

Social Impact Assessment

State Significant Development Application & Concurrent Rezoning Application

Proposed Mixed-Use Development 10 Dangar Street, Wickham

SSD - 89869959

Prepared for:
UPG Wickham Pty Ltd

MARCH 2026

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Sarah George Consulting acknowledges the traditional custodians of the lands on which we work. We pay our respects to Elders past, present and emerging.

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Declaration

Table 1: Author's Qualification and declaration

This SIA has been prepared by:	
Name	Sarah George
Role	SIA Author
Qualifications	• Bachelor of Arts (Sociology & Psychology) (Macquarie University) • Certificate IV Youth Work (TAFE NSW) • Certificate IV in Workplace Training and Assessment (Family Planning NSW)
Memberships	Member, International Association of Impact Assessment
Relevant experience	• SSDA –Kellyville, North Byron Parklands, Dee Why, Tallawong, Rhodes, Macquarie Park, Castle Hill, Caringbah, Crows Nest, Five Dock, Wollongong. • Licensed premises applications (new hotels, new packaged liquor outlets, ETA) • Expert Witness NSW Land & Environment Court and NSW Civil and Administrative Tribunal (NCAT)
Declaration	The SIA contains the required information, as suggested in the Department of Planning, Housing and Infrastructure's <i>Social Impact Assessment Guidelines for State Significant Projects</i> (February 2023) and the supporting <i>Technical Supplement</i>. The information included comprises baseline data of the local area sourced from the 2016 Census and the 2021 Census; crime data compiled by BOSCAR; feedback from the local community and key stakeholders gathered during the community engagement processes; and considers the likely positive and potentially negative social outcomes of the proposal, including enhancement and mitigation measures. I confirm my understanding of my legal and ethical obligations as a consultant and confirm that none of the information in the SIA is false, or misleading.
Signature	
Date	31 March 2026

Additional detail on the Author's experience and qualifications is included at Appendix C.

Executive Summary

This Social Impact Assessment has been prepared on behalf of UPG Wickham Pty Ltd (the Applicant), to support a State Significant Development Application (SSDA) and concurrent Rezoning Report for the construction of a 43-storey mixed-use development at 10 Dangar Street, Wickham (the site). The site is located within the Newcastle Local Government Area (LGA) and occupies a prominent corner position immediately north of the Newcastle Interchange.

The project has been selected by the NSW Housing Delivery Authority (HDA) as a key development to help accelerate the delivery of well-located, diverse and affordable housing in New South Wales. Commencing in early 2025, the HDA plays a coordinating role across government agencies, focusing on unlocking complex sites through strategic planning, infrastructure coordination, and streamlined assessment pathways.

Following the Applicant's expression of interest (EOI 240837), the HDA considered and recommended to the Minister for Planning and Public Spaces (the Minister) that the project be declared SSD under Section 4.36(3) of the Environmental Planning and Assessment Act 1979 (EP&A Act) on 23 June 2025. Following this recommendation, the development was declared by the Minister to be SSD pursuant to the State Significant Development Declaration Order 2025 (No 10), Part 2, Section 1(a), dated 30 June 2025.

This SIA has been prepared to satisfy the requirements as set out in the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Housing and Infrastructure (the Department), identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Departments *Social Impact Assessment Guidelines 2025* (the *Guidelines*) and the associated *Technical Supplement*.

The assessment considers the potential impacts associated with the proposed rezoning and proposed development to people's way of life, community, accessibility, culture, health and wellbeing, livelihoods, surroundings, and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, organisations and other stakeholders.

This report includes data on the existing social baseline of the community in which the site is located, and of potentially affected communities and groups in the projects identified social locality and assesses the potential social impacts and benefits of constructing and operating the proposed development, and includes recommended measures to enhance, mitigate and manage the identified social impacts.

The assessment includes feedback on the proposal provided by the community through direct feedback and through a SIA Survey.

Based on the completion of the SIA Scoping Worksheet and assessment in this report, the key social impacts of the proposal are:

Positive social impacts:

Impact Area	Outcome
Way of life, wellbeing, accessibility, community, health and wellbeing, livelihoods	• provision of a range of dwelling sizes and types • provision of affordable housing for key workers and those on low incomes • provision of co-living housing • access to a range of communal open spaces • employment generation during construction • employment generation in maintaining the development, management of affordable housing units • employment generation in the hotel and retail spaces within the development • accessibility to public transport and services, including services provided on site • opportunities for community participation and cohesion • opportunities for recreation on site contributing to health and wellbeing for residents, and providing opportunities for the development of social cohesion.

Potentially negative impacts:

Impact Area	Outcome
Way of Life, community health and wellbeing	• impacts during construction works in respect of noise, disturbance, vibration, dust • impacts during construction on traffic and truck movements • increased population on the site facilitated by the proposed rezoning application and different residential offerings proposed • increased traffic on local roads on completion, potentially exacerbating existing congestion • visual change of site presentation

Mitigation and enhancement measures proposed include:

- Inclusion of the recommendations noted in the technical reports accompanying the application, and the mitigation measures included in Chapter 8.0.
- Application of CPTED principles at the detailed design stage to ensure the development reduces the potential for crime.
- Ongoing engagement with the community during the construction process.

The proposed development represents a positive social impact in respect of the provision of a range of housing options including affordable housing in an area experiencing in a location close to public transport, employment and services, facilitated by the proposed rezoning to enable increased housing and population on the site.

There are no reasons from a Social Impact perspective, to refuse the application.

1.0 INTRODUCTION

This Social Impact Assessment prepared on behalf of UPG Wickham Pty Ltd (the Applicant), to support a State Significant Development Application (SSDA) and concurrent Rezoning Report for the construction of a 43-storey mixed-use development at 10 Dangar Street, Wickham (the site). The site is located within the Newcastle Local Government Area (LGA) and occupies a prominent corner position immediately north of the Newcastle Interchange.

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This table identifies the SEARs and relevant reference within this report.

Table 1 – SEARs and Relevant Reference

Requirement	Report Reference
SEARs Requirement	
18 Social Impact The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i> .	This Social Impact Assessment
Rezoning Requirement	
4 Relevant Issues Including but not limited to the following: Social and Economic	This Social Impact Assessment

Requirement	Report Reference
Additional Assessment Requirements	
Not applicable	Not applicable.

This Social Impact Assessment (SIA) has been prepared in accordance with the Departments *Social Impact Assessment Guidelines 2025* (the *Guidelines*) and associated *Technical Supplement*.

The *Guidelines* note that an SIA should include a combination of findings from Phase 1 and Phase 2 of the SIA. Phase 1 of the SIA will typically include:

- an understanding of the projects social locality;
- initial analysis of the defining characteristics of the communities within the project's social locality, including any vulnerable groups (described as the social baseline);
- initial evaluation of likely social impacts for different groups in the social locality;
- any project refinements or approaches to project development in the early phases of project planning that will be undertaken in response to likely social impacts;
- how the EIS Engagement Strategy will help to identify and assess social impacts;
- the proposed approach for undertaking the remainder of the SIA process.

Phase 2 of the SIA report typically includes:

- predict analyse the extent and nature of potential social impacts against baseline conditions using accepted social science methods;
- evaluate, draw attention to and prioritise the social impacts that are most important to people;
- develop appropriate and justified responses (i.e. mitigation and enhancement measures) to social impacts and identify and explain residual social impacts;
- propose arrangements to monitor and manage residual social impacts, including unanticipated impacts, over the life of the project (including post-closure phases for mining projects).

An essential component of the preparation of an SIA to satisfy the *Guidelines* is community engagement and this was undertaken by the report author as part of the preparation of this SIA. Details of feedback received as part of the engagement process is included in Chapter 6.0.

The *Technical Supplement* for the *Guidelines* note that for the redevelopment of an urban estate with new residential units and a retail precinct, the following the following impact categories should be considered:

Social Impact Category	Definition/considerations
Way of life	• How will people's daily lives change during construction? • What are the long-term impacts (potentially positive and negative) of altered urban form on how people life, work, get around, and interact socially?
Community	• Will community cohesion be impacted during construction? • Will there be changes to community character, composition, and sense of place following development?

Accessibility	• Will accessibility of services be disrupted during construction? • What are the likely improvements to accessibility of services and facilities following development? • Will the project impact accessibility of or demand for community facilities, services and public space?
Culture	Aboriginal and non-Aboriginal cultural impacts. • Will there be changes to the cultural composition of the community? • Will cultural heritage values be impacted? • Will there be opportunities for cultural expressions (e.g. through design)?
Health and wellbeing	• How will urban densification impact people's psychological health? • Could the development exacerbate or reduce social exclusion of marginalised groups? • How will the new development meet the needs of residents, workers and visitors for open space, active travel and access to health and community services?
Surroundings	• Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values? • What changes will there be to public open space, public facilities or streets?
Livelihoods	• How will livelihood impacts and benefits be distributed?
Decision-making systems	• Are there adequate and responsive grievance and remedy mechanisms in the event of complaints? • Can affected people make informed decisions and feel they have power to influence project decisions, including elements of project design.

In addition to the above, issues raised during the community and stakeholder engagement process and public interest benefits are also considered.

Site and area inspections were carried out as part of the preparation of this report.

2.0 SITE AND PROPOSED DEVELOPMENT

2.1 Subject site & context

The site is located at 10 Dangar Street, Wickham, within the Newcastle LGA. The site benefits from triple street frontages, with a primary street frontage of approximately 64m to Dangar Street, and secondary street frontages of approximately 61m to Hannell Street and 50m to Charles Street.

The surrounding locality comprises a diverse mix of land uses including residential, commercial, and light industrial uses, reflecting the area's ongoing transition. The site's frontage to Hannell Street, a major arterial road, supports high levels of connectivity to the broader metropolitan area. The site is located immediately north of the Newcastle Interchange, providing bus, rail and light rail services. Strategically, the site sits at the intersection of the Newcastle West End, Wickham, and Honeysuckle precincts, positioning it to support the city's transition to a higher-density, mixed-use metropolitan centre.

Figure 1: Subject site



The site is currently vacant following demolition works approved under DA2018/01197 (as modified).

The site is zoned E2 – Commercial Centre under Newcastle Local Environmental Plan 2012.

The site is within walking distance to the Throsby Creek foreshore.

2.2 Project background

The site was identified under the Wickham Master Plan 2017 as a strategically significant location for increased development capacity, given its proximity to the Newcastle Interchange and its potential to support high-density, mixed-use development. The Master Plan proposed an uplift in planning controls, increasing the permissible building height from 45m to 60m, and the FSR from 5:1 to 6:1, subject to the delivery of public domain improvements, including a 3-metre southern setback adjacent to the transport interchange.

This strategic vision was subsequently reaffirmed in the Wickham Master Plan 2021 Update (PP-2021-1506) and further refined in the 2022 amendment, which supported additional incentive-based planning controls.

The Community Infrastructure Incentives in Wickham Planning Proposal (PP-2022/1541), endorsed by Council in March 2022 (and subsequently approved 08 November 2022), proposed:

- An incentive FSR of 7:1 for Area E (the site),
- A maximum incentive building height of 60m, and
- Community infrastructure requirements.

In alignment with these strategies, the site has been subject to successive development consents as outlined below and in the Environmental Impact Statement (EIS) prepared by Beam Planning. These prior consents have been physically commenced through demolition and excavation works and establish the maximum envelope for basement structures. This SSDA will adopt and refine these commenced elements to expedite the assessment process, continue construction progress on the site, and ensure continuity with previously endorsed planning outcomes.

2.3 Site History

An existing consent applies to the site for a 17 storey mixed-use development (DA2018/0119, as amended by DA2022/00448).

2.3.1 DA2018/01197

DA 2018/01197 was approved by the (then) Joint Regional Planning Panel on 24 April 2019 for the demolition of existing structures and the erection of a 14-storey mixed-use development.

There were two subsequent modifications by S4.55 applications, as follows:

- DA2018/01197.01 – Change to deferred commencement time and consent conditions – approved 26/11/2019.
- DA2018/01197.02 – Addition of a third basement level, office space and increase ceiling heights of levels 1-3 – approved 06/05/2021.

The previously approved development is illustrated on the following artists impressions by Team2 Architects:

Figure 2: Approved development under DA2018/01197



2.3.2 DA2022/00448

DA2022/00448 was approved by the City of Newcastle on 23 December 2022 for alterations and additions to the approved development under DA2018/01197 (as modified). The application sought to increase the building height and FSR in line with the *Wickham Master Plan 2021* (as amended) and the Community Infrastructure Incentives Planning Proposal (PP-2022/1541).

The approved changes included:

- An increase in building height from 47.65m to 58.75m
- An increase in FSR from 5.87:1 to 6.9:1
- The addition of three residential levels, resulting in a 17-storey mixed-use development
- The provision of community infrastructure, including a 3m public domain setback along the southern boundary.

The original consent was subsequently modified by two Section 4.55 applications:

- MA2023/00237 - Alterations to approved floor plans and three additional floors of shop top housing above the approved structure - changes to elevations, landscape and public artwork plans – approved 23/10/2023
- MA2023/00397 - Alterations and additions to approved mixed-use development – changes to ground floor plan, elevations and public art – approved 12/08/2024

Figure 3: Approved development under DA2022/00448



2.4 The Proposal

The subject application includes two components, a proposed rezoning, and a proposed development.

2.4.1 Rezoning Proposal

To facilitate the proposed development described below, a concurrent Rezoning Proposal is sought to make the following amendments to the *Newcastle Local Environmental Plan 2012 (NLEP)*

- Amend Clause 7.9 to permit a maximum building height of 152m on the site; and,
- Amend the Clause 7.9A to permit a maximum FSR of 14.4:1 on the site.

2.4.2 State Significant Development Application

The proposed amendments to the NLEP as outlined above, will facilitate the following development, proposed via a concurrent SSDA. Specifically, the proposed works sought under the SSDA include:

- Construction of a 43-storey (+ plant) mixed use tower, comprising:
 - 249 residential apartments with the following mix:
 - 47 x one bedroom apartments
 - 152 x two-bedroom apartments
 - 44 x three-bedroom apartments
 - 2 x 4-bedroom apartments
 - 99 co-living units
 - Ground floor retail premises to all three street frontages
 - A hotel component within the podium
 - Basement car parking
- Associated landscaping and public domain improvements, including the provision of a through-site link that runs east/west adjacent to the Newcastle interchange.

It is noted that the project will commit to providing 15% of the residential GAF as affordable housing for a minimum of 15 years, to be managed by a registered Community Housing Provider (CHP).

The proposed SSDA will seek consent for the use of basement structures and enabling works approved under DA2018/01197 (as modified).

For a detailed description of the proposed development, refer to the EIS prepared by Beam Planning, and the Architectural Drawings prepared by SJB Architecture.

3.0 SCOPE AND METHODOLOGY

3.1 Scope of this report

The SIA process has been guided by the Department of Planning, Housing and Infrastructure's *Social Impact Assessment Guidelines for State Significant Projects July 2025* (the *Guidelines*); the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects July 2025*; and *Undertaking Engagement Guidelines for State Significant Projects March 2024*.

This table identifies the SEARs and relevant reference within this report.

Table 3 – SEARs and Relevant Reference

SEARs Requirement	Report Reference
18 Social Impact The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i> .	This Social Impact Assessment
Rezoning Requirement	
4. Relevant Issues Including but not limited to the following Social and Economic	This Social Impact Assessment

Using the Department's SIA Scoping Worksheet, the proposed development is considered to generate impacts in respect of people's way of life, community, accessibility, culture, health and wellbeing, livelihoods & surroundings. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, organisations and other stakeholders.

The SIA:

- Has been prepared to address the relevant SEARs and Rezoning Requirements listed in Table 3 above.
- Describes the existing social baseline characteristics of affected communities and groups in the project's identified social locality.
- Assesses the potential social impacts and benefits of constructing and operating the project.

- Recommends measures to enhance, mitigate and manage identified social impacts.

Opportunities for the local community to participate in the process through community engagement activities are discussed in Chapter 6.0.

3.2 Approach to Social Impact Assessments

Social impact assessment methodologies focus on traditional models of sociological research which include the use of both quantitative data – in this case statistical data; and qualitative data (observations, case studies, consultation).

The SIA process has been guided by the Department of Planning, Housing and Infrastructure's *Social Impact Assessment Guidelines for State Significant Projects February 2023* (the *Guidelines*); the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects February 2023*; and *Undertaking Engagement Guidelines for State Significant Projects October 2022*.

The *Guidelines* set out the framework to identify, predict and evaluate likely social impacts to people, as well as identifying mitigation and enhancement measures.

As outlined in the *Guidelines*, developments should include consideration of a proposed development in respect of:



Source: NSW Department of Planning, Housing and Infrastructure

3.3 Data and information sources

Primary data was sought through the community engagement methods undertaken as part of the preparation of this SIA (see Chapter 6.0).

Secondary data was also utilised to inform this SIA, including:

Source	Data/Plans/Documents
Australian Bureau of Statistics	• 2021 Census Data including QuickStats and Community Profiles • 2016 Census Data including QuickStats and Community Profiles
Profile ID	• Population projections • Socio-Economic Indexes for Areas (SEIFA)
City of Newcastle Council	• Newcastle Local Environmental Plan 2012 • Newcastle Development Control Plan 2023 • Wickham Masterplan (2021 Update) • Wickham Community Infrastructure Plan
NSW Department of Planning, Housing and Infrastructure	• Social Impact Assessment Guidelines July 2025 • SIA Technical Supplements
Mapping	• Google maps • Planning Portal Spatial Viewer
Bureau of Crime Statistics and Research (BoCSAR)	• Crime data and hotspot maps
Other	• State Environmental Planning Policy (Housing) 2023 • Profile ID

Secondary data is presented in Chapter 5.0.

Other information relied on for the preparation of this report has been sourced from:

- Environmental Impact Statement prepared by Beam Planning
- Architectural plans prepared by SJB
- *Transport Assessment* prepared by Varga Traffic Planning
- *Landscape Plans* prepared by Land and Form

- *Acoustic Design and Construction Advice* prepared by Pulse White Noise Acoustics
- *Connecting with Country* report prepared by Ngurra Advisory
- *Crime Prevention Through Environmental Design (CPTED) Report* prepared by Beam Planning

4.0 POLICY AND PLANNING CONTEXT

The following plans and policies are of relevance to the social context of the proposal:

4.1 NSW Housing Strategy: Housing 2041

The NSW Housing Strategy presents a 20 year vision for the delivery of better housing outcomes in NSW by 2041. The Strategy establishes a framework to achieve the vision that is set out in four key pillars of housing supply, diversity, affordability and resilience.

4.2 Hunter Regional Plan 2041

The Hunter Regional Plan 2041 provides an overarching strategic plan to guide growth and change across the Hunter region. The Plan sets out a 20 year framework underpinned by a 40-year vision to support economic diversification, sustainable development and housing delivery across the region. The Plan specifically identifies Newcastle as a Metropolitan City and focusses on delivering well-located housing, increasing density in strategic centres, and supporting investment in infrastructure, jobs and services.

4.3 Greater Newcastle Metropolitan Plan 2036

This Plan provides a 20-year strategy to manage growth and change across the Greater Newcastle Area setting out strategic directions, planning priorities, and actions to implement the objectives of the Hunter Regional Plan 2041. The Plan guides decision making on land use, housing, employment and infrastructure, and supports alignment across local strategic planning, LEPs and SEPPs.

4.4 Newcastle Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) provides a framework to guide housing delivery across the LGA to 2040, focussing on concentrating growth in well-located urban areas, increasing housing diversity, and supporting sustainable infill development. The Wickham area is identified in the LSPS as a location suitable for higher density residential development, specifically due to its proximity to the Newcastle Interchange and its role in facilitating urban renewal within the City Centre.

The Strategy sets a target to deliver 4,000 new dwellings and 7,750 new jobs within the Newcastle City Centre.

4.5 Wickham Masterplan (2021 Update)

The Wickham Masterplan 2021 Update provides revised strategic guidance for the City of Newcastle's planning decisions and delivery of coordinated urban renewal outcomes for Wickham¹.

The 2021 Update builds on the previously adopted Wickham Master Plan 2017 which set out a vision of how Wickham could redevelopment from a post-industrial suburb into a mixed-use urban neighbourhood supporting a new, emerging commercial core.

The vision was established through engagement with stakeholders and an evidence-based planning approach.

Since the adoption of the masterplan, the Newcastle Transport Interchange has opened and the land the plan encompasses was redeveloped with the strategic context of an emerging commercial centre.

A review of the Newcastle Local Strategic Planning Statement (LSPS) reinforced Wickham's renewal through transit-oriented development, delivering new housing and providing floor space for industries and businesses. The LSPS recommended:

- A review of permissible housing types within the Wickham Village hub precinct and their impact on densities and the envisaged character.
- Consider the implications of mine subsidence and potential options.

The Vision for Wickham adopted in the 2017 Masterplan is:

¹ Wickham Masterplan 2021 Update (July 2022) – City of Newcastle

Wickham will continue to transform into a dynamic urban neighbourhood that supports a diverse mix of uses, which complement the adjoining commercial core of the Newcastle City Centre located within Newcastle West.

Urban renewal within the area is envisaged to build on the existing urban structure to deliver greater connectivity, proved public domain amenity and a built form reflecting the envisaged function and character.

The subject site is located within the 'Rail Edge' Precinct, which is predominantly characterised by higher density residential development with a mix of street-level uses. The future character of the precinct is to maintain a transition down to integrate with the lower scale Village Hub precinct fronting Bishopsgate Street.

The key priorities of the masterplan update are:

- Improved accessibility and connectivity within Wickham and to adjoining areas
- Creation of safe, attractive and inclusive public spaces.
- Ensure the built environment is functional, responsive and resilient.

4.6 Wickham Community Infrastructure Plan 2023

The Wickham Community Infrastructure Plan (WCIP) provides detail on how community infrastructure is to be delivered as part of the urban renewal of Wickham.

The purpose of the WCIP is to:

- Explain why community infrastructure is needed to support the growth and function of Wickham as part of its urban renewal
- Detail the community infrastructure needed to support redevelopment
- Describe how community infrastructure can be delivered through the development process and Planning Agreements
- Outline how the value of the community infrastructure works is calculated.

Table 1 of the WCIP identifies that the subject site has previously included community infrastructure in the form of a pedestrian/cycle lane including a paved laneway with activated edge at corners. Lighting and public art were also included. The previously approved community infrastructure works comprised an area of 131m² and related to land on the southern side of the subject site.

Figure 4 – Excerpt of Table 1 of the WCIP

	Street (corner with Railway Street)	widening			footpath.
12.	10 Dangar Street	Active transport link	131 m2	3m wide	Pedestrian/cycle lane - paved laneway with activated edge at corners. Lighting and public art.
13.	Various locations	Active	Link to	Detail subject	Public domain improvements - areas where

Source: Wickham Community Infrastructure Plan 2023

Figure 5: Map of Community Infrastructure projects in Wickham



Source: Wickham Community Infrastructure Plan 2023

5.0 BASELINE INFORMATION

5.1 Social Locality

The *Social Impact Assessment Guidelines for State Significant Projects July 2025* (the *Guidelines*) note:

There is no prescribed meaning or fixed, predefined geographic boundary (e.g. the local suburb, or 'within 500m') to a social locality; rather, the social locality should be construed for each project, depending on its nature and its impacts. The term 'social locality' is similar to 'area of social influence' that is commonly used in social impact practice.

In addition, the *Guidelines* identify the social baseline study as describing “*the social context without the project*”.

The area most likely to be affected by the proposal is the area immediately surrounding the subject site, in particular, the existing residential, retail and commercial properties immediately surrounding the subject site.

Typical likely impacts associated with a development such as the proposal will relate to short term, temporary impacts associated with demolition and construction including noise, dust, truck movements and vehicles associated with the construction process.

Impacts associated with the development on completion are likely to relate to:

- Increased population on the site;
- Increased traffic on local roads;
- Change in visual presentation of the site;
- Waste generation and removal;
- Cumulative impacts associated with other developments on surrounding properties.

