



711 HUNTER ST, NEWCASTLE

GREEN TRAVEL PLAN

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CLIENT: Hunter Street JV Co Pty Ltd
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1 INTRODUCTION

1.1 Project Overview

The Green Travel Plan has been prepared by BG&E on behalf of Hunter Street JV CoP/L (the applicant). It accompanies a Statement of Environmental Effects (SEE) in support of a Development Application (DA) at 711 Hunter Street, Newcastle West (the site). As part of the planning submission, the development of the Green Travel Plan is also a recommendation of the Traffic Impact assessment: 711 Hunter Street, Newcastle prepared by BG&E.

The development has undergone an Architectural Design Competition where three competitors put forward their designs in accordance with the brief. The Plus Architecture scheme was recommended by the Jury as the winning scheme in the competitive design process.

The overall outcome of the proposal aims to develop a mixed-use precinct with high quality tower forms providing a positive relationship to the immediate surrounds and acknowledging the surrounding heritage context. The proposal intends to act as a landmark for Newcastle West with a curated mix of eclectic and creative retail, F&B and business/retail opportunities activating the ground levels.

The key features are summarised below:

- Demolition of the existing business/retail premises and ancillary structures on-site;
- Construction of a mixed-use precinct forming active ground and podium levels reaching 5 storeys of retail and business/retail tenancies, with two tower forms for residential apartments reaching 26 storeys comprising of 258 apartments;
- Podium level car park for 300 cars incorporated within the podium levels;
- Communal open space for residents located on level 5 and 17;
- Vehicle access to the site via Little King Street;
- Associated landscaping with the public domain improvements;
- An urban plaza fronting National Park Street providing opportunities for activation and public art; and
- Construction of ancillary infrastructure and utilities as required.

It is noted that the overall development will form two separate concurrent DA's. Stage 1 will form the northern tower and podium elements and Stage 2 will form the southern tower and podium elements. These separate DA components are explored further below.

1.2 Stage 1

The northern tower will include business/retail and retail tenancies at ground level which will be accessible via National Park Street, Little King Street and Hunter Street. The podium levels will be situated above ground and contain car parking for both visitors and residents, accessed via Little King Street. Level 5 to Level 25 will contain a mixture of residential apartments ranging from 1 bedroom to 3 bedrooms. A numerical breakdown of Stage 1 is shown below:

- 136 apartments including: 35 one bedroom, 74 two bedroom, 26 three bedroom, 1 four bedroom.
- Total GFA: 13,581 sqm
- Floor space ratio: 5.41:1
- Total car parking spaces: 165 spaces over 4 podium levels

1.3 Stage 2

The southern tower will include business/retail and retail tenancies at ground level which will be accessible via National Park Street, Little King Street and Hunter Street. The podium levels will be situated above ground and contain car parking for both visitors and residents, accessed via Little King Street. Level 1 to Level 25 will contain a mixture of residential apartments ranging from 1 bedroom to 3 bedrooms.

- 122 apartments including: 35 one bedroom, 72 two bedroom, 15 three bedroom.
- Total GFA: 12,027 sqm
- Floor space ratio: 5.43:1
- Total car parking spaces: 135 spaces over 4 podium levels

Both stages will include surrounding landscaping, public domain works and green spaces. The strata and stratum approach are detailed further in the SEE.

1.4 Site Details

Site address: 711 Hunter Street, Newcastle West.

Lot and DP: as Lot 1 in DP 867617.

Site area: 4,724 m².

Boundaries: The site has frontages of 48m to Hunter Street to the north, 113m to National Park Street to the east and 43m to King Street to the south.

Heritage Significance: Not identified as a heritage item but is adjoining an identified local heritage item to the south-west, namely the Army Drill Hall (I508) located at 498 King Street and is diagonally adjacent to the Bank Corner which is a locally listed heritage item located at 744 Hunter Street. The site is also located within the Newcastle City Centre Heritage Conservation Area



Figure 1 Site Location (Urbis, 2022)

2 OBJECTIVE

The objective of the Green Travel Plan is to encourage the use of the sustainable modes of transport for accessing the site and to reduce environmental impacts. This Green Travel Plan outlines the strategies and actions for the development to promote walking, cycling, public transport and car sharing, while minimising dependence on private vehicles and parking.

3 BACKGROUND

3.1 Location and Land Use

As presented in Section 1.4, the subject site is located at 711 Hunter Street, Newcastle. The site is bound by Hunter Street, National Park Street and the King Street service road.

The existing site is currently occupied by two adjoining 3-storey buildings. The existing business/retail operations comprise two musical instrument stores in the northern building and a retail (Slimes Boardstore) and a fitness centre (Anytime Fitness) in the southern building.

