

30 March 2020

620.13789-L01-v1.3 21 Honeysuckle Dr 2020 03 30.docx

Doma Group
C/O KDC Pty Ltd
Suite 2, 125 Bull Street
NEWCASTLE NSW 2302

Attention: Naomi Weber

Dear Naomi

21 Honeysuckle Drive, Newcastle Traffic and Transport Advice Response to Council Further Comments SSD-8019-MOD-3

1 Introduction

SLR Consulting Pty Ltd (SLR) has been engaged by KDC Pty Ltd on behalf of DOMA Group to provide traffic and transport advice with respect to 21 Honeysuckle Drive Newcastle and the application to modify the existing development approval.

Plans of development relating to the modification application area included at Appendix A.

2 Background

An application for the subject development was lodged with NSW Government Major Projects (reference SSD-8019) in June 2017 and was subsequently approved on 23 February 2018.

A number of modifications were subsequently lodged and approved, each relating to changes in the approved development built-form.

It is understood that a third modification (SSD-8019-Mod-3) has now been lodged which proposes a number of traffic and transport related changes, including changes to parking layouts and parking supplies.

This submission references the following drawing set, prepared by SJB Architects:

- 5485 DA-0200 Revision 23 Basement – *Floor Plan* (dated 19/03/2020);
- 5485 DA-0201 Revision 23 Ground – *Floor Plan* (dated 19/03/2020).

The modification does not propose to vary the approved land use or yield. Accordingly, no detailed traffic assessment has been conducted as part of this modification advice. This advice only relates to the proposed changes that form part of the Mod-3 application.

Reference to the following design guidelines has been made during the design development process:

- *The City of Newcastle Development Control Plan 7.03 – Traffic, Parking and Access (DCP 2012).*

3 Purpose

The purpose of this memorandum is to provide supplementary technical reporting to the previously approved Traffic Impact Assessment (TIA) prepared by SECA Solutions in November 2017 which informed the original project approval.

Whilst not a direct response, this advice does address the traffic and transport items raised by the City of Newcastle in their correspondence dated 28 February 2020 (reference PB2020/01441).

4 Modification Detail

The traffic and transport related elements of the Mod 3 application are summarised in Table 1 from which the following can be surmised:

- There is no change in use type or yield.
- There are an additional 69 residential parking spaces beyond that already approved. This increase arises from changes to the internal parking layout and the reconfiguration of previous storage and long parking spaces.
- There is a reduction of one residential visitor parking space.
- There is a reduction of one non-residential parking space.
- There is a reduction of six resident bicycle parking spaces. This reduction arises from changes to the internal parking layout.
- There is a reduction 49 non-residential occupant bicycle parking spaces. This reduction arises from changes to the internal building layout to provide other internal building uses.

Table 1 Summary of Modification 3 Changes Relative to Traffic

Design Element	Approved	Proposed	Change
Residential Yield	148 dwellings	148 dwellings	0
Non-residential Yield	226m ²	226m ²	0
Residential Parking	154 spaces	223 spaces	+69
Visitor Parking	31 spaces	30 spaces	-1
Non-residential Parking	5 spaces	4 spaces	-1
Residential Bicycle Parking	154 spaces	148 spaces	-6
Visitor Bicycle Parking	68 spaces	19 spaces	-49
Non-residential Bicycle Parking			
Servicing Bays (for trucks)	0	0	0

The following sections of this advice detail the traffic and transport justification for these changes and makes comment on the reasonableness of the proposed changes.

5 Residential Car Parking Supply Review

Table 2 references specific objectives of the Newcastle DCP 2012 which recommend the use of a parking review to inform any departure from DCP rates. These points are understood to provide a mechanism for applicants to propose a departure from the standard parking rates.

Table 2 Newcastle DCP TPA Objectives

Objective Reference	Outcome
<i>DCP 7.03 Overall Aim #1</i>	To ensure that parking and service provision is adequate relative to the likely demand.
<i>7.03.01 – Traffic study objective</i>	Justify any departure from the parking rates set out in Table 1 – Parking Rates.
<i>7.03.02 – Parking provision (Section A – Parking rates)</i>	Ensure an appropriate level and mix of parking provision, having regard to the likely demand and the impacts of over/undersupply of parking.
<i>7.03.02 – Parking provision (Section B – Variations to parking rates)</i>	Allow variations to on site provision of parking.

Based on the Table 2 provisions, it is clear that Council is not averse to the provision of alternative parking rates so long as the proposed supply can reasonably accommodate the forecast demand of the development without compromising external network operation including public parking facilities and traffic operations.

SLR has conducted a multi-faceted desktop-level review of the resident parking demand projected in relation to the subject development and surrounding locale. Table 3 summarises the data references and relevant sections of discussion made herein.

Table 3 Parking Assessment Consideration

Report Section	Data Reference	Objective
Section 5.1	DCP 7.03 Parking Requirements	Establish benchmark supply requirements under Council's Development Control Plan
Section 5.2	ABS Census 2016	Quantify average vehicle ownership rates for local residents
Section 5.3	Buyer Demographic Survey	Understand specific demographic of confirmed buyers and probably vehicle ownership
Section 5.4	Summary of Review	Utilise above data to inform and justify the departure from Council's standard rates.

