

GREEN TRAVEL PLAN

MIXED USE DEVELOPMENT



309 King Street Newcastle West

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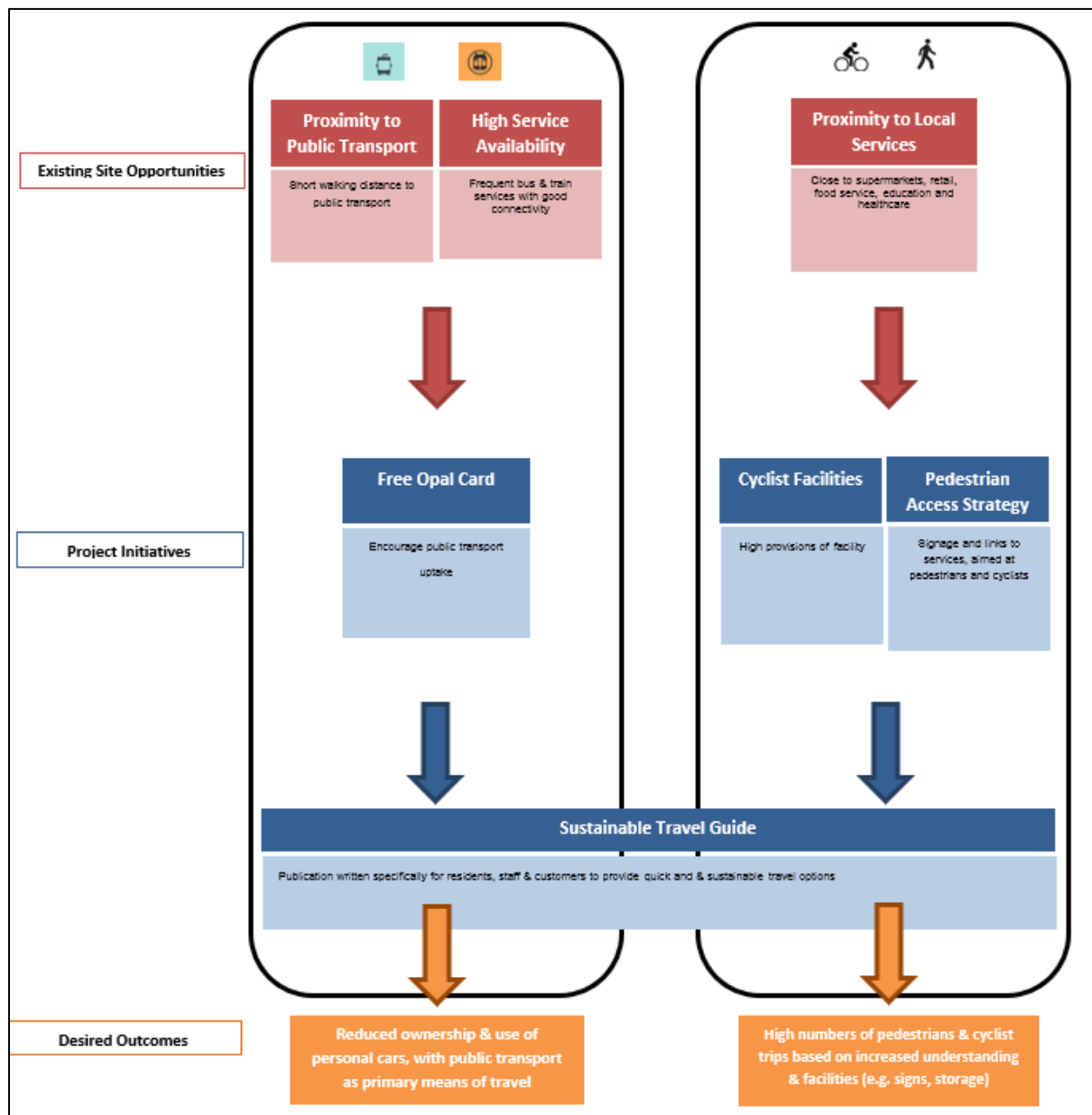
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1. Plan Overview

The Green Travel Plan for the site at 309 King Street has been developed to encourage adoption of more sustainable forms of transport as opposed to personal vehicle use. The desired outcomes include reduced ownership and use of personal vehicles, with public transport as the primary mode of travel alongside a high number of pedestrian and cyclist movements for shorter trips.

