



State Significant Development Application Environmental Impact Statement and Rezoning Report

Mixed-Use Development
10 Dangar Street, Wickham

Prepared for UPG Wickham Pty Ltd

24.04.25

25081

Beam Planning acknowledge that Aboriginal and Torres Strait Islander peoples are the First Peoples and Traditional Custodians of Australia. We pay respect to Elders past and present and commit to respecting the lands we walk on, and the communities we work with.

Author:	Ashleigh Ryan Director	aryan@beamplanning.com.au	
Author:	Alicia Baker Associate	abaker@beamplanning.com.au	
Author:	Emily Batten Planner	ebatten@beamplanning.com.au	

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Contents

EIS Declaration.....	8
Executive Summary.....	9
1.0 Introduction	12
1.1 Applicant Details.....	12
1.2 Project Site	13
1.3 Project Overview	13
1.4 Project Objectives.....	14
1.5 Project Background.....	15
2.0 Site Analysis.....	19
2.1 The Site	19
2.2 Key Information about the Site	20
2.3 Surrounding Context	23
3.0 Strategic Planning Context	25
3.1 Strategic Planning Framework.....	25
3.2 Cumulative Impacts	28
3.3 Analysis of Alternatives.....	30
4.0 The Proposed Rezoning	33
4.1 Project Justification	33
4.2 Project Objectives and Intended Outcomes	33
4.3 Explanation of Provisions.....	34
5.0 The Proposed Development.....	36
5.1 Project Summary.....	36
5.2 Design Principles	39
5.3 Connecting with Country.....	39
5.4 Site Preparation Works.....	40
5.5 Infrastructure and Services.....	40
5.6 Built Form and Urban Design	40
5.7 Land Use Activities	44
5.8 Façade and Materiality	48
5.9 Landscaping and Communal Open Space	51
5.10 Public Art	56
5.11 Transport and Access	56
5.12 Construction Details	57
5.13 Operational Details	58
5.14 Development Staging and Sequencing.....	58
6.0 Statutory Context	59
6.1 Power to Grant Approval.....	59
6.2 Permissibility.....	59
6.3 Other Approvals	59
7.0 Stakeholder Engagement.....	73
7.1 Pre-Lodgement Engagement Undertaken	73
7.2 Future Engagement.....	76
8.0 Justification of Strategic and Site-Specific Merits and Assessment of Impacts.....	77
8.1 Strategic Consistency and Merit	77
8.2 Assessment of Key Matters and Site-Specific Merit	95

9.0	Project Justification	135
9.1	Project Design.....	135
9.2	Strategic Justification	136
9.3	Statutory Justification.....	136
9.4	Community Views.....	136
9.5	Likely Impacts	136
9.6	Principles of Ecologically Sustainable Development.....	137
9.7	Public Interest.....	139
9.8	Suitability of the Site	139
10.0	Conclusion	140

Figures

Figure 1	Location Context within Key Precincts.....	16
Figure 2	Artist Impressions DA2018/01197 (as modified).....	17
Figure 3	Artist Impressions DA2022/00448 (as modified).....	18
Figure 4	Location Plan	19
Figure 5	Aerial Photo.....	19
Figure 6	Existing Development.....	20
Figure 7	Transport Context	21
Figure 8	Heritage Context	22
Figure 9	Dangar Street looking east.....	23
Figure 10	Charles Street looking northeast.....	23
Figure 11	Charles Street looking south.....	23
Figure 12	Dwelling on Charles Street.....	24
Figure 13	Charles Street looking northwest.....	24
Figure 14	Wickham Redevelopment Potential Map	28
Figure 15	Compliant building massing under the Newcastle LEP 2023	30
Figure 16	Compliant building massing under the In-fill Affordable Housing provisions of the Housing SEPP	31
Figure 17	Proposed Development.....	37
Figure 18	Podium Key Moves.....	41
Figure 19	Tower Key Moves	42
Figure 20	Tower Crown.....	43
Figure 21	Land Uses.....	44
Figure 22	Ground Floor Plan	45
Figure 23	Typical Hotel Level Plan	46
Figure 24	Typical Co-Living Level Plan (Levels 8-11).....	47
Figure 25	Typical Affordable Housing Level Plan (Levels 12-16).....	47
Figure 26	Podium (Hotel) Facade	48
Figure 27	Podium Materiality.....	49
Figure 28	Tower Facade.....	50
Figure 29	Tower Materiality	50
Figure 30	Public Domain Plan	51
Figure 31	Through-site Link.....	52
Figure 32	Through-site Link – Section (looking north)	52
Figure 33	Station Street Plaza	53
Figure 34	Level 6 Residential Communal Open Space.....	54
Figure 35	Level 7 Co-Living Communal Open Space.....	55
Figure 36	Green Roof Strategy.....	55
Figure 37	Public Art Opportunities.....	56
Figure 38	Site Access.....	57
Figure 39	Heritage Context	70
Figure 40	Skyline Study.....	103
Figure 41	Height Distribution Strategy	104
Figure 42	Through-site link approved versus proposed.....	105
Figure 43	Shadow Diagrams – Winter Solstice.....	107
Figure 44	Wickham Future Context.....	110

Figure 45	Map of Viewpoints.....	111
Figure 46	Visual Impact Assessment (Existing – left, Proposed (within the future context) – right).....	114
Figure 47	Through-Site Link and Plaza.....	116
Figure 48	The site, sensitive receivers and noise monitoring locations	119
Figure 49	Music Modelling Results.....	121
Figure 50	Flood model representation of ground floor levels.....	129
Figure 51	Flood storage in the 1% AEP flood in 2050 under Benchmark Conditions	131

Tables

Table 1	Applicant Details.....	13
Table 2	DA2018/01197 Modifications.....	17
Table 3	DA2022/00448 Modifications.....	18
Table 4	Summary of strategic context.....	25
Table 5	Known developments in the vicinity of the site.....	29
Table 6	Existing and proposed changes to the Newcastle LEP 2012.....	34
Table 7	Summary of key development metrics.....	38
Table 8	GFA Breakdown	44
Table 9	Apartment mix of development	46
Table 10	Breakdown of proposed parking.....	57
Table 11	Power to grant approval.....	59
Table 12	Permissibility of the proposed development.....	59
Table 13	Other approvals.....	59
Table 14	Pre-conditions for the consent authority	60
Table 15	Summary of mandatory matters for consideration.....	62
Table 16	Assessment against the Housing SEPP Controls	64
Table 17	Assessment against Newcastle LEP 2012 2012 controls and proposed rezoning controls	69
Table 18	Engagement with Statutory Bodies and Community Groups.....	73
Table 19	Summary and response to community feedback.....	74
Table 20	Consistency of the Rezoning Proposal with The Hunter Regional Plan 2041	78
Table 21	Consistency of the Rezoning Proposal with the Greater Newcastle Metropolitan Plan 2036	79
Table 22	Consistency of the Rezoning Proposal with the Newcastle Local Strategic Planning Statement.....	81
Table 23	Consistency of the Rezoning Proposal with State Environmental Planning Policies	85
Table 24	Consistency of the Rezoning Proposal with the Section 9.1 Ministerial Directions	87
Table 25	SDRP 1 Feedback.....	96
Table 26	SDRP 2 Feedback.....	99
Table 27	ADG Compliance	106
Table 28	Wind Impacts and Mitigation Measures.....	107
Table 29	Summary of View Loss Ratings.....	114
Table 30	Car Parking Provision.....	117
Table 31	Impact Assessment.....	125
Table 32	Positive Social Impacts Assessment and Mitigation Matrix	128
Table 33	Negative Social Impacts Assessment and Mitigation Matrix	128
Table 34	Heritage Items in Vicinity of the Site	132
Table 35	Assessment against ESD Principles.....	138
Table 36	SEARs Compliance Table	141
Table 37	SEARs Compliance Table – DPHI Additional Requirements	144
Table 38	Rezoning Requirements Compliance Table	145
Table 39	SEARs Compliance Table – Agency Advice.....	146
Table 40	Statutory Compliance Table.....	149
Table 41	Community Engagement Table	151
Table 42	Ongoing Mitigation Measures	152
Table 43	Assessment against the Newcastle Development Control Plan (2023)	154
Table 44	Newcastle City Council Pre-DA Meeting Feedback.....	161

Appendices

Appendix	Prepared by
A. SEARs Compliance Table	<i>Beam Planning</i>
B. Statutory Compliance Table	<i>Beam Planning</i>
C. Community Engagement Table	<i>Beam Planning</i>
D. Consolidated Mitigation Measures	<i>Beam Planning</i>
E. DCP Assessment Table	<i>Beam Planning</i>
F. Estimated Development Cost (EDC) Report	<i>Construction Consultants</i>
G. Community Housing Provider Letter of Support	<i>MyLife Community Housing</i>
H. Engagement Report	<i>Sarah George Consulting</i>
I. Pre-DA Meeting Advice	<i>Newcastle City Council</i>
J. Pre-DA Meeting Response Table	<i>Beam Planning</i>
K. SDRP Advice	<i>SDRP</i>
L. Architectural Drawings	<i>SJB Architects</i>
M. Urban Design Report	<i>SJB Architects</i>
N. Connecting with Country Report	<i>Ngurra Advisory</i>
O. Survey Plan	<i>Delfs Lascelles</i>
P. Pedestrian Wind Study	<i>RWDI Australia</i>
Q. Solar Reflection Screening Analysis	<i>RWDI Australia</i>
R. Visual Impact Assessment	<i>Urbaine</i>
S. Transport Impact Assessment	<i>Varga Traffic Planning</i>
T. Green Travel Plan	<i>Varga Traffic Planning</i>
U. Preliminary Construction Traffic Management Plan	<i>Varga Traffic Planning</i>
V. Noise and Vibration Assessment	<i>Pulse White Acoustics</i>
W. Water Cycle Management Plan	<i>BG&E</i>
X. Flood Impact Risk Assessment	<i>Stantec</i>
Y. Contamination Report	<i>Douglass Partners</i>
Z. Landscape Plan	<i>Land and Form</i>
AA. Landscape Design Report	<i>Land and Form</i>
BB. Ecologically Sustainable Development (ESD) Report	<i>Efficient Living</i>
CC. Net Zero Statement	<i>Efficient Living</i>
DD. Agreement to Rate	<i>Efficient Living</i>
EE. NABERS Embodied Emissions Materials Form	<i>Efficient Living</i>
FF. NatHERs and BASIX Assessment Report	<i>Efficient Living</i>
GG. BASIX Certificate	<i>Efficient Living</i>
HH. Section J Report	<i>Efficient Living</i>

Appendix	Prepared by
II. Biodiversity Development Assessment Report (BDAR) Wavier Request	<i>Thrive Ecology</i>
JJ. Biodiversity Development Assessment Report (BDAR) Wavier	<i>DCCEEW</i>
KK. Construction and Demolition Waste Management Plan	<i>Urban Apartments</i>
LL. Operational Waste Management Plan	<i>Elephants Foot Consulting</i>
MM. Social Impact Assessment	<i>Sarah George Consulting</i>
NN. Infrastructure Delivery, Management and Staging Plan	<i>Goldfish and Bay</i>
OO. Crime Prevention Through Environmental Design (CPTED) Report	<i>Beam Planning</i>
PP. Aboriginal Cultural Heritage Advice	<i>Regal Heritage</i>
QQ. Statement of Heritage Impact	<i>Edwards Heritage Consultants</i>
RR. Public Art Strategy	<i>Creative Road</i>
SS. Aviation Impact Assessment	<i>AviPro</i>
TT. Construction Management Plan	<i>Urban Apartments</i>
UU. Civil Engineering Plans	<i>BG&E</i>
VV. BCA Design Assessment Report	<i>DC Partnership</i>
WW. Accessibility Compliance Report	<i>Access Link Consulting</i>
XX. Fire Engineering Statement	<i>Holmes</i>
YY. Structural Letter	<i>BG&E</i>

Under Separate Cover:

- Owners Consent, prepared by UPG Wickham Pty Ltd

EIS Declaration

Project Details		
Project name	10 Dangar Street, Wickham	
Application number	SSD-89869959	
Address of the land in respect of which the development application is made	Lot 1 in DP1197377	
Applicant Details		
Applicant name	UPG Wickham Pty Ltd	
Applicant address	Suite 110 Level 1/180-186 Burwood Rd, Burwood NSW 2134	
ABN	88 684 808 651	
Details of person(s) by whom this EIS was prepared		
Name	Ashleigh Ryan	Emily Batten
Organisation	Beam Planning Pty Ltd	Beam Planning Pty Ltd
Address	7.01 Level 7, 60 Carrington Street, Sydney	7.01 Level 7, 60 Carrington Street, Sydney
Professional qualifications	BPlan (Hons 1), UNSW & RPIA REAP	Bachelor of Planning, Macquarie University
Declaration by Registered Environmental Assessment Practitioner		
Name	Ashleigh Ryan	
Registration number	59156	
Organisation registered with	Planning Institute of Australia	
Declaration	The undersigned declares that this EIS: • Has been prepared in accordance with the Environmental Planning and Assessment Regulation 2021; • Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • Does not contain information that is false or misleading; • Addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • Identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • Has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement; • Contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; • Contains a consolidated description of the project in a single chapter of the EIS; • Contains an accurate summary of the findings of any community engagement; and • Contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.	
Signature		
Date	24.04.02026	

Executive Summary

This Environmental Impact Statement and Rezoning Report has been prepared by Beam Planning on behalf of UPG Wickham Pty Ltd (the Applicant) in support of a State Significant Development Application (SSDA) made to the Department of Planning, Housing and Infrastructure (the Department) for the redevelopment of 10 Wickham Street, Dangar (the site). This SSDA seeks development consent for a mixed-use development.

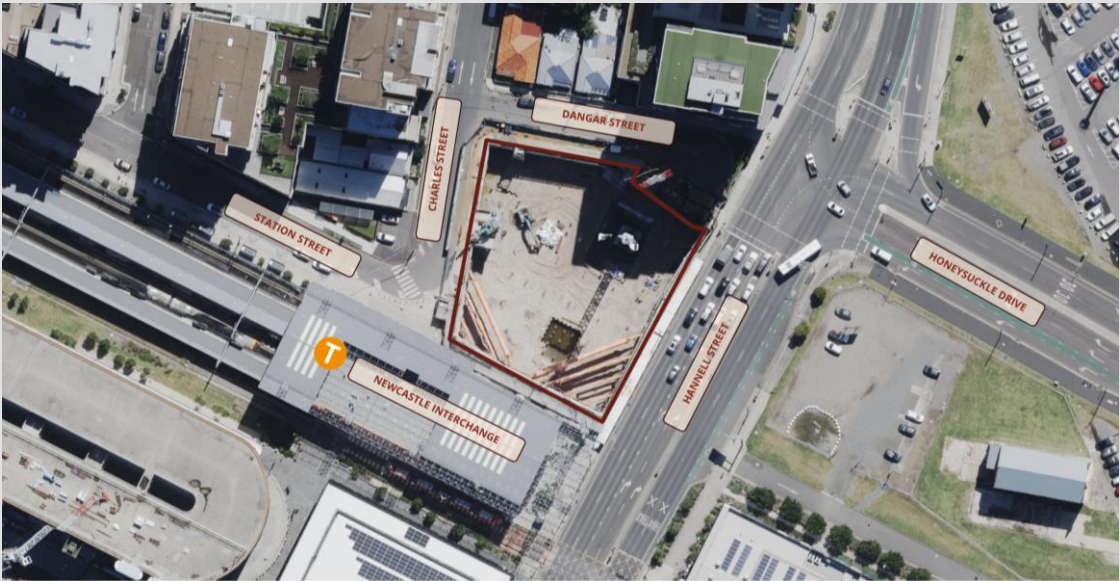
This Report responds to the Secretary’s Environmental Assessment Requirements (SEARs) and concurrent rezoning requirements issued by the Department on 26 September 2025. It provides the context of the site, the consistency of the proposal with strategic plans and planning guidelines, the applicable statutory planning context, the community/stakeholder engagement undertaken for the project, and the anticipated environmental impacts of the proposed development, with mitigation measures to reduce any potential adverse impacts.

Where is the site?

What is this SSDA for?

Why is it being lodged?

10 Dangar Street, Wickham



THE SITE

NOT TO SCALE

This SSDA seeks approval for the construction of a 43-storey mixed-use development with 245 dwellings (including 42 affordable housing dwellings), 99 co-living units, and 171 hotel rooms. The proposal includes basement and ground floor parking (215 spaces), ground floor retail, community infrastructure in the form of major east west through-site link and plaza, north-south through site link along Hannell Street, and plaza at the north-east of the site, a hotel with associated restaurant, recreation and function facilities, residential accommodation, landscaping, and required site infrastructure.

Demolition, early site works, bulk excavation, and shoring works, have already been completed on the site, under a separate DA (DA2018/01197), which was approved by the City of Newcastle on 30 April 2019. Minor additional permanent work in the form of construction of a capping beam is currently being progressed by the proponent on site, also under this consent, which is due for completion prior to determination of the SSDA, noting the SSD proposal seeks the consent for the prospective use of these permanent elements.

The proposed development is being lodged with the primary objective of delivering additional housing supply and affordable housing in response to demographic trends in the Newcastle Local Government Area (LGA) and the Government’s commitments under the National Housing Accord. The Newcastle LGA is experiencing significant population growth alongside housing affordability challenges. The region has a shortage of smaller dwellings, with studio and one-bedroom apartments making up less than 5% of supply despite demand from single households, students and essential workers. Housing stress is also prevalent, with nearly 75% of low-income households in rental stress.

What is the development's strategic context?	The development also aims to maximise the site's strategic location adjacent to the Newcastle Interchange by delivering a high-density, transit-orientated, mixed-use tower. In addition to housing outcomes, the proposal will integrate a hotel and ground floor retail uses, contributing to local economic activity, employment generation and activation of the public domain. The project is directly aligned with key strategic objectives outlined in State, regional and local policy as it will significantly increase housing support and address concerns of housing affordability in NSW. At the State level, it advances the goals of Housing 2041 and the NSW Government's housing targets by delivering a diverse housing mix, including affordable housing, in close proximity to established infrastructure and services, including the Newcastle Interchange. Regionally and locally, the proposal reinforces the Hunter Regional Plan 2041, the Greater Newcastle Metropolitan Plan 2036, and the Newcastle Local Strategic Planning Statement, all of which emphasise compact, mixed-use growth in accessible centres. Located within the Wickham Master Plan's Rail Edge Precinct, directly adjacent to the Newcastle Interchange, the development provides a landmark mixed-use tower that contributes to housing supply, employment generation, and public domain improvements in line with the strategic vision for the area.
Does it comply with the relevant planning controls?	The SSDA and concurrent rezoning application is seeking to amend the existing maximum height of building and floor space ratio development standards that apply to the site under the <i>Newcastle Local Environmental Plan 2012</i> (Newcastle LEP 2012). Subject to the finalisation of the amendments to the Newcastle LEP 2012, the proposed development will comply with all relevant environmental planning instruments. Any minor discrepancies have been addressed within this report.
What are the key findings of the preliminary stakeholder engagement?	Consultation has been undertaken with various stakeholders including relevant government agencies and the public. The key issues raised during the consultation process included concerns about the proposed building height, including potential visual impacts, overshadowing, wind impacts, and privacy concerns; departure from the planned character of Wickham; traffic congestion, road safety and on-street parking; pressure on local infrastructure and services; construction impacts; and the proposed mix of uses, particularly the affordable housing, co-living and hotel uses. These concerns have been considered and addressed throughout the design of the project as detailed in the Engagement Report at Appendix H. Refer to Section 7.0 for more detail on stakeholder engagement.
What are the key impacts and how will they be managed?	A detailed environmental assessment of the project has been undertaken in accordance with the SEARs and concurrent rezoning requirements. The assessment has found that where there are potential impacts, they can be appropriately mitigated and managed to ensure a suitable and appropriate outcome for the site. A summary of the relevant environmental assessment is provided in Section 8.2 of this report.
Who will determine it?	The Minister for Planning and Public Spaces (or their delegate) will be the consent authority for this project.
Why should it be approved?	The proposed development warrants approval as it delivers substantial and demonstrable public benefits that directly respond to urgent housing supply and affordability priorities at the state and local level. The development will deliver 245 new apartments, including 42 affordable dwellings, making a significant contribution to Government housing targets and the objects of the National Housing Accord. The site's strategic location within walking distance of the Newcastle Interchange and existing commercial and community facilities, makes it ideally suited for higher-density, transit-oriented development. This location supports sustainable travel, reduces reliance on private vehicles and maximises the efficient use of existing and planned infrastructure. Beyond housing delivery, the proposal incorporates commercial and employment-generating uses supporting the economic activity, local jobs, and ongoing activation of the Newcastle City Centre. Specifically, the project incorporates hotel, and retail uses that contribute to local employment, economic activation, and the night-time economy. Significant public domain improvements are also proposed, including a through-site link and enhanced public domain areas, enhancing site and precinct connectivity and amenity for the wider community. These public benefits are a significant improvement compared to the previously approved development on the site.

When considered collectively, the proposal represents an appropriate, well-located and policy-consistent response to growth pressures, delivering a balanced mix of housing, employment and community infrastructure. It demonstrates strong strategic and site-specific merit and therefore warrants approval.

1.0 Introduction

This Environmental Impact Statement (EIS) and Rezoning Report has been prepared on behalf Urban Property Group (UPG) to assess the economic, environmental and social impacts of a proposed State Significant Development Application (SSDA) for a mixed-use development at 10 Dangar Street, Wickham.

The project has been identified by the NSW Housing Delivery Authority (HDA) as a key development to help accelerate the delivery of well-located, diverse and affordable housing in NSW. The redevelopment will deliver significant community benefits through the construction of a 43-storey mixed-use development comprising 245 residential apartments (including 42 in-fill affordable dwellings), 99 co-living units, a hotel with 171 rooms and associated recreation and function facilities, ground floor retail, through-site link, basement and ground floor parking, landscaping, and associated site infrastructure.

The proposed development is declared by the Minister for Planning and Public Spaces (the Minister) to be State Significant Development (SSD) pursuant to the *State Significant Development Declaration Order 2025 (No 10)*, Part 2, Section 1(a), dated 30 June 2025.

The EIS has been prepared in accordance with the requirements under Division 5 of the *Environmental Planning & Assessment Regulation 2021* (EP&A Regs) and having regard to the SSD Guidelines (March 2024) and Project-Specific SEARs (SSD-89869959). Further, this report addresses the Guidance for Concurrent Rezoning Report issued for project (SSD-89869959), and the Local Environmental Plan Making Guideline 2023, issued by the NSW Department of Planning, Housing, and Infrastructure (the Department).

This SSDA and concurrent rezoning application is submitted to the Department pursuant to Part 3, Division 3.3 and Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This EIS and Rezoning Report is based on the Architectural Drawings prepared by SJB Architecture (see **Appendix L**) and other technical studies appended to this report (see Appendices List).

1.1 Applicant Details

Urban Property Group (UPG) is a dynamic, family-owned developer and builder based in Sydney, with nearly 40 years of experience shaping communities across NSW. As a fully integrated business, UPG manages every stage of the development lifecycle, from acquisition and planning through to design, construction, and post-completion care.

UPG is proud to be the first developer in Australia to offer 10-year Latent Defects Insurance, setting a new benchmark for homeowner confidence. UPG are also iCIRT-rated by the NSW Government, a recognition of their commitment to quality, transparency, and trust.

UPG's portfolio spans apartments, townhouses, and mixed-use precincts, with a strong track record of delivering high-quality, master-planned communities and multi-storey developments. They believe quality living should be accessible to all, whether it's a first home, a growing family's next step, or a place to truly belong.

UPG currently has a pipeline of 9,000 homes across NSW, including 1,069 affordable housing dwellings. Their developments stretch from Wickham in Newcastle, through Greater Sydney, down to Wollongong. A total of 1,200+ homes, including over 130 affordable housing dwellings, are currently under construction.

This pipeline reflects UPG's commitment to delivering well-located, inclusive housing that supports the diverse needs of communities across NSW. They continue to work closely with government, industry, and community partners to deliver projects that matter – no shortcuts, no compromises.

Table 1 Applicant Details

Applicant Details	
Applicant name	UPG Wickham Pty Ltd
Applicant address	Suite 110 Level 1/180-186 Burwood Rd, Burwood NSW 2134
ABN	88 684 808 651
Community Housing Provider Details	
CHP name	MyLife Community Housing
CHP address	19/103 Majors Bay Road, Concord NSW 2139
ABN	17 675 638 338

1.2 Project Site

The site is located at 10 Dangar Street Wickham, within the Newcastle LGA and occupies a prominent corner position with three street frontages to Dangar Street, Hannell Street and Charles Street. The site is immediately north of the Newcastle Interchange, providing direct access to train, light rail and bus 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, and excavation works approved under DA2018/01197 (as modified). Refer to **Section 2.0** of this EIS for a more detailed description of the site.

1.3 Project Overview

This SSDA seeks approval for the construction of a 43-storey mixed-use development with 245 dwellings (including 42 affordable housing dwellings), 99 co-living units, and 171 hotel rooms. The proposal includes basement and ground floor parking (215 spaces), ground floor retail, a through-site link, a hotel with associated restaurant, recreation and function facilities, residential accommodation, landscaping, and required site infrastructure.

Specifically, the development comprises:

- Construction of a 43-storey (+ plant) mixed-use building, comprising:
 - 3 levels of basement car parking, providing 215 car parking spaces.
 - 6 storey podium comprising ground floor retail premises, a hotel including 171 rooms, restaurant / bar, recreation areas and function facilities, and podium rooftop communal open space for residential apartments above.
 - 245 apartments located in the residential tower, including 42 affordable dwellings to be managed by a registered Community Housing Provider (CHP) for a minimum of 15 years, in addition to 99 co-living housing units with associated communal amenities.
- Associated landscaping and public domain improvements, including the provision of community infrastructure in the form of a major east west through-site link and plaza connecting to the adjacent to the Newcastle Interchange along the southern edge of the site, a through site link running along the eastern boundary parallel to Hannell Street, and an additional plaza at the north-east corner of the site, all publicly accessible.
- Extension and augmentation of physical infrastructure and utilities as required.
- The prospective use of permanently built elements undertaken under DA2018/01197 following the excavation of the site under DA2018/01197, which is limited to already completed shoring works, and the construction of a basement capping beam, which will be completed prior to determination of the SSDA.
- Operation of the hotel and function facilities.

