such as walking and cycling.

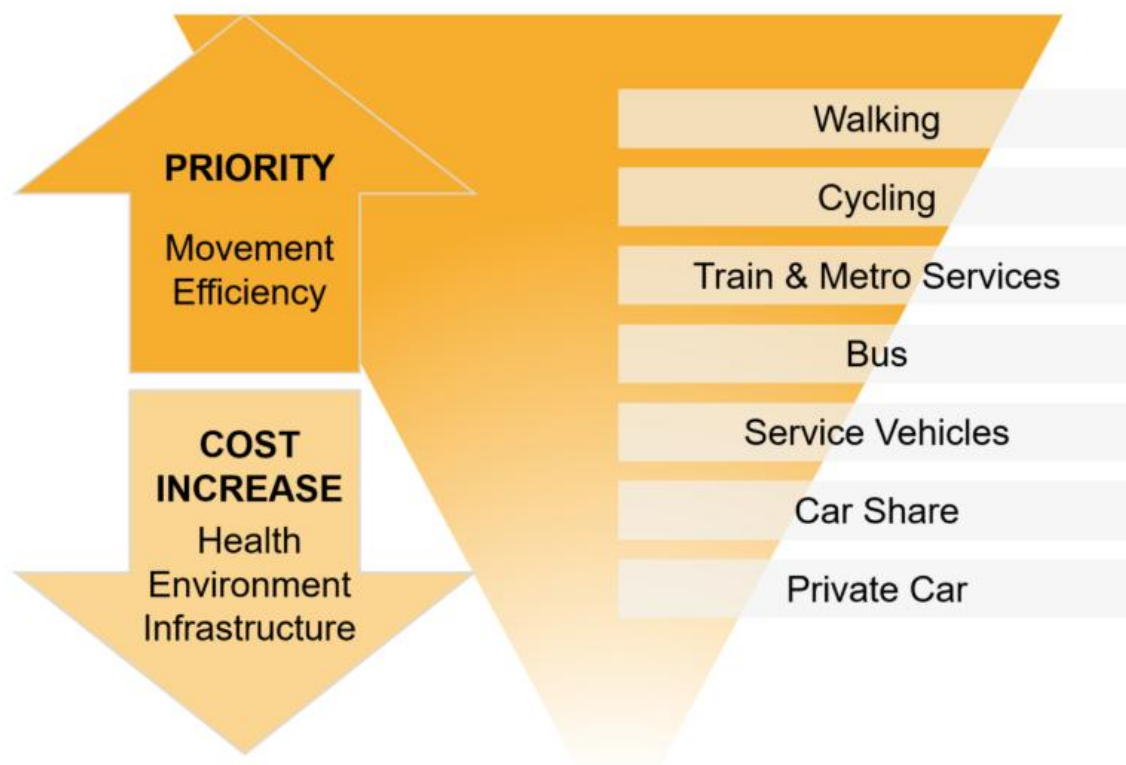


Figure 9: Movement hierarchy

1.5 Consultation with TfNSW

Consultation with TfNSW has been undertaken, with feedback received on 15 June 2026. The comments and Ason Group's responses are outlined in **Table 2**. Evidence of consultation has been provided within **Appendix A**.

Table 2: Consultation with TfNSW

Condition		Response
1	Car Parking: The TDM notes that over provision of car parking encourages a higher mode share for private vehicle rather than use of active and public transport modes. Car parking should be appropriately managed to prioritise, for example, the most convenient parking spaces for those who carpool to encourage those who are carpooling (car as passenger). – noted that car pooling has been identified as a strategy in Table 10.	Noted. A total of 14 parking spaces, conveniently located close to the offices, are designated for carpooling vehicles, as illustrated in Figure 11 and Figure 12 .
2	Bicycle parking and End of Trip Facilities (EoT): The TDM team appreciates that 42 bicycle parking spaces are proposed for the site and end of trip facilities. A good supply of bicycle parking will encourage more cycling. Further, the TDM team agree that both the bicycle/scooter parking and EoT be monitored over time to ensure sufficient supply to encourage active transport – particularly in the longer term - and be flexible to allow for parking of other micromobility options, as they come on stream.	Noted.
3	Mode shares: We note that preliminary mode share targets have been set for 2029, but ask that these include medium and longer term. The public and active transport mode shares could be more ambitious, particularly in the medium and longer terms when more infrastructure and services come on line. The car as passenger mode share could also be improved with car pooling initiatives – noting that this has been identified as a strategy / action in Table 10.	Noted. The medium-term and long-term mode share targets have been included and are shown in Table 11 .
4	Travel Access Guide (TAG): We appreciate that a TAG (named Transport Access Guide in this GTP) has been included as Appendix A in the GTP as a one-page map. The TAG should be updated regularly and when there are changes to infrastructure and services. For further helpful information – please check this link How to Create a Travel Access Guide doc here .	Noted. The TAG would be updated regularly to reflect changes to infrastructure and services.

Following review of the updated GTP - P2228r04v02, dated 24 June 2026, TfNSW provided endorsement 29 June 2026. Evidence of consultation can be found in **Appendix A**.

1.6 Department of Planning, Housing and Infrastructure (DPHI)

Comments from Department of Planning, Housing and Infrastructure (DPHI) were received on 27 July 2026 and Ason Group’s responses are provided in **Table 3**.

Table 3: DPHI comments

DPHI Comment		Response
3	<u>DPHI Comment 3.1</u> Please update the TAG to include the end of trip facilities, which also include the shower and change rooms.	Noted. The TAG has been updated and included in Appendix B .

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 the future site-specific GTP, and at appropriate times, during the period of monitoring and review. The audit should consider the following:

- site conditions, once the development is complete.
- 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.
- mode-split data for the Site and local area.

2.2 Site development

2.2.1 Site location and road hierarchy

The Site is located in the City of Parramatta (Council) Local Government Area (LGA) and is legally described as Lot 1 in DP 1258587. The key roads provided in the vicinity of the Site are shown in **Figure 10** and **Table 4**.