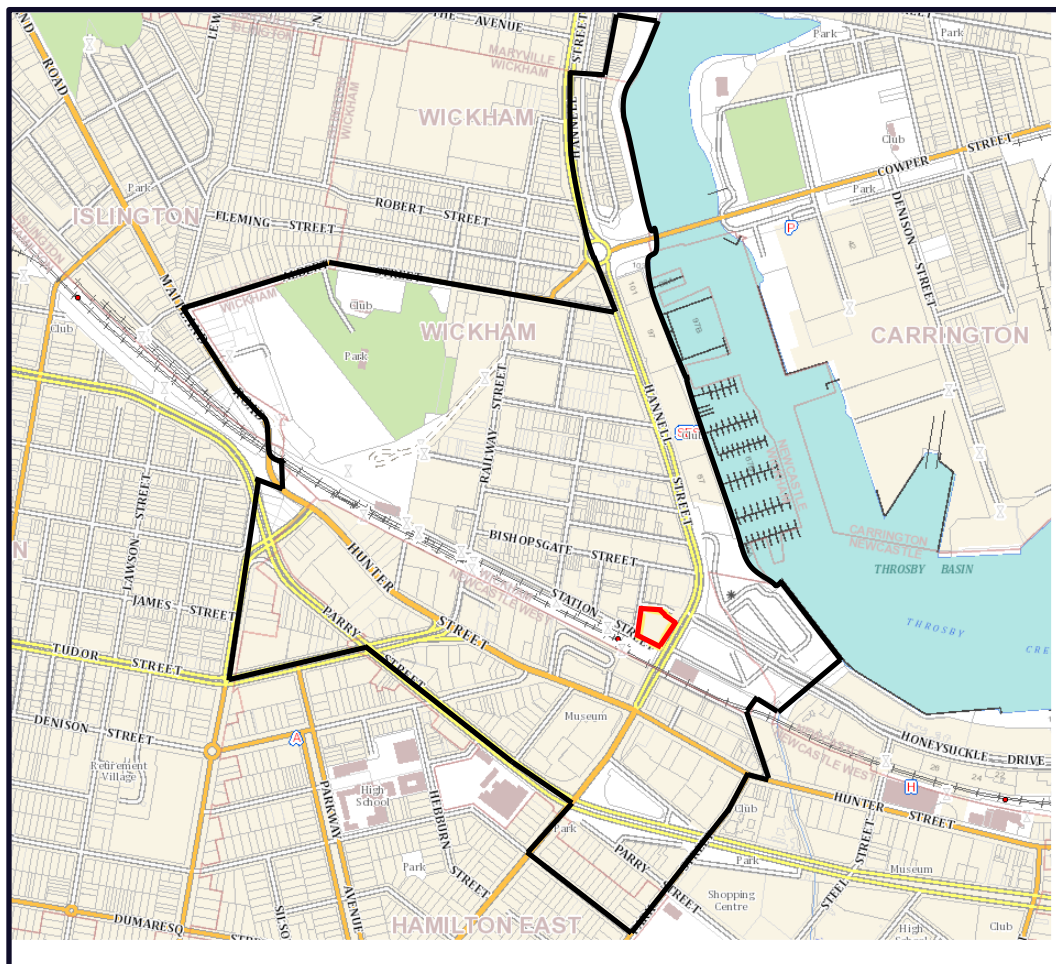
The key groups potentially affected by the proposed development include:

- Residents/Tenants of buildings immediately surrounding the subject site;
- Future residents of the area;
- Those on very low, low to moderate incomes;

- Services that require staff such as hospitals, Police, teachers, cleaning staff etc;
- People who commonly utilise roads around the subject site
- Residents and businesses in the local area;
- Community housing providers.

Given the location of the subject site immediately adjacent to a major public transport hub inclusion of affordable housing and natural barriers (e.g. the railway, Creek), it is considered that the primary social locality is likely to comprise an area focussed around the subject site. The extent of the primary social locality is illustrated on Figure 6 below. This area has been identified as the area that is most likely to experience impacts as a result of the proposal. The secondary social locality has been identified as the suburb of Wickham.

Figure 6: Primary Social locality



5.2 Existing socio-economic and demographic characteristics

The suburb of Wickham is located in Newcastle West and is an area characterised by a mix of older residential dwellings, mostly terraces/semi-attached dwellings and newer medium and high-density mixed-use residential developments closer to the Transport Interchange and single residential dwellings further from the Interchange.

A *Demographic Profile Table* showing data from the 2016 & 2021 Census for the identified social locality, the suburb of Wickham, the Newcastle LGA, Greater Sydney and NSW is included at Appendix A.

The socio-economic and demographic profile reveals:

	• A greater proportions of residents identifying as Aboriginal and/or Torres Strait Islander in the social locality (2.4%), compared to Greater Sydney (1.7%), but less than that in the suburb of Wickham (2.8%), the LGA (4.4%), and NSW (3.4%). • A smaller proportion of residents who were born overseas in a non-English speaking country in the social locality (17.5%), the suburb of Wickham (15.2%) and in the LGA (10.6%) compared to Greater Sydney (40.3%) and NSW (30.3%) • A smaller proportion of the population who speak a language other than English at home in the social locality (16.3%), the suburb of Wickham (14.0%), and the LGA (10.5%) compared to Greater Sydney (37.4%% and NSW (26.5%)
	A younger median age of residents in the suburb of Wickham (32) compared to the social locality (38), the LGA (37), Greater Sydney (37) and NSW (39).
	A less wealthy population with the median weekly household income lower in the LGA (\$1,760) less than that in the social locality (\$1,873), the suburb of Wickham (\$1,902), and NSW (\$1,829). All areas recorded a lower median weekly income compared to Greater Sydney (\$2,077).
	A higher median weekly rent in the social locality (\$432), the suburb of Wickham (\$470), Greater Sydney (\$470) and NSW (\$420), compared to the LGA (\$400).
	Lower rates of unemployment in the social locality (3.2%) and in the suburb of Wickham (3.0%) compared to the LGA (4.9%), Greater Sydney (5.1%) and NSW (4.9%)

	Residents are more likely to have never married in the social locality (50.5%), in the suburb of Wickham (54.7%), and in the LGA (43.3%), compared to Greater Sydney (36.4%) and NSW (35.7%)
	More likely to be a couple family with no dependent children in the social locality (66.7%) and in the suburb of Wickham (63.4%) compared to the LGA (40.5%), Greater Sydney (48.4%) and NSW (37.9%)
	The majority of households in the social locality and in the suburb of Wickham report owning one car (48.9% and 52.1% respectively), compared to the LGA (38.1%), Greater Sydney (39.5%) and NSW (37.8%)
	• Smaller average household size in the social locality (1.8), and in the suburb of Wickham (1.9), compared to the LGA (2.4), Greater Sydney (2.7) and NSW (2.6) • The majority of dwellings are units in the social locality (66.7%) and in the suburb of Wickham (45.1%) compared to the LGA (14.2%), Greater Sydney (30.7%) and NSW (21.7%). • The majority of dwellings are rented privately in the social locality (53.2%) and in the suburb of Wickham (55.1%), compared to the LGA (32.1%), Greater Sydney (32.6%) and NSW (29.4%) • The most common dwelling size is two-bedroom dwellings in the social locality (53.6%) and in the suburb of Wickham (46.7%), compared to the LGA (24.9%), Greater Sydney (25.7%) and NSW (22.7%)
	• The majority of residents work in professional roles in the social locality (32.1%) and in the suburb of Wickham (31.6%), compared to the LGA (29.0%), Greater Sydney (29.3%) and NSW (25.8%). • A smaller proportion of residents working in lower paying labourer and related occupations in the social locality (4.6%), and the suburb of Wickham (4.9%), compared to the LGA (7.9%), Greater Sydney (6.7%) and NSW (8.1%)

As is evident from the socio-economic and demographic characteristics of residents of the identified social locality are likely to have never married, be in a couple relationship with no children, residing in two-bedroom units that are privately rented and who are working in professional occupations.

The proposed development includes a range of dwelling sizes, of which 15% of the residential GFA will be dedicated affordable housing for 15 years, providing a more secure and diverse range of accommodation sizes in a location close to public transport options for those on very low, low to moderate incomes, with the dwellings required to be rented at no more than 30% of the tenants income.

SEIFA Index

The Socio-Economic Indexes for Areas (SEIFA) measures the relative level of socio-economic disadvantage and/or advantage based on a range of Census characteristics.

There are two key Indexes that are commonly used to determine advantage or disadvantage:

- Index of Relative Socio-Economic Disadvantage (IRSD) which contains only disadvantage indicators (unemployment, income levels, education levels) which is best used to distinguish disadvantaged areas but doesn't differentiate between those areas which are highly advantaged, and those that may be lacking a lot of disadvantage.
- Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) which contains indicators of disadvantage as well as indicators of advantage (professional occupations, high incomes, high levels of education attainment, larger dwellings).

A high SEIFA index means a lower level of disadvantage, whereas a lower score indicates a higher level of disadvantage.

Percentile scores are also created to indicate an approximate position of a small area compared to other Australian suburbs and localities. The higher the percentage indicates the higher the socio-economic status.

	Wickham suburb 2021	Newcastle LGA 2021	Greater Sydney 2021	NSW 2021
IRSD				
SEIFA Score	1,064.5	1,012.1	1,010.0	1,000.0
Percentile	82	49	48	42
IRSAD				
SEIFA Index	1,075.5	1,012.1	1,045.0	1,016.0
Percentile	92	65	82	67

Source: profile.id.com.au

Data from the 2021 Census shows that the suburb of Wickham is more advantaged than the wider LGA, Greater Sydney and NSW.

5.3 Population Projections

Data compiled by Profile ID for City of Newcastle Council suggests the LGA is anticipated to experience modest growth of approximately 17.00% to 2046. Profile ID notes that the Maryville-Wickham area is likely to experience a greater population growth of 27.70% to 2046². A large number of HDA proposals have been accepted in Wickham which may alter the projected population with larger population growth likely.

The subject proposal contributes to the housing needs of the anticipated growing population in the suburb of Wickham.

5.4 Existing social infrastructure

Table 5 includes a list of local community facilities, education establishments, child care centres, public parks accessible from the subject site.

A list of existing services and, where relevant, their capacity to accommodate additional demand is included in the following.

Table 4: Existing services and facilities:

Service/Facility	Distance to site (walking)	Ability to accommodate additional demand
Child care centres/pre-schools		
Awabakal Preschool – Wickham, 5 Grey Street, Wickham	200m	Information not available
Go Kindy Newcastle City, 745 Hunter Street, Newcastle West	200m	Vacancies on all days for all ages
Creative Childcare Hunter Street, 946-954 Hunter Street, Newcastle	400m	Vacancies

² <https://forecast.id.com.au/newcastle/about-forecast-areas?WebID=280>

St Nicholas Early Education Newcastle West, 845 Hunter Street	600m	Vacancies
The Little Unicorn on Honeysuckle Preschool (Long Day Care), G03-G04/ 24 Honeysuckle Drive	700m	No vacancies
KU Wickham Preschool, 18a Albert Street, Wickham	700m	Information not available
Newcastle Montessori Academy, Marketown East Shopping Cent, 23 Steel Street, Newcastle	700m	No vacancies
Creative Childcare Hamilton, 69 Tudor Street, Hamilton	900m	Vacancies
Explore and Develop King Street, 291 King Street, Newcastle	10.km	Information not available
Go Kindy Carrington, 26 Cowper Street	1.0km	Vacancies
Little Beginnings at Maryville, 65 The Avenue, Maryville	1.1km	Vacancies
Frog Stomp Preschool, 80a Jenner Parade Hamilton South	1.2km	No vacancies
Newcastle Community Preschool, Cnr Auckland & Laman Street, Cooks Hill	1.2km	Information not available

Source: startingblocks.gov.au (September 2025) google maps

Service/Facility	Distance to site (walking)
Education Establishments	
Newcastle High School, 160/200 Parkway Avenue, Hamilton South	1.4km
Cooks Hill Campus, Laman & Union Streets, Cooks Hill	1.2km

Service/Facility	Distance to site (walking)
Tighes Hill Public School, 33 Elizabeth Street, Tighes Hill	2.5km
Newcastle East Public School, 48 Brown Street, The Hill	2.1km
Newcastle Grammar School, 60 Newcomen Street, Newcastle	2.2km
Callaghan College Waratah Campus (7-10) Turton Road, Waratah	4.5km
Callaghan College Jesmond Senior Campus, Janet Street, Jesmond (Year 11 & 12)	7.2km
TAFE NSW Hamilton, 91 Parry Street, Newcastle West	800m
University of Newcastle City Campus, Hunter Street & Auckland Street, Newcastle	1.2km
Medical/Hospitals	
Wickham Clinic, 5 Charles Street, Wickham	33m
Ethos Health Physio and Allied Health, Level 1, 21 Annie Street, Wickham	1.0km
Honeysuckle Day Hospital, 19A Honeysuckle Drive	900m
John Hunter Hospital, Lookout Road, Newcastle	6.9km
Calvary Mater Newcastle, Edith Street, Waratah	5.4km
Lingard Private Hospital, Suite 2/23 Merewether Street, Merewether	2.6km
Hunter Valley Private Hospital, 20 Mawson Street, Shortland	9.6km
Newcastle Private Hospital, 182A Maitland Road, Mayfield	6.8km
Newcastle Medical Hub, 182A Maitland Road, Mayfield	3.9km
Broadmeadow Medical Centre, 154 Lambton Road, Broadmeadow	3.6km

Service/Facility	Distance to site (walking)
Royal Newcastle Centre, Lookout Road, New Lambton Heights	6.8km
Community facilities	
Matthew Talbot Centre, 82 Hannell Street, Wickham	400m
Carrington Community Centre, 1A Hargrave Street, Carrington	2.2km
Hamilton Community Hive, 152 Beaumont Street, Hamilton	1.5km
Digital Library, 12 Stewart Avenue, Newcastle West	280m
Hamilton Library, 45 James Street, Hamilton	1.5km
Newcastle City Library, Laman Street, Newcastle	1.7km
TAFE NSW Hunter Street Library, 590 Hunter Street, Newcastle West	750m
Oasis Youth Crisis & Training Service, 67 Cleary Street, Hamilton	1.8km
Newcastle PCYC, Cnr Young & Melbourne Sts, Broadmeadow	3.0km
Parks/Open space	
Hawkins Oval, Wickham NSW	1.3km
Tree of Knowledge, Hannell Street, Wickham	400m
Throsby Creek Foreshore	500m
Birdwood Park, 2 Stewart Ave, Newcastle West	400m
King Street Reserve, King Street, Newcastle	750m
Gregson Park, Steel Street, Hamilton	1.8km
Islington Park & Cricket Grounds, Maitland Road, Islington	1.9km
Newcastle Ocean Baths, Shortland Esplanade Newcastle	3.1km
Mereweather Ocean Baths, Ocean Street, Mereweather	3.8km

Service/Facility	Distance to site (walking)
Mayfield Swimming Centre, Ingall Street, Mayfield	3.6km
Wickham Beach, Boatmens Way, Wickham	1.0km
South Newcastle Beach Skate Park	2.9km
National Park basketball courts, Parry Street, Hamilton East	800m

Sources: google maps; WayAhead directory

5.5 Crime data

The NSW Bureau of Crime Statistics and Research prepare crime *rate maps* that identify densities of crimes in an area. The crime maps for the suburb of Wickham indicate that the suburb records higher rates of a number of crimes compared to the LGA and NSW.

Table 5: Crime rate table

Crime	Wickham suburb	City of Newcastle LGA	NSW
Assault	1,466.7	1,266	879.1
Domestic Assault	576.2	533.8	446.1
Non-domestic assault	838.1	677.9	401.8
Assault Police	52.4	54.3	31.2
Robbery	157.2	46.9	21.2
Theft	8,014.7	4,504.7	2,135.9
Malicious damage to property	1,623.9	920.5	552.1
Sexual offences	314.3	343.8	255.8

January 2025 – December 2025 - <http://crimetool.bocsar.nsw.gov.au/bocsar/> (accessed 19/3/26)

The crime rate is calculated using the relative rate of crime per head of residential population. The number of incidents/victims/offenders can have a large effect on calculated crime rates in a location. BOCSAR advises that crime rates need to be treated with caution for areas with high visitor numbers, such as an area like the suburb of Wickham and the Newcastle Transport Interchange relative to the resident population.

There is nothing about the proposed development that is likely to result in any negative change to the existing crime rates in the area. The proposal may result in positive benefits in terms of crime through increased casual surveillance from residential, co-living, the hotel uses, activation

of the site at all hours of the day and night, the ground floor retail uses on three frontages, and through electronic surveillance of residential lobbies, car parking areas, retail spaces and the hotel lobby.

BOCSAR also prepares 'hotspot' maps, that geolocate crimes close to where they occur. 'Hotspot' maps for the period October 2024-September 2025 reveal that the subject site is within a high-density hotspot for domestic-related assault, non-domestic related assault, robbery, and malicious damage to property.

Domestic-related assault:



Non-domestic related assault:



Robbery:



Malicious damage to property:

The 'hotspot' maps rely on geocoded data provided by NSW Police. Caution should be exercised when relying on BOCSAR hotspot maps for the following reasons:

- The best measure of the risk of crime in any given area is the published rate of crime taken from BOCSAR statistics.
- Hotspot mapping is the geo-location of such incidents as do occur. Even though overall rates of crime might be low in a particular area, high numbers of people might congregate in a particular small area (such as a shopping centre or a railway station) and a small number of incidents would give rise to a "hotspot" even though the risk of crime overall in that area might be low.

Hotspots reflect the density of incidents in specific areas, not the number of incidents in the entire LGA and they are not adjusted for the number of people residing in or visiting the LGA and therefore don't reflect areas where people have a higher-than-average risk of victimisation.

The subject site is located adjacent to the Newcastle Interchange and in an area where there is a combination of residents, workers, and visitors, with transport hubs and a mix of uses and it is

not uncommon for destination areas to record higher densities of crime due to the mix of uses, residents, workers and visitors in an area.

5.6 Affordable Housing

Affordable housing is housing that is open to people on a wider range of incomes than social housing.³

Affordable housing is often managed by charities, not-for-profits or community organisations. The proposed affordable housing component will be managed by a registered Community Housing Provider (CHP).

Affordable rental housing is housing that meets the needs of people on very low to moderate incomes and is priced so that they can afford other basic living costs such as food, clothing, transport, medical care and education.

Affordable housing may include a range of accommodation types and sizes, including single or multi-bedroom units, houses and studio apartments.

Many people need affordable rental housing for lots of different reasons, including people who work full or part time in lower paying jobs. It can also include people who are experiencing change in their lives with impacts their financial situation such as having a baby, divorce or leaving home for the first time.

Affordable housing is ideally located throughout a community, but, like other forms of affordable housing such as boarding house accommodation, it is best placed in areas with good access to public transport, retail (supermarkets), recreation opportunities and medical/allied health services (hospitals, medical centres, dentists, pharmacies etc). Locating affordable housing close to transport and services reduces the reliance on private cars, encourages walking, allows for the retention of established community links and relationships and contributes to residents being able to age in place.

³ <https://www.nsw.gov.au/housing-and-construction/renting-a-place-to-live/renting-a-property-nsw/low-cost-housing-options#toc-affordable-housing>

Rent for affordable housing is typically set in two ways, the first being rent set at a discount on current market rent. The usual discount is between 20% to 25% below market rent. The second is to set rent as a proportion of a households before tax income. In this instance, households may be charged between 25% and 30% of their before income tax for rent.

Data from the *NSW Government Local Housing Kit* based on data from 2024 identifies that Newcastle LGA area had a total of 537 affordable rental properties.

The Kit notes the following in terms of the percentage of affordable rental stock in the area in 2024:

Table 6: Affordable rental stock

Newcastle Council	% of affordable rental stock
Very low incomes	1.0%
Low incomes	28.0%
Moderate incomes	79%

The data in Table 6 indicates that there is very limited affordable rental stock for those on very low incomes, with a greater proportion of affordable housing available for those on low incomes, and high availability of affordable housing for those on moderate incomes within the LGA. This highlights the need for additional affordable housing for those on very low and low incomes.

2021 data highlights that of the 3,301 renters on very low incomes, 3,089 (93.6%) are experiencing rental stress. For the 3,944 renters on low incomes, 2,642 (66.9%) report rental stress.

Housing Monitor data compiled by Profile ID for City of Newcastle Council⁴ indicated that around 5.8% of all households need affordable housing, representing 3,839 households. The same data identified that as at December 2024, there were 322 rentals (5.8%) affordable to those on low incomes.

⁴ <https://housing.id.com.au/newcastle>

5.7 Co-Living Housing

The NSW Department of Planning, Housing and Infrastructure defines co-living housing as:

co-living housing means a building or place that—

- (a) has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities, and*
- (b) provides occupants with a principal place of residence for at least 3 months, and*
- (c) has shared facilities, such as a communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day, but does not include backpackers' accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.*

Co-living housing is typically characterised by:

- small private rooms complemented by shared indoor and outdoor spaces which encourage residents to come together to relax and socialise
- private and shared spaces that are fully furnished and ready-to-occupy
- a sense of community that is actively encouraged by a manager, who is responsible for managing shared spaces.

Co-living housing is usually built in highly connected areas, where residents have convenient access to work, study and recreation opportunities. It typically appeals to students, and young professionals but can attract a wide variety of people.

The State Environmental Planning Policy (Housing) 2021 (Housing SEPP) provides specific development standards for co-living housing that will be assessed within the EIS.

An *Operational Plan of Management* for the co-living will be prepared. It is anticipated this will be included as a condition of consent.

5.8 Similar projects

Information derived from the NSW Planning Portal Major Projects site identified no other SSD applications in the suburb of Wickham⁵, however, there are a number of proposals that have been accepted under the HDA, approved Development Applications, and / or are in the planning phase or under construction in Wickham and Newcastle West:

Description	Distance from site
29 Bishopsgate Street, Wickham (DA2023/00250) – Deferred commencement - Development Application	
Demolition of existing structures and construction of a mixed use development with retail and residential accommodation (59 apartments over nine levels and five separate terraces – 64 dwellings in total) and associated stratum subdivision	325m
73-79 Railway Lane, Wickham - Section 4.55(2) modification (MA2024/00448) approved 1/8/25	
Construction of a 15 storey residential flat building comprising 156 apartments, including 20 specialist disability accommodation units, with resident amenities (gym and wellness centre, basement parking and communal open space)	375m
73-79 Railway Lane, Wickham Declared SSD - (no SEARs lodged)	
30 storey mixed use development with approximately 280 dwellings, including approximately 35 affordable housing dwellings, ground floor commercial and associated parking	375m
2-10 Holland Street, Wickham - Declared SSD (no SEARs lodged)	
Residential flat building with partial ground floor residential and retail use. Land dedication for widening and creation of roads in line with the Wickham Master Plan carparking including basement car parking and affordable housing	380m
30 Railway Street, Wickham – Declared SSD (no sears lodged)	
Mixed use development with two 30 storey towers above five storey podium on the southern site and a seven storey building with 40 affordable dwellings on the northern site (551 dwellings in total), 909sqm of commercial space, six parking levels (one basement, five podium) with 31 commercial spaces	410m
854 Hunter St, Newcastle West (DA2021/01530) – Under construction	

⁵ As at 31 March 2026

Description	Distance from site
'The Store' – mixed use development including shop top housing with 365 dwellings, ground floor retail, commercial premises and basement	150m
924 Hunter Street, Newcastle West (DA2021/01459) – Under construction	
'Dairy Farmers Tower' – partial demolition of existing buildings, and construction of a mixed use development comprising commercial premises, two residential towers (30 storey and 24 storey) containing 420 dwellings and associated car parking	300m
700 Hunter Street, Newcastle West (SSD – 106536974) – Prepare EIS	
Mixed Use development including a pub at ground level, podium car parking, a hotel and 165 dwellings over two towers. Proposed rezoning of height and floor space ratio	380m
136 Parry Street, Newcastle West – Declared SSD (no SEARs lodged)	
Stage 1 for 300 apartments in two towers over commercial – concept plan for 1,250 apartments in seven towers over commercial podium	425m
625 Hunter Street, Newcastle West (SSD – 86342712) - Prepare EIS	
Construction of a 17 storey residential flat building comprising 59 dwellings including 7 affordable housing units. No car parking is proposed	525m

6.0 COMMUNITY & STAKEHOLDER ENGAGEMENT

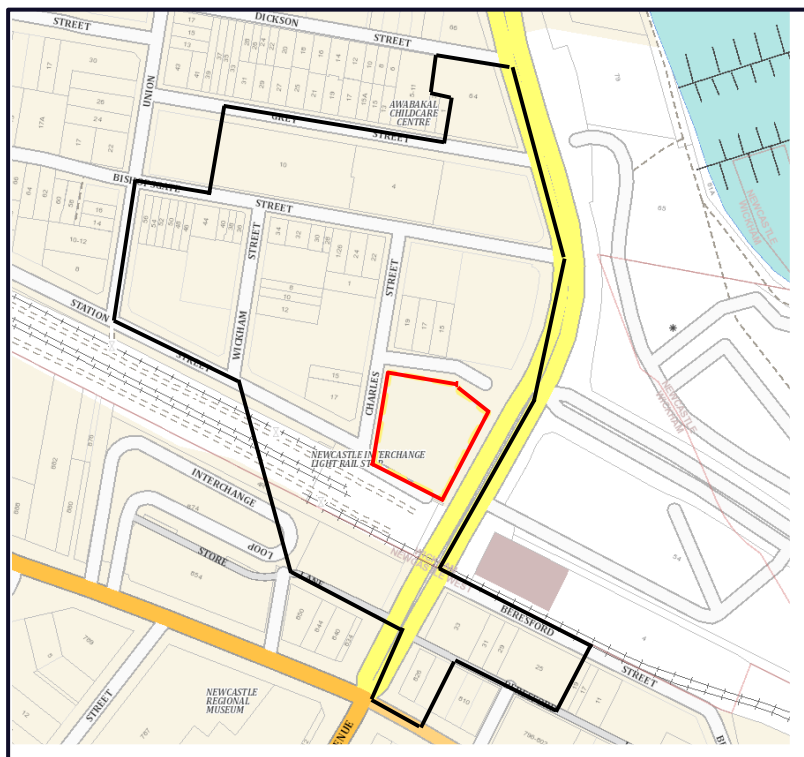
As required under the *Guidelines*, community engagement was undertaken as part of the preparation of the Social Impact Assessment, and as required under the SEARs.

6.1 Community Notification

Residents and tenants of properties in proximity to the subject site were advised of the proposal by way of notice delivered to their letterboxes. 488 notices were distributed to properties within close proximity to the site. The notice included an overview of the proposal, details on who to contact for more information, and advising that a webinar would be held to provide further information. The notice included a QR code to a SIA survey gathering feedback about the project.

The notification area considered natural barriers created by the rail line and Hannell Street, as well as existing medium-density residential dwellings. The extent of the letter box drop is illustrated on Figure 4.