Demolition, early site works, bulk excavation, and shoring works, have already been completed on the site, under a separate DA (DA2018/01197), which was approved by (then) Joint Regional Planning Panel (JRPP) on 24 April 2019. Minor additional permanent work in the form of construction of a capping beam is currently being progressed by the proponent on site, also under this consent, which is due for completion prior to determination of the SSDA, noting the SSD proposal seeks the consent for the prospective use of these permanent elements.

Given the SSD proposal seeks consent for the prospective use of these (minor) permanent elements (such as the shoring works and capping beam), and no further work under the existing base consent and Amending DA consent (discussed further below) will be undertaken on site, the proponent intends to surrender the existing base consent and Amending DA consent upon approval of the SSDA proposal. Accordingly, it is expected that DPHI will impose as a condition of

consent on the SSDA, the surrender of these two development consents, which will no longer be required and will be inconsistent with the approved SSDA.

The increased provision of housing on the site is directly aligned with the strategic vision and several planning policies at a local, state and federal level that strongly emphasise the delivery of housing within well-connected areas. The project will see the delivery of 245 new dwellings, including 42 affordable dwellings and 99 co-living dwellings, contributing to the targets of the National Housing Accord, a commitment by the Federal Government to deliver 1.2 million new homes in Australia by 2029.

1.4 Project Objectives

The primary objectives of the development relate to the provision of additional housing supply and affordable housing, responding to the key demographic trends in the Newcastle LGA and Government initiatives as part of the National Housing Accord. The key objectives supporting this proposal include:

- **Increase Housing Supply in a Strategic Location:** Deliver 344 new dwellings on a well-located site within the Newcastle City Centre, contributing to the NSW Government's housing supply targets and supporting population growth in an identified renewal precinct.
- **Increase Affordable Housing Stock:** Provide 15% of the residential gross floor area (GFA) as affordable housing for a period of 15 years, managed by a registered CHP. This will support housing stability for low-income households and key workers.
- **Deliver Diverse Housing Options:** Offer a range of dwelling typologies including 1, 2, 3, and 4-bedroom apartments, and 99 co-living units to cater to a variety of household types, life stages, and income levels. This diversity addresses changing demographics and emerging housing preferences.
- **Foster an Inclusive and Equitable Community:** Integrate affordable housing, co-living, and market dwellings within a single development to support social cohesion and provide opportunities for residents from varied socio-economic backgrounds to live in proximity to jobs, services, and transport.
- **Support Transit-Orientated Development:** Deliver a true transit-oriented development by maximising the site's immediate proximity to Newcastle Interchange. This includes improved pedestrian connectivity, a through-site link, reduced reliance on private vehicles, and the promotion of sustainable travel behaviour.
- **Maximise Land Use Efficiency:** Optimise development yield through increased building height and floor space ratio (FSR) facilitated by a concurrent rezoning. This intensification supports compact urban growth, efficient infrastructure use, and strategic urban consolidation.
- **Promote Sustainable Urban Development:** Incorporate environmentally sustainable design measures including passive solar design, cross ventilation, efficient water and energy systems, and urban greening. The development aims to reduce operational energy use and promote long-term environmental resilience.
- **Facilitate Economic Growth and Employment Opportunities:** Include complementary land uses such as ground floor retail and a hotel with function spaces to support local employment, contribute to the night-time economy, and attract visitors to the area.
- **Support the Strategic Vision for the Wickham Precinct:** Align with the objectives of the *Wickham Master Plan*, which identifies the precinct as a key location for high-density, mixed-use development that supports urban renewal, housing diversity, and employment growth.
- **Enhance Community Integration and Public Domain Outcomes:** Improve the quality of the public domain and the development's interface with both the surrounding streets and the Newcastle Interchange, delivering a more integrated, legible and accessible outcome than the approved development. Provide a through-site link, active street frontages, improved landscaping, and public realm upgrades to create a safe, attractive, and inclusive environment that encourages community interaction and walkability.

1.5 Project Background

1.5.1 Strategic Context

Housing is the biggest single cost of living pressure, with mortgage payments or rent the largest expense for most households in NSW. Evidence shows that housing supply is not keeping up with demand. Despite NSW having the largest population, the highest expected population increase, the highest rents, and the highest medium house prices, in 2023 NSW recorded fewer overall completions than Victoria. NSW produced approximately six homes per 1,000 people over 2023, compared to eight in Victoria and nine in Queensland.

Current housing supply across Newcastle and the broader Hunter region is skewed towards larger dwellings, with three and four-bedroom homes comprising the majority of the residential stock. In contrast, smaller studio and one-bedroom dwellings make up less than 5% of total housing supply in the Hunter (as of the 2021 Census), despite a significant portion of households consisting of single occupants or couples without children. This mismatch in dwelling size limits the options available to smaller households, first-home buyers, students, and essential workers.

Simultaneously, the Hunter region is experiencing significant housing affordability challenges, particularly for low-income households. At the 2021 Census, low-income households made up the largest proportion of all households across the Hunter and each of its LGAs. Despite this, the region has seen a sustained decline in affordable rental housing. From 2017 to 2022, there was a 25% reduction in affordable rental bonds lodged, indicating a substantial loss of affordable rental stock. While housing supply has increased in some areas, it has not kept pace with rising demand, and housing costs have grown significantly faster than incomes. As of April 2023, Newcastle's vacancy rate was just 1.8%, reflecting limited rental availability.

Importantly, these conditions have led to rising levels of housing stress. In 2021, 94.9% of very low-income households and 73.6% of low-income households in the Hunter were in rental stress, both figures representing a notable increase from 2016. These statistics underscore the urgent need for well-located, affordable rental housing that meets the needs of the region's growing and economically diverse population.

The proposed development directly responds to these challenges through a diverse housing mix, including co-living accommodation and a provision of affordable dwellings. The inclusion of 99 co-living units, alongside 245 apartments and a commitment to utilise 15% of the residential GFA to affordable housing for 15 years, ensures that a broad spectrum of housing need is addressed.

Beyond its housing contribution, the site itself is ideally situated for high-density mixed-use development. Located adjacent to the Newcastle Interchange, the site is directly serviced by heavy rail, light rail, and bus infrastructure, enabling residents and visitors to travel conveniently within Newcastle and to the Greater Sydney region. This makes it one of the most connected and strategically located sites in the city.

The site also sits at the intersection of three key strategic precincts (refer **Figure 1**) uniquely positioning it to support the city's broader transformation to a more connected, higher-density metropolitan centre.

- The **Wickham Precinct**, in which the site is technically located, is recognised as an evolving urban village. It is envisaged to accommodate high-density residential and mixed-use development along the rail edge that capitalises on proximity to public transport, the harbour, and the city's employment and service centres.
- The **Newcastle West End Precinct** is identified as the gateway to the Newcastle City Centre and is earmarked to accommodate the future CBD. The area benefits from large, consolidated landholdings and has relatively few environmental or heritage constraints, making it highly suitable for large-scale, mixed-use development.
- The **Honeysuckle Precinct** has been undergoing significant renewal and is characterised by high-density residential and commercial buildings, including restaurants, hotels, and office spaces that activate the city's harbour edge.

The site's proximity to these precincts, along with its access to transport and services, positions the site to contribute significantly to urban renewal, housing diversity, and economic activation in Newcastle. The scale and land use mix of the proposal align with local and regional strategic planning priorities and delivers long-term public benefit in the form of housing supply, affordability, and sustainability outcomes. In addition to addressing housing demand, the proposal includes a hotel component that responds to Wickham's focus on visitor accommodation and the activation of the night-time economy, supporting the area's growing role as a mixed-use urban village.



Figure 1 Location Context within Key Precincts

1.5.2 SSD Declaration

The project has been identified by the NSW HDA as a key development to help accelerate the delivery of well-located, diverse and affordable housing in NSW. 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 that the project be declared SSD under Section 4.36(3) of the EP&A Act on 23 June 2025. Following this recommendation, the Minister declared the project as SSD on 30 June 2025 under *State Significant Development Declaration Order 2025 (No 10)*.

The inclusion of the site within the HDA program reflects the:

- Strategic location of the site within the Wickham Precinct and adjacent to the Newcastle Interchange;
- Proximity to public transport and existing infrastructure and services; and
- Alignment with state priorities, including the delivery of housing diversity, affordability, and urban renewal in growth precincts.

This EIS and Rezoning Report has been prepared to support the SSDA and concurrent rezoning application consistent with the project's nomination under the HDA framework.

1.5.3 Prior Approvals and Related Development

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 the 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),
- An incentive building height of 60m, and
- Community infrastructure requirements including a public domain dedication and a financial contribution based on incentive GFA.

In alignment with these strategies, the site has been subject to successive development consents as outlined below. These prior development consents provide a strong foundation for the development proposed under this SSDA, particularly in relation to demolition and excavation works, which have been conducted on site, and with regards to servicing strategies, site access, and street activation.

As discussed in **Section 1.3**, this SSDA seeks the prospective use of permanent built elements under the previous base DA2018/01197, which will be effectively limited to shoring works and the capping beam, with the project no longer relying on the two previous DA approvals.

DA2018/01197 ('Base consent')

DA2018/01197 was approved by the (then) Joint Regional Planning Panel (JRPP) on 24 April 2019 for the demolition of existing structures and the erection of a 14-storey mixed-use development. The consent was issued as a Deferred Commencement under Section 4.16(3) of the EP&A Act, with key conditions relating to approvals from Transport for NSW (TfNSW) and Sydney Trains. These deferred commencement conditions were formally satisfied on 22 September 2020.

The original consent has been subsequently modified by two Section 4.55 applications, as outlined below at **Table 2**. An artist impression of the development (as modified) is included below at **Figure 2**.

Physical works have been undertaken in respect of this base consent, including demolition, excavation, shoring works, and a capping beam will be completed prior to determination of the SSDA. No further work will be undertaken in respect of this consent.

Table 2 DA2018/01197 Modifications

Reference Number	Description	Determination
DA2018/01197.01	S4.55(1A) <i>Change to deferred commencement time and consent conditions</i>	Approved 26/11/2019
DA2018/01197.02	S4.55(2) <i>Addition of third basement level, office space and increase ceiling heights of levels 1-3.</i>	Approved 06/05/2021
DA2018/01197.03	S4.55(1A) <i>Demolition of existing structure and erection of 14 storey mixed use development - removal of internal ramp within basement levels resulting in amended RLs of B1, B2 and B3 basement levels to levels B1, B2 and B3.</i>	Approved 02/12/2025



Figure 2 Artist Impressions DA2018/01197 (as modified)

Source: Team2 Architects

DA2022/00448

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

The approved changes included:

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

No part of this consent has commenced and no work has been undertaken in respect of this consent.

The original consent was subsequently modified by two Section 4.55 applications, as outlined below at **Table 3**. An artist impression of the approved development (as modified) is provided below at **Figure 3**.

Table 3 DA2022/00448 Modifications

Reference Number	Description	Determination
MA2023/00237	S4.55(1A) <i>Alterations to approved floor plans and three additional floors of shop top housing above the approved structure - changes to elevations, landscape and public artwork plans</i>	Approved 23/10/2023
MA2023/00397	S4.55(2) <i>Alterations and additions to approved mixed-use development - changes to ground floor plan, elevations and public art</i>	Approved 12/08/2024



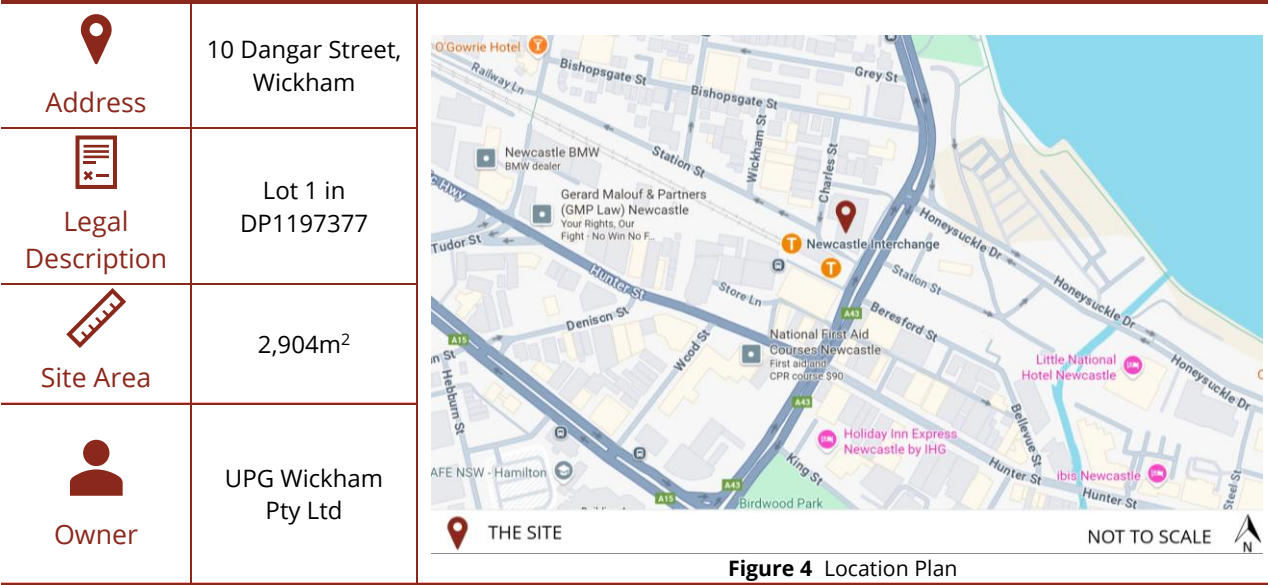
Figure 3 Artist Impressions DA2022/00448 (as modified)

Source: Team2 Architects

2.0 Site Analysis

This chapter identifies the key features of the site and surrounds pertinent to the development and establishes the existing site context informing the proposed development.

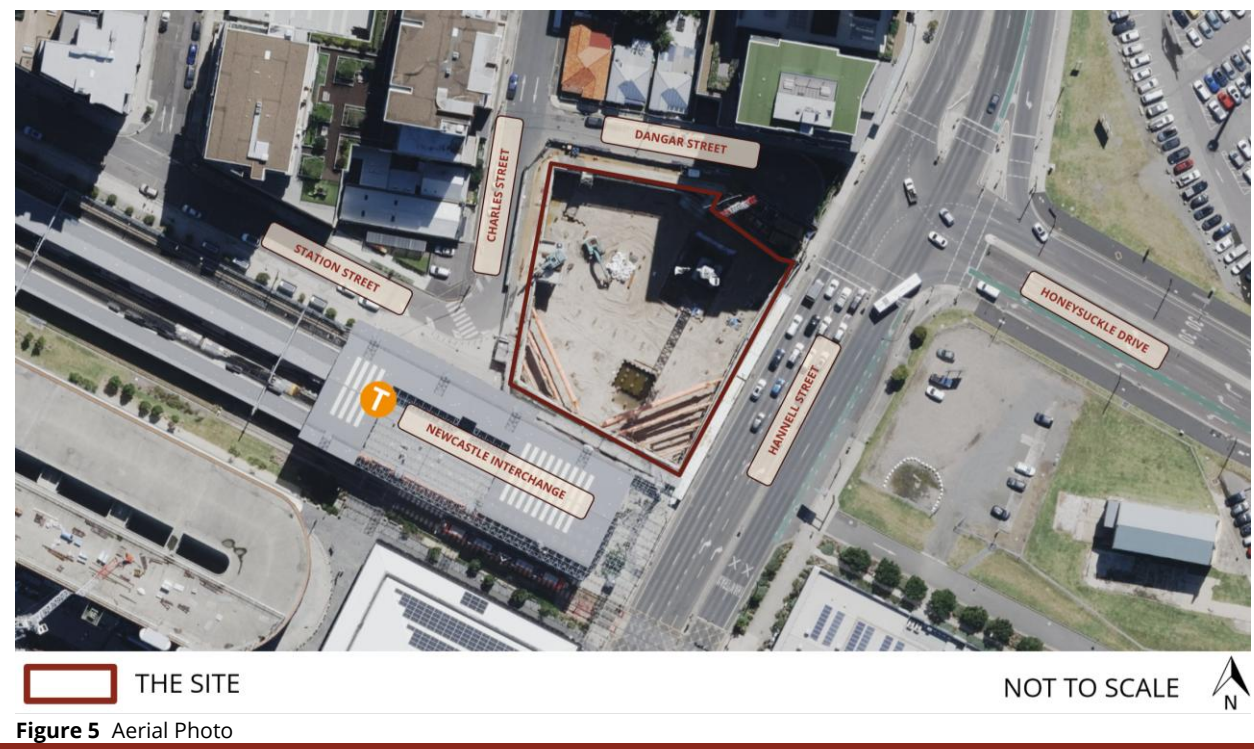
2.1 The Site



Locational Context

The site is located at 10 Dangar Street, Wickham, within the Newcastle LGA. The site benefits from three 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 vehicular connectivity to the broader metropolitan area. The site is located immediately north of the Newcastle Interchange, providing bus, rail and light rail services.

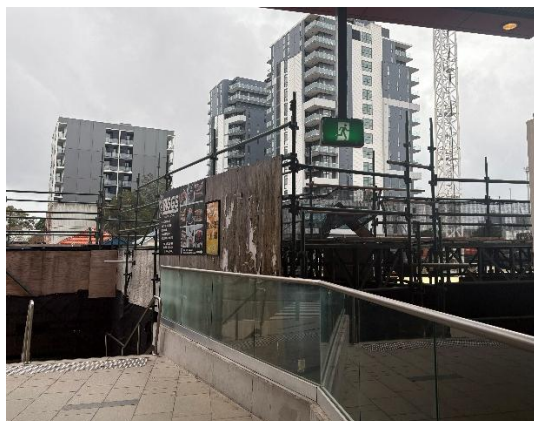


2.2 Key Information about the Site

The site is currently vacant and undergoing site preparation and excavation works, following the demolition of structures all approved under DA2018/01197 (as amended). Fencing has been erected to the road network surrounding the site to prevent unauthorised public access.



Existing Development



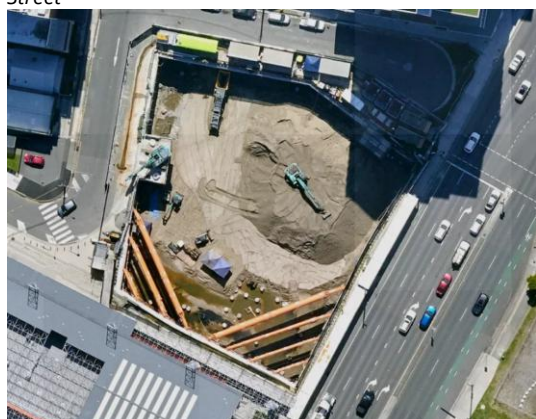
View of site from Newcastle Interchange



View of site from corner of Dangar Street and Charles Street



View of the site from corner of Charles Street and Station Street



Birdseye view of site

Figure 6 Existing Development



Vegetation

The site has been cleared of all vegetation under previous consent, DA2018/01197 (as amended).



Topography

Demolition, early site works and bulk excavation have commenced under previous consent, DA2018/01197 (as amended) and as such, the site itself is relatively flat, excavated to a level of RL-7.0AHD. The land immediately surrounding the site slopes from east to west, with levels ranging from RL1.49m – RL1.51m at the northwestern and southwestern corners, to RL2.64m – RL2.85m at the southeastern and northeastern corners respectively. Overall, the surrounding topography is relatively level, with only a minor slope.



Site Access

The site is adjacent to the Newcastle Interchange, serviced by the Hunter Line providing direct train connections to regional centres such as Maitland, and the Central Coast & Newcastle Line providing direct train connections to the Central Coast and Sydney CBD. During peak periods train services run every 10 minutes. The Newcastle Interchange also provides access to bus, coach and light rail services (refer to **Figure 7**).

Fencing has been erected to the road network surrounding the site to prevent unauthorised public access as civil engineering works, approved under DA2018/01197 (as modified), have commenced.

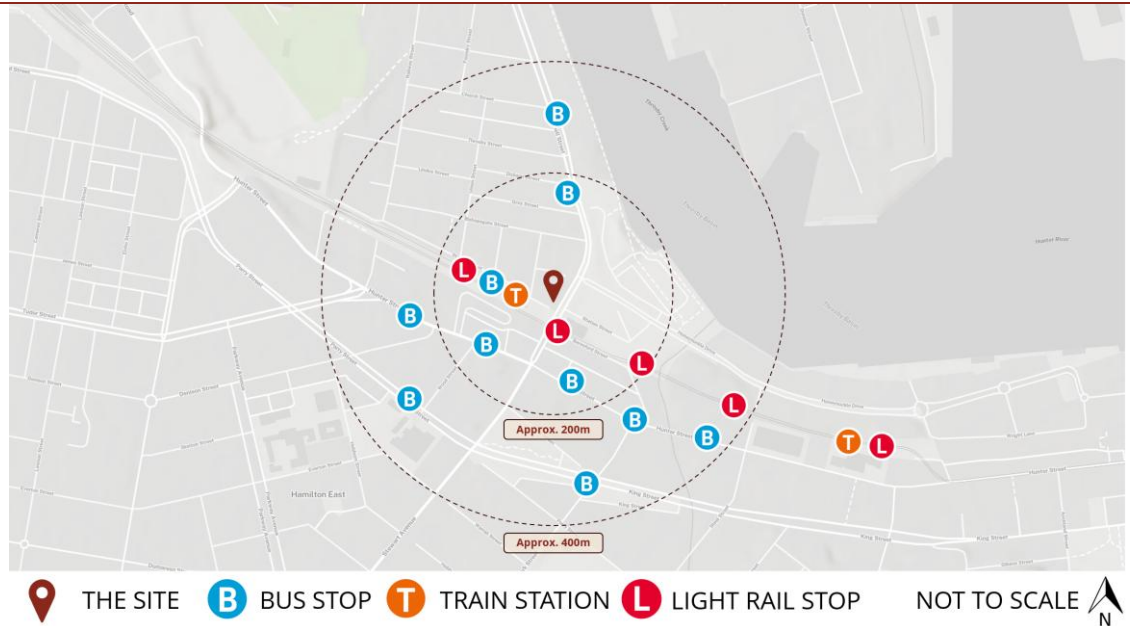


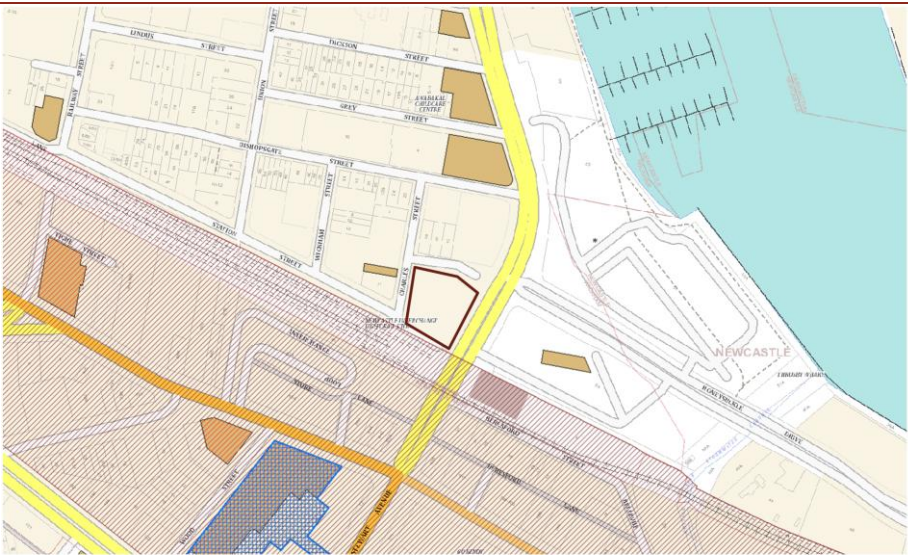
Figure 7 Transport Context

The site itself is not heritage listed, nor is it within a Heritage Conservation Area. The *Newcastle City Centre Heritage Conservation Area* (Item C4) sits directly adjacent to the site to the south. The site is in proximity to multiple local heritage items, including:

- I501 – *Former Castlemaine Brewery*, located at 787 Hunter Street
- I502 – *Cambridge Hotel*, located at 791 Hunter Street
- I503 – *St Joseph's Convent and Sacred Heart Church and School*, located at 841 Hunter Street
- I505 – *Dairy Farmers Building*, located at 924 Hunter Street
- I508 – *Army Drill Hall*, located at 498 King Street
- I509 – *Birdwood Park*, located at 502 King Street
- I510 – *Hamilton College of TAFE*, located at 91 Parry Street
- I660 – *Carclew (residence)*, located at 25 Lambton Road
- I661 – *Catholic Centre for Deaf Education*, located at 30 Lorna Street
- I681 – *Residence*, located at 15 Charles Street
- I685 – *Wickham Public School*, located at 54 Hannell Street
- I686 – *Former Infants School*, located at 64 Hannell Street
- I690 – *Former School of Arts*, located at 80 Honeysuckle Drive
- I691 – *Lass O'Gowrie Hotel*, located at 14 Railway Street

It is also noted that State heritage item *Castlemaine Brewery (former)* (SHR#00312) is located at 787 Hunter Street, Newcastle West, approximately 150m south of the site. The site's heritage context is shown below at **Figure 8**.



	 THE SITE Figure 8 Heritage Context
 Restrictions/ Covenants	No restrictions or covenants exist on the site.
 Contamination	The site has undergone thorough remediation between 2018 and 2022, addressing former contamination from hydrocarbons, asbestos, and PAHs. A recent site inspection in March 2026 undertaken by Douglas Partners confirmed that no new contamination was found, and the site remains suitable for the proposed residential and commercial development. Refer to Section 8.2.11 for further discussion.
 Flood Risk	The site is flood affected. The Flood Certificate (FL2018/00245) issued by the City of Newcastle identifies the following: • The site is located in a Flood Planning Area. • No part of the site is affected by a floodway under ocean or local catchment flooding conditions. • The northwest part of the site is affected by a flood storage area under local catchment flooding conditions. • The mainstream 1% annual exceedance probability (AEP) flood level is 2.20m AHD with a velocity of up to 0.15m/s • The mainstream PMF level is 3.4m Australian Height Datum (AHD) with a low velocity of 0.15m/s • The overland flow 1% AEP flood level in 2050 is 2.3m AHD with a velocity up to 0.05m/s • The overland flow probable maximum flood (PMF) level is 3.3m AHD with a velocity of up to 1.2m/s • The minimum habitable floor level is 2.8m AHD • Clause 5.21 and 5.22 of the NLEP 2012 must be addressed. Refer to Section 8.2.17 for further discussion.
 Mine Subsidence	The site is not impacted by mine subsidence.