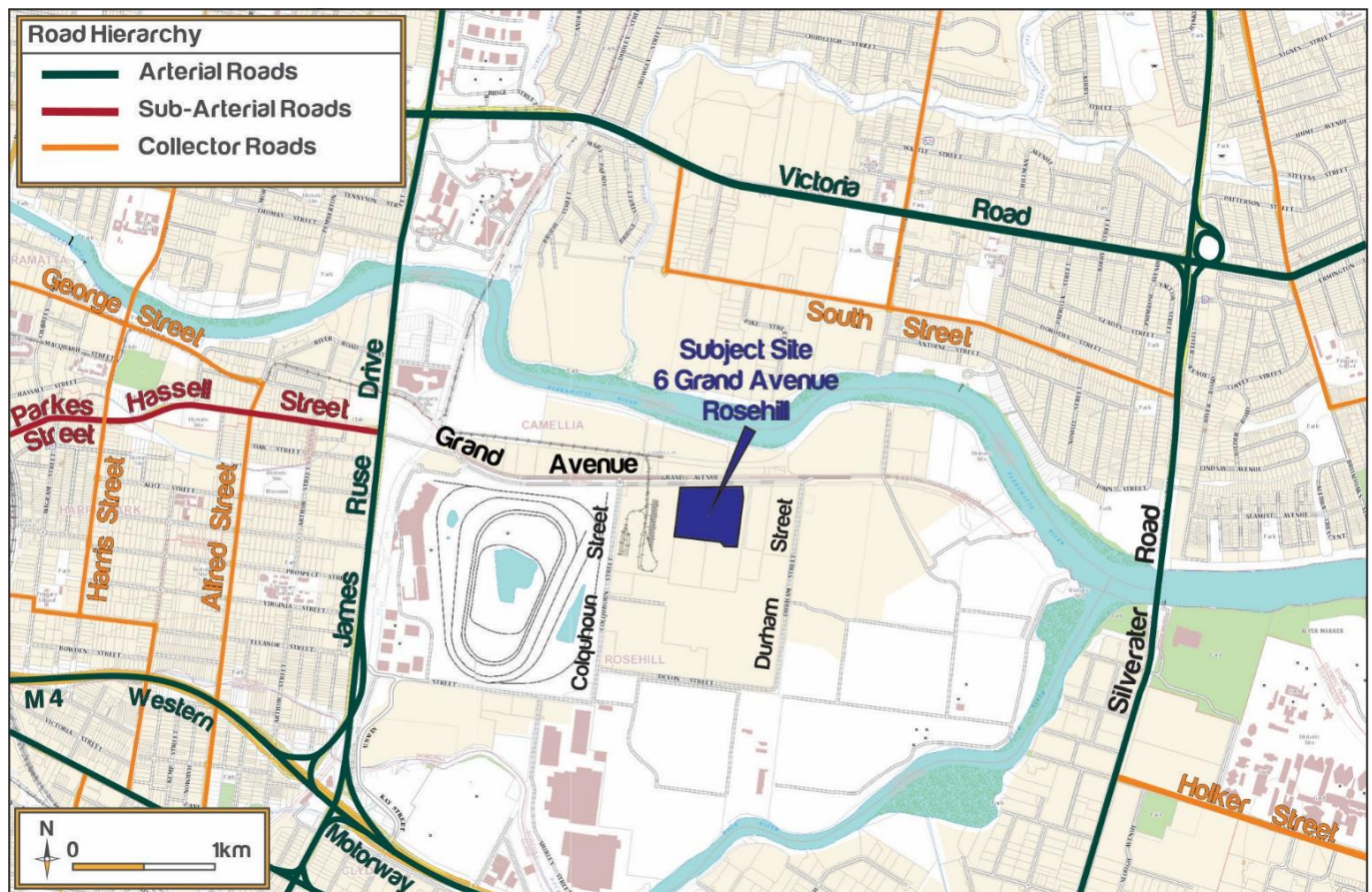


Figure 10: Site location and surrounding road hierarchy

Table 4: Road hierarchy

Road	Classification	Description	Traffic Volumes (veh/hr)	Speed Limit	On-Street Parking
James Ruse Drive	State Road	James Ruse Drive is running north-south, intersecting with Hassall Street / Grand Avenue, and is located west of the Site. James Ruse Drive has 3 lanes in each direction. Localised widening is provided at key intersections to facilitate necessary turning lanes.	AM Peak: (SB) 2,220 (NB) 2,578 PM Peak: (SB) 2,397 (NB) 2,222	70km/h	No
Grand Avenue	Local Road	Grand Avenue is running east-west, intersecting with James Ruse Drive, and forming the northern frontage of the Site. Grand Avenue has 1 lane in each direction.	AM Peak: (WB) 333 PM Peak: (WB) 538	60km/h	Yes
Colquhoun Street	Local Road	Colquhoun Street is running north-south and located to the west of the Site. Colquhoun Street has 1 lane in each direction.	-	50km/h	Yes, Untimed Parking
Durham Street	Local Road	Durham Street is running north-south and locates to the east of the Site. Durham Street has 1 lane in each direction.	-	50km/h	Yes, Untimed Parking

2.2.2 Approved development

A summary of the proposed yield is shown in **Table 5**.

Table 5: Approved development – SSD-55522478

Component	Yield
Office GFA	3,696m ²
Warehouse GFA	36,870m ²
Car parking provision	214
Bicycle parking provision	42
Motorcycle parking provision	21

Note: Car parking provision includes 5 accessible spaces and 11 EV spaces.

2.2.3 On-site parking

The on-site parking arrangements are shown in **Figure 11** and **Figure 12**.