Figure 1 provides a flow chart of the overarching strategy underpinning the Green Travel Plan.

Figure 1 – Green Travel Strategy



2. Introduction

2.1 Scope

This green plan has been produced as part of the planning submission for the proposed development at 309 King Street, Newcastle to outline the strategies and actions the development is taking to encourage the use of more sustainable modes of transport for building occupants.

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.

However, 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.

2.2 Aims

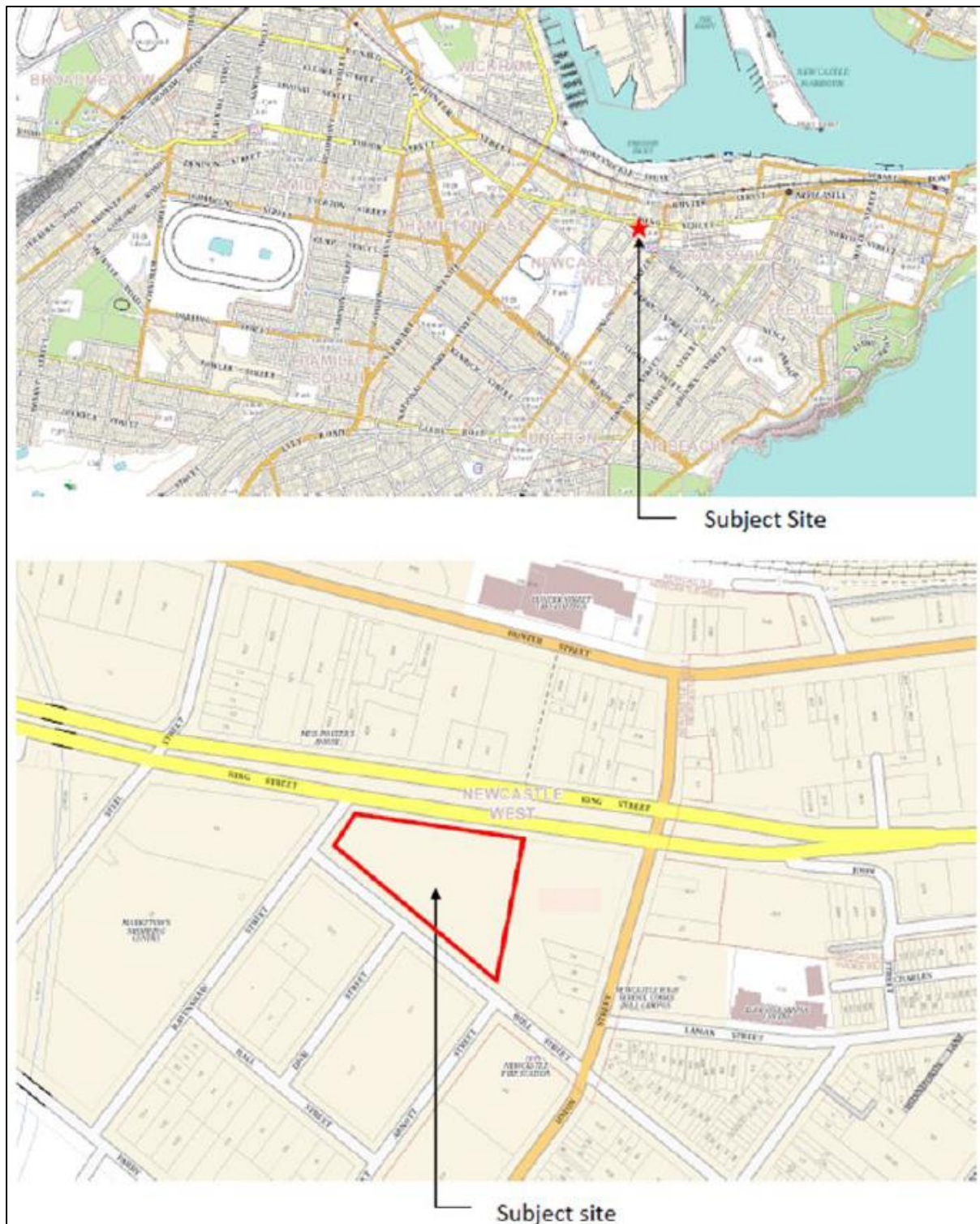
The overall aim of the strategies in this plan is to reduce the number of single-occupancy car trips and promote alternative options such as walking and cycling for shorter trips and public transport or carpooling for longer trips. The benefits include:

- 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 noise

3. Site Context and Land Use

The subject site is located at No. 309 King Street, Newcastle West, and is legally described as Part of Lot 1 DP 826956. Plans showing the site's location, an aerial view of the locality and an aerial view of the site are provided at **Figure 2**.

Figure 2 – Local Context



Some of the site's key attributes are summarised below:

- **Site details:** The site comprises a large, almost-triangular shaped parcel of land with an area of approximately 6,631m². The land has a northern frontage to King Street of approximately 104m, a western frontage to Ravenshaw Street of approximately 27m, and a southern frontage to Bull Street of approximately 136m. It has a shared boundary with the 'Wests City' club to the east of approximately 91m. The site slopes generally downwards from Bull Street to King Street, with levels ranging from RL 7m AHD in the south-east of the site to RL 3m AHD in the north-west. The site has previously been partially filled, with brick and concrete retaining walls fronting King Street and Ravenshaw Street.
- **Existing development and access:** An aerial view of the site is shown at Figure 4 below. The site currently accommodates a circa-1958 single-storey brick car parking structure with a direct frontage to King Street (accommodating approximately 90 parking spaces), with surrounding external carparking spaces (approximately 88 spaces). The car parking areas are used in association with the adjoining 'Wests City' club to the east and are accessible via 2 separated entry/exit driveways connecting to Bull Street. Black palisade fencing encloses the site along Bull Street, Ravenshaw Street and parts of King Street. A pedestrian ramp provides access from King Street (near the north-eastern corner of the site) to the carpark building.

Also within the site boundaries, a combined entry/exit driveway ramp connects King Street to the underground carpark within the adjacent 'Wests City' building.

The character of the immediately surrounding area is predominantly commercial, with the major exceptions of the nearby 'Spire' and 'Westcourt' apartment buildings to the south-west. Most land in the vicinity of the site is zoned B4 Mixed Use, while land to the south of Bull Street is zoned R4 High Density Residential.

Existing development in the vicinity of the site is described below:

- **North:** The King Street carriageway lies directly north of the site, comprising 4 lanes divided by a vegetated and sloping median strip. Two street trees directly adjoin the site, near the driveway access, comprising mature 'London Plane' trees. North of King Street is a 4-storey office building attached to the heritage-listed Hunter Water Board Building; an at-grade carpark associated with the 10-storey 'Quest Apartment' building (fronting Hunter Street); the 1-2 storey 'EJE Architecture' building; the 2-storey 'Star Hotel', including the 'Star Apartments' (accommodating short and long-term rentals); and the 'Hunter Unions' building. Devonshire Street provides pedestrian connections between King Street and Hunter Street and includes cafes with outdoor dining spaces.
- **East:** Directly adjacent is the 'Wests City' registered club, comprising a two-story brick rendered building. The ground level accommodates bars, restaurants and associated club facilities and the first level accommodates 'NEX' (the 'Newcastle Exhibition and Convention Centre'), comprising large scale entertainment, conference and exhibition spaces. A basement level provides approximately 88 car parking spaces (accessible via the subject site), in addition to the carparking provided within the subject site - see Section 2.1. Directly south of 'Wests City' (within the same block) are a variety of small-scale commercial uses

including 'Union House', 'Newcastle Chiropractic' and 'Newcastle Car Services'. Further to the east is the 8-storey 'Newcastle Permanent' commercial building and adjoining 5-storey privately operated car park; the 2-storey 'Frank's Ham & Beef' terrace building; and the 1-2 storey 'Cooks Hill Campus' of Newcastle High School (a listed heritage item). Medium-density residential development extends east of Union Street, along Laman Street.