2.3 Surrounding Context

The northern interface of the site fronts Dangar Street, which is characterised by a mix of low- and high-density residential development. There are three single-storey detached dwellings to the east of Dangar Street (**Figure 9**), and the Stella Apartments are located to the west of Dangar Street (**Figure 10**). The Stella Apartments comprise two residential towers (16 storeys) above a shared podium.

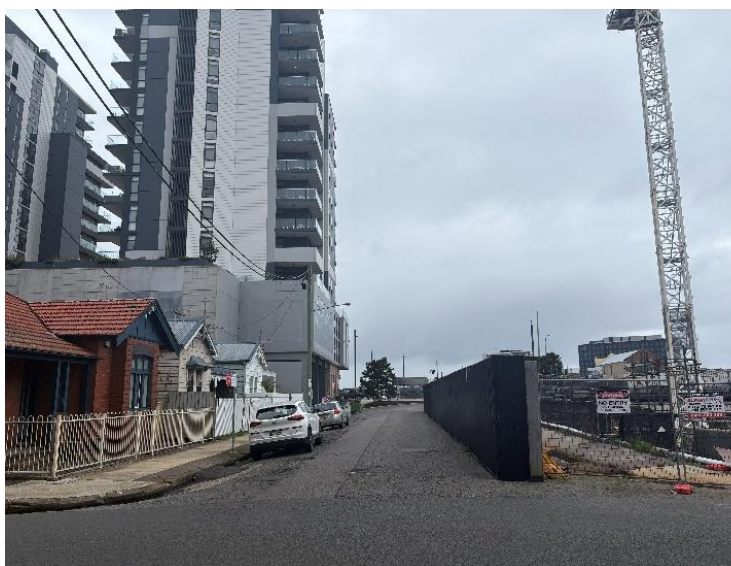


Figure 9 Dangar Street looking east



Figure 10 Charles Street looking northeast

To the south, the site is directly bordered by the Newcastle Interchange (**Figure 11**) and the Newcastle City Centre Heritage Conservation Area.

Beyond the interchange, the built form transitions to the emerging mixed-use Newcastle West End Precinct which has been identified as the gateway to the Newcastle City Centre and is earmarked to accommodate the future commercial centre of the CBD. This Precinct is currently undergoing significant renewal and is expected to support and increased density of large-scale mixed-use development.



Figure 11 Charles Street looking south

The eastern boundary of the site fronts Hannell Street, a major arterial road providing a key north-south connection between the Newcastle CBD and surrounding suburbs. Located directly opposite Hannell Street is the former School of Arts Building Wickham, a locally heritage listed item, and the Newcastle Light Rail Maintenance Depot. A large on-grade parking lot is also situated to the east of the site, approximately 80m from the site.

The area to the east, across Hannell Street, forms part of the Honeysuckle Precinct, which is undergoing long-term urban renewal. The Precinct will be characterised by high-density residential and commercial buildings, including restaurants, hotels, and office spaces that activate the city's harbour edge.

Located at the western end of the Honeysuckle Precinct is Honeysuckle HQ, comprises two parcels of land known as Honeysuckle Quays and Honeysuckle Quarter. The last remaining waterfront development site, Honeysuckle Quays is located on the northern side of Honeysuckle Drive, at the Hannell Street intersection. The land is zoned MU1 Mixed Use under the Newcastle LEP 2012. The gateway development site, Honeysuckle Quarter is located on the southern side of Honeysuckle Drive, at the Hannell Street intersection. The land is zoned E2 Commercial Centre. Both developments directly front the site.

Honeysuckle HQ will be a landmark, mixed-use destination that will incorporate a range of uses befitting its waterfront CBD location. While diverse housing is one component of a successful CBD, so is retail, business, entertainment, hospitality and community space.

The Hunter and Central Coast Development Corporation expects to announce a successful development partner in 2026.

The western interface of the site fronts Charles Street, which is characterised by a mix of low- and high-density residential development. There is one single-storey detached dwelling to the south of Charles Street, and an 11-storey mixed-use building to the north. The mixed-use building comprises residential apartments above ground-level commercial uses and a medical centre.



Figure 12 Dwelling on Charles Street



Figure 13 Charles Street looking northwest

3.0 Strategic Planning Context

This chapter identifies the key strategic issues that are relevant to the assessment of the project, including the project's consistency with relevant Government policies, the strategic planning framework, the relationship with other surrounding development and any planning agreements. The chapter also analyses the alternative development options explored and justifies the current proposal in context of the strategic planning framework.

3.1 Strategic Planning Framework

The proposed amendments to the Newcastle LEP 2012, and the project as a whole, align with and give effect to the strategic planning framework relevant to the site, as evidenced by the acceptance of the proposal by the HDA and its declaration as state significant development.

Table 4 sets out the relevant strategic planning context of the proposed development and rezoning, including an overview of the key Government policies, strategies and guidelines referenced in the SEARs.

Table 4 Summary of strategic context

Strategic Plan	Strategic Context
National Housing Accord 2022 (and Housing Targets)	The National Housing Accord (the Accord) aims to increase housing supply by 1.2 million homes over a 5-year period from 2024 to 2029. With support from all levels of government, investors and the construction sector, the Accord includes federal funding of \$3.5 billion to state, territories and local government to deliver housing targets, including \$350 million to deliver 10,000 affordable homes. State and territory governments have agreed to an additional 10,000 affordable homes, increasing the total to 20,000 affordable homes. The Accord specifies that housing be well-located and situated within areas that offer existing infrastructure, capacity and continuing investments. As part of its commitment to the Accord, the NSW Government aims to deliver 377,000 new homes and 3,100 affordable homes by 2029. To achieve this, the NSW Government has released 5-year housing completion targets for the 43 councils in Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter and Greater Newcastle. The housing targets are informed by planned and projected growth. Newcastle's housing target is 11,100 new homes by 2029. To accelerate the delivery of new housing and help meet the Accord target, the NSW Government established the HDA within the Department. As outlined in Section 1.5.2, the proposal has been identified by the HDA as a key development to help accelerate the delivery of well-located, diverse and affordable housing, and subsequently declared SSD by the Minister. The site is well-serviced by public transport, employment and services, aligning with the Accord's requirement for housing to be delivered within a 30-minute commute to jobs and a 15–20-minute walk or cycle to amenities. The proposed development will support the timely delivery of new housing in an area identified for growth and urban consolidation, contributing to Newcastle's housing target as well as the NSW Government and Commonwealth's commitments under the Accord.
Housing 2041 – NSW Housing Strategy	The NSW Housing Strategy provides a 20-year vision for the delivery of better housing outcomes in NSW by 2041. It establishes a framework to achieve the vision that is reflected through four key pillars of housing supply, diversity, affordability and resilience. The proposed development aligns with the strategy and achieves the objectives and vision of these pillars (refer to Section 8.1.2).
NSW State Infrastructure Strategy 2022–2042 (SIS)	The SIS 2022 sets out Infrastructure NSW's advice on the infrastructure needs and priorities of the State for the next 20 years. Infrastructure NSW recommends the State prioritises a combination of smaller and medium sized projects, in many cases delivered in stages over multi-year programs, as the focus moved away from megaprojects. It promotes the following objectives and strategic directions, relevant to the proposed development (refer to Section 8.1.2): • Service growing communities: This objective focuses on the delivery of quality infrastructure to match population growth and the evolving needs of citizens. This includes better access to essential services for vulnerable and disadvantaged communities, and delivering secure, affordable and diverse housing. • Integrate infrastructure, land use, and service planning: This objective emphasises coordinating infrastructure with land use and services to meet future housing, employment, and community needs. • Boost economy-wide productivity and competitiveness: This objective focuses on maximising infrastructure investments by making full use of both existing and new assets. It emphasises supporting high-quality job creation, enhancing liveability, strengthening dedicated industry precincts, and addressing gaps in cultural, freight, and transport infrastructure.
Net Zero Plan Stage 1: 2020–2030	The NSW Government have set an objective to achieve zero emissions by 2050 by creating new jobs, cutting household costs and attracting investment. The adoption of the Net Zero Plan Stage 1: 2020–2030 is the foundation for NSW's action on climate change and goal to reach net zero emissions. The proposed

Strategic Plan	Strategic Context
	development contributes to the goal of net zero through the implementation of a number of ESD initiatives. This is evidenced in the ESD Report (Appendix BB).
Future Transport 2056	The Future Transport Strategy (FTS) 2056 sets out the NSW Government's vision for transport in a growing and changing state. It guides the community on strategic directions for future planning integrated with evolving transport networks throughout the Sydney metropolitan area and the state. The FTS delivers a framework that informs place-based planning and policy decisions to achieve successful outcomes, aiming to connect NSW through a world-class, safe, accessible, efficient and reliable transport system. The proposed development aligns with various objectives of the FTS by contributing to the 30-minute city and 15-minute neighbourhood vision (refer to Section 8.1.2).
Better Placed	Better Placed is a design policy that aims to improve and enhance the quality of the built environment. It encourages and supports better outcomes for places and spaces in response to the challenges faced in NSW including growth and urban renewal. As such, the policy prioritises the community to ensure that all future development improves liveability and quality of life. The proposed development responds to the key priorities of the policy (refer to Section 8.1.2).
Connecting with Country	The Connecting with Country framework is essential in maintaining and protecting Aboriginal heritage and uniting Aboriginal and non-Aboriginal people to work together in project development. In alignment with international and domestic laws and policies, the framework aims to remedy the continuous impacts of colonisation and provide a voice to Aboriginal people in development. The framework encourages reliance on local Aboriginal knowledge of Country to preserve and care for the land, along with supporting the local Aboriginal community. Community consultation with local Aboriginal people has informed the design of the proposed development, with key design elements incorporating and reflecting the local Aboriginal history, ecology and cultural values. A detailed discussion of Connecting with Country is provided at Section 5.3 .
Hunter Regional Plan 2041	The Hunter Regional Plan 2041 is the overarching strategic plan guiding growth and change across the Hunter Region. It sets a 20-year planning framework underpinned by a 40-year vision to support economic diversification, sustainable development, and housing delivery across the region's cities and centres. The Plan emphasises the delivery of well-located housing, increased density in strategic centres, and increased investment in infrastructure, jobs, and services. The Plan identifies the Greater Newcastle District as the region's metropolitan core, and Newcastle as a Metropolitan City, and a focus area for infill development, housing diversity and integrated land use and transport planning. Planning Priority 2 aims to "Reinforce revitalisation of Newcastle City Centre and expand transformation along the waterside". The proposed development will give effect to the relevant objectives of the Plan (refer to Section 8.1.2).
Hunter Strategic Regional Integrated Transport Plan	The Hunter Strategic Regional Integrated Transport Plan (SRITP) provides a 20-year vision and key transport priorities for the Hunter Region which support broader NSW strategic transport planning and land use goals. It responds, from a transport perspective to the priorities set out under the Hunter Regional Plan. Key objectives under the Hunter SRITP include: • Access to transport for all: A transport network that provides a range of travel choices to all people living, working in or visiting the Hunter region. • Well-located housing and successful places: Support the delivery of well-located housing and successful places through sustainable transport options to address growth in the Hunter. The Hunter SRITP promotes transit-oriented development. • A thriving and diversifying economy: Provide an efficient transport network to support a diversifying and growing economy including tourism, freight movements and enabling renewable energy zones.
Greater Newcastle Metropolitan Plan 2036	The Greater Newcastle Metropolitan Plan 2036 is a 20-year strategy to manage growth and change across the Greater Newcastle area. It sets out strategic directions, planning priorities, and actions that implement the objectives of the Hunter Regional Plan 2041 at a district scale. The Plan guides decision-making on land use, housing, employment and infrastructure, and supports alignment across local strategic planning strategies, LEPs and SEPPs. The site is located in the Newcastle City Centre identified as the 'Metro heart' of Greater Newcastle. The proposed development will give effect to the relevant outcomes and strategies of the Plan (refer to Section 8.1.2). It will also support the intended outcomes for the Newcastle City Centre and the Wickham Precinct,
Newcastle Local Strategic Planning Statement	The Newcastle LSPS provides a framework to guide land use planning in the Newcastle LGA to 2040. It also gives effect to the State Government strategic directions for the Hunter region, outlined in the Hunter Regional Plan 2036 (since superseded) and the Greater Newcastle Metropolitan Plan 2036. The LSPS focuses on concentrating growth in well-located urban areas, increasing housing diversity, and supporting sustainable infill development. Wickham is identified in the LSPS as a key location for higher density residential development, supported by its proximity to the Newcastle Interchange and its role in facilitating urban renewal within the City Centre. The LSPS sets a target to deliver 4,000 new dwellings and 7,750 jobs within the Newcastle City Centre, reinforcing the need for well-located, mixed-use developments. The proposed development is consistent with the relevant

Strategic Plan	Strategic Context
	planning priorities, and their associated actions, of the LSPS (refer to Section 8.1.2). It will support the renewal of the Newcastle City Centre, as part of the Wickham Precinct.
Newcastle Local Housing Strategy	The Newcastle LHS provides a 20-year framework to guide housing provision in the LGA, focusing on boosting supply, increasing affordability, and ensuring housing diversity to meet future population growth. The Newcastle City Centre is identified as a key location for infill housing growth. The LHS sets out six key housing priorities: • Priority 1: Maintain and encourage housing supply in the right locations • Priority 2: Diversity housing type and tenure across the LGA to provide for a range of housing needs • Priority 3: Increase the availability of accessible and adaptable housing • Priority 4: Increase the supply of affordable rental housing • Priority 5: Ensure new housing and changes to existing housing reflect the desired future local character of the area • Priority 6: Homes are designed to be ecologically sustainable and to reduce the resource requirements through the life cycle of the dwelling. The proposed development is consistent with the LHS supporting all six of the housing priorities (refer to Section 8.1.2).
Newcastle Economic Development Strategy	The Economic Development Strategy promotes a people-centred, place-led approach to build a skilled, innovative, and vibrant community that supports new jobs, infrastructure, creativity, and investment in Newcastle. The Strategy's City Shaping Priority seeks to "To ensure urban development facilitates investment, enables local economic diversification and supports population growth". It supports strategic land use planning to enable distributed local economic centres' growth. The Newcastle City Centre is identified as a priority area for investment, employment growth, and diversification under the Strategy. The proposed development supports the development of the City Centre in line with the City Shaping Priority (refer to Section 8.1.2).
Newcastle Employment Lands Strategy	The Employment Lands Strategy provides a data-driven plan to protect, optimise, and redevelop industrial, business, and logistical land in the city to support future economic growth and employment. The Strategy identifies the Newcastle City Centre as a key employment hub with capacity for further growth through mixed-use and higher density development. It notes that commercial development is moving west in the city centre towards the Newcastle Interchange, and that development of Newcastle's West End Precinct for commercial and accommodation floor space, and the expansion of the city centre towards Wickham should be encouraged. The proposed development supports the recommendations of the Strategy (refer to Section 8.1.2).
Wickham Masterplan	The Wickham Master Plan provides strategic guidance for the coordinated urban renewal of Wickham. It sets out the vision and future character of Wickham and its precincts, and establishes key priorities, principles and actions to guide development, including: • Improve accessibility and connectivity within Wickham and to adjoining areas • Create safe, attractive, and inclusive public places • Ensure built environment is functional, responsive and resilient. The site is located within the Newcastle City Centre and sits within the Rail Edge Urban Precinct under the Plan. This precinct is earmarked for high-density, mixed-use development that leverages proximity to the Newcastle Interchange and supports the broader renewal of Wickham as a key urban neighbourhood. In the <i>Wickham Master Plan 2017</i>, the site was identified as strategic land, capable of accommodating increased development capacity, given its proximity to the Newcastle Interchange and City Centre. The strategic vision for the site was subsequently reaffirmed in <i>Wickham Master Plan 2021 Update</i> (PP-2021-1506) and further refined in the 2022 amendment, which supported additional incentive-based planning controls (subject to infrastructure delivery). The Plan, and subsequent amendments to the Newcastle LEP 2012 and NDCP, envision high-density, mixed-use development on the site. The proposed development reflects a greater density than envisaged for the site under these documents, necessitating the concurrent rezoning application. Notwithstanding, it remains consistent with the key priorities, principles and actions (refer to Section 8.1.2).
Wickham Community Infrastructure Plan	The Wickham Community Infrastructure Plan provides a framework for delivering additional public-domain facilities, community spaces, and physical infrastructure to support the renewal and growing population of Wickham in line with the Wickham Master Plan. The incentive framework is achieved through clauses 7.9 and 7.9A of the Newcastle LEP 2012 and Section 6.03 Wickham of the NDCP. The site is identified in the Plan as a location for community infrastructure, where an active transport link comprising a 3m-wide pedestrian and cycle lane is to be delivered.

3.2 Cumulative Impacts

The Wickham area is undergoing significant transformation in line with its strategic designation for urban renewal and increased residential and employment density. The Wickham Master Plan identifies multiple sites with redevelopment potential (refer **Figure 14**). Many of these sites have been subject to LEP amendments and approved development applications and, however, several remain underutilised and are anticipated to be developed in the near future. Collectively, these developments will contribute to a substantial uplift in housing supply, population, and infrastructure demand across the precinct.



Figure 14 Wickham Redevelopment Potential Map

Source: City of Newcastle

A review of other significant developments currently being undertaken or planned in the vicinity of the site has identified the projects outlined in **Table 5**. These projects, along with the general development potential of the Wickham area, have been considered in the environmental impact assessment of the proposed development provided in **Section 8.2**.

In addition to those known projects outlined in **Table 5** below, it is acknowledged that other projects within the vicinity of the site may be declared state significant development in the future by the HDA, however given the limited information publicly available for HDA declared projects, they cannot be considered within this assessment. Rather, the assessment of those proposed developments must give consideration to the subject application.

Table 5 Known developments in the vicinity of the site

Project Name	Description	Status (at the time of writing)	Proximity to subject site (approximately)
854 Hunter Street, Newcastle West (DA2021/01530)	<i>'The Store'</i> Mixed-use development, including shop top housing with 365 dwellings, ground floor retail premises, commercial premises and a basement.	Under construction (now selling)	150m
924 Hunter Street, Newcastle West, (DA2021/01459)	<i>'Dairy Farmers Tower'</i> Partial demolition of existing buildings, erection of mixed-use development comprising commercial premises (retail premises & business premises), two residential towers (30 storey & 24 storey) containing 182 dwellings and 238 associated car parking spaces.	Under construction	300m
29 Bishopsgate Street, Wickham (DA2023/00250)	Demolition of existing structures and the erection of a mixed-use development consisting of retail premises and residential accommodation (59 apartments over nine levels and five separate terraces - 64 dwellings in total) & associated stratum subdivision	Deferred Commencement	325m
73 & 79 Railway Lane, Wickham	30 storey (approx. 96m) mixed-use development with approximately 280 dwellings (including approx. 35 affordable housing dwellings), ground floor commercial and associated parking.	HDA - Declared SSD on 24/03/2026. No request for SEARs has been lodged.	375m
2-10 Holland Street, Wickham	Residential Flat Building with partial ground floor residential and retail use. Land dedication for widening and creation of roads in line with the Wickham Master Plan carparking including basement car parking & affordable housing	HDA - Declared SSD on 24/03/2026. No request for SEARs has been lodged.	380m
700 Hunter Street, Newcastle West (SSD-106536974)	Mixed-Use Development incorporating a pub at ground level, podium car parking, a hotel and 165 dwellings over two towers. Proposed rezoning of height from 24m to 57.7m and floor space ratio from 3:1 to 4.5:1.	Prepare EIS	380m
73-79 Railway Lane, Wickham (DA2018/00773)	Construction of a 15-storey residential flat building comprising 156 apartments, including 20 Specialist Disability Accommodation units, with resident amenities such as a gym and wellness centre, basement parking, and communal open space.	Section 4.55(2) modification (MA2024/00448) approval received 01/08/2025	400m
30 Railway Street, Wickham	Mixed-use development featuring two 30 storey towers above a five-storey podium on the southern site and a seven-storey building with 40 affordable dwellings on the northern site. It delivers 551 dwellings, 909sqm of commercial space, and six parking levels (one basement, five podium) with 31 commercial spaces.	HDA - Declared SSD on 24/03/2026. No request for SEARs has been lodged.	410m
136 Parry St, Newcastle West	Stage 1 for 300 apartments in two towers over a commercial premises. Concept plan for 1250 apartments in seven towers over a commercial podium.	HDA - Declared SSD on 21/08/2025. No request for SEARs has been lodged.	425m
625 Hunter Street, Newcastle West (SSD-86342712)	The proposal involves the construction of a 17 storey residential flat building comprising 48 residential dwellings including 7 affordable housing dwellings, being 15% of the total development's GFA. Given the site's location and constrained dimensions, no car parking is proposed. The proposal also involves the retention of the façade of the previous theatre building that occupied the site.	Prepare EIS	525m

3.3 Analysis of Alternatives

A range of development options were considered to determine the most appropriate outcome for the site. These options were evaluated in terms of feasibility, merit, urban design outcomes and broader community benefit.

3.3.1 Option 1 – ‘Do Nothing’

Option 1 would involve proceeding with the existing development consent under DA2018/01197 and DA2022/00448, which permits the construction of a 17-storey mixed-use development, comprising residential dwellings and ground floor retail uses.

While demolition and excavation have already commenced under this consent, proceeding with Option 1 would result in the underutilisation of strategically located land, in an area undergoing significant transformation. A compliant massing for Option 1 is provided in **Figure 15**, illustrating how the development would sit well below surrounding permitted building heights despite its location adjacent to the Newcastle Interchange and Newcastle CBD.

Further, proceeding with Option 1 would be a missed opportunity to adequately respond to current strategic priorities, including State and local housing supply targets. Notably, Option 1 would result in:

- A significant loss of development potential in comparison to the proposed scheme, comprising 127 fewer dwellings,
- No hotel component, resulting in reduced employment generation and economic activation,
- No co-living component, reducing housing diversity, and
- No provision of affordable housing, limiting the site’s contribution to the National Housing Accord and State Environmental Planning Policy (Housing) 2021 (Housing SEPP) objectives.

Given the urgent need to deliver well-located, diverse, and affordable housing, as stipulated by the National Housing Accord, this option is not considered to be the preferred outcome for the site.

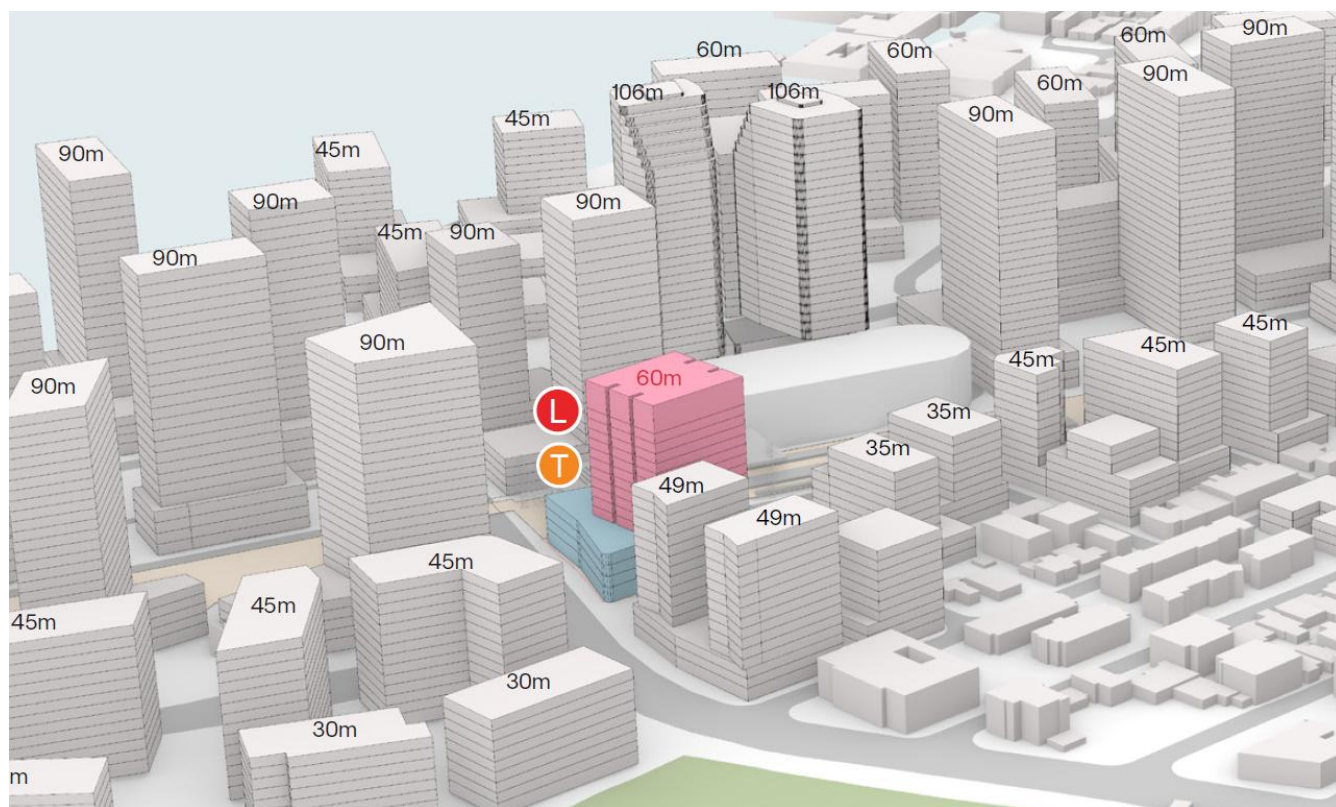


Figure 15 Compliant building massing under the Newcastle LEP 2023

Source: SJB

3.3.2 Option 2 – Utilise the Infill Affordable Housing provisions under the Housing SEPP

Given the Applicant's commitment to delivering affordable housing on the site, a development that sought to utilise the in-fill affordable housing provisions under Division 1, Part 2, Chapter 2 of the Housing SEPP could be pursued on the site. However, given the low building height currently permitted for the site under the Newcastle LEP 2012, the increased 30% bonus floor space and building height achievable under the in-fill affordable housing provisions would still result in a building that is dwarfed by the permitted surrounding development as illustrated in **Figure 16**. Like Option 1, Option 2 would not maximise housing delivery in a strategic location and would reflect a missed opportunity to adequately respond to current strategic priorities, including contributing to State and local housing supply targets.