5.1 DCP Rates

Table 4 summarises the explicit car parking requirements outlined in the DCP for residential development within the Newcastle City Centre.

Table 4 DCP Parking Requirements

Component	Yield	DCP Parking Rate	DCP Parking Requirement	Parking Proposed
1 Bedroom Unit	43	0.6 spaces per dwelling	25.8	223
2 Bedroom Unit	57	0.9 spaces per dwelling	51.3	
3 Bedroom Unit	48	1.4 spaces per dwelling	67.2	
Total	154 dwellings	-	144.3 (144)	

Source: Newcastle Development Control Plan 2012 – 7.03 Traffic, Parking and Access

The parking supply proposed as part of the Mod-3 application is represents a surplus of 79 spaces over-and-above that outlined in the DCP. The proposed 223 resident parking spaces is 69 spaces more than that already approved.

5.2 Car Ownership Data

SLR has interrogated 2016 census data generated using the Australian Bureau of Statistics (ABS) *TableBuilder* online portal to determine the existing vehicle ownership characteristics for residential households in the surrounding locale. The relevant statistical areas (SAs) in which the site is located are illustrated on Figure 1.

Figure 1 ABS Statistical Areas



Source: Nearmap, ABS

Table 5 summarises the average car ownership reported by ABS for dwellings in each of the statistical areas containing between one and four bedrooms and also provides a comparison to the DCP rate.

Table 5 Average Household Vehicle Ownership

Dwelling Yield	SA1 Zone Area	SA2 Zone Area	DCP Parking Rate ¹
One Bedroom	0.98 vehicles	0.79 vehicles	0.6 spaces per dwelling
Two Bedrooms	1.31 vehicles	1.25 vehicles	0.9 spaces per dwelling
Three Bedrooms	1.67 vehicles	1.64 vehicles	1.4 spaces per dwelling
Four Bedrooms	-	2.02 vehicles	1.4 spaces per dwelling
Proportion Apartment Dwellings	100%	62%	

¹ DCP Parking Rate relevant to developments within Newcastle City Centre, which roughly encapsulates the northern 50% of the SA2 area above.

Source: ABS

The Table 5 results suggest a reasonably high proportion of current vehicle ownership across both SAs. Table 6 explores this dataset further and considers current vehicle ownership within the SA1 study area as it relates to dwelling size. The results indicate that approximately one third (34%) of dwellings in the SA1 study area own more than two vehicles and nearly one-sixth (17%) own three or more vehicles.

Table 6 Vehicle Ownership within SA1 Study Area

Dwelling Size	0 Vehicles	1 Vehicle	2 Vehicles	3+ Vehicles
One bedroom	9%	84%	7%	0%
Two bedrooms	4%	65%	27%	4%
Three bedrooms	8%	29%	50%	13%
Average	7%	59%	28%	6%

Source: ABS

The following can be concluded from the ABS vehicle ownership data reported in Tables 5 and 6:

- The ABS vehicle ownership rates exceed by a significant margin the average 0.94 spaces per dwelling parking rate determined in accordance with the DCP (144 car parking spaces);
- The ABS vehicle ownership rates exceed by a significant margin the 1.04 spaces per dwelling parking rate that relates to the current approval (154 car parking spaces).

Whilst the ABS data should not be used in isolation to support a higher rate of provision compared to that specified in the DCP, it does demonstrate that there is an already high level of demand for resident parking in the immediate study area and that multiple vehicle ownership is relatively common, even for smaller dwelling sizes.

The inadequate provision of parking that does not accommodate or respond to these levels of resident vehicle ownership reported by ABS has the potential to lead to surplus demands shifting to on-street facilities which in turn would impact other parking user groups.