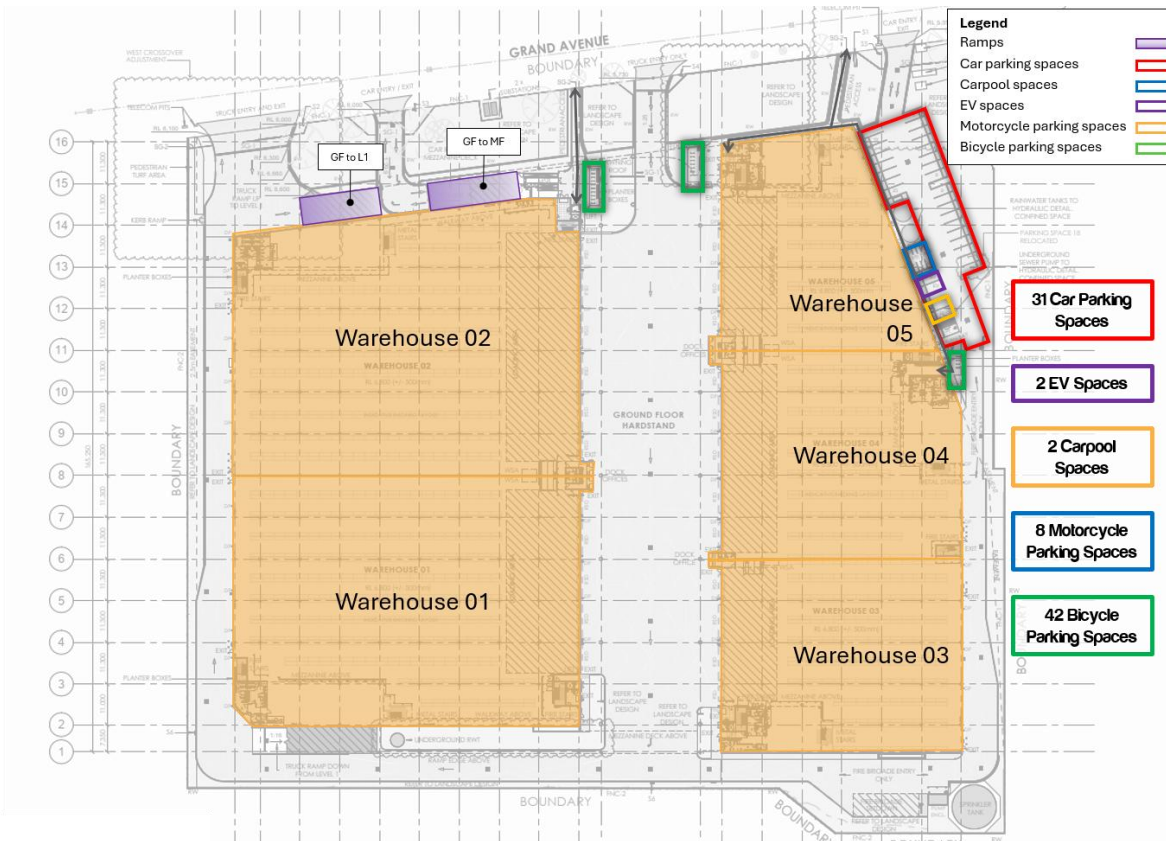


Figure 11: Parking area (GF)

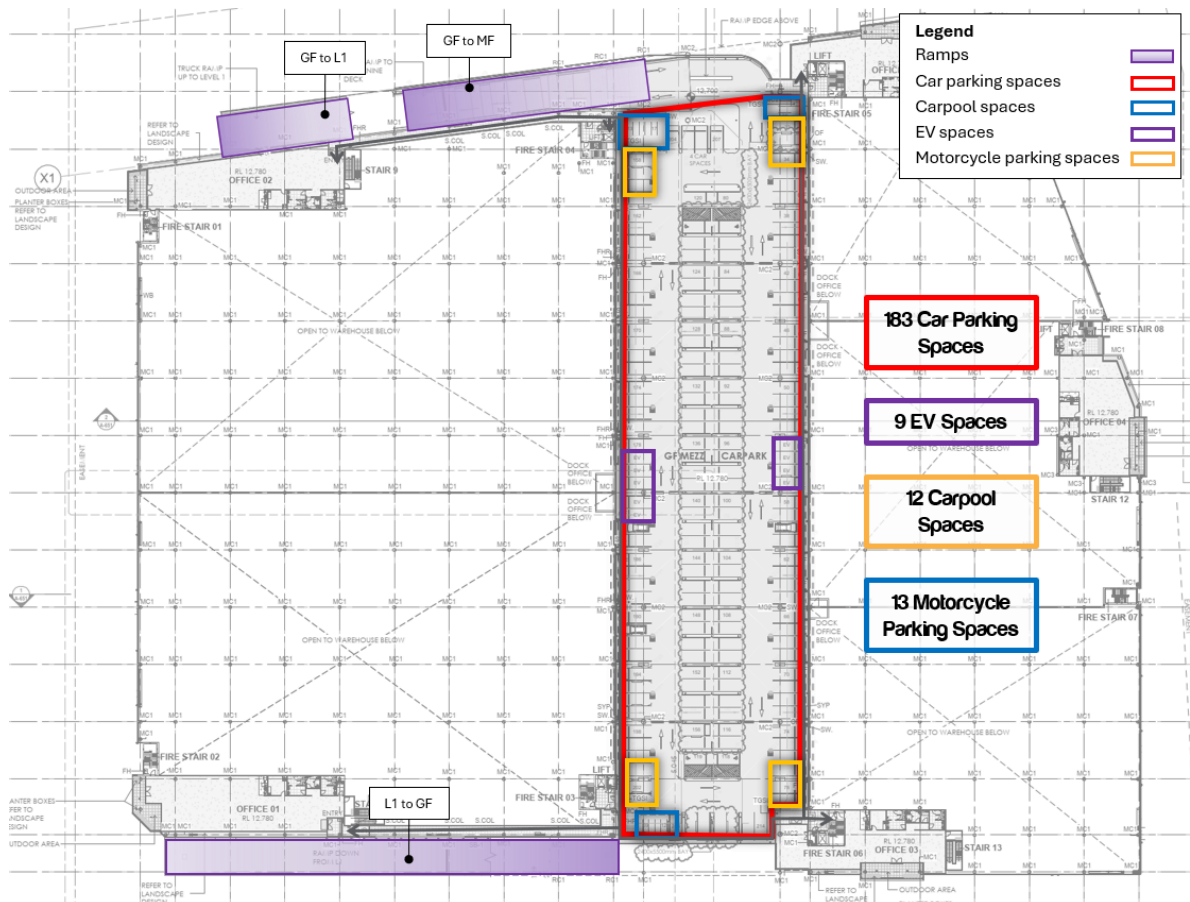


Figure 12: Parking area (MF)

2.3 Existing public and active transport

2.3.1 Train services

Parramatta Train Station is located approximately 3 kilometres to the west of the Site. Train services operating through this station with the frequencies are shown in the **Table 6**.

Table 6: Train service and frequency

Train services	Description	Peak hour frequency
T1 Line	Emu Plains or Richmond to City	Every 3-6 minutes
T2 Line	Parramatta or Leppington to City	Every 15 minutes
T5 Line	Leppington to Richmond	Every 30 minutes

2.3.2 Bus services

There are 3 existing bus services around the Site as shown in **Figure 13**. These bus stops are serviced by Route 920, 524 and N61. Routes 920 and 524 provide direct connections to Parramatta Station, hence providing public transport access to the broader metropolitan area.

The bus routes and the frequency are summarised in **Table 7**.

Table 7: Bus service and frequency

Route No.	Route description	Average weekday service frequency	
		AM peak	PM peak
920 Parramatta – Bankstown	Bankstown to Parramatta	Every 10 minutes	Every 10 minutes
	Parramatta to Bankstown	Every 10 minutes	Every 10 minutes
524 Parramatta – Ryde & West Ryde	Ryde & West Ryde to Parramatta via Melrose Park	Every 30 minutes	Every 30 minutes
	Parramatta to West Ryde via Melrose Park & Ryde	Every 30 minutes	Every 30 minutes

Route N61 provides night-time service along James Ruse Drive from Carlingford to City Town Hall, stopping after Oak Street and before Prospect Street. The frequency of the service is shown in **Table 8**.

Table 8: Route N61 frequency

Route No.	Route description	Average weekday service frequency
N61 City Town Hall – Carlingford	City Town Hall to Carlingford	Every 60 minutes
	Carlingford to City Town Hall	Every 60 minutes

2.3.3 Light rail services

With reference to **Figure 13**, the closest station is Rosehill Gardens Station, being approximately 1 kilometre from the Site. It provides a direct public transport link to both the Parramatta CBD and Westmead Health Precinct.

The frequency of the light rail service at Rosehill Gardens Station is summarised in **Table 9**.