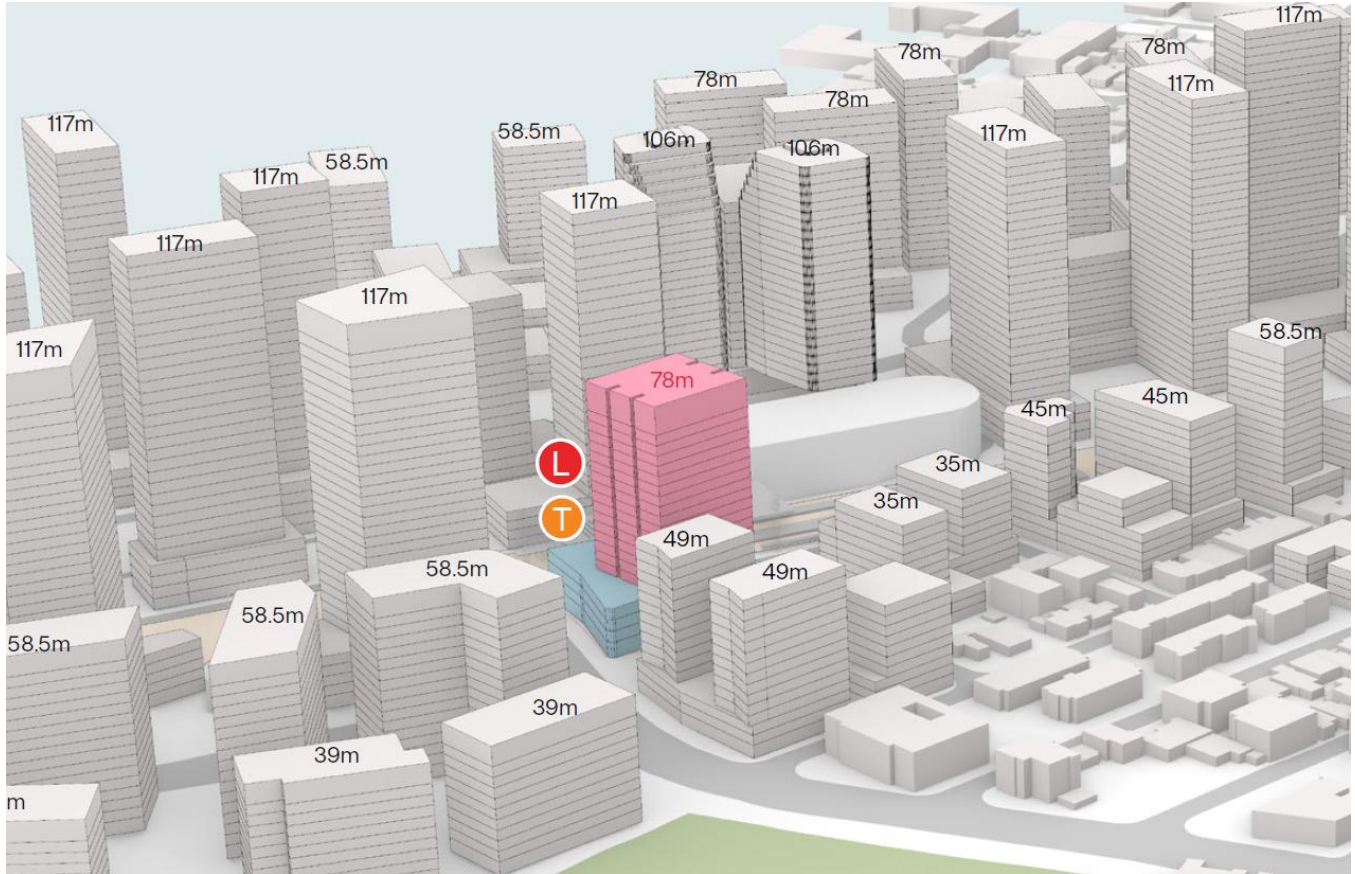


Figure 16 Compliant building massing under the In-fill Affordable Housing provisions of the Housing SEPP

Source: SJB

3.3.3 Option 3 – Concurrent Rezoning and State Significant Development Application (HDA Pathway)

Option 3 is the preferred option and forms the basis of the concurrent rezoning and SSDA. It involves amending the Newcastle LEP 2012 to increase the maximum building height from 60m to RL152m and the maximum FSR from 7:1 to 14.4:1, enabling the delivery of a high-density, mixed-use development comprising 245 dwellings (including 42 affordable housing dwellings) and 99 co-living units. The proposal includes a commitment to provide a minimum of 15% of the residential GFA as affordable housing for 15 years, activation of the ground level, a hotel component and significant public domain improvements.

Option 3 represents the optimal and most efficient use of the site, maximising housing delivery and diversity, employment opportunities, and urban amenity within a key transit-oriented location. It supports both local and State government planning objectives and responds directly to the current housing crisis, and the need for development within the Newcastle Strategic Centre.

Further, the proposed additional building height is well suited to this site as:

- Building height controls in Newcastle CBD are influenced by mine subsidence risk. As such, the higher building height controls in the Newcastle LEP 2012 are located in key locations where there are no restrictions to development due to mine subsidence risk. The site and surrounding lands have no restrictions to development on the grounds of mine subsidence, and as such is well suited to high density and tall buildings.

- The maximum permitted building heights within the Newcastle CBD are located within the immediate vicinity of the site, being at the intersection of Stewart Avenue and the rail corridor (and former rail corridor). As such, again it is suitable that this site features a tall tower form to signify the West End Precinct of the CBD.
- Additional building heights are limited elsewhere in the Newcastle CBD due to heritage constraints, mine subsidence, and view corridors to the harbour and beaches.
- This site is not impacted by sensitive heritage view corridors and as such again is suitable for additional building height which is not otherwise able to be accommodated in the CBD.
- Given the site's immediate interface with the Newcastle Interchange, additional building height on the site again is suitable as a marker building to signify the location of the interchange in the skyline and from other parts of the CBD, Wickham, Carrington and potentially surrounding suburbs.

The proposed building massing for Option 3 is illustrated in the **Figure 9** below. This illustrates that while the proposed building will be a marker for the Newcastle Interchange when viewed from the surrounding locality, it is also not out of place within the context of currently permitted building heights in the West End Precinct of the Newcastle CBD.



Figure 9 Proposed building massing

Source: SJB

4.0 The Proposed Rezoning

This chapter describes the rezoning proposal and sets out amendments to the current planning controls required to achieve the objectives and intended outcomes of the project.

4.1 Project Justification

With consideration of the site's strategic context and the analysis of alternative options available, a concurrent rezoning application (Planning Proposal) is deemed to be the most appropriate to achieve the objectives of this project. This is because the proposed development is:

- Consistent with national, state and local strategic framework and policy objectives.
- Intended to alleviate housing stress and provide diverse housing choices, including market and affordable housing, within the Newcastle LGA.
- Delivering public domain upgrades that enhance connectivity, amenity, and walkability in the Wickham Precinct and Newcastle City Centre.
- Increasing the provision of employment opportunities.
- Designed to support the growth of the Newcastle LGA and *Wickham Master Plan* area.

Refer to **Section 9.0** of this report for a detailed justification of the proposed development.

4.2 Project Objectives and Intended Outcomes

The objective of the rezoning is to amend the *Newcastle Local Environmental Plan 2012* (Newcastle LEP 2012) to enable a high-density, mixed-use development that optimises the site's proximity to the Newcastle Interchange and City Centre. The changes will facilitate a transit-oriented development, delivering substantial uplift in housing supply, including a commitment to deliver a minimum of 15% of residential GFA as affordable housing for 15 years. The proposed rezoning will also support the site's function as a mixed-use precinct through the integration of ground level retail and commercial uses, a hotel and co-living accommodation, contributing to housing diversity, economic activation and urban renewal.

The intended outcomes of the project include:

- Delivery of a significant supply of new housing within the Newcastle City Centre, comprising 245 residential apartments and 99 co-living units, in a location with direct access to multimodal transport at the Newcastle Interchange.
- Provision of a 15% of residential GFA as affordable housing for a period of 15 years, contributing to State-led housing affordability objectives and addressing identified need within the Newcastle LGA.
- Integration of a diverse mix of land uses, including residential, co-living, hotel, and retail uses, to support a vibrant, activated precinct with employment generation across multiple sectors.
- Creation of a high-quality public domain, including a new east-west link adjoining the Interchange, a public plaza, upgraded landscaping and widened footpaths to improve permeability, safety and walkability.
- Establishment of a landmark-built form that reinforces the role of the Newcastle Interchange as a key gateway to the CBD and provides a visual marker for the West End Precinct, consistent with the *Wickham Master Plan*.
- Delivery of a transit-oriented development that reduces private vehicle reliance, supports active transport connections and aligns land use intensity with existing and planned public transport infrastructure.
- Contribution to local economic growth through construction-phase employment, long-term operational jobs and increased visitor expenditure associated with the hotel and ground-floor retail uses.
- Efficient use of existing approvals and already completed early works, enabling faster delivery of housing and minimising duplication of environmental assessment, construction time and disruption.

Overall, the project aims to deliver a high-quality, mixed-use development that contributes to housing affordability, urban activation, and sustainable growth within the *Wickham Master Plan* area and Newcastle City Centre.

4.3 Explanation of Provisions

The Newcastle LEP 2012 sets out the local planning controls across the Newcastle LGA. This concurrent rezoning proposal seeks to amend the Newcastle LEP 2012 to facilitate the proposed development as described in **Section 5.0**. Specifically, it seeks to amend the clause 7.9 and 7.9A to permit a greater maximum height of buildings and FSR on the site where community infrastructure is provided. This will enable a mixed-use development, at a density greater than envisaged under the current controls, in response to the site's strategic location and State-led housing objectives. The existing and proposed Newcastle LEP 2012 controls are outlined below at **Table 6**.

Table 6 Existing and proposed changes to the Newcastle LEP 2012

Provision	Existing LEP Control	Proposed LEP Control
Clause 7.9 Additional building height for certain land in Wickham	(7) A building on land in "Area E" may have a building height of up to 60m if— (a) the maximum permissible HOB for the land is 45m, and (b) the site area is at least 1,000m². (8) Subclauses (3)–(7) do not apply unless the consent authority is satisfied— (a) the development includes community infrastructure that is reasonably necessary in Wickham, and (b) the development is consistent with the objectives of this clause.	(7) A building on land in "Area E" may have a building height of up to RL152m if— (a) the maximum permissible HOB for the land is 45m, and (b) the site area is at least 1,000m². (8) Subclauses (3)–(7) do not apply unless the consent authority is satisfied— (a) the development includes community infrastructure that is reasonably necessary in Wickham, and (b) the development is consistent with the objectives of this clause.
Clause 7.9A Additional floor space ratio for certain land in Wickham	(6) A building on land in "Area E" may have a floor space ratio of up to 7:1 if— (a) the maximum permissible FSR for the land is 6:1, and (b) the site area is at least 1,000m². (7) Subclauses (3)–(6) do not apply unless the consent authority is satisfied— (a) the development includes community infrastructure that is reasonably necessary in Wickham, and (b) the development is consistent with the objectives of this clause.	(6) A building on land in "Area E" may have a floor space ratio of up to 14.4:1 if— (a) the maximum permissible FSR for the land is 6:1, and (b) the site area is at least 1,000m². (7) Subclauses (3)–(6) do not apply unless the consent authority is satisfied— (a) the development includes community infrastructure that is reasonably necessary in Wickham, and (b) the development is consistent with the objectives of this clause.

4.3.1 Amendment of the Maximum Height of Buildings Development Standard

It is proposed to amend clause 7.9 of the LEP to increase the maximum permissible building height from 60m to RL152m, where community infrastructure is provided.

While the Height of Buildings Map under clause 4.3 of the Newcastle LEP 2012 prescribes a maximum height of 45m, clause 7.9(7) permits a building height of up to 60m. Further, under Division 1, Part 2, Chapter 2 of the Housing SEPP, a maximum building height of 78m is permissible on the site.

The amended building height will enable the delivery of a 43-storey mixed-use tower that responds to the site's strategic location immediately adjacent to the Newcastle Interchange. The increased height supports the development of a high-density, transit-oriented precinct, in line with the objectives of the Hunter Regional Plan 2041, Greater Newcastle Metropolitan Plan, and Wickham Master Plan.

The proposed height will facilitate a landmark-built form outcome that optimises land use efficiency in one of the most connected and infrastructure-rich locations in the Hunter Region. It also reflects the emerging built form character of the precinct and complements existing and planned taller buildings nearby, including:

- 924 Hunter Street, Newcastle West (30 storeys)
- 854 Hunter Street, Newcastle West (30 storeys)
- 73 & 79 Railway Lane, Wickham (30 storeys)
- 30 Railway Street, Wickham (30 storeys)
- 700 Hunter Street, Newcastle West (17 Storeys)

- 625 Hunter Street, Newcastle West (17 storeys)

Importantly, the increased height is justified by the provision of significant public benefits, including affordable housing and public domain upgrades, consistent with Council's planning incentive framework, and that would not be achievable on the site otherwise. Refer to **Section 8.1** for a detailed assessment of the proposed height amendments and impacts.

4.3.2 Amendment of the Floor Space Ratio Development Standard

It is proposed to amend clause 7.9A of the LEP to increase the maximum permissible FSR from 7:1 to 14.4:1, where community infrastructure is provided.

While the FSR Map under clause 4.4 of the Newcastle LEP 2012 prescribes a maximum FSR of 6:1 for the site, clause 7.9A(6) permits a maximum FSR of 7:1 on the site. Further, under Division 1, Part 2, Chapter 2 of the Housing SEPP, a maximum FSR of 9.1:1 is available to the site.

The proposed FSR increase to 14.4:1 will enable the delivery of a high-density, mixed-use development comprising residential apartments, co-living units, a hotel, and ground-level retail uses. This uplift is critical to supporting the economic viability of the project and enabling the provision of key public benefits, including the commitment to a minimum of 15% of GFA as affordable housing for a period of 15 years.

The proposed FSR is justified on strategic and urban design grounds. The site is uniquely positioned to support higher density development due to its proximity to the Newcastle Interchange, large site area, multiple street frontages, and separation from sensitive interfaces. The proposed density is consistent with the vision for the Rail Edge Urban Precinct in the Wickham Master Plan, and will contribute significantly to housing supply, local employment, and precinct activation. Refer to **Section 8.1** for a detailed assessment of the proposed FSR amendments and impacts.

5.0 The Proposed Development

This chapter sets out the intended uses proposed for the site and the associated works that consent is being sought for under this SSDA.

5.1 Project Summary

The proposed amendments to the Newcastle LEP 2012, as outlined in **Section 4.3** above, will facilitate a shop-top housing development. Specifically, the proposed development comprises the following:

- Construction of a 43-storey (+ plant) mixed-use building, comprising:
 - 3 levels of basement car parking, providing 215 car parking spaces.
 - 6 storey podium comprising ground floor retail premises, a hotel including 171 rooms, restaurant / bar, recreation areas and function facilities, and podium rooftop communal open space for residential apartments above.
 - 245 apartments located in the residential tower, including 42 affordable dwellings to be managed by a registered Community Housing Provider (CHP) for a minimum of 15 years, in addition to 99 co-living housing units with associated communal amenities.
- Associated landscaping and public domain improvements, including the provision of community infrastructure in the form of a major east west through-site link and plaza connecting to the adjacent to the Newcastle Interchange along the southern edge of the site, a through site link running along the eastern boundary parallel to Hannell Street, and an additional plaza at the north-east corner of the site, all publicly accessible.
- Extension and augmentation of physical infrastructure and utilities as required.
- The prospective use of permanently built elements undertaken under DA2018/01197 following the excavation of the site under DA2018/01197, which is limited to already completed shoring works, and the construction of a basement capping beam, which will be completed prior to determination of the SSDA.
- Operation of the hotel and function facilities.

Given the SSD proposal seeks consent for the prospective use of these (minor) permanent elements (such as the shoring works and capping beam), and no further work under the existing base consent and Amending DA consent (discussed further below) will be undertaken on site, the proponent intends to surrender the existing base consent and Amending DA consent upon approval of the SSDA proposal. Accordingly, it is expected that DPHI will impose as a condition of consent on the SSDA, the surrender of these two development consents, which will no longer be required and will be inconsistent with the approved SSDA.

Architectural Drawings and an Urban Design Report have been prepared by SJB Architects included at **Appendix L** and **Appendix M** respectively. **Figure 17** provides an artist's impression of the proposed development.



Figure 17 Proposed Development

Source: SJB Architects

A summary of the key development metrics is provided in **Table 7**, and a detailed description of the proposal is provided in the following sections of the EIS.

Table 7 Summary of key development metrics

Component	Description
Project Area	10 Dangar Street, Wickham
Site Area	2904m ²
Proposed Land Uses	• Shop-top housing (including affordable housing and market housing) • Co-living housing • Hotel or motel accommodation • Retail premises (fit-out subject to separate DA)
GFA	Total GFA: 41,348m ² • Retail GFA: 486m² • Hotel GFA: 10,164m² • Residential GFA: 26,119m² (including 3,956m² as affordable housing)
FSR	14.2:1
Height of Building	RL150.9m
Height in Storeys	43-storeys (+ plant)
Podium Setbacks	• Dangar Street: 0m • Hannell Street 0m • Charles Street: 0m • Station Street (Newcastle Interchange): 8m
Tower Setbacks	• Dangar Street: 4.8m at Level 7, increasing to 7.3m at Levels 8 and above • Hannell Street 0m • Charles Street: 6.7m at Level 7, increasing to 10.3m at Levels 8 and above • Station Street (Newcastle Interchange): 9.4m at Level 7, increasing to 11.3m at Levels 8 and above
Apartment Mix	245 dwellings, including 41 affordable housing dwellings. The proposed dwelling mix includes: • 47 x 1-bedroom dwellings (including 15 affordable) • 152 x 2-bedroom dwellings (including 27 affordable) • 44 x 3-bedroom dwellings (including 0 affordable) • 2 x 4-bedroom dwellings (including 0 affordable)
Co-Living Units	99 x double rooms
Hotel Rooms	171 x hotel rooms (163 x 1-bedroom, 35 x 2-bedroom)
Car Parking	215
Tree Canopy Coverage	182m ² (5.6% of site area)
Landscaped Area	794m ² (27% of site area)
Public Open Space	847m ² (29.2% of site area)
Internal Communal Open Space	Co-Living = 229m ² Residential = 150m ² (5.1% of site area) Total = 378m ²
External Communal Open Space	Co-Living = 627m ² (21.5% of site area) Residential = 745m ² (25.6% of site area) Total = 1372m ²
Deep Soil	0m ² (0% of site area)
Estimated Development Cost	\$204,194,904 (excl. GST)
Construction Jobs	1,316 jobs
Operational Jobs	54 jobs

5.2 Design Principles

The project vision, as outlined at **Appendix M**, establishes a framework to guide the design response and ensure high-quality and deliverable outcomes for the site. The proposal is underpinned by the following principles:



Enhance the public domain and increase pedestrian connections:

Integrate and enhance the currently proposed public domain upgrades along Hannell Street and introduce a through-site link connecting Station Street to Hannell Street.



An icon for Newcastle:

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



Mixed-use and active street frontage:

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



Density in strategic locations:

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



Provide a new address to the station:

Design the podium to reflect the importance of its location.



Provide connections to the interchange:

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



Meet density with mixed uses:

Build high quality architecture and deliver design excellence with generous design that is considerate of the public domain.



Provide housing diversity:

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

5.3 Connecting with Country

The site lies on the traditional lands of the Awabakal peoples. The Connecting with Country approach, outlined at **Appendix N**, has been embedded into the project to ensure cultural values are respectfully acknowledges and meaningfully integrated into the design, landscape, and public domain outcomes, consistent with the objectives of the NSW Government Architect's *Connecting with Country* framework and broader good design principles.

The Connecting with Country framework emphasises the importance of ongoing, respectful engagement with the Awabakal community. This consultation is integral to understanding the cultural significance of the site and the surrounding landscape. Engagement has been conducted through the Awabakal Local Aboriginal Land Council (LALC), custodians, and elders, ensuring that traditional knowledge and cultural narratives are embedded in the development. The design team has actively involved cultural advisors from the Awabakal community to ensure the development reflects and celebrates the history, culture, and aspirations of the Awabakal peoples. This engagement will continue throughout the project to align design elements with the cultural values expressed by the community, with further opportunities for Aboriginal community involvement, including the participation of Aboriginal artists and suppliers in delivering public art and site-specific elements. This consultation is further discussed at **Section 7.0**.

The proposed development aims to create a built environment that harmonises with the natural and cultural elements of Awabakal Country, emphasising an interconnected relationship between the built form and the land. The design reflects the Awabakal people's connection to the environment, particularly waterways, the land, and the movement of people across the landscape. Key features include the integration of locally sourced materials, indigenous plant species in landscaping, and design elements inspired by traditional patterns and local forms. Public spaces will be designed to encourage reflection, gathering, and story-sharing, creating areas for cultural recognition and social interaction.

The development also presents opportunities for the installation of cultural markers, public art, and interpretive signage that highlight the historical and contemporary significance of the land. Indigenous art forms, including sculptures, murals, and designs inspired by Awabakal stories, will help foster a greater sense of place and cultural identity. Additionally,

Aboriginal language elements, such as the use of the Awabakal language in signage and public artworks, will ensure the ongoing presence of local Indigenous culture within the site, enhancing education and cultural awareness for both residents and visitors.

5.4 Site Preparation Works

As discussed in earlier sections, site preparation works have been approved and conducted under the previous DA (DA2018/01197), and include:

- Demolition of all existing structures;
- Earthworks;
- Excavation to a depth of RL-7.0AHD to accommodate for three levels of basement car parking;
- Slab on ground (B3 level)
- Shoring and stabilisation works; and
- Reinstatement of the existing vehicular site access on Charles Street as a kerb.

Minor additional permanent work in the form of construction of a capping beam is currently being progressed by the proponent on site, also under this consent, which is due for completion prior to determination of the SSDA.

5.5 Infrastructure and Services

The majority of the required infrastructure and services for the development has been provided under the previous consents, as outlined at **Section 1.5.3**, with electrical, NBN and telecommunications, water mains, sewer and drainage all approved. This infrastructure will be augmented as required as part of the development to service the proposed buildings.

5.6 Built Form and Urban Design

The proposed development adopts a clear and legible built form strategy comprising three levels of basement, a six-storey podium, and a 38-storey circular tower above, resulting in a 43-storey mixed-use building. This composition responds to the site's prominent gateway location adjacent to the Newcastle Interchange and its role at the interface of the Wickham, Honeysuckle and the Newcastle West End precincts. The podium establishes a built form datum that relates to the scale of the Interchange and surrounding emerging built form, while the tower provides a slender vertical marker that signals the interchange and contributes to the evolving skyline of this part of Newcastle. The scheme has been developed through an iterative design process focussed on design excellence, public benefits, housing delivery and a high-quality public domain response.

5.6.1 Ground Plane

The ground plane is a defining element of the proposed development and has been designed to prioritise permeability, activation and a high-quality civic interface with the Newcastle Interchange. A new and widened through-site link and public plaza is provided along the southern edge of the site, creating a generous pedestrian connection between Hannell Street, Charles and Station Streets and the station entry. This public space is supported by active frontages and lobby entrances, which provide passive surveillance and contribute to a safe and vibrant pedestrian environment. The ground plane also incorporates a range of landscape and public domain initiatives, including outdoor dining and seating (subject to future development consent), public art opportunities, planted embankments, and an arrival plaza to Dangar Street. Together these elements establish a legible, inclusive and place-specific public realm that strengthens the relationship between the development and the Interchange.

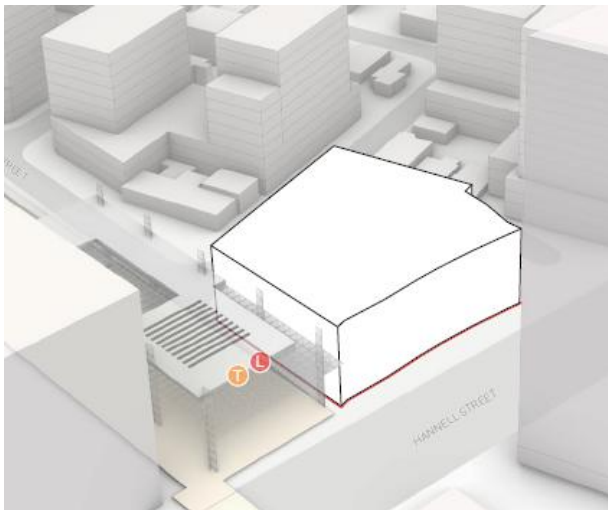
The ground plane has also been designed to achieve a high standard of accessibility, safety and comfort. Pedestrian movement is organised through a clear circulation path, supported by multiple entry points, fine-grain permeability and direct connections to adjoining streets and public transport infrastructure. The publicly accessible areas are intended to be universally accessible, with clear sightlines, seating opportunities, lighting and CPTED-informed design measures integrated throughout. Vehicular access to the basement and loading areas is consolidated to Dangar Street and Charles Street, allowing the southern interface with the interchange to remain focused on pedestrians and public life. Overall, 847m² of public open space is provided as part of the proposed development, including the through-site public space and widened pedestrian interfaces.

5.6.2 Podium

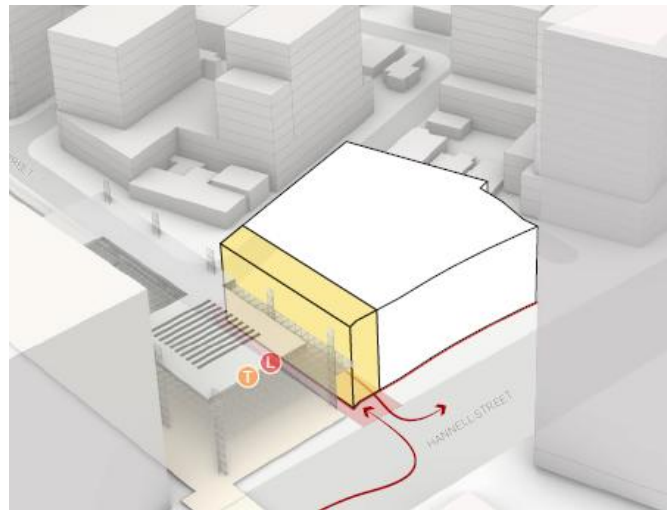
The podium is designed as the civic and urban base of the development, establishing a strong street wall to Dangar, Hannell and Charles Streets while responding to the scale and prominence of the Newcastle Interchange opposite. Its built form balances enclosure and openness by defining a clear perimeter block to the site, then carving away mass at the southern edge to create a generous through-site plaza and station-facing public domain interface. The podium's varied height, recessed elements and terrace spaces reduce the perceived bulk of the building, create opportunities for indoor and outdoor amenity, and reinforce a fine-grain, human-scaled streetscape. At ground level, active frontages, lobby entries and a sculpted colonnade support pedestrian activity and passive surveillance, while the erosion of the podium mass introduces visual depth, articulation and a more refined architectural response to this prominent gateway site.

