

Engagement Report

Proposed Mixed Use Development 10 Dangar Street, Wickham

SSD - 89869959

**Prepared for:
UPG Wickham Pty Ltd**

APRIL 2026

Sarah George Consulting
Social Planning Consultants

Table of Contents

<i>Executive Summary</i>	i
1.0 INTRODUCTION.....	1
2.0 BACKGROUND.....	3
3.0 THE PROPOSAL.....	4
3.1 Rezoning Proposal.....	4
3.2 State Significant Development Application	4
4.0 THE SITE	5
5.0 ENGAGEMENT OBJECTIVES AND METHODS.....	6
5.1 Consultation and Engagement Objectives	6
5.2 Engagement Guidelines for State Significant Projects	6
5.3 Consultation and Engagement Snapshot.....	7
6.0 CONSULTATION OUTCOMES	9
6.1 Letterbox Drop.....	9
6.2 Public Notice	12
6.3 SIA Survey	13
6.4 Community Information Webinar	14
7.0 FEEDBACK AND OTHER MATTERS RAISED.....	15
7.1 Summary of Direct feedback.....	15
7.2 Statutory bodies and other Community groups	19
7.2.1 Defence Department	20
7.2.2 City of Newcastle	20
7.2.3 Transport for NSW and Sydney Trains.....	27
7.2.4 State Design Review Panel Meetings	28
8.0 OUTCOMES & NEXT STEPS	40

APPENDICES

Appendix A – Community Notice & Written Responses

Appendix B – Correspondence from Agencies

Appendix C – SDRP Meeting Minutes

Appendix D - Summary of SIA survey responses

Appendix E - Community information presentation

Executive Summary

This Engagement Report prepared by Sarah George Consulting 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 subject application seeks consent for:

- Construction of a 43 storey (+ plant) mixed-use development comprising:
- 245 residential apartments
- 99 co-living units.
- Ground floor retail premises to all three street frontages
- A hotel component within the podium
- Basement car parking
- Associated site landscaping and public domain improvements, including the provision of a pedestrian 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 GFA 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.

The subject site has previously been cleared of existing structures and excavation commenced under a previously approved DA for a 17 storey mixed use development (DA2018/0119, as amended by DA2022/00448).

Community engagement activities were undertaken as part of the SEARs requirements for the preparation of an Environmental Impact Statement (EIS) to accompany an application to the Department of Planning, Housing and Infrastructure (DPHI) for a state significant development. This report details the consultation undertaken with surrounding landowners and occupiers and other groups, as required under the 'Consultation' section of the SEARs.

A comprehensive engagement process was undertaken between September 2026 – February 2026, which included a letterbox drop to properties in the vicinity of the subject site, letters and emails sent to key stakeholders, a public notice in the *Newcastle Herald*. A QR code linking to a survey to gather community sentiment and feedback was included in the distributed notice.

In addition to notices, a Community Information Webinar was held on 11 February 2026 via Microsoft TEAMS. The webinar included members of the project team, and a total of 10 community members participated.

Engagement activities focused on the following groups:

- The surrounding community including residents and businesses
- City of Newcastle Council
- NSW Police
- Awabakal Local Aboriginal Land Council
- Hunter Water
- Transport for NSW (TfNSW)
- Sydney Trains
- Fire & Rescue NSW

TfNSW and Sydney Trains met with the Applicant on 22 March 2026 to discuss the proposal.

A pre-DA Meeting was held with Newcastle City Council on 31 March 2026.

The majority of interest and feedback was largely from immediate neighbours to the subject site. A total of 30 emails/phone calls were received.

The survey generated a total of 53 responses.

A number of community members (via the survey and direct correspondence) expressed support for the proposal noting the need for affordable housing, housing diversity and the infrastructure upgrades that the proposal would bring.

The most commonly raised concerns related to:

- Proposed height – visual scale, overshadowing, privacy, and departure from plans for the area
- Traffic impacts, particularly on local roads
- Impact on on-street car parking
- Impact on the character of the community
- Infrastructure impacts (public transport, footpaths, open space)
- Impact on property values
- Construction related issues
- Co-living and its management
- The mix of uses proposed

The issues raised by the local community have generally been addressed in the suite of reports that accompany the application that address traffic, environmental impacts, social impact, drainage and ecological impacts. Impacts associated with works on the site such as trucks on local roads, and road safety impacts during works, can be addressed through conditions of consent and best practice construction management practices.

1.0 INTRODUCTION

This Engagement Report prepared is submitted to the Department of Planning, Housing and Infrastructure (DPHI) on behalf of UPG Wickham Pty Ltd (the Applicant), to support a State Significant Development Application via 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 Engagement Report addresses the following relevant Secretary's Environmental Assessment Requirements (SEARs) and Guidance for Concurrent Rezoning Report: SSD Housing issued for the project set out in the table below:

Table 1 – SEARs and Relevant Reference

Requirement	Report Reference
SEARs Requirement	
4. Engagement Demonstrate that engagement and consultation activities have been undertaken in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> and identify how issues raised, and feedback received have been considered in the design of the project.	This Engagement Report

Requirement	Report Reference
<ul style="list-style-type: none"> - If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authority must be consulted. 	
Rezoning Requirement	
5. Consultation Details of consultation undertaken with Government agencies, Council or other authorities, and community consultation that is to be undertaken in relation to the proposal.	This Engagement Report
Additional Assessment Requirements	
Not applicable	Not applicable.

2.0 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 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.

3.0 THE PROPOSAL

3.1 Rezoning Proposal

To facilitate the proposed development described in Section 3.2 , a concurrent Rezoning Proposal is sought to make the following amendments to the Newcastle Local Environmental Plan 2012 (Newcastle LEP 2012) in relation to the site:

- Amend Clause 7.9 to permit a maximum building height of RL152 on the site; and,
- Amend the Clause 7.9A to permit a maximum FSR of 14.4:1 on the site.

3.2 State Significant Development Application

The proposed amendments to the Newcastle LEP 2012, 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:
 - 245 residential 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 pedestrian 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 GFA 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. The proposed development is illustrated on the plans prepared by project architect SJB accompanying the application.

4.0 THE SITE

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.

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

Figure 1 illustrates the location of the site.



Figure 1 Aerial Photo

5.0 ENGAGEMENT OBJECTIVES AND METHODS

5.1 Consultation and Engagement Objectives

The purpose of the consultation and engagement activities undertaken was to consult with the local community to:

- Provide an opportunity, early in the planning process, for interested stakeholders and the community to hear more about the plans and ask questions.
- Undertake engagement with key interest groups.
- Showcase the plans of the proposed development for the site.
- Provide opportunities for the proposal to be amended, where reasonable, based on community feedback.

5.2 Engagement Guidelines for State Significant Projects

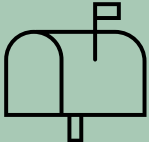

The aim of the engagement process was to gain an accurate understanding of issues specific to the community, to identify strategies to respond, where possible, to areas of impact, to ensure the community and other stakeholders had accurate information about what is proposed and that there were clear avenues of communication between the community and the project team.





The engagement strategy considered the requirements of the Department of Planning and Environments' *Undertaking Engagement Guidelines for State Significant Projects (March 2024)*, through:

- Engaging with relevant NSW Government agencies, Council, close neighbours and targeted members of the community.
- Informing the surrounding community of the site about opportunities to gain further information and consult with the project team.
- Explaining how community feedback will be considered and documented.
- Providing relevant information about the proposal to ensure that potential impacts are understood.
- Providing a variety of different methods of communication to provide feedback.

5.3 Consultation and Engagement Snapshot

A range of community engagement tools are required to be utilised. The engagement tools utilised are included in the following:

Tool/Technique	Description
<p data-bbox="204 506 529 569">Letterbox drop to neighbouring premises</p> 	<p data-bbox="594 506 1289 701">A notice including key information about the project and inviting the community to contact the report author for more information was distributed to households and commercial premises in close proximity to the site, and who may otherwise experience impacts associated with the proposal.</p> <p data-bbox="594 737 1068 768">In total, 488 notices were distributed.</p> <p data-bbox="594 804 1289 867">The notice included contact details of where to seek further information.</p> <p data-bbox="594 903 1289 966">The notice also included a QR Code to a survey about the proposal.</p> <p data-bbox="594 1001 1289 1106">Those notified were requested to contact the report author within 28 days for additional information or to provide comment.</p> <p data-bbox="594 1142 1289 1205">A map illustrating the extent of the consultation area is included in Chapter 4.1.</p>
<p data-bbox="199 1211 534 1304">Letters/emails/meetings Community Groups and Government Bodies</p> 	<p data-bbox="594 1211 1289 1304">Letters and emails were sent to a range of local community groups and government departments, including:</p> <ul data-bbox="594 1310 976 1602" style="list-style-type: none"> • City of Newcastle Council • Transport for NSW • Sydney Trains • Hutner Water • Fire & Rescue NSW • NSW Police <p data-bbox="594 1673 829 1705">Briefing meetings:</p> <ul data-bbox="594 1724 1208 1808" style="list-style-type: none"> • Transport for NSW – 2 March 2026 • Sydney Trains were briefed on the proposal
<p data-bbox="272 1829 461 1860">Public Notice</p>	<p data-bbox="594 1829 1289 1890">To gather feedback from the broader community, a public notice was placed in the 6 September 2025</p>

	<p>edition of the <i>Newcastle Herald</i> inviting the community to contact the report author for comment or for additional information.</p>
<p>Community information webinar</p> 	<p>A Community information webinar was held via Microsoft Teams on 11 February 2026. The webinar was facilitated by the report author and members of the project team.</p> <p>In total, 10 participants logged into the webinar, which ran for over an hour.</p>
<p>Meeting with Newcastle City Council</p> 	<p>A meeting was held with Newcastle City Council on 31 March 2026 to present the scheme.</p> <p>Details of the matters discussed with Council are included at 7.2.2 below.</p>
<p>State Design Review Panel Meetings</p> 	<p>Two meetings were held with the State Design Review Panel (SDRP) to discuss the proposal on the 28 November 2025 and 20 February 2026.</p> <p>The matters discussed in those meetings is discussed in Chapter 7.2.4.</p>
<p>Planning Focus Meeting</p>	<p>A Planning Focus meeting including representatives of the project team, Newcastle City Council and DPHI was held on 20 August 2025.</p>

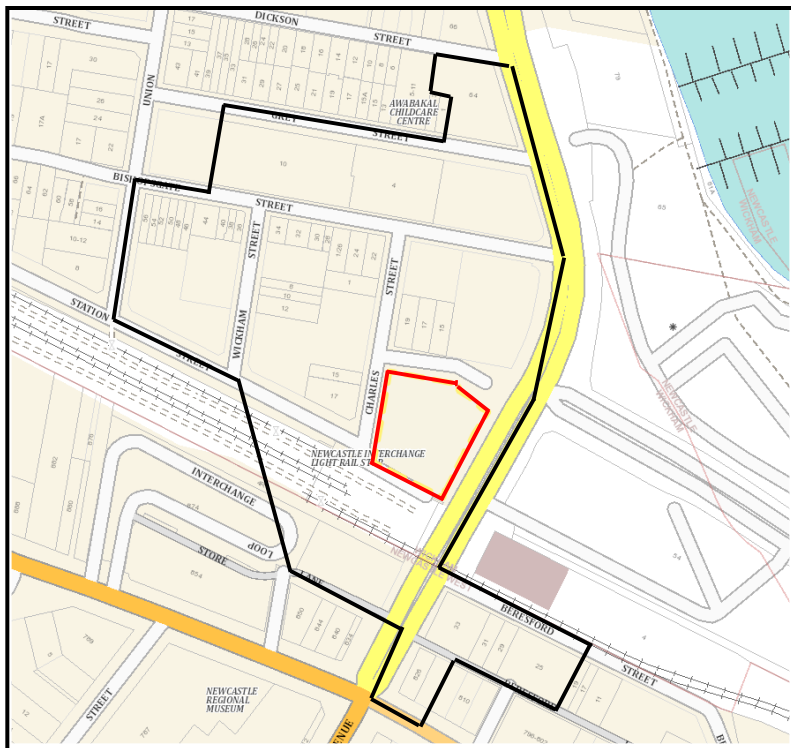
6.0 CONSULTATION OUTCOMES

The detail of each of the consultation strategies outlined above, is included in the following:

6.1 Letterbox Drop

488 notices were distributed to properties within close proximity to the site on 2 September 2025. The notice included an overview of the proposal and details on who to contact for more information. The notice also included a QR Code directing people to a survey about the proposal where they could provide feedback. The extent of the letter box drop is illustrated on Figure 3.