Table 9: Light rail service and frequency

Train services	Description	Peak hour frequency
L4	Westmead to Carlingford	Every 7-8 minutes

2.3.4 Pedestrian Accessibility

Existing footpaths are provided along Hassall Street, Colquhoun Street, and James Ruse Drive with the following details:

- North of Grand Avenue: Footpaths are available on both sides of James Ruse Drive; and
- South of Grand Avenue: Footpaths are available on the western side of James Ruse Drive.

Moreover, the development will provide pedestrian pathway to connect Grand Avenue and the Site within the 20-metre landscape setback next to Grand Avenue.

2.3.5 Cycling Accessibility

There are currently limited cycling facilities and routes provided within the vicinity of the development.

The Place Strategy outlines the plan to facilitate the active transport vision. It will feature dedicated off-street walkways and cycleways and green links with wider pedestrian footpaths and landscape settings. These will provide comfortable walking and cycling connections between bus stops and the Site.



2.4 Existing travel patterns

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2016 Census and specifically aggregated Destination Zones (DZ) have been referenced to understand the baseline travel characteristics of the area, inclusive 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. Given the impacts of the COVID-19 pandemic on travel patterns, reference to the 2021 ABS journey to work data is not considered accurate in reflecting typical travel conditions. The GTP will be reviewed following the release of the 2026 ABS data.

A summary of key travel modes for those travelling to the locality for work has been reviewed with regard for the surrounding DZN 114920002 within the Rosehill area is shown in **Figure 14**.

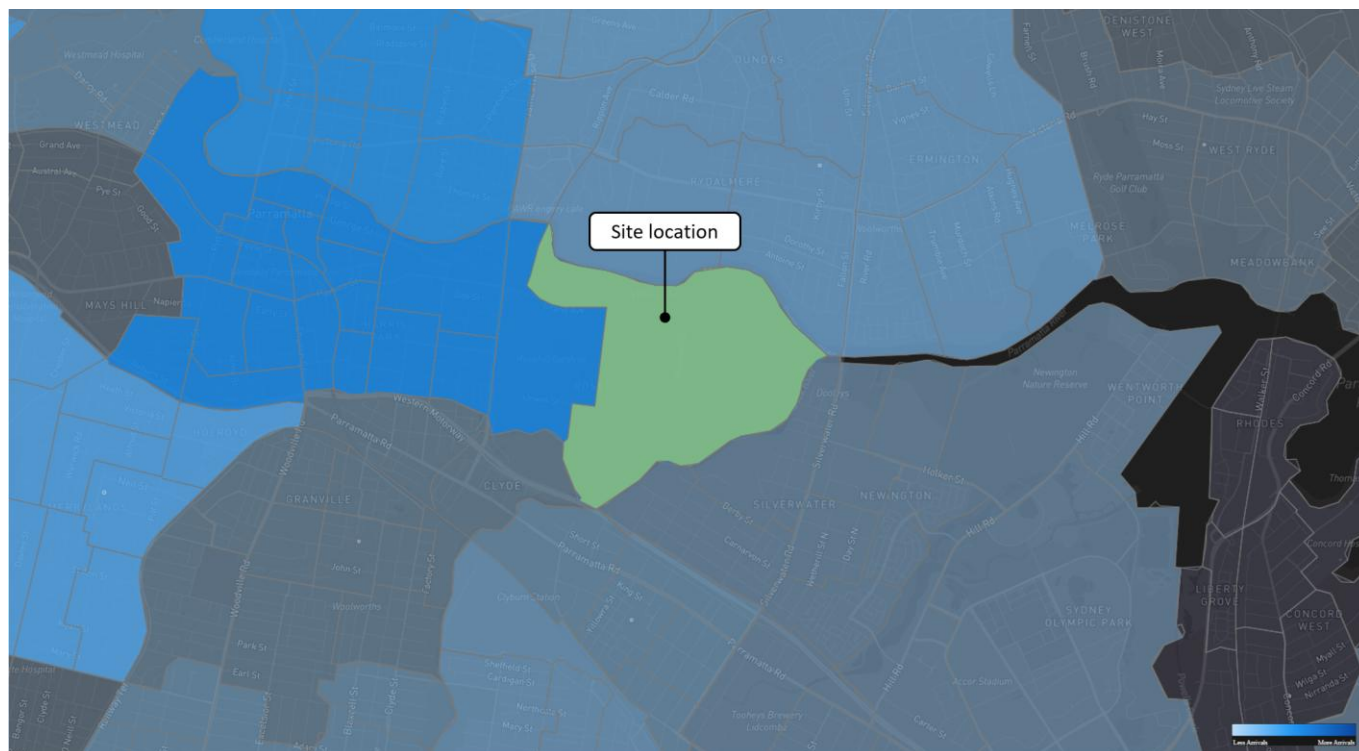


Figure 14: Site within Destination Zone 114920002

A breakdown of the existing travel mode share is presented in **Table 10**.

Table 10: JTW in Rosehill (Ref: DZN 114920002 / TZ 1071, TZ 1091, TZ 1092)

Travel mode	Mode share
Car, as driver	85%
Car, as passenger	4%
Train	5%
Bus	1%
Walk	1%
Motorbike	1%
Cycle	1%
Truck	2%

Note: This data excludes the people who did not go to work and worked at home

With reference to the above, private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in the area. The data indicates that approximately 89% travel by car, including 85% as driver and 4% as passenger, i.e., carpooling.

2.5 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.

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 and implementation

3.1 Introduction

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

3.2 Responsibility

The responsibility for the future travel plans will lie with Site management and should form part of organisational policies. Future GTPs 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.

The future GTP is 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 Coordinator (TPC) should be appointed to act as the primary point of contact for enquiries relating to the progress of the future Plans. It is recommended that a consistent TPC be appointed for the Site so as to achieve a coordinated approach. The TPC will manage all aspects of the GTP, including the co-ordination and joint working practices between those on-site.

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

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

The main duties of the TPC are envisaged to be:

- overseeing final development and implementation of the GTP;
- internal liaison to promote awareness of the GTP amongst businesses and staff within the Site;
- liaison with outside bodies, such as the Council and local bus operators, as required regarding the operation of the GTP;
- providing updated travel information to staff and visitors, as necessary; and
- monitoring, reviewing and (if necessary) updating the GTP.

3.5 Site operation

The Site would operate as an industrial development as per proposed SSDA. At the time of preparing this GTP a specific tenant has not been confirmed, therefore detailed operational information — including hours of operation, shift structure, staff numbers and freight movement profile — will be finalised by the future tenant.

For the purposes of establishing baseline mode targets, the GTP assumes:

- Operational Monday to Saturday, with limited overnight freight activity;
- Peak staff volumes consistent with the parking provision of 214 spaces;
- a workforce comprising warehouse operatives, office-based logistics and administrative staff, and a smaller proportion of management and visitors; and

These assumptions will be confirmed and updated through the first post-occupation travel survey (as outlined within **Section 5.2**). Where actual operations diverge materially from these assumptions, the mode targets in **Table 11** will be revised accordingly.