The location of the subject site and surrounding area is presented in Figure 2 and an aerial photograph is presented in Figure 3.

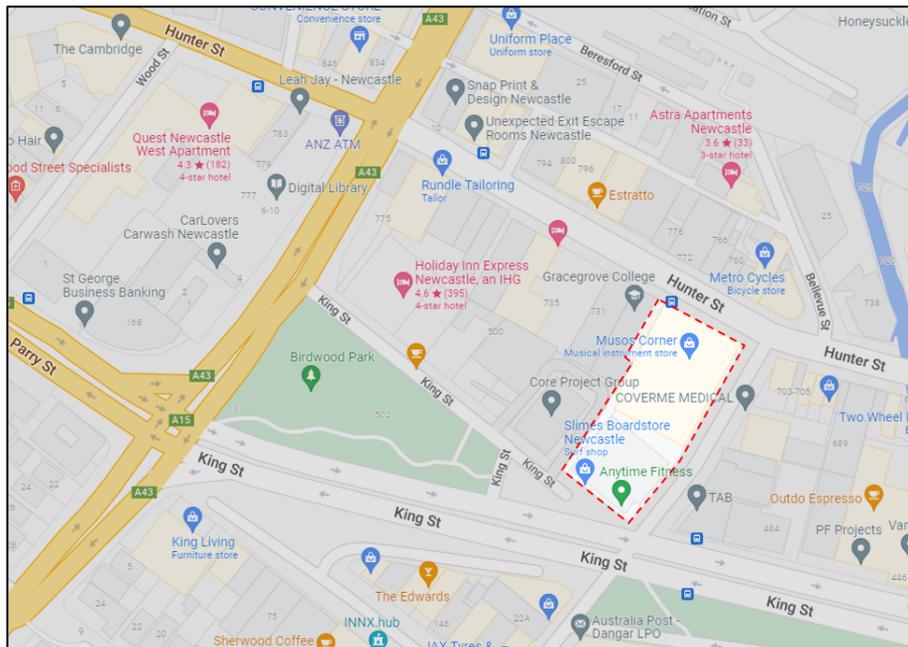


Figure 2 - Subject Site Locality (Google Maps, 2022)



Figure 3 - Subject Site (Nearmap, 2022)

The site currently has one vehicular access via National Park Street which leads to an off-street carpark. Figure 4 illustrates the existing vehicular access at the site.



Figure 4 - Existing Vehicular Access via National Park Street (Google Maps, 2022)

3.2 Planning Zones

The total site area is approximately 4724 m² and is zoned B3 – Business/retail Core in accordance with Newcastle LEP (2012) within the Newcastle City Centre area, as presented in Figure 5.

The surrounding area is generally business/retail whilst a SP2 - Road Infrastructure Zone is located approximately 180m west of the site and a SP2 – Railway is about 110m north of the subject site.

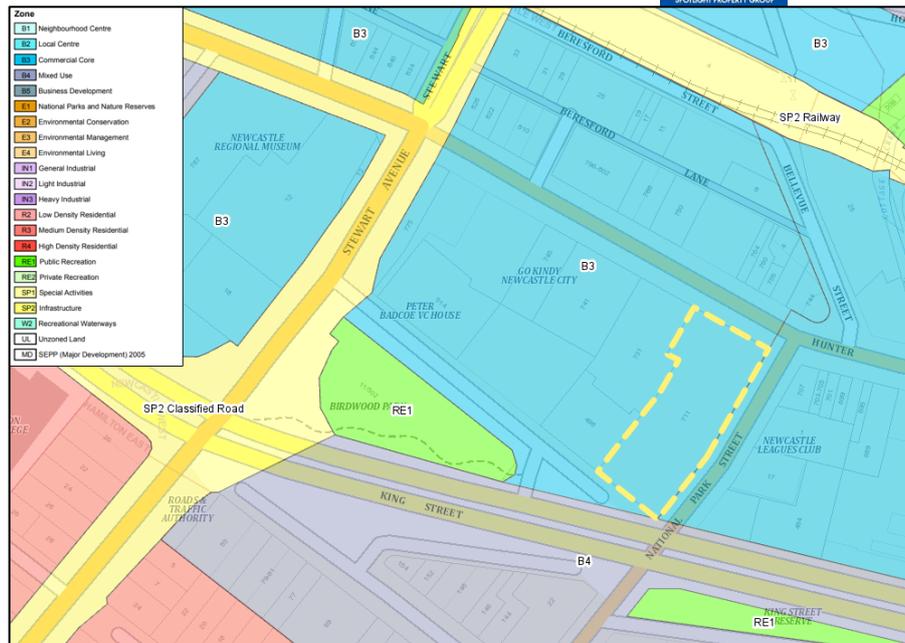


Figure 5 - Planning Scheme Zones (NSW Government, 2022)

3.3 Proposal

As specified in Section 1 of this report, the proposal involves the demolition of the existing two adjoining 3-storey buildings and the construction of a shop top housing development. Overall, the proposed development comprises two, multi-storey buildings with carparking from Level 1 to Level 4, business/retail tenancies from the ground floor to Level 2 and residential units over Level 1 to Level 25.