Figure 3 – Notification area


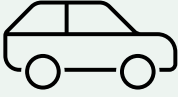
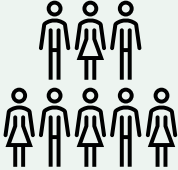
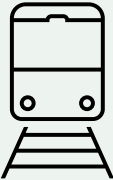







In response to the letterbox drop, a total of 30 emails/phone calls were received.

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
 <p>Height</p>	<ul style="list-style-type: none"> • 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
 <p>Traffic & parking impacts</p>	<ul style="list-style-type: none"> • 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 •
 <p>Density</p>	<ul style="list-style-type: none"> • Overcrowding of population in a small suburb
	<ul style="list-style-type: none"> • Impact on existing infrastructure and capacity of infrastructure to accommodate demand • Broken and uneven footpaths • Inadequate street lighting

<p>Infrastructure</p>	
 <p>Crime and safety</p>	<ul style="list-style-type: none"> • Type of resident may result in increased crime and anti-social behaviour.
 <p>Type of resident</p>	<ul style="list-style-type: none"> • 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. • Unbalanced demographic mix • Concerns regarding management of co-living
 <p>Character of Wickham</p>	<ul style="list-style-type: none"> • Proposal is not in keeping with the character of Wickham in terms of the proposed height.
 <p>Neighbourhood amenity</p>	<ul style="list-style-type: none"> • Wind tunnel • Overshadowing • Pet waste • Graffiti, rubbish and anti-social behaviour • Crime concerns • Impact on quality of life
 <p>Other matters</p>	<ul style="list-style-type: none"> • 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)

	<ul style="list-style-type: none"> • Mix of uses proposed (co-living, affordable housing, hotel) • Impact on property values • Structural integrity
--	--

6.2 Public Notice

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



It is unclear, based on the feedback provided by the community, if any responses were generated from the public notice. No emails were received noting that the sender had seen the public notice in the newspaper. Community members providing feedback typically identified as residents who had received the notice in their letterbox.

6.3 SIA Survey

53 responses to the survey were received in the two months the survey was live.

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

Comments provided for a question asking about positive aspects of the proposal (*Do you think the proposal will be positive for the area?*), included support for the proposal and the provision of affordable housing, housing diversity, and employment.

Comments about the impact of the proposal included :

- proposed size and height
- capacity of local roads to accommodate additional traffic & traffic impacts
- noise
- impact on quality of life
- impact on infrastructure
- hotel not appropriate
- type of resident in co-living
- flooding
- already sufficient low income housing in the area
- parking
- crime
- overcrowding
- existing issues with homelessness

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%)

The majority of feedback provided in the survey did not feel the proposal would benefit the community and a number of concerns were expressed, including:

- 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
- Conflict between existing residents and residents of co-living
- The need for additional retail spaces given existing vacancies.

Summary survey responses are included in Appendix D.

6.4 Community Information Webinar

A Community Information Webinar was held on 11 February 2026 at 4.30pm. The webinar was hosted by the project team and the report author and a total of 10 participants joined the webinar.

The webinar included a presentation outlining the proposal, planning pathway and next steps. At the conclusion of the presentation, was an opportunity for questions to be asked. Participants utilised either the chat function, or asked questions verbally.

Questions and comments about the proposal related to:

- Traffic impacts
- Parking impacts
- Proposed height
- Character of the area
- Impact on infrastructure.

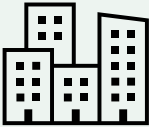
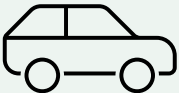
A copy of the presentation is included at Appendix E.

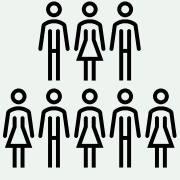
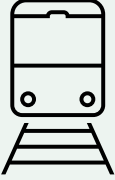

The webinar ran for approximately 65 minutes.


7.0 FEEDBACK AND OTHER MATTERS RAISED




7.1 Summary of Direct feedback

There were a number of matters raised by local residents by email, phone and during the webinar:

Themes/Issues	Comments from community	Response
 <p>Height</p>	<ul style="list-style-type: none"> • 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 associated with height – wind & views 	<ul style="list-style-type: none"> • 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 and Visual 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.
	<ul style="list-style-type: none"> • Increased traffic congestion on local roads • Congestion on narrow, one way streets • Sufficiency of parking proposed/demand for on-street parking 	<ul style="list-style-type: none"> • A Transport Impact Assessment accompanies the application and concludes that the proposed development will not have any

<p>Traffic & parking impacts</p>	<ul style="list-style-type: none"> • Road safety particularly associated with trucks on narrow roads • Impact on emergency services 	<p>unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements.</p>
 <p>Density</p>	<ul style="list-style-type: none"> • Overcrowding of population in a small suburb 	<ul style="list-style-type: none"> • 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.
 <p>Infrastructure</p>	<ul style="list-style-type: none"> • Impact on existing infrastructure and capacity of infrastructure to accommodate demand • Broken and uneven footpaths • Inadequate street lighting 	<ul style="list-style-type: none"> • 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.
 <p>Crime and safety</p>	<ul style="list-style-type: none"> • Type of resident may result in increased crime and anti-social behaviour. 	<ul style="list-style-type: none"> • Concerns regarding potential anti-social behaviour or crime are not substantiated. Research confirms that well managed social and affordable housing does not

		<p>inherently lead to increase d crime or reduced amenity. On the contrary, secure housing for vulnerable households reduces instability, financial stress, and related social risks. The development incorporates CPTED principles including active street frontage, passive surveillance, well-lit pathways, clear sightlines, and landscaped communal spaces to promotes safety and a sense of ownership among residents.</p>
 <p>Type of resident</p>	<ul style="list-style-type: none"> • 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 regarding management of co-living 	<ul style="list-style-type: none"> • 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.

 <p>Character of Wickham</p>	<ul style="list-style-type: none"> • Proposal is not in keeping with the character of Wickham in terms of the proposed height. 	<ul style="list-style-type: none"> • 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, Wickham and Honeysuckle and is adjacent to the Newcastle Interchange and as such, represents a key site and landmark opportunity.
 <p>Neighbourhood amenity</p>	<ul style="list-style-type: none"> • Wind tunnel • Overshadowing • Pet waste • Graffiti, rubbish and anti-social behaviour • Crime concerns • Impact on quality of life 	<ul style="list-style-type: none"> • These matters will be explored further in the preparation of the SSDA and will be covered in the EIS. Specifically, Wind Tunnel Testing, Shadow diagrams and a CPTED Report will be prepared that addresses these concerns.
 <p>Other matters</p>	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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

	<ul style="list-style-type: none"> • Structural integrity 	<p>Hannell Street, Dangar Street and Station Street.</p> <ul style="list-style-type: none"> • 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.
--	--	--

7.2 Statutory bodies and other Community groups

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

- City of Newcastle Council
- NSW Police (no response received)
- Awabakal Local Aboriginal Land Council (no response received)
- Transport for NSW
- Hunter Water (no response received)
- Fire & Rescue NSW (no response received)
- The Department of Planning, Housing and Infrastructure

7.2.1 Defence Department

The Applicant engaged AviPro to engage with the Defence Department in February 2026, 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 at Appendix B) 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.

7.2.2 City of Newcastle

City of Newcastle Council provided feedback (letter dated 26 August 2025) to the DPHI at the Request for SEARs stage , noting the proposal deviated from Council's plans for the Wickham area in terms of height and floor space ratio and noted that a Voluntary Planning Agreement was in place in connection with DA 2022/00448 to support the provision of local amenities or infrastructure and that Council expects a planning agreement would be entered into that reflects the existing agreement, and that is amended to account for any increases in building height and floor space ratio.

City of Newcastle provided a list of required technical studies to accompany the EIS.

A pre-DA meeting was held with City of Newcastle Council on 31 March 2026. The matters discussed with Council have been addressed in detail, in Appendix J of the *Environmental Impact Statement* prepared by Beam Planning, and are summarised below:

Matter/Feedback	Project Response
<p>Height and FSR:</p> <ul style="list-style-type: none"> Proposed additional height and FSR is significant and would result in the tallest building in the LGA. Consideration of the proposal in the context of the wider Newcastle City Centre, Honeysuckle and Wickham and in its locational context is required. 	<ul style="list-style-type: none"> The site occupies a prominent gateway location at the intersection of Wickham, Honeysuckle and the Newcastle West End and immediately adjoins the Newcastle Interchange, making it suitable for a landmark transit-oriented mixed-use outcome. The site is within the Rail Edge precinct, where higher density mixed-use development is

Matter/Feedback	Project Response
<ul style="list-style-type: none"> • Height to be measured in accordance with the building height definition under the NLEP. • Insufficient community infrastructure provided to meet LEP clause objectives. • Design excellence waiver and strategy 	<p>envisaged. The proposal is intended to function as a marker building while improving activation, permeability and public domain outcomes. Visual, wind, solar and view impacts have been assessed in the accompanying technical studies and discussed at Section .2 of the EIS.</p> <ul style="list-style-type: none"> • The proposal does measure the building height in accordance with the LEP definition of building height. • Refer to Section 6.3.4 of the EIS for an assessment against the Newcastle LEP 2023, and Section 8.2.7 for a discussion on Community Infrastructure. The proposal provides sufficient community infrastructure to meet clause 7.9 and clause 7.9A of the LEP. • The proposal has been reviewed by the SDRP on two occasions and has incorporated the SDRP's feedback, as outlined at Section 8.2.1 of the EIS.
<p>Waste Management, servicing and Public Domain:</p> <ul style="list-style-type: none"> • Waste collection and storage to be designed within the site, including HRV access. • Vehicle turning diagrams required for waste/loading access. • Location and design of mail area to be considered in respect of how mail providers will make deliveries. • Hotel patron drop off and pick up considerations not minimise conflict with train corridor. • Driveway location to consider HRV access and demonstrate compliance with Australian Standards. 	<ul style="list-style-type: none"> • Waste management has been addressed within the Operation and Construction and Demolition Waste Management Plans at Appendix JJ and Appendix KK. Waste management is further discussed at Section 8.2.15 of the EIS. • Swept paths have been provided within the Traffic and Parking Assessment Report at Appendix S of the EIS. • The design of the mail areas will be subject to detailed design. • The proposal does not rely on access through the rail/interchange corridor. • A Traffic and Parking Assessment Report (Appendix S of the EIS) has been prepared by Varga Traffic Planning, assessing the proposal's

Matter/Feedback	Project Response
<ul style="list-style-type: none"> • Public domain and streetscape and dependency on footpath widening not supported. • Compliance with the Wickham Public Domain Plan and Wickham Masterplan in terms of detailed streetscape design. 	<p>impact on traffic, parking and access. This is further discussed within the EIS at Section 8.2.8.</p> <ul style="list-style-type: none"> • The proposal does not seek any changes to the public domain streetscape including road widening or kerb extensions. • The proposed streetscape including through site link will be designed in accordance with the design criteria set out within the Wickham Public Domain Plan and Wickham Masterplan.
<p>Strategic Planning:</p> <ul style="list-style-type: none"> • Key site identification and HDA pathway • Site specific Provisions • Planning agreement for public benefit 	<ul style="list-style-type: none"> • The outcome sought is already achieved through the proposed LEP framework, as the land is identified as “Area E” for the purposes of clause 7.9 and 7.9A. This operates in the same way as a key sites control, applying a site-specific development standard. • Noted. These are achieved through the proposed drafting. Refer to Section 4.0 of the EIS. • Noted. An assessment against clause 7.9 of the LEP has been undertaken at Section 6.0 of the EIS. Further, the requirements and provision of community infrastructure has been discussed at Section 8.2.7. No Voluntary Planning Agreement is required.
<p>Character/Planning Outcomes:</p> <ul style="list-style-type: none"> • Proposal situated on a relatively small site considering the proposed scale and is inconsistent with envisaged strategic planning outcomes. 	<ul style="list-style-type: none"> • The site occupies a prominent and suitably sized gateway • location at the intersection of Wickham, Honeysuckle and the Newcastle West End and immediately adjoins the Newcastle Interchange, making it suitable for a landmark transit-oriented mixed-use outcome. The site is within the Rail Edge precinct, where higher density mixed-use development is envisaged. The proposal has been carefully designed by an award winning