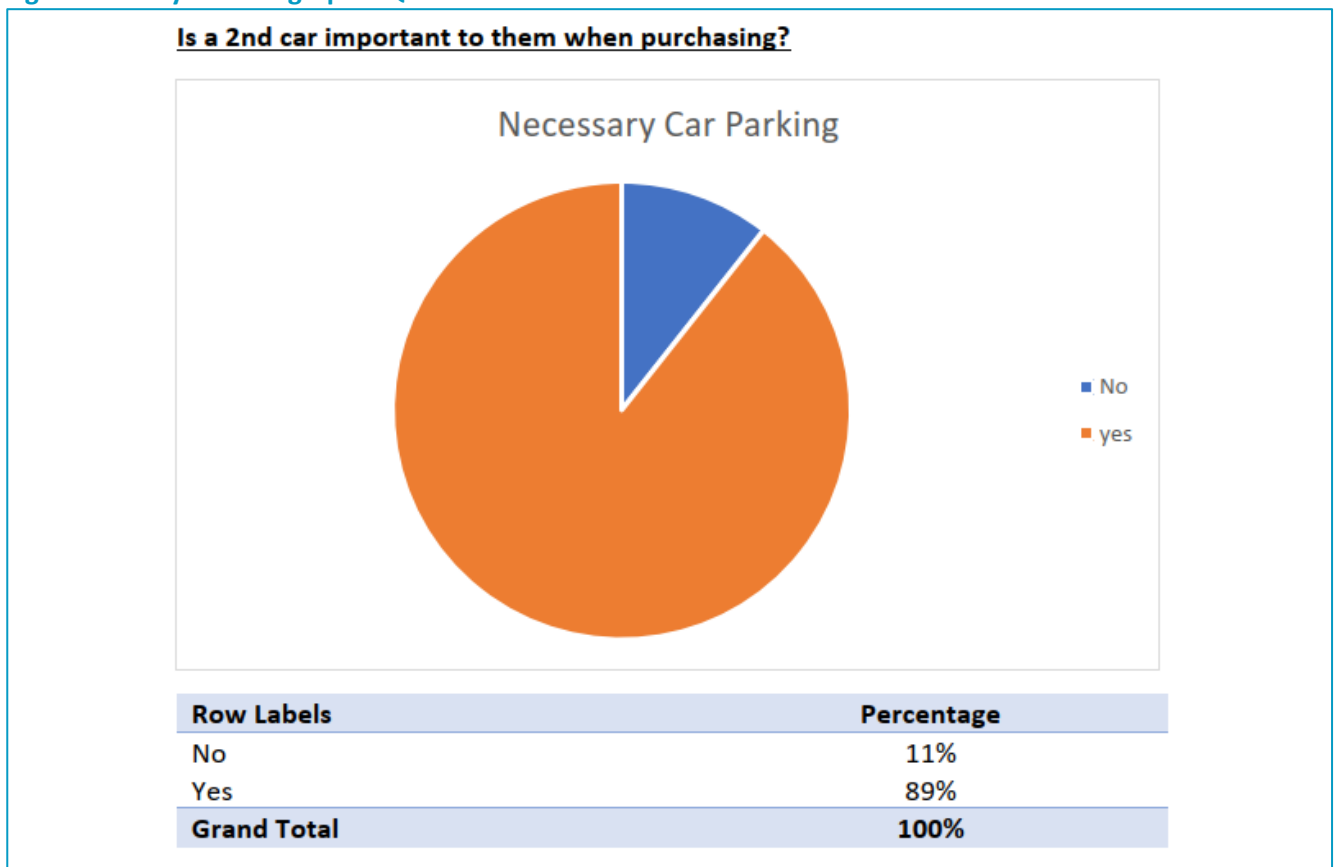
It is worth noting that the ABS census data referenced above was collected in 2016 and may not represent the current local demographic data for the study area, especially when accounting for the rise in urban development along the Honeysuckle Drive mixed-use precinct. Nevertheless, the data collected for the SA1 study area is considered a reasonable data source for the forecasting of likely parking demands arising from the subject development. The information summarised in Section 5.3 provides more current and development specific information relating to car parking demand.

5.3 Purchaser Demographics and Survey Responses

It is understood that all apartment dwellings approved at 21 Honeysuckle Drive have been purchased off the plan. During the purchase period, prospective and actual purchasers were surveyed by the vendor's agent for demographic market analysis. These comprehensive survey outcomes are included at Appendix B.

Figure 2 reproduces one survey response to the question "Is a second car important to [you] when purchasing". The response indicates that the vast majority (89%) of occupants reported that parking for multiple cars was an important feature or requirement when purchasing. Note that this survey includes purchases of one, two, and three-bedroom dwellings.

Figure 2 Buyer Demographic Questionnaire



Source: Buyer Demographic Breakdown (Colliers International)

Based on the Figure 2 data, the Mod-3 proposal to increase the residential parking supply appears to be responding to actual market demands. A resultant parking demand rate of 1.89 spaces per dwellings can be estimated from the 89% survey results as follows, 1.89 spaces per dwelling = i.e. 11% * 1 space per dwelling + 89% * 2 spaces per dwelling).

Whilst this market demand data doesn't solely justify a higher rate of parking provision compared to that specified in the DCP, it does demonstrate that the vast majority of prospective and actual purchasers this specific development find multiple parking spaces highly desirable. This finding in combination with the ABS data presented in Section 5.2 would suggest this is because they likely own two or more vehicles.

Again, this information suggests that the risk appears to be skewed with the DCP and approved rates not being high enough to adequately cater to actual demand and overflows occurring on-street.

5.4 Summary of Review

Based on the relationships identified in Section 5.2 and 5.3, it is evident that the proposed change to the resident parking supply to increase it beyond the already approved supply can be justified based on ABS statistics and purchaser data that is specific to the City, sub-region, and the subject development and purchaser demographic.

Table 7 summarises the parking supply ratio for each of the three sections herein, weighted to consider the proportions of one, two and three-bedroom dwellings.