Figure 4 – Notification area



A copy of the notice is included at Appendix B.

A *Public Notice* was also placed in the Newcastle Herald on 6 September 2025 to notify the wider community of the proposal.

In response to the letterbox drop, a total of 30 emails and/or phone calls seeking additional information or providing feedback were received. Those seeking additional information were emailed the link to the community information webinar.

Some support from local community members for the proposal was received with the feedback noting the benefits of the proposal for the local community, including:

- provision of additional housing close to public transport
- investment in infrastructure upgrades , better public transport and enhanced public safety
- employment opportunities
- increased retail activity

The majority of feedback expressed opposition to the proposal with the following Issues noted by local residents by phone and email:

Themes/Issues	Comments from community
Height	• Height not in keeping with Wickham • Overshadowing impacts/ loss of solar access • Height above that permitted under Council's regulations. • Proposal too big for the area • Privacy impacts
Traffic & parking impacts	• Increased traffic congestion on local roads • Congestion on narrow, one way streets • Sufficiency of parking proposed/demand for on-street parking • Road safety particularly associated with trucks on narrow roads • Impact on emergency services
Density	• Overcrowding of population in a small suburb
Infrastructure	• Impact on existing infrastructure and capacity of infrastructure to accommodate demand

	• Broken and uneven footpaths • Inadequate street lighting
Crime and safety	• Type of resident may result in increased crime and anti-social behaviour.
Type of resident	• Concerns regarding the type of residents that would be housed in the affordable housing and co-living developments • Concerns that residents will be transient • Existing concentration of NDIS and student accommodation in the area. • Type of resident in affordable housing units • Unbalanced demographic mix • Concerns regarding management of co-living
Character of Wickham	• Proposal is not in keeping with the character of Wickham in terms of the proposed height.
Neighbourhood amenity	• Wind tunnel • Overshadowing • Pet waste • Graffiti, rubbish and anti-social behaviour • Crime concerns • Impact on quality of life
Other matters	• Waste removal/litter/scavenging • Construction -related impacts (noise, dust pollution) • Concern that proposed street level activation will not materialise • Water issues on the site • Street flooding • Issues associated with the previous proposal (blank facades etc) • Cumulative impacts with other developments in the Honeysuckle area (Dairy Farmer's site) • Mix of uses proposed(co-living, affordable housing, hotel) • Impact on property values • Structural integrity

Details of the feedback received is included at Appendix B.

The notice distributed to the community was also shared by the *GLOW (Great Lifestyle of Wickham)* community organisation.

6.2 SIA Survey

A total of 53 responses to the SIA survey were completed.

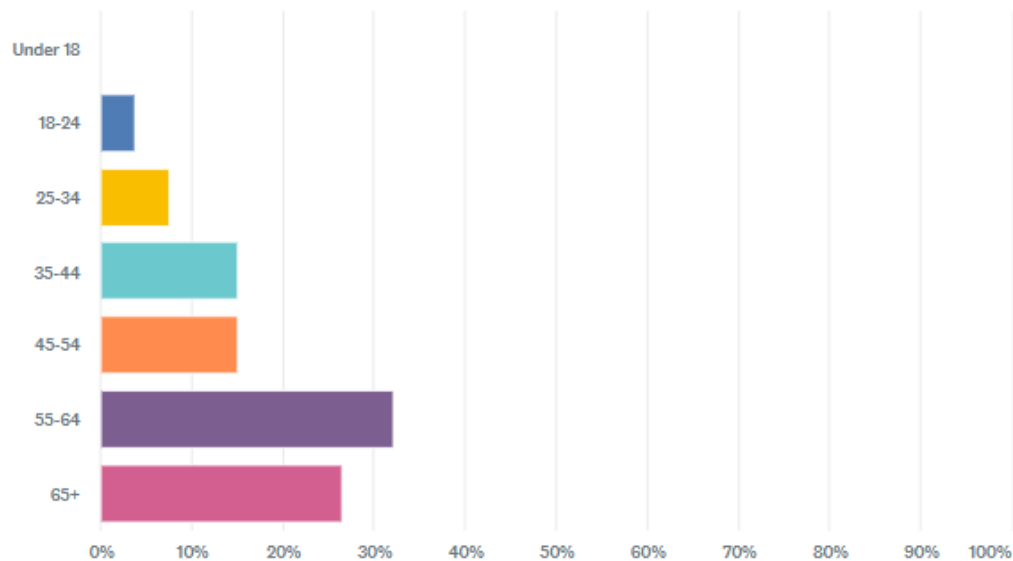
The survey attracted responses from a range of age groups with the greatest responses from those aged 55-64:

Q1

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Please indicate your age/age range:

Answered: 53 Skipped: 0



The majority of respondents were female (58.49%).

Two survey respondents identified as Aboriginal and/or Torres Strait Islander (3.77%), with the majority not identifying (88.68%) and a further 7.55% preferring not to say.

Q3

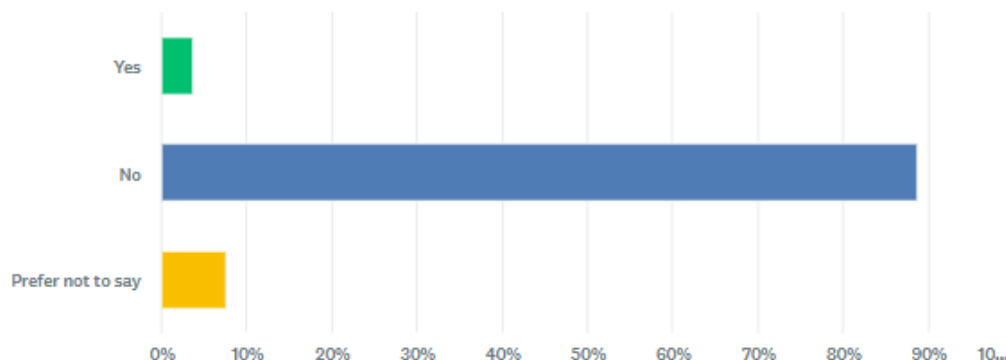


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Do you identify as Aboriginal and/or Torres Strait Islander?

Answered: 53 Skipped: 0



Answer Choices ↓	Percentage ↓	Responses ↓	
● Yes	3.77%	2	***
● No	88.68%	47	***
● Prefer not to say	7.66%	4	***
Total		53	

16.98% of respondents confirmed they spoke a language other than English at home, with the non-English languages spoken including Vietnamese, Macedonian and Italian.

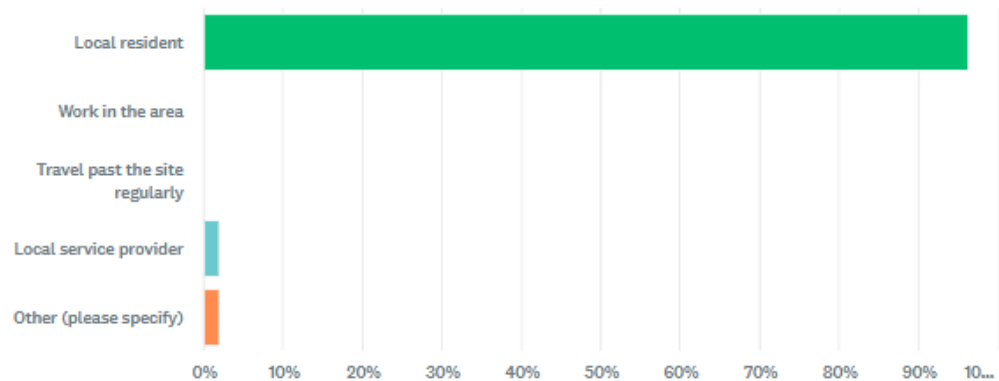
The vast majority of respondents (96.23%) were local residents, with one survey respondent identifying as a local service provider, and one nominating 'other':

Q5

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What is your connection to the site at 10 Dangar Street, Wickham?

Answered: 53 Skipped: 0



Answer Choices ▾	Percentage ▾	Responses ▾	
Local resident	96.23%	51	***
Work in the area	0%	0	***
Travel past the site regularly	0%	0	***
Local service provider	1.89%	1	***
Other (please specify) Show responses	1.89%	1	***

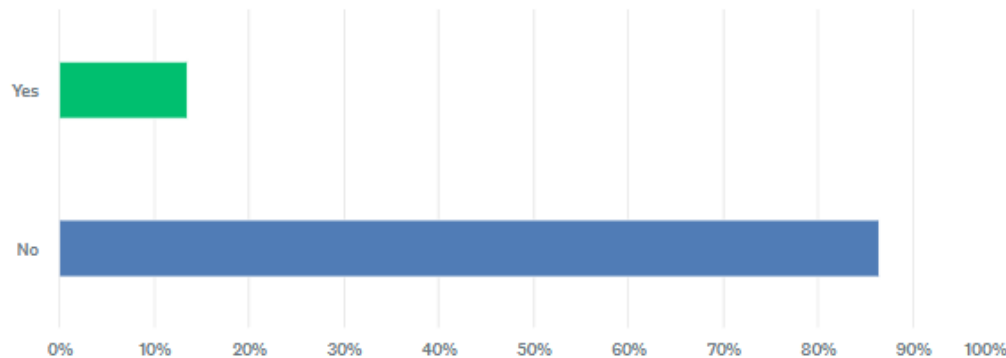
The majority of survey respondents (86.54%) did not think the proposal would be positive for the area, with 13.46% responding they did think it would be positive:

Q6

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Do you think the proposed development will be positive for the area?

Answered: 52 Skipped: 1



Answer Choices ↓	Percentage ↓	Responses ↓	
● Yes	13.46%	7	***
● No	86.54%	45	***
Show comments			
Total		52	

Comments provided for Question 6 included comments on the proposed size and height; capacity of local roads to accommodate additional traffic; noise, impact on quality of life; impact on infrastructure; traffic impacts; hotel not appropriate, type of resident in co-living; flooding; already sufficient low income housing in the area; parking; crime; overcrowding; overcrowding; existing issues with homelessness. There was some expressed support for the introduction of new housing and housing for those on low incomes.

Support for the proposal included positive feedback for the redevelopment and renewal of a currently dilapidated site, the need for housing and affordable housing, the proposed public plaza and employment. Respondents were asked to nominate the parts of the proposal that they thought would provide the most benefit for the community, with the following areas highlighted:

- Housing (26.53%)
- Co-living (18.37%)

- Shops and retail (10.2%)
- Hotel use (8.16%)

Q7

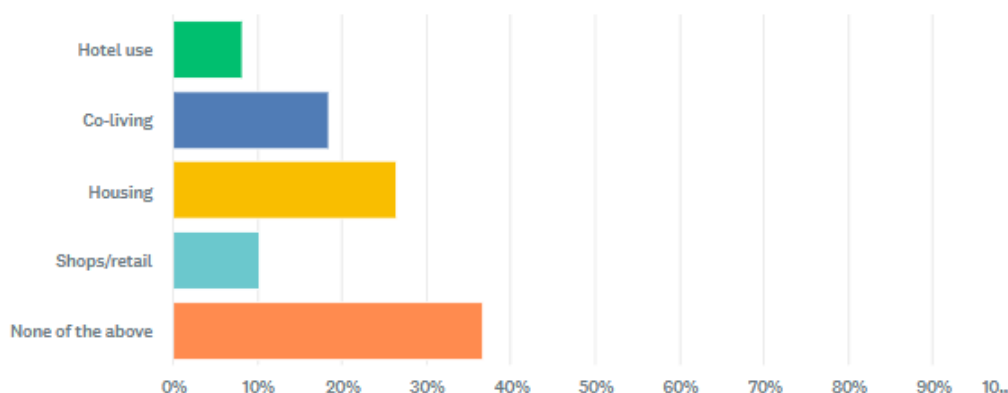


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What parts of the proposal do you think will be most beneficial?

Answered: 49 Skipped: 4



Comments for Question 7 also noted that the proposal will bring employment to the west end and that all aspects will be beneficial.

Concern was expressed about existing vacant retail spaces in the area and whether there will be an oversupply of retail space; the need for more retail spaces; concern regarding co-living and potential conflict between residents;

Key concerns related to the proposal noted in the SIA survey included:

- Concerns regarding the height of the proposal including the visual impact, overshadowing, privacy and setting a precedent.
- Impact on traffic congestion
- Impact on on-street car parking
- Impact on the character of Wickham
- Impact on crime due to increased population and proximity to the Rail Interchange
- Changes to the composition of the community (concerns regarding affordable housing and co-living)

- The ability of the proposal to be completed by the applicant given the site history.

Feedback also noted concerns with construction-related impacts, including:

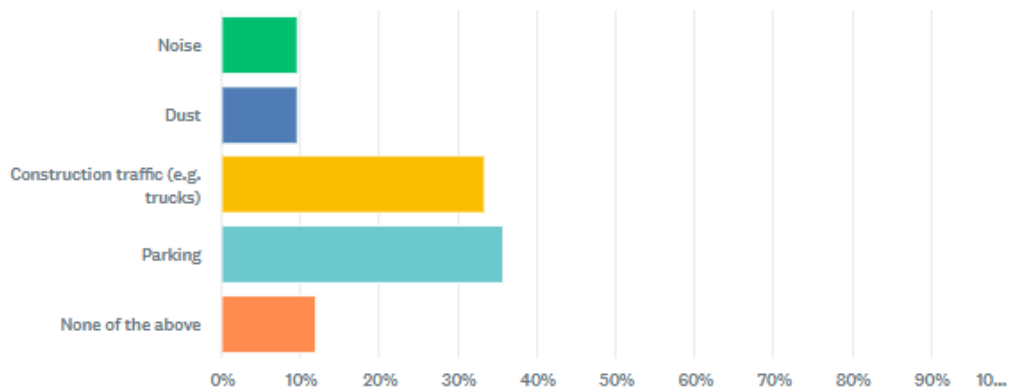
- Parking (35.71%)
- Construction traffic impacts (33.33%)
- Noise (9.52%)
- Dust (9.52%)

Q8

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Are you concerned about any construction-related impacts?

Answered: 42 Skipped: 11



Comments provided for question 8 also noted concerns relating to environmental impacts, all of the above; health impacts relating to construction; overshadowing and solar access; visual impact related to the height; view impacts; earthquakes. Concern was expressed that development on the site had been planned by 3 companies, none of which completed works.

Respondents were asked about any concerns they may have about the proposal, should it proceed. The following concerns were noted:

- Height
- Lack of greenery
- Volume of vehicles

- Heat and wind impacts
- Solar access
- Size of the site and its capacity to support a development of this size
- Population density
- Traffic congestion
- Crime and safety
- Parking demand
- Vibration and impact on other structures
- Mix of uses proposed
- The amount of low-income housing proposed.
- Impact on property values
- Efficacy of Management of co-living
- Concerns regarding hotel clientele

Some respondents noted that they had no concerns and supported the proposal on the grounds of increased diversity and equity in the area.

6.3 Community Information Webinar

A total of 9 direct registrations were received for the webinar held online via Microsoft TEAMS on 25 February 2026.

The webinar was hosted by the report author, representatives of the Applicant, the project town planner and project architect.

A total of 10 participants logged in to the webinar.

The webinar ran for approximately 60 minutes. The webinar addressed some of the key issues raised during feedback including height, overshadowing, and traffic.

The following matters were raised during the webinar from participants:

- Height and overshadowing – why does the proposal need to be so tall?
- Traffic impacts
- Planning pathways

- Inclusion of affordable housing and under what planning pathway its proposed
- Trucks on narrow, local streets
- What type of hotel is proposed
- How to make a written submission on the proposal
- Vehicle./traffic management
- Safety of cyclists
- Way of life impacts for local residents (traffic, congestion, density, social impact and strain on community resources).

6.4 Other Stakeholders

Letters and emails were sent to a range of local community groups and government departments, including:

- City of Newcastle Council
- NSW Police
- Awabakal Local Aboriginal Land Council
- Transport for NSW
- Sydney Trains
- Hunter Water
- Fire & Rescue NSW
- The Department of Planning, Housing and Infrastructure

The project team consulted with the Defence Department to ensure the construction process and cranes did not result in any impacts for the RAAF Base at Willamtown.

Advice provided by Flying Officer Michael Kim of Defence advised by email dated (2 February 2026 (included in the *Engagement Report*) that there was no requirement to submit a crane form but requested all cranes be lit with red obstacle lighting (IAW MOS139) as there may be aircraft in the airspace.

City of Newcastle Council provided feedback within the Planning Focus Meeting prior to the issuance of the SEARS noting the proposal deviated from Council's plans for the Wickham area in terms of height and floor space.

A pre-DA meeting was held with City of Newcastle Council on 31 March 2026. The following matters were discussed at that meeting:

- No objections raised from the additional height of the building, however note the significant departures in height and floor space
- Consideration of incentive clauses per Clause 7.9 of the LEP
- Consideration of inclusion of affordable housing contribution scheme
- Concerns around the future desired character of the area
- Waste management and ensuring allowance for appropriate sized waste vehicles
- Waste collection being carried within the site as opposed to being on the street
- Allowance for sustainable design including the provision of bicycles
- Potential impact to heritage items located in close proximity to the site
- Statutory requirements for co-living and ensuring a plan of management is in place
- Any SEPP requirements for co-living communal open/indoor requirements are separate to any communal residential open space
- Consideration of flooding and any associated floor storage impacts
- Public domain works including kerb and gutter
- Works being carried out in close proximity to drainage systems
- Service vehicles to allow for heavy rigid vehicles (HRV)
- Communal open space ensuring they comply with minimum requirements and achieve solar access
- Council will not consider any works located outside of the property boundary
- Interface works located to TfNSW.

A detailed *Engagement Report* prepared by Sarah George Consulting accompanies the application.

7.0 SOCIAL IMPACT ASSESSMENT

Social impacts refer to the social or community consequences of a proposed development. Social Impact Assessments typically involve processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of developments, and consideration of any social change processes generated by developments.

To inform a SIA, consideration is made of the existing socio-economic and demographic characteristics of the area in which a proposed development is situated; identification of the likely changes to that population brought about by the proposed development; whether the potential impacts of a proposed development are likely to be short or long term; and whether a development is likely to generate unreasonable or unexpected social impacts in the local community, when balanced against the potentially positive social impacts generated.

The SIA Scoping Worksheet identified the following key areas of impact:

- Way of Life
- Community
- Accessibility
- Culture
- Health and Wellbeing
- Surroundings
- Livelihoods
- Decision making systems

The proposed development is assessed against the following areas of potential impact:

7.1 Way of Life

As detailed the *Guidelines*, consideration should be made of the potential impacts on way of life of existing residents, in particular:

- *How will people's daily lives change during construction?*

- *What are the long-term impacts (potentially positive and negative) of altered urban form on how people life, work, get around, and interact socially?*

The key way of life impacts identified during the community engagement process related to impacts associated with view impacts, construction noise & pollution, increased traffic (including congestion), parking, impacts related to overshadowing and increased demand for community resources.

The proposed rezoning application to increase height and floor space ratio on the site generates no way of life impacts specifically, however the rezoning proposal facilitates the development of the site for a mixed use development greater than that previously approved for the site. The proposed rezoning and SSDA will result in an increase in population on the site, and an increase in population may result in some changes to the way of life of existing residents in terms of pedestrian activity, use of public transport, and demand for services.

The proposed development will result in temporary disruption to the daily way of life of existing residents, visitors and workers in the area associated with construction impacts. Short term impacts associated with construction relate to noise and disturbance, dust, increased truck movements and traffic associated with workers associated with the site. These impacts are able to be managed through best practice construction management practices and conditions of consent.

It is not anticipated that noise emissions from the proposal, once complete, will generate any unreasonable or unexpected noise impacts. Noise from residential apartments will be indistinguishable from other residential uses.

Noise impacts associated with deliveries and waste removal associated with the non-residential uses can be managed through conditions of consent for each use (subject to separate DAs).

A *SSD Noise and Vibration Impact Assessment* prepared by Pulse White Noise Acoustics accompanies the application. That Report considers potential noise associated with demolition and construction, as well as considers noise emissions and intrusions associated with the proposal on completion.

The *Noise and Vibration Impact Assessment* include a number of material and operational recommendations to reduce noise emissions associated with the operation of the proposed development, and to minimise noise intrusions into the proposed development. The *Assessment* includes recommendations for community engagement during the construction process to ensure the community is made aware of construction times and works, know who to contact for complaints and how complaints will be addressed.

The proposal, on completion, may result in increases in traffic on local roads associated with both the residential and non-residential components. Increased traffic on local roads can lead to changes in people's way of life in respect of how and when they leave for work or school, and the potential need to adjust this to accommodate changes in traffic.

Traffic congestion was noted as a significant concern during the during the community engagement process. Community members also queried whether sufficient car parking was proposed.

The *Traffic and Parking Assessment Report* prepared by Varga Traffic Planning Pty Ltd assesses the traffic and parking implications of the proposed development and considers road related impacts more broadly. The *Traffic and Parking Impact Assessment* notes the proximity of the site to public transport options, and includes the development and promotion of a Green Travel Plan.

The socio-economic and demographic characteristics of existing residents of the social locality and the suburb of Wickham indicates that the majority of households report owning one car (48.9% and 52.1% respectively). A greater proportion of residents of the social locality (6.6%) and the suburb of Wickham (5.6%) who worked on the day of the census reported walking to work, compared to 2.6% in the LGA. It is likely that future residents of the accommodation on the site, are likely to have similar rates of car ownership, and similar rates of walking to work due to the proximity of the site to bus services and the proximity of the site to shopping and other retail uses.

The subject site is located within walking distance to bus and train transport, which may encourage more residents to walk to work, walk to shops and to utilise the nearby public transport options.

Given the change in use of the site from commercial to mixed use, it is likely that there will be an increase in traffic on local roads associated with the change in use. Increased congestion on local roads may result in changes to the way people live and how they plan their day.

In respect of the sufficiency of car parking proposed within the development, a total of 215 car parking spaces are provided for the uses across the site.

The *Transport Impact Assessment* concludes that the proposed development will not have any unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements.

The proposed development is unlikely to result in any negative impacts on how existing or future residents interact socially. Future residents of the proposed accommodation, workers at the proposed commercial uses, and visitors to the hotel and retail uses will have the same opportunities to participate in the local community as existing residents and visitors.

The proposed public through site link aims to activate the ground floor level and provide opportunities to bring the community together. The through site link includes landscaping, areas for seating and has been the focus of architectural design to promote active use of the space. The through site link proposed is an improvement on the previously approved design which provided no setback to the Interchange limiting opportunities for pedestrian connectivity. The proposed design provides a generous civil corridor between the site and the Newcastle Interchange.

The proposed development also includes communal open space for the use of residents, including:

- landscaped communal open space for residential units on Level 6
- landscaped communal open spaces for the co-living units on Level 7
- communal open space and indoor space on Level 16

Hotel amenity has been provided on level 6 including all day dining, health and wellbeing spaces and including a swimming pool.

The subject proposal includes additional public spaces in the proposed through site link, and in the form of a pocket park at the Dangar Street Plaza. No public spaces are removed as a result of the proposal.

7.2 Community

The *Guidelines* note consideration should be made to the following areas of the community:

- *Will community cohesion be impacted during construction?*
- *Will there be changes to community character, composition, and sense of place following development?*

The proposed development is unlikely to result in any impacts for community cohesion during construction.

Opportunities for future residents to meet and for the development of social cohesion are provided within the development including the proposed residential amenity including indoor and outdoor communal living areas of the co-living levels, indoor communal open space on Level 6 for residents, and indoor communal open space on level 17 for residents.

The proposed rezoning seeks to enable increased density on the site, which will result in a population on the site over that anticipated with the previously approved development.

The proposal seeks to introduce 245 one-, two-, three- and four-bedroom units into the area, and with this, a likely increase in population of approximately 442 residents (based on the average number of people per bedroom in the suburb of Wickham as at the 2021 Census of 0.9).

The proposal also includes 99 co-living units, each with a maximum capacity of 2 people, and with a potential maximum capacity of 198 residents.

The proposed development proposes a total of 41 dedicated affordable housing dwellings, providing housing for those on very low, low and moderate incomes. There is nothing about a

proportion of the accommodation providing housing to those on low incomes that is likely to result in any negative impacts in the area.

The mix of accommodation types and costs will contribute to a diverse population, help address the lack of affordable housing in the LGA, and provide affordable accommodation for key workers, students and a range of other demographics.

The proposed development represents a positive social impact in terms of the provision of more diverse housing types in the area, on a site that has easy access to bus transport and road networks, and which is located within the town centre. While the residential components may result in some changes to the community composition of the local community, there is nothing about this change that is likely to be negative.

7.3 Accessibility

The *Guidelines* note that in respect of accessibility, the proposed development should be considered in respect of:

- *Will accessibility of services be disrupted during construction?*
- *What are the likely improvements to accessibility of services and facilities following development?*
- *Will the project impact accessibility of or demand for community facilities, services and public space?*

It is unlikely that access to services will be disrupted during construction. The construction will be confined to the site area, with the exception of some impacts on the local roads associated with trucks and deliveries. These impacts can be controlled to an extent through conditions of consent and construction management practices.

There should be no impediment to access by emergency services on local roads.

There may be some temporary impacts in on local roads associated with construction. The impacts may result in delays in traffic flow if partial road closures are required. These are typically managed by traffic controllers and are short term in nature.

The proposal may result in increased demand for public transport from future residents and workers. This increased demand typically represents a positive impact providing evidence of the maintenance of existing levels of service, and evidence for demand for additional services.