Matter/Feedback	Project Response
	<p>architectural practice, and reflects an efficient outcome on a site well- serviced by public transport. Technical matters are addressed in this EIS and demonstrate the suitability of the proposal.</p>
<p>Urban Design/Apartment Design Guide (ADG):</p> <ul style="list-style-type: none"> • ADG outcome concerns. • Interaction with Newcastle Interchange. • Sufficiency of communal open space provided for residents. • Sufficiency of deep soil areas • Universal Housing requirements. • Cross ventilation • Solar access and shadow • Landscaping • Balconies/private open space and wind • Storage • Lifts 	<ul style="list-style-type: none"> • Proposal has responded to SDRP feedback to ensure consistency with the ADG (see Section 8.2.3 of Appendix M to the EIS). • The proposal has been designed to improve the site’s interface with the Newcastle Interchange through a publicly accessible east-west through-site link and plaza along the southern edge of the site, together with active ground floor uses and public domain/landscape improvements. • Sufficient communal open space is provided for each of the residential components (market, affordable and co-living). Refer to Section 5.9.4 and Section 8.2.3 of the EIS. • Refer to Section 8.2.3 of the EIS for discussion on deep soil and compliance with the ADG. • Proposal meets the requirements of the BCA. • Not applicable – no residential apartments proposed below Level 10. • Refer to EIS Section 8.2.3 & 8.2.4.1 regarding solar access and shadow. • Appropriate planning proposed for the climate – refer to Landscape Plans and report accompanying the application. • Assessment against ADG provided in Architectural Design Report (Appendix M to the EIS) and Wind Study (Appendix P). • Adequate storage is provided.

Matter/Feedback	Project Response
<ul style="list-style-type: none"> Connecting with Country 	<ul style="list-style-type: none"> Adequate lifts are provided to service the proposal. A Connecting with Country report is provided at Appendix N to the EIS.
<p>View Impacts: View Impact Assessment to be undertaken.</p>	Refer to Section 8.2.5 of the EIS re impact on views.
<p>Heritage:</p> <ul style="list-style-type: none"> Podium design Relationship to heritage items in the vicinity and adjacent Newcastle City Centre HCA Landscaping Aboriginal Cultural Heritage and Due Diligence. 	<ul style="list-style-type: none"> Podium design is discussed in Section 5.6.2 of the EIS. Heritage Impact Statement accompanies the application (Appendix PP to the EIS) – no adverse impacts identified in terms of heritage items. Refer to Landscaping plans, Landscape Report, CPTED Report and EIS. Aboriginal Cultural Heritage advice accompanies the application (Appendix OO to the EIS). No potential for Aboriginal objects to remain on the site.
<p>CPTED/POM:</p> <ul style="list-style-type: none"> Requirement for a CPTED assessment The need for a POM addressing interactions between proposed uses. 	<ul style="list-style-type: none"> CPTED assessment accompanies application (Appendix NN of EIS). POM for co-living will be prepared.
<p>Social Impact Assessment:</p> <ul style="list-style-type: none"> Preparation of an SIA required 	<ul style="list-style-type: none"> SIA prepared and included at Appendix LL of the EIS and discussed in Section 8.2.16 and Section 9.5 of the EIS.
<p>Public Art</p> <ul style="list-style-type: none"> Proposal is required to incorporate public art. 	<ul style="list-style-type: none"> Public Art Strategy provided at Appendix QQ of the EIS and discussed in Section 5.10.
<p>Affordable Housing Contribution:</p> <ul style="list-style-type: none"> Council does not support the proposed 15% affordable housing for 15 years. 	The proposal for 15% of residential floor space to be provided as affordable housing for a minimum of 15 years is consistent with state-wide government policy,

Matter/Feedback	Project Response
	therefore it clearly meets the statutory meaning of affordable housing.
Infrastructure Contributions: <ul style="list-style-type: none"> • Development required to make development contributions per additional unit. 	<ul style="list-style-type: none"> • Noted – Refer to section 6.0 of the EIS.
Ausgrid: Consultation with Ausgrid	Ausgrid will provide comments once the application is on exhibition. An Infrastructure Deliver, Management and Staging Plan has been prepared.
Existing Consents/VPA: <ul style="list-style-type: none"> • Proposal should rely on a stand alone consent. • VPA for previous application. 	<ul style="list-style-type: none"> • Subject application is a stand alone application with previous consents being surrendered. • No VPA proposed or required.
Height, Cranes & Interactions with Protected Air Spaces: Consideration of crane heights and airspace and the need to consult with Air Base Command.	Aviation Impact Assessment accompanies the application confirming cranes will not intrude on airspace.
Flood Management: <ul style="list-style-type: none"> • Requirement for the reparation of a flood impact and risk assessment. 	<ul style="list-style-type: none"> • Flood Impact Risk assessment provided at Appendix X of the EIS.
Stormwater: <ul style="list-style-type: none"> • Stormwater designed in accordance with local provisions and technical manual. • Groundwater 	<ul style="list-style-type: none"> • Water Cycle Management Plan prepared and provided at Appendix W to the EIS. • Demolition, early site works, and bulk excavation are subject to a separate DA, which was approved by the City of Newcastle on 23 December 2022. Works in accordance with the approved development consent have commenced. As such, no ground and groundwater impacts will be caused by the proposed development.

Matter/Feedback	Project Response
<ul style="list-style-type: none"> Road Drainage Information 	<ul style="list-style-type: none"> Refer to Water Cycle Management Plan at Appendix W of EIS & Civic Engineering Plans at Appendix TT.
<p>Traffic and Parking:</p> <ul style="list-style-type: none"> Impacts on traffic, parking and servicing. Traffic, Parking and Transport Planning Risk Management On-street parking Parking demand Alternative transport Construction traffic Management General design comments TfNSW 	<p>A Traffic and Parking Assessment Report (Appendix S of the EIS), Green Travel Plan (Appendix T of the EIS) and Preliminary Construction Traffic Management Plan (Appendix U of the EIS) have been prepared by Varga Traffic Planning, assessing the proposal's impact on traffic, parking and access.</p> <p>Consultation with TfNSW undertaken as part of the preparation of the SSDA.</p>
<p>Acoustics:</p> <ul style="list-style-type: none"> Assessment of noise impacts from surrounding uses and proposed uses. Licensed premises 	<ul style="list-style-type: none"> A Noise and Vibration Assessment has been prepared by Pulse White Noise Acoustics, provided at Appendix V of the EIS, addressing these points. Fit out of future retail tenancies will be the subject of future DAs.
<p>Food Construction standards:</p> <ul style="list-style-type: none"> Future use of retail space for food and beverage and the need for compliance with Australian Standards. 	<p>Fit out of future retail tenancies will be the subject of future DAs</p>
<p>Integrated Developments:</p> <ul style="list-style-type: none"> Coal Mine Subsidence Compensation Act Water Management Act 	<p>It is noted that in accordance with Division 4.8 of the EP&A Act, SSD proposals are not integrated development and do not require the concurrence of other state agencies.</p>
<p>State Environmental Planning Policies:</p> <ul style="list-style-type: none"> Resilience and Hazards SEPP Transport and Infrastructure SEPP Housing SEPP 	<p>An assessment against the relevant SEPPs has been undertaken in Section 6.0 of the EIS.</p>
<p>Newcastle LEP 2012</p>	<p>An assessment against the NLEP2012 has been undertaken in Section 6.0 of the EIS.</p>

Matter/Feedback	Project Response
Newcastle DCP 2023	An assessment against the NDCP23 has been undertaken in Section 6.0 of the EIS.
Advisory Matters: <ul style="list-style-type: none"> • Hunter Water • Coal Mine Subsidence Compensation Act 	Noted. Site is not identified as being located within the mine subsidence district.

7.2.3 Transport for NSW and Sydney Trains

Transport for NSW also provided comment at the Request for SEARs stage (letter dated 21 August 2025), noting:

- A request for the preparation of a Transport Impact Assessment (TIA) by a qualified person in accordance with the TfNSW Guide to Transport Impact Assessment 2024, Austroads Guide to Traffic Management Part 12 and the complementary TfNSW Supplement.

The TIA should demonstrate how travel demand management measures will be implemented to maximise utilisation of the Newcastle Interchange.

- It is noted that the installation of temporary ground anchors under Stewart Avenue /Hannell Street were approved under Section 138 of the Roads Act 1993 in conjunction with DA2022/00448. TfNSW concurrence to these works was granted for the following plans:
 - Keller Proposed Bowline Development at 10 Dangar St, Wickham Shoring Wall Design Report Rev. B Date 2/11/21
 - Keller Drawing 05026-DWG-013-C
 - Keller Drawing 05026-DWG-014-B
 - TfNSW 10 Dangar Street Wickham – Revised Retaining Wall Design Review – Closed out HZ 20 January 2022

It is unclear whether a revised retaining wall design will be prepared for the proposed architectural plans. The Environmental Impact Statement (EIS) should clarify how infrastructure elements approved under DA2022/00448 will be retained.

A briefing was held with Transport for NSW and Sydney Trains on 2 March 2026. The briefing included:

- An overview of the proposed scheme
- Comparison to the previous scheme
- Highlighting the improvements to the public domain and through site link.
- Works to be carried out on the interface of the site and the TAM land.
- Any future works to be carried out on TAM land.

At the conclusion of the briefing, a set of architectural plans a copy of the briefing presentation was provided to TfNSW and Sydney Trains.

7.2.4 State Design Review Panel Meetings

Two SDRP meetings were held to discuss the proposal, one in November 2025, and one in February 2026. Copies of the minutes provided after the meetings are included at Appendix C.

The following matters were noted in the minutes provided:

SDRP 1 – 19 November 2025	
Commentary/Advice	Response
<p>Connecting with Country</p> <ol style="list-style-type: none"> 1. The early investigations and approach to Connecting with Country are a promising start; build on this, by using the engagement process to ensure initiatives for Country will be impactful for the life of the project and can be readily delivered. 2. Provide an update on the Connecting with Country work at the next SDRP session , including demonstrating how Country is integrated into the design. 3. Establish ICIP protocols that cover s all phases of the project ; to ensure appropriate protection of cultural knowledge and attribution. 	<p>A Connecting with Country Report, prepared by Ngurra Advisory accompanies the application.</p> <p>That report details engagement with local knowledge holders and stakeholders, and how the design of the proposal responds to Awabakal Country in a meaningful way. The architecture, landscaping and public domain design of the proposal have been informed by a Walk on Country and has been influenced by water, light and movement, connections between people and place, and the integration of natural systems.</p>

SDRP 1 – 19 November 2025	
Commentary/Advice	Response
<p>4. Continue to refer to the Connecting with Country Framework and case studies on the GANSW website as necessary .</p>	<p>The Connecting with Country report identifies the following outcomes:</p> <ul style="list-style-type: none"> • 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.
<p>Design Excellence:</p> <p>The development must demonstrate Design excellence under the provisions of the Newcastle LEP (NLEP) and address the requirements of the design excellence criteria in Clause 7.5(3).</p>	<p>Design excellence detailed in the Urban Design Report prepared by SJB accompanying the application.</p>
<p>Site planning, public domain and landscape:</p> <p>The multiple public domain frontages of the site necessitate that the ground plane and podium work hard at all these locations, including (but not limited to) the through-site lan link and interchange interface.</p> <p>The design is a positive start; however, development of the lane along with refinement of all the street frontages is necessary to deliver urban outcomes.</p> <p>5. Exemplify the transitional qualities of the lane, to ensure its safe, pleasant, and attractive for pedestrians. Respond to the following:</p> <ol style="list-style-type: none"> a. ensure the level transition to Charles Street is sufficiently 'soft' and generous and avoids being a steep or abrupt edge-condition – e.g. investigation options to minimise the extent and impact of the stairs 	<p>Refer to Urban Design Report that details how the design has evolved to respond to feedback.</p>