Table 7 Summary of Parking Ratios (Weighted)

Table 1: Summary of Parking Ratios (Weighted)				
Dataset	Development Yield (dwellings)	Dwelling Type	Parking Supply Ratios (spaces per dwelling)	Average Parking Supply Ratio
Approved Plans	148	All	1.04 spaces per dwelling (154 spaces for 148 dwellings)	
DCP Rates	43	1 Bedroom	0.6 spaces per dwelling	0.98 spaces per dwelling
	57	2 Bedroom	0.9 spaces per dwelling	
	48	3 Bedroom	1.4 spaces per dwelling	
ABS Census Data	43	1 Bedroom	0.98 spaces per dwelling	1.33 spaces per dwelling
	57	2 Bedroom	1.31 spaces per dwelling	
	48	3 Bedroom	1.67 spaces per dwelling	
Buyer Survey	43	1 Bedroom	1.89 spaces per dwelling	
	57	2 Bedroom		
	48	3 Bedroom		
Mod-3 Proposal	148	All	1.51 spaces per dwelling (223 spaces for 148 dwellings)	

The Mod-3 proposed residential parking supply rate of 1.51 spaces per dwelling is considered reasonable in the context of the ABS and purchaser data. The proposed supply will better respond to the anticipated resident parking demand and should also reduce the risk to Council regarding resident use of on-street parking.

6 Non-Residential Carparking

Table 8 summarises the Mod-3 proposed changes to non-residential carparking and includes comparisons to the DCP outlined provisions.

Table 8 Changes to Non-Residential Carparking

Design Element	DCP Rate	DCP Requirement	Proposed Supply
Visitor Parking	1 space for the first 3 dwellings and 1 per 10 dwellings thereafter	29.4 (rounded to 29)	30
Non-residential Parking	1 per 60m ² GFA	3.76 (rounded to 4)	4
Total	-	33 spaces	34 spaces

Whilst the proposed changes do represent a reduction in residential visitor and non-residential parking, it is evident from Table 8 that the proposed changes are still in line with provision rates specified by the DCP. The remaining spaces remain well located consistent with the already approved development layout.

The Mod-3 proposed non-residential parking supply is considered reasonable as it is still in accordance with the Council DCP.

7 Bicycle Parking

The DCP classifies bicycle parking into three use groups.

- Class 1 – high security level (i.e. secured storage locker for personal use);
- Class 2 – medium security level (i.e. public-use internal storage room with racks) ;
- Class 3 – low security level (i.e. public-use external rack).

As discussed in Section 2, the modification proposes the removal of 49 Class 2 bicycle parking spaces previously located on the Ground Floor of the development. It should be noted that these spaces were provided in excess of the DCP requirement as a part of the approved plan of development. These spaces are understood to have been removed to accommodate other storage options and layout changes.

Table 9 summarises the changes to bicycle parking proposed as a part of the modification compared to the requirements of the DCP.

Table 9 Changes to Bicycle Parking

Design Element	DCP Rate	DCP	Proposed	User Class Type	Location
Resident Parking	1 per dwelling	148	148	1	Basement
Visitor Parking	1 per 10 dwellings	14.8	16	3	Ground Floor – Within Pedestrian Link
Non-residential Parking	1 per 100m ² GFA	2.26	3	2	Ground Floor – Adjacent to Eastern Commercial Building
Total	-	165 bays	166 bays	-	-

Whilst the proposed changes do represent a reduction in bicycle parking, it is evident from Table 9 that the proposed changes are still in line with provision rates specified by the DCP. The type and location of the remaining bicycle parking spaces are considered reasonable and should provide sufficiently visible and convenient parking opportunities for cyclists.

The Mod-3 proposed bicycle parking supply is considered reasonable as it is still in accordance with the Council DCP.

8 Motorcycle Parking

The Mod-3 application does not propose any change in motorcycle parking (six spaces) beyond that already approved. It is recognised that the DCP specifies a rate of one motorcycle space for every 20 car spaces; however, the proposed resident supply can accommodate motorcycles and the provision by way of typical car parking spaces ensures flexibility regardless of vehicle type.

9 Development Servicing

The Council correspondence dated 28 February 2020 refers to prior traffic and transport advice prepared by another engineering consultant regarding justification for the use of on-street loading. To be clear, the proposed modifications do not rely on this loading in any way that is different to that which has already been approved.

Whilst the number of non-residential parking spaces does reduce from five to four spaces as part of the Mod-3 application, this supply is still compliant with the DCP. The prior justification for this parking space is moot as the remaining supply of four spaces is compliant with the DCP.

The already approved development does not include any provision for on-site loading by trucks. The Mod-3 application does not propose any changes (additions or deletions) to this already approved servicing arrangement.

10 Potential Traffic Impacts

Whilst the carparking review herein does indicate that the higher parking provision will more appropriately reflect the anticipated development demand, this increased parking supply also has the potential to generate an incremental traffic demand on the road network beyond that already considered a part of the approved development.

It is noted that the majority of the proposed parking supply increase results from the reconfiguration of already approved storage and long parking spaces that even without this application, will accommodate multiple parking vehicles.

The RMS *Guide to Traffic Generating Developments* Technical Direction prepared in 2013 provides traffic generation rates for high density residential buildings based on the number of car spaces. These generation rates have been applied to the increased parking supply proposed as a part of the modification in Table 10 to quantify potential traffic demand increase for the development site.

Table 10 Traffic Generation Increase

Parking Supply Increase	RMS Generation Rate (<i>trips per car space</i>)		Traffic Demand Increase	
	AM Peak	PM Peak	AM Peak	PM Peak
69 new spaces	0.15	0.15	10.35vph	10.35vph

The adoption of the Table 10 RMS rates suggests a potential incremental traffic demand of approximately 11 new vehicle trips during both peak hours. A desktop review of the traffic reporting submitted with the original application suggests that this demand increase is relatively minor compared to that originally projected for the approved development and that these movements could be accommodated on the surrounding road network.