As shown at **Figure 18**, the key moves in establishing the built form of the podium were:

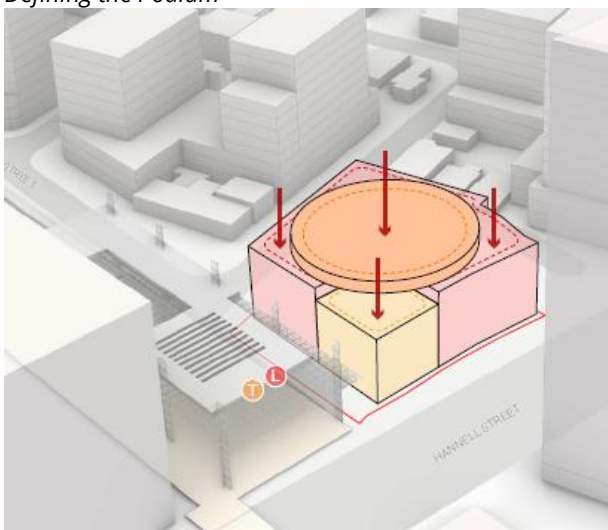
- **Defining the podium:** The form of the podium is defined by extruding the site boundary and establishing a maximum volume.
- **Through-Site Plaza:** A generous southern setback is introduced to create a pedestrian thoroughfare connecting to the station entry and establishing a new and significant public domain space.
- **Splitting the podium:** The podium form is moulded to create varying heights that accommodate shared amenities and terrace spaces for different users. The vertical articulation also accentuates the station entry by stepping down towards the transport interchange.
- **Erosion of the podium:** Breaking the façade introduced cavities within the podium massing to create visual depth. The ground level is highlighted as an active zone for social interaction and pedestrian activity.



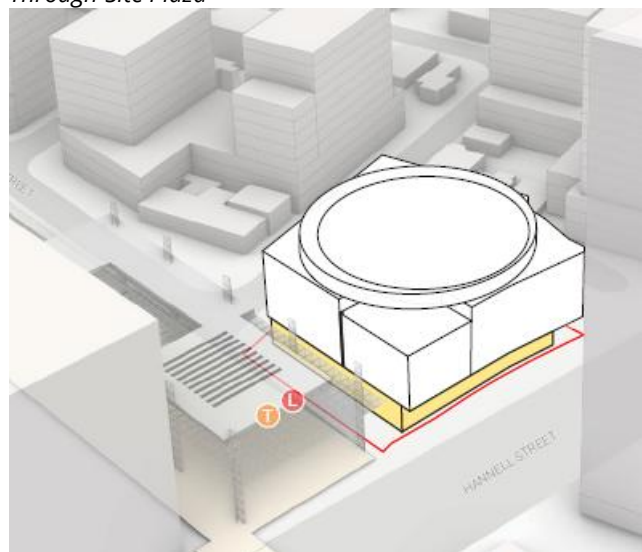
Defining the Podium



Through-Site Plaza



Splitting the Podium



Erosion of the Podium

Figure 18 Podium Key Moves

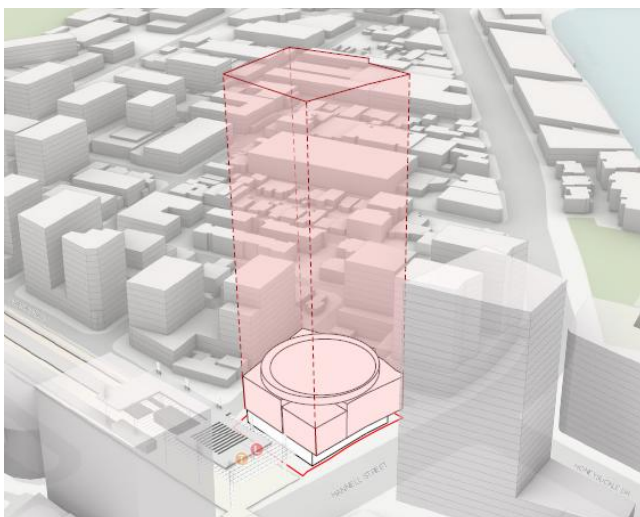
Source: SJB Architects

5.6.3 Tower

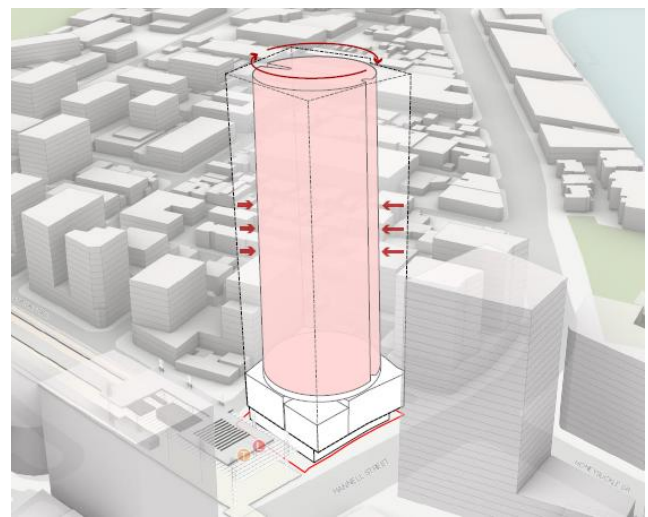
The tower has been designed as a slender landmark form that responds to the site's gateway location adjacent to the Newcastle Interchange and its prominence within the evolving Wickham and city centre skyline. Its circular form reduces the perceived bulk of the building and presents a more elegant, building-in-the-round form that assists in minimising view obstruction and overshadowing when compared with a rectilinear tower. The eastward shift in the tower form, together with the rotated tower grid, improves solar access, outlook and cross-ventilation for future residents, while also enhancing the tower's environmental performance and relationship to surrounding development. The architectural expression of the tower is further refined through a combination of vertical and horizontal articulation, recessed elements and material variation, which break down the overall mass, reinforce slenderness and create a distinctive skyline profile appropriate to this prominent transit-oriented site.

As shown at **Figure 19**, the key moves in establishing the built form of the tower were:

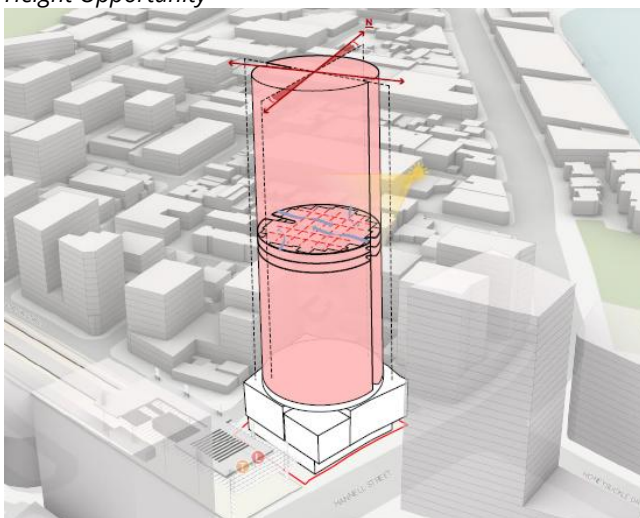
- **Height opportunity:** Tower height is optimised to take advantage of its strategic location, maximising solar access, views and prominence while maintaining a relationship with surrounding taller built forms.
- **Iconic form:** The tower mass is carved into a circular form to minimise view obstruction and overshadowing to neighbouring areas. The form is shifted eastward to further improve solar access and daylight penetration.
- **Amenity provision:** The tower grid is rotated to enhance internal amenity, providing improved cross ventilation, outlook, and solar orientation for residents. This adjustment also strengthens the tower's environmental performance and visual identity.
- **Articulation of form:** The tower is expressed through vertical and horizontal articulation that break down its mass and create a refined skyline profile variation in materiality and setback introduces depth and visual interest while reinforcing slenderness and identity.



Height Opportunity



Iconic Form



Maximise Amenities



Articulation of Form

Figure 19 Tower Key Moves

Source: SJB Architects

The tower culminates in an articulated crown (**Figure 20**) that resolves the building against the skyline and reinforces its role as a landmark at the Newcastle Interchange. The crown continues the circular geometry of the tower while incorporating sculpted volumes that enclose plant and service elements, ensuring that rooftop infrastructure is integrated within the architectural form rather than read as an add-on. Expressed slab edges and soffits continue upward to the uppermost levels, giving the crown a refined and cohesive appearance. This approach responds to the design development undertaken through the SDRP process, including the need for a clearer architectural expression at the top of the tower, and contributes to a distinctive skyline outcome when viewed from the surrounding precinct and longer-range public vantage points.



Figure 20 Tower Crown

Source: SJB Architects

5.7 Land Use Activities

The proposed development seeks consent for a shop housing development designed to deliver a high-density, transit-oriented mixed-use outcome on a strategically located site adjoining the Newcastle Interchange. The development will comprise a range of land uses (as shown at **Figure 21**), each carefully integrated to serve both the local community and the broader public. The land uses proposed are outlined below:

Table 8 GFA Breakdown

Use	Gross Floor Area	
Non-Residential	Retail	486m ²
	Hotel	10,164m ²
Residential (apartments and co-living housing)	26,119m ² (including 3,869m ² as affordable housing)	

A detailed discussion of each land use is included at **Section 5.7.1** to **Section 5.7.3**.

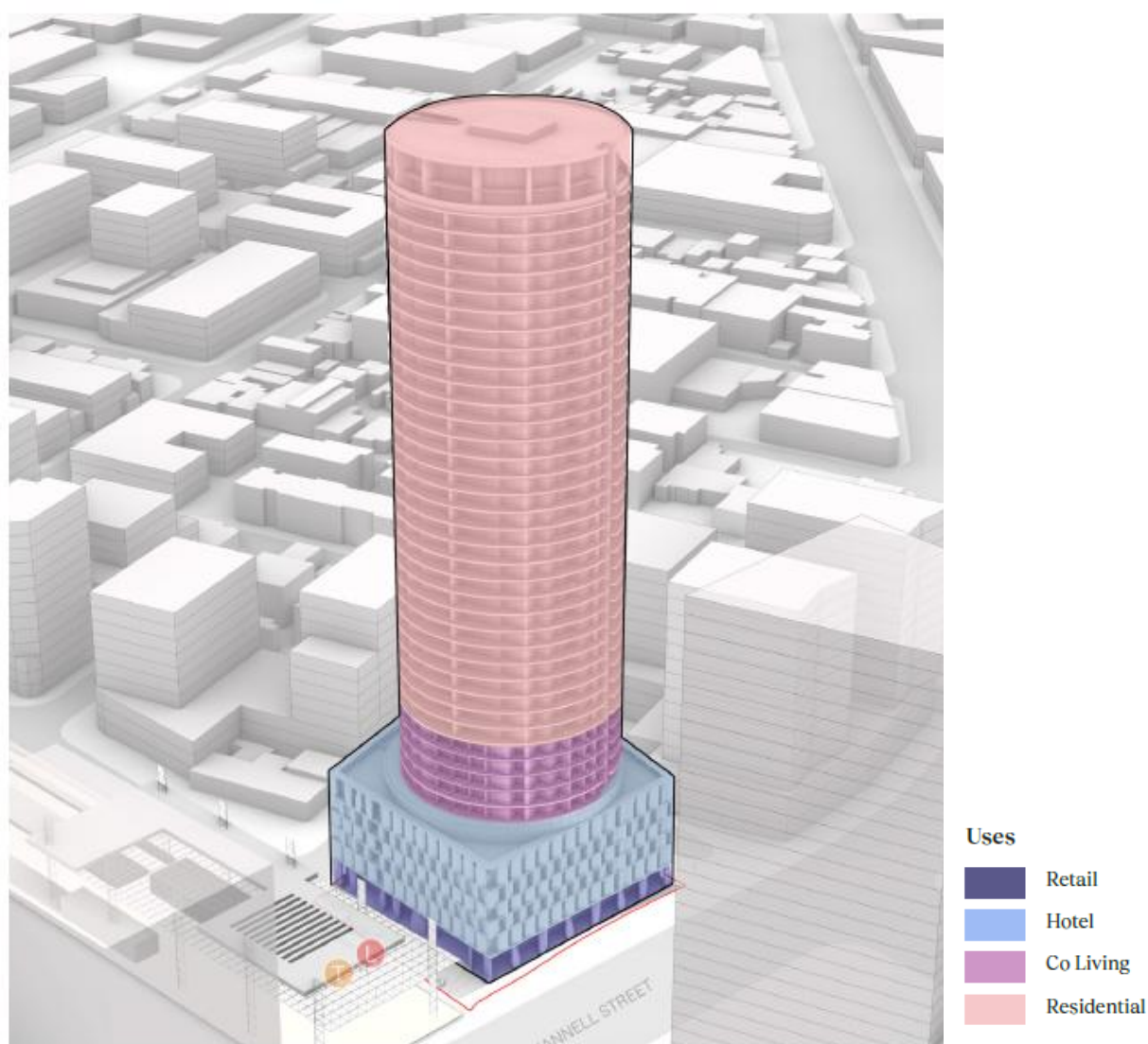


Figure 21 Land Uses

Source: SJB Architects

5.7.1 Retail

Three retail premises are proposed at the ground level (refer to **Figure 21**) to activate the building frontages and support a vibrant public domain outcome along Hannell Street and the through-site link adjoining the Newcastle Interchange. The retail component is intended to provide convenience and hospitality-style tenancies that serve residents, hotel guests, commuters and the broader public, thereby contributing to the day-to-day activation of the site and surrounding precinct. The location of the retail uses at the ground plane is appropriate given the site's high pedestrian exposure, direct relationship to public transport infrastructure and role as a gateway site within the evolving Wickham Precinct. The retail premises will also contribute to passive surveillance and a more engaging streetscape, particularly around the through-site link and plaza and principal pedestrian desire lines.



Figure 22 Ground Floor Plan

Source: SJB Architects

5.7.2 Hotel

The hotel component (refer to **Figure 23**) is located within the podium levels of the development and is intended to provide visitor accommodation in a highly accessible city-fringe location immediately adjoining the Newcastle Interchange. In addition to hotel rooms, the hotel incorporates a range of supporting facilities, including a lobby, restaurant / bar, function spaces, recreation facilities and back-of-house areas, allowing it to operate as a full-service accommodation offering that supports both short-stay visitors and business-related travel. The integration of hotel accommodation within the mixed-use podium is an appropriate response to the site's strategic location at the interface of Wickham, Honeysuckle and Newcastle West, and will contribute to the tourism economy, local employment and activation of the precincts during the day and evening. The podium form also enables the hotel to engage directly with the public domain while maintaining separation from the residential and co-living components above.



Figure 23 Typical Hotel Level Plan

Source: SJB Architects

5.7.3 Residential

The development comprises a total of 26,119m² residential accommodation. A total of 245 apartments is proposed, including 42 affordable housing apartments in addition to 99 co-living housing units. The co-living component is located on Levels 7-11 (refer to **Figure 24**). The affordable housing component of the development (15% of residential GFA, which based on the proposed unit mix will translate to 42 apartments) will be located on Levels 12-16, managed by a registered CHP for a minimum of 15 years and will provide high-quality housing for residents on very low to moderate incomes (refer to **Figure 25**). A Letter of Support from MyLife Community Housing is attached at **Appendix G**. A breakdown of the proposed apartment mix is outlined in **Table 9**.

Table 9 Apartment mix of development

Apartment Size	Total
Co-Living Units	99 (all double rooms)
1-Bedroom	47 (including 15 affordable)
2-Bedroom	152 (including 27 affordable)
3-Bedroom	44
4-Bedroom	2
Total	245 (including 42 affordable)

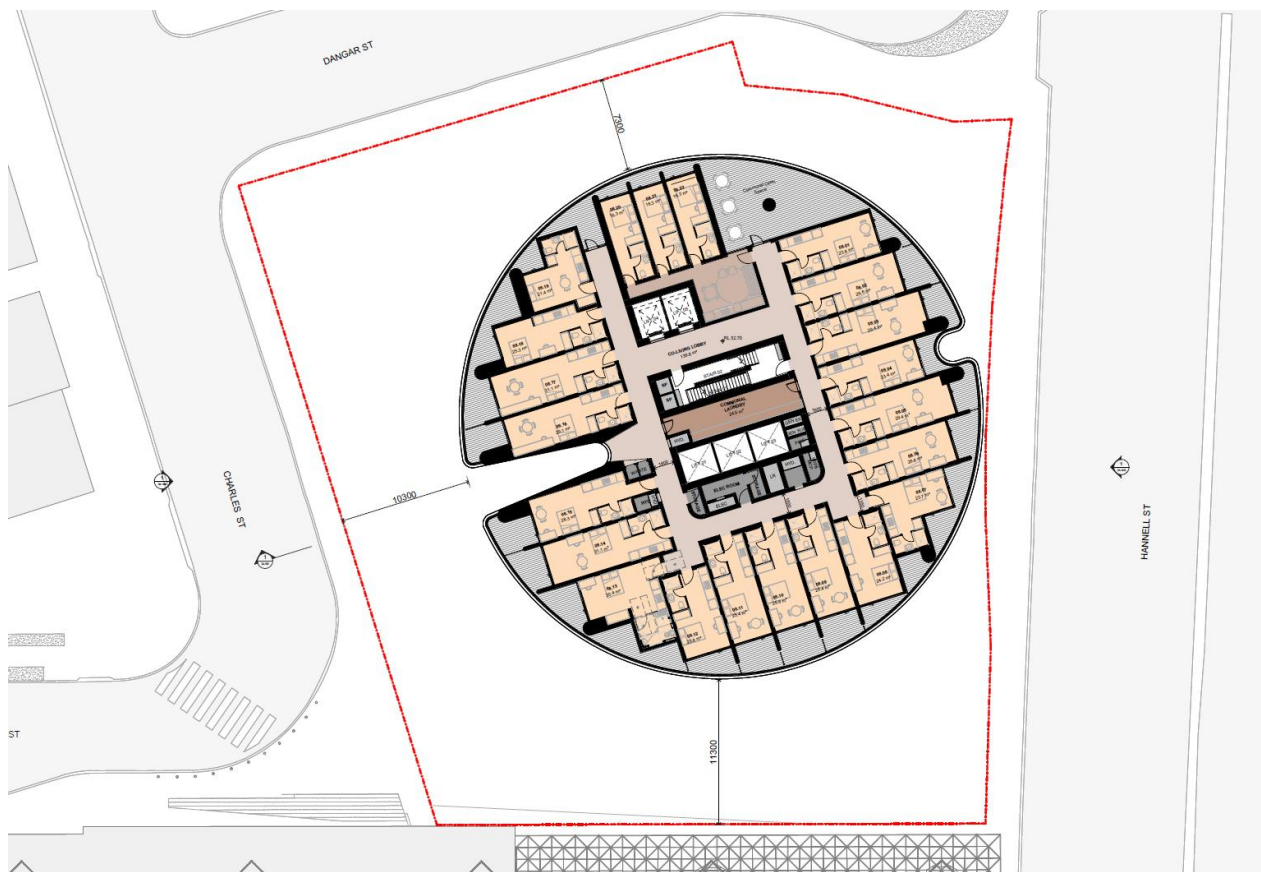


Figure 24 Typical Co-Living Level Plan (Levels 8-11)

Source: SJB Architects

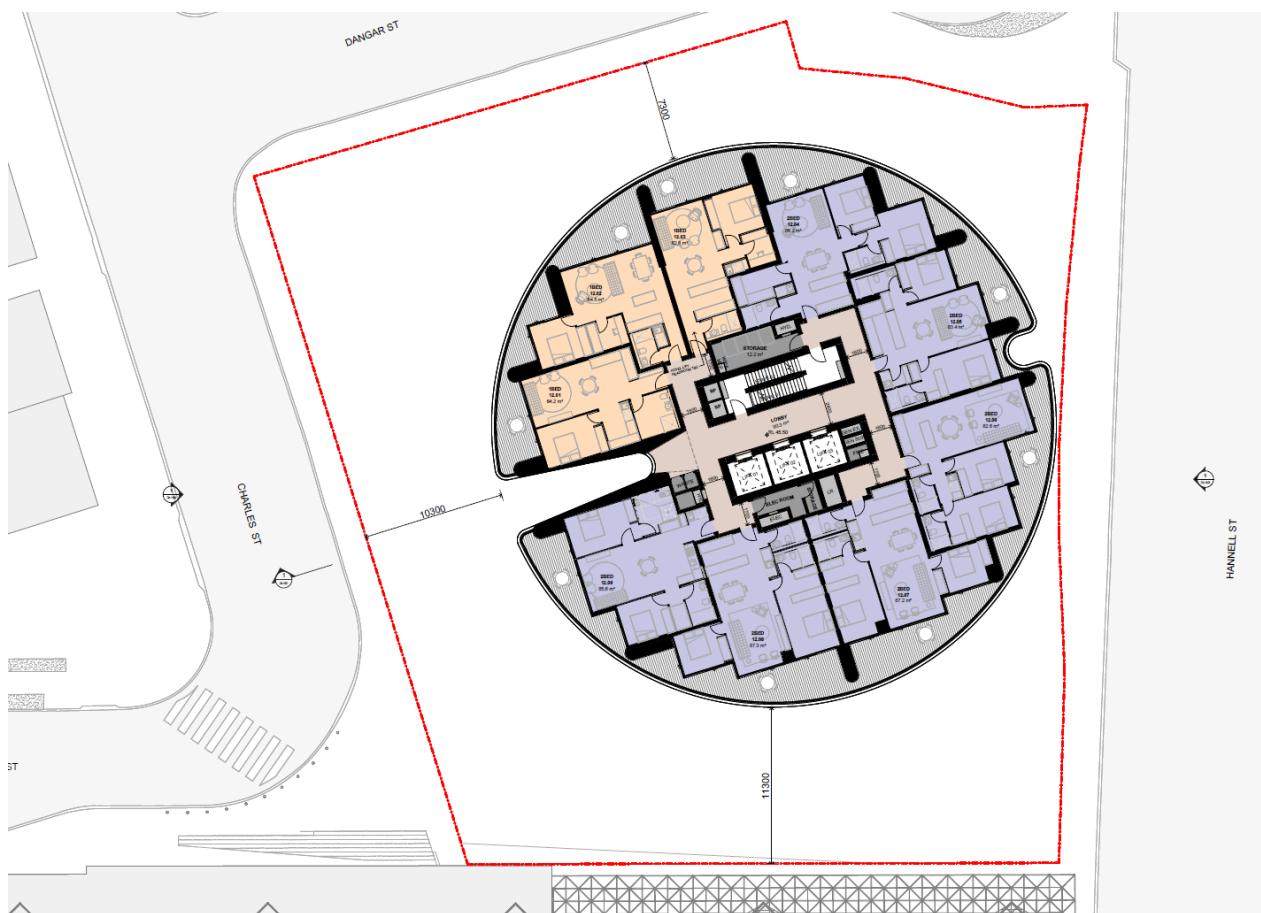


Figure 25 Typical Affordable Housing Level Plan (Levels 12-16)

Source: SJB Architects

5.8 Façade and Materiality

The façade and material palette of the proposed development has been developed to respond to the site's prominent gateway location, the historic and evolving urban character of Wickham and the finer grain of the surrounding neighbourhood as well as the principles of County-centred design. The architectural expression is structured as a legible composition of base, middle and top, comprising a solid and articulated podium, a slender circular tower and an expressed crown. This approach allows the building to read clearly at multiple scales: the podium establishes a relationship with the scale and material character of the Newcastle Interchange and Wickham, while the tower provides a distinctive marker to the Interchange and the northern entry to the city. Across both podium and tower, the façade design relies on depth, shadow and repetition to create visual interest, with glazing generally recessed within the structural frame to provide articulation, privacy, solar protection and a robust architectural character. Materials have been selected to be durable and low maintenance, with a preference for integral finishes and prefinished elements that will weather well in this exposed environment.

5.8.1 Podium

The podium façade (refer to **Figure 26**) is designed to provide a strong civic base to the development and to relate to the solid masonry character of existing and emerging buildings in Wickham. Its expression emphasises solidity and depth, with a comparatively low proportion of visible glazing, repeated and offset façade elements, and deep reveals that create a textured play of light and shadow throughout the day. The façade composition includes sculptural columns and a colonnade at ground level, which clearly define lobby entries and active frontages while contributing to a high-quality pedestrian experience along the through-site link and street edges. Upper podium levels adopt a robust material language comprising cementitious and concrete-look finishes, metalwork, precast and applied finishes, and brick elements, all of which reinforce the podium's visual weight and durability. Deeply inset openings and balconies further strengthen the podium's architectural rhythm, provide privacy and weather protection, and allow moments of planting and landscape to be revealed within the façade. Overall, the podium is intended to hold the site edges, establish a relationship with the surrounding block pattern and neighbourhood scale, and provide a well-resolved architectural base to the tower above.