SDRP 1 – 19 November 2025	
Commentary/Advice	Response
<ul style="list-style-type: none"> b. rationalise the water zones to maximise space for pedestrian movements and ensure pedestrian safety – e.g. develop the water storey within robust spatial and safety parameters c. ensure the interchange entries /exits more directly address the residential foyer and provide clear sightlines for this connection d. accommodate users with varying mobility – e.g. provide handrails at select points and generous stair dimensions e. continue to optimise activation at building frontages, including incorporating impacts and opportunities on the TfNSW land. <p>6. Further develop the landscape design of the lane to achieve the design intent of a civic plaza well-defined by its landscape and planting; address the following:</p> <ul style="list-style-type: none"> a. optimise and maximise mature tree planting, including relocating planter beds away from building edges to enable generous tree growth b. ensure planting selections are appropriate to the lane’s microclimate of consistent year round shade c. develop the landscape design to integrate with the ‘eroded podium’ concept and respond to opportunities for Country. <p>7. Increase the south-east corner setback of the podium. Make it generous to improve pedestrian flows and sightlines to/from Hannell Street.</p> <p>8. Waste and service functions constrain activation at Charles Street and Dangar Street; investigate</p>	<p>Refer to landscape plans and report for detail on how landscaping has evolved to address feedback. Garden beds set back from the building,</p> <p>Refer to architectural plans.</p>

SDRP 1 – 19 November 2025	
Commentary/Advice	Response
<p>strategies to activate these areas and to avoid or minimise the extent of blank façade.</p> <p>9. Investigate the following landscape opportunities at the Dangar Street Plaza and the Dangar Street public domain:</p> <ul style="list-style-type: none"> a. An expanded green space/pocket park at the road termination including its integration with the plaza b. Take advantage of available deep soil zone. For example, by including a large specimen tree in the plaza. <p>10. Work with Council and TfNSW to ensure collaborative and integrated design outcomes for the following and provide an update at the next review:</p> <ul style="list-style-type: none"> a. The lane including the TfNSW land and connections to Station Street b. Expanded green space at Dangar Street c. Relocation of the cycle route <p>11. Provide an overview of the future pedestrian bridge (as raised by government agencies / Council) and how it can be integrated into site the planning.</p>	<p>Active street frontages provided to Charles and Dangar Street to reduce extent of blank façade.</p> <p>Pocket park provided at the Dangar Street/Hannell Street plaza area including opportunities for tree planting.</p> <p>Refer to plans of proposal illustrating the design of the lane, green space at Dangar Street & cycle route.</p> <p>Refer to architectural plans for overview of proposed pedestrian bridge.</p>
<p>Communal open space:</p> <p>Development of all the communal open spaces for residents and the hotel is necessary to ensure good design outcomes for their quality, location, size and distribution. This includes ensuring that communal open space is proportionate to the development's density and diversity of uses.</p> <p>12. Revisit the communal open spaces and demonstrate that they are of high-quality, suitably sized, well-distributed and address concerns</p>	<p>Refer to the updated architectural plans illustrating the current design, performance and serviceability of communal open spaces for different uses.</p>

SDRP 1 – 19 November 2025	
Commentary/Advice	Response
<p>around hotel sharing, access to views, winter sun and undercroft impacts.</p> <p>13. Provide details of programming of Level 6 communal open space and demonstrate a high-level of year round amenity for residents (e.g. winter sun and views) and that amenity is not compromised.</p> <p>14. Ensure a clear spatial logic guides the development of the Level 7 co-living communal space. Demonstrate the programming is well integrated and how, access to views, mid-winter sun, good connections to common indoor spaces and privacy with adjacent dwellings is achieved.</p> <p>15. Investigate opportunities for small and discrete communal spaces to be distributed at the upper levels.</p> <p>16. Explore opportunities for the rooftop to be used as outdoor communal space for the hotel.</p>	
<p>Built form and architecture</p> <p>The proposed tower height(as presented) is supported in principle. Support is contingent on providing the mix of commercial uses and the 3 housing tenures (as presented), with a measure of a GFA or FSR applied to each use and tenure.</p> <p>17. Increase the minimum floor-to-floor height to 3200mm to better accommodate transfer structure, meet NCC servicing requirements, provide accessible thresholds to balconies and improve flexibility to accommodate a varied apartment mix. A minor increase in the overall building height consistent with this recommendation is supported.</p> <p>18. Provide options for architectural expression at the top of the tower.</p>	<p>Refer to architectural plans – floor to floor heights comply.</p> <p>Top of the tower provides architectural expression.</p>

SDRP 1 – 19 November 2025	
Commentary/Advice	Response
<p>19. Consult with the RAAF Willamtown regarding any potential impacts from the building height.</p> <p>20. Provide comprehensive wind modelling that considers the future context, includes comfort and safety analysis and any proposed mitigation measures at the following locations:</p> <ol style="list-style-type: none"> a. all areas of the ground plane – the through site link, Dangar Street Plaza and all public domain frontages b. all outdoor spaces at the podium c. typical balconies. <p>21. Provide a strategy for the affordable housing in consultation with a CHP that includes the following:</p> <ol style="list-style-type: none"> a. distribution, including investigating ‘salt and peppering’ with market dwellings b. demonstration of equitable amenity with market housing. <p>22. Improve the corridor amenity of the hotel and co-living floors and avoid areas that are too far away from windows or poorly lit by daylighting.</p> <p>23. Provide details of the following:</p> <ol style="list-style-type: none"> a. the podium façade and fenestration b. the physical and visual connections between podium roof areas (Levels 5 to 7) c. columns profiles and spacing for the colonnades to promote pedestrian movement and minimise CPTED impacts. 	<p>Refer to Chapter 7.2.1</p> <p>Wind Impact Assessment accompanies the application and considers the areas noted.</p> <p>Refer to EIS.</p> <p>Refer to architectural plans for design of corridors.</p> <p>Details provided in architectural plans accompanying the application.</p>
<p>Sustainability and climate change</p> <p>Sustainability and response to climate change require further development and are to be a focus of the second SDRP review. Noting that sustainable design is a key design excellence criterion under the NLEP, the following advice is provided.</p>	<p>Refer to SDRP feedback, EIS and Urban Design Report.</p>

SDRP 1 – 19 November 2025	
Commentary/Advice	Response
<p>24. At the next session provide targets and initiatives that:</p> <ul style="list-style-type: none"> a. are ambitious, commensurate with the civic prominence of this key site and design excellence b. demonstrate areas for exceeding minimum requirements – e.g. full building electrification c. factor-in resilience for future climate scenarios – e.g. temperature increases under a 2050 high-emissions scenario (refer NARClm data from ADaptNSW) <p>25. Provide details of the key sustainability initiatives and demonstrate how these are integrated into the design, including:</p> <ul style="list-style-type: none"> a. sun shading in response to the various orientations b. storm water management, WSUD and water reuse c. roof spaces for the allocation of PV cells. <p>26. Illustrate how the project will contribute to NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, NET Zero Plan, Stage 1L 2020-2030' for further information.</p>	

SDRP 2 – 20 February 2026	
Commentary/Advice	Response
<p>Connecting with Country</p> <p>The Walk on Country has not yet been undertaken. It is acknowledged that the progress on engagement with local Aboriginal Knowledge Holders has been slow but this engagement is fundamental to informing meaningful spatial, material and public domain outcomes.</p>	

SDRP 2 – 20 February 2026	
Commentary/Advice	Response
<p>1. Undertake a Walk on Country and structured engagement with local Aboriginal Elders and Knowledge Holders prior to further design resolution and EIS submission.</p> <p>2. Demonstrate how engagement outcomes are embedded into the ground plane, landscape strategy and built form in a meaningful way.</p> <p>3. Identify opportunities for Aboriginal employment, procurement and collaboration including integration with public art strategy.</p> <p>4. Continue to ensure ICIP protocols are in place throughout all phases of the project to protect cultural knowledge and ensure appropriate attribution.</p> <p>5. Continue to refer to the Connecting with Country Framework and case studies on the GANSW website as necessary .</p>	<p>A Walk on Country has been undertaken – refer to the Connecting with Country Report, prepared by Ngurra Advisory accompanies the application.</p> <p>That report details engagement with local knowledge holders and stakeholders, and how the design of the proposal responds to Awabakal Country in a meaningful way. The architecture, landscaping and public domain design of the proposal have been informed by a Walk on Country and has been influenced by water, light and movement, connections between people and place, and the integration of natural systems.</p> <p>The Connecting with Country report identifies the following outcomes:</p> <ul style="list-style-type: none"> • 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.
<p>Site planning, public domain and landscape</p> <p>Further development of the ground plane, colonnade and landscape is required to adequately cater to the density proposed and delivery a safe, legible and generous pedestrian environment commensurate with this key civic location.</p> <p>1. Demonstrate how the ground plane supports pedestrian and cycle movement between the Newcastle Interchange, Hannell Street cycleway and the future Honeysuckle development.</p>	<p>Refer to the architectural plans that illustrate how the ground plane supports pedestrian and cycle movements.</p>

SDRP 2 – 20 February 2026	
Commentary/Advice	Response
<ul style="list-style-type: none"> a. Provide movement analysis identifying key desire lines and anticipated volumes. b. Clarify how the south-east corner resolves pedestrian rounding and movement. c. Clearly demonstrate how the relocated east-west cycle route functions and seamlessly connects to Hannell Street and the wider network. <p>2. Increase the width and depth of the colonnade, particularly along Hannell Street, to better respond to the scale of the building and anticipated foot traffic. This could include reducing the retail area to achieve a more generous and functional colonnade.</p> <p>3. Revisit the angle and configuration of the stairs on the southwest corner and demonstrate how the level changes are addressed.</p> <p>4. Continue to refine the configuration of the through-site link to improve usability and spatial quality, having regard to the expected volume of pedestrian movement.</p> <ul style="list-style-type: none"> a. Review column placement, including the potential to cantilever the single column at the south-east corner. b. Demonstrate that the configuration of columns, landscape and outdoor seating maintains adequate clearances and supports clear pedestrian movement within the through-site link. c. Reconsider the configuration and alignment of the stairs to ensure a more intuitive transition. <p>5. Review the distribution of ground floor uses to increase spatial clarity and avoid fragmentation of</p>	<p>Refer to architectural plans.</p> <p>Refer to updated architectural plans for detail on the angle and configuration of stairs.</p> <p>Refer to architectural plans and Urban Design Report for configuration of the through-site link and expected volume of pedestrian movement.</p> <p>Refer to architectural plans and Urban Design Report for detail on changes to the distribution of floor uses.</p>

SDRP 2 – 20 February 2026	
Commentary/Advice	Response
<p>the ground plane, including redistributing some of the programming to floors above and/or below.</p> <p>6. Revisit the blank façade and servicing dominance along Charles Street and Dangar Street and investigate opportunities for activation. For example, consider introducing a café or public artwork in collaboration with the local Aboriginal community.</p> <p>7. The water feature proposed sits outside the site boundary. Liaise with Council to prioritise the amenity for all public domain works outside the site boundary.</p> <p>8. Provide sections illustrating how the development interfaces with the transport interchange to the south and adjacent development, including Honeysuckle HQ to the east beyond Hannell Street to demonstrate cumulative built form impacts, scale relationships and pedestrian movements.</p> <p>After the session, the following advice (items 9 to 12) was provided:</p> <p>9. Review the orientation and configuration of the proposed pocket park and landscape elements along Dangar Street to ensure they do not impede pedestrian and cycle movement.</p> <p>10. Demonstrate how flooding constraints and site level changes have been resolved.</p> <p>11. Provide further details on hotel arrival requirements and how this is addressed.</p> <p>12. Review the proposed car parking numbers in relation to the density and mix of uses, having regard to local travel patterns and the Newcastle context.</p>	<p>Refer to architectural plans and Urban Design Report for detail on changes to the Charles Street/Dangar Street frontages.</p> <p>Meeting with Council held on 31/03/26.</p> <p>Refer to architectural plans for sections.</p> <p>Refer to architectural plans and Urban Design Report.</p> <p>Refer to architectural plans and Urban Design Report.</p> <p>Refer to architectural plans for details.</p> <p>Refer to architectural plans and Transport Impact Assessment.</p>
Built form and architecture	