Furthermore, a review of the purchaser demographic survey data suggests that approximately one-fourth of residents are retired, who are much less likely to travel during peak commuter periods. As a result, this traffic impact may be even less than what is tabulated above.

The Mod-3 proposal is not projected to generate incremental traffic demands of a type or scale that would necessitate additional capacity or safety mitigations. The traffic engineering outcomes would be generally consistent with those presented as part of the original application.

10.1 Combined Effect of 21 and 35 Honeysuckle Drive Modifications

SLR understands that a separate modification application has been submitted with respect to the nearby 35 Honeysuckle Drive development approved in June 2019 (reference SSD-8999-Mod-2). Given the proximity of these two sites, it is appropriate to consider the cumulative impacts of both modification proposals to understand the scale of potential impact. The combined issues are:

- Traffic capacity impact;
- Parking and design impact.

Adopting the same traffic generation assumptions as in Table 10, the combined effect of both proposed modifications is forecast to be in the order of 13 vehicles additional trips during each road network peak period.

There are no external or combined impacts envisaged for the proposed design and parking changes as these are internal matters. If there is any combined impact, it is likely to be a positive impact attributable to the lowered risk of resident parking demands being realised via on-street parking facilities.

11 Public and Active Travel

The subject site is extremely well located in close proximity to high quality, frequent public transport including buses and light rail. The location will also promote walking and cycling through the high quality path and on-road bicycle lane facilities that border site and proximity to recreation, retail and employment destinations as illustrated in Figure 3 and Table 11.

Figure 3 Site Proximity to Public and Active Transport Options



Table 11 Public Transport Service Frequency

Type	Line Name	Days	Frequency
Light rail NLR Line	Newcastle Beach – Newcastle Interchange (west direction)	Monday-Friday	Peak: 7-8mins, Off-peak: 15mins
		Saturday	Peak: every 15mins, Off-peak: 30mins
		Sunday	Peak: every 15mins, Off-peak: 30mins
	Newcastle Interchange – Newcastle Beach (east direction)	Monday-Friday	Peak: 7-8mins, Off-peak: 15mins
		Saturday	Peak: 15mins, Off-peak: 30mins
		Sunday	Peak: 15mins, Off-peak: 30mins
Bus 11	Newcastle to Charlestown vis Jesmond	Monday-Friday	Peak: 15mins, Off-peak: 30mins
		Saturday	Peak: 30mins, Off-peak: 1hr
		Sunday	Peak: 30mins, Off-peak: 1hr
	Charlestown to Newcastle via Jesmond	Monday-Friday	Peak: 15mins, Off-peak: 30mins
		Saturday	Peak: 30mins, Off-peak: 1hr
		Sunday	Peak: 30mins, Off-peak: 1hr
Bus 13	Newcastle to Glendale via John Hunter Hospital & Cardiff	Monday-Friday	Peak: 15mins, Off-peak: 30mins
		Saturday	Peak: 30mins, Off-peak: 1hr
		Sunday	Peak: 30mins, Off-peak: 1hr
	Glendale to Newcastle via Cardiff & John Hunter Hospital	Monday-Friday	Peak: 15mins, Off-peak: 30mins
		Saturday	Peak: 30mins, Off-peak: 1hr
		Sunday	Peak: 30mins, Off-peak: 1hr
Bus 138	Newcastle to Lemon Tree Passage via Newcastle Airport	Monday-Friday	Once a day
		Saturday	n/a
		Sunday	n/a
	Lemon Tree Passage to Newcastle via Newcastle Airport	Monday-Friday	Once a day
		Saturday	n/a
		Sunday	n/a

The site's location and proximity to public and active transport facilities is expected to be significant with respect to supporting sustainable modes of travel. Whilst the car parking supply is proposed to increase, the development still proposes to deliver cycling facilities for residents, staff and patrons at or beyond the DCP stipulated rates of provision which will further support sustainable travel.

The preparation and monitoring of a Green Travel Plan or similar would be reasonable to further support the awareness and adoption of sustainable travel modes.

As per the Section 10 discussion regarding traffic generation, based on RMS data, the Mod-3 proposal is not expected to generate additional materially higher traffic demands. If this is true, it stands to reason that person trips via active and public transport modes will not be significantly impacted by the additional car parking supply. The site's location will further ensure that sustainable travel is often more convenient and attractive than personal vehicle travel.

12 Conclusions

It is understood that following approval in early 2018, a third modification application (SSD-8019-Mod-3) has been lodged over this site which from a traffic and transport perspective, proposes changes to the supply and layout of the on-site bicycle and vehicle carparking.

This memorandum has been prepared to provide supplementary technical reporting to the previously approved Traffic Impact Assessment (TIA) prepared by SECA Solutions in November 2017 that provide technical justification for the latest modification.