Given the inclusion of two- and three-bedroom units in the proposal, it is likely that families with school aged children will move to the site. This may result in increased demand on schools in the area. Typically, increased demand at public schools results in increased funding to those schools for teachers to accommodate additional student numbers.

The proposed development does not remove any community or recreation facilities or services from the area. On site opportunities for recreation for residents include:

- Landscaped communal open spaces
- Communal rooms
- Ground floor landscaped public spaces.

The proposed public plaza provides a facility for the community.

The additional resident population, and proposed range of dwelling sizes may increase demand for services and facilities in the area including child care, education, libraries, healthcare, public transport & waste removal.

The increase in population on the site may result in increased demand for child care services. This increased demand is likely to be accommodated by existing child care providers noting a number of existing child care services appear to have capacity to accommodate additional demand.

There may also be an increased demand experienced at local schools. The subject site is within the catchment area of Tighes Hill Public School and Callaghan College Waratah Campus. No upgrades are currently planned for Tighes Hill Public School. Callaghan College has recently had major upgrades completed (2018).

There do not appear to be any current plans for new schools in the Wickham area. As noted in Chapter 7.3, increased enrolments at public schools attracts increased funding for teachers which represents a positive social impact.

The proposed Hotel represents a positive inclusion to the area through the provision of tourist accommodation adjacent to a major transport hub. The location of the hotel within the site provides options for visitors to the area, in a location close to shops and public transport. The tourist population on the site may provide additional support to existing retail and commercial uses in the area.

Accessibility in and around the site has been considered in the design of the overall development and lift access is provided to all levels. The ground floor level provides smooth paths of travel in and around the site.

15 of the two bedroom units will be provided for NDIS accommodation and one 1 bedroom unit provided for onsite overnight assistance.

7.4 Culture

The *Guidelines* recommend consideration of impacts on culture, in particular:

- *Will there be changes to the cultural composition of the community?*
- *Will cultural heritage values be impacted?*
- *Will there be opportunities for cultural expressions (e.g. through design)?*

As detailed in Chapter 5.2, the existing community of the social locality and the suburb of Wickham is a diverse community with a greater proportion of the population identifying as Aboriginal and/or Torres Strait Islander in the Social Locality and in the suburb of Wickham (2.4% and 2.8% respectively), compared to Greater Sydney (1.7%), but less than that in the LGA (4.4%) and NSW (3.4%).

The social locality and the suburb of Wickham currently have lower proportions of the population born overseas in non-English speaking countries and who speak languages other than English at home.

The increased population on the site facilitated by the proposed rezoning, and envisaged in the mix of residential uses may result in some changes to the cultural composition of the community.

The proposal includes a mix of 47 x one bedroom, 152 x two-bedroom, 44x three-bedroom and 2 x four-bedroom dwelling, which, based on the average number of people per bedroom for the suburb of Wickham at the 2021 Census of 0.9, will result in a likely population on the site of approximately 442 people.

As noted, the co-living accommodation will have a maximum capacity for 198 residents based on a maximum number of occupants per room of 2 people.

The incoming population may result in some changes to the cultural composition of the community, however, there is nothing about this change that is unexpected, or likely to result in any negative social impacts.

Cultural heritage values have been considered in the *Environmental Impact Statement* prepared by Beam Planning.

In respect of cultural expression, a *Connecting with Country* Report prepared by Ngurra Advisory accompanies the application. That Report identifies that the best themes that embrace local Indigenous connection to country, informed by a Walk on Country and consultation with the Traditional Custodians. Connecting with Country process has recommended the following:

- Identification of employment and procurement as priority areas with opportunities to support Aboriginal workforce participation and engagement of Aboriginal businesses.
- An understanding of the site within its broader landscape context in relation to water, movement and connection to surrounding systems.
- The importance of ongoing engagement.
- Opportunities for collaboration with public ar

The proposed development seeks to implement these recommendations within the development and site landscaping.

7.5 Health and wellbeing

The *Guidelines* pose the following questions in respect of potential impacts on health and wellbeing:

- *How will urban densification impact people's psychological health?*
- *Could the development exacerbate or reduce social exclusion of marginalised groups?*
- *How will the new development meet the needs of residents, workers and visitors for open space, active travel and access to health and community services?*

To balance the urban densification, and to provide opportunities to enjoy landscaped open space, and recreation opportunities, the proposal includes the broad, landscaped through site link adjacent to the Newcastle Interchange, significant ground floor landscaping, creation of a pocket park in Dangar Plaza. The aim of the open spaces is to encourage people out of their homes, and to enjoy outdoor space, gather and socialise.

Psychological health will also benefit from opportunities to secure a range of housing options and sizes in the current environment where there is an acknowledged housing crisis, with limited rental vacancies, and high demand for rentals pushing prices up.

In addition, the provision of dedicated affordable housing, managed by a registered Community Housing Provider, provides secure and affordable housing for people on very low, low, and moderate incomes. A sense of housing security can reduce psychological stress associated with insecure housing.

The dedicated affordable housing dwellings, ensuring a socio-economically diverse population. The proposal also includes accessible/adaptable dwellings, ensuring people of all abilities have access to accommodation.

Active travel is encouraged through the provision of bicycle parking spaces through the development. Public transport options are located adjacent to the subject site.

The proposed development does not remove any community services, nor does it impede access to community services in the area.

7.6 Surroundings

The *Guidelines* suggest consideration of the potential impacts of a development on its surroundings, in particular:

- *Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values?*
- *What changes will there be to public open space, public facilities or streets?*

The proposed development is likely to result in some short-term environment impacts associated with noise and dust from construction, noting that excavation works have previously been undertaken on the site as part of the previously approved DA. The design of the buildings and individual units has been undertaken to ensure compliance with relevant codes and regulations in respect of access to sunlight, and ventilation.

As previously noted, there is nothing about the proposed development, on completion, that is likely to result in any unexpected or distinguishable noise impacts in the area.

The proposed represents an improvement on the previously approved development in terms of the provision of public civic space adjacent to the Newcastle Interchange, landscaping and a pocket park.

Feedback provided during the community engagement process noted concerns relating to overshadowing of properties and loss of sunlight.

The extent of the shadow cast by the proposed development is illustrated on the Shadow Diagrams prepared by SJB accompanying the application. The design of the proposed

development has been undertaken to minimise overshadowing to existing and planned future residential dwellings, with the majority of shadow falling on adjoining rail infrastructure to the south.

The proposed rezoning seeks additional height on the site. This additional height represents a departure from the previously approved development on the site and will change the visual presentation of the site from surrounding streets.

View impacts have been considered in the design and orientation of the buildings on the site. A *View Impact Assessment* (VIA) prepared by Urbaine assesses the current view impacts of the proposed development, from 11 public viewpoints, and provides the following summary assessment:

This Visual Impact Assessment demonstrates that the proposed mixed-use development at 10 Dangar Street, Wickham is capable of achieving an acceptable visual planning outcome having regard to the site's prominent precinct, and the scale of change anticipated through the strategic planning framework applying to the site.

The VIA notes that the proposal introduces a substantial vertical element and will alter parts of the existing skyline from a number of public locations, but note that the assessment indicates these changes occur predominantly within a highly urbanised and strategically identified renewal precinct with substantial capacity to absorb additional height and density.

Changes to the acoustic landscape are primarily apparent during construction and are temporary and are able to be controlled through conditions of development consent, as well as adoption of the recommendations provided in the *Noise and Vibration Impact Assessment* report.

No public space or public facilities are negatively impacted by the proposed development. Local streets may experience some impacts associated with truck movements during construction, and some increased traffic associated with operation of the proposed commercial, retail and residential uses. The extent of this impact is considered in the *Transport Impact Assessment* accompanying the application.

The proposed development contributes to new public spaces and improvements to public infrastructure including the area connecting the Interchange, and on the Hannell Street frontage where the building has been set back to provide enhanced pedestrian access, and to include landscaping.

It is recommended that at the detailed design state, Crime Prevention Through Environmental Design (CPTED) principles including surveillance, access control, territorial reinforcement and space management are considered.

7.7 Livelihoods

The Guidelines note that consideration should be given to livelihoods, specifically:

How will livelihood impacts and benefits be distributed?

The proposal provides a number of positive impacts in respect of livelihood through the generation of employment. Employment will be generated in the following areas:

- Construction including workers, trades, labourers suppliers, & contractors
- Fit out of residential uses, hotel and retail premises
- Employment opportunities in the proposed commercial spaces, management of the co-living units and in the proposed hotel (including management, front of house, cleaning, restaurant and food and beverage staff)
- Employment opportunities related to the ongoing maintenance of the site and different uses
- Employment generation for companies supplying and servicing the retail, commercial and hotel spaces including deliveries and waste removal
- Employment opportunities for the Community Housing Provider.

The proposal will create employment opportunities across all stages and into the future, representing a positive social benefit for the local community. The positive employment and livelihood benefits are likely to be distributed across a range of areas with construction related employment benefits likely to be drawn from a wide area, and employment opportunities in the retail and commercial spaces may be more localised.

7.8 Decision-making systems

The *Guidelines* highlight the importance of opportunities for the local community to be informed about decisions:

- *Are there adequate and responsive grievance and remedy mechanisms in the event of complaints?*
- *Can affected people make informed decisions and feel they have power to influence project decisions, including elements of project design.*

As detailed in Chapter 6.0, the local community were invited to comment on the proposed development via a variety of avenues. The intent of the community engagement was to ensure that the local community and key stakeholders had the opportunity to gain information about the proposal, and comment on potential impacts and raise any concerns prior to lodgement of the application.

Community members will have another opportunity to provide comment on the proposal once the application is placed on exhibition.

Contact details for the site manager will be on display during construction and the local community will be able to contact them if there are any issues with the operation of the site. Centre management will be responsible for the operation of the commercial and retail spaces.

The Affordable Housing component of the development will be managed by a registered community housing provider. Contact details will be on display in the residential foyer.

Contact details for the Manager of the co-living housing will be on display in the residential foyer.

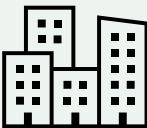
7.9 Matters noted by Council

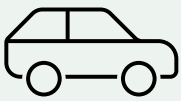
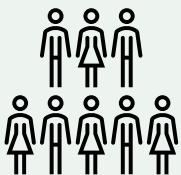
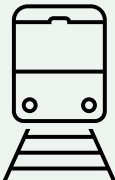
The matters discussed with Newcastle City Council as detailed in the pre-DA meeting minutes from the meeting held on 31 March 2026 have been addressed in the design of the proposal and in the reports and plans accompanying the application, including:

- Environmental Impact Statement
- Architectural plans
- Flood Impact Assessment
- Waste Management Plan
- Apartment Design Guidelines
- Landscaping Plans.

7.10 Issues raised during community engagement

As detailed in Chapter 6.0, the following issues were raised by the local community during the community engagement activities:

Themes/Issues	Comments from community	Response
 Height	• Height not in keeping with Wickham • Overshadowing impacts/ loss of solar access • Height above that permitted under Council's regulations. • Proposal too big for the area • Privacy	• Increased height has been considered in terms of potential changes to shadow, views, bulk and privacy/overlooking. • Shadow diagrams will be prepared as part of the preparation of the application to fully assess impacts and seek to minimise overshadowing of existing residences. It is noted that no shadows fall to the north of the site. • A View Impact Assessment will be prepared for the SSDA to fully assess impacts to existing views from surrounding high rise residential apartments. • A Wind Impact Assessment will be prepared for the SSDA to fully assess impacts on the wind environment surrounding the site as a result of the proposed development. • The proposal will be designed to achieve the Apartment Design Guidelines regarding building separations and

		orientations and to minimise overlooking to adjoining properties.
 Traffic & parking impacts	- Increased traffic congestion on local roads - Congestion on narrow, one way streets - Sufficiency of parking proposed/demand for on-street parking - Road safety particularly associated with trucks on narrow roads - Impact on emergency services	A Transport Impact Assessment accompanies the application and concludes that the proposed development will not have any unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements.
 Density	Overcrowding of population in a small suburb	- The site is zoned for higher density residential and increased population on the site is anticipated. - The site is located adjacent to the Newcastle Interchange providing access to bus, rail and light rail transport which will facilitate the movement of people to and from the site.
 Infrastructure	- Impact on existing infrastructure and capacity of infrastructure to accommodate demand - Broken and uneven footpaths - Inadequate street lighting	- The proposal provides ease of access to local public transport links. - The proposal includes upgrades to public amenity around the site including upgrades to footpaths and the creation of a new plaza between the site and the Newcastle Interchange. - The proposal includes active uses at all three street frontages including lighting increasing a sense of safety at night.

 Crime and safety	Type of resident may result in increased crime and anti-social behaviour.	There is nothing about the type of resident who may be utilising the range of accommodation options on the site that is likely to result in increased crime in the area.
 Type of resident	- Concerns regarding the type of residents that would be housed in the affordable housing and co-living developments. - Concerns that residents will be transient. - Existing concentration of NDIS and student accommodation in the area. - Type of resident in affordable housing units - Unbalanced demographic mix - Transient population - Concerns re effective management of co-living	- Affordable housing residents will be indistinguishable from other residents in the area. - The proposal provides 15 x 2 bedroom units for NDIS and 1 x 1 bedroom unit for onsite, overnight assistance. The inclusion of NDIS specific housing contributes to the housing type and diversity in the area. - Co-living housing is available to a range of tenants, not just students. - Co-living housing will operate as per the Plan of Management for the premises and there will be an on-site manager available to address any matters that may arise.
	Proposal is not in keeping with the character of Wickham in terms of the proposed height.	The subject application represents a departure from the existing scale of development in Wickham, however the site is located at the intersection of the Newcastle West End,

Character of Wickham		Wickham and Honeysuckle and is adjacent to the Newcastle Interchange and as such, represents a key site and landmark opportunity.
 Neighbourhood amenity	• Wind tunnel • Overshadowing • Pet waste • Graffiti, rubbish and anti-social behaviour • Crime concerns • Impact on quality of life	• A Waste Management Plan accompanies the application.
 Other matters	• Waste removal/litter/scavenging • Construction -related impacts (noise, dust pollution) • Concern that proposed street level activation will not materialise • Water issues on the site • Street flooding • Issues associated with the previous proposal (blank facades etc) • Cumulative impacts with other developments in the Honeysuckle area (Dary Farmer's site) • Mix of uses proposed(co-living, affordable housing, hotel) • Impact on property values • Structural integrity	• A Waste Management Plan accompanies the application. • Construction Management Plans will be prepared to manage and minimise construction related impacts including noise, dust and pollution. • The proposal provides an improvement on street level activation through the provision of the through site link as well as ground level presence and activation on Hannell Street, Dangar Street and Station Street. • A Flood Impact Assessment has been prepared and identified that the site will not be subject to significant flooding or hazard impacts. • The subject proposal has been the subject of a new design process with a specific focus on activation at street level. • Cumulative impacts are discussed in the EIS and have been taken into consideration in the

		preparation of consultant reports. • Perceived impacts on property values are not a relevant matter for consideration under the Environmental Planning and Assessment Act 1979.
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7.11 Cumulative impacts

The potential for cumulative impact is addressed through the implementation of management and mitigation measures provided in the specialist investigations including the *Acoustic Impact Assessment*, *Transport Impact Assessment*, among others.

The character of the area will change, and is already undergoing significant change, however, this change is not unexpected given the predicted population growth for the area. While the land use will change, and with that change, the character of the area, this change is desirable as it creates significant employment, economic growth and housing choice and diversity.

7.12 Public interest benefits

The proposed development, will provide a number of public interest benefits, including:

- Provision of affordable housing for those on very low, low to moderate incomes in a location that is close to public transport, employment, shops and services
- Introduction of retail offerings for the community
- Activating the ground floor area along Dangar, Hannell and Station Street and introducing a public plaza between the site and the Interchange
- Significant improvement in the volume of publicly accessible open space, in particular, along the interface of the Newcastle Interchange and along Hannell Street, compared to the approved scheme
- Introduction of a new tourist hotel attracting tourists and visitors
- Employment generation in the planning, implementation, and construction of the proposed development, and in the operation of the retail, hotel and co-living.

8.0 ENHANCEMENT, MITIGATION AND MONITORING

The proposed development is unlikely to generate any long term or significantly negative social impacts that require mitigation. While it is acknowledged that the proposed rezoning and proposed development and resultant increase in activity and population represents an intensification of use of the site, that intensification of use is not unexpected given the recent approval for high density development on the site.

Potential impacts associated with construction noise are short term in nature. These are able to be controlled through conditions of consent around work and delivery times and construction practices. The proposal does result in the creation of additional housing, including affordable housing, however it is not anticipated that there will be any changes to the character or composition of the local community.

As detailed in Table 6 of the Department of Planning, Housing and Infrastructure's *Social Impact Assessment Guidelines – Technical Supplement*, social impacts can be considered in respect of their significance utilising the following matrix:

		Magnitude level				
		1	2	3	4	5
Likelihood level		Minimal	Minor	Moderate	Major	Transformational
A Almost certain		Low	Medium	High	Very High	Very High
B Likely		Low	Medium	High	High	Very High
C Possible		Low	Medium	Medium	High	High
D Unlikely		Low	Low	Medium	Medium	High
E Very unlikely		Low	Low	Low	Medium	Medium

The following table highlights the potential social impacts associated with the proposed development:

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
Positive					
Housing diversity and type	Certain	High	Ongoing	High	No enhancement measures identified.
Housing affordability	Certain	High	Ongoing	High	No enhancement measures identified.
Employment/livelihood	Certain	High	Both short term and ongoing	High	No enhancement measures identified.
Accessibility	Certain	High	Ongoing	High	No enhancement measures identified.
Negative					
Construction impacts (noise, vibration, dust, traffic & parking)	Likely	Moderate	Short term-associated with construction only	Moderate	No specific construction noise mitigation measures are required to be undertaken. Best practice measures to minimise construction noise should be implemented as part of the Construction Noise and Vibration Management Plan (once prepared). The recommendations included in the <i>Acoustic Assessment</i> should be implemented, including the recommendations for Community Engagement outlined in Chapter 6.0 to ensure the community is notified of proposed works, timing of works, and who to contact for complaints. Traffic control mitigation measures should be included as part of the Construction Environment Management Plan (to be prepared prior to Construction Certificate).
Increased population	Certain – intended outcome of application	Moderate	Ongoing	High	The subject application relates specifically the construction of 245 units, 99 co-living units and a hotel and as such, the proposal will result in an increase in population on the site at all times.

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
					While the potential impact is high, there is nothing about the increase in resident population and temporary population on the site that requires specific mitigation measures. Communal open spaces are provided for residents, and public open spaces for visitors to the site/non-residential uses.
Noise impacts	Likely	Minimal	Ongoing	Low	It is recommended that the noise mitigation measures and treatments proposed in the <i>Acoustic Design and Construction Advice</i> be implemented including permissible hours for deliveries and waste removal, to reduce any noise impacts for residents on the site, and at surrounding premises.
Traffic and parking impacts	Likely	Moderate	Ongoing	Moderate	The recommendations noted in the <i>Traffic Impact Assessment</i> should be applied to the development to reduce traffic impacts, including the finalisation of the preliminary Green Travel Plan and promoting sustainable travel options for future residents and visitors.
Visual impact	Likely	Moderate	Ongoing	High	The <i>Visual Impact Assessment</i> accompanying the application determined while the proposal will introduce a substantial vertical element and will alter parts of the existing skyline from a number of locations, the changes occur predominantly within a highly urbanised and strategically identified renewal precinct with capacity to absorb additional height and density.
Crime	Unlikely	Low	Ongoing	Low	The recommendations included in the CPTED report accompanying the application are to be incorporated in to the proposal including recommendations around

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
					surveillance, access control, territorial reinforcement and space management. Consideration of CCTV monitoring of building and car park entrances and exits, building foyers, mail areas, and lift lobbies within all buildings. CCTV monitoring of public plaza. Access control measures to ensure restricted access to resident only areas including resident car parking areas. Recommendation for adequate lighting of building entrances and exits, public plaza, paths, car parking area, and common open spaces at night. Clear signage recommended, including directional signage to direct visitors to different building entrances and areas. Regular maintenance of common spaces and landscaping recommended. A full list of mitigation measures and recommendations relating to CPTED can be found in the CPTED Report and EIS.

Any impacts generated by the intensification of use of the site are likely to be associated with noise and traffic, which have been separately addressed in reports accompanying the application (including Noise and Vibration and Traffic and Parking).

Negative, temporary impacts that may be generated are likely to arise with construction should the application be approved. Any potentially negative impacts associated with construction can be mitigated through conditions of development consent.

The potential positive social impacts generated by the proposed development works will only be realised if consent for the application is granted.

9.0 CONCLUSION

This SIA has been prepared to assess the potential social impacts arising from the proposed rezoning and proposed mixed-use development on the site at 10 Dangar Street, Wickham.

Based on the assessment in this report, the key social impacts of the proposal are:

Positive social impacts:

Impact Area	Outcome
Way of life, wellbeing, accessibility, community, health and wellbeing, livelihoods	• provision of a range of dwelling sizes and types • provision of affordable housing for key workers and those on low incomes • provision of co-living housing • access to a range of communal open spaces • employment generation during construction • employment generation in maintaining the development, management of affordable housing units • employment generation in the hotel and retail spaces within the development • accessibility to public transport and services, including services provided on site • opportunities for community participation and cohesion • opportunities for recreation on site contributing to health and wellbeing for residents, and providing opportunities for the development of social cohesion.

Potentially negative impacts:

Impact Area	Outcome
Way of Life, community health and wellbeing	• impacts during construction works in respect of noise, disturbance, vibration, dust • impacts during construction on traffic and truck movements • increased population on the site facilitated by the proposed rezoning application and different residential offerings proposed • increased traffic on local roads on completion, potentially exacerbating existing congestion • visual change of site presentation

Mitigation and enhancement measures proposed include:

- Inclusion of the recommendations noted in the technical reports accompanying the application, and the mitigation measures included in Chapter 8.0.

- Application of CPTED principles at the detailed design stage to ensure the development reduces the potential for crime.
- Ongoing engagement with the community during the construction process.

The proposal is supportable from a social planning perspective.