The construction of the development is proposed to be staged and it is envisaged that the northern portion of the building will be constructed first with the southern portion to follow.

Specifically, the development involves:

- The demolition of the 2 adjoining 3-storey buildings and the associated carpark.
- Two stages of construction:
 - Stage 1: Construction of the northern side building comprising:
 - 35 x one-bedroom units
 - 74 x two-bedroom units
 - 26 x three-bedroom units
 - 1 x four-bedroom unit
 - Approx. 614m² of business/retail space
 - Stage 2: construction of the southern side building comprising:
 - 35 x one-bedroom units
 - 72 x two-bedroom units
 - 15 x three-bedroom units
 - Approx. 529m² of business/retail space
- Removal of the existing vehicular access at National Park Street.
- Construction of new internal roadways and driveway, and a new vehicular access to the King Street Service Road.

For the combined development, a total of 300 car parking spaces including 20 accessible spaces are proposed on-site. A bicycle parking provision of 297 spaces is also provided on-site including the publicly accessible bike racks on the ground floor.

4 SUSTAINABLE TRANSPORT

The subject site is well-served by sustainable transport services including the public transport, walking, cycling, car share and taxi services, which provides practical alternatives to private motor vehicle travel. The following sections provide an overview of the sustainable transport services available to the site.

4.1 Public Transport

The development site has excellent access to all forms of public transport including light rail, bus services and ferry services. Figure 6 is an extract from the Newcastle Transport Network Map 2022 and illustrates the location of the site with respect to nearby public transport.

