

## GREEN TRAVEL PLAN

42 Honeysuckle Drive  
NEWCASTLE NSW 2300

November 2017



Prepared for:

**Doma Holdings Pty Limited  
(Honeysuckle)**

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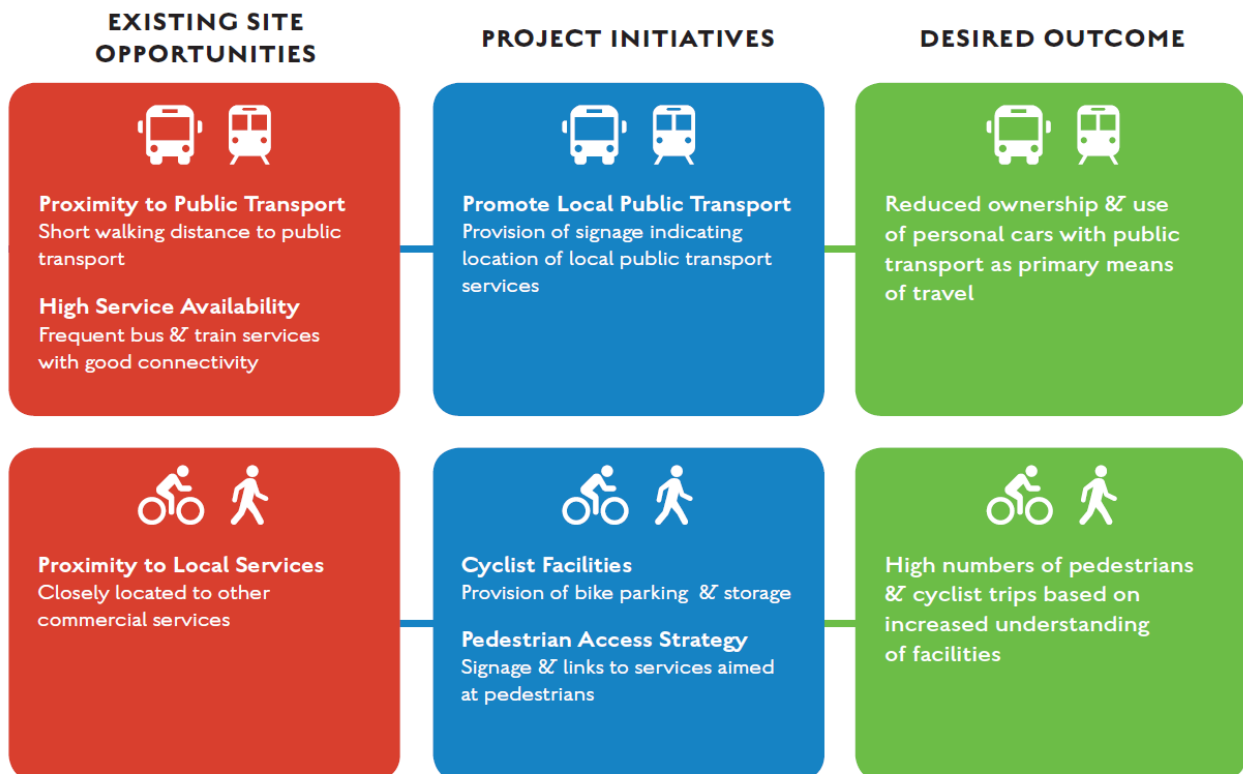
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## 1 Plan Overview

This Green Travel Plan has been developed to encourage the adoption of more sustainable forms of transport as opposed to personal vehicle use for the site at 42 Honeysuckle Drive, Newcastle NSW 2300. The desired outcomes include reduced reliance on private vehicles use; with public transport as the primary mode of travel alongside a high number of pedestrian and cyclist movements for shorter trips. The site is suitably located to achieve these outcomes.

### GREEN TRAVEL PLAN



## 2 Introduction

### 2.1 Scope

This Green Travel Plan has been produced as part of the planning submission for the proposed development at 42 Honeysuckle Drive, Newcastle, to outline the strategies and actions the development is utilising to facilitate and encourage the use of more sustainable modes of transport for building occupants and visitors.