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APPENDIX A

DEMOGRAPHIC PROFILE TABLE

Demographic Characteristic	Social Locality 2016	Social Locality 2021	Wickham Suburb 2016	Wickham Suburb 2021	Newcastle LGA 2016	Newcastle LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
85 years and over		205 (11.2%) 184 (10.0%) 111 (6.0%) 66 (3.6%)	124 (11.6%) 142 (13.3%) 77 (7.2%) 28 (2.6%) 12 (1.1%)	184 (11.4%) 135 (8.3%) 39 (2.4 %) 12 (0.7%)	18,200 (11.8%) 12,906 (8.4%) 7,666 (4.9%) 4,148 (2.7%)	19,267 (11.4%) 15,262 (9.0%) 8,967 (5.3%) 4,421 (2.6%)	696,037 (14.4%) 627,580 (13.0%) 524,011 (10.8%) 372,488 (7.7%) 204,051 (4.2%) 96,022 (1.9%)	777,748 (14.8%) 667,167 (12.7%) 579,166 (11.0%) 439,467 (8.4%) 249,517 (4.7%) 105,729 (2.0%)	1,002,886 (13.4%) 977,984 (13.0%) 889,763 (11.9%) 677,020 (9.0%) 373,115 (4.9%) 167,506 (2.2%)	1,016,948 (12.6%) 961,784 (11.9%) 788,725 (9.7%) 451,521 (5.6%) 183,895 (2.3%)
Unemployment rate	7.9	3.2	6.6	3.0	7.4	4.9	6.0	5.1	6.3	4.9
Median weekly household income	\$1,613	\$1,873	\$1,471	\$1,902	\$1,368	\$1,760	\$1750	\$2,077	\$1486	\$1,829
Median weekly rent	\$415	\$432	\$380	\$470	\$340	\$400		\$470		\$420
Med Age	36	38	34	32	37	37	36	37	38	39
Ave household size	1.9	1.8	2.0	1.9	2.4	2.4	2.8	2.7	2.6	2.6
Marital Status (aged 15+)										
Married	274 (28.8%)	491 (28.6%)	302 (31.0%)	406 (27.0%)	52,532 (40.7%)	54,757 (38.7%)	1 934 134 (49.3%)	2,062,160 (39.4%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	35 (3.7%)	37 (2.1%)	31 (3.2%)	30 (2.0%)	4,049 (3.1%)	4,309 (3.0%)	111 495 (2.8%)	125,769 (2.4%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	120 (12.6%)	227 (13.2%)	111 (11.4%)	177 (11.8%)	12,322 (9.5%)	13,689 (9.7%)	298 433 (7.6%)	332,916 (6.3%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	26 (2.7%)	94 (5.5%)	29 (3.0%)	28 (1.9%)	7,679 (5.9%)	7,555 (5.3%)	185 646 (4.7%)	191,863 (3.6%)	331 655 (5.4%)	339,990 (5.1%)
Never married	495 (52.1%)	867 (50.5%)	502 (51.5%)	862 (54.7%)	52,631 (40.7%)	61,209 (43.3%)	1 393 988 (35.5%)	1,555,230 (29.7%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Family Structure										
Couple families with dependent children under	35 (15.4%)	73 (17.8%)	54 (20.7%)	80 (20.4%)	16,046 (41.1%)	17,135 (40.0%)	501 238 (40.1%)	480,444 (34.8%)	718 364 (37.0%)	809,586 (37.9%)

Demographic Characteristic	Social Locality 2016	Social Locality 2021	Wickham Suburb 2016	Wickham Suburb 2021	Newcastle LGA 2016	Newcastle LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
15 years and other dependent children										
Couple families with no children	145 (63.9%)	273 (66.7%)	158 (60.5%)	249 (63.4%)	15,018 (38.4%)	17,347 (40.5%)	416 588 (33.4%)	667,760 (48.4%)	709 524 (36.5%)	954,588 (44.7%)
One parent families with dependent children	43 (18.9%)	49 (12.0%)	49 (18.8%)	56 (1.2%)	7,198 (18.4%)	7,440 (17.4%)	113 772 (9.1%)	208,478 (15.1%)	192 626 (9.9%)	337,729 (15.8%)
Other families	4 (1.7%)	14 (3.4%)	0	11 (2.8%)	817 (2.1%)	871 (2.0%)	22 992 (1.8%)	23,497 (1.7%)	32 483 (1.6%)	34,061 (1.6%)
Car Ownership										
None	48 (9.9%)	82 (8.8%)	49 (10.2%)	64 (7.8%)	5,550 (18.5%)	5,416 (8.2%)	179 500 (11.0%)	203,081 (11.1%)	239 625 (9.2%)	262,031 (9.0%)
One	231 (48.0%)	457 (48.9%)	210 (43.8%)	426 (52.1%)	22,573 (37.6%)	25,170 (38.1%)	603 062 (37.1%)	722,036 (39.5%)	946 159 (36.3%)	1,096,761 (37.8%)
Two	143 (29.7%)	246 (26.4%)	153 (31.9%)	255 (31.2%)	21,177 (35.3%)	24,399 (36.9%)	532 633 (32.8%)	590,650 (32.3%)	887 849 (34.0%)	989,258 (34.1%)
Three	43 (8.9%)	51 (5.5%)	51 (10.6%)	61 (7.5%)	6,006 (10.0%)	6,868 (10.4%)	164 918 (10.1%)	181,932 (9.9%)	283 044 (10.8%)	
4 or more					2,651 (4.4%)	3,483 (5.2%)	89 744 (5.5%)	105,239 (5.7%)	152 500 (5.8%)	
Housing (dwellings)										
Sep house	58 (12.0%)	60 (6.4%)	142 (29.2%)	168 (20.6%)	46,634 (71.1%)	45,617 (69.0%)	924 225 (52.5%)	1,020,631 (55.8%)	1 729 820 (59.8%)	1,902,734 (65.6%)
Semi-detached	204 (42.4%)	225 (24.1%)	250 (51.3%)	256 (31.4%)	9,216 (15.4%)	10,724 (16.2%)	227 238 (49.8%)	234,000 (12.8%)	317 447 (35.7%)	340,582 (11.7%)
Unit	171 (35.5%)	623 (66.7%)	54 (11.1%)	368 (45.1%)	7,639 (12.7%)	9,410 (14.2%)	456 233 (25.9%)	561,988 (30.7%)	519 380 (17.9%)	630,030 (21.7%)
Other dwelling	23 (4.8%)	119 (2.0%)	22 (4.5%)	16 (2.0%)	216 (0.4%)	244 (0.4%)	9 129 (0.5%)	8,216 (0.4%)	23 583 (0.8%)	19,374 (0.7%)
Unoccupied dwellings	123 (20.4%)	208 (18.2%)	113 (18.8%)	131 (13.9%)	6,499 (9.8%)	5,531 (7.7%)	136 055 (7.7%)	164,628 (8.3%)	284 741 (9.8%)	299,524 (9.4%)
Home fully owned	78 (16.2%)	184 (19.7%)	97 (20.2%)	144 (17.6%)	17,928 (29.9%)	19,333 (29.2%)	472 635 (29.1%)	507,635 (27.8%)	839 665 (32.2%)	914,537 (31.5%)

Demographic Characteristic	Social Locality 2016	Social Locality 2021	Wickham Suburb 2016	Wickham Suburb 2021	Newcastle LGA 2016	Newcastle LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Being purchased	93 (19.3%)	196 (21.0%)	110 (22.9%)	197 (24.1%)	18,773 (31.3%)	20,818 (31.5%)	539 917 (33.2%)	608,735 (33.3%)	840 665 (32.2%)	942,804 (32.5%)
Private rental	261 (54.3%)	496 (53.2%)	261 (54.4%)	450 (55.1%)	17,846 (29.7%)	21,257 (32.1%)	485 404 (29.9%)	596,390 (32.6%)	722 020 (27.7%)	851,852 (29.4%)
Public housing					3449 (5.7%)	2,947 (4.4%)	67 845 (4.1%)	60,927 (3.3%)	104 902 (4.0%)	92,733 (3.2%)
Household composition										
Family	225 (46.9%)	403 (43.2%)	263 (54.7%)	396 (48.5%)	38,386 (64.0%)	42,051 (63.6%)				
Solo/lone	184 (38.4%)	437 (46.8%)	162 (33.7%)	316 (38.7%)	17,490 (29.2%)	19,486 (2.5%)				
Group	70 (14.6%)	93 (9.9%)	56 (11.6%)	104 (12.7%)	4,103 (6.8%)	4,588 (6.9%)				
Number of bedrooms										
0	12 (2.5%)	11 (1.2%)	13 (2.7%)	8 (1.0%)	275 (0.4%)	409 (0.6%)	12 812 (0.7%)	16,194 (0.9%)	17 157 (0.6%)	21,051 (0.7%)
1	56 (11.6%)	180 (19.3%)	44 (9.1%)	152 (18.9%)	3,821 (6.4%)	4,503 (6.8%)	118 881 (7.3%)	147,857 (8.1%)	157 194 (6.0%)	190,792 (6.6%)
2	194 (40.3%)	500 (53.6%)	166 (34.3%)	376 (46.7%)	15,271 (25.4%)	16,439 (24.9%)	402 675 (24.8%)	470,207 (25.7%)	577 675 (22.1%)	657,578 (22.7%)
3	188 (39.0%)	212 (22.7%)	221 (45.7%)	237 (29.4%)	26,213 (43.7%)	28,254 (42.7%)	548 987 (33.8%)	565,467 (30.9%)	970 001 (37.2%)	1,006,121 (34.7%)
4	16 (3.3%)	35 (3.7%)	23 (4.8%)	27 (3.3%)	10,356 (17.3%)	12,459 (18.8%)	376 427 (23.1%)	440,351 (24.0%)	633 184 (24.3%)	743,910 (25.6%)
5					2,062 (3.4%)	2,657 (4.0%)	101 053 (6.2%)	133,837 (7.3%)	148 851 (5.7%)	194, 074 (6.7%)
6+					581 (0.9%)	623 (0.9%)	23 774 (1.4%)	31,239 (1.7%)	34 370 (1.3%)	45,329 (1.5%)
Migration										
Same add 1yr ago					116,905 (76.0%)	129,582 (77.6%)	3 695 742 (77.5%)		5 718 965 (77.3%)	
Same add 5 yr ago					76,554 (52.3%)	81,482 (50.9%)	2 402 160 (53.2%)		3 775 527 (53.8%)	
Occupation										
Manager	72 (12.3%)	165 (15.3%)	77 (12.3%)	160 (14.7%)	7,321 (10.0%)	9,782 (11.4%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	197 (33.%)	346 (32.1%)	208 (33.1%)	344 (31.6%)	19,901 (27.2%)	24,987 (29.0%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)

Demographic Characteristic	Social Locality 2016	Social Locality 2021	Wickham Suburb 2016	Wickham Suburb 2021	Newcastle LGA 2016	Newcastle LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Technical & Trade	51 (8.7%)	131 (12.2%)	63 (10.0%)	140 (12.9%)	9,424 (12.9%)	10,417 (12.1%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)
Community	72 (12.3%)	151 (14.0%)	89 (14.2%)	153 (14.0%)	8,998 (12.3%)	11,544 (13.4%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical	83 (14.2%)	133 (12.4%)	79 (12.6%)	132 (12.1%)	9,555 (13.1%)	10,025 (11.6%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	56 (9.6%)	72 (6.7%)	57 (9.1%)	62 (5.7%)	6,715 (9.2%)	7,072 (8.2%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)
Machinery op	19 (3.2%)	28 (2.6%)	14 (2.2%)	25 2.3%)	3,781 (5.2%)	4,260 (4.9%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	35 5.9%)	50 (4.6%)	32 (5.1%)	53 (4.9%)	6,305 (8.6%)	6,765 (7.9%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
Travel to work										
Car driver	360 (61.5%)	487 (45.2%)	393 (63.2%)	490 (45.0%)	2,555 (3.5%)	20,111 (23.4%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)	1,587,613 (43.0%)
Train		5 (0.5%)			49,343 (67.6%)	43,475 (50.5%)	247 051 (10.8%)	60,858 (2.5%)	252 786 (7.4%)	62,460 (1.7%)
Light rail		11 (1.0%)		18 (1.7%)						
Bus	25 (4.3%)	18 (1.7%)			1,663 (2.3%)	826 (1.0%)	125 503 (5.5%)	28,786 (1.2%)	133 903 (3.9%)	34,408 (0.9%)
Worked from home	11 (1.8%)	307 (28.5%)	27 (4.3%)	290 (26.6%)	2,555 (3.5%) (2.3%)	20,111 (23.4%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)	1,141,467 (30.9%)
Walked only	57 (9.7%)	71 (6.6%)	53 (8.5%)	61 (5.6%)	2,858 (3.9%)	2,252 (2.6%)				
Industry of employment										
Higher Education	28	12	24 (4.6%)		2,056 (2.8%)	2,167 (2.5%)				
Hospitals	37	56	39 (7.4%)	56 (5.1%)	4,476 (6.1%)	5,654 (6.6%)				
Other Social Assistance	24	39	29 (5.5%)	53 (4.9%)	2,186 (3.0%)	3,656 (4.2%)				
Primary Education	8	17								
Defence	28	75	24 (4.6%)	69 (6.3%)						
Religious affiliation										
No Religion	437 (42.9%)	905 (49.3%)	490 (45.6%)	907 (55.4%)	51,009 (32.8%)	75,597 (44.8%)	1,188,280 (24.6%)	1,583,084 (30.3%)	1,879,562 (25.1%)	2,644,165 (32.8%)
Catholic	184 (18.0%)	296 (16.1%)	203 (18.9%)	271 (16.6%)	34,569 (22.2%)	31,964 (18.9%)	1,213,126 (25.1%)	1,210,979 (23.1%)	1,846,443 (24.7%)	1,807,730 (22.4%)

Demographic Characteristic	Social Locality 2016	Social Locality 2021	Wickham Suburb 2016	Wickham Suburb 2021	Newcastle LGA 2016	Newcastle LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Anglican	111 (10.9%)	211 (11.5%)	118 (11.0%)	151 (9.2%)	26,349 (17.0%)	20,849 (12.3%)				
Islam	13 (1.3%)				1,877 (1.2%)	2,830 (1.6%)	253,436 (5.3%)		267,659 (3.6%)	
Not stated	126 (12.4%)	107 (5.8%)	110 (10.2%)	86 (5.3%)	12,585 (8.1%)	9,535 (5.6%)	425,538 (8.8%)	326,469 (3.2%)	684,969 (9.2%)	548,340 (6.8%)

Source: 2016 & 2021 Census data (www.abs.gov.au) – Quick Stats & General Community Profile – as at September 2025

APPENDIX B

COMMUNITY ENGAGEMENT NOTICE & RESPONSES

Sarah George Consulting
Social Planning Consultants

2 September 2025

To Whom It May Concern,

**Community Engagement Activities and Social Impact Assessment of the Proposed
Mixed-Use Development, 10 Dangar Street, Wickham**

Sarah George Consulting has been engaged by Urban Property Group to undertake Community Engagement activities and prepare a Community Engagement Outcomes Report and a Social Impact Assessment (SIA) to accompany a State Significant Development Application to be submitted to the Department of Planning, Housing and Infrastructure (the Department) via the Housing Delivery Authority (HDA) pathway for a proposed mixed use development at 10 Dangar Street, Wickham

Subject site:



The proposal includes:

- Construction of a 39 storey mixed use tower comprising:
 - Ground floor retail
 - Hotel accommodation (approximately 175 rooms)
 - Co-living housing (approximately 100 rooms)
 - Residential apartments (approximately 200 units)
 - 3 levels of basement car parking
 - Associated site landscaping, including rooftop terrace.

Co-living housing is a newer type of housing that provides small, self-contained private rooms complemented by shared indoor and outdoor spaces.

Co-living housing is typically characterised by:

- small private rooms complemented by shared indoor and outdoor spaces which encourage residents to come together to relax and socialise
- private and shared spaces that are fully furnished and ready-to-occupy
- a sense of community that is actively encouraged by a manager, who is responsible for managing shared spaces.

The intent of the Community Engagement is to gather feedback on the proposal from the community and other key Government agencies and non-Government organisations.

Sarah George Consulting
Social Planning Consultants

Feedback provided from the community will be used to inform the proposal and amendments made, where feasible. A Community Engagement Outcomes Report will be prepared that describes the engagement activities and includes the feedback received from the community.

The community engagement activities will, in part, inform the SIA process which considers the potential for social impacts of the proposed development in the local area. Social impacts are impacts that people might experience when a projects brings change.

We would like to invite your comment on any matters you would like included in the Community Engagement Outcomes Report and/or to be addressed in the Social Impact Assessment.

A webinar providing detailed information about the proposal and that addresses matters raised during the consultation process will be held in the near future. Please email to register your interest in attending the webinar and a link to the webinar will be provided.

If you wish to comment on the potential social impacts that may arise as a result of the proposed development, or would like additional information, please respond within 21 days of the date of this letter in writing to PO Box 319, Marrickville NSW, 1475; via email (sgeorgeconsulting@gmail.com) or by phone (0418 439 813 - between 9.00am and 5.00pm Monday - Friday).

Alternatively, please use the QR code which links to a survey about the proposal.



Regards,

Sarah George

Sarah George
Social Planning Consultant

#	Who, how, when	Comments
1	3/09/25 –	Request to register for webinar
2	4/09/25 – by email	Not in favour Area already congested with noise increasing Difficulties parking Email resent 06/09/25 area is already quite congested with traffic difficulties therefore noise is increasing parking was already a problem but that is increasing by the minute my family do not visit me because they can never get a park ant that has been going on since i happened to move into the area in 2022 and walking around the area because of all the activity, development,etc,is also awkward it basically is not pleasant walking you have to watch where you are walking and ducking and diving bikes cars electric scooters people and with this proposed development it is ALL going to intensify . I already at the moment have to choose when i go out as i will not go onto the road Hannell Street leading onto Stewart Avenue after 3.30p.m. and will either happen to go out before that time or after 6.30p.m.as you can not get onto the road/street traffic is SO EXTREMELY CONGESTED traffic jams upset drivers sometimes not to mention delays i already have to time when i make appointments i make before three and before lunchtime
3	4/09/25 – by email Jen	• I received a notice advising of the proposed development plan for 10 Dangar St, Wickham. As per this notice, could you please provide additional information on the proposed development. Below are some points of interest, but not limited to.... • Has a statement of Environment effects been done.? • Has an access and traffic impact assessment been done.? • What is the intended retail occupancy.? • How does this development fit into the Newcastle Council Wickham urban precinct plan.? • Is this development a part of the NSW State Government Housing strategy.? • With this level of living density, what social impact studies have been done.? • Given the significant water issues on the site, what mitigation and engineering reports have been done to remediate the site and for ongoing development?
4	4/09/25 by Email	I can see the proposal could bring some positives for Wickham, like more housing, retail activity, and jobs. At the same time, a 39-storey tower is a big change for the area, so it's important to look closely at how it fits with the neighbourhood, how traffic and parking will be managed, and whether local infrastructure can keep up. I'd also like to see good public spaces included, not just private facilities, and for construction impacts to be carefully managed. Most importantly, it would be great if the consultation makes sure all voices in the community are heard.
5	5/09/25 – by phone –	• No one likes the proposal. • Impacts on emergency services, access issues already – issues for waste removal, retail deliveries, • Transport hub but it will be inaccessible due to traffic. • Small site • Dodgy build • Future residents will be undesirable. • Proposal too tall for the area

		• No balance to the city • Wickham a small suburb • Proposal is an insult to good planning.
6	6/09/25 by email Chris Byrnes	I oppose this development. A 38 story development on this site is way out of character for the area of Wickham which is a mixed community village. Its location close to the railway and the inclusion of a hotel is not what I expected, nor advised, when I moved into the area. 38 stories is ridiculous in that location and in fact anywhere in Wickham. Broken and uneven footpaths, inadequate street lighting at night and parking is still a major problem in the area. I do not oppose medium density living in the area, I live in one 2 stories and a viewing deck high and this kind of development is wonderful for this area. We have had issues with break-ins due to the newness and opportunities a new development has offered to thieves, and I do not intend that level of development be built anywhere in our community. The major problems with the site have already caused concern and worry for locals and this is not a solution for this site. NO NO GO AWAY. Amend a reasonable solution so Wickham continues to develop as a truly livable village in Newcastle. We have no wish to exclude anyone but this is not the right kind of /nor size development for that site.
7	06/09/25 – by email	To whom it may concern, We are writing to support the proposal for 10 Dangar St Wickham. We live in Wickham, NSW The proposed development represents a significant investment that can catalyze positive transformation in Wickham, particularly when paired with targeted planning and community engagement. While concerns about infrastructure strain and demographic change are understandable, opposing the development on these grounds overlooks the long-term benefits and opportunities it presents. Rather than accelerating existing problems, large-scale development can be the trigger for long-overdue infrastructure upgrades, better public transport, improved social services, and enhanced public safety measures. History shows that government attention and funding often follow significant development proposals — making this an opportunity to finally secure the investments the community has long been demanding. Concerns about demographic mix and income concentration risk reinforcing stereotypes and can unintentionally marginalize vulnerable groups. A well-designed, diverse development that includes affordable housing alongside market-rate dwellings can support social integration, not undermine it. Inclusive neighbourhoods are built through careful planning, not by limiting growth. Wickham has already shown resilience and initiative in tackling social and infrastructure issues. This development provides a chance to build on that momentum, shape the future proactively, and ensure growth benefits existing residents. Inaction and fear of change risk locking Wickham into a status quo that already struggles with inequality and underinvestment. Thoughtful development is not the problem — it's part of the solution.
8	8/09/25 –	Object to proposal – letter attached noting:

	by email	• Inadequate infrastructure (flooding, collapsing roads, inadequate drainage, unsafe footpaths, poor street lighting and safety issues) • Urban design flaws – previous developments have included blank facades, raised ground floors attracting graffiti, rubbish and waste. Landscaping and active retail is often promised but not delivered. • Waste management – frequent bin scavenging and blocked street access due to bin storage • Social and service concerns : low income resident concentration leading to safety issues, anti-social behaviour • Insufficient parking • Unbalanced demographic mix – impact on social cohesion
9	08/0925 – by email –	Key Impacts on My Home and Neighbourhood: • Overcrowding: Wickham is a small, tightly constrained suburb. A 39-storey tower here will overwhelm infrastructure, streets, and services. • Traffic & Safety: ○ Many cars already drive the wrong way down Bishopsgate and Grey Streets to cut through, creating daily risks. ○ One-way streets make it hard to re-enter Hannell Street, so people use Bishopsgate/Grey illegally. ○ Traffic will bank up in Bishopsgate as drivers wait for lights at Hannell Street, creating gridlock. ○ Increased congestion on Charles and Station Streets, especially during morning station drop-offs. • Parking: ○ Likely increase in illegal parking in our private car park areas, causing distress and conflict with residents. ○ Grey Street is already heavily used for overflow parking; more people will walk through our site to reach the interchange. This will bring noise, anti-social behaviour, and late-night disturbance. • Pedestrian Safety: Footpaths on Bishopsgate are narrow, broken, and flood easily (esp. at Nos. 30 & 32). Residents, including children and elderly neighbours, are forced to walk on the road. • Social & Community Impacts: ○ Newcastle already lacks adequate mental health and domestic violence support services. Adding transient co-living residents risks further strain. ○ Wickham already has visible homelessness (e.g. people sleeping rough on Grey Street). This tower risks worsening the situation. ○ Child safety concerns with more transient populations and weak oversight. • Building Management: Only one manager is proposed for a 39-storey tower – completely inadequate for safety, security, and community management. • Neighbourhood Amenity: ○ Overshadowing of surrounding homes from such a tall structure. ○ Wind tunnel effects likely — has proper modelling been done? ○ Pets in high-density buildings often lead to dog and cat waste in surrounding streets, which is already a problem locally.

	○ More graffiti, rubbish, and anti-social behaviour — something we have already seen increase since the station interchange opened. Conclusion: This proposal will overcrowd Wickham and create daily impacts on traffic, safety, parking, amenity, and social services. It is unsuitable for this site, and I strongly object. Follow up email 09/09/25: Further to my earlier objection regarding the proposed 39-storey mixed-use tower at 10 Dangar Street, Wickham, I wish to provide the following additional information for consideration.
	1. Non-Compliance with Wickham Masterplan • Excessive Height: The Wickham Masterplan and LEP set a base limit of 60m, with a maximum bonus of ~78m. The current proposal seeks 133m – more than double the permitted height and far higher than other significant sites such as Dairy Farmers Corner and The Store. • Lack of Transition: The Masterplan requires a stepped transition in scale into the adjoining low-rise areas of Bishopsgate and Grey Streets. This proposal ignores that principle entirely, creating a stark and inappropriate interface. • Poor Street-Level Design: Risks include podium blank walls, service ramps, and inactive frontages rather than the active, walkable retail environment envisaged. • No Public Domain Upgrades: Despite existing flooding, drainage, and footpath backlogs in Wickham, there are no meaningful commitments to public domain improvements.
	2. Precedent and Cumulative Impact • Cluster of Towers: With Dairy Farmers Corner and The Store developments already underway, Wickham is experiencing major growth. However, none approach the excessive scale of 10 Dangar. Approval here would set an unsustainable precedent. • Overcrowding: Wickham is a small suburb with limited infrastructure capacity. Concentrating multiple towers of this scale risks overwhelming the area.
	3. Inconsistency with the Wickham Community Infrastructure Plan • The Wickham Community Infrastructure Plan (2023) requires that any uplift in building height or density be matched by proportional community contributions through a Planning Agreement. • At 133m, this proposal seeks an unprecedented uplift. Based on a reasonable base FSR of 6:1, the uplift equates to ~17,000m² of additional floorspace above planning controls. Using the current Incentive GFA Rate (\$579.72/m²), this should deliver contributions of approximately \$10 million. • Instead, the proposal only offers a token 131m² pedestrian/cycle link, which is grossly disproportionate to the scale of uplift sought. • No binding Planning Agreement is evident to secure the necessary land, works, or financial contributions. This risks Council approving a massive tower while the community receives only a fraction of the investment required to fund identified projects such as: ○ Wickham Green (210m² public park) ○ Rain/play garden on Throsby Street ○ Outdoor fitness and open space areas ○ New laneways and street widenings ○ Drainage and flooding upgrades

		Conclusion The proposal for 10 Dangar Street is inconsistent with the Wickham Masterplan, sets a dangerous precedent for overdevelopment, and fails to deliver the proportional community contributions required under the Wickham Community Infrastructure Plan. Without a binding Planning Agreement to secure appropriate investment, approval of this scale of development would be premature and detrimental to the community.
10	09/09/25 – by email	Afternoon Sarah Thank you for your handout advice concerning the proposed multi use development by Initied Property Group. My wife and I are owners of XXX at XX Bishopsgate Street Wickham, adjoining your client's development proposals. We have significant concerns that the proposals constitute an over development of the site. Issues of concern include, but are not limited to:- - Maintaining adequate and appropriate social amenity for residential communities - Current and ongoing management of the high and volatile water table for the development site - Providing adequate and appropriate private vehicular and commercial access for owners and visitors. Your forwarding of further information when available would be appreciated.
11	10/09/25 – by email	I would like to express my concerns regarding the proposed development of 10 Dangar St Wickham. I live in Dangar St, Wickham ,which is the only entrance off Hannell St with access to Dangar St. The traffic congestion a building of this magnitude would create would be diabolical to the safety of all who use this thoroughfare, pedestrians and push bikes included. Wickham is one of the smallest suburbs in Newcastle , 0.7 square kilometres it includes both the city tram station terminal and also a major city train line terminal taking up a significant proportion of this already congested land. The streets are extremely narrow and many are only one way,making it difficult for parking and commuting along. The suburb was founded in the mid 1800's therefore there are many tiny terraces on minuscule blocks of land without parking available. The Public School from 1903(?) ,has been transformed into budget room accommodation for University Students. This is only 150 metre's from the proposed Dangar St development. Already added to this area has been five, multi storey residential buildings within 120 metres of the proposed development of which,many have multi NDIS units included in them. On the other side of the railway line a mere 400 metres west,is the new huge development 'Dairy's Farmer's' which has NDIS apartments allocation as well . Therefore,we feel a building of this magnitude will severely impact the complete community of this tiny suburb that has already lent itself to housing and accommodating all facets of society. I feel it would also not be in keeping with the height of surrounding buildings Getting into our building in the Stella Apartments is already hard as Bishopgate st is already congested and it would also make it hard for train commuters as the drop off and pick up are in the street behind Just way to much traffic for our already busy streets that don't handle the traffic as it is

		I am really opposed to a building of this size especially the single rooms with shared kitchen and bathroom as I don't feel this would be good for our suburb It's a big No from me
1 2	11/0 9/25 2 – by email	To whom it may concern, I am XXX, a resident of XXX Union Street, Wickham. I am a member of our strata committee. With regard to the above-mentioned development, I would like to express my concern regarding the height of this building, 39 Stories in this area is excessive. Regarding the social housing and mixed use of the site, I have no objections.
1 3	11/0 9/25 – by email	My wife and I would like to express our concerns regarding the proposed development of 10 Dangar St Wickham. We reside in Bishopsgate St, Wickham, which is the only entrance off Hannell St with access to Dangar St. The traffic congestion a building of this magnitude would create would be diabolical to the safety of all who use this thoroughfare, pedestrians and push bikes included. Wickham is one of the smallest suburbs in Newcastle , 0.7 square kilometres it includes both the city tram station terminal and also a major city train line terminal taking up a significant proportion of this already congested land. The streets are extremely narrow, and many are only one way, making it difficult for parking and commuting along. The suburb was founded in the mid 1800's therefore there are many tiny terraces on minuscule blocks of land without parking available. The Public School from 1903, has been transformed into budget room accommodation for University Students. This is only 150 metre's from the proposed Dangar St development. Already added to this area has been five, multi storey residential buildings within 120 metres of the proposed development of which, many have multi-NDIS units included in them. On the other side of the railway line a mere 400 metres west, is the new huge development 'Dairy's Farmer's' which has NDIS apartments allocation as well. Therefore, we feel a building of this magnitude will severely impact the complete community of this tiny suburb that has already lent itself to housing and accommodating all facets of society.
1 4	11/0 9/25 – by email	I would like to express our concerns regarding the proposed development of 10 Dangar St Wickham. I reside in Bishopsgate St , Wickham ,which is the only entrance off Hannell St with access to Dangar St. The traffic congestion a building of this magnitude would create would be diabolical to the safety of all who use this thoroughfare, pedestrians and push bikes included. Wickham is one of the smallest suburbs in Newcastle , 0.7 square kilometres it includes both the city tram station terminal and also a major city train line terminal taking up a significant proportion of this already congested land.