Figure 26 Podium (Hotel) Façade

Source: SJB Architects

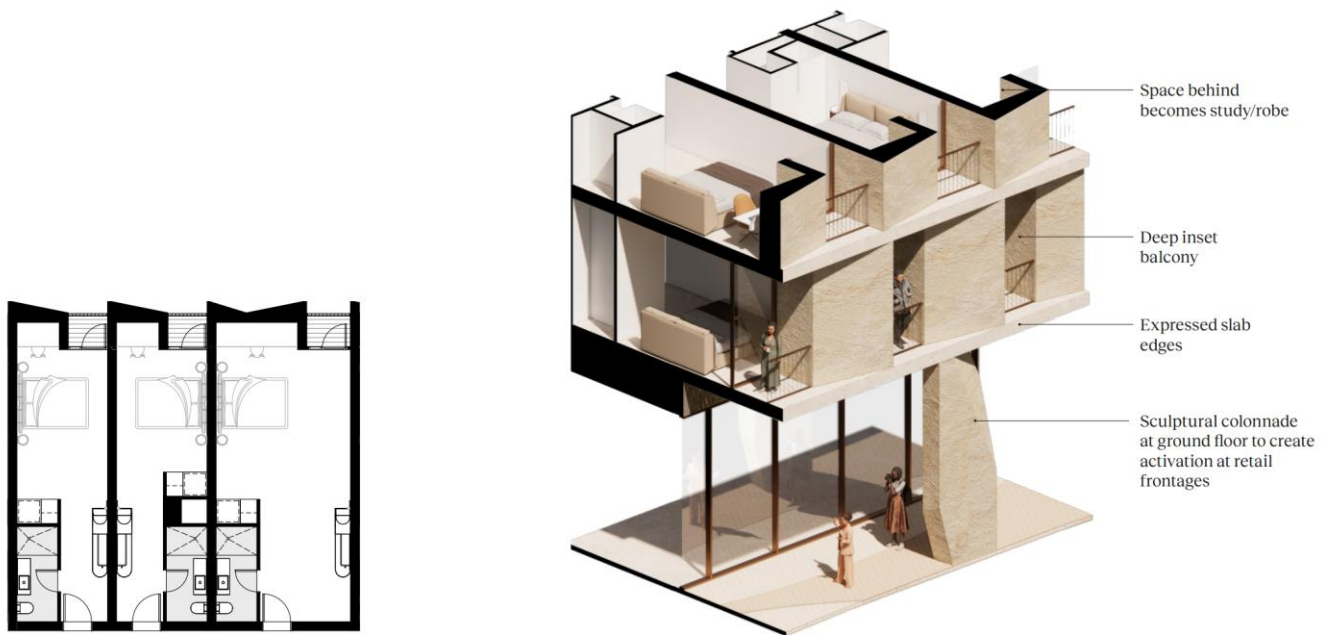


Figure 27 Podium Materiality

Source: SJB Architects

5.8.2 Tower

The tower (refer to **Figure 28**) adopts a simpler and more refined material expression that reinforces its slender circular form and landmark role within the skyline. The façade is articulated through expressed slab edges and soffits, recessed glazing, sculpted volumes and fine metal balustrades, which together create a layered envelope that uses light and shadow as an important part of the building's visual character. The circular form allows the tower to be read consistently from all directions, with no rear elevation, and supports 360-degree outlook opportunities for residents. Recessed glazing and the serrated glass line within the rounded slab edge geometry improve shading performance, reduce solar heat gain and contribute to the façade's depth and environmental performance. The material palette is intentionally restrained, relying on cementitious and concrete-look finishes, metalwork and glass to give the tower a calm and elegant expression distinct from, but complementary to, the heavier podium base. The crown continues this architectural language and is resolved as a sculpted upper element that integrates plant and service areas within the overall form, ensuring the tower terminates cleanly and contributes positively to the Newcastle skyline.

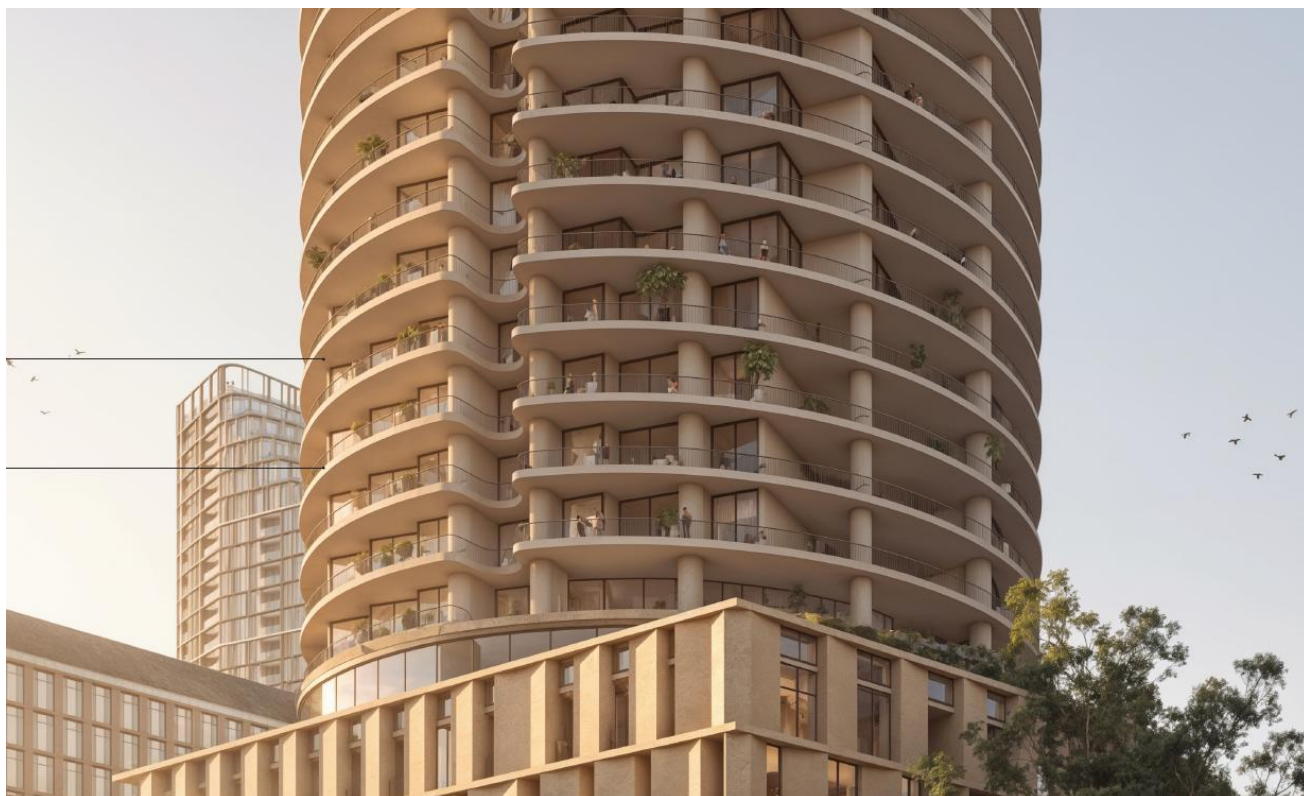


Figure 28 Tower Facade

Source: SJB Architects

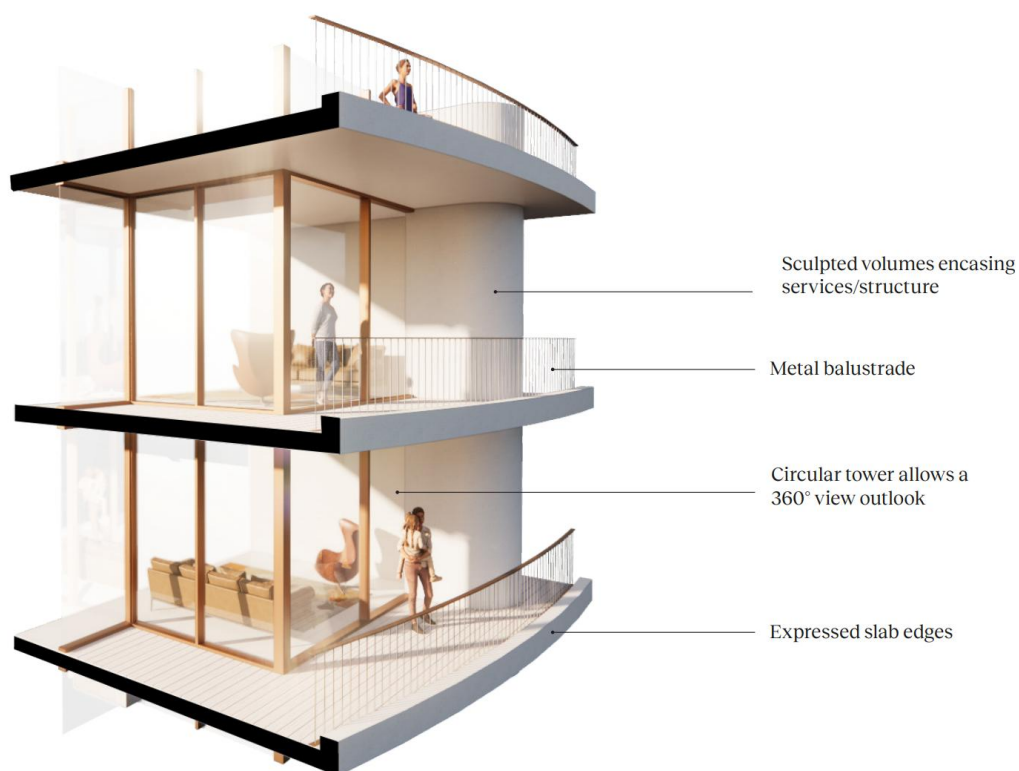


Figure 29 Tower Materiality

Source: SJB Architects

5.9 Landscaping and Communal Open Space

The landscape strategy has been developed as a landscape-led public domain response that treats the ground plane (refer to **Figure 30**) and communal areas as a primary element of the proposal. The development is structured around a new and widened through-site link, station-facing public domain improvements and a series of communal open spaces that collectively improve amenity, permeability and activation across the site.

In total, the proposed development provides 794m² of landscaped area, 847m² of public open space, 237m² of internal communal open space and 906m² of external communal open space, together with new tree planting and canopy coverage across key pedestrian routes and gathering spaces.

The landscape design has been informed by the site's location adjoining the Newcastle Interchange and by the broader design objective of creating a meaningful place that connects people, Country and nature. Across the public domain, the proposal prioritises walkability, universal access, active frontages, passive surveillance and high-quality planting outcomes.



Figure 30 Public Domain Plan

Source: *Land and Form*

5.9.1 Through Site Link and Plaza

The through-site link and plaza (refer to **Figure 31**) is a defining public domain element of the proposal. It is conceived as a generous east-west pedestrian connection that improves permeability between Hannell Street, the site and the Newcastle Interchange, while also providing direct and legible movement through the development. The link is designed as a highly active, publicly accessible space supported by active frontages, outdoor dining (subject to future development consent), seating, lighting and landscaping, creating a safe and vibrant pedestrian environment that functions as more than just a pedestrian connection. The landscaping draws inspiration from Newcastle's former wetland setting, giving the space a strong sense of place. In this way, the link not only improves movement through the site, but also encourages people to stop, gather, orient themselves and use the space throughout the day and into the evening.

The through-site link also plays an important role in accessibility and placemaking. A continuous accessible path is provided around the site perimeter and across the ground plane, with gentle grades designed to ensure equitable access for all users. Together with planting, seating and informal gathering areas, the link creates a new connection between the Newcastle Interchange and Honeysuckle, while also contributing to the broader activation of the city centre.



Figure 31 Through-site Link

Source: SJB Architects

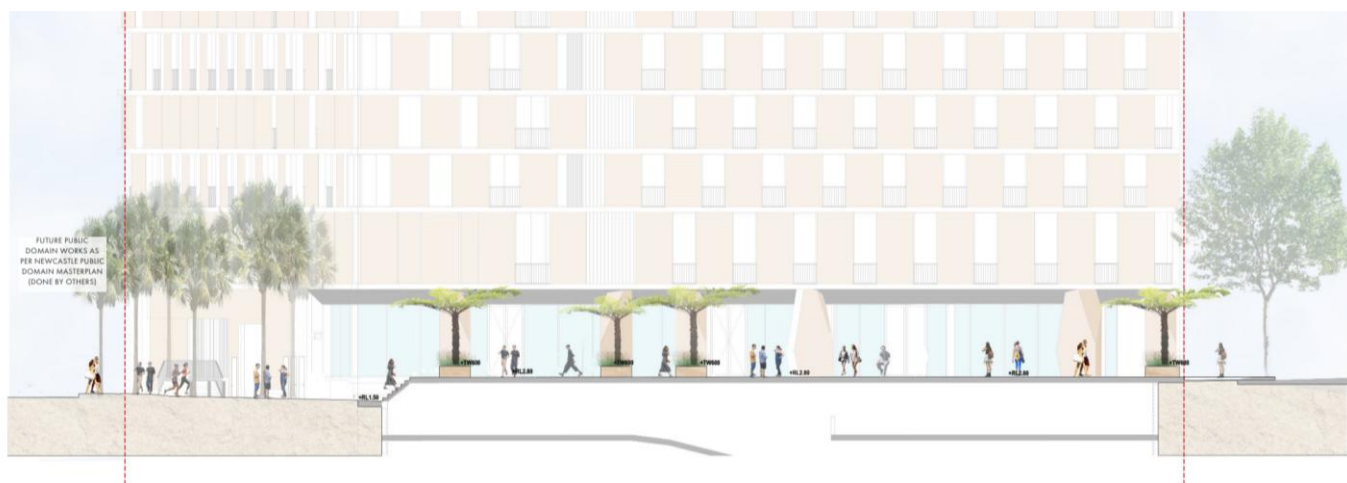


Figure 32 Through-site Link – Section (looking north)

Source: SJB Architects

5.9.2 Station Street Plaza

The Station Street Plaza (refer to **Figure 33**) forms the principal station-facing forecourt to the proposal and provides a clear and welcoming transition between the Newcastle Interchange, the through-site link and the development's active ground floor uses. As shown on the ground floor public domain plan, the plaza works with the proposed Station Street crossing and surrounding public domain upgrades to improve pedestrian legibility, arrival and movement at this transport interface.

The plaza is intended to operate as a key arrival node to Wickham, helping to anchor movement and reinforce place identity at the edge of the interchange. Planting, seating and opportunities for public art contribute to a high-quality civic setting and provide a place where people can pause, meet and orient themselves before moving through the site or into the wider precinct. In this way, the Station Street Plaza supports both transport connectivity and public domain activation.



Figure 33 Station Street Plaza

Source: SJB Architects

5.9.3 Dangar Street Plaza

The Dangar Street Plaza is proposed as a more intimate arrival space at the north-eastern corner of the site, addressing Dangar Street and the hotel and co-living lobbies. In contrast to the active through-site link, this plaza has a calmer character and is framed by planting and integrated seating to create a defined and inviting forecourt. It assists in softening the building edge, improving pedestrian amenity and providing a distinct landscape moment at a key site entry.

The landscape design for this area has also been developed in response to SDRP feedback, with the plaza described as a *sunlit, north-facing arrival space that welcomes guests into the heart of the precinct*. Framed by planting and landscape edges, it opens visual and spatial connections to the harbour and broader Newcastle landscape. An expanded green space at the termination of Dangar Street is also proposed to provide additional public benefit and improve amenity at this corner of the site.

5.9.4 Communal Open Spaces

Level 6 Residential Communal Open Space

The Level 6 communal open space (refer to **Figure 34**) is designed as a generous, landscape-led retreat for residents that supports both relaxation and social interaction. Oriented to capture expansive views towards the Newcastle waterfront, the space is framed by planting and includes a passive lawn for informal recreation and dog walking, BBQ and outdoor dining areas, social garden spaces with seating nooks, a viewing deck and an outdoor cinema. Together, these elements create a comfortable and varied communal environment that promotes resident wellbeing and connection to place.

The layout of the Level 6 space responds to SDRP feedback regarding the need for high-quality communal open space with strong year-round amenity, including access to views and appropriate solar access. The result is a landscaped podium terrace that offers a mix of active and passive uses while maintaining a coherent spatial arrangement and a strong visual relationship with the broader Newcastle setting.



Figure 34 Level 6 Residential Communal Open Space

Source: Land and Form

Level 7 Co-Living Communal Open Space

The Level 7 co-living communal open space (refer to **Figure 35**) is designed as a social outdoor environment that extends directly from the indoor shared amenities. It is oriented towards waterfront views and includes a generous 180-degree communal balcony and terrace, BBQ and outdoor dining areas, a bar bench with waterfront views, and flexible gathering spaces. Integrated planting softens the setting and creates an inviting outdoor extension of the shared co-living environment.

This space has been refined in response to SDRP feedback to ensure a clear spatial logic and strong relationship with the adjacent internal communal areas. The core communal zone has been prioritised adjacent to the lobby and common spaces, with non-trafficable green roof areas wrapping the tower edge where appropriate. This approach supports good amenity, outlook, social interaction and usability for co-living residents while reinforcing the landscaped character of the podium levels.



- ① 180 DEGREE SOCIAL BALCONY WITH VIEWS
- ② BBQ / OUTDOOR DINING
- ③ BAR BENCH WITH WATERFRONT VIEWS
- ④ GATHERING & FLEXIBLE SEATING

Figure 35 Level 7 Co-Living Communal Open Space
Source: Land and Form



Figure 36 Green Roof Strategy
Source: Land and Form

5.10 Public Art

A Preliminary Public Art Strategy (**Appendix RR**) has been prepared by Creative Road to guide the commissioning and integration of public art within the architecture and public domain. The strategy responds to the site's prominent location adjacent to the Newcastle Interchange and seeks to enhance arrival experiences, strengthen place identity and contribute to the cultural character of the precinct. It identifies a curatorial framework of "Unveil", which draws on the project's architectural language of layered surfaces, carved volumes and light-filled apertures, and aims to deliver public art that is luminous, durable and memorable, while responding to Newcastle's industrial heritage, former wetland landscape and evolving creative identity. The public art program will be developed with regard to the site's location on Awabakal and Worimi Country.

Three principal artwork opportunities have been identified (refer to **Figure 37**): a landmark soffit artwork integrated into the architectural canopy, a sculptural entry marker at the hotel and co-living arrival point, and a series of smaller plaza interventions distributed throughout the ground-level public domain. Together, these works are intended to support wayfinding, threshold experiences, public space activation and everyday interaction within the site.

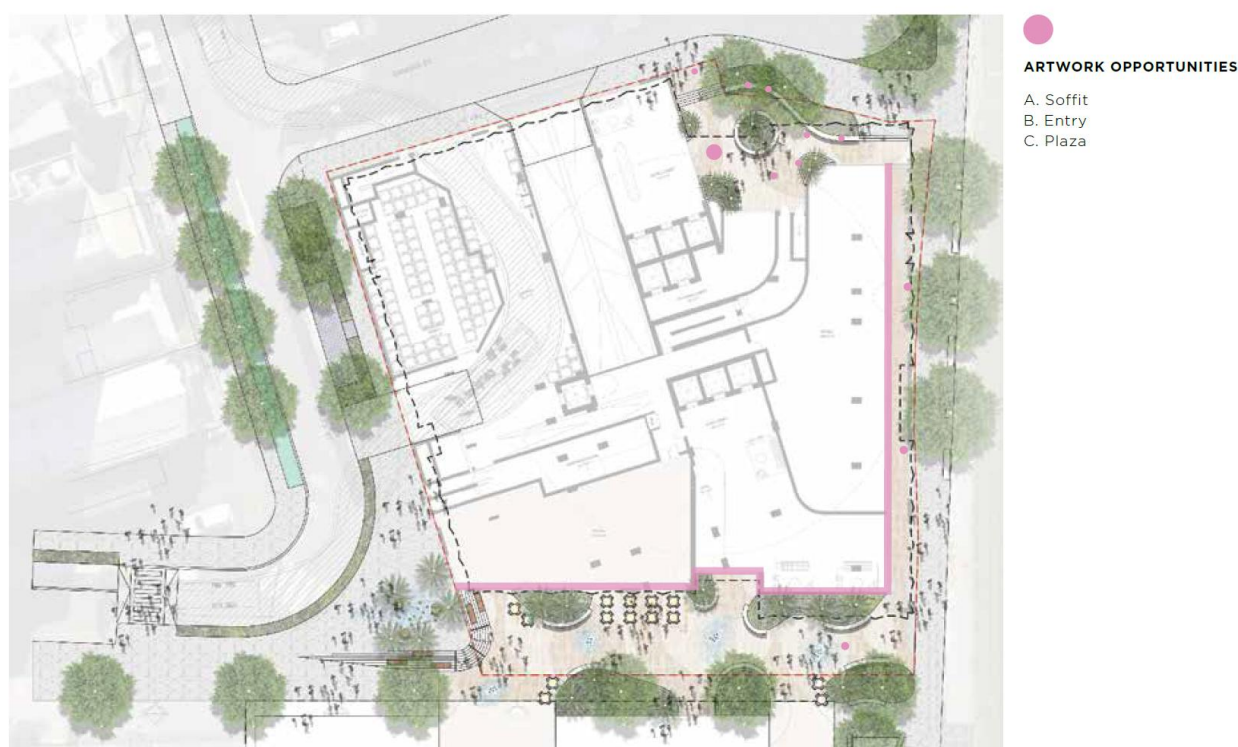


Figure 37 Public Art Opportunities

Source: Creative Road

5.11 Transport and Access

A Transport Impact Assessment has been prepared by Varga Traffic Planning and is provided at **Appendix S**. The key components of the site's access and parking strategy is provided below.

5.11.1 Site Access

The site benefits from a highly accessible location adjoining the Newcastle Interchange, with frontages to Dangar Street, Charles Street and Hannell Street. Pedestrian access is provided from each of these frontages via dedicated residential, hotel and co-living lobbies, together with direct access to the ground floor retail tenancies. A through-site pedestrian link is also proposed along the southern edge of the site, connecting Station Street/Charles Street to Hannell Street and improving permeability through the site. These pedestrian entries are separated from vehicular access points and connect directly to the surrounding footpath network, providing safe and convenient access to the Newcastle Interchange and the wider city centre.

Vehicular access to the basement car parking is proposed via a new entry/exit driveway from Dangar Street. This arrangement avoids access from Hannell Street, which is a classified road. Service and loading access is also provided

separately, with an entry-only service driveway from the western end of Dangar Street and an exit-only service driveway from Charles Street, allowing for waste collection and servicing vehicles to enter and leave the site safely and efficiently.

Site access is depicted below at **Figure 38**.

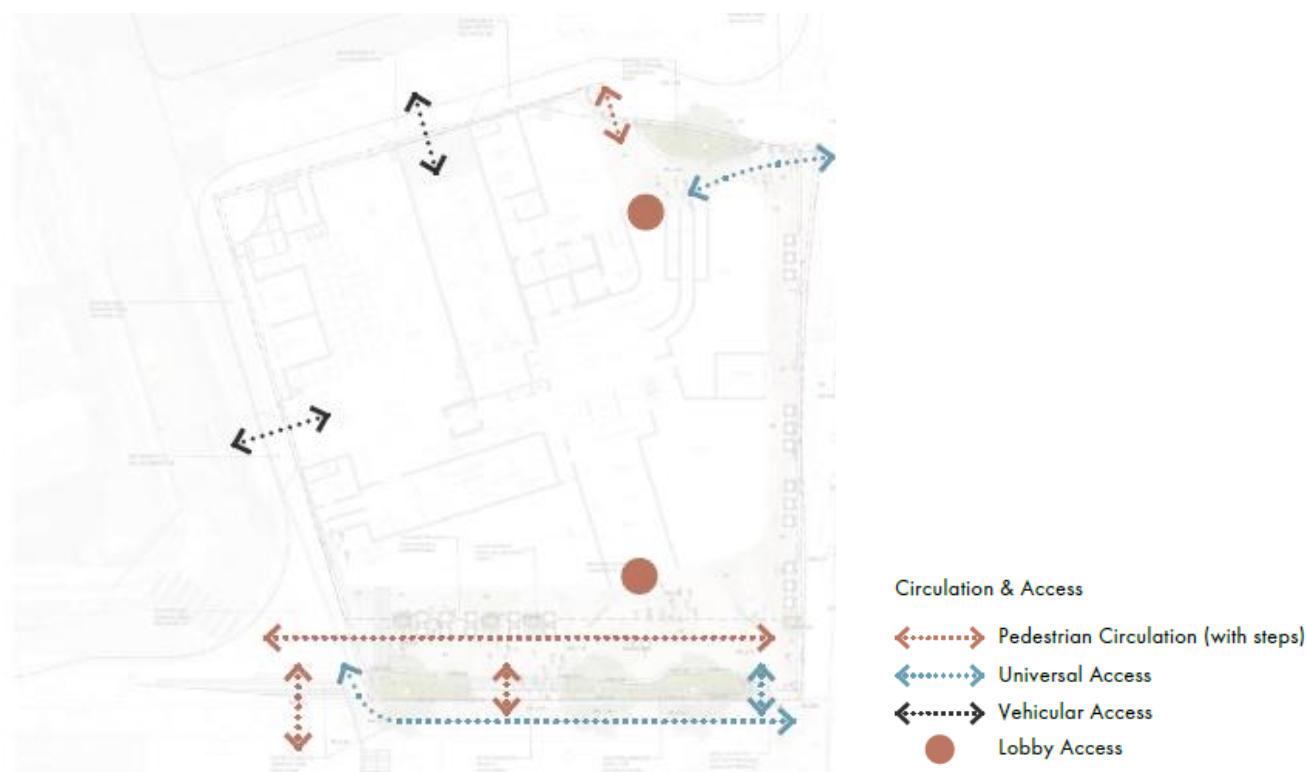


Figure 38 Site Access

Source: Land and Form

5.11.2 Parking

The proposed development provides a total of 215 car parking spaces. A breakdown of the provided car parking is below at **Table 10**.

Table 10 Breakdown of proposed parking

Component	Spaces Provided
Residential	197
Visitor	0
Co-Living	0
Hotel	10
Retail	6
Car Share	2
Total	215

5.12 Construction Details

A Preliminary Construction Traffic Management Plan (CTMP) has been prepared by Varga Traffic Planning and is included at **Appendix U**. The CTMP provides details around vehicles movements, site access and parking for staff, loading and delivery arrangements, and management measures to mitigate construction traffic impact.

In addition, a Preliminary Construction Management Plan (PCMP) has been prepared by Urban Apartments (**Appendix TT**) to demonstrate the proposed approach to managing construction impacts associated with the development. A Detailed Construction Management Plan (DCMP) will be prepared by the appointed contractor prior to the commencement of works as part of the construction certificate. The DCMP will address matters such as traffic management, waste management, noise management, material and equipment management, and dust control. It will also detail construction methodology and staging.

The construction hours for the development will reflect those set out in the NSW Environmental Protection Authority *Construction Noise Guidelines*, being:

- 7:00am to 6:00pm Monday to Friday
- 8:00am to 1:00pm on Saturday
- No work or deliveries on Sunday or Public Holidays.

Where it is necessary for works to occur outside of the above hours, approval for an “outside of hours work permit” will be obtained from Council prior to the activity commencing.