SDRP 2 – 20 February 2026	
Commentary/Advice	Response
<p>13. Provide an assessment of cumulative built form impacts within the precinct, including the relationship to Honeysuckle HQ development.</p> <p>14. Further develop the podium façade to strengthen its relationship with the ground plane and public domain. For example, by extending its geometry and material expression into the public realm.</p> <p>15. Clarify the architectural and spatial role of the colonnade, including proportional relationships between height and depth.</p> <p>16. Demonstrate implications of the proposed height and density on servicing, infrastructure and local amenity, and how these are appropriately addressed.</p>	<p>Refer to Urban Design Report for detail of cumulative built form.</p> <p>Refer to architectural plans.</p> <p>Refer to architectural plans and Urban Design Report.</p> <p>Refer to architectural plans and Urban Design Report.</p>
<p>Amenity</p> <p>The scale and diversity of the development necessitate generous and well-distributed communal open space and high quality amenity.</p> <p>17. Ensure that the co-living component provides appropriate amenity commensurate with the scale and intensity of occupation.</p> <ul style="list-style-type: none"> a. Consider removing the northeast co-living unit to enhance the quality, usability and size of the communal open space. b. Review the location and orientation of the communal room to ensure appropriate solar access. c. Reconsider the orientation and location of daylight to internal circulation spaces, including opportunities to improve northern rather than western light access. <p>18. Reassess distribution of communal open space across the tower, including opportunities for</p>	<p>Refer to architectural plans and Urban Design Report.</p> <p>Refer to architectural plans and Urban Design Report.</p>

SDRP 2 – 20 February 2026	
Commentary/Advice	Response
<p>smaller, vertically distributed spaces at upper levels.</p> <p>19. Review Level 6 communal open space to ensure there is adequate solar access, amenity and capacity to cater for the proposed density. Further test opportunities to distribute communal open space in the upper levels.</p> <p>20. Clarify affordable housing diversity, including opportunities for family-friendly dwelling types.</p>	<p>Refer to architectural plans and Urban Design Report.</p> <p>Refer to architectural plans and Urban Design Report.</p>
<p>Sustainability and climate change</p> <p>Sustainable design is a key design excellence consideration for a project of this scale and civic prominence.</p> <p>21. Provide clear, measurable sustainability targets and commitments that are supported by appropriate technical studies.</p>	<p>Sustainable design is a key design excellence consideration for a project of this scale and civic prominence.</p> <p>1. Provide clear, measurable sustainability targets and commitments that are supported by appropriate technical studies.</p> <p>The advice provided is to be addressed through further design development and as part of the EIS submission.</p>

8.0 OUTCOMES & NEXT STEPS

This *Engagement Outcomes Report* provides a detailed overview of the community engagement strategies undertaken prior to the lodgement of the application for the proposed mixed-use development on the site at 10 Dangar Street, Wickham.

In accordance with the requirements for engagement, UPG Wickham Pty Ltd implemented a strategy to inform and engage with local residents, landowners, businesses and agencies about the proposal. This has ensured the community has clear information about what is proposed and has provided the opportunity to gather feedback prior to the lodgement of the application.

The concerns raised by the community largely related to:

- Proposed height and overshadowing impact
- Traffic impacts and on-street parking impacts
- Infrastructure impacts
- Construction related impacts
- Emergency services access
- The type of resident
- The proposed mix of uses.

The application will be placed on Public Exhibition providing an additional opportunity for interested stakeholders to provide further feedback through the formal submissions process. Any matters raised during that process will be addressed by the Applicant.

It is recommended that ongoing engagement with the local community is undertaken to ensure accurate information is provided about the proposal and so that any relevant matters or concerns from the community can be recorded and addressed.

APPENDIX A

COMMUNITY 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	<p>Not in favour Area already congested with noise increasing Difficulties parking Email resent 06/09/25</p> <p>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</p>
3	4/09/25 – by email Jen	<ul style="list-style-type: none"> • 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	<p>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.</p>
5	5/09/25 – by phone –	<ul style="list-style-type: none"> • 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

		<ul style="list-style-type: none"> • Wickham a small suburb • Proposal is an insult to good planning.
6	6/09/25 by email Chris Byrnes	<p>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.</p> <p>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.</p>
7	06/09/25 – by email	<p>To whom it may concern,</p> <p>We are writing to support the proposal for 10 Dangar St Wickham. We live in Wickham, NSW</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
8	8/09/25 – by email	<p>Object to proposal – letter attached noting:</p> <ul style="list-style-type: none"> • Inadequate infrastructure (flooding, collapsing roads, inadequate drainage, unsafe footpaths, poor street lighting and safety issues)

		<ul style="list-style-type: none"> • 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 –	<p>Key Impacts on My Home and Neighbourhood:</p> <ul style="list-style-type: none"> • Overcrowding: Wickham is a small, tightly constrained suburb. A 39-storey tower here will overwhelm infrastructure, streets, and services. • Traffic & Safety: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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.

	<p>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.</p> <p>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.</p>
	<p>1. Non-Compliance with Wickham Masterplan</p> <ul style="list-style-type: none"> • 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.
	<p>2. Precedent and Cumulative Impact</p> <ul style="list-style-type: none"> • 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.
	<p>3. Inconsistency with the Wickham Community Infrastructure Plan</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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
	<p>Conclusion</p> <p>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</p>

		to secure appropriate investment, approval of this scale of development would be premature and detrimental to the community.
10	09/09/25 – by email	<p>Afternoon Sarah</p> <p>Thank you for your handout advice concerning the proposed multi use development by United Property Group.</p> <p>My wife and I are owners of XXX at XX Bishopsgate Street Wickham, adjoining your client’s development proposals.</p> <p>We have significant concerns that the proposals constitute an over development of the site. Issues of concern include, but are not limited to:-</p> <ul style="list-style-type: none"> 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. <p>Your forwarding of further information when available would be appreciated.</p>
11	10/09/25 – by email	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 .</p> <p>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.</p> <p>I feel it would also not be in keeping with the height of surrounding buildings</p> <p>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</p> <p>Just way to much traffic for our already busy streets that don’t handle the traffic as it is</p> <p>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</p> <p>It’s a big No from me</p>
12	11/09/25 –	<p>To whom it may concern,</p> <p>I am XXX, a resident of XXX Union Street, Wickham. I am a member of our strata committee.</p>

	by email	<p>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.</p> <p>Regarding the social housing and mixed use of the site, I have no objections.</p>
1 3	11/0 9/25 – by email	<p>My wife and I would like to express our concerns regarding the proposed development of 10 Dangar St Wickham.</p> <p>We reside in Bishopsgate St, Wickham, which is the only entrance off Hannell St with access to Dangar St.</p> <p>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.</p> <p>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.</p> <p>The streets are extremely narrow, and many are only one way, making it difficult for parking and commuting along.</p> <p>The suburb was founded in the mid 1800's therefore there are many tiny terraces on minuscule blocks of land without parking available.</p> <p>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.</p> <p>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.</p> <p>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.</p>
1 4	11/0 9/25 – by email	<p>I would like to express our concerns regarding the proposed development of 10 Dangar St Wickham.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

		<p>the railway line a mere 400 metres west, is the new huge development 'Dairy's Farmer's' which has NDIS apartments allocation as well .</p> <p>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.</p>
1 5	12/0 9/25 – by Phon e	<ul style="list-style-type: none"> • 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
1 6	12/0 9/25- by email –	<ul style="list-style-type: none"> • 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.
1 7	12/0 9/25 – by email	<ul style="list-style-type: none"> • 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.
1 8	12/0 9/25	<ul style="list-style-type: none"> • Register for webinar

	– by email	
19	13/09/25 – by email	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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
- ☐ 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

		<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Register for webinar
2 2	16/0 9/25 – by email	<ul style="list-style-type: none"> • 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.

		<ul style="list-style-type: none"> • • 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.
<p>2 3</p>	<p>16/09/25 – by email</p>	<ul style="list-style-type: none"> • I was one of the buyers at this site under the previous proposal (Bowline) and I have since committed to another build in Newcastle. <p>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.</p> <p>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?</p>

		<p>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.</p>
2 4	17/0 9/25 – by email	<ul style="list-style-type: none"> • Register for the webinar
2 5	17/0 9/25 – by email And follo w up email 19/0 9/25	<ul style="list-style-type: none"> • 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. <p>19/09/25:</p> <p>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.</p> <p>Here is a list of my concerns:</p> <ul style="list-style-type: none"> • The intended mixed-use of the development: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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:

		<ul style="list-style-type: none"> ○ 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. <ul style="list-style-type: none"> ● Wickham train station is different: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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. <p>Thanks for taking the time to read my email. I hope my points are taken into consideration.</p>
<p>2 6</p>	<p>18/0 9/25 – by email</p>	<ul style="list-style-type: none"> ● ● 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. ● ● 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 ● ● 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.

-
- 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?

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?

<p>What is the expected construction vehicle movement schedule, and how will impacts on Hannell Street and the interchange be mitigated?</p> <p>How will the construction management plan minimise disruption to neighbouring properties, especially given excavation is already underway?</p> <p>What specific measures will minimize disruption to the adjacent rail corridor and interchange operations?</p> <p>How will construction vehicles access the site given the constrained street frontages and proximity to public transport infrastructure?</p> <p>What is the anticipated construction timeframe, and how will this coordinate with other major projects in the area?</p> <p>Public Domain & Pedestrian Safety What will be the footpath width along Hannell Street?</p> <p>Will there be street trees, shade structures, and pedestrian safety measures for shared access users (pets, bikes, prams, wheelchairs)?</p> <p>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? 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?</p> <p>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?</p>

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?

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?

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	<ul style="list-style-type: none"> Register for webinar, confirming webinar will address proposed social housing.
28	19/09/25 - by email	<ul style="list-style-type: none"> Requesting webinar registration
29	21/09/25 – by email	<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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
30	3/10/25 by email	<ul style="list-style-type: none"> 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

		<p>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.</p>
--	--	--

APPENDIX B

AGENCY CORRESPONDENCE

Email from Defence 2/2/26:

From: Kim, Michael FLGOFF 2 <michael.kim2@defence.gov.au>
 Sent: Monday, 2 February 2026 5:05 PM
 To: Jeff Stark <jstark@avipro.com.au>
 Cc: WLM BASO <wlm.baso@defence.gov.au>; WLM ABOC <wlm.aboc@defence.gov.au>; WLM BAE0 <wlm.baec@defence.gov.au>
 Subject: RE: 260202 - EMAIL - Jeff Stark/M Kim - ESTABLISHING CONTACT - CRANE OPERATIONS - **10 DANGAR ST, WICKHAM** [SEC=OFFICIAL]

OFFICIAL

Hi Jeff,

As the proposed development is outside of the 15km OLS of RAAF Base Williamtown, there is nil requirement to submit a crane form.

However please ensure cranes are lit with red obstacle lighting IAW MOS139 as there may be other aircraft in the airspace.

Version **10** is the most current form at this time – good to continue submitting those.

Any further questions please let me know.

Kind regards,

Kimmy

Michael Kim
 Flying Officer
 Base Airfield Engineering Officer No. 26 (City of Newcastle) Squadron
 Desk – 02 4579 4784 | Mobile – 0450 005 303 | Email – michael.kim2@defence.gov.au

IMPORTANT: This email remains the property of the Department of Defence. Unauthorised communication and dealing with the information in the email may be a serious criminal offence. If you have received this email in error, you are requested to contact the sender and delete the email immediately.

Email from Hunter Water: 9/9/25

Fwd: New submission from General Enquiry - Development enquiry > Inbox x

Hunter Water Enquiries <Enquiries@contact.hunterwater.com.au>
 to me ▾

Tue, 9 Sept 2025, 10:37 ☆ ☺ ↶ ⋮

Hi Sarah,

Thank you for getting in touch with us.