- **South:** Commercial development on the opposite side of Bull Street including the 2-storey brick 'Tonella Commercial Centre' and 3-4 storey NSW Government offices building. Further to the south-east on Bull Street lies the 1-storey 'Newcastle Fire Station', which is a listed heritage item of local significance. Remaining development to the south is predominantly commercial through to the 'National Park' sportsgrounds, with the major exception of the 7-storey 'Westcourt' building on Ravenshaw Street, inclusive of 6 levels of apartments.
- **West:** A 1-storey 'McDonalds Restaurant' sits directly to the west, on the opposite side of Ravenshaw Street. The 9-storey 'Marketown Shopping Centre' building, inclusive of the 'Spire Apartments' (comprising 160 residential units) on the upper 7 floors, lies to the south-west. Additional commercial development lies beyond.

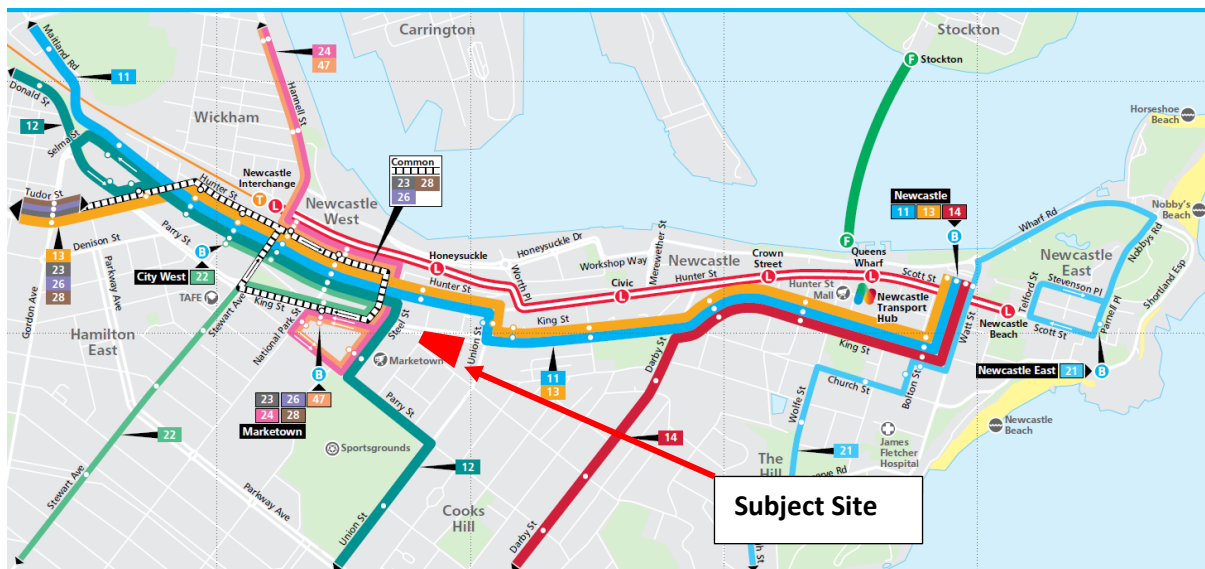
Key features of the local context are as follows:

- **Public transport and walkability:** Numerous bus routes connecting the greater Newcastle region provide frequent services along King Street, with the closest bus stop approximately 200 metres from the site. The Newcastle Transport Interchange - including heavy rail, light rail, local buses, regional buses, and taxis - is located to the north-west of the site, approximately 900m walking distance. The Honeysuckle light rail stop is less than 500m walking distance. Numerous sites of interest are also within walking distance including Marketown Shopping Centre and Marketown Health Medical Centre (150m), the Newcastle TAFE (210m), National Park sportsground (280m), Civic Park and Town Hall (500m) and multiple shops, restaurants and services along King Street, Hunter Street and Union Street.