5.13 Operational Details

Site Management

Given the mixture of land uses proposed on the site, the development will be managed by separate operators, as summarised below:

- Co-Living Housing: The co-living housing will be managed by an experienced provider.
- Affordable Housing: As per the relevant legislation, the proposed affordable housing apartments will be managed by a registered community housing provider, intended to be MyLife Community Housing.
- Hotel: A hotel operator will manage the hotel uses of the site.
- Retail: Retail premises will be managed and operated by individual tenancies.

Operators and managing agencies are not yet confirmed for the development, however, will be selected post determination. As such, necessary plan of managements for each use of the site will be prepared as part of the process to obtaining an occupation certificate (if required).

Hours of Operation - Hotel

The hotel use will operate 24 hours a day, 7 days a week, while the ancillary function facilities will indicatively operate as per the following hours of operation:

- **Ballroom** (max. 250 patrons);
 - Monday – Sunday: 7am-12am
- **All-Day Dining** (max. 100 patrons)
 - Monday – Sunday: 5.20am-11pm
- **Bar** (max. 65 patrons)
 - Sunday – Thursday: 11am – 11pm
 - Friday – Saturday: 11am – 12am

5.14 Development Staging and Sequencing

The proposed development will progress through the standard assessment process, with the following indicative milestones:

- Lodgement: April 2026
- Exhibition: May 2026
- Response to Submissions: June 2026
- LEP amendment and SSDA determination: January 2027 (approx. 275 days from lodgement)
- These timeframes provide a general overview of the anticipated planning pathway.

Construction relating to demolition and earthworks have commenced on site under previous DA2018/01197 (as modified). Following completion of the early works, construction of the proposed development will begin. The construction of the development will be undertaken in the following indicative stages:

- Construction Certificate 1: Inground structure, excavation, and in ground services
- Construction Certificate 2: Structure and Services
- Construction Certificate 3: Façade
- Construction Certificate 4: Fit-out
- Construction Certificate 5: Landscaping

6.0 Statutory Context

This section provides an assessment of the matters the consent authority must consider when determining a development application under Section 4.15(1) of the EP&A Act and outlines how the rezoning proposal achieves consistency with the relevant SEPPs.

6.1 Power to Grant Approval

Table 11 identifies the legal pathway under which consent for the project is sought, its permissibility and any other approvals that are required to carry out the project.

Table 11 Power to grant approval

Consideration	Assessment
Declaration of SSD	On 23 June 2025, the Housing Delivery Authority (HDA) recommended that the proposed development on the site as outlined in Expression of Interest (EOI) application 240837 (dated 21 February 2025), be declared State Significant Development (SSD) under Section 4.36(3) of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act). The Minister issued State Significant Development Declaration Order (No 10) 2025 on 30 June 2025, formally declaring the proposal as SSD.
Consent authority	Pursuant to Section 4.5 of the EP&A Act, the Minister for Planning and Public Spaces or their delegate will be the consent authority for the application.

6.2 Permissibility

The proposed development is entirely permissible with consent, as detailed in **Table 12**.

Table 12 Permissibility of the proposed development

Consideration	Assessment
Zoning	The proposal is located on land which is subject to the <i>Newcastle Local Environmental Plan 2012</i> (Newcastle LEP 2012), which zones the site as E2 Commercial Centre.
Proposed uses	The proposed development includes the following uses: • Shop-top housing; • Hotel and motel accommodation; • Co-living housing; and, • Retail premises.
Permissibility	Shop top housing, hotel and motel accommodation, and retail premises are all permitted with consent in the E2 Commercial Centre zone under the LEP. Co-living housing is permitted on the site as per clause 67(b) of the Housing SEPP.

6.3 Other Approvals

Table 13 outlines other approvals that are required to carry out the proposed development under Division 4.7 of the EP&A Act.

Table 13 Other approvals

Consideration	Assessment	
Approvals not required for SSDA	Act	Authorisation Otherwise Required?
Section 4.41 of the Act stipulates certain authorisation that do not apply to SSD	Fisheries Management Act 1994 - Section 201, 205 or 219	No
	Heritage Act 1977 - Section 139	No
	National Parks and Wildlife Act 1974 - Section 90	No
	Rural Fires Act 1997 - Section 100B	No
	Water Management Act 2000 - Section 89, 90 or 91	No
Consistent Approvals	Act	Authorisation Required?
	Fisheries Management Act 1994 - Section 144	No

Consideration	Assessment	
Section 4.42 of the EP&A Act stipulates certain authorisations that must be applied consistently but cannot be refused if they are necessary for carrying out an approved SSD	Coal Mine Subsidence Compensation Act 2017 – Section 22	No
	Mining Act 1992 – Mining lease	No
	Petroleum (Onshore) Act 1991 – Production lease	No
	Protection of the Environment Operations Act 1997 – An environment protection licence under Chapter 3	No
	Roads Act 1993 – Section 138	Yes
	Pipelines Act 1967 – a licence	No
EPBC Act Approval		
Environmental Protection and Biodiversity Conservation Act 1999	The <i>Environmental Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) is federal legislation with an aim to protect and manage significant flora, fauna, ecological communities and heritage places that are identified as Matters of National Environmental Significance (MNES). If the proposed development results in any impacts to any MNES, it must be referred to the Federal Department of the Climate Change, Energy, the Environment and Water (DCCEEW) to undertake an assessment to determine whether the development is a 'controlled action', which would then require an approval under the EPBC Act. A Biodiversity Development Assessment Report (BDAR) waiver request was prepared and submitted to DCCEEW on 16 January 2026. On 4 February 2026 a BDAR Waiver was granted by DCCEEW for the development and is included at Appendix JJ. The BDAR Waiver concludes that the proposed development is not expected to have any significant impacts on biodiversity values due to the highly modified and degraded nature of the subject site, and therefore a BDAR is not required for the proposal.	

6.3.1 Pre-Conditions to Exercising the Power to Grant Consent

Table 14 identifies any pre-conditions for the consent authority in exercising their power to grant approval for the project.

Table 14 Pre-conditions for the consent authority

Statutory Reference	Assessment
Biodiversity Conservation Act 2016	Section 7.9(2) of the <i>Biodiversity and Conservation Act 2016</i> (BC Act) requires that an SSD application be accompanied by a BDAR unless the Planning Agency Head and the Environmental Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. As outlined above, a BDAR Waiver has been granted by DCCEEW for this SSDA, which is provided at Appendix JJ. The BDAR Waiver demonstrates that the proposed development is not expected to have any significant impacts on biodiversity values due to the highly modified and degraded nature of the subject site and absence of suitable habitat for threatened flora and fauna.
National Parks and Wildlife Act 1974	The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. Given the excavation completed under the previous DA and the extensively disturbed nature of the site, a full Aboriginal Cultural Heritage Assessment Report (ACHAR) is not considered necessary for this site. Therefore, an Aboriginal Cultural Due Diligence Report has been instead prepared to accompany this SSDA, provided at Appendix PP.
State Environmental Planning Policy (Transport and Infrastructure) 2021	<u>Section 2.48 - Development likely to affect an electricity transmission or distribution network</u> Section 2.48 requires the consent authority to given written notice to the electricity supply authority for the area and take into consideration any response to that notice before granting consent to a development likely to affect an electricity transmission or distribution network. This SSDA will be referred to the electricity supply authority for comment. <u>Section 2.98 - Development adjacent to rail corridors</u> Section 2.98 applies to development on land that is in, or adjacent to a rail corridor if the development is likely to have an adverse effect on rail safety, involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, involves the use of a crane in air space above any rail corridor, or is located within 5 metres of an exposed overhead electricity power line that is used for the purpose of railways or rail infrastructure facilities. Before determining a SSDA for such development, the consent authority must refer the application to the rail authority. The SSDA will be referred to the rail authority for comments. <u>Section 2.99 - Excavation in, above, below or adjacent to rail corridors</u> As discussed in the sections above, excavation works 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 and as such, consent is not sought for excavation under this SSDA and section 2.99 of the T&I SEPP does not apply.

Statutory Reference	Assessment
	<u>Section 2.100 - Impact of rail noise or vibration on non-rail development</u> Section 2.100 outlines controls for the impact of rail noise or vibration on non-rail development and applies to residential accommodation. Subject to the implementation of the proposed mitigation measures (outlined at Appendix D and Appendix V), it is anticipated that the he proposed residential accommodate with achieve the stipulated internal noise levels. <u>Section 2.119 - Development with frontage to classified road</u> Section 2.119 applies to the development as the site has a frontage to Hannell Street, a State Road. Vehicular access to the site is provided from Charles Street and the safety, efficiency and ongoing operation of the road will not be adversely affected as a result of the development. As assessed under section 2.100, the development has been appropriately designed to mitigate potential traffic noise arising from the road. <u>Section 2.120 - Impact of road noise or vibration on non-road development</u> Section 2.120 applies to development, including residential accommodation development, that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume of more than 20,000 vehicles and that the consent authority considers is likely to be adversely affected by road noise or vibration for specified development. As Hannell Street does not exceed an annual average daily traffic volume of more than 20,000 vehicles, this section does not apply to the proposal. <u>Section 2.122 - Traffic-generating development</u> Development consent must not be granted to certain traffic-generating development unless the consent authority has given written notice of the application to TfNSW and taken into consideration any submission made in response to that notification, and the accessibility of the site concerned, and the potential traffic safety, road congestion or parking implications of the development. The development is classified as a 'traffic-generating development' under Section 2.122 as it has access to a road that connects to a classified road, and proposes the construction of: • A carpark with over 50 parking spaces; • More than 75 dwellings; and, • Shops with a GFA over 500m². As such, the SSDA will be referred to TfNSW for comments. A Transport Impact Assessment (TIA) has been prepared by Varga Traffic Planning (Appendix S) and is discussed further at Section 8.2.7.
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 4 of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (Resilience and Hazards SEPP) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Specifically, Section 4.6(1)(b) requires the consent authority to be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out. As outlined at Section 8.2.11, the has been remediated (2018 to 2022). Ongoing assessments, including a recent site inspection in March 2026 undertaken by Douglas Partners confirmed that no new contamination was found, and the site remains suitable for the proposed residential and commercial development.
State Environmental Planning Policy (Industry and Employment) 2021	Section 3.6 stipulates that a consent authority must not grant development consent to an application for signage unless the consent authority is satisfied that the signage is consistent with the objectives of the SEPP and the signage satisfies the assessment criteria specified in Schedule 1 of the Industry and Employment SEPP. The proposed development does not comprise of any signage and, therefore, the Industry and Employment SEPP does not apply. Signage will be included as part of separate approvals for the relevant tenancy fit outs.

6.3.2 Mandatory Matters for Consideration

Table 15 provides an assessment of the mandatory matters the consent authority is required to consider in deciding whether to grant approval for the project. A detailed Statutory Compliance Table is provided at **Appendix B**.

Table 15 Summary of mandatory matters for consideration

Plan	Comments
Environmental Planning & Assessment Act 1979	<u>Section 1.3 - Objects of Act</u> The development is consistent with the objects of the EP&A Act for the following reasons: • It facilitates the orderly economic development of the land for housing and other uses. • It promotes employment opportunities throughout the construction and operation phases. • It delivers affordable housing. • It will not impact any threatened and other species of native animals and plants, ecological communities and their habitats. • It incorporates measures to protect any Aboriginal cultural heritage at the site. • It will facilitate high quality design outcomes featuring a combination of architectural styles that will benefit future residents and users. • It has involved engagement with the community in accordance with the requirements of the Act. <u>Division 3.4 - Environmental Planning Instruments - LEPs</u> The proposed concurrent Rezoning Proposal and SSDA are being undertaken in accordance with this section, with the Department and the Minister for Planning acting as the relevant plan-making authority. The Planning Proposal provides the necessary justification, strategic alignment, and community consultation framework to support the proposed LEP amendments. This ensures the amendment process is transparent, strategically driven, and consistent with the objectives of the Act. <u>Division 3.5 - Planning Instrument Amendments and Development Applications</u> The project involves a SSDA that may only proceed if the Newcastle LEP 2012 is appropriately amended to permit the proposed building height and FSR. Under Sections 3.38 and 3.39, the Act expressly allows for such development applications to be made and considered alongside the necessary planning proposal. In accordance with Section 3.40, the rezoning proposal and the SSDA will be publicly exhibited concurrently, ensuring transparency, efficiency, and comprehensive community consultation. This joint exhibition process enables all relevant environmental, social, and economic considerations to be assessed holistically, providing a coordinated pathway to facilitate the delivery of the project. <u>Division 4.7 - State Significant Development</u> The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons: • The development has been declared to be State Significant development; and • It has been evaluated and assessed against the relevant matters for consideration under Section 4.15(1), as outlined below: - (a)(i) any environmental planning instrument: Section 6.0 - (a)(iii) any development control plan: Appendix 6.3 - (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality: Section 9.5 - (c) the suitability of the site for the development: Section 9.8 - (d) any submissions made in accordance with this Act or the regulations: Section 7.0 - (e) the public interest: Section 9.7 <u>Section 4.15 - Evaluation</u> The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons: • The development has been declared to be State Significant Development, • It is not prohibited by an environmental planning instrument, and • It has been evaluated and assessed against the relevant heads of consideration under section 4.15(1), as outlined in this EIS. <u>Section 9.1 - Directions of the Minister</u> An assessment of the project's consistency against the Ministerial Directions is provided at Table 24.

Plan	Comments															
State Environmental Planning Policy (Housing) 2021	An assessment against the Housing SEPP has been undertaken at Table 16 . It is noted that although affordable housing is proposed, consent is not sought for this use under Chapter 2 of the Housing SEPP.															
State Environmental Planning Policy (Sustainable Buildings) 2022	The <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> (Sustainable Buildings SEPP) was adopted as part of the NSW Government’s commitment to delivering sustainable and resilient buildings, to contribute to the target for net zero emissions by 2050. Through the implementation of multiple ESD initiatives, the development will meet and exceed industry benchmarks and schemes, as well as reduce emissions and consumption of energy. An ESD Report has been prepared by Efficient Living and is included in Appendix BB . A BASIX Certificate is provided at Appendix FF .															
State Environmental Planning Policy (Industry and Employment) 2021	Chapter 3 of the <i>State Environmental Planning Policy (Industry and Employment) 2021</i> (Industry and Employment SEPP) provides the requirements for developments that include signage. As per section 3.6, a consent authority must not grant development to any application to display signage unless the consent authority is satisfied that the signage is consistent with the objectives of the Chapter 3, and that the signage satisfies the assessment criteria outlined in Schedule 5. The proposed development does not comprise of any signage and, therefore, the Industry and Employment SEPP does not apply. Signage will be included as part of separate approvals for the relevant tenancy fit outs.															
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Chapter 2 relates to vegetation management in non-rural areas. As noted above, the Department has issued a BDAR Waiver (Appendix JJ) confirming that the proposed development will not result in any adverse impacts on biodiversity. As the site is located with the City of Newcastle, Chapter 4 Koala Habitat Protection applies, and the consent authority must assess whether the development is likely to have any impact on koalas or koala habitat. As evidenced by the issuance of a BDAR Wavier, the proposal is not expected to have any significant impacts on biodiversity values due to the highly modified and degraded nature of the site.															
Newcastle LEP 2012	An assessment against the Newcastle LEP 2012 2012 has been undertaken at Table 17 .															
Newcastle Development Control Plan 2023 (NDCP)	While Development Control Plans (DCPs) do not apply to State Significant Development as per Section 2.10(1)(a) of the Planning Systems SEPP, some aspects of the Newcastle DCP 2023 have informed the design approach to the site. As such, as assessment against the relevant controls of the Newcastle DCP 2023 has been undertaken at Appendix E .															
Concept Approvals	There are no applicable Concept Plans over the site.															
Development Contributions	City of Newcastle Section 7.12 Development Contributions Plan The Section 7.12 Development Contributions Plan became effective on 1 January 2022. The Plan states: <i>No contribution for the following forms of residential accommodation (except alterations and additions which exceed \$200,000 or where such accommodation forms less than 10% of the total gross floor area of a mixed-use development), although these forms of accommodation may attract a contribution under Council’s s7.11 Contributions Plan:</i> • <i>Shop top housing</i> As the proposal residential component forms over 10% of the GFA of the proposed development, no contributions are required under the s7.12 Plan. City of Newcastle Section 7.11 Development Contributions Plan The Section 7.11 Development Contributions Plan became effective on 1 January 2022. The Plan applies where a development generates additional demand for local infrastructure. Under the Plan, contributions are typically levied on a per-dwelling basis for residential components of developments (greater than 10% of the total GFA), meaning any apartments or dwellings within the mixed-use scheme would attract a fixed contribution rate per unit. The Plan identifies a per person contribution rate of \$6,736.74 that is converted to a development type as set out in the table below (relevant to the proposed development): <table><tr><th>Development Type</th><th>Occupancy Rate^A</th><th>Contribution</th></tr><tr><td>Studio / 1-bed apartment in a residential flat building or shop-top housing</td><td>1.50</td><td>\$10,105.11</td></tr><tr><td>2-bed apartment in a residential flat building or shop-top housing</td><td>1.60</td><td>\$10,778.79</td></tr><tr><td>3 or more bed apartment in a residential flat building or shop-top housing</td><td>1.95</td><td>\$12,260.87</td></tr><tr><td>Other development</td><td colspan="2">Other development will be assessed in accordance with Section 1.5 and Section 1.6 of the Plan and the per person contribution rate.</td></tr></table>	Development Type	Occupancy Rate ^A	Contribution	Studio / 1-bed apartment in a residential flat building or shop-top housing	1.50	\$10,105.11	2-bed apartment in a residential flat building or shop-top housing	1.60	\$10,778.79	3 or more bed apartment in a residential flat building or shop-top housing	1.95	\$12,260.87	Other development	Other development will be assessed in accordance with Section 1.5 and Section 1.6 of the Plan and the per person contribution rate.	
Development Type	Occupancy Rate ^A	Contribution														
Studio / 1-bed apartment in a residential flat building or shop-top housing	1.50	\$10,105.11														
2-bed apartment in a residential flat building or shop-top housing	1.60	\$10,778.79														
3 or more bed apartment in a residential flat building or shop-top housing	1.95	\$12,260.87														
Other development	Other development will be assessed in accordance with Section 1.5 and Section 1.6 of the Plan and the per person contribution rate.															

Plan	Comments
	<i>Note: A. These are the occupancy rates for future residential development (excluding existing development) to 2036.</i> The rates will be indexed between the date of adoption of the Plan and the date of payment. The method of payment can be one or more of the following: • Payment of a monetary contribution; • The dedication of land; and/or • Provision of a material public benefit. Notwithstanding, Council will provide an exemption from, or reduction to, development contributions required by the Plan when directed to do so by the Minister for Planning and Public Spaces or as specified in Section 1.6 of the Plan. No exemption applies to the proposed development. City of Newcastle Affordable Housing Contributions Scheme (Section 7.32 Contributions Plan) The Newcastle Affordable Housing Contributions Scheme came into effect through an LEP amendment in September 2025, following the declaration of the proposal into the HDA program. The SSD declaration is based on the EOI, which set out a commitment for 15% of the residential GFA of the project to be delivered as affordable housing for 15 years, held in the proponent's ownership. The affordable housing quantum proposed with the SSDA and as anticipated by the declaration is also significantly more than that anticipated by the Newcastle scheme. Accordingly, no further affordable housing is proposed under the Newcastle scheme, noting there is discretion under the relevant LEP clause to not impose a further AH contribution on the proposal.
Housing and Productivity Special Infrastructure Contributions	In October 2023, the NSW Government adopted the Housing and Productivity Special Infrastructure Contributions (SIC), which aimed to set fair and consistent contributions towards the cost of infrastructure over much larger areas. In Newcastle, the following contribution rates apply: • Medium/high density residential development: \$6,487.31 per dwelling • Commercial development: \$32.44 per sqm of new GFA It is noted that exemptions apply to social and affordable housing, including boarding houses and therefore, a condition of consent will be imposed requiring a contribution payment for the non-residential and additional market housing component of the development only. It is noted that the HPCs for the co-living component will be calculated as commercial floor space under the HPC order.

6.3.3 State Environmental Planning Policy (Housing) 2021

Chapter 3 and Chapter 4 of the Housing SEPP apply to the proposed development. **Table 16** provides a detailed assessment against the relevant provisions of these chapters of the Housing SEPP. The Urban Design Report (**Appendix M**) provides a detailed assessment against the Apartment Design Guide.

Table 16 Assessment against the Housing SEPP Controls

Control	Assessment
Chapter 3, Part 3 – Co-Living Housing	
67 Co-living housing may be carried out on certain land with consent	
<i>Development for the purposes of co-living housing may be carried out with consent on land in a zone in which—</i> <i>(a) development for the purposes of co-living housing is permitted under another environmental planning instrument, or</i> <i>(b) development for the purposes of residential flat buildings or shop top housing is permitted under Chapter 5, Chapter 6 or another environmental planning instrument.</i>	Co-living housing is permitted on the site as shop-top housing is permitted on the site under the Newcastle LEP 2012.
68 Non-discretionary development standards—the Act, s 4.15	
<i>(1) The object of this section is to identify development standards for particular matters relating to development for the purposes of co-living housing that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.</i>	Noted.
<i>(2) The following are non-discretionary development standards in relation to development for the purposes of co-living housing—</i> <i>(a) for development in a zone in which residential flat buildings are permitted—a floor space ratio that is not more than—</i>	As discussed in Section 4.0 , the rezoning proposal provides a maximum FSR of 14.4:1 on the site, which is not exceeded by the proposed development.

Control	Assessment
(i) the maximum permissible floor space ratio for residential accommodation on the land, and (ii) an additional 10% of the maximum permissible floor space ratio if the additional floor space is used only for the purposes of co-living housing,	
(b) for co-living housing containing 6 private rooms— (i) a total of at least 30m² of communal living area, and (ii) minimum dimensions of 3m for each communal living area,	N/A. Subsection (c) applies.
(c) for co-living housing containing more than 6 private rooms— (i) a total of at least 30m² of communal living area plus at least a further 2m² for each private room in excess of 6 private rooms, and (ii) minimum dimensions of 3m for each communal living area,	Achieved. A total of 99 co-living rooms is proposed equating to a requirement of 216m ² of communal living area. The proposal provides 229m ² of communal internal space accessible to the co-living residents exceeding this requirement. This calculation includes only communal living areas achieving the minimum dimensions.
(d) communal open spaces— (i) with a total area of at least 20% of the site area, and (ii) each with minimum dimensions of 3m,	Achieved. 582.79m ² of communal open space is required (20% of the site area). The proposal provides 629m ² of communal open space accessible to the co-living residents exceeding this requirement. This calculation includes only communal open spaces achieving the minimum dimensions.
(e) unless a relevant planning instrument specifies a lower number— (i) for development on land in an accessible area—0.2 parking spaces for each private room, or (ii) otherwise—0.5 parking spaces for each private room,	The proposal provides no parking for the co-living units, and as such does not rely on this control (refer to Section 8.2.7). This is justified by the site's highly accessible location adjacent to the Newcastle interchange, where proximity to rail, bus, shops and services supports a low-car co-living model with minimal reliance on private vehicle ownership.
(f) for development on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential—the minimum landscaping requirements for multi dwelling housing under a relevant planning instrument,	N/A. The site is zoned E2 Commercial Centre.
(g) for development on land in Zone R4 High Density Residential—the minimum landscaping requirements for residential flat buildings under a relevant planning instrument.	N/A. The site is zoned E2 Commercial Centre.
69 Standards for co-living housing	
(1) Development consent must not be granted for development for the purposes of co-living housing unless the consent authority is satisfied that— (a) each private room has a floor area, excluding an area, if any, used for the purposes of private kitchen or bathroom facilities, that is not more than 25m² and not less than— (i) for a private room intended to be used by a single occupant—12m², or (ii) otherwise—16m², and	As per the co-living housing summary prepared by SJB and included within the Architectural Plans at Appendix J (DA-4221), each of the co-living housing units comply with the minimum and maximum internal areas prescribed under clause 69(1)(a) of the Housing SEPP.
(b) the minimum lot size for the co-living housing is not less than— (i) for development on land in Zone R2 Low Density Residential—600m², or (ii) for development on other land—800m², and (iii) (Repealed)	Achieved. The site has an area of 2,409m ² , exceeding the minimum lot size.
(c) for development on land in Zone R2 Low Density Residential or an equivalent land use zone, the co-living housing— (i) will not contain more than 12 private rooms, and (ii) will be in an accessible area, and	N/A. The site is zoned E2 Commercial Centre.
(d) the co-living housing will contain an appropriate workspace for the manager, either within the communal living area or in a separate space, and	A manager workspace is located on Level 7.
(e) for co-living housing on land in a business zone—no part of the ground floor of the co-living housing that fronts a street will be used for residential purposes unless another environmental planning instrument permits the use, and	Achieved. No portion of the ground floor will be used for residential purposes.