3.6 Consultation

It is essential that any parties that may play a part in the future of GTP have the opportunity to discuss further actions and solutions with one another. This would enable equitable input and feedback as well as maximising their overall efficacy of the GTP. Relevant parties to this GTP are listed as below.

- Council traffic & transport department and traffic committee;
- Local bus operators; and
- TfNSW.

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

This GTP will be reviewed by the parties above during the review process, with any comments received to be considered for review and revision.

3.7 Travel mode targets

3.7.1 Introduction

This section sets out the targets for the reduction in car journeys associated with the Site, with consideration to the land use in the area (being a mixture of business, residential and industrial developments in an urban environment). A focus on encouraging modal shifts away from private vehicles to utilising the existing public and active transport network aligns with the overall objective of this GTP. 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 Travel Plan; 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.

3.7.2 Mode share targets

It is essential that mode share targets should 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 current, and future transport options could reasonably be used to access the Site.

Section 5.1 of the ARCADIS Report² provides a mode share target for public transport of 30%, walking of 5%, cycling of 5%, and by car of 60% target by the completion of the Camellia–Rosehill Precinct for residential and urban services employment. The targets should be revisited and updated after the opening of the development as part of the monitoring process.

The proposed mode share targets, developed with consideration to Council’s relevant strategies and policies, are nominated in **Table 11**. The short-term targets represent an initial 5-year targets, aligning with the minimum monitoring and review period of 5 years.

Table 11: Mode share targets

Travel mode	Existing mode share	Proposed mode share targets		
		Short term	Medium term	Long term
Car, as driver	85%	73%	64%	52%
Car, as passenger	4%	5%	8%	9%
Train	5%	7%	8%	9%
Bus	1%	3%	4%	5%
Light rail	-	5%	7%	12%
Walk	1%	2%	3%	5%
Motorbike	1%	1%	1%	1%
Bicycle	1%	2%	3%	5%
Truck	2%	2%	2%	2%
Total	100%	100%	100%	100%

The targets in **Table 11** are indicative. They reflect the directional shift expected from committed and operational infrastructure rather than a quantitative forecast and are intended to set an aspirational baseline against which performance will be measured.

The basis for the proposed shift is:

- With Parramatta Light Rail Stage 1 now operational, and the Rosehill Gardens and the future Camellia stops within walking distance of the Site, the light rail mode share has been introduced (none existed in the 2016 JTW baseline).
- It is anticipated that the light rail mode share will increase following the future commencement of operations for Parramatta Light Rail Stage 2.
- Active transport infrastructure committed under the Parramatta Bike Plan 2024 and the Camellia–Rosehill Place Strategy — including the separated cycleway along Grand Avenue and shared path along Durham Street — directly improves the cycle and walk catchment to the Site.
- The Site is provided with end-of-trip facilities (42 bicycle spaces, showers, lockers and change rooms) and a programme of TPC-led measures (Section 4) to influence mode choice.

Additionally, the targets are based on reasonable inference on the basis of existing and proposed infrastructure that will work to encourage the modal shift away from private vehicles. Measures and strategies to achieve these targets are discussed in **Section 4**. The changes made to walking, cycling, train and bus travel modes are specifically reliant on the government strategic support and additional infrastructure planned to further promote their usage, which is anticipated to occur through future developments within the broader LGA. It shall be necessary to adjust these mode share targets as future developments and planned transport infrastructure are realised, allowing for more ambitious targets to be set.

² ARCADIS, Camellia–Rosehill Place Strategy - Traffic and Transport Technical Implementation Report, 22 July 2022 (the ARCADIS Report)

4 Measures and action strategies

4.1 Measures

The below is a range of measures that can help to achieve the objectives of this GTP.

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

- An introduction to the Plan 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.
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the Site.

4.2 Strategies

Six main strategies are identified, and the actions required for each are detailed in **Table 12**. The table details specific actions that could be implemented as part of a future site-specific 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 live document and subject to regular review. It is important to note, that the actions should not be taken as mandatory but rather potential options that should be investigated and implemented by future inhabitants of the development.

4.3 Responsible stakeholder bodies

In developing this GTP and the strategies and actions that are proposed within it, it is recognised that the end user is not known. Consequently, it is essential that the landowner and council confirm expectations regarding sustainable travel planning for the Site in order to facilitate the important process of monitoring and review.

In this regard, it should be noted, however, not all these actions should be viewed as being mandatory but rather as potential options that should be investigated and implemented as appropriate for the future occupants and end users of the Site.

Table 12: Proposed GTP action strategies

Strategy	How it works	Implementation	Resource/ responsibility	Timeline	Funding
1. Travel Planning and Demand Management					
1.1 Green travel plans	- Develop a GTP to provide information for Transport Access Guide (TAG). Refer to Appendix A. - Management of GTPs. - Promotion of GTPs.	Provide information resources and implement a range of additional initiatives to reward and encourage those who travel actively to help develop a healthy, active culture and meet travel targets. Continued support of the person/organisation in charge of managing the GTP. This would happen with the appointment of a TPC. - Undertake a GTP event annually. - Promote the following initiatives via bulletins, web pages, social media: - Travel Survey Results; and - Progress and update of GTP. Retain a current copy of the TAG to be relevant, useable, and accessible. TAG should be displayed in communal area of each warehouse.	Building Manager to be responsible for overall implementation of final GTP. Tenant to develop Company specific travel plan based on final GTP prior to the commencement of a new lease/sale of property. Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process.	Upon completion of the development and ongoing annual GTP events	Tenant / Business Owner
1.2 Travel Information Points	Establish locations such as travel information points where staff and visitors and others can access	Establish locations such as travel information points where staff, visitors and others can access travel information via interactive platforms. These can	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner

Strategy	How it works	Implementation	Resource/ responsibility	Timeline	Funding
	travel information via interactive platforms. - Promotion of GTPs - Provision of travel and transport information options	be similar to wayfinding kiosks provided at public transport stations, shopping centres etc. Information could include walking and cycling routes, bicycle parking, public transport availability, routes, real-time timetables and shared vehicles.			
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Manage staff rosters where possible.	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.	Manage staff rosters and develop work-from-home policies and procedures, where possible.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner
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,	Subject to owner / User negotiations and incentives.	Tenant / Business Owner / TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner

Strategy	How it works	Implementation	Resource/ responsibility	Timeline	Funding
	spreading the cost over the year to make it more affordable.				
2.2 Public Transport for work travel	The company and the TPC can promote public transport as one of the main preferences for work travel. This should be supported by all users and visitors to development having access to Opal Cards.	Subject to owner / User negotiations and incentives.	TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
2.3 Promote multi-modal travel	The Site is located within 2.3 kilometres from Rosehill Gardens Light Rail Station. However, this does not mean it should not be made aware of or even promoted as walking connectivity to the light rail station is available as shown in Figure 13. Similarly, car-pooling could be viable if passengers are picked up from Rosehill Gardens light rail station for train services which leads to overall reduced car usage.	Leverage the infrastructure and availability of the travel information points as stated in Strategy 1.2 to provide key information about light rail services at Rosehill Gardens light rail station. Information to display may include the proximity such as the approximate walking distance and time taken to the next available train and associated wait times.	Tenant / Business Owner / TPC	To be provided at completion of development and updated continuously	Tenant / Business Owner
3. Promoting carpooling					
3.1 Open Car Sharing	Where anyone in a defined geographical area can join a ride sharing scheme. This involves no input from	This can usually be accomplished by having notice boards in business premises which are a good place for	Staff	Ongoing in the workplace	Fuel costs can be arranged and split equitably by those involved

Strategy	How it works	Implementation	Resource/ responsibility	Timeline	Funding
	the employer and should be the onus of staff to schedule.	employees to find colleagues looking to share journeys. Utilise car share spaces provided and actively promote on site to staff and visitors.			
3.2 Closed Car Sharing	The company / department sets up an in-house car-matching scheme	The company / department sets up an in-house car-matching scheme and gets staff to participate. A points system can be setup to encourage friendly competition between staff and overall reduce carbon footprint from single car usage. Utilise car share spaces provided and actively promote on Site to staff and visitors. Reward regular car sharers by providing gifts such as free car washes.	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner
3.3 Third-party Car Sharing Program	Companies such as Liftshare are an online service that facilitates journey sharing between individual users, as well as providing separate services for businesses, organisations and events.	They allow users to search for and post details online of journeys; by car, bike, taxi or walking, for which they wish to find someone else with which to share the journey. Users can search for people who have entered similar journeys and contact them, wait to be contacted by someone searching for a journey of their own.	Staff – encouraged by TPC	Ongoing in the workplace	Staff
3.4 Carpool week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	One week of the year where a carpool theme is emphasised around the workplace including promotion such as a launch	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner

Strategy	How it works	Implementation	Resource/ responsibility	Timeline	Funding
		event. Intention is to show that carpooling is a real alternative to travel to work. Provide prize incentive as part of competition to promote raise awareness.			
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 a social and healthy aspect of travelling to work. As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.	The BUGs can set up amongst employees and arranged with the help of TPC. An online group such as an email thread, Teams Chat group would be the main channel where participants can communicate and organise rides, suggest areas for improvement. A designated leader would be appointed and ideally affiliated with Bicycle NSW who would manage queries and support in enabling a comfortable riding experience for all wishing to partake. BUG would be made aware of the recent upgrades to cycling infrastructure in the area.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner
4.2 Providing & Maintaining End of Trip Facilities	Providing facilities such as showers, change rooms, lockers. For the initial stages of development, it is recommended to provide facilities compliant with the relevant controls, and as the Site develops further, they should be reviewed as	Bicycle parking spaces will be provided for visitors and staff. Access to other facilities such as showers will also be made. Developer to provide bicycle parking spaces in the parking area together with male and female lockers, male and female showers and an accessible shower as per Building Plans.	Developer / Estate and/or warehouse Owner / Manager	To be provided at completion of development	Developer / Estate &/or warehouse Owner / Manager

Strategy	How it works	Implementation	Resource/ responsibility	Timeline	Funding
	part of the GTP monitoring process to meet any increase in demand.				
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	Promote and encourage cycling in the precinct and should actively participate in recognised NSW government bicycle initiatives such as bicycle week and cycle to workday.	TPC	To be promoted annually	Developer / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	Prepare Site specific maps with guidance on the most optimal way of travelling to/from the Site by bicycle	TPC	To be promoted and provided at communal area of each warehouse	Tenant / Business Owner
5. Promote 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.	Provide pedestrian facilities and amenities in close proximity in the Site and at the bus stops. Developer to provide male and female lockers, male and female showers and an accessible shower as per Building Plans.	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	Prepare Site specific maps highlighting pedestrian desire lines and optimal routes to provide guidance to pedestrians to key public transport and car sharing locations.	Tenant / Business Owner	To be promoted and provided at communal area of each warehouse	Tenant / Business Owner
5.3 Promote walking initiatives	Promotion of walking initiatives: walk to game / training day, pedometers / step challenge / gamification of walking /	Promote and encourage walking in the complex and should actively participate in recognised NSW government initiatives such as walk to	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner

Strategy	How it works	Implementation	Resource/ responsibility	Timeline	Funding
	reward programs based on steps to elevate pedestrian activity throughout the Site and to / from public transport points.	workday and pedometer / step challenges. Friendly challenge competitions can be organised to incentivise and encourage increased walking activity amongst users and visitors to the facilities.			
6. Influencing travel behaviour					
6.1 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.	To be distributed to staff, visitors, and neighbouring properties. Contact details as to who is responsible for the GTP will also be provided. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner

4.4 Communication strategy

4.4.1 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 a copy of the GTP, and a Transport Access guide (TAG) as provided in **Appendix A**. Furthermore, general information regarding the health and social benefits of active transport and advice on where to seek further information shall also be provided. It is recommended that an electronic copy of the welcome pack be created and made available to staff.

4.4.2 Accurate Transport Information

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

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

4.4.3 Promotion and Marketing Strategy

A marketing strategy should be designed for the communication and promotion of the GTP to all Site occupiers and users. The strategy should describe the range of communication tools and promotional techniques that will be used from the outset of the development and those that will be used on an on-going or phased campaign basis.

Notice boards for employees in strategic locations around the building and posters advertising specific campaigns can also form part of the strategy. Information leaflets for visitors can be found in the main reception areas. Publication of the GTP and relevant travel information on the organisation’s website. Each of the schemes offered in the GTP will be promoted amongst new employees that join and sent out prior to any interview.

5 Monitoring strategies

5.1 Plan maintenance

This Plan shall be subject to ongoing reviews and will be updated accordingly. Regular reviews will be undertaken by the TPC. As a minimum, a review of the GTP would occur every 1-2 years.

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

5.2 Monitoring

To record the overall success, as well as the effectiveness of the individual measures, monitoring and reviewing the GTP is to be conducted at regular intervals. The TPC 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 survey being carried out shortly after the 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 C**.

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 Evidence of consultation with TfNSW

Emily Duan

From: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>
Sent: Monday, 29 June 2026 3:26 PM
To: Patrick Wu; Emily Duan
Subject: FW: Fw: 6 Grand Avenue (SSD-55522478) - Condition B6 GTP - Consultation

Hi @Emily Duan

Thank you so much for your changes.

No further action is required from our team. We are ok to close this out.