		The streets are extremely narrow and many are only one way, making it difficult for parking and commuting along. There are many tiny terraces on minuscule blocks of land without parking available. The Public School from 1903(?) ,has been transformed into budget room accommodation for University Students. This is only 150 metre's from the proposed Dangar St development. Already added to this area has been five, multi storey residential buildings within 120 metres of the proposed development of which, many have multi NDIS units included in them. On the other side of the railway line a mere 400 metres west, is the new huge development 'Dairy's Farmer's' which has NDIS apartments allocation as well . Therefore, we feel a building of this magnitude will severely impact the complete community of this tiny suburb that has already lent itself to housing and accommodating all facets of society. Plus my fear is drug dealers will catch the train from Sydney and off load their drugs to the affordable housing and then head back to Sydney, leaving Newcastle with a bigger drug problem.
15	12/09/25 – by Phone	• A lot of NDIS housing in the area already. • Building too tall – concerns about structural integrity as previous builder hit the water table. Site not able to accommodate a building that tall. • Changes to the population size and character • Concerns about type of resident in affordable housing and co-living • Traffic concerns on narrow streets- buses delivering people to the proposed hotel etc • Pedestrian safety issues (already present but would get worse) • Narrow footpaths • Insufficient on-street car parking • Cumulative impacts with more apartments across the road in honeysuckle • Proposal not in keeping with character of Wickham
16	12/09/25- by email –	• I am writing to strenuously oppose the Multi Use Development marked for Dangar St Wickham. I live in Stella Apartments & the traffic in Bishopsgate St, Church St & Dangar St is already congested because of all the apartments & the interchange. • Dangar St is a cul-de-sac & also a loading zone for Stella Apartments. • The idea for a multi story higher than 15 floors would be an incredible disaster for this area. Wickham already has social housing available as well as NDIS apartments. • The parking is already choked & when the parking area opposite the Stella Apartments is developed there will be no parking anywhere. • I can't believe the council & planners would even consider such an outrageous development. Honeysuckle has a wonderful name for low development which is aesthetically pleasing & is a draw card for visitors to Newcastle. • Please don't spoil this area with ugly multi story higher than rise. • I absolutely oppose this application.
17	12/09/25 – by email	• I write to express strong opposition to the proposed development in Dangar St Wickham. • The proposal is over the top, outrageously so. • The area is already crowded with high rise and this development is not in keeping with the existing buildings. • Dangar, Charles and Bishopsgate streets are short and narrow and can barely cope with current traffic and pedestrians, let alone what would come with this development. • Developments like the proposed are arguably better placed in Hunter St, which is no longer the commercial corridor it once was.

		- The proposal will devalue existing properties in Wickham, diminishing the harbourside proximity. - You must forego this proposal; apply its principal features to a more suitable area which will provide better infrastructure and spare Wickham from becoming an overpopulated dumping ground.
18	12/09/25 – by email	Register for webinar
19	13/09/25 – by email	- In response to your letter drop I email here. - Some of the implications for Wickham: - A 39-storey tower with 100 co-living units and 200 apartments risks repeating the design and management failures seen elsewhere, both domestically and internationally.. - Co-living arrangements depend on continuous, well-resourced management, which is rarely guaranteed in the long term due to government policy change and other system dynamics. - The project scale is inconsistent with Wickham’s existing urban fabric (including the Wickham Master Plan) destabilising already inadequate local services and infrastructure. - As an ordinary resident or person in the street, I feel belittled and saddened to see plans being created and implemented by remote parties lacking long-term interest in the well-being, fabric and future lifestyle of this community. - I respectfully urge the NSW Government and Sarah George Consulting: - Reconsider this proposal in favour of much smaller developments better integrated into the existing community. - Ensure any new housing prioritises long-term liveability, safety, and affordability over short-term density targets. - Draw directly on the historical consequences of poorly informed and skewed similar project failures that cause irreversible community damage. - Please when creating your plans, I urge you to be more thoughtful, empathetic, and strategic in considering the current community (people) and the future of Wickham, Newcastle West and the City of Newcastle.
20	13/09/25 – by email	- Issues that may arise from a mixed development of this size in the current position, ☐ Security ☐ Traffic congestion via streets designed for suburban area ☐ Lack of drainage ☐ Flooding of streets and premises ☐ Poor street maintenance ☐ Blocked underdeveloped walkways - Security - Wickham currently has the same safety concerns experienced in Newcastle with a - high rate of petty crime and assaults also Wickham areas like Newcastle west has

	• specific issues around commercial and transit hubs (next door to development) • Other main concerns involve social behaviours like, • ☐ Vandalism • ☐ Graffiti • ☐ Loitering • ☐ Verbal abuse • ☐ Aggressive behaviour • Traffic congestion • Currently Wickham experiences a lack of suitable roads to accommodate current levels of traffic, with the added levels this proposal would add will undermine residents safety and capacity to travel safely both via roads and footpaths. • Also, current parking provisions within this development does not allow for, • ☐ additional parking which would be evident with both an increase in. • o residence • o visitors/customers alike. • ☐ Other concerns relating to above, • o Illegal, double parking • o Traffic obstructions • o Barriers for emergency services • o Lack of loading zones • • Lack of drainage • • Currently all streets within the catchment area of this proposal have streets designed in the 19 th century with gutters built with stone edging and with no run off to pipework. • Plus, as easily seen current road levels are basically at sea level which will not allow for run off. (This problem has been seen already with the development site flooding) • Additionally, land use has resulted in • ☐ environmental and human health concerns, from stagnant water • ☐ Litter pollution causing blocked drains • ☐ Underdeveloped gutters / drainage • Flooding of streets • With a walk around of near by streets it is evident flooding is a major issue of Wickham, with poor maintenance along with • ☐ poorly constructed and designed guttering • ☐ Blocked drains • ☐ Over grown trees (including roots) • with an added building collecting extra water run off the streets close to this development will be inundated. • Poor Street Maintenance • A walk of Wickham and within close proximity of this development it is evident no maintenance is completed which adds to the downgrade of the area. With additional residents and visitors this small suburb will be placed into a no go area due to, • ☐ unwelcome visitors • ☐ Foreign objects • ☐ General wastes
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		• ☐ Garbage collection receptacles • Blocked underdeveloped walkways/footpaths • As previously explained Wickham is an original 19 th century suburb with that eras design and infrastructure with several close streets underdeveloped and poorly maintained, with the added traffic, • ☐ by vehicles and pedestrians • ☐ Garbage collection • ☐ Tree roots • the area will be congested to unsafe levels for all concerned especially the current • high level of NDIS and elderly residence, who need to use the roadways to navigate • pass the broken and overused pathways. • • Summary • • In summary the unprecedented scale of this development risks escalating the social issues already been experienced within Wickham and worsening, • ☐ Safety • ☐ Security • ☐ Waste • ☐ Accessibility • ☐ Social services abilities • The development will add to the high concentration of low income residence within a small area, which will put additional strain on current levels of support services and public infrastructure. • The Wickham community has invested a lot of time in improving local social challenges and infrastructure for all residence, however this development will add a level of pace not able to be matched. • This development has the potential to cause a negative impact on Wickham and the surrounding area as already seen by prolonged inaction from council and state governments in providing suitable infrastructure and amenities.
2 1	16/0 9/25 – by email	• Register for webinar
2 2	16/0 9/25 – by email	• NSW Gov with the Housing Authority asks for feedback about the proposed 39-storey mixed-use tower at 10 Dangar Street located at the Interchange in Wickham Newcastle. • • The following points are in support of HDA feedback about the proposed development: • already a congested area • adding additional levels will make the area even harder for parking and usage of the interchange. • • 2. International evidence • • • The demolition of Cabrini-Green (Chicago) and Pruitt-Igoe (St. Louis) housing projects illustrates how concentrated high-rise developments fostered long-term social and economic disadvantage before being deemed unviable.

		• • In the UK, the Grenfell Tower fire inquiry found widespread regulatory failures in high-rise safety and management, with catastrophic consequences. • • 3. Co-living and transience • • Co-living models rely on small private rooms and shared facilities, contributing to high transience which undermines neighbourhood cohesion and reduces residents' ability to engage with local services. • • Some of the implications for Wickham could include: • • A 39-storey tower with 100 co-living units and 200 apartments risks repeating the design and management failures seen elsewhere. • • Co-living arrangements depend on continuous, well-resourced management, which is rarely guaranteed in the long term. • • The project scale is inconsistent with Wickham's existing urban fabric (including the Wickham Master Plan) and will place pressure on local services and infrastructure. • • My request: • • In light of the above, I respectfully urge the Government to: • • Reconsider this proposal in favour of smaller (up to mid-rise), mixed-tenure developments better integrated into the existing community. • • Ensure any new housing prioritises long-term liveability, safety, and affordability over short-term density targets. • • Draw directly on lessons from Melbourne, international housing failures, and the Grenfell Tower Inquiry to avoid repeating known risks. • • Social impact is being assessed. Above points are offered as this building is a Significant building for the City. • • In summary, the Proposed 10 Dangar Street - Charles proposal at the Interchange is inconsistent with Infrastructure Plans and livability. • It seeks extreme additional height while avoiding the ~\$10 million contribution that should be delivered to balance social impact on Newcastle and regional city services, with congestion and inadequate social services.
2 3	16/0 9/25	• I was one of the buyers at this site under the previous proposal (Bowline) and I have since committed to another build in Newcastle.

	– by email	The site is obviously pivotal to the city given its access to the rail interchange and CBD. I cannot see how the parking allocation would be adequate for the proposal as it appears to add nothing to the original plan. With Honeysuckle HQ soon to launch and a number of other high rise developments underway, lack of parking will be a major impediment to sustainable growth in the city. All the parking currently used by hundreds daily will disappear when HQ is built. I also see the proposal as a real hotch pitch. To my mind, the proposal for 100 flexible apartments with an addition of 200 full residences on top will be a security nightmare. 39 stories is massive overreach when you consider that most residents will want parking and security. Is the intent that the 100 be investment opportunities and how will they fit into strata plans? Are they affordable housing options for purchase or just for lease? This site is ten stories higher than any other comparable development and will stick out like a sore thumb. It is in my view, too close to the harbour for this height.
2 4	17/09/25 – by email	• Register for the webinar
2 5	17/09/25 – by email And follow up email 19/09/25	• As an owner-occupier in the residential block next to the proposed development (Stella apartments), I would like to register for the webinar in relation to 10 Dangar St, Wickham. • • I hope I haven't missed it. I have been away and only just received notice of the proposal. • • I will send you my concerns in a separate email later this week. 19/09/25: I am writing to you to let you know that I am strongly opposed to the proposed Mixed-Use development at 10 Dangar Street, Wickham. Here is a list of my concerns: • The intended mixed-use of the development: ○ This comes across as a desperate mash up of uses to fill some kind of desperate attempt at impressing some official body, while it is doomed to fail. ○ Who would be interested in investing in such an eclectic pool of purposes? Low affordability residence and co-living, mixed with a hotel and shops sounds illogical. Newcastle will potentially be stuck with a vertical ghost town/shanty town. ○ Why should candidates for affordable homes be crammed into one huge building in an area that is totally out of context, just to catch a train to leave the area to go to work? Why not choose an area with greater land availability away from the already congested tourist centre of Newcastle? Somewhere people don't have to commute so far to work, and the cost of living is lower. ○ There are numerous houses converted to co-living in Shortland, and more being developed. • The size of the construction:

		○ A monstrosity... A stand-alone, phallic eye sore so close to the harbour. A much smaller construction has already been removed from the waterfront for such a reason. ○ The current limit of 60m high was put in place for a reason. For the aesthetics of the harbour and surrounding recreational areas. ○ Surrounding residents, as well as investors in The Store and the Dairy Farmers building, paid for views and the expectation of Bowline apartments filling the space at its set height. Even if it didn't come to fruition, the height limit was safe. This unexpected monstrosity will devalue surrounding properties by \$150,000 to \$350,000. This will devastate the lives of 100s, if not 1000s, of nearby owners - robbing many people of the retirement they have worked hard for, and family plans for the younger home owners. • The social aspects: ○ The area is highly regarded as, and is busy from, tourism and family activities. It has been carefully laid out with low-rise buildings and facilities for aesthetic and recreational purposes. ○ The high standard of community and quality of life around here will diminish due to congestion and increases in crime – no denying, that's what crammed in, cheap accommodation brings with it. I lived in Sydney for 20 years in various parts, and locals knew it and the police knew it. • Wickham train station is different: ○ Wickham station is used by passengers coming into Newcastle to work or to enjoy the Harbour. Day to day, most people who live here stay here, or drive/bus elsewhere - as it is far more convenient in this spread out town to use other forms of transport as the train line is limited. There is no reason to build here to commute to outer stations which are in less congested areas anyway. Why not build affordable living where they need to be? This is Newcastle. Not Sydney. • Congestion: ○ Parking is already a challenge in surrounding streets due to vertical growth. ○ More parking station availability would be a higher priority for the people of Newcastle, as public transport into the CBD can be inconvenient in a city so spread out with a thin bus/train network. ○ Trucks for removalists and shop supplies already struggle to find access and often block the roads. ○ NDIS apartments exist in the area – and the extra congestion, both cars and foot traffic, would reduce their feeling of safety and their freedom of mobility. Thanks for taking the time to read my email. I hope my points are taken into consideration.
26	18/09/25 – by email	• • I wish to comment on the proposal to modify the Newcastle Local Environment Plan, NLEP, to allow construction of a 39 storey mixed use tower approximately 133 metres tall. I live in the Stella apartments neighbouring the Bowline site. • • I am seriously concerned about the volume of the building under this proposal.

- It is more than double the current permitted maximum height of 60 metres setting a dangerous precedent and risking overdevelopment for this area. The community's expectations have been undermined and we are left with many unanswered questions.
- We are now worried about problems with overshadowing, sunlight, visual dominance over the narrow streetscape, heritage areas being damaged and infrastructure upgrades not being adequate. Roads, drainage, utilities are already stretched. Traffic and parking problems will be severe with our limited street capacity on the edge of the Wickham village and beside the Newcastle Interchange.
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- Wind impacts are already significant in this area and conditions may become unsafe both for residents and passing traffic. The cumulative effects of so many high rise buildings in this area is not known and the proposed circular form may add to this wind problem
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- I am particularly concerned about the proposed hotel. Both the foot and road traffic generated would be significant in the narrow Wickham roads and pathways. The village area in particular cannot be modified to accommodate this. There are already two hotels within 500 metres; the Little National Hotel to the east along Foreshore Drive and the Holiday Inn to the south.
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- The volume of the proposal is excessive, even if it is an ambit claim. I believe the development should revert to the 60 metre height and a volume which the community can encompass.
- As an owner and resident in the Stella Apartments, next door to the Bowline site, I would like answers to the questions attached.

Overshadowing & Solar Access

Will the proposed 39-storey building significantly reduce daylight and sunlight access to our 15-storey building, especially on lower floors and south-facing facades?

How will overshadowing affect the usability of communal open spaces and balconies on levels 3 and 15?

Will adjacent properties like Newcastle Interchange also experience reduced solar access?

Can the developer provide a detailed Sunlight and Daylight Impact Assessment showing compliance with sunlight standards for habitable rooms?

Will a solar access study or overshadowing analysis be included in the development application, showing shadow impacts at different times of day and year?

How will the massing of the 39-storey tower minimize overshadowing impacts on new public domain areas and adjacent properties, especially to the north?

The report notes that the development will have "limited overshadowing impacts to existing residential developments." Will a detailed overshadowing analysis be provided in the EIS to demonstrate this, including impacts on public spaces and nearby heritage items?

	What specific strategic planning studies justify the dramatic uplift in height, and how do they address overshadowing concerns? How will the development appear alongside other approved towers in the area—will it create an appropriate skyline or visual clutter? Wind Impacts Will the height and placement of the new building create uncomfortable or hazardous wind conditions at ground level and on balconies? Could building downwash or aerodynamic interference increase wind loads on our building's façade? Will outdoor spaces become unusable due to wind effects? Can the developer provide a wind tunnel study or CFD analysis with proposed mitigation measures? Will the building's circular form create wind tunnels or microclimates at street level? The iconic circular form is cited for mitigating wind impacts. Can you provide more detail on the preliminary wind tunnel testing results that informed this design? What are the specific wind comfort criteria you are designing to? How will the proposed development address the potential for wind impacts on the ground floor retail and public spaces, and what will be done to ensure pedestrian comfort and safety? Visual Amenity & Glare Will the building's design or materials cause solar glare for nearby residents? Traffic, Parking & Access What does the developer's Transport Assessment and Travel Plan say about traffic impacts from 175 hotel rooms, 200 apartments, 100 co-living units, and retail spaces? How will peak-hour traffic affect local junction capacity? Where will hotel laundry, retail deliveries, and waste collection vehicles load/unload? Is there separate provision for hotel, apartment, co-living, and retail service access? Is the proposed parking sufficient for all users, or will overflow affect surrounding streets? What is the total number of parking spaces proposed and how are they allocated? How will overflow parking be managed to avoid congestion on residential streets? What traffic modelling has been done to assess peak-hour impacts?
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	What specific traffic modeling has been conducted to assess the impact of 300+ dwellings plus hotel and retail uses on the already congested Hannell Street corridor? How will the new driveway connections onto Dangar, Hannell, and Charles Streets be designed to ensure safe sight lines and minimise disruption to existing traffic? Will bicycle parking and EV charging infrastructure be included? Construction Disruption What restrictions will be placed on noisy work during early mornings, evenings, and weekends? What dust and noise mitigation measures (e.g. sprinklers, acoustic barriers) will be implemented? Where will construction vehicles enter/exit, and will they conflict with access to our building? How will crane oversail and material storage be managed? How will construction traffic be staged to minimise disruption? What is the expected construction vehicle movement schedule, and how will impacts on Hannell Street and the interchange be mitigated? How will the construction management plan minimise disruption to neighbouring properties, especially given excavation is already underway? What specific measures will minimize disruption to the adjacent rail corridor and interchange operations? How will construction vehicles access the site given the constrained street frontages and proximity to public transport infrastructure? What is the anticipated construction timeframe, and how will this coordinate with other major projects in the area? Public Domain & Pedestrian Safety What will be the footpath width along Hannell Street? Will there be street trees, shade structures, and pedestrian safety measures for shared access users (pets, bikes, prams, wheelchairs)? Privacy Will windows and balconies of the new building directly overlook units in our 15-storey building? How will nighttime lighting from the new building affect resident privacy? What privacy mitigation measures (screens, frosted glass, setbacks) are proposed? Can the developer provide details on window and balcony orientation and screening?
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	How will noise from retail/hospitality venues be managed? What types of retail are proposed, and will late-night venues be included? How will privacy be maintained between co-living residents and other tenants? What acoustic treatments are proposed to buffer rail and road noise? How will acoustic amenity be ensured for residents of the co-living units, which may have different occupancy patterns to standard apartments? What specific mitigation measures are proposed in the Noise and Vibration Impact Assessment to protect future residents from operational rail noise? Structural Integrity Will deep excavations for basement parking affect groundwater and cause settlement issues? Could piling and heavy construction induce vibrations that compromise our building's structure or comfort? Will lateral earth pressures from basement walls affect foundation stability? Has the foundation design accounted for proximity to our building? Will a monitoring program be implemented to track ground movement, settlement, and vibration? What geotechnical challenges exist for a 39-storey building on this site, and how will these be addressed? The existing basement cannot be "capped off." What specific financial and logistical burdens does this currently impose, and how does the new proposal resolve this? What is the strategy for managing groundwater during construction, and will this require authorization under the Water Management Act 2000? How will the development ensure long-term resilience to a changing climate, particularly regarding increasing heat waves and flood risk? Density, Co-Living & Social Impact How will co-living density affect shared facilities and local infrastructure? What management plan is in place for shared amenities (kitchens, lounges, laundry)? How will the development ensure harmonious living and prevent spillover frustrations into the neighbourhood? What steps will be taken to integrate co-living residents into the existing community?
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	Will individual privacy and personal space be adequately provided in one-room units? How will increased noise from shared spaces be managed? What security measures will be implemented for resident safety? How will increased waste generation be handled? Will the developer contribute financially to support local amenities impacted by higher population density? How will the co-living model be adapted to suit Newcastle's demographic and cultural context? What behavioural policies or community guidelines will be in place for co-living tenants? How will high turnover in co-living units be managed to maintain stability? Will co-living residents have access to the same communal amenities as apartment residents? What is the average size and layout of co-living units? Can you define "co-living" in the context of this development? What are the unit sizes, shared facilities, and target demographic? Community Engagement How will the developer foster community engagement during construction and post-completion? What plans exist to integrate residents into local events, groups, or initiatives? How will the development ensure it does not create a "private island" and instead fosters a cohesive, safe, and integrated community with its surroundings? What community consultation has been undertaken to date, and what specific feedback has been received from neighbouring landowners and residents? What is the plan for ongoing community engagement beyond the formal EIS submission period? Emergency Services & Safety What provisions are in place for emergency services access and fire safety? How will the development impact response times for police, fire, and ambulance services? What specific fire safety measures are proposed for a 39-storey building, including firefighting access and evacuation procedures? How will the development meet the BCA and Fire Safety Statement requirements, especially given the building's height?
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		Hotel & Retail What is the anticipated occupancy rate for the hotel component, and what is the projected economic impact of the hotel on the local area? Can you provide more details on the proposed hotel component, including the number of rooms, and how it will contribute to the local economy and urban activation? What market analysis supports the need for hotel accommodation at this location? What types of retail and commercial spaces are envisioned for the ground floor, and how will they contribute to local economic activity and employment beyond the construction phase? What measures will ensure the retail spaces are affordable and locally relevant? How will the ground floor retail impact existing businesses in Wickham, particularly during the construction phase? What specific ground-floor retail and commercial uses are anticipated to support the city's growing night-time and visitor economies? Utilities & Infrastructure What confirmation exists from Hunter Water, Ausgrid, and other utilities that existing infrastructure can support this significant population increase?
27	19/09/25 – by email	• Register for webinar, confirming webinar will address proposed social housing.
28	19/09/25 - by email n	• Requesting webinar registration
29	21/09/25 – by email	• Good Afternoon, • I am writing to express concerns regarding the proposed development at 10 Dangar St, Wickham. Following on from a review of current publicly available information, several questions arise relative to this development in areas listed below: • • The original Wickham masterplan envisioned moderate uplift, not high rise developments that dwarf the precinct and the visual impact would disrupt the heritage view corridors and character of the surrounding area. A 15-storey limit respects the scale of surrounding residential blocks and avoids visual dominance in the neighborhood. • • Traffic and Parking Access • Are you able to provide information from the developers Transport Assessment and Travel Plan on the impacts from 175 hotel rooms, 200 apartments, 100 co-living units and retail spaces?