I have forwarded your enquiry for review to the Development Planners and Environmental team so they can provide a response.

If you'd like to know more please don't hesitate to call us on 1300 657 657 or email enquiries@hunterwater.com.au

Kind Regards,

Bonnie

Hunter Water Response Team
 36 Honeysuckle Drive Newcastle NSW 2300
 PO BOX 5171 HRMC NSW 2310
 T 1300 657 657 | Twitter: [@hunterwater](https://twitter.com/hunterwater)
enquiries@hunterwater.com.au | hunterwater.com.au
 Please consider the environment before printing this email

From: feedback@hunterwater.com.au
 Sent: Wednesday, September 3, 2025 1:34 PM
 To: enquiries@hunterwater.com.au
 Subject: New submission from General Enquiry - Development enquiry



APPENDIX C

SDRP MEETING MINUTES

GOVERNMENT
ARCHITECT
NEW SOUTH WALES

28 November 2025

Chris Ferreira
Head of Planning
Urban Property Groupc.ferreira@urbanpropertygroup.com.au**PROJECT:** 10 Dangar Street, Wickham
RE: State Design Review Panel – 19th November 2025 – Review 1

Dear Chris,

Thank you for the opportunity to review the above project. Please find below a summary of advice and recommendations arising from the design review session held on 19 November 2025.

This proposal is a significant opportunity to contribute to the Newcastle City Centre through housing diversity, commercial uses and good design, amenity and public domain outcomes for this key site; located between the Honeysuckle and Wickham masterplans and directly addressing the Newcastle Interchange.

To assist design development and to address the design excellence requirements of the Newcastle Local Environmental Plan 2012 (NLEP), this advice focuses on urban design, contextual considerations and the quality of the public domain, built form and landscape design.

The following elements of the design are supported:

- The planned engagement process with the Aboriginal Community, including walking Country and the ambition for an on-going relationship for all design phases and beyond to delivery and occupation.
- The intent to meaningfully integrate Country into the design.
- The diversity of housing tenure –co-living, affordable (15%) and market housing.
- The extent and diversity of commercial uses –hotel and retail.
- The following moves to support precinct-wide active transport:
 - intent to relocate the east-west cycle route from the southern lane /plaza (the lane) to Dangar Street to avoid pedestrian conflicts at this critical connection to the interchange
 - the intent for the site planning to respond to a future overhead crossing at Hannell Street.
- Using planting to restore ecologies and define the character of the lane.
- The setback to the interchange to enable the lane to be the primary public domain gesture.

Government Architect
New South Wales4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

- The design approach to the podium, including a footprint that provides a significant quantum of public domain.
- The circular tower form as an appropriate contextual and urban response (effectively a building-in-the-round).
- The proposed tower height (up to 38 storeys) as appropriate in principle for the site and City Centre location, subject to how design advice and associated considerations below are addressed.
- The early moves to define the architectural expression of the tower.
- The preliminary layouts of the apartments and co-living spaces.
- Commitment to providing a balcony for every hotel room.

The following commentary provides advice and recommendations to assist the design process and to address the design excellence provisions of the NLEP:

Connecting with Country

1. The early investigations and approach to Connecting with Country are a promising start; build on this, by using the engagement process to ensure initiatives for Country will be impactful for the life of the project and can be readily delivered.
2. Provide an update on the Connecting with Country work at the next SDRP session, including demonstrating how Country is integrated into the design.
3. Establish ICIP protocols that covers all phases of the project; to ensure appropriate protection of cultural knowledge and attribution.
4. Continue to refer to the [Connecting with Country Framework](#) and case studies on the GANSW website as necessary.

Design excellence

The development must demonstrate Design excellence under the provisions of the Newcastle LEP (NLEP) and address the requirements of the design excellence criteria in clause 7.5(3).

Site planning, public domain and landscape

The multiple public domain frontages of the site necessitate that the ground plane and podium work hard at all these locations, including (but not limited to) the through-site lane link and interchange interface.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

The design is a positive start; however, development of the lane and podium, along with refinement of all the street frontages is necessary to deliver good urban outcomes.

5. Exemplify the transitional qualities of the lane, to ensure it is safe, pleasant and attractive for pedestrians. Respond to the following:
 - a. ensure the level transition to Charles Street is sufficiently 'soft' and generous and avoids being a steep or abrupt edge-condition – e.g. investigate options to minimise the extent and impact of the stairs
 - b. rationalise the water zones to maximise space for pedestrian movements and to ensure pedestrian safety – e.g. develop the water story within robust spatial and safety parameters
 - c. ensure the interchange entries/exits more directly address the residential foyer and provide clear sightlines for this connection
 - d. accommodate users with varying mobility – e.g. provide handrails at select points and generous stair dimensions
 - e. continue to optimise activation at building frontages, including incorporating impacts and opportunities on the TfNSW land.
6. Further develop the landscape design of the lane to achieve the design intent of a civic plaza well-defined by its landscape and planting; address the following:
 - a. optimise and maximise mature tree planting, including relocating planter beds away from building edges to enable generous tree growth
 - b. ensure planting selections are appropriate to the lane's microclimate of consistent year-round shade
 - c. develop the landscape design to integrate with the 'eroded podium' concept and respond to opportunities for Country.
7. Increase the south-east corner setback of the podium. Make it generous to improve pedestrian flows and sightlines to/from Hannell Street.
8. Waste and service functions constrain activation at Charles Street and Dangar Street; investigate strategies to activate these areas and to avoid or minimise the extent of blank facade.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

9. Investigate the following landscape opportunities at the Dangar Street Plaza and the Dangar Street public domain:
 - a. an expanded green space/pocket park at the road termination, including its integration with the plaza
 - b. take advantage of available deep soil zone. For example, by including a large specimen tree in the plaza.
10. Work with Council and TfNSW to ensure collaborative and integrated design outcomes for the following and provide an update at the next review:
 - a. the lane including the TfNSW land and connections to Station Street
 - b. expanded green space at Dangar Street
 - c. relocation of the cycle route.
11. Provide an overview of the future pedestrian bridge (as raised by government agencies / Council) and how it can be integrated into the site planning.

Communal open space

Development of all the communal open spaces for residents and the hotel is necessary to ensure good design outcomes for their quality, location, size and distribution. This includes, ensuring that communal open space is proportionate to the development's density and diversity of uses.

12. Revisit the communal open spaces and demonstrate that they are of high-quality, suitably sized, well-distributed and address concerns around hotel sharing, access to views, winter sun, and undercroft impacts.
13. Provide details of the programming of Level 6 communal open space and demonstrate a high-level of year-round amenity for residents (e.g. winter sun and views) and that amenity is not compromised.
14. Ensure a clear spatial logic guides the development of the Level 7 co-living communal open space. Demonstrate the programming is well-integrated and how, access to views, mid-winter sun, good connections to common indoor spaces and privacy with adjacent dwellings is achieved.
15. Investigate opportunities for small and discreet communal spaces to be distributed at the upper levels.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

16. Explore opportunities for the rooftop to be used as an outdoor communal space for the hotel.

Built form and architecture

The proposed tower height (as presented) is supported in principle. Support is contingent on providing the mix of commercial uses and the 3 housing tenures (as presented), with a measure of a GFA or FSR applied to each use and tenure.

17. Increase the minimum floor-to-floor height to 3200mm to better accommodate transfer structure, meet NCC servicing requirements, provide accessible thresholds to balconies and improve flexibility to accommodate a varied apartment mix. A minor increase in the overall building height consistent with this recommendation is supported.
18. Provide options for architectural expression at the top of the tower.
19. Consult with the RAAF at Williamtown regarding any potential impacts from the building height.
20. Provide comprehensive wind modelling that considers the future context, includes comfort and safety analysis and any proposed mitigation measures at the following locations:
 - a. all areas of the ground plane –the through site lane, Dangar Street Plaza and all public domain frontages
 - b. all outdoor spaces at the podium
 - c. typical balconies.
21. Provide a strategy for the affordable housing in consultation with a CHP that includes the following:
 - a. distribution, including investigating '*salt and peppering*' with market dwellings
 - b. demonstration of equitable amenity with market housing.
22. Improve the corridor amenity of the hotel and co-living floors and avoid areas that are too far away from windows or poorly lit by daylighting.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

23. Provide details of the following:

- a. the podium facade and fenestration
- b. the physical and visual connections between podium roof areas (Levels 5 to 7)
- c. sun shading strategies integrated with the circular form
- d. columns profiles and spacing for the colonnades to promote pedestrian movement and minimise CPTED impacts.

Sustainability and climate change

Sustainability and response to climate change require further development and are to be a focus of the second SDRP review. Noting that sustainable design is a key design excellence criterion under the NLEP, the following advice is provided.

24. At the next session provide targets and initiatives that:

- a. are ambitious, commensurate with the civic prominence of this key site and design excellence
- b. demonstrate areas for exceeding minimum requirements - e.g. full building electrification
- c. factor-in resilience for future climate scenarios - e.g. temperature increases under a 2050 high-emissions scenario (refer [NARClim data](#) from [AdaptNSW](#)).

25. Provide details of the key sustainability initiatives and demonstrate how these are integrated into the design, including:

- a. sun shading in response to the various orientations
- b. storm water management, WSUD and water reuse
- c. roof spaces for the allocation of PV cells.

26. Illustrate how the project will contribute to NSW's Net Zero emissions goal by 2050. Refer to '[NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030](#)' for further information.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT
ARCHITECT
NEW SOUTH WALES

It is recommended the project return to the SDRP for further review as the design progresses. Please contact GANSW Design Advisor, Angus Bell (Angus.Bell@planning.nsw.gov.au), if you have any queries regarding this advice.

Sincerely,



Brindha Kugan
Principal Design Advisor
Chair, SDRP

Distribution:

NSW SDRP Panel Members

GANSW Design Advisor

DPHI observers

Newcastle City Council

SJB

Land + Form

Ngurra

Beam Planning

Urban Property Group

Paul Berkemeier, Diana Griffiths,
Brindha Kugan (Chair), Philip Pollard, Tasamine Scott

Angus Bell

Trent Wink, Ethan Whiteman

Brian Gibson, Tristan Parkes, Priscilla Emmett

Wes Grunsell, Adam Haddow, Jonathan Knapp

Ro Iyer

Amy Barnes

Emily Batten

Matthew Choi, Chris Gorton, Patrick Elias,
Chris Ferreira, Tony Jreige, George Massoud

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT
ARCHITECT
NEW SOUTH WALES

20 February 2026

Emily Batten
Planner
Beam Planning
ebatten@beamplanning.com.
au

PROJECT: 10 Dangar Street, Wickham
RE: State Design Review Panel – 11 February 2026 – Review 2

Dear Emily,

Thank you for the opportunity to review the above project for a second time. Please find below a summary of advice and recommendations arising from the design review session held on 11 February 2026.

The project team is commended for the work undertaken since Review 1. Under the provisions of the Newcastle LEP 2012, the development is required to demonstrate design excellence. The project retains the potential to do so, subject to addressing the recommendations in this letter and matters not yet resolved from the previous letter. Items of key concern include the ability of the ground plane and public domain to service the building height and density proposed.

Previously, in-principle support was provided to 38 storeys. The height of the development, on an already compromised ground plane, is contributing to cumulative impacts on the site and its immediate surroundings.

The proposed increase in height from 38 to 43 storeys constitutes a change from the previously reviewed scheme. The advice below is subject to any amendments required through the HDA planning process as a result of this additional height.

The following elements of the proposal are supported and should be retained as contributing to design excellence:

- The commitment to embed the Connecting with Country response within the built form and public domain design, subject to the advice below.
- Refinement of the through-site link to improve permeability, sightlines and transition to Charles Street, subject to advice below.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

- The increased minimum floor-to-floor heights to 3,200mm.
- The articulation of the tower crown and clearer architectural expression.
- The commitment to housing diversity, including affordable housing and co-living.
- Progress toward integrated sustainability initiatives, including full electrification.