The following dot-points summarise the outcome of this advice:

- The primary outcome of the Mod-3 is to increase the residential parking supply by 69 spaces beyond that already approved.
- The approved development provides residential parking at a rate of **1.04 spaces per dwelling**, slightly above the minimum DCP rate of **0.98 spaces per dwelling**.
- Review of 2016 Census data (ABS, 2016), suggest car ownership of the surrounding residential demographic is approximately **1.33 spaces per dwelling** when adopting the development dwelling size composition.
- Recent surveys conducted of prospective and actual purchasers of the property indicate an average car ownership of roughly **1.89 spaces per dwelling**.
- Based on the ABS statistics and purchaser surveys, it would appear that the approved parking supply will not adequately meet actual residential parking demands. There is a risk that overflow demand may be realised on-street which in turn would impact other parking user groups.
- The Mod-3 proposal converts space previously used for resident storage and long parking spaces into additional carparking supply, providing resident parking at a rate of **1.51 spaces per dwelling** in response to these market demands.
- The proposed 69 space increase in residential parking is not expected to materially impact sustainable travel mode choices given the site is extremely well located in close proximity to the CBD and inner city, light rail and other public transport, and cycling and walking paths.
- The Mod-3 application does not propose any change in motorcycle parking (six spaces) beyond that already approved. It is recognised that the DCP specifies a rate of one motorcycle space for every 20 car spaces; however, the proposed resident supply can accommodate motorcycles and the provision by way of typical car parking spaces ensures flexibility regardless of vehicle type.
- Parking for the residential visitor and non-residential development components is compliant with the DCP.
- The Mod-3 application does not propose any change to the already approved development with respect to internal truck servicing and circulation arrangements.
- The Mod-3 application proposes a reduction in bicycle parking; however, the resultant rates still exceed that required in accordance with the DCP and the facilities will be supportive of sustainable travel mode choice by residents, staff, visitors and patrons.

Based on the information documented herein, it is considered that the proposed Mod-3 changes do not contradict any of the overarching objectives of the Newcastle DCP and that they can be considered minor from a traffic and transport perspective in that they:

- Do not result in 'substantially different development'.
- Do not propose a new use or development of a new parcel of land.
- Do not change the operation of the development from that intended.
- Do not generate significant incremental impacts on traffic flow or transport networks.
- Do not introduce new impacts, or increase the severity of known impacts.
- Do not impact on transport infrastructure provisions or materially detract from sustainable travel choice.

Yours sincerely



BEN PARK
Senior Consultant



KRIS STONE
Principal Consultant

Checked/KS
Authorised by: KS

Appendix A

Proposed Plans of Development

Nominated Architects: Adam Haddow-7188 | John Pradel-7004

Rev	Date	Revision	By	Chk.
1	17.03.17	DEVELOPMENT APPLICATION ISSUE		
3	23.03.17	REVISED CAR PARK NUMBER		
5	10.04.17	DA SUBMISSION		
6	25.05.17	FOR COORDINATION		
10	29.05.17	ISSUED FOR DA	JO	ML
11	04.07.17	FOR COORDINATION		JO ML
12	27.11.17	FOR REVIEW		
14	29.08.18	REVISED	SC	ML
15	11.02.18	SECTION 4.55	SC	ML
16	12.11.18	SECTION 4.55	SC	ML
17	14.05.19	SECTION 4.55	SC	ML
19	08.01.20	SECTION 4.55 (1)	SC	ML
20	17.02.20	SECTION 4.55 (1)	SC	ML
21	27.02.20	SECTION 4.55 (1)	SC	ML
22	12.03.20	SECTION 4.55 (1)	SC	ML
23	19.03.20	SECTION 4.55 (1)	SC	ML

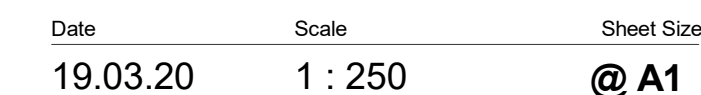


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50 Honeysuckle Drive
Newcastle NSW 2300

Drawing Name

BASEMENT - FLOOR PLAN

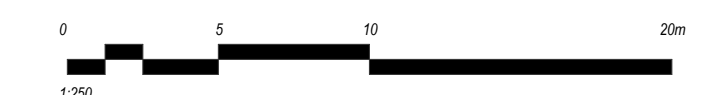


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JO ML

Job No.	Drawing No.	Revision
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5485 DA-0200 / 23



SJB Architects
Level 2
490 Crown Street
Surry Hills NSW
2010 Australia
T 61 2 9380 9911
F 61 2 9380 9922
www.sjb.com.au



PARKING TYPE	NO.
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ACCESSIBLE 15RESIDENTIAL 177

TOTAL	192
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PARKING NUMBERS INCREASED

Rev	Date	Revision	By	Chk.
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Client

Project

50 Honeysuckle Drive,
Newcastle NSW 2300

Drawing Name

GROUND - FLOOR PLAN

Date _____ Scale _____ Sheet Size _____

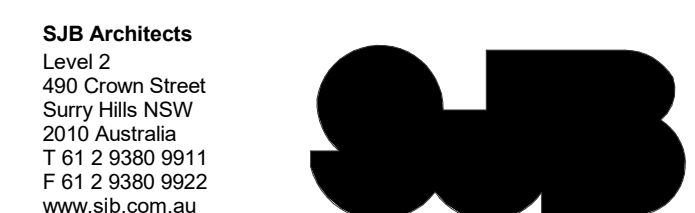
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EVENT	DATE
JO	MI