It should be noted that the purpose of this plan is to outline the sustainable transport strategies the developer is implementing in the design and management of the building. Whilst information in this report may be useful to residents, staff or customers using the building, they are not the primary audience.

As part of the environmental commitments outlined in this report, a 'Sustainable Travel Plan' (separate to this Green Travel Plan) will be developed particularly for the building occupants to provide easily and quickly accessible information on public transport and other options in the area, as well as details of the development's own facilities.

### 2.2 Aims

The overall aim of the strategies in this plan is to reduce the number of single-occupancy car trips and promote alternative options such as walking and cycling for shorter trips and public transport or carpooling for longer trips. The benefits include:

- Reduced greenhouse gas emissions;
- Improved resident health from reduced exposure to vehicle fumes;
- Reduced contribution to photochemical smog;
- Relieving stress on local road networks (congestion, parking availability etc.);
- Encouraging a reduced personal dependence on finite fossil fuel resources;
- Less local traffic noise; and
- Promotion of a healthy city through healthy lifestyle choices.

### 3 Site Location and Land Use

The site is located at 42 Honeysuckle Drive, Newcastle, within the Honeysuckle entertainment precinct (refer to Figure 1). The site is adjacent to bus stops, within walking distance of the future Wickham interchange and adjacent to the proposed Newcastle Light Rail Network. It is located across the road from the Honeysuckle foreshore and close to the Darby Street and Honeysuckle Entertainment Precincts.

The proposed development consists of the following:

- Construction and use of a building having nine (9) storeys; comprising:
  - One Ground Level retail premises having 101m<sup>2</sup> GFA with kitchen facilities and outdoor dining area;
  - A hotel comprising Ground Floor lobby, 7 serviced apartments at ground level; 147 hotel rooms, guest facilities including gymnasium, dining and lounge areas occupying Levels Ground to 4;
  - A residential flat building comprising 52 residential apartments ranging from 54m<sup>2</sup> one-bedroom to 116m<sup>2</sup> three-bedroom apartments, occupying Levels 5 to 8;
  - A carpark on Levels Ground to 4 comprising 245 spaces for the proposed land uses and surplus spaces for public use; as well as resident storage lockers, bicycle storage and motorcycle parking; and
  - A loading dock and servicing area with vehicle turntable within the carpark at Ground Level;
- Landscaping works throughout the development including Ground Level setback areas, planting on the building façades, planting to apartment terraces and a large common area with planting on Level 5; and
- Ancillary works as detailed on the proposed architectural drawings

The proposed development will be sited on an existing vacant site. Land use in the immediate area is comprises a mix of office premises, retail, food services, residential and public transport hubs.

**Figure 1 – Location of the Site**



This development presents many design opportunities to encourage and facilitate non-vehicle modes of transportation.



## 4 Existing Sustainable Transport Options

A number of existing services around the site have been considered when developing the sustainable transport commitments of the project. However, future improvements to public transport with the construction of the Newcastle Light Rail network and the Wickham Transport Interchange will result in additional and improved public transport access for residents of and staff working at the development.

### 4.1 Pedestrian and Cyclist Network

The site has been assessed using the "Walkscore" locational performance tool. The tool was developed in 2007 by Front Seat, using Google maps tools. This tool takes into account the number of facilities within close proximity and provides a numerical score between 0 and 100. A development with a score 0 would be heavily car dependant and 100 would indicate that numerous facilities are easily accessible. This site achieved a "Very Walkable" rating of 84 out of 100 with most errands being able to be accomplished on foot.

The site is surrounded by a suitable pedestrian footpath network made up of mainly reinforced concrete and pavers. This footpath network surrounds the site and provides suitable connections to the nearby public transport infrastructure and other attractions and services within the CBD, Foreshore and Honeysuckle Precincts.

There is an off-road cycleway that runs along the Foreshore immediately north of the site with a connection directly opposite the site with a road crossing and refuge again in front of the site. Cyclists accessing the site would be required to utilise these off-road cycle ways or share travel lanes with other vehicles.