		What is the total number of parking spaces proposed and how are they allocated? How will overflow parking be managed to avoid congestion on residential streets? How will construction traffic be staged to minimise disruption if the proposal is to proceed? • • Privacy • Will windows and balconies of the new building directly overlook surrounding buildings and impact privacy? What privacy mitigation measures are proposed? How will noise from retail/hospitality be managed? • • Structural Integrity • Will deep excavations for basement parking affect groundwater and cause settlement issues? Has the foundation design accounted for proximity to other existing buildings? Will lateral earth pressures from basement walls affect foundation stability? • • The proposal raises several social impact concerns for nearby residents and currently the information available does not suggest this to be a positive impact for the precinct, rather a negative one. • • Thank you for your consideration of the above.3
3 0	3/10/ 25 by email	• Date: 3 October 2025 • I am writing to strongly object to the proposed 39-storey tower at 10 Dangar Street. While I recognise the need for carefully planned growth in Wickham, this proposal is far too tall, out of character with the suburb, and inconsistent with the city's planning framework. • The proposed 133-metre height is more than double the limit set by the Wickham Masterplan and Local Environmental Plan, which allows for 60 metres and limited incentives up to around 78 metres. By contrast, the tower would loom far above existing landmark projects such as Dairy Farmers Corner and The Store. It also fails to deliver the required step-down in height to meet low-rise streets such as Bishopsgate and Grey, instead imposing a sheer wall directly alongside two-storey homes. From the harbour, it would dominate the skyline and appear completely out of place with the scale of Wickham Village. • The building design also raises concerns at street level, with podium blank walls, service ramps, and inactive frontages undermining the safe, walkable and active public environment that has long been intended for Wickham. Despite known problems with drainage, flooding and narrow, broken footpaths, there are no meaningful commitments to public domain improvements or infrastructure upgrades. • At a cumulative level, approving a tower of this height would set an unsustainable precedent. Wickham is already experiencing rapid growth through other large projects, but none approach this extreme scale. Our suburb has narrow one-way streets, limited green space, and overstretched infrastructure. Adding another oversized tower without addressing these weaknesses will only make congestion, safety and amenity worse. • The Community Infrastructure Plan requires that any additional building height or density be matched by proportional contributions. This proposal seeks an uplift equating to around 17,000 square metres of additional floorspace. On current incentive rates, this would amount to about \$10 million in contributions. Instead, the offer is limited to a token pedestrian and cycle link of 131 square metres, which is grossly inadequate. No binding Planning Agreement has been presented to secure contributions for essential community projects such as Wickham Green,

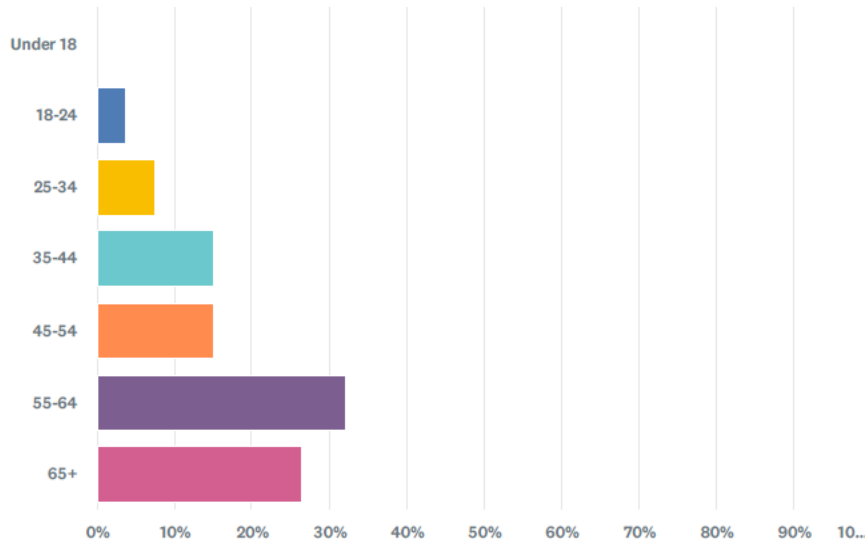
	Throsby Street play garden, new laneways, or drainage upgrades. This would leave residents and ratepayers carrying the cost of growth, while the developer captures the financial benefit. • I am also concerned about the social impacts. Wickham already has a high proportion of social and low-income housing relative to its size. Introducing a large proportion of co-living and transitional accommodation in this project risks further concentrating disadvantage in a small suburb. Short-term and co-living models tend to generate high turnover, weak community connection, and fewer protections for tenants. Poorly managed co-living has in the past been linked to antisocial behaviour, safety concerns for women, and additional strain on limited local services. Homelessness and public neglect are already visible along Railway Street, and adding hundreds more residents without matched investment in mental health, housing and integration support will make these problems worse. • Day-to-day impacts will also be significant. Traffic congestion will worsen on Hannell, Charles, Bishopsgate and Station Streets, with illegal parking and spillover into private areas increasingly likely. Pedestrian safety is already compromised by inadequate, flood-prone footpaths, forcing residents – including children and older neighbours – onto the road. Overshadowing, wind tunnelling, rubbish and graffiti will reduce the quality of life for residents, and from the foreshore the building will appear as a jarring, oversized presence inconsistent with the Honeysuckle renewal vision. • Finally, the proposal seems driven more by a need to recover costs from earlier water-table development challenges than by a genuine commitment to sustainable planning. This reactive approach risks leaving a long-term scar on Newcastle’s harbour precinct rather than creating a project that contributes positively to the community. • For these reasons, I strongly object to this proposal. I urge you to withdraw or substantially redesign the scheme to align with the Wickham Masterplan, reduce its scale, provide active and safe street-level design, and deliver proper community contributions. It would be unacceptable for state significant building pathways to be used as a way to bypass local planning rules for what appears to be a developer-led cash grab at the expense of Newcastle’s harbourfront and the long-term liveability of our city.
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APPENDIX C

SIA SURVEY RESPONSES

Q1 Please indicate your age/age range:

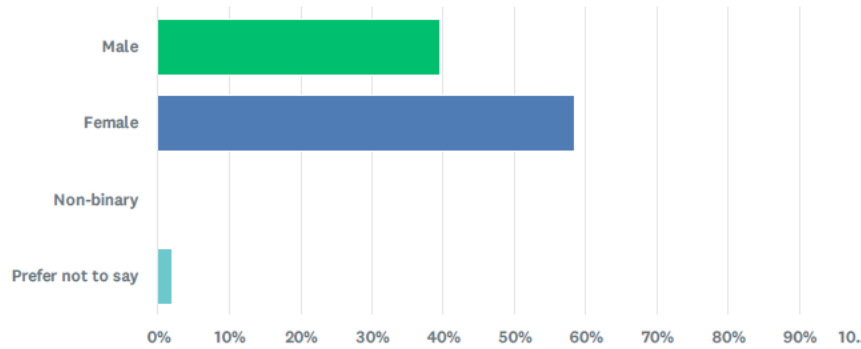
Answered: 53 Skipped: 0



Answer Choices	Percentage	Responses
● Under 18	0%	0
● 18-24	3.77%	2
● 25-34	7.55%	4
● 35-44	15.09%	8
● 45-54	15.09%	8
● 55-64	32.08%	17
● 65+	26.42%	14
Total		53

Q2 Please indicate your gender.

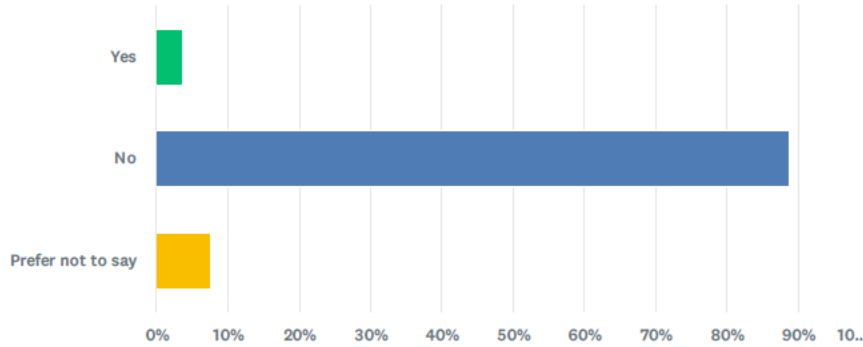
Answered: 53 Skipped: 0



Answer Choices	Percentage	Responses
Male	39.62%	21
Female	58.49%	31
Non-binary	0%	0
Prefer not to say	1.89%	1
Total		53

Q3 Do you identify as Aboriginal and/or Torres Strait Islander?

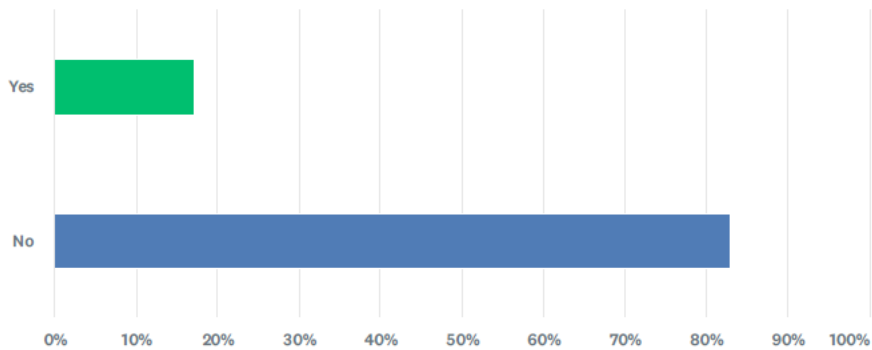
Answered: 53 Skipped: 0



Answer Choices	Percentage	Responses
● Yes	3.77%	2
● No	88.68%	47
● Prefer not to say	7.55%	4
Total		53

Q4 Do you speak a language other than English at home?

Answered: 53 Skipped: 0

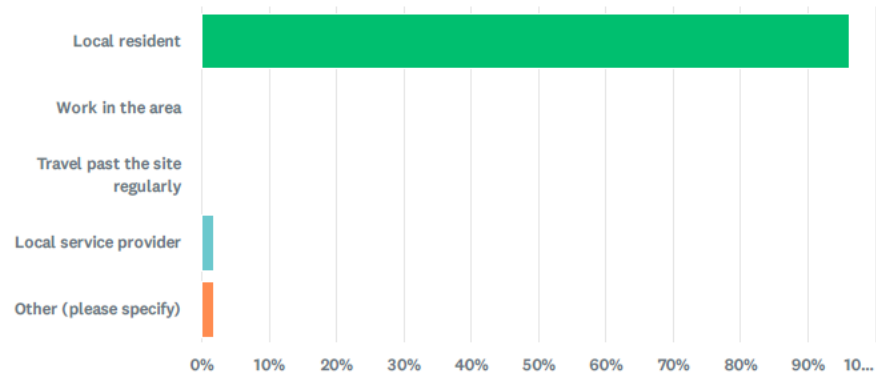


Answer Choices	Percentage	Responses
Yes	16.98%	9
No	83.02%	44
Show comments		
Total		53

#	IF YES,WHAT LANGUAGE DO YOU SPEAK AT HOME?	DATE
1	Vietnamese	9/17/2025 6:42 PM
2	English	9/16/2025 8:26 PM
3	Macedonian	9/16/2025 5:37 PM
4	Italian	9/2/2025 8:26 PM

Q5 What is your connection to the site at 10 Dangar Street, Wickham?

Answered: 53 Skipped: 0

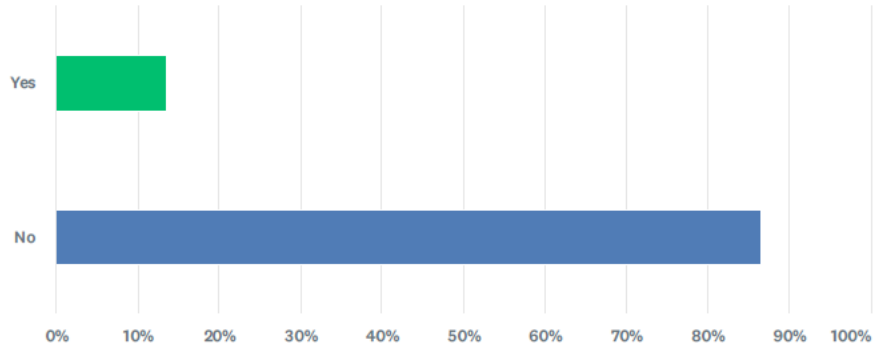


Answer Choices	Percentage	Responses
Local resident	96.23%	51
Work in the area	0%	0
Travel past the site regularly	0%	0
Local service provider	1.89%	1
Other (please specify) Show responses	1.89%	1
Total		53

#	OTHER (PLEASE SPECIFY)	DATE
1	I believe the proposed development in Dangar Street is completely infeasible. I live directly across the road and already witness daily traffic chaos, even with the site currently just a hole in the ground. To then build a complex of 475 rooms in this location, so close to the Interchange, on a narrow one way street with already limited access and no available parking, defies common sense. The surrounding streets are far too narrow to cope with increased traffic that this would create. There appears to be no forward planning or consideration for infrastructure to support a development of this scale. It is, quite frankly, beyond belief that such a proposal is even being considered without addressing fundamental issues.	9/23/2025 1:51 PM

Q6 Do you think the proposed development will be positive for the area?

Answered: 52 Skipped: 1



Answer Choices	Percentage	Responses
● Yes	13.46%	7
● No	86.54%	45
Show comments		
Total		52

#	PLEASE EXPLAIN YOUR RESPONSE	DATE
1	Too large (stories) for the existing infrastructure.	10/3/2025 1:09 AM
2	The area cannot sustain a development of this kind. Traffic in Charles St is already problematic, 3 levels of car parking is insufficient and it will make the area entirely unliveable. Already garbage trucks come through at 4:45 or 5am because the supply cannot meet the demand and the noise in the area is horrific because it's an echo chamber. A new building is a given, but so etging of this magnitude will destroy our quality of life.	9/27/2025 8:45 AM
3	The 39 stories high building is clearly not was originally set out to be. The infrastructure what you are putting through is disastrous considering it was only mentioned to be 14 stories tall. The build up to the interchange section out the front will hold up significant traffic. As well many people have forked out million dollar properties around and behind knowing from the forefront that it was only set to be 14 stories ? You put yourself in that situation and see how you feel. Absolutely preposterous. Ridiculous to have hotel like apartments in it. If Newcastle people would have known this prior, they would have spent all there hard earned cash and especially for those who have sold up there life long houses and moved here ? It's a definite NO from all of us. And the Housing is just going to cause and bring more trouble to the area?	9/26/2025 8:39 PM
4	The scale of the proposed development (475 rooms) is completely unsuitable for this location. Traffic congestion is already an issue in its current state and the surrounding streets are narrow. Placing such a large development so close to the Interchange without any	9/23/2025 1:51 PM

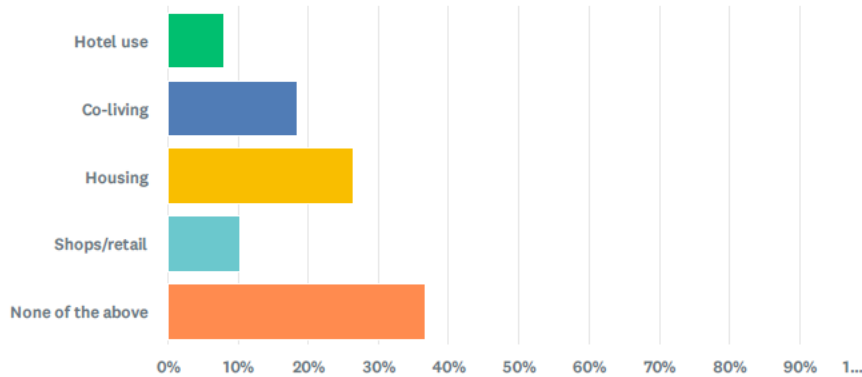
infrastructure will only worsen the situation and create ongoing safety and congestion issues for residents and commuters.

5	No, co-living will attract the wrong type of people	9/22/2025 7:59 PM
6	The proposed development is far too big for the area. The roads and footpaths are old and narrow and will not cope with a huge influx of people. This is a safety issue. One manager for the whole site is insufficient for a variety of different styles of living. There is insufficient parking for a 39 storey development. Wickham is a quiet suburb and this development is easy out of character for it. It will have a very negative impact for the community. Wickham floods during storms. A development of this size will place huge pressure on the old drainage system.	9/22/2025 6:57 AM
7	A 30-storey building already pushes the limits of acceptable urban density in Wickham—going beyond risks overdevelopment. The proposed 39-storey height is more than double the height permitted under the current LEP (60m), setting a dangerous precedent. The traffic and parking impacts of a 30+ storey development are significantly higher, especially with limited street capacity.	9/21/2025 4:58 PM
8	Too big.	9/21/2025 4:14 PM
9	Height and density totally out of place of adjacent buildings.	9/20/2025 1:53 PM
10	Was never going to be 39 storey high building, do not approve	9/20/2025 8:04 AM
11	The excessive building height disproportionate to surrounding buildings and the building occupancy and purposes detrimental to general living harmony in the area	9/17/2025 6:42 PM
12	At 39 stories it will be an absolute eye sore and look so ridiculous. The surrounding streets cannot handle the influx of traffic that would come with 39 levels. A building of that height would look beyond silly next to the other 15 story buildings - at less than half its size.	9/17/2025 9:15 AM
13	What is Social Housing??? Too many co- living in one Building. Too close to Rail Station which attracts antisocial behaviours. Who are the residents of social housing??	9/17/2025 8:42 AM
14	There is already low income housing in the area and police activity is always at the interchange. We do not need another tower of low income subsidized housing where fire alarms are regular set off by people.	9/16/2025 8:26 PM
15	Parking will be a problem, the height of the building and a big problem with drugs and drug dealers in the affordable housing.	9/16/2025 5:37 PM
16	It's the wrong zoning height. It will block views from all around.	9/16/2025 5:05 PM
17	I think 39 storey's is significantly taller than any building in Newcastle currently and is too high. I don't believe this area has the infrastructure to support the amount of new residents this building would bring.	9/15/2025 9:45 PM
18	Potential Over crowding - parking issues	9/15/2025 9:12 PM
19	Impossible to know the impact without seeing proposed plans, but the proposed height of more than 3 times the height of the neighboring buildings seems like a serious overdevelopment.	9/15/2025 6:12 PM
20	Not at the proposed height unless the truck access and number of car parking spaces provided will have a negligible impact on the the neighbouring narrow streets, within a 500m radius.	9/14/2025 7:04 PM
21	Too high. Blocking sunlight to neighbouring residences and business. Limited street parking already. Blocking from existing apartments.	9/14/2025 2:28 PM
22	Overbuilding in small overbuilt area with narrow streets and entrance from heavy traffic road	9/14/2025 10:15 AM
23	Far too many storey's what was the original development? Also many queries about parking overflow who your tenants will be ?No clarity as to what hotel co living Or residential apartment entail. How many car spaces per unit ?who are you marketing the appartments to Is it going to be a low income slum like plan	9/12/2025 6:52 PM
24	39 storey is far too high and will impact area visibility and aesthetic. Not enough surrounding infrastructure to support that number of residents. 39 stories will be an absolute eye sore	9/11/2025 12:34 PM
25	Height & visual look not fitting in with other buildings in area. Lack of car parking in building for tenants or owners. Blocks out sun and casts shadows on other buildings. will generate excessive traffic on narrow local roads and main road in front.	9/11/2025 10:16 AM

26	Key Concerns: • Overcrowding: Wickham is a small suburb with narrow streets, poor drainage, limited services; project far exceeds local capacity. • Traffic & Access: • Cars often drive wrong way on Bishopsgate Street. • Charles & Station Streets congested, especially mornings; frequent double parking and unsafe driving. • Emergency vehicles already struggle with access. • Pedestrian Safety: • Footpaths broken, narrow, and flooded (esp. Nos. 30 & 32 Bishopsgate). • Residents, elderly, disabled, and children often forced to walk on road. • Parking & Deliveries: • Only three basement levels provided – inadequate. • Surrounding laneways too tight for removalists, nideshare, service vehicles. • Social Impact: • High proportion of co-living/temporary units = transient population with little community connection. • Limited support in Newcastle for mental illness, homelessness, domestic violence, child safety. • Risk of anti-social behaviour and reduced safety for vulnerable residents. • Management: One building manager for a 39-storey tower is insufficient for safety and security. • Urban Amenity: • Past local developments failed to deliver landscaping/retail. • Expect blank facades, graffiti, rubbish, and waste issues. • Homelessness: Already increasing in Wickham; residents seen sleeping rough (e.g. Grey Street).	9/8/2025 9:08 AM
27	There is currently no provision for safe bicycle access in the immediate area, and pedestrian access to the harbour is impeded by the main road. Parking for any length of time anywhere nearby is already impossible. The increase in population by this development would make things much worse	9/8/2025 9:03 AM
28	I am on a low income, and am happy to see this type of development being proposed for Newcastle. We need affordable, accessible housing in the cbd. Great to see this happening.	9/6/2025 9:08 PM
29	Hotel mixed with residential and retail amenities creates a confusing and potentially disruptive communal mix alongside other closeby residential buildings	9/6/2025 4:08 PM
30	Mixed use sounds interesting- especially the community aspect for an aging population	9/6/2025 12:15 PM
31	It's to high density for that space especially regarding parking	9/6/2025 10:00 AM
32	I strongly support the development of more community housing in the area, we need to be inclusive and supportive.	9/6/2025 8:28 AM
33	39 stories is ridiculous for this area	9/5/2025 3:10 PM
34	It's too high and our streets won't cope with the extra traffic	9/5/2025 9:11 AM
35	Without seeing plans and a statement of environmental effects I cannot assess if positive.	9/4/2025 4:48 PM
36	Over development of the site that has become financially unviable for the original developer. Now the application is to over develop the site to recoup outlay. It would be a great big building blocking and overshadowing many current residents	9/4/2025 3:15 PM
37	Too much high rise and crime in the area. This just looks like a fancy name for a boarding house	9/3/2025 9:16 PM
38	Too many negative impacts.	9/3/2025 3:12 PM
39	Complete overdevelopment.	9/3/2025 12:17 PM
40	This proposal is a significant overdevelopment of this site. It will create significant issues including: Traffic in the area is already a problem and this proposal will make local traffic a nightmare including access to the Newcastle interchange. I am aware of the issues with this site regarding ground conditions which has resulted in the site being unused for nearly two years. It appears to me that this latest proposal and the massive overdevelopment of the site is an attempt to make the site viable for the development at the expense of local amenity and residents. 39 storeys is just plainly ridiculous.	9/3/2025 11:51 AM
41	It will impact traffic which is already very congested and difficult to navigate onto very busy Hannell st to get anywhere. Parking is a nightmare with increased population requiring car parking in the street. Public transport is not sufficient to enable travel without a vehicle.	9/3/2025 11:14 AM
42	More housing is required	9/3/2025 8:24 AM
43	we can't currently support the basic requirements of the current residence let alone the numbers they are planning on dumping in with this proposal	9/2/2025 6:39 PM
44	Enormous exceedance on FSR and height. Unprecedented impact on the city. No consideration given to the public domain, character, architectural form, structural stability (mine subsidence) parking or traffic impacts.	9/2/2025 12:47 PM

Q7 What parts of the proposal do you think will be most beneficial?

Answered: 49 Skipped: 4



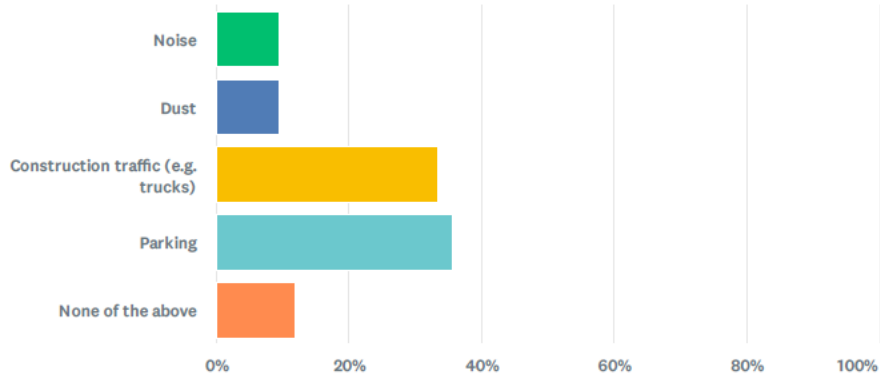
Answer Choices	Percentage	Responses
● Hotel use	8.16%	4
● Co-living	18.37%	9
● Housing	26.53%	13
● Shops/retail	10.20%	5
● None of the above	36.73%	18
Show comments		
Total		49

#	OTHER (PLEASE SPECIFY)	DATE
1	Brings work to the West End	9/26/2025 8:39 PM
2	A hotel or Co-living would only increase traffic, As for shops, we already have more than enough to support the local population, and with no parking or access, who is going to use them?	9/23/2025 1:51 PM
3	Was only going to be luxury appartments	9/20/2025 8:04 AM
4	We do not need another hotel and these small streets cannot support the traffic that will come from that.	9/17/2025 9:15 AM
5	And hotel ues,	9/16/2025 5:37 PM

6	With two other major developments happening in the same area, I'm concerned about overdevelopment.	9/15/2025 6:12 PM
7	All of the proposed parts if carefully planned. There are already several hotels and retail shops nearby and planned for the HQ site across the road.	9/14/2025 7:04 PM
8	What was originally designed for the sight why has this been tossed aside and how on earth do you think you can just modify it to this extent	9/12/2025 6:52 PM
9	Key Concerns: • Overcrowding: Wickham is a small suburb with narrow streets, poor drainage, limited services; project far exceeds local capacity. • Traffic & Access: • Cars often drive wrong way on Bishopsgate Street. • Charles & Station Streets congested, especially mornings; frequent double parking and unsafe driving. • Emergency vehicles already struggle with access. • Pedestrian Safety: • Footpaths broken, narrow, and flooded (esp. Nos. 30 & 32 Bishopsgate). • Residents, elderly, disabled, and children often forced to walk on road. • Parking & Deliveries: • Only three basement levels provided – inadequate. • Surrounding laneways too tight for removalists, rideshare, service vehicles. • Social Impact: • High proportion of co-living/temporary units = transient population with little community connection. • Limited support in Newcastle for mental illness, homelessness, domestic violence, child safety. • Risk of anti-social behaviour and reduced safety for vulnerable residents. • Management: One building manager for a 39-storey tower is insufficient for safety and security. • Urban Amenity: • Past local developments failed to deliver landscaping/retail. • Expect blank facades, graffiti, rubbish, and waste issues. • Homelessness: Already increasing in Wickham; residents seen sleeping rough (e.g. Grey Street).	9/8/2025 9:08 AM
10	As it will offer parking also housing would offer the same	9/6/2025 10:00 AM
11	See above	9/5/2025 3:10 PM
12	Should be just a unit complex	9/5/2025 9:11 AM
13	Height related	9/4/2025 5:38 PM
14	All are beneficial. It just depends on how well the building is designed to cater for the intended users.	9/4/2025 4:48 PM
15	Numerous ground floor spaces are still vacant in other developments in the area - some never yet occupied Many developments are underway in the area which are leading to an oversupply of apartments. Nearby affordable social housing has brought people to the area who have no concern or consideration for neighbours	9/4/2025 3:15 PM
16	Not so sure about the co-living. I feel it might create issues between residents. I see it could be a wonderful opportunity to create community and social opportunities for solo people but also could create tension from different individuals ideas of respect in shared spaces	9/4/2025 9:37 AM
17	We have enough retail and restaurants and the integration of families buying in Wickham is beneficial to its urban vibe. A boarding house with single rooms does not contribute anything to this urban village.	9/3/2025 9:16 PM
18	None of the above.	9/3/2025 12:17 PM
19	Planning failure!	9/2/2025 6:44 PM

Q8 Are you concerned about any construction-related impacts?