Job No. Drawing No. Revision

5485 DA-0201 / 23



PARKING TYPE	NO.
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RETAIL	4
VISITOR	30
TOTAL	65

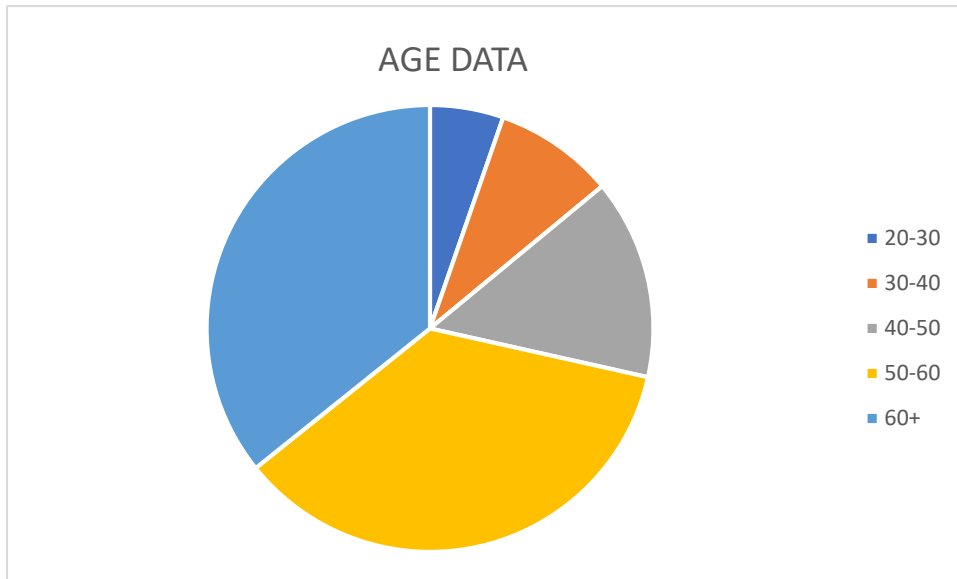
RETAIL SPACE CALCULATION ADJUSTED

HONEYSUCKLE DRIVE

Appendix B

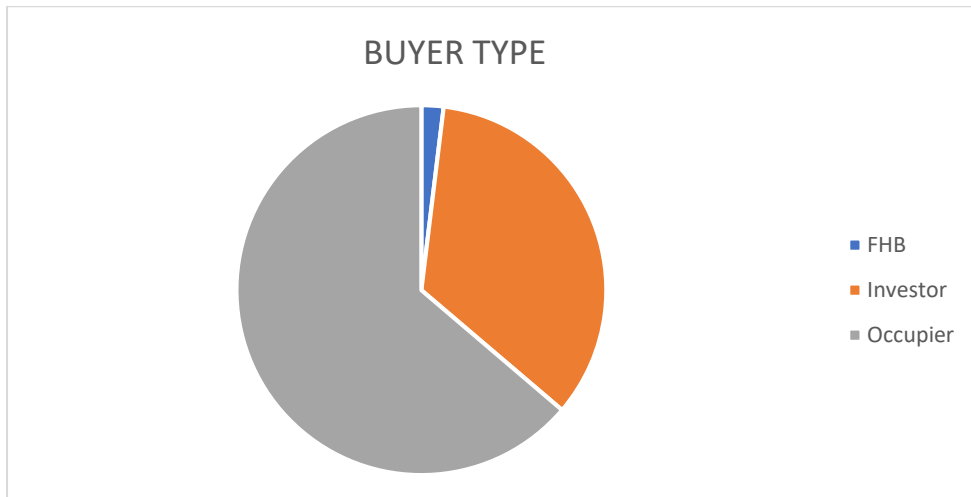
Purchaser Survey Responses

Age Data



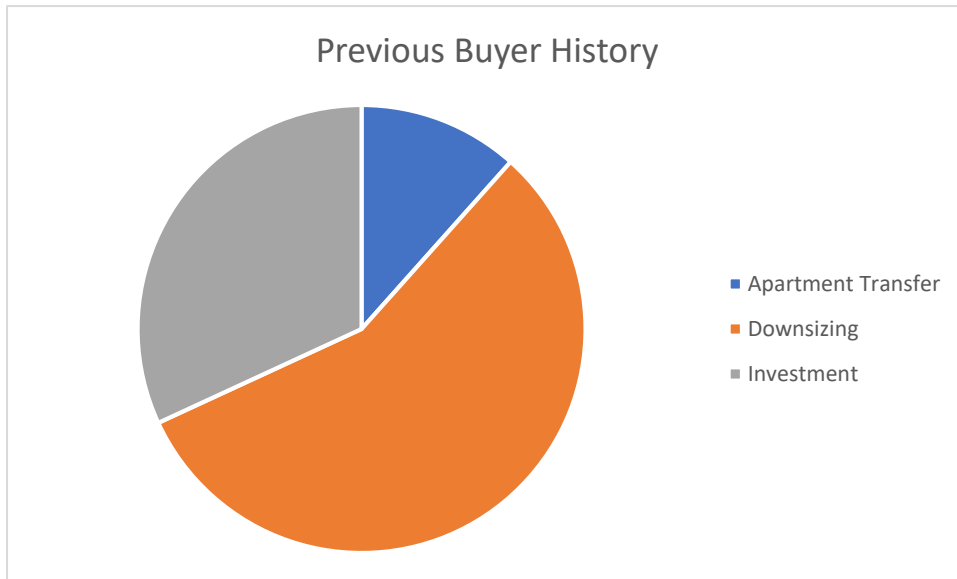
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20-30	5%
30-40	9%
40-50	14%
50-60	36%
60+	36%
Grand Total	100%