There are a number of recommended cycling routes throughout the local area including:

- R1: Adamstown Heights to Fern Bay
- R2: Newcastle to Maitland
- R5: Newcastle City Centre to Glendale
- R6: Newcastle City Centre to Birmingham Gardens via Newcastle University
- R12: Newcastle Link Road to Newcastle City Centre
- S1: Throsby Foreshore to Merewether Baths

The relevant *City and Local Trails Cycling Maps* for the surrounding area showing existing and proposed cycle routes are attached (refer to Appendix B).

### 4.2 Bus Services

The site is well serviced by public transport being within convenient walking distance from many bus routes operated by Keolis Downer. Bus stops with seating and/or shelter are available within close proximity to the site. Route Numbers 106 & 107 run along Honeysuckle Drive past the site while Route Numbers 100, 111, 104, 118, 201, 222, 224, 225, 226, 230, 231, 235, 317, 322, 334, 349, 350 & 363 all run along Hunter Street within 100 metres of the site. The nearest bus stops are located on Honeysuckle Drive approximately 30 metres walk west from the site. The local bus route map is provided at Appendix A.

### 4.3 Other services

The site is also within convenient walking distance to the Stockton Ferry terminal. The Newcastle Airport bus service run by Port Stephens Coaches is also conveniently accessible to the site.

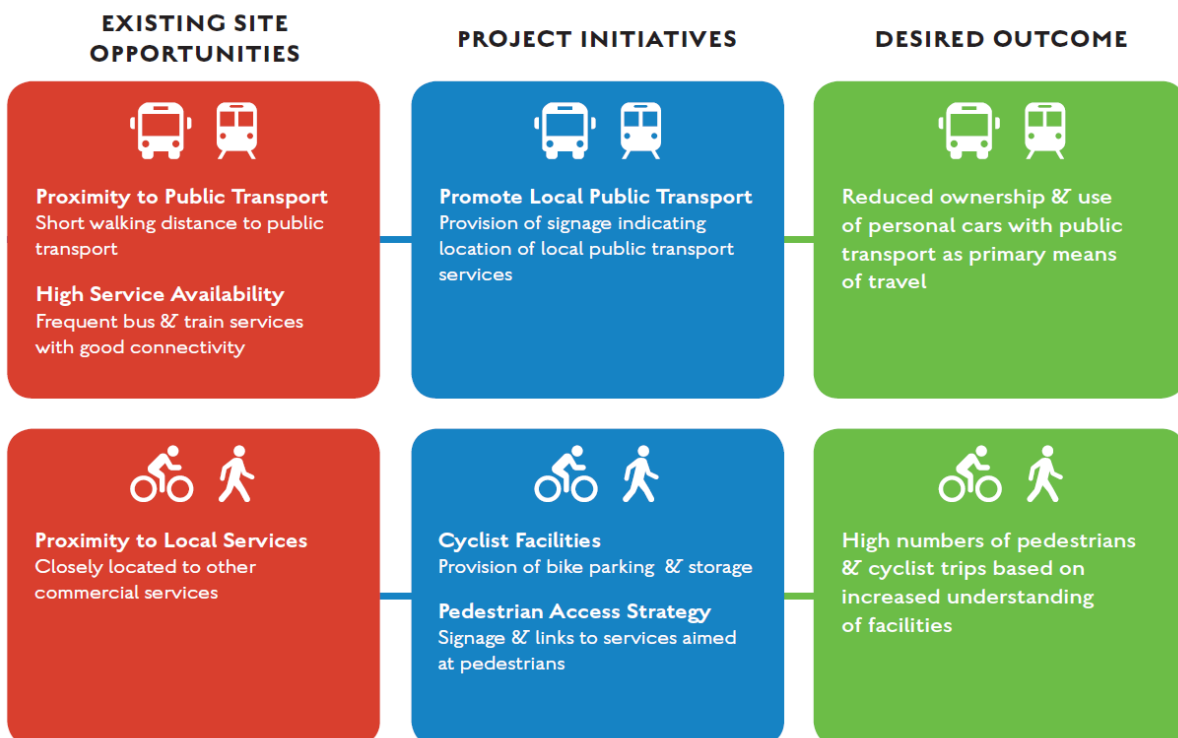


## 5 Sustainable Transport Initiatives

A number of sustainable transport initiatives are being incorporated into the design and management of the building to complement the existing transport options and provide a holistic strategy to positively influence occupant behaviour.