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. An overview of available services is provided in the public transport map (**Figure 3**). 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.

Figure 3 - Public Transport Map



4.1 Pedestrian and Cycle Network

The site's location 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 development achieved a "Very Walkable" rating of 85 out of 100 with most errands being able to be accomplished on foot. Newcastle West is ranked the 5th most walkable neighbourhood in Newcastle by Walkscore.

Extensive public pedestrian paths exist around the general area with services such as the Light Rail, Wickham Transport Interchange, Marketown Shopping Village, Bus Routes, Honeysuckle and the Darby Street entertainment Precinct all in easy walking distance.

Figure 4 provides the relevant City Cycling Maps for the surrounding area showing existing and proposed cycle routes.

Figure 4 – City Centre Cycling Map



4.2 Rail and Light Rail Service

The heavy rail line into Newcastle has been terminated and a transport interchange facility has been recently constructed at Hannell Street Wickham. A light rail line is running along the heavy rail corridor and Hunter Street connecting Wickham to the Newcastle CBD area and Nobby's Beach. The light rail also connects to the Stockton Ferry wharf providing residents and visitors the opportunity to park in the public car parking areas in Stockton and utilise the ferry to access the development site. The Honeysuckle light rail stop is conveniently found 300m walking distance from the site.

4.3 Bus Service

The bus service is convenient for use by future residents of the seniors living and residential development and visitors / staff to the aged care facility. The services connect to the bus interchanges at Newcastle, Charlestown, Jesmond, Wallsend and others providing connection to other bus services to Newcastle, Lake Macquarie, Port Stephens and Maitland suburbs, the Newcastle airport and railway stations including connection to local railway stations on the Hunter line and to adjoining regions.

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 articulated in **Figure 1** and 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.

The major project initiatives within the plan are detailed below. It should be noted that in each case, the initiatives outlined below are not soft targets, rather, the design and management teams have committed to their implementation should the project proceed in its current format.

5.1 My OPAL Card Initiative

The site location provides very good access to public transport as detailed earlier, as such the developer and designers are focused on encouraging residents to avoid car use and adopt public transport as their primary mode.

To promote this behaviour, a commitment has been made to provide all apartments with an opal card with \$10 of credit for initial purchasers to encourage initial use of public transport.

This initiative aims to establish public transport as a viable option from the beginning of tenancy / ownership, which discourages the adoption of personal vehicle usage from the outset. It is then anticipated that after using their pal cards initially residents will continue to use public transport based on their knowledge of the system and travel habits that were developed during this period.

5.2 Bicycle Facilities

With regard to on-site bicycle facilities the proposal is generally required to comply with Chapter 7.03 Traffic Parking and Access of Newcastle City Council's DCP (2012). In this regard the development provides suitable storage for up to 168 bikes within a dedicated storage area, which is protected from the elements. There is sufficient space for public bike racks to be located within setbacks or the through site link. End of trip facilities are also provided.

A bicycle sharing facility (pay per use) is situated approximately 250m to the north, adjacent to the Honeysuckle Light Rail Stop.

The project is committed to provide suitably secure bike storage areas and end of trip facilities 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 the development is also promoting awareness and uptake of cycling.

5.3 Sustainable Travel Guide

A sustainable travel guide will be developed for the building's residents, staff and customers 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.

The purpose of the Sustainable Travel Guide differs from that of the Green Travel Plan (this document). The Green Travel Plan has been developed to demonstrate the sustainable transport initiatives being adopted in the design and the strategies being used by building management to encourage residents to adopt the preferred modes, whereas the Sustainable Travel Guide is targeted directly at building occupants and provides easy to understand information for the public.

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
- 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.

5.4 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 team are harnessing this by committing to provide pedestrian links to through the site supported by lighting and good signage in visually prominent areas. Signage will give directions and distances to local facilities such as train, bus and light rail stations, Marketown Shopping Centre, Honeysuckle etc. 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 adoption of more sustainable forms of transport as opposed to personal vehicle use. 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. The development and implementation of this Green Travel Plan is, therefore, a significant element in the fulfilment of this commitment to social responsibility.