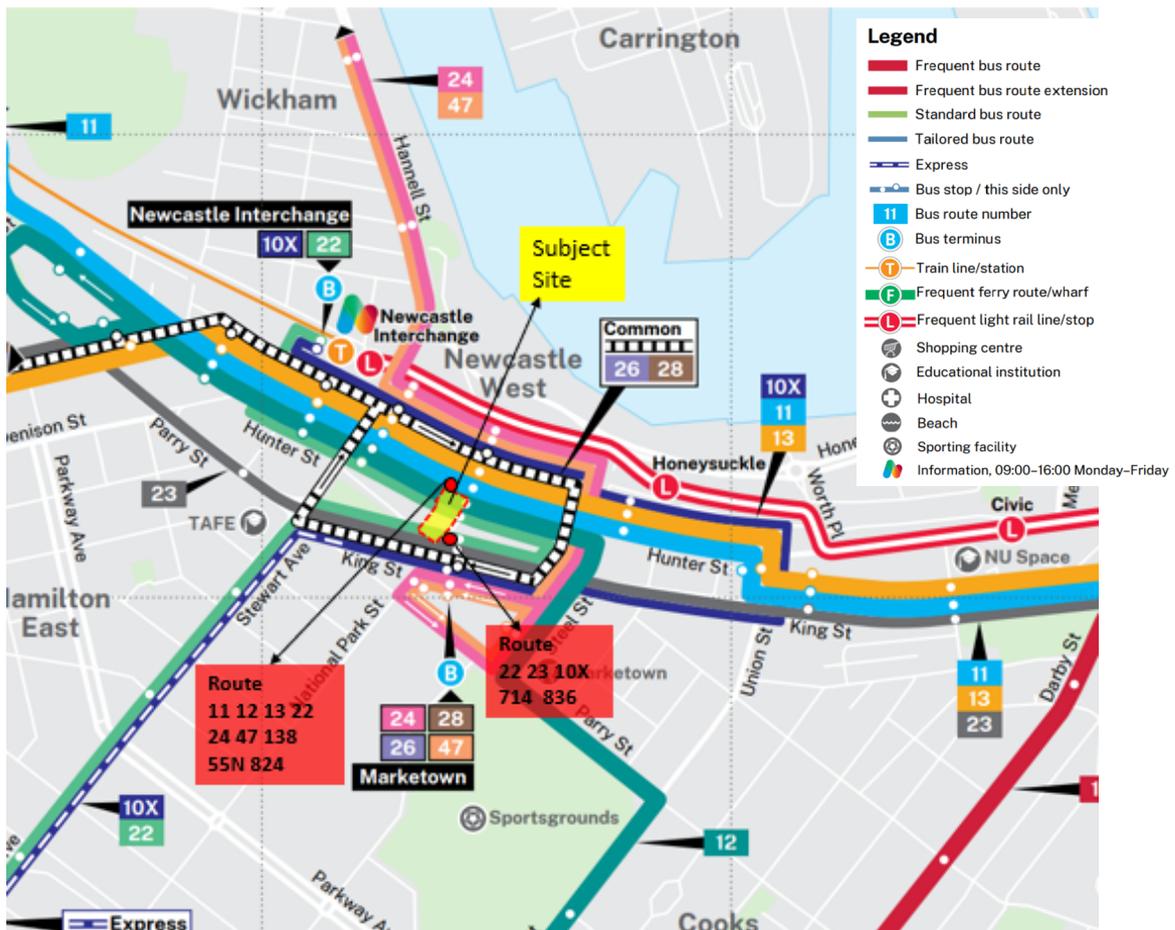


Figure 6 Newcastle Transport Network Map (NSW Government, 2022)

4.1.1 Bus

Newcastle Transport (Keolis Downer) runs the current public transport services in the area adjacent to the site. As indicated in Figure 6, there are two bus stops in close vicinity to the current site; one located at the northern frontage of the site along Hunter Street, which services the Route 11, 12, 13, 22, 24, 47, 138, 55N and 824 bus services. The other is located at the northeast corner of the intersection of National Park Street and King Street and services the Route 22, 23, 10X, 714 & 836 bus services.

A summary of all nearby bus services is provided in Table 1 with Figure 7 illustrating the locations of the nearby bus stops. As demonstrated in Figure 7, the site is well serviced with public transport, with the nearby bus stops providing connectivity to the greater Newcastle area.

Table 1: Bus Services in Close Vicinity To The Site

Mode	Route	Line
Bus	11	Newcastle to Charlestown via Jesmond
Bus	12	Merewether Beach to Maryland via Wallsend and Newcastle Interchange
Bus	13	Newcastle to Glendale via John Hunter Hospital & Cardiff
Bus	22	Charlestown to Newcastle West via Merewether
Bus	23	Wallsend to Newcastle East via Lambton & Newcastle Interchange
Bus	24	Marketown to Wallsend via Mayfield
Bus	26	Wallsend to Newcastle West via Kotara & Newcastle Interchange
Bus	28	Mount Hutton to Newcastle West via Broadmeadow & Newcastle Interchange
Bus	47	47Marketown to Jesmond via Warabrook
Bus	138	Lemon Tree Passage to Newcastle Interchange via Airport
Bus	714	Merewether High School, Chatham Rd to Alice St Merewether
Bus	824	Broadmeadow Nineways to Belmont Depot Yard
Bus	836	Grandview & Lookout Rds to Newcastle Grammar, Hill Campus
Bus	10X	Charlestown to Newcastle Interchange (Express Service)
Bus	55N	Newcastle to Stockton



Figure 7: Nearby Public Transport Locations

4.1.2 Train & Light Rail

Newcastle is serviced by both inter-city and regional train services provided by CityRail. The site is located 300m away from the Newcastle Interchange, which provides access to Central Coast & Newcastle Line, Hunter Line, and the Newcastle Light Rail.

A summary of available train and light rail services is provided in Table 2.

Table 2: Train and Light Rail Services at Newcastle Interchange

Mode	Route	Line
Train	CCN	Central Coast & Newcastle Line (Newcastle Interchange to Central Station Sydney)
Train	HUN	Hunter Line (Scone/Dungog to Newcastle)
Light Rail	NLR	Newcastle Light Rail (Newcastle interchange to Newcastle Beach)

The development of the light rail network in Newcastle provides convenient commuting throughout the CBD. Figure 8 illustrates all existing stations for the light rail services as well as the proximity of the proposed development to the current light rail network. Figure 7 above highlights the proximity to the light rail stop, which is 300m to the north. This is well within the comfortable walking catchment for public transport.



Figure 8 Newcastle Light Rail Route

4.1.3 Ferry

Figure 8 also illustrates the ferry service which operates between Queens Wharf and Stockton. The ferry service runs between 5am to 12am (midnight) from Monday to Friday, 5:20am to 12am (midnight) on Saturday, and 8:30am to 10pm on Sunday and public holidays.