The overall site strategy for transport is based around two main 'streams', reducing car ownership with public transport as primary mode for distance trips and pedestrian/cyclist provisions for shorter trips. A visual overview of the plan is shown below.

### GREEN TRAVEL PLAN



## 5.1 Sustainable Travel Guide

A Sustainable Travel Guide will be developed for the building's residents, staff and visitors to provide information and recommendations on sustainable travel options to and from the development. The guide will be readily available and structured in a manner that provides concise, relevant and easily understood information for the targeted readers. Publications such as the Newcastle Visitor Guide will also be displayed.

The purpose of the Sustainable Travel Guide differs from this Green Travel Plan. This Green Travel Plan has been developed to demonstrate the sustainable transport initiatives being adopted in the building design; and the strategies available to building management to encourage residents to adopt the preferred sustain of transport modes; whereas the Sustainable Travel Guide is targeted directly at building occupants and provides easy to understand information. Topics to be covered in the Sustainable Travel Guide are:

- Access to public transport infrastructure, including;
  - Directions
  - Walking distances and times
- Services provided by local public transport, covering;
  - Availability train, bus & light rail services
  - Routes covered by local services, including connections to other services
- Ticketing information for public transport, including;
  - Prices and coverage of zones
  - Locations of Opal Card top-up stations / machines
  - Overview of the free Opal card incentive scheme for residents
- Location of local facilities and amenities within walking distance and cycling distance; and
- Overview of cyclist provisions (bicycle storage, routes etc.)

The Sustainable Travel Guide will be prepared by a specialist publishing firm prior to occupation of the premises.

## 5.2 Bicycle Facilities

The development incorporates a total of 58 bicycle spaces, secure and lockable; located within the carpark levels of the building. Additional bicycle racks are provided for visitors; and with the adjacent public domain there is scope for future bicycle hire facility to be provided given this cycle-friendly location.

The project is committed to provide suitably secure bike storage areas to encourage residents and staff to cycle to and from the premises. By providing these storage areas in a highly visible and conveniently located area adjacent to the hotel lobby, the development is also promoting awareness and uptake of cycling. End of trip facilities may be accommodated within the building for the future commercial premises to encourage active transport.

## 5.3 Site Pedestrian Access

A number of key public facilities lie within walking distance to the site, as discussed earlier in this report. The building design and management team are harnessing this by committing to provide pedestrian links to key communal areas and good signage in visually prominent areas; signage will give directions and distances to nearby facilities such as train, bus and light rail stations, the Honeysuckle Entertainment Precinct and visitor attractions. Signage information will be supplemented by the Sustainable Travel Guide which will provide more detail.

## 6 Summary

This Green Travel Plan has been developed to encourage the utilisation of more sustainable forms of transport as opposed to personal vehicle use at 42 Honeysuckle Drive, Newcastle. The existing site opportunities have been used to develop viable initiatives that enable and motivate residents, staff and customers to consider these alternatives.

The building design and management team is committed to embedding the principles of social responsibility across its activities, the team also recognises that it has the opportunity to somewhat influence the regions travel patterns with this proposal and therefore contribute to a healthy city. The development and implementation of this Green Travel Plan is, therefore, a significant element in the fulfilment of this commitment to social responsibility.

As augmented by the Walkscore tool, the site is located in a highly accessible, 'walkable' location of Newcastle City Centre. The design of the proposed mixed use development at 42 Honeysuckle Drive capitalises on this and incorporates some innovative design elements and management strategies to encourage the use of alternative modes of transportation to the private motor vehicle.

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Appendix B – Newcastle City and Local Trails Cycle Maps