Many thanks

Cheers Sophia

OFFICIAL

From: Rosie Selby <Rosie.Selby@transport.nsw.gov.au>
Sent: Monday, 15 June 2026 3:45 PM
To: Emily Duan <emily.duan@asongroup.com.au>
Cc: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>; Patrick Wu <Patrick.Wu@transport.nsw.gov.au>
Subject: Fw: 6 Grand Avenue (SSD-55522478) - Condition B6 GTP - Consultation

Hi Emily,

Thank you for the opportunity to provide comments on the Green Travel Plan (GTP) for 6 Grand Avenue (SSD-55522478), prepared by Ason Group (15 May 2026). The TDM Team have reviewed the GTP and can offer the following comments.

Car Parking: The TDM notes that over provision of car parking encourages a higher mode share for private vehicle rather than use of active and public transport modes. Car parking should be appropriately managed to prioritise, for example, the most convenient parking spaces for those who carpool to encourage those who are carpooling (car as passenger). – noted that car pooling has been identified as a strategy in Table 10.

TfNSW TDM Team 29 June 2026 - Closed

Bicycle parking and End of Trip Facilities (EoT): The TDM team appreciates that 42 bicycle parking spaces are proposed for the site and end of trip facilities. A good supply of bicycle parking will encourage more cycling. Further, the TDM team agree that both the bicycle/scooter parking and EoT be monitored over time to ensure sufficient supply to encourage active transport – particularly in the longer term - and be flexible to allow for parking of other micromobility options as they come on stream

TfNSW TDM Team 29 June 2026 - Closed

Mode shares: We note that preliminary mode share targets have been set for 2029, but ask that these include medium and longer term. The public and active transport mode shares could be more ambitious, particularly in the medium and longer terms when more infrastructure and services come on line. The car as passenger mode share could also be improved with car pooling initiatives – noting that this has been identified as a strategy / action in Table 10

TfNSW TDM Team 29 June 2026 - Closed

Travel Access Guide (TAG): We appreciate that a TAG (named Transport Access Guide in this GTP) has been included as Appendix A in the GTP as a one-page map. The TAG should be updated regularly and when there are changes to infrastructure and services. For further helpful information – please check this link [How to Create a Travel Access Guide doc](#) [here](#).

TfNSW TDM Team 29 June 2026 - Closed

The updated GTP, once prepared, should be provided to the TfNSW TDM Team for review.

TfNSW TDM Team 29 June 2026 - Closed

I hope these comments are of assistance.

Many thanks,
Rosie

Rosie Selby
Senior TDM Transport Planner
Operations Planning
Coordinator-General Division
Transport for NSW

M 0457 216 742 E rosie.selby@transport.nsw.gov.au

transport.nsw.gov.au

231 Elizabeth Street, Sydney
NSW 2000



Transport
for NSW

Afternoon team,

Can you please review and provide feedback to the proponent?

Kind regards

Patrick Wu *He/Him*
Precinct Operations Specialist
Precinct Operations
Coordinator-General Division

Transport for NSW

M: 0439035796 Email: patrick.wu@transport.nsw.gov.au

transport.nsw.gov.au



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

From: Emily Duan <emily.duan@asongroup.com.au>
Sent: Friday, June 12, 2026 10:11
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>
Subject: 6 Grand Avenue (SSD-55522478) - Condition B6 GTP - Consultation

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Dear Officers,

By the way of an introduction, Ason Group is the traffic consultants and have been engaged to provide traffic input for SSD-55522478 - 6 Grand Avenue Multi-Level Warehouse Rosehill.

It is noted that as part of SSD-55522478 Condition B6, a Green Travel Plan (GTP) shall be prepared in consultation with TfNSW. We now have prepared the GTP and would like to commence the consultation process in accordance with this requirement. Please find the relevant documentation attached for your review.

We would greatly appreciate it if you could provide your feedback at your earliest convenience. Should you have any questions or require clarifications, please do not hesitate to contact us.

Many thanks, and we look forward to hearing from you.

Have a good weekend.

Kind Regards,

Emily Duan

MS. Transport Eng.

Senior Transport Engineer | Ason Group

asongroup

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Consider the environment. Please don't print this e-mail unless really necessary.

Appendix B Transport Access Guide

Multi - Level Warehouses Travel Access Guide

6 Grand Avenue, Rosehill, 2142



Public Transport

Bus services

- 920** Parramatta to Bankstown
524 Parramatta Ryde & West Ryde via Melrose Park
(B) Bus Stops

Timetables at: <https://transportnsw.info>

Light Rail service

- L4** Westmead to Carlingford
(L) Stops

Sydney Ferries service

- F3** Parramatta to Circular Quay
(F) Rydalmere Wharf

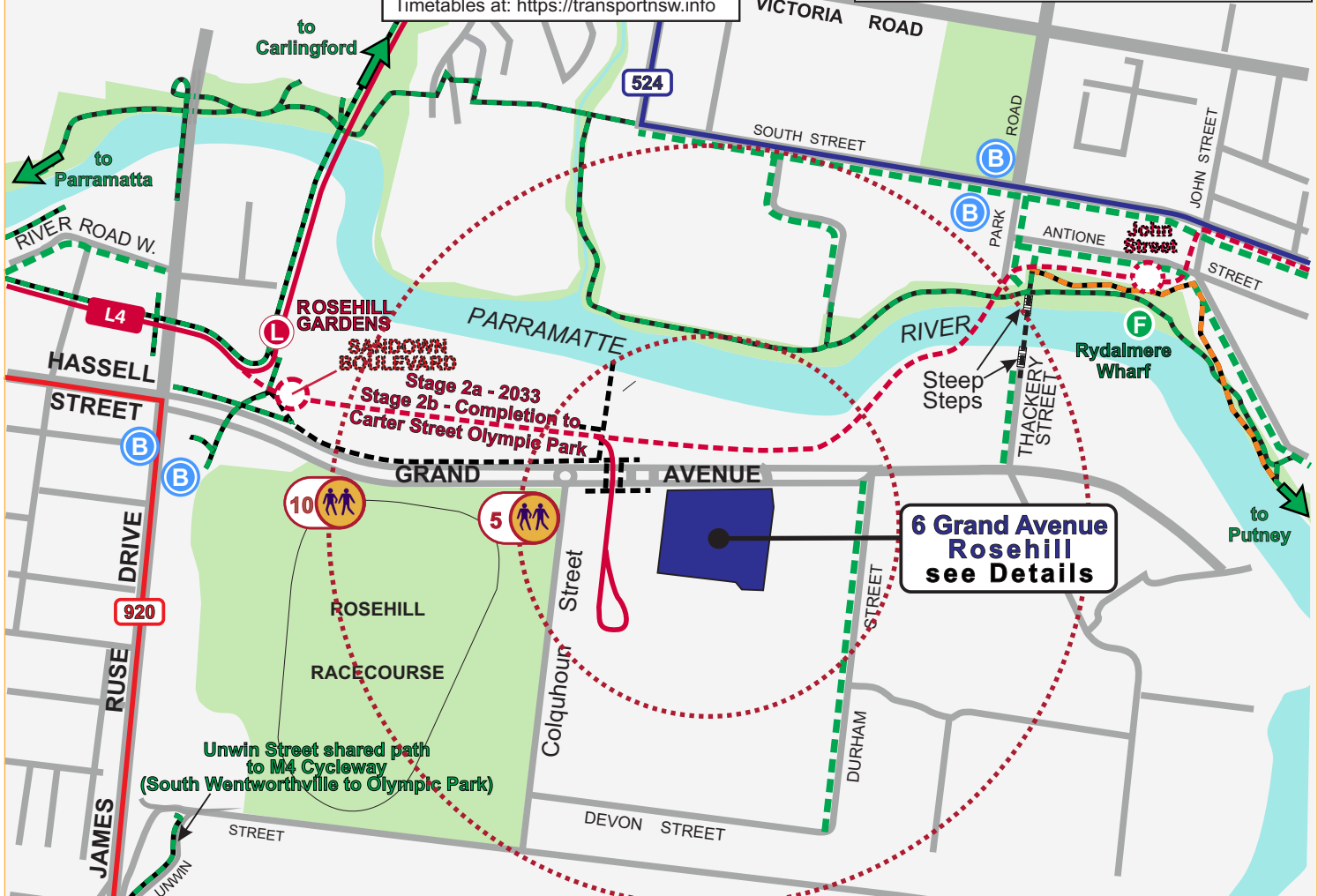
Timetables at: <https://transportnsw.info>