In addition to the advice provided in the previous letter, the following commentary provides further advice and recommendations for the project:

Connecting with Country

The Walk on Country has not yet been undertaken. It is acknowledged that the progress on engagement with local Aboriginal Knowledge Holders has been slow but this engagement is fundamental to informing meaningful spatial, material and public domain outcomes.

1. Undertake a Walk on Country and structured engagement with local Aboriginal Elders and Knowledge Holders prior to further design resolution and EIS submission.
2. Demonstrate how engagement outcomes are embedded into the ground plane, landscape strategy and built form in a meaningful way.
3. Identify opportunities for Aboriginal employment, procurement and collaboration, including integration with public art strategy.
4. Continue to ensure ICIP protocols are in place throughout all phases of the project to protect cultural knowledge and ensure appropriate attribution.
5. Continue to refer to the [Connecting with Country Framework](#), [Frequently Asked Questions and case studies](#) on the GANSW website for more information and guidance.

Site planning, public domain and landscape

Further development of the ground plane, colonnade and landscape is required to adequately cater to the density proposed and deliver a safe, legible and generous pedestrian environment commensurate with this key civic location.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

1. Demonstrate how the ground plane supports pedestrian and cycle movement between the Newcastle Interchange, Hannell Street cycleway and the future Honeysuckle development.
 - a. Provide movement analysis identifying key desire lines and anticipated volumes.
 - b. Clarify how the south-east corner resolves pedestrian rounding and crossing movement.
 - c. Clearly demonstrate how the relocated east-west cycle route functions and seamlessly connects to Hannell Street and the wider network.
2. Increase the width and depth of the colonnade, particularly along Hannell Street, to better respond to the scale of the building and anticipated foot traffic. This could include reducing the retail area to achieve a more generous and functional colonnade.
3. Revisit the angle and configuration of the stairs on the southwest corner and demonstrate how the level changes are addressed.
4. Continue to refine the configuration of the through-site link to improve usability and spatial quality, having regard to the expected volume of pedestrian movement.
 - a. Review column placement, including the potential to cantilever the single column at the south-east corner.
 - b. Demonstrate that the configuration of columns, landscape and outdoor seating maintains adequate clearances and supports clear pedestrian movement within the through-site link.
 - c. Reconsider the configuration and alignment of the stairs to ensure a more intuitive transition.
5. Review the distribution of ground floor uses to increase spatial clarity and avoid fragmentation of the ground plane, including redistributing some of the programming to floors above and/or below.
6. Revisit the blank facade and servicing dominance along Charles Street and Dangar Street and investigate opportunities for activation. For example, consider introducing a café or public artwork in collaboration with the local Aboriginal community.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

7. The water feature proposed sits outside the site boundary. Liaise with Council to prioritise the amenity for all public domain works outside the site boundary.
8. Provide sections illustrating how the development interfaces with the transport interchange to the south and adjacent development, including Honeysuckle HQ to the east beyond Hannell Street, to demonstrate cumulative built form impacts, scale relationships and pedestrian movement.

After the session, the following advice (items 9 to 12) was provided:

9. Review the orientation and configuration of the proposed pocket park and landscape elements along Dangar Street to ensure they do not impede pedestrian and cycle movement.
10. Demonstrate how flooding constraints and site level changes have been resolved.
11. Provide further details on hotel arrival requirements and how this is addressed.
12. Review the proposed car parking numbers in relation to the density and mix of uses, having regard to local travel patterns and the Newcastle context.

Built form and architecture

13. Provide an assessment of cumulative built form impacts within the precinct, including the relationship to the Honeysuckle HQ development.
14. Further develop the podium façade to strengthen its relationship with the ground plane and public domain. For example, by extending its geometry and material expression into the public realm.
15. Clarify the architectural and spatial role of the colonnade, including proportional relationships between height and depth.
16. Demonstrate the implications of the proposed height and density on servicing, infrastructure and local amenity, and how these are appropriately addressed.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au



GOVERNMENT ARCHITECT NEW SOUTH WALES

Amenity

The scale and diversity of the development necessitate generous and well-distributed communal open space and high-quality amenity.

17. Ensure that the co-living component provides appropriate amenity commensurate with the scale and intensity of occupation.
 - a. Consider removing the northeast co-living unit to enhance the quality, usability and size of the communal open space.
 - b. Review the location and orientation of the communal room to ensure appropriate solar access.
 - c. Reconsider the orientation and location of daylight to internal circulation spaces, including opportunities to improve northern rather than western light access.
18. Reassess distribution of communal open space across the tower, including opportunities for smaller, vertically distributed spaces at upper levels.
19. Review Level 6 communal open space to ensure there is adequate solar access, amenity and capacity to cater for the proposed density. Further test opportunities to distribute communal open space in the upper levels.
20. Clarify affordable housing diversity, including opportunities for family-friendly dwelling types.

Sustainability and climate change

Sustainable design is a key design excellence consideration for a project of this scale and civic prominence.

21. Provide clear, measurable sustainability targets and commitments that are supported by appropriate technical studies.

The advice provided is to be addressed through further design development and as part of the EIS submission.

Please contact GANSW Design Advisor, Wendy Lam, wendy.lam@dpie.nsw.gov.au, if you have any queries regarding this advice.

Government Architect
New South Wales

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

government.architect
@planning.nsw.gov.au
T +61(02)9860 1450

governmentarchitect.nsw.gov.au

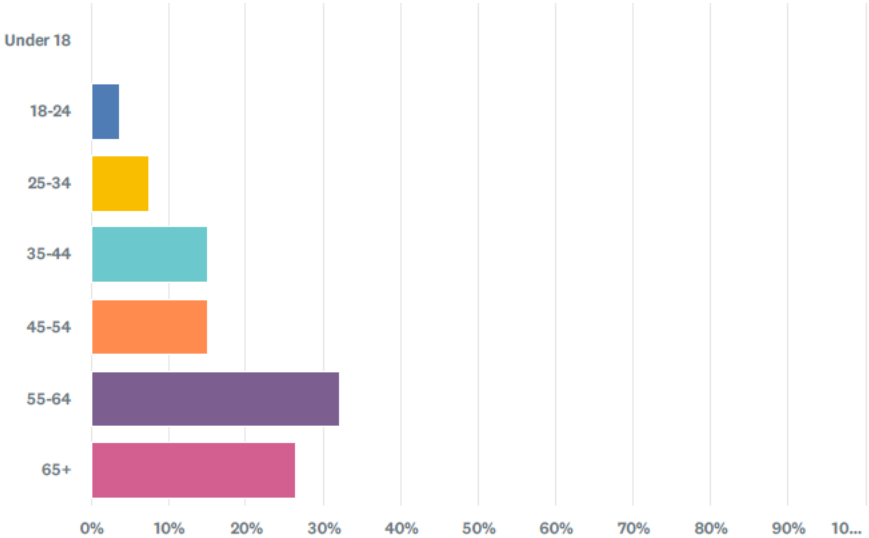


APPENDIX D

SURVEY RESPONSE SUMMARY

Q1 Please indicate your age/age range:

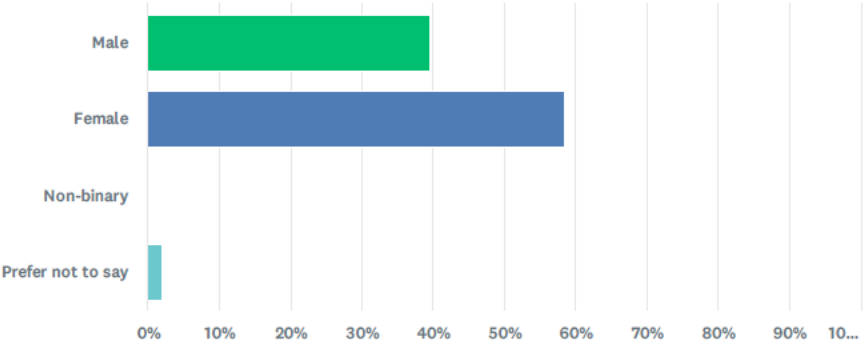
Answered: 53 Skipped: 0



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.

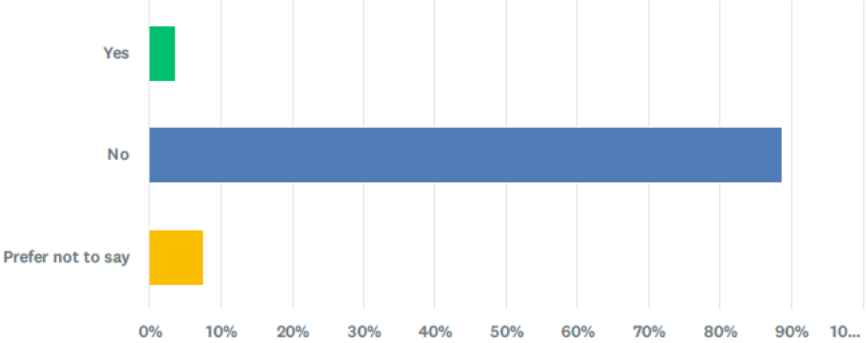
Answered: 53 Skipped: 0



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?

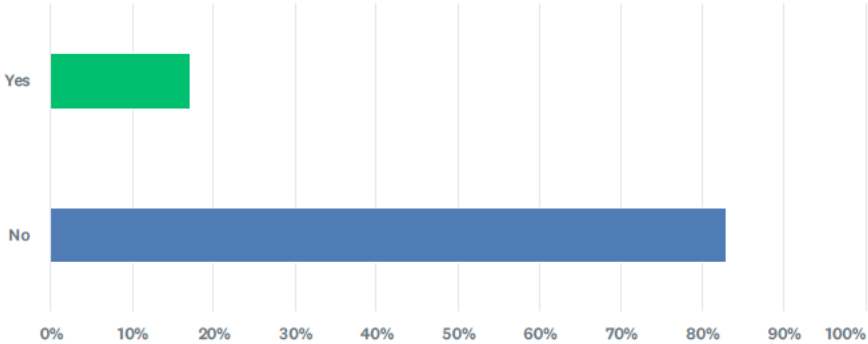
Answered: 53 Skipped: 0



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

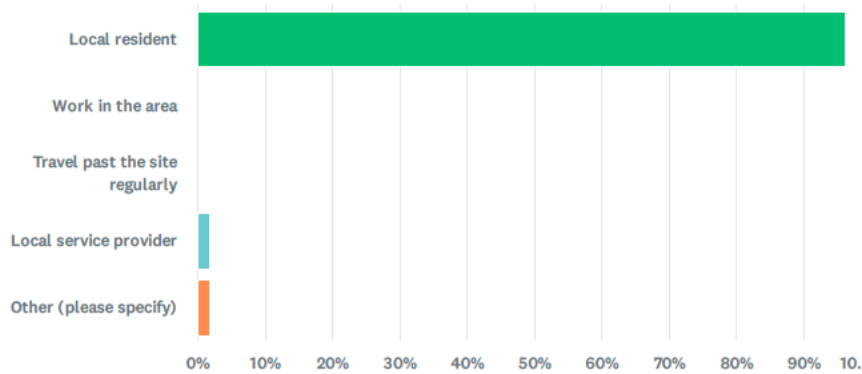


Answer Choices	Percentage	Responses
<input checked="" type="radio"/> Yes	16.98%	9
<input type="radio"/> No	83.02%	44
Show comments		
Total		53

#	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

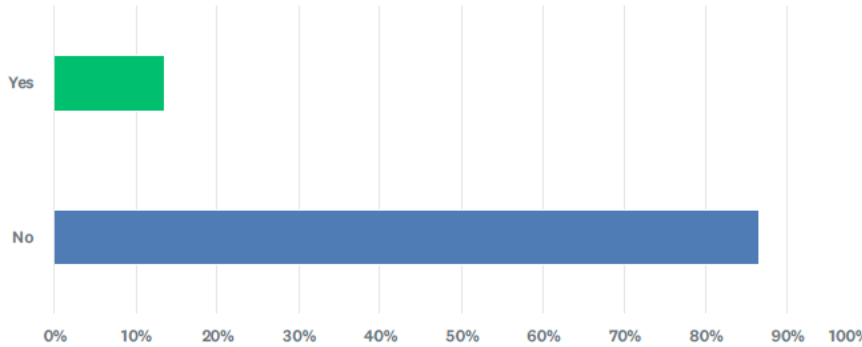


Answer Choices	Percentage	Responses
● Local resident	96.23%	51
● Work in the area	0%	0
● Travel past the site regularly	0%	0
● Local service provider	1.89%	1
● Other (please specify) Show responses	1.89%	1
Total		53

#	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

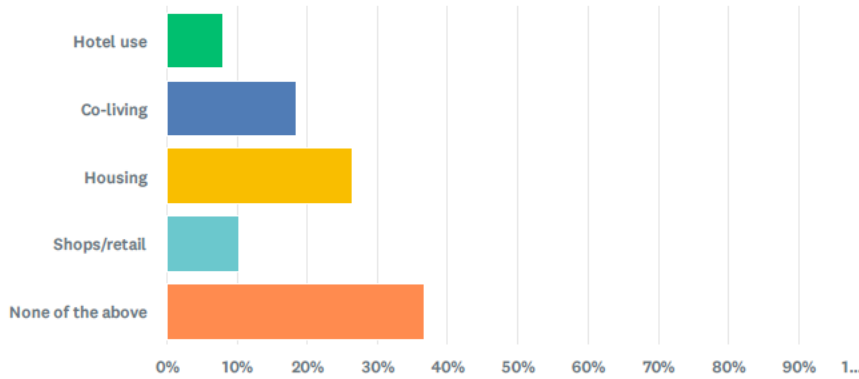
infrastructure will only worsen the situation and create ongoing safety and congestion issues for residents and commuters.