Figure 9 illustrates the location of Queen Wharf, which provides access to the route and is 1.8km away from the subject site. It is noted there are light rail and bus services that provide connectivity to the ferry service from the proposed development.

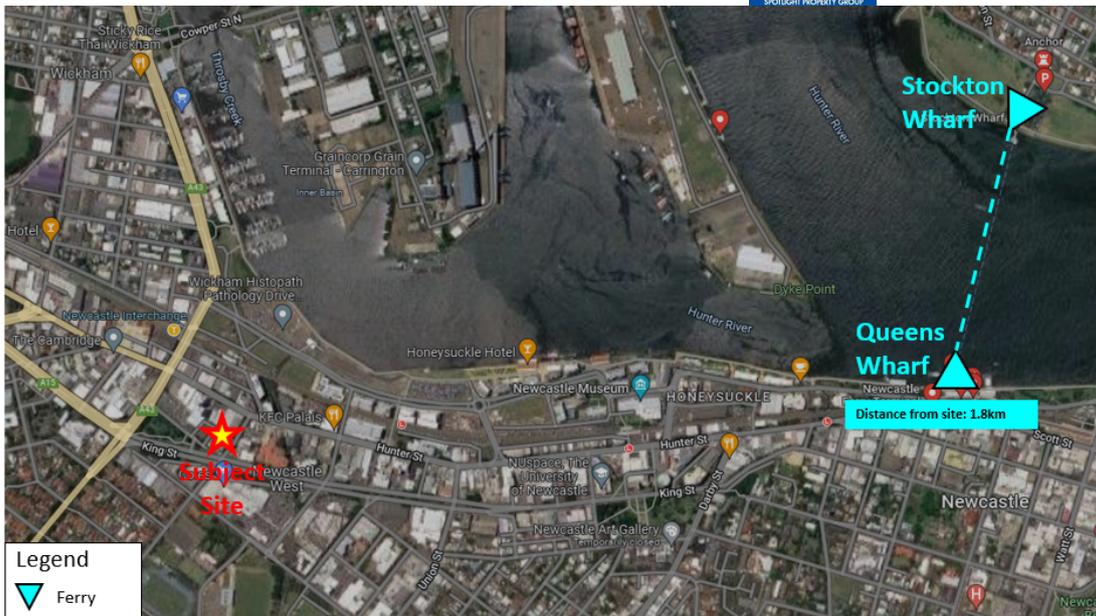


Figure 9 Newcastle Ferry Route

4.2 Walking & Pedestrian Facilities

Walking is a sustainable form of transport which is environmentally friendly and also provides direct means of access to nearby public transport services and other amenities. The proposed development is well serviced by walking facilities and pedestrian footpaths. In the vicinity of the site, there are extensive pedestrian footpaths along both sides of Stewart Avenue, King Street, the King Street Service Road, National Park Street, and Hunter Street.

The footpath network surrounds the site and provides excellent connections to the nearby public transport infrastructure and other attractions and services within the CBD. Within the CBD area, all major crossings in the vicinity of the site are controlled by traffic signals which incorporate pedestrian phasing. As such, pedestrian movements can be safely managed and controlled. In addition, the topography of the city is relatively flat, increasing the attractiveness of walking as a mode of transport.

Figure 10 illustrates the locations of the signalised intersections in the vicinity of the site and highlighted all midblock pedestrian crossing area.



Figure 10: Signalised Intersections & Mid-block Pedestrian Crossings

4.3 Cycling & Bicycle Facilities

Cycling is an important component of a sustainable transport system, which consume no fossil fuels and produces no greenhouse gases. Cycling can also provide significant health benefits and it is an excellent form of transport.

Currently, there are some dedicated bicycle provisions within the vicinity of the site as presented in Figure 11, and there will be bicycle parking available on the ground floor of the proposed development.

Cycle routes can be found along sections of the following roads:

- King Street
- National Park Street
- Stewart Avenue
- Hunter Street
- Corlette Street
- Laman Street
- Auckland Street
- Dumaresq Street
- Parkway Avenue

Adjacent to the site, King Street has marked, on-road cycle lanes in both directions as illustrated in Figure 12. Furthermore, Stewart Avenue also has on-road bike lanes in both directions. A cycle lane is also available from the east up to the development site on Hunter Street.

Bicycle parking facilities, in the form of bicycle racks, are also available along the King Street Service Road and Hunter Street.