Active Transport

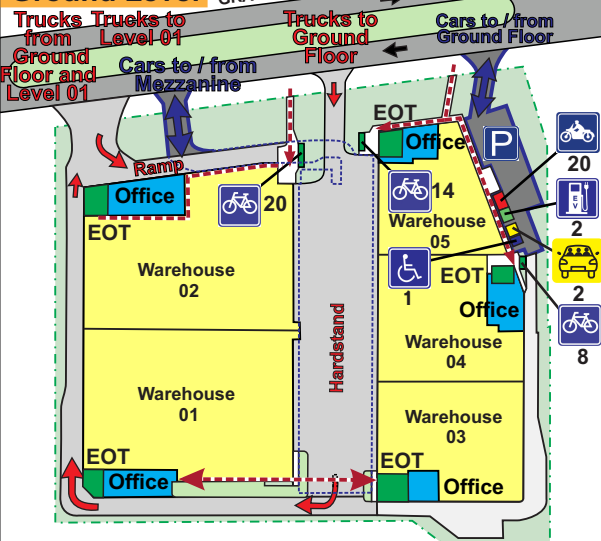
Cycle Routes

- Off - Road Shared Paths
- Bicycle Paths
- General Road Route
- Pedestrian Footpath / Link
- Approximate walking time (minutes)

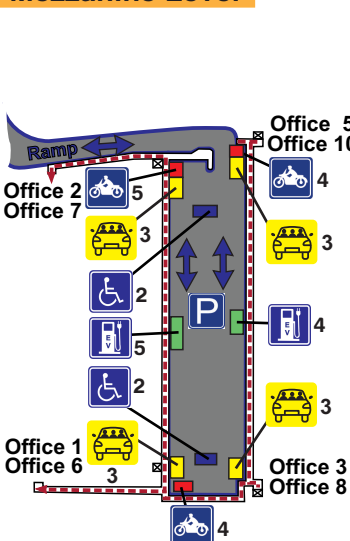
Active Routes at <https://maps.transport.nsw.gov.au/egeomaps/cycleway-finder/index.html>



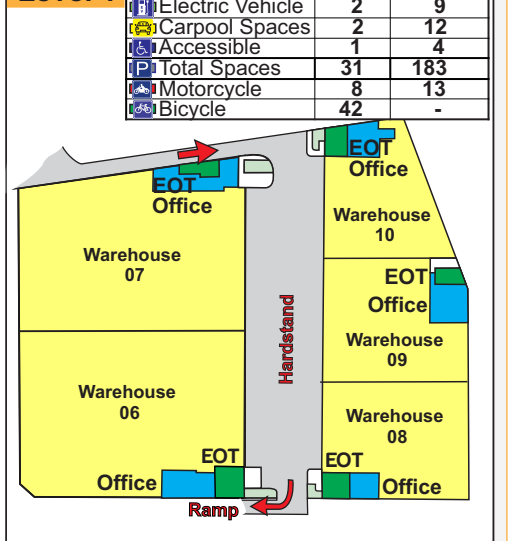
Ground Level



Mezzanine Level



Level 1



Parking	Ground	Mezzanine
Electric Vehicle	2	9
Carpool Spaces	2	12
Accessible	1	4
Total Spaces	31	183
Motorcycle	8	13
Bicycle	42	-

Appendix C 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 questionnaire survey form

Date:

Time:

Q1. Are you one of the following?

- | | |
|--|--|
| ☐ Warehouse staff | ☐ Casual contractor |
| ☐ Office staff | ☐ Company driver/sub-contractor |
| ☐ Courier/office delivery | ☐ Other (please specify) |

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

- | | |
|---------------------------------------|---|
| ☐ Walked only. | ☐ Car share vehicle |
| ☐ Bicycle only | ☐ Motorcycle/scooter |
| ☐ Train | ☐ Car (as passenger) |
| ☐ Bus | ☐ Car (as driver) |
| ☐ Taxi | ☐ Other (please specify) |

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

- | | |
|--|--|
| ☐ Before 06:00 | ☐ 8:00 – 08:29 |
| ☐ 06:00 – 06:29 | ☐ 08:30 – 08:59 |
| ☐ 06:30 – 06:59 | ☐ 09:00 – 09:29 |
| ☐ 07:00 – 07:29 | ☐ 09:30 – 09:59 |
| ☐ 07:30 – 07:59 | ☐ 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 to the site?

- | | |
|--|--|
| ☐ Before 15:00 | ☐ 17:00 – 17:29 |
| ☐ 15:00 – 15:29 | ☐ 17:30 – 17:59 |
| ☐ 15:30 – 15:59 | ☐ 18:00 – 18:29 |
| ☐ 16:00 – 16:29 | ☐ 18:30 – 18:59 |
| ☐ 16:30 – 16:59 | ☐ Other (Please specify)..... |

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

- | | |
|---------------------------------------|--|
| ☐ Walked only | ☐ Car share vehicle |
| ☐ Bicycle only | ☐ Motorcycle / scooter |
| ☐ Train | ☐ Car (as passenger) |
| ☐ Bus | ☐ Car (as driver) |
| ☐ Taxi | ☐ Other (Please specify)..... |

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

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?

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

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

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?