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, 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
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



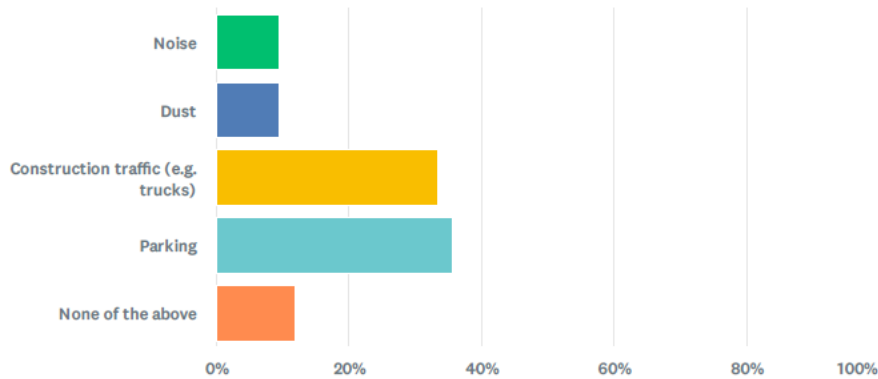
Answer Choices	Percentage	Responses
● Hotel use	8.16%	4
● Co-living	18.37%	9
● Housing	26.53%	13
● Shops/retail	10.20%	5
● None of the above	36.73%	18
Show comments		
Total		49

#	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 apartments	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 wouldnt' impose too greatly on the infrastructure; parking access, roads and wouldnt 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 then 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 E

COMMUNITY INFORMATION WEBINAR PRESENTATION



COMMUNITY INFORMATION WEBINAR
10 DANGAR STREET, WICKHAM

11 February 2026

ACKNOWLEDGEMENT OF COUNTRY




We would like to acknowledge the Traditional Custodians of the lands on which we work, play and gather. We acknowledge the Elders past, present and emerging and pay our respects to any Aboriginal and/or Torres Strait Islander peoples joining us today.


Webinar Etiquette


Please respect other people's time and contributions.

Please type questions into the Chat while the information is being presented – all questions will be addressed in the Q&A section at the end of the presentation.


Agenda:


 Purpose of the webinar


 Introductions

 Planning Context

 Project overview

 Themes from feedback

 Q&A

 Timeline & Next Steps

Purpose of the webinar:



Provide information about the planning process for the site



Share key information on the draft proposal



Provide an opportunity to ask questions and provide feedback

WEBINAR PRESENTERS

Town Planner – Ashleigh Ryan - Beam Planning

Architect – Welsey Grunsell - SJB

Sarah George – Engagement and Social Planning

The Applicant: Urban Property Group



“We don’t just build houses; we shape neighbourhoods and create spaces where everyone feels at home.”

-  Quality Housing Solutions
-  Prime Locations and Community Integration
-  Building Vibrant and Sustainable Communities
-  Fully Integrated Developer-Builder
-  Agile and Family-Run Business

Subject site and context

The subject site is located immediately adjacent to the Newcastle Train Interchange.

Development surrounding the site is predominantly residential (medium and low density) and infrastructure.



SITE HISTORY/ DESIGN EVOLUTION

- DA 2018/0119 (as amended by DA2022/00448) applies to the site and consent was granted for demolition of existing structures, site excavation and construction of a 17-storey mixed use development.



- Site was purchased by Applicant after demolition, excavation and early works had commenced.
- Applicant and new design team need to work within the constraints of what has been constructed on the site to date, while also looking for opportunities to improve the approved development.

Planning Pathway

The proposed development on the site will be a State Significant Development Application (SSDA) via the Housing Delivery Authority (HDA) pathway.

The HDA allows for a streamlined SSDA pathway with a concurrent rezoning process to amend the planning controls that apply to the site. This is intended to accelerate the delivery of homes to meet local and state housing targets.

In addition to a mix of land uses, the proposal will provide 15% affordable housing. Affordable housing provides housing for key workers and those on low-moderate incomes.

PROPOSED DEVELOPMENT

The 'rezoning' component seeks the following amendments to the Newcastle Local Environmental Plan 2012 (NLEP) controls for the site:

- Increase the max. building height; and
- Increase the max. FSR.

The proposed NLEP amendments will facilitate the assessment and determination of a concurrent SSDA for the following on the site:

- Construction of a ~43 storey mixed-use tower, comprising:
 - Approx. 249 residential apartments with the following mix:
 - 42 x one bedroom apartments
 - 156 x two bedroom apartments
 - 48 x three bedroom apartments
 - 3 x four bedroom apartments
 - Approx. 100 co-living units
 - Ground floor retail
 - A hotel within the podium (approx. 180 rooms)
 - 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.



CO-LIVING & AFFORDABLE HOUSING

Co-living housing was introduced to the NSW planning system when the [Housing SEPP](#) was made in November 2021.

Under the Housing SEPP, co-living housing:

- is subject to similar built-form development standards as boarding houses
- must provide a primary place of residence for all occupants – it may not be used for short-term tourist and visitor accommodation
- may have as few as 6 private rooms (but most co-living housing developments will typically have about 30 to 40 private rooms)
- must provide indoor and outdoor communal space for residents to relax and socialise
- must have a manager, who will be responsible for implementing the plan of management for the property. The manager does not have to be always on site but must be contactable by phone 24/7.

Affordable Housing is housing that meets the needs of people on very low, low to moderate incomes and is priced so that residents can afford other basic living costs (food, clothing, medical & education). Affordable housing is managed by registered Community Housing Providers and is different to social or public housing.

Affordable housing will be provided on the site based on 15% of the residential floor space. This housing will be used for 'affordable housing' for a minimum of 15 years.

GROUND AND PUBLIC DOMAIN (CURRENT DESIGN)



BUILT FORM

The proposed built form has been informed by SDRP feedback and amended to provide:

- Increase in floor to floor height
- Creating a marker for the City of Newcastle
- Delivering high quality and diverse housing.





Design drivers:



Urban Principles:

Strategic principles



Integrating and enhancing the currently proposed public domain upgrades along Hannell St and introduce a pedestrian link connecting Station Street to Hannell St.



Deliver a new icon for the city that sets the standard for Newcastle changing character and mark West End as the gateway into the city center.

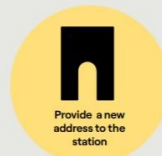


Develop a mix of uses and provide active street frontage to add to the lively nature and diverse night time atmosphere of West End.



Provide density in a strategic location at the gateway of Newcastle's city centre.

Site principles



Design the podium to reflect the importance of its location.



Enhance connectivity to the train station and provide enhanced access toward the Hannell Street.



Built high quality architecture and deliver design excellence with generous design considerate of the public domain.



Provide housing diversity on the site by incorporating affordable housing, co-living, hotel accommodation and build-to-rent into the design.

GROUND FLOOR PLAN - APPROVED DEVELOPMENT

Key concerns

- Waste pickup on street
- Lack of activation on ground floor plan
- Basement bracing to interchange
- Narrow through site link
- Excessive public interface ramping for accessibility



Proposed Ground Plan

- 2m wide colonnade introduced on Hannell Street and the new public space
- Increased setback to retail frontages to increase public domain and improve the pedestrian experience.
- Refinement of the public domain landscape architecture and interchange interface



VIEWS OF THE PUBLIC DOMAIN



Approved development



Proposed development

VIEWS OF THE PUBLIC DOMAIN



Approved development



Proposed development

VIEWS OF THE PUBLIC DOMAIN



Approved development



Proposed development

BENEFITS OF THE PROPOSAL



New public space and the extension of the Interchange Plaza.



Significant site landscaping at ground level.



Employment opportunities in the construction and operation phase (retail, hotel and maintenance of property)



Co-living housing, affordable housing and market housing



Boosting tourism and hospitality through the inclusion of a hotel and ground floor retail offering.

THEMES FROM COMMUNITY FEEDBACK

Traffic & Parking impacts

Height, scale, overshadowing
privacy

Character impacts

Construction impacts (noise,
traffic, structural impacts)

Traffic- Operational



- A Transport Impact Assessment (TIA) is being prepared to accompany the application.
- The TIA will determine the traffic generation of the proposal (including the different proposed uses) and assess the impacts on the surrounding road network. This will be supported by traffic surveys and SIDRA (traffic modelling software) assessments which will be carried out to quantify existing and post-development conditions.
- On-site car parking is provided in accordance with the Housing SEPP provisions, TfNSW Guidelines, and Council's controls.

HEIGHT, PRIVACY, OVERSHADOWING

- Increased height has been considered in terms of potential changes to shadow, views, bulk and privacy/overlooking.
- Shadow diagrams assessment studies will be undertaken as part of the preparation of the application to fully assess impacts and seek to minimise overshadowing of existing residences.
- A View and Visual 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.

CHARACTER OF THE AREA

- Community feedback noted that the character of Wickham will change as a result of the proposal.
- Wickham area is undergoing transition with high-density developments planned for the eastern side of Hannell Street.
- Site is located adjacent to the Rail edge where higher density development is anticipated/envisaged.
- Predominant building form immediately adjacent to site is medium-density, then stepping down to low density residential. Proposal seeks to introduce a key marker for the City of Newcastle associated with the Newcastle Interchange.

CONSTRUCTION IMPACTS

Early Works:

- Site is currently under construction.
- Early works to facilitate future works on the site (subject to a separate application) include:
 - Bulk excavation and preparation of existing foundation piles to enable pouring of the B3 slab
 - Detailed excavation, waterproofing and pouring of the B3 slab on the ground
 - Shotcrete to walls, waterproofing, formwork, reinforcement and pouring suspended levels (B2 & B1)
 - The footprint of the slabs will exclude the centre area as this area remains under design for the future tower.
- All proposed Early Works will be undertaken in line with approved management plans (traffic, noise, contamination) to minimise impacts.

CONSTRUCTION IMPACTS

Proposed Main Works:

- A Noise and Vibration Impact Assessment will be prepared to accompany the application and will provide recommendations on measures to minimise construction-related noise and vibration.
- A Construction Management Plan and Construction Pedestrian and Traffic Management Plan will be developed prior to any works commencing. The Plan will detail construction traffic management to minimise impacts on local streets.
- A Construction and Demolition Waste Management Plan will also be developed.



Timeline:



Next Steps

Reports being prepared to accompany the application will be finalised.



Application will be lodged with the Department of Planning, Housing and Infrastructure. Once accepted, the application will be placed on exhibition with all supporting documentation available on the NSW Planning Portal Major Projects Website.



Submissions on the proposal can be made via the NSW Planning Portal
<https://www.planningportal.nsw.gov.au/major-projects>

THANK YOU!

- sgeorgeconsulting@gmail.com