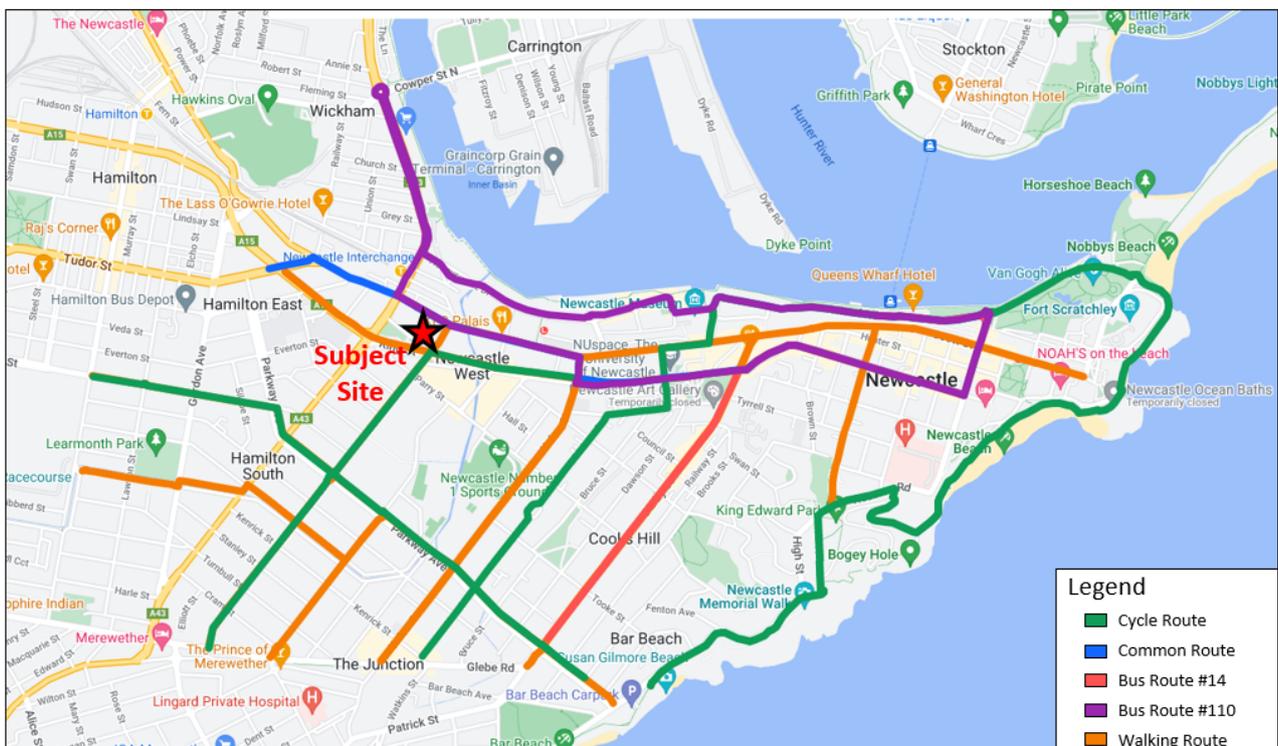


Figure 11 – Active Travel Map (UON, 2022)

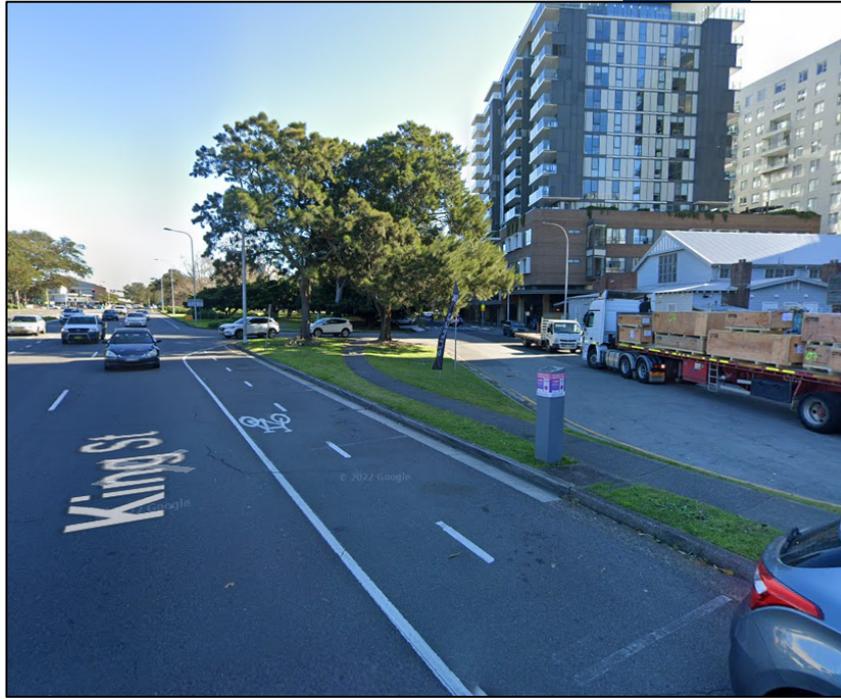


Figure 12 - On-Road Bike Lane Along King Street (Google Maps, 2022)

4.4 Car Share

There are no formalised car share services within the vicinity of the site.