Answered: 42 Skipped: 11



Answer Choices	Percentage	Responses
● Noise	9.52%	4
● Dust	9.52%	4
● Construction traffic (e.g. trucks)	33.33%	14
● Parking	35.71%	15
● None of the above	11.90%	5
Show comments		
Total		42

#	OTHER (PLEASE SPECIFY)	DATE
1	Environmental	10/3/2025 1:09 AM
2	All of the above and more!!	9/27/2025 8:45 AM
3	All of the Above	9/26/2025 8:39 PM
4	I am not just choosing one option as all options are applicable - I am currently have lung problems and other issues from the toxic dust which comes through the whole unit daily - I Drs	9/23/2025 1:51 PM

	certification to prove my case	
5	All of the above are huge concerns. Dust, noise, parking and construction traffic. Roads in the area are narrow and lots are one way streets. This week have a huge impact on residents	9/22/2025 6:57 AM
6	Overshadowing & Solar Access Issues. Will a solar access study or overshadowing analysis be included in the development application, showing shadow impacts at different times of day and year? How will the massing of the 39-storey tower minimize overshadowing impacts on new public domain areas and adjacent properties, especially to the north? What specific strategic planning studies justify the dramatic uplift in height, and how do they address overshadowing concerns?	9/21/2025 4:58 PM
7	All of the above	9/21/2025 4:14 PM
8	All of the above	9/17/2025 6:42 PM
9	ALL OF THE ABOVE	9/17/2025 9:15 AM
10	All above	9/17/2025 8:42 AM
11	The roads are not are not designed for this type of traffic	9/16/2025 8:26 PM
12	The height of the building,noise,construction traffic	9/16/2025 5:37 PM
13	Visual impact for height. If this goes through, then other buildings will also push through to change zoning height. This will block out other people's potential views and monetary values of their units and buildings.	9/16/2025 5:05 PM
14	All of the above	9/15/2025 9:45 PM
15	All of the above	9/15/2025 9:12 PM
16	All of the above and the fact that that site has been a hole in the ground for at least the last 3 years, the described proposal sounds like a new developer who needs a significant increase in development scale and runs a greater than usual risk of being unable to complete the project, thus leaving the site in worse condition than it currently is.	9/15/2025 6:12 PM
17	All of the above. The roads are narrow and there is already a shortage of street parking	9/14/2025 7:04 PM
18	Safety of underground parking when built as area is always full of water. Earthquakes?	9/14/2025 2:28 PM
19	All	9/14/2025 10:15 AM
20	All of the above and then some	9/12/2025 6:52 PM
21	All of the above. But that is to expected in a up and coming area . Parking is already extremely difficult as well as narrow street access in surrounding streets	9/11/2025 12:34 PM
22	All of above	9/11/2025 10:16 AM
23	Parking access. Pathways.	9/8/2025 6:10 PM
24	All the above	9/8/2025 9:08 AM
25	All of the above	9/7/2025 6:53 PM
26	Parking is already a challenge, consideration of this important.	9/6/2025 9:08 PM
27	All of the above	9/6/2025 4:08 PM
28	Dust, noise	9/6/2025 12:15 PM
29	All of the above	9/5/2025 3:10 PM
30	Parking dust and the noise	9/5/2025 9:11 AM
31	All of these above	9/4/2025 5:38 PM
32	Noise and dust also	9/4/2025 3:15 PM
33	All of the above	9/3/2025 9:16 PM
34	All the above	9/3/2025 5:49 PM

35	I have concerns about all of the negative impacts listed above. There is too much high density accommodation in this small area already.	9/3/2025 3:12 PM
36	All of the above.	9/3/2025 12:17 PM
37	All of the above.	9/3/2025 11:51 AM
38	All of the above! We have seen 3 companies endeavour to build on this site only to fail. The dust and noise begin early each day along with the heavy vehicles. This also impacts the one way traffic in the street.	9/3/2025 11:14 AM
39	All of the above	9/2/2025 8:26 PM
40	Construction waste left on roads	9/2/2025 6:44 PM

Q9 Do you have any concerns about the proposal, once complete? If so, what are they?

Answered: 49 Skipped: 4

#	RESPONSES	DATE
1	Building is too high, think 15 levels max would be suitable especially compared to the surrounding buildings.	10/8/2025 5:40 PM
2	Lack of greenery, too many vehicles, increases with environmental heat/wind, insufficient access, restriction of light for existing properties	10/3/2025 1:09 AM
3	The size of the area cannot sustain this development! It will destroy the community. The public transport hub does not service the city beyond the easy end and including up to 400 cars of traffic per day is untenable.	9/27/2025 8:45 AM
4	Definitely, as stated in my words above.	9/26/2025 8:39 PM
5	Yes - I have significant concerns. The development would result in a severe lack of sunlight, which in a small residential community is far beyond what I could have anticipated - along with many other concerns - including my personal safety - increased activity of an unsavoury nature	9/23/2025 1:51 PM
6	Too many people in an area without the infrastructure to support them. Too much traffic in narrow streets and footpaths creating a safety risk for residents. Not enough parking.	9/22/2025 6:57 AM
7	The proposed size of the new tower development raises several concerns for the local community of Wickham and existing residents. Traffic, Parking & Access What does the developer's Transport Assessment and Travel Plan say about traffic impacts from 175 hotel rooms, 200 apartments, 100 co-living units, and retail spaces? Where will hotel laundry, retail deliveries, and waste collection vehicles load/unload? How will overflow parking be managed to avoid congestion on residential streets? Is it proposed that the entry for all traffic to the Dangar St site, during and after construction, be via Bishopsgate Street and then Charles Street, as, at present, that is the only legal route due to the pattern of one way streets? These streets are not constructed to cope with larger amounts of traffic due to width and overhanging trees/resident parking options. Will local residents lose parking options? Structural Integrity Will deep excavations for basement parking affect groundwater and cause settlement issues? Will a monitoring program be implemented to track ground movement, settlement, and vibration? What geotechnical challenges exist for a 39-storey building on this site, and how will these be addressed? Privacy Will windows and balconies of the new building directly overlook units in our 15-storey building? How will nighttime lighting from the new building affect resident privacy? How will noise from retail/hospitality venues be managed? What types of retail are proposed, and will late-night venues be included?	9/21/2025 4:58 PM
8	Too big. Too many people for the area with narrow streets and next to the Wickham village. Infrastructure not able to cope with increased volumes of traffic and people. Building will overpower the neighbourhood and could create safety issues including wind and flooding issues.	9/21/2025 4:14 PM
9	Building is way too high for the area. Should be max 15-20 storeys.	9/20/2025 1:53 PM
10	Over populated and type of people it will attract	9/20/2025 8:04 AM
11	Excessive building height not in line with surrounding buildings and extensive proportion of co-living assigned to occupancy	9/17/2025 6:42 PM
12	The height, the impact on the local area, the amount of low income housing proposed. The change in the skyline around our harbour - one tower at 39 stories will look silly.	9/17/2025 9:15 AM
13	Building bulk and height way out of character with area.	9/17/2025 8:42 AM
14	Yes sounds like more low income housing that is not needed in the area. We already support one tower and it's fire alarms and tenants do not treat their property respectfully.	9/16/2025 8:26 PM

15	Drug dealers, coming from Sydney on the train and supplying co housing with drugs. Parking is a problem now and it's, only going to get worse.	9/16/2025 5:37 PM
16	It will impact on everyone else's prices on units and will impact other people that have bought previously knowing fully well the height restrictions in front of them	9/16/2025 5:05 PM
17	Urban design and scale Traffic, Transport & Parking Infrastructure & Services Social & Community Impacts Environmental Impacts Amenity Concerns	9/15/2025 9:45 PM
18	Parking issues - overcrowding- empty retail/commercial spaces	9/15/2025 9:12 PM
19	Again, without seeing any proposed plans, it's hard to know what concerns may be valid.	9/15/2025 6:12 PM
20	Co-living is a new concept. I am concerned that the management will not be up to the required level to avoid issues disturbing the neighbourhood.	9/14/2025 7:04 PM
21	Too high and not in line with existing developments. Shops already struggling. Coffee club already changed hands to Italian Corner. Removing views of Newcastle Harbour that people have bought their apartments for. Blocking sunshine to existing business and residences.	9/14/2025 2:28 PM
22	What is traffic plan for entering and exit. Give split of in house parking for Hotel, Small Units, Normal Units and Retail Staff Parking. What is capacity of in house parking.	9/14/2025 10:15 AM
23	Over sized height and number of co living what is co living how many beds is apartments and what the hooly dooly type of hotel will it be we have enough drunken behaviour already who will monitor that	9/12/2025 6:52 PM
24	Yes the height of the building as outlined in other comment area . Too high in comparison to others in area	9/11/2025 12:34 PM
25	Not fitting in with local landscape. Overload local roads with cars. Lots of people in small area always brings anti social problems.	9/11/2025 10:16 AM
26	Not enough pathways for foot traffic and Wheelchair community. Drainage and sewage capacity. Too much rubbish which is already issue. Low income residents. Many cultures leading to more antisocial behaviour	9/8/2025 6:10 PM
27	Key Concerns: • Overcrowding: Wickham is a small suburb with narrow streets, poor drainage, limited services; project far exceeds local capacity. • Traffic & Access: • Cars often drive wrong way on Bishopsgate Street. • Charles & Station Streets congested, especially mornings; frequent double parking and unsafe driving. • Emergency vehicles already struggle with access. • Pedestrian Safety: • Footpaths broken, narrow, and flooded (esp. Nos. 30 & 32 Bishopsgate). • Residents, elderly, disabled, and children often forced to walk on road. • Parking & Deliveries: • Only three basement levels provided – inadequate. • Surrounding laneways too tight for removalists, rideshare, service vehicles. • Social Impact: • High proportion of co-living/temporary units = transient population with little community connection. • Limited support in Newcastle for mental illness, homelessness, domestic violence, child safety. • Risk of anti-social behaviour and reduced safety for vulnerable residents. • Management: One building manager for a 39-storey tower is insufficient for safety and security. • Urban Amenity: • Past local developments failed to deliver landscaping/retail. • Expect blank facades, graffiti, rubbish, and waste issues. • Homelessness: Already increasing in Wickham; residents seen sleeping rough (e.g. Grey Street).	9/8/2025 9:08 AM
28	See q6 response	9/8/2025 9:03 AM
29	Traffic congestion in what is already filled with many apartments in narrow and dead end streets. 39 storeys in this area is uncalled for. A sink hole has already been a concern in the proposed site.	9/7/2025 6:53 PM
30	No, will increase diversity and equity in the area. I know people in expensive units will oppose this, don't let them win. We need affordable housing.	9/6/2025 9:08 PM
31	Anti social behaviour. Lack of parking. Noise. Absence of light due to height.	9/6/2025 4:08 PM
32	Too many people in a small area, congested living. Even 3 levels of parking will not be enough for the amount of dwellings & shops	9/5/2025 3:10 PM
33	What the hotel clientele will be like How will live co living apartments This is a prime location and should not be spoiled	9/5/2025 9:11 AM

34	Height	9/4/2025 5:38 PM
35	There is nothing to review about what is proposed other than the glossy description above; so, it is not possible to answer this question. For example, is there on-site waste collection? What public domain improvements are proposed?	9/4/2025 4:48 PM
36	Too many people in too small an area Sounds like a future slum in the making - railway corridor	9/4/2025 3:15 PM
37	Congestion	9/4/2025 9:37 AM
38	Too many single low income people which clashes with the ethos of our suburb	9/3/2025 9:16 PM
39	The height of the building is ridiculous and completely unnecessary. The shadows the building will cast will be vast and the building will be an eye sore	9/3/2025 5:49 PM
40	The roads are really busy in the residential area of Wickham. Lots of near misses already but high would be heightened during and after construction.	9/3/2025 5:35 PM
41	Yes. This proposal will have too many negative impacts on existing residents. Surely there is a less congested area or site which would be more suitable for this type of development?	9/3/2025 3:12 PM
42	Yes. Traffic during and post construction. Complete overdevelopment.	9/3/2025 12:17 PM
43	See above.	9/3/2025 11:51 AM
44	Many and varied!! The amount of people occupying one block will increase three fold with two other apartment blocks already existing. The road traffic along hannell street is ridiculous as we need to access this thoroughfare to get out of the city with traffic at a standstill morning and afternoon. There needs to be greater planning before any more people live in this very small space.	9/3/2025 11:14 AM
45	The height of the building. The previous Bowline development was 17 stories, and the neighbouring Store development will be 30 stories. A height similar to The Store development would be more appropriate for the site & the Newcastle skyline.	9/3/2025 8:24 AM
46	Parking/visitor/public . Crime and security concerns with proximity of transport hub.	9/2/2025 8:26 PM
47	1) crime increase 2) illegal parking 3) pedestrian traffic congestion 4)more cars 5) lack of jobs in the area for people to work. 6) lack of community facilities 7) need for increased police patrols of Wickham 8) poor outcome for scale (to tall) and density (to high) 9) poor waste management 10)planning failure	9/2/2025 6:44 PM
48	Crime, number of people, traffic, noise, waste management, support services.	9/2/2025 6:39 PM
49	Public domain - double exceedance on height and FAR. Precedent setting for the city with little consideration for planning controls, legislation or any impact other than hitting housing targets.	9/2/2025 12:47 PM

Q10 Please provide any other comments about the proposal.

Answered: 37 Skipped: 16

#	RESPONSES	DATE
1	The local council proposes Wickham to be a local village which suggests a variety of development proposals but seems to be limited to increasing levels of high rise. Increasing the current size by four seems excessive and only financially focussed	10/3/2025 1:09 AM
2	Residents are preparing a class action if this goes ahead. We do not want this in our community	9/27/2025 8:45 AM
3	Don't do it ?	9/26/2025 8:39 PM
4	I have been here for 5 years, and watch the Stella Apartments being built, the pull down of the current "Bowline" site - the ongoing toxic water and dust issues - the former developer having issues with building 15 - 20 stories and now you want to build 39 stories - I really hope that this Development does not go ahead in its current application - a smaller project which fits in with the community would seem far more acceptable	9/23/2025 1:51 PM
5	It is too big for the area, and will put existing residents under huge safety concerns	9/22/2025 6:57 AM
6	Wind Impacts Will the height and placement of the new building create uncomfortable or hazardous wind conditions at ground level and on balconies? Will outdoor spaces become unusable due to wind effects? Can the developer provide a wind tunnel study or CFD analysis with proposed mitigation measures? How will the proposed development address the potential for wind impacts on the ground floor retail and public spaces, and what will be done to ensure pedestrian comfort and safety?	9/21/2025 4:58 PM
7	The hotel component is unnecessary as there are currently 5 hotels within 500 metres and more in the east	9/21/2025 4:14 PM
8	Looks like it's just being bulldozed through no matter what the locals think.	9/20/2025 1:53 PM
9	Not original plans people brought in the area mowing it's original construction plans	9/20/2025 8:04 AM
10	Totally against the building proposal as it is not in line with the existing residency in other buildings in Newcastle West and Wickham.	9/17/2025 6:42 PM
11	Having a 15 story apartment tower as originally intended would compliment the surrounding building, the interchange and the area. It wouldn't impose too greatly on the infrastructure; parking access, roads and wouldn't overshadow buildings around it. I fully support an apartment building being completed but not at any more than the 15 story limit. At 39 stories, it would personally make me want to move out of the area.	9/17/2025 9:15 AM
12	Need to have an onsite meeting after Webinar to follow up concerns.Has Sarah inspected site and location.	9/17/2025 8:42 AM
13	Do not approve.	9/16/2025 8:26 PM
14	This development should not go through. It's greed if this goes through the car parked then can do exactly the same impacting a lot more people.	9/16/2025 5:05 PM
15	I have serious concerns about the scale of this project and its potential impacts on the local community. At 39 storeys, the proposed building would be significantly taller than any existing building in Newcastle, by around 15-20 storeys. This excessive height is out of character with the surrounding neighbourhood and risks creating overshadowing, wind tunnelling, and a loss of the area's existing identity. Local roads in Wickham are not designed to cope with the large increase in vehicles that this development would generate. The addition of hotel guests, residents, and retail customers would inevitably lead to congestion and traffic problems. Parking provision is also a major concern, as overflow parking will spill into surrounding residential streets that are already under pressure. Public transport options are limited in capacity and unlikely to absorb such a significant rise in demand. The development would place considerable strain on existing infrastructure. Schools, childcare centres, and health	9/15/2025 9:45 PM

facilities in the area do not have the capacity to support such a rapid increase in population. Essential services such as water, sewerage, and electricity will also face increased demand. There are serious concerns about the impact of a large transient population from hotel guests and co-living arrangements. High turnover of residents risks undermining the stability and cohesion of the local community. There is also a likelihood of increased noise, parties, and other disruptive behaviours that would significantly change the character of this currently quiet area. Nearby residents will experience loss of privacy, overshadowing, and potential reduction in natural light. The development's bulk and scale will also dominate the local streetscape and obstruct views. Construction impacts over an extended period will further disrupt community amenity. While I understand the need for new housing and development, this proposal is excessive in scale and unsuited to the current capacity of Wickham. It risks creating long-term negative impacts on traffic, infrastructure, and community character. I strongly urge that the height and density be reconsidered and reduced to better align with Newcastle's existing built form and the area's infrastructure capacity.

16	Unrealistic size of development for the area. Is another hotel required two within a few hundred metres	9/15/2025 9:12 PM
17	How can we see the proposed development in more detail - not just a few descriptive lines of text?	9/15/2025 6:12 PM
18	I will send a more complex response later by email.	9/14/2025 7:04 PM
19	The existing base/ foundations have never been dry	9/14/2025 2:28 PM
20	Stella Building uses Dangar Street for Garbage Removal Shop Deliveries. Proposed Building could house 800 people which living together could cause antisocial behaviour, which also will occur around Railway Stations.	9/14/2025 10:15 AM
21	It's a ridiculous overloading of a proposal satisfying greed over content Please let me know what was originally approved and how this can be sold as a modification	9/12/2025 6:52 PM
22	Not in accordance with local Councils plans regarding height. Our living conditions and landscape being imposed on us from Sydney Developer.	9/11/2025 10:16 AM
23	Poor development having more impact on any greenspace. This will all have a major impact on a small community	9/8/2025 6:10 PM
24	I am a resident of Bishopsgate Street and strongly object to the proposed 39-storey mixed-use development at 10 Dangar Street, Wickham, being assessed under the Affordable Housing Policy. Wickham is a small, tightly constrained suburb with narrow roads, poor drainage, and limited infrastructure. This project would overcrowd the area and overwhelm its capacity to support residents. Footpaths on Bishopsgate Street are unsafe, broken, and often flooded, forcing people — including children, elderly, and disabled residents — to walk on the road. Cars frequently drive the wrong way down Bishopsgate, while Charles and Station Streets are already congested, especially at peak hours, with double parking and unsafe driving around the interchange. The development provides only three basement parking levels, far short of what is needed. This will worsen congestion, obstruct emergency access, and create unsafe conditions for deliveries, removal trucks, and rideshare services. The high proportion of co-living and temporary accommodation poses serious social risks. With mental health, homelessness, and domestic violence services in Newcastle already stretched, adding transient residents without adequate support will strain the community and reduce safety, particularly for vulnerable groups. It is unacceptable that a single manager is proposed to oversee a 39-storey tower of this scale. Past developments in Wickham have failed to deliver promised landscaping and active retail frontages, leaving blank facades, graffiti, and waste. This proposal risks repeating those mistakes on a far larger scale.	9/8/2025 9:08 AM
25	I have concerns for garbage collection in a restricted area, delivery vans to hotel and the like in the one way streets, creating noise pollution, negative impacts on local businesses and resident satisfaction	9/7/2025 6:53 PM
26	It's nonsense. Trying to pack so much into a single building. Obviously looking for financing and grants and trying to tick too many boxes. It will be a blight on the local area with no concern for the existing local community.	9/6/2025 4:08 PM
27	This is on a very busy intersection and traffic could be a problem	9/6/2025 10:00 AM
28	We need more proposals like this that provide housing where people want to live.	9/6/2025 8:28 AM

29	A building of this height is ridiculous for this area. It will create traffic congestion & will be an eyesore in the area	9/5/2025 3:10 PM
30	This survey is designed to get a positive outcome based on very little information. It appears to be a tick-box exercise.	9/4/2025 4:48 PM
31	I am very concerned and unhappy abt the development I have lived here many years and feel this will only have negative impacts on the area and those of us who live here ready We have paid good money to live in the area and feel it's unfair to bring this type of over development on our doorsteps As my daughter says - it's wayyyy too big	9/4/2025 3:15 PM
32	We have enough problems with the social housing in Bishopgate and Grey street where the buildings are not maintained properly with gutters falling off and weeds growing out of walls. What guarantees will the government give to maintain this building properly. We take pride in our suburb. Council doesn't even clear our gutters. Who will look after this building	9/3/2025 9:16 PM
33	Maybe a residential road consultation for Wickham. Potential more one way roads.	9/3/2025 5:35 PM
34	This proposal is an attempt to make the development viable after the demise of the Bowline project at the expense of the community. I'm still not sure that this proposal is somebody's idea of a joke.	9/3/2025 12:17 PM
35	There is clearly no forward planning regarding infrastructure when these large apartment complexes are allowed. People who are living in these apartments are still working and often need more than one car to get to work. Public transport is clearly lacking.	9/3/2025 11:14 AM
36	Wickham doesn't even have continuous footpaths, has no street lighting, always floods, and now once again a dumping ground for low income people. We already have our more than fair share of social housing Also what hotel can feasibility run with with 175 rooms? Let me guess a "half way house".....	9/2/2025 6:44 PM
37	This is probably the worst though out plan I have seen in 15 years of engineering and town planning. The area already has issues with lack of basic services like drainage on the streets, footpaths, street lights, crime, traffic. There is no way this proposal will not result in massive social and cultural issues in the area.	9/2/2025 6:39 PM

APPENDIX D

QUALIFICATIONS & EXPERIENCE OF AUTHOR

Sarah George – BA (Psych/Soc), Cert IV Youth Work

QUALIFICATIONS:

Bachelor of Arts majoring in Psychology & Sociology (Macquarie University); Teaching by Distance (TAFE OTEN); Certificate IV – Workplace Training & Assessment, Youth Work Certificate IV (TAFE NSW).

EXPERIENCE:

In practicing as a consultant, I have completed assignments for a number of clients in the private and public sector, including:

- preparation of Statements of Evidence and representation as an Expert Witness in the Land and Environment Court of NSW;
- preparation of the City of Sydney Council's Alcohol-Free Zone Policy Review & Guide;
- preparation of a draft Local Approvals Policy for the City of Sydney ("Sex on Premises Venues");
- preparation of Social Impact Assessments for Development Applications, including Matthew Talbot Lodge, Vincentian Village and the Ozanam Learning Centre for St Vincent de Paul, Malek Fahd Islamic School, and Hotel Development Applications at Hurstville and La Perouse and numerous packaged liquor licences;
- preparation of Community Impact Statements for packaged liquor outlets, on-premises licences for submission to the Office of Liquor, Gaming and Racing; and
- preparation of numerous Social Impact Assessments for licensed premises, both hotels and off-licence (retail) premises for submission to the Office of Liquor Gaming and Racing and the former Liquor Administration Board.

Prior to commencing as a consultant, I worked in community organisations and in the non-Government and private sectors in numerous roles including:

- Teacher – TAFE Digital (Mental Health, Alcohol & Other Drugs, Youth Work & Community Services)
- Project Officer – Education & Development with Hepatitis NSW
- Case Manager Big Brother Big Sister Mentoring Program with the YWCA NSW

- Drug and Alcohol educator and counsellor
- Youth Worker

I also worked for several years in a Town Planning Consultancy.

MEMBERSHIPS:

International Association of Impact Assessment

OTHER:

Justice of the Peace for NSW