Buyer Type



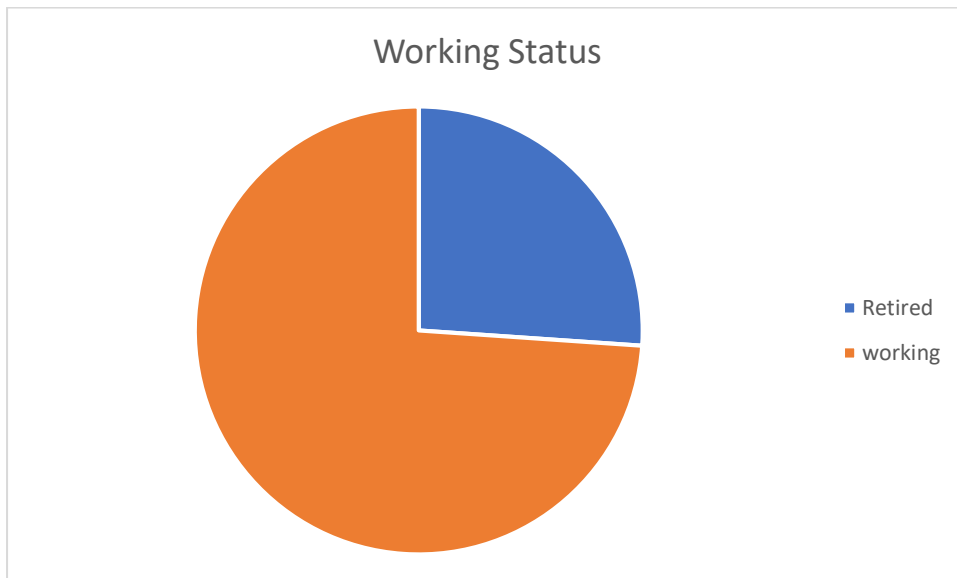
Row Labels	Percentage
FHB	2%
Investor	34%
Occupier	64%
Grand Total	100%

Previous Buyer History



Row Labels	Percentage
Apartment Transfer	14%
Downsizing	52%
Investment	34%
Grand Total	100%

Working Status



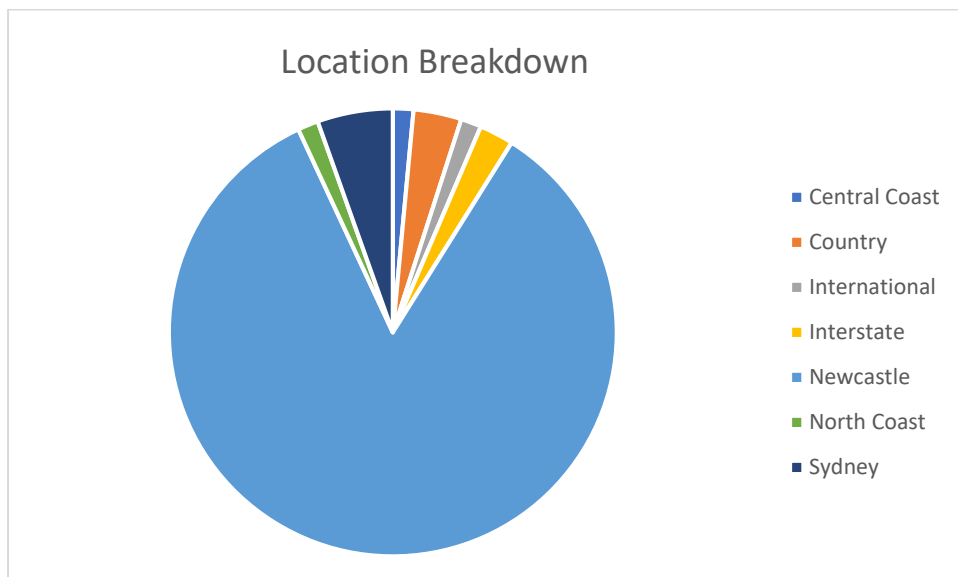
Row Labels	Percentage
Retired	26%
Working	74%
Grand Total	100%

Is a 2nd car important to them when purchasing?



Row Labels	Percentage
No	11%
Yes	89%
Grand Total	100%

Location



Row Labels	Percentage
Central Coast	1%
Country	3%
International	1%
Interstate	2%
Newcastle	84%
North Coast	1%
Sydney	5%
Grand Total	100%