4.5 Taxi & Ride Sharing Services

Taxis are licensed to carry passengers (up to 11 in high occupancy vehicles) and therefore, can be considered a form of transport that has the potential to reduce reliance on private vehicles.

Taxis services can be accessed 24 hours a day, seven days a week in the greater Newcastle area. Booked services are available in the vicinity area of the site, either via a CAB App, by phoning 133 300 or 13 2227 (13CABS). Alternatively, taxi services can be booked online.

Other vehicle booking services such as Uber services, are also available within the Newcastle CBD area.

It is noted that with the removal of the existing driveway crossings on National Park Street (associated with the development), there is opportunity to convert these areas to Uber/Taxi pick up drop off areas, which will improve access to these services for residents.

5 GREEN TRAVEL PLAN

The Green Travel Plan is an outline of the actions and incentives that aim to encourage and achieve changes in the occupant's travel behaviour, reducing single occupancy private vehicle trips, and shifting these trips to sustainable modes (public transport, cycling and walking) or multiple occupancy trips (taxi, car share).

In general, the Body Corporate (or equivalent) will be responsible for ongoing implementation of the actions identified within the Green Travel Plan.

5.1 Overall Strategy

The overall site strategy for sustainable transport is based around two main 'streams':

1. For short trips, encourage walking and cycling for local residents and commuters; and
2. For distance trips, reduce car ownership with public transport or increase occupancy of private vehicles.

5.2 Actions

The actions proposed as part of this plan focus on making users of the development aware of the available sustainable transport options and encourage users to adopt the preferred sustain of transport modes.

5.2.1 General Actions

In general, the following actions may be implemented to encourage sustainable travel:

- Develop a welcome pack for all new residents and retail tenants moving in, which includes sustainable transport information e.g. public transport timetabling information, local public transport network maps, and active travel map. By applying this action, will provide users with information and hence promote the use of alternative modes of travel to private vehicles.
- The information provided in the welcome pack should be made available in public display boards in prominent locations to give residents a clear understanding of sustainable travel options. They should be updated regularly in order to keep information accurate and provide reminders to users.
- Establish a calendar of events that helps to encourage sustainable travel modes. It is suggested to hold the events 2 – 4 times a year, which would be best in conjunction with state-wide events such as Ride to Work Day, Walk to Work Day, World Environment Day etc. In addition, these events may include the provisions of meals and guest speakers to further educate the importance of sustainability to local residents and workers.

5.2.2 Walking

To promote walking and ensure pedestrian safety, the following actions can be undertaken:

- Produce a map showing safe walking routes to and from the site noting distances and times to local facilities, such as train stops and bus stops. This action allows the residents and commuters to understand the exact time to take to get to the surrounding destinations.
- Footpaths are one of the driving factors of walkability and the growth in footfall. As footpaths along the three frontages of the site (i.e. National Park Street, King Street and Hunter Street) are proposed to be embellished as part of the development, it is envisaged that improvements to these facilities will increase the attractiveness of walking as a mode of transport.
- Lobby Council to provide adequate signage that gives directions and distances to nearby facilities e.g. train, light rail and bus stations, and amenities e.g. shopping centre and parks.
- Ensure pedestrian safety and access is not compromised during construction. Applying this action will ensure that current walkers around the subject site are not being affected by the construction of the development. This can be achieved with traffic management plans which also highlight traffic control for pedestrians during construction.

- Ensure the adjacent footpaths are clear of debris during construction and provide a smooth surface, free of trip hazards following completion of construction.

5.2.3 Cycling

To encourage cycling as a mode of transport, the following actions may be implemented:

- As both King Street and Hunter Street have marked, on-road cycle lanes in the vicinity of site, this cycling route could be promoted through potential social media events as part of the new building orientation in order to increase the cycling numbers.
- Provide an active travel map that indicates all available cycle routes within the Newcastle CBD area. This could be provided via a hard copy or digitally in order to encourage cycling.
- Establish an internal Bicycle Users Group (BUG). Applying this action can establish a cycling community within the subject site and hence encourage more of the residents to join in.
- End of trip facilities are an important factor to encourage cycling. The end of trip facilities proposed as part of the development are well-designed, easily accessible and identifiable, well lit and fit out to a standard which is anticipated to genuinely encourage cycling as a mode of transport.
- It is suggested that bicycle repair kits consisting of puncture repair equipment and a bike pump to be supplied within the end of trip facilities. This action will help to improve the safety of cyclists.
- Provide information to residents and staff on the location and rates for nearby bike share operators.
- Consider providing charging facilities for electric bikes proximate to the end of trip facilities.
- A combination of longer-term bicycle parking for different land uses are proposed on site. Together with the public domain bicycle parking on the publicly accessible ground floor, the variety of the proposed bicycle parking options are anticipated to encourage cycling for retailers, residents and visitors alike.

5.2.4 Public Transport

To encourage public transport use, the following action plans may be implemented:

- Opal cards are the ticket to get around on public transport in Newcastle. It is suggested to provide a minimum of 2 Opal cards within the Welcome Pack to encourage the use of public transport.
- Put up a noticeboard with maps showing the main public transport routes to and from the site. This action will educate residents on detailed routes and timetables for train, light rail and bus services.
- Provide information on the proximity and direction of nearby bus stops and light rail stops to provide guidance for new residents and staff.
- A flexible streetscape design to allow future upgrades of bus-stop infrastructure on Hunter Street whilst ensuring continuous pedestrian flow. Figure 13 illustrates the proposed location of the bus-stop.

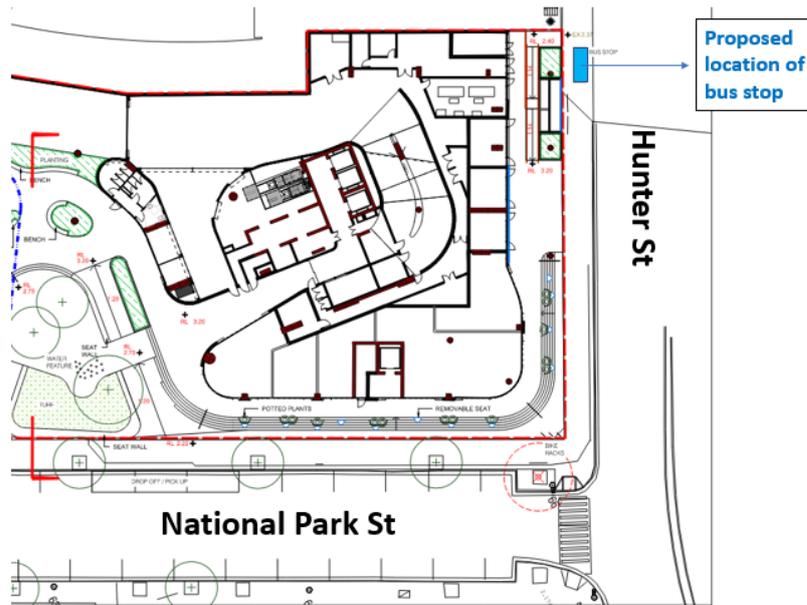


Figure 13: Proposed Hunter Street Bus Stop Location

5.2.5 Micromobility Modes

While micromobility devices such as electric scooters are not currently legal in NSW, consideration could be given to opportunities for future proofing the design and providing scope for these devices. This can include storage areas and/or charging locations for these devices.

5.2.6 Carpooling Program

For those who do use private vehicles, advertise and coordinate a carpooling database for users to sign up to. Potential carpooling pairs could be connected by grouping staff members who live within the same area. This action can increase the car occupancy that reduces the number of single occupancy private vehicle.

5.2.7 Other Actions

Other actions associated with the development, which can encourage green travel and reduce reliance on personal motor vehicles, include:

- In order to encourage people to utilise Electric Vehicles (EV), the development is proposed to introduce EV charging with the capability to enable 100% of parking spots to EV charging stations.
- To encourage residents to work from home and reduce trip generation, multi-function public spaces are proposed as part of this development. These spaces include GPO's in benches and table seating areas on Level 5 and Level 17.

6 MONITOR AND REVIEW

It is critical to monitor and review the Green Travel Plan to track the success of the initiatives, and to inform the implementation of new initiatives over time. Therefore, a review of the Green Travel Plan should be undertaken on a regular basis (annually). Surveys of travel behaviour of the occupiers and residents should take place to identify the shift in their travel behaviours, and therefore to track the success of the action plan. Feedback from residents should be included in this review and the suitability of green travel options provided assessed.

Additionally, regular communication between residents and the Body Corporate (or equivalent) about the Green Travel Plan and sustainable transport information should be enforced. This will allow residents to be aware of the Green Travel Plan and also inform them of any on-going changes.