Control	Assessment
<i>(f) adequate bathroom, laundry and kitchen facilities will be available within the co-living housing for the use of each occupant, and</i>	Achieved. Each co-living unit is provided with a private bathroom and kitchenette facilities (either shared or private kitchenette facilities). A shared laundry is provided on each co-living level.
<i>(g) each private room will be used by no more than 2 occupants, and</i>	Achieved. Each private rooms will be used by 1-2 occupants.
<i>(h) the co-living housing will include adequate bicycle and motorcycle parking spaces.</i>	Bicycle parking is provided adjacent to the co-living lobby, ensuring convenient and legible access for residents and supporting the use of active and sustainable transport modes. No dedicated motorcycle parking is proposed. This is considered adequate in the context of the site and development. The site is located in an exceptionally well-connected location immediately adjacent to the Newcastle Interchange, with access to rail, light rail, bus services, walking and cycling infrastructure. The proposal is intentionally designed to encourage reduced private vehicle dependence and greater reliance on public and active transport, consistent with its transit-oriented location. In this context, the provision of motorcycle parking is not necessary to achieve an adequate outcome. Motorcycle parking demand is expected to be low, particularly having regard to the co-living format and the highly accessible location. As motorcycle parking is typically ancillary to broader private vehicle use, and the development adopts a deliberately restrained parking approach, a proportionate provision of motorcycle parking in this instance is zero.
<i>(2) Development consent must not be granted for development for the purposes of co-living housing unless the consent authority considers whether—</i> <i>(a) the front, side and rear setbacks for the co-living housing are not less than—</i> <i>(i) for development on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential—the minimum setback requirements for multi dwelling housing under a relevant planning instrument, or</i> <i>(ii) for development on land in Zone R4 High Density Residential—the minimum setback requirements for residential flat buildings under a relevant planning instrument, and</i>	N/A. The site is not zoned R2 Low Density Residential, R3 Medium Density Residential or R4 High Density Residential.
<i>(b) if the co-living housing has at least 3 storeys—the building will comply with the minimum building separation distances specified in the Apartment Design Guide, and</i>	Achieved. The co-living component achieves the required minimum building separation distances in accordance with the ADG for buildings of three storeys or more.
<i>(c) at least 3 hours of direct solar access will be provided between 9am and 3pm at mid-winter in at least 1 communal living area, and</i>	Achieved. The western communal living area on Level 7 will receive at least 3 hours of direct solar access between 9am and 3pm mid-winter.
<i>(d), (e) (Repealed)</i>	N/A.
<i>(f) the design of the building will be compatible with—</i> <i>(i) the desirable elements of the character of the local area, or</i> <i>(ii) for precincts undergoing transition—the desired future character of the precinct.</i>	Achieved. The proposed co-living housing is compatible with the desired future character of the precinct, being a precinct undergoing transition, as the site sits within the Wickham Master Plan's Rail Edge Urban Precinct adjacent to the Newcastle Interchange, where high-density, mixed-use development, improved connectivity and an activated public domain are expressly envisaged. In this context, the co-living component is appropriately integrated within a broader mixed-use tower with active street edges, a through-site link, communal amenity and on-site management, and the design builds on the

Control	Assessment
	approved development for the site while reinforcing the emerging urban character of Wickham, Newcastle West End and Honeysuckle rather than conflicting with the desirable character outcomes for the locality.
(3) Subsection (1) does not apply to development for the purposes of minor alterations or additions to existing co-living housing.	N/A.
(4) In this section, a storey does not include a storey used for car parking that is below ground level (existing), or less than 1.2m above ground level (existing).	Noted.
70 No subdivision	
Development consent must not be granted for the subdivision of co-living housing into separate lots.	N/A. No subdivision is proposed under this SSDA. It is anticipated this will be a Condition of Consent.
Chapter 4 Design of Residential Apartment Development	
143 Land to which chapter applies	
This chapter applies to the whole of the State, other than land to which State Environmental Planning Policy (Precincts—Regional) 2021, Chapter 4 applies.	This chapter applies.
144 Application of chapter	
(1) In this policy, development to which this chapter applies is referred to as residential apartment development .	The proposed development seeks consent for the erection of a mixed-use development with a residential component, to which Chapter 4 applies. The key provisions of the Housing SEPP have been considered in the preparation of the SSD application and are addressed below.
(2) This chapter applies to the following— (a) development for the purposes of residential flat buildings, (b) development for the purposes of shop top housing, (c) mixed use development with a residential accommodation component that does not include boarding houses or co-living housing, unless a local environmental plan provides that mixed use development including boarding houses or co-living housing is residential apartment development for this chapter.	
(3) This chapter applies to development only if— (a) the development consists of— (i) the erection of a new building, or (ii) the substantial redevelopment or substantial refurbishment of an existing building, or (iii) the conversion of an existing building, and (b) the building is at least 3 storeys, not including underground car parking storeys, and (c) the building contains at least 4 dwellings.	
(4) If particular development comprises development for the purposes specified in subsection (2) and development for other purposes, this chapter applies only to the part of the development for the purposes specified in subsection (2).	
(5) This chapter does not apply to development that involves only a class 1a or 1b building within the meaning of the Building Code of Australia.	
(6) To avoid doubt, development to which Chapter 2, Part 2, Division 1, 5 or 6 or Chapter 5 or Chapter 6 applies may also be residential apartment development under this chapter.	
(7) In this section— underground car parking storey means a storey used for car parking that is— (a) below ground level (existing), or (b) less than 1.2m above ground level (existing).	
145 Referral to design review panel for development applications	
(1) This section applies to a development application for residential apartment development, other than State significant development.	N/A. This section does not apply to SSD.
147 Determination of development applications and modification applications for residential apartment development	
(1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following—	As required by Section 147, a Design Report has been prepared by SJB Architects and is included in Appendix M that addresses the Design Principles

Control	Assessment
(a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, (b) the Apartment Design Guide,	and provides an assessment of the proposal against the ADG. The proposal's consistency with the ADG is discussed further in Section 8.2.1 and Section 8.2.3 .
(c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.	N/A. Subsection (1)(c) does not apply to SSD.
(2) The 14-day period referred to in subsection (1)(c) does not increase or otherwise affect the period in which a development application or modification application must be determined by the consent authority.	
(3) To avoid doubt, subsection (1)(b) does not require a consent authority to require compliance with design criteria specified in the Apartment Design Guide.	Noted.
(4) Subsection (1)(c) does not apply to State significant development.	Noted.
148 Non-discretionary development standards for residential apartment development—the Act, s 4.15	
(2) The following are non-discretionary development standards— (a) the car parking for the building must be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide,	Achieved. Part 3J of the ADG states: <i>the minimum car parking requirements for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.</i> For the residential component, the DCP applies maximum car parking rates which are considered the lesser requirement. The proposal therefore complies.
(b) the internal area for each apartment must be equal to, or greater than, the recommended minimum internal area for the apartment type specified in Part 4D of the Apartment Design Guide,	Achieved. The internal areas for each apartment are equal to or greater than the minimum internal areas stipulated in the ADG.
(c) the ceiling heights for the building must be equal to, or greater than, the recommended minimum ceiling heights specified in Part 4C of the Apartment Design Guide.	Achieved. The residential component has a 3.2m floor-to-floor which allows for habitable rooms to have a 2.7m ceiling, and non-habitable rooms to have a 2.4m ceiling, consistent with the ADG.
149 Apartment Design Guide prevails over development control plans	
(1) A requirement, standard or control for residential apartment development that is specified in a development control plan and relates to the following matters has no effect if the Apartment Design Guide also specifies a requirement, standard or control in relation to the same matter— (a) visual privacy, (b) solar and daylight access, (c) common circulation and spaces, (d) apartment size and layout, (e) ceiling heights, (f) private open space and balconies, (g) natural ventilation, (h) storage.	Noted.
(2) This section applies regardless of when the development control plan was made.	

6.3.4 Newcastle Local Environmental Plan 2012

Table 17 outlines the key provisions and development standards that are currently applicable to the site under the existing Newcastle LEP 2012 and the proposed rezoning controls.

Table 17 Assessment against Newcastle LEP 2012 2012 controls and proposed rezoning controls

Clause	LEP Control	PP Control	Comment
Clause 2.3 Zone Objectives and Land Use Table	E2 Commercial Centre		Shop top housing, hotel and motel accommodation, and retail premises are all permitted with consent in the E2 Commercial Centre zone under the Newcastle LEP 2012. Co-living housing is permitted on the site per clause 67(b) of the Housing SEPP.
Clause 4.3 Height of Buildings	45m It is noted that clause 7.9 permits a building height of 60m.	45m It is noted that clause 7.9 will be amended to permit a building height of RL152m.	The existing mapped building height is 45m (60m under clause 7.9 of the LEP). The proposed rezoning will result in a permissible building height of RL152m under clause 7.9. The proposed development will not exceed the proposed amendment as addressed in Section 4.0 .
Clause 4.4 Floor Space Ratio	6:1 It is noted that clause 7.9A permits a maximum FSR of 7:1.	6:1 It is noted that clause 7.9A will be amended to permit a maximum FSR of 14.4:1.	The existing mapped FSR is 6:1 (7:1 under clause 7.9A of the LEP). The proposed rezoning will result in a permissible FSR of 14.4:1 under clause 7.9A. The proposed development will not exceed the proposed amendment as addressed in Section 4.0 .
Clause 5.10 Heritage Conservation	The site itself is not heritage listed, nor is it within a Heritage Conservation Area. It is noted that the <i>Newcastle City Centre</i> Heritage Conservation Area (Item C4) lies directly adjacent to the site to the south. The site is located in proximity to multiple local heritage items, including: • I501 – <i>Former Castlemaine Brewery</i>, located at 787 Hunter Street • I502 – <i>Cambridge Hotel</i>, located at 791 Hunter Street • I503 – <i>St Joseph's Convent and Sacred Heart Church and School</i>, located at 841 Hunter Street • I505 – <i>Dairy Farmers Building</i>, located at 924 Hunter Street • I508 – <i>Army Drill Hall</i>, located at 498 King Street • I509 – <i>Birdwood Park</i>, located at 502 King Street • I510 – <i>Hamilton College of TAFE</i>, located at 91 Parry Street • I660 – <i>Carclew (residence)</i>, located at 25 Lambton Road • I661 – <i>Catholic Centre for Deaf Education</i>, located at 30 Lorna Street • I681 – <i>Residence</i>, located at 15 Charles Street • I685 – <i>Wickham Public School</i>, located at 54 Hannell Street • I686 – <i>Former Infants School</i>, located at 64 Hannell Street • I690 – <i>Former School of Arts</i>, located at 80 Honeysuckle Drive • I691 – <i>Lass O'Gowrie Hotel</i>, located at 14 Railway Street It is also noted that State heritage item <i>Castlemaine Brewery (former)</i> (SHR#00312) is located at 787 Hunter Street, Newcastle West, approximately 150m south of the site. The site's heritage context is shown below at Figure 39.		

Clause	LEP Control	PP Control	Comment
	 Figure 39 Heritage Context		
Clause 5.21 Flood Planning and Clause 5.22 Flood Consideration	A Flood Impact Risk Assessment (FIRA) has been prepared by Stantec (Appendix X) to address the relevant provisions of clauses 5.21 and 5.22. The FIRA concludes that the proposed development complies with the relevant provisions in that: • The proposed development minimises the flood risk to life and property through the built form and by locating all habitable rooms above the PMF level, ensuring safe occupation and shelter in place strategies. • The proposed development is located outside Council's mapped floodway. • The FIRA responds to the possible impacts of climate change included in Council's Defined Flood Event (DFE). • The proposed development is redevelopment of a previously developed property and therefore avoids cumulative impacts. • The proposed flood emergency response will enable the safe occupation, evacuation and/or efficient shelter in place of people in a flood event. • The shallow inundation of the proposed loading dock will preserve flood storage in the 1% AEP in 2050 flood event and minimise flood impacts. • The proposed development will have a negligible impact on flooding, including flood levels, velocities and hazards. • The proposed development is redevelopment of a previously developed property in an area of existing development and will not adversely affect the environment.		
Clause 6.1 Acid Sulfate Soils	N/A. As discussed above, excavation and site preparation works have been approved previously through DA2018/01197 and subsequent modifications, as such it is not this clause will not be triggered.		
Clause 6.2 Earthworks	N/A. As above, earthworks have been approved previously through DA2018/01197 and subsequent modifications. Consent is not sought for any earthworks under this SSDA.		
Clause 6.8 Development in Local Centre	N/A. The site is not identified as "Area C" on the Land Zoning Map.		
6.10 Affordable housing contributions	As discussed in Table 15, the Newcastle Affordable Housing Contributions Scheme came into effect through an LEP amendment in September 2025, following the declaration of the proposal into the HDA program. The SSD declaration is based on the EOI, which set out a commitment for 15% of the residential GFA of the project to be delivered as affordable housing for 15 years, held in the proponent's ownership. The affordable housing quantum proposed with the SSDA and as anticipated by the declaration is also significantly more than that anticipated by the Newcastle scheme. Accordingly, no further affordable housing is proposed under the Newcastle scheme, noting there is discretion under the relevant LEP clause to not impose a further AH contribution on the proposal.		
Clause 7.1 Objectives of this Part	The proposed development is consistent with the objectives of this part, in that it will: • Contribute to the economic revitalisation of Newcastle City Centre by delivering a high-density, mixed-use tower that activates street frontages and supports surrounding businesses. • Strengthen the regional role of the City Centre by providing hotel, retail and commercial uses that generate employment, attract visitors, and diversify the local economy. • Deliver 245 apartments, including affordable dwellings, and 99 co-living units, enhancing housing supply, diversity, and affordability for the local community.		

Clause	LEP Control	PP Control	Comment
	- Improve the vitality, identity and sustainability of the area by creating a landmark building adjacent to the Newcastle Interchange, supported by active public domain upgrades and a pedestrian through-site link. - Promote residential, employment, recreational and tourism opportunities through the integration of diverse land uses in a central, well-serviced location. - Facilitate a design outcome of high architectural quality that is appropriate for a regional city and contributes positively to the skyline. - Encourage sustainable outcomes through the delivery of affordable housing, reduced car dependency, and environmentally sustainable development standards. - Support a mixed-use, active precinct that enhances safety, inclusivity and activity both during the day and in the evening, contributing to a vibrant and liveable City Centre.		
Clause 7.3 Minimum Building Street Frontage	Achieved. The development site has three frontages to Dangar Street, Charles Street and Hannell Street. All frontages are over 20m in length, meeting the minimum building frontage.		
Clause 7.4 Building Separation	Achieved. The proposed building is not less than 24m from any other building at 45m above ground level, complying with this clause.		
Clause 7.5 Design Excellence	It is noted that the Newcastle LEP was amended on 6 February 2026 to the extent that clause 7.5 now applies to the proposal. Under the previous drafting, this clause did not apply to development to which clause 7.9 or 7.9A applies. It is acknowledged that a design competition is now required for the development unless, (a) <i>the consent authority certifies in writing that a competitive design process is not required, and</i> (b) <i>a design review panel reviews the development, and</i> (c) <i>the consent authority takes into account the advice of the design review panel.</i> Section 2.12E of the Planning Systems SEPP stipulates that an application for an Alternative Design Excellence pathway must be made to the Government Architect NSW. As such, an Alternative Design Excellence Strategy will be submitted to GANSW for their endorsement. As per clause 7.5(2), development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence. In considering whether the development exhibits design excellence the consent authority must have regard to the matters outlined in clause 7.5(3). The proposed development adequately addresses these matters as demonstrated by this EIS and supporting documentation. The proposed development has been reviewed by the State Design Review Panel (SDRP) in accordance with the SEARs. The SDRP feedback has been included at Appendix C and is discussed further at Section 8.2.1.		
Clause 7.6 Active Street Frontage in Zone E2	Achieved. Active street frontages are provided to Hannell Street and to the new public domain to the south/Newcastle Interchange frontage of the site.		
7.9 Additional Building Height for Certain Land in Wickham	The site is within 'Area E' which permits a building height of up to 60m on the condition that the development includes community infrastructure considered necessary in Wickham. Community infrastructure means <i>development for the purposes of community facilities, recreation areas, recreation facilities (indoor), recreation facilities (outdoor), public roads or drainage.</i>	Permit a building height of RL152m on the site on the condition that the development includes community infrastructure considered necessary in Wickham.	The proposal satisfies the community infrastructure requirement by delivering on-site capital works in the form of a new publicly accessible east-west through-site link and plaza along the southern portion of the site adjacent to the Newcastle Interchange, a through site link running north-south along the eastern boundary of the site parallel to Hannell Street, and a plaza at the north east corner of the site, together with associated landscaping and public domain improvements. This infrastructure is classified as a <i>recreation area</i> within the LEP definition of <i>community infrastructure</i>, as the plaza is intended to be open to the public and designated not merely as a movement corridor, but as a landscaped space for passive outdoor recreation. In this regard, the plaza will provide a substantially improved public domain outcome, including opportunities for seating, landscaping, shade, gathering and informal use, and will materially improve connectivity and amenity at the station edge compared with the previously approved 3m southern link.
Clause 7.9A Additional FSR for Certain Land in Wickham	The site is within 'Area E' which permits an FSR of up to 7:1, on the condition that the	Permit an FSR of 14.4:1 on the site on the condition that the development includes	

Clause	LEP Control	PP Control	Comment
	development includes community infrastructure considered necessary in Wickham. Community infrastructure means <i>development for the purposes of community facilities, recreation areas, recreation facilities (indoor), recreation facilities (outdoor), public roads or drainage.</i>	community infrastructure considered necessary in Wickham.	The infrastructure is considered reasonably necessary in Wickham, given it a pedestrian through site link (of much narrower proportions at 3m) is anticipated in this location under the Wickham Community Infrastructure Plan. Whilst this plan is not referenced in the LEP clause, it provides useful guidance, and importantly, the proponent's proposed contribution is significantly greater than what was anticipated under the plan. This EIS is accompanied by Landscape Plans (Appendix Z), and an Urban Design Report (Appendix M) which provide further discussion and description on these spaces and demonstrate how the proposal will deliver a high-quality new public domain. The proposed development will not exceed the proposed amended height and FSR controls under these clauses.

7.0 Stakeholder Engagement

Preliminary stakeholder engagement has been undertaken for the project in accordance with the project SEARs and the principles of the *Department's Undertaking Engagement Guidelines for State Significant Development*, including being proportionate to its scale and likely level of community interest.

This chapter provides a summary of the engagement undertaken, initial feedback received and how the development responds to this. Ongoing engagement with the community and other stakeholders will also be carried out through the assessment of the SSDA. An Engagement Report has been prepared by Sarah George Consulting and is included at **Appendix H**.

7.1 Pre-Lodgement Engagement Undertaken

7.1.1 Identified Stakeholders for Engagement

The following key stakeholder groups were identified as potentially having an interest in the proposal:

- Local community groups and members;
- City of Newcastle Council;
- NSW Police;
- Awabakal Local Aboriginal Land Council;
- Hunter Water;
- Transport for NSW;
- Sydney Trains; and,
- Fire and Rescue NSW.

7.1.2 Engagement Methodology

Various methods for consultation and engagement were used to engage with the above-mentioned identified stakeholders. These methods are summarised below:

- **Letterbox drops to neighbouring premises:** Letterbox notifications were distributed to neighbouring properties to provide early information about the proposal, outline key aspects of the development, and invite residents to seek further information or provide feedback.
- **Public notice:** A public notice was placed in the Newcastle Herald to inform the broader community of the proposal and the opportunity to learn more about the project.
- **Letters/emails to community groups and Government bodies:** Targeted correspondence was issued to relevant community groups and government agencies to seek their input and identify any site-specific or operational matters requiring consideration.
- **Community information webinar:** A community information webinar was held to present detailed information about the proposal and provide an opportunity for participants to ask questions directly of the project team.
- **Meetings with government agencies:** Meetings were undertaken with relevant government agencies, including the Planning Focus Meeting (prior to the issuance of the SEARs), and ongoing discussions with Council, TfNSW, Department of Defence and Sydney Trains.

7.1.3 Feedback Obtained

An overview of the feedback obtained during the pre-lodgement engagement process is outlined below.

Statutory Bodies and Community Groups

Table 18 outlines the engagement feedback received from the identified statutory bodies and community groups in response to letters and emails sent, and meeting with, the Project Team.

Table 18 Engagement with Statutory Bodies and Community Groups

Stakeholder	Details
City of Newcastle Council	The City of Newcastle was present at the Planning Focus Meeting and noted concerns regarding the proposal's deviation from Council's Plans for Wickham, in terms of height and floor space. Council provided comments as an appendix to the SEARs including a list of required technical studies to accompany the EIS.

Stakeholder	Details
	A Pre-DA meeting was also held with Council on 31 March 2026. The key matters discussed have been addressed at Table 44 .
Awabakal LALC	Consultation with the Awabakal LALC was undertaken through the Connecting with Country process (Appendix N) and involved high-level discussions to establish initial awareness of the proposed project. Key conversations included identifying employment and procurement opportunities for local Aboriginal businesses and skilled workers. This initial engagement also involved a Walk on Country to gain insight into the broader landscape context.
NSW Police	No comments received.
Fire & Rescue NSW	No comments received.
Hunter Water	No comments received.
Department of Defence	A meeting was held with the project team and the Department of Defence to ensure the construction process does not result in any impacts to the RAAF Base in Williamstown.
Transport for NSW	No comments received.
Sydney Trains	The Project Team met with Sydney Trains on 02 March 2026 to discuss the proposal in the context of the Newcastle Interchange. The purpose of this meeting was to brief TfNSW and Sydney Trains on the current proposal and the interface between the subject site and the TfNSW/Sydney Trains (TAM land). TfNSW advised no objections to the proposal given the increased setback, however, requested a copy of the plans (including landscape interface) prior to the issue of RTS.

Newcastle City Council Feedback

Council's detailed Pre-DA Advice Notes are provided at **Appendix I**. The proposal's response to the matters discussed are outlined at **Appendix J**.

Community Feedback

Table 19 below summarises the feedback raised during the online community consultation and in response to the letterbox drop.

Table 19 Summary and response to community feedback

Matter	Feedback	Response
Height	- Height not in keeping with Wickham. - Overshadowing impacts/ loss of solar access. - Height above that permitted under Council's regulations. - Proposal too big for the area. - Privacy impacts associated with height – wind & views.	- Increased height has been considered in terms of potential changes to shadows, wind conditions, views, bulk and privacy/overlooking. - Shadow diagrams have been prepared to accompany the SSDA (Appendix M). It is noted no shadowing falls to the north of the site. - A View and Visual Impact Assessment has been prepared for the SSDA (Appendix R) to fully assess impacts to existing views from surrounding high rise residential apartments. - A Wind Impact Assessment has been prepared for the SSDA (Appendix P) to fully assess impacts on the wind environment surrounding the site as a result of the proposed development. - The proposal has been designed to achieve the Apartment Design Guidelines regarding building separations and orientations and to minimise overlooking to adjoining properties (refer Appendix M).
Traffic and Parking Impacts	- Increased traffic congestion on local roads - Congestion on narrow, one-way streets. - Sufficiency of parking proposed/demand for on-street parking. - Road safety particularly associated with trucks on narrow roads. - Impact on emergency services.	- A Transport Impact Assessment accompanies the SSDA and concludes that the proposed development will not have any unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements. - Transport impacts are further considered at Section 8.2.7 of this report.
Density	Overcrowding of population in a small suburb.	The site is identified within the Wickham Master Plan as part of an area intended to accommodate intensified mixed-use and residential growth, reflecting its strategic location adjoining the Newcastle Interchange and at the interface of Wickham, the West End and Honeysuckle precincts. The

Matter	Feedback	Response
		proposal is therefore consistent with the planned transition of this locality to a higher density urban environment, noting that land immediately to the south within the Newcastle city centre is already subject to controls that facilitate taller, higher density development. In this context, an increase in population on the site is an anticipated outcome of the broader strategic planning framework. The site is located adjacent to the Newcastle Interchange providing access to bus, rail and light rail transport which will facilitate the movement of people to and from the site.
Infrastructure	- Impact on existing infrastructure and capacity of infrastructure to accommodate demand. - Broken and uneven footpaths. - Inadequate street lighting	- The proposal provides ease of access to local public transport links. - The proposal includes upgrades to public amenity around the site including upgrades to footpaths and the creation of a new plaza between the site and the Newcastle Interchange. - The proposal includes active uses at all three street frontages including lighting increasing a sense of safety at night.
Crime and Safety	Type of resident may result in increased crime and anti-social behaviour.	- Concerns regarding potential antisocial behaviour or crime are not substantiated. Research confirms that well-managed social and affordable housing does not inherently lead to increased 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 frontages, passive surveillance, well-lit pathways, clear sightlines, and landscaped communal spaces to promote safety and a sense of ownership among residents. CPTED principles are further assessed within the CPTED Assessment prepared by Beam Planning and included at Appendix LL.
Type of Resident	- Concerns regarding the type of residents that would be housed in the affordable housing and co-living developments. - Concerns that residents will be transient. - Existing concentration of NDIS and student accommodation in the area. - Type of resident in affordable housing units. - Unbalanced demographic mix. - Transient population. - Concerns re effective management of co-living.	- Affordable housing is intended to meet the needs of households on very low, low and moderate incomes and will contribute to a more inclusive housing mix within a well-located, highly accessible part of Newcastle. - The affordable housing dwellings will be integrated within the development and designed to be consistent with the quality and presentation of the market apartments, so that they contribute positively to the character of both the building and the surrounding area. - No NDIS accommodation provided. - 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.
Character	Proposal is not in keeping with the character of Wickham in terms of the proposed height.	The subject application represents a departure from the existing scale of development in Wickham, however the site is located at the intersection of the Newcastle West End, Wickham and Honeysuckle and is adjacent to the Newcastle Interchange and as such, represents a key site and landmark opportunity.
Neighbourhood Amenity	- Wind tunnel. - Overshadowing. - Pet waste. - Graffiti, rubbish and anti-social behaviour. - Crime concerns. - Impact on quality of life.	- Wind Tunnel Testing, shadow diagrams, a Waste Management Assessment, a Noise Impact Assessment and a CPTED Report have been prepared to address these concerns (refer to the Appendix List). - Cumulative impacts have been discussed in the EIS and have been taken into consideration in the preparation of consultant reports
Other Matters	Waste removal/litter/scavenging.	Perceived impacts on property values are not a relevant matter for consideration under the EP&A Act.

Matter	Feedback	Response
	• Construction -related impacts (noise, dust pollution). • Concern that proposed street level activation will not materialise. • Water issues on the site. • Street flooding. • Issues associated with the previous proposal (blank facades etc). • Cumulative impacts with other developments in the Honeysuckle area (Dairy Farmer's site). • Mix of uses proposed (co-living, affordable housing, hotel). • Impact on property values. • Structural integrity.	

7.2 Future Engagement

7.2.1 Ongoing Stakeholder Engagement

The project team will continue to consult and engage with key stakeholders through the exhibition and assessment period of the project. Key next steps include:

- Submission of the SSDA, incorporating feedback.
- The Department of Planning, Housing and Infrastructure will place documentation on exhibition for public and agency comment.
- Preparation of response to submissions report following exhibition.
- Continued briefings/liaison with key stakeholders where required.
- Development of a process to manage ongoing communication with neighbours during construction.

7.2.2 Statutory Exhibition

In accordance with Division 2, Section 9 of the EP&A Act, the application will be publicly exhibited for a minimum of 28 days following its submission to the Department. The project team will then prepare a Submissions Report which responds to any further matters raised by the community and Government agencies during this period.

8.0 Justification of Strategic and Site-Specific Merits and Assessment of Impacts

This chapter assesses and responds to the environmental impacts of the proposed rezoning and SSDA by providing justification of the strategic and site-specific merit of the proposal. It addresses the matters for consideration set out in the SEARs (SSD-89869959) and the *Local Environmental Plan Making Guideline 2023*.

8.1 Strategic Consistency and Merit

8.1.1 Section A - Need for the Planning Proposal

Q1 – Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

No – the Rezoning Proposal not a direct result of an endorsed LSPS, strategic study or report.

The Rezoning Proposal responds to the declaration of the project as SSD under the HDA pathway, specifically pursuant to the *State Significant Development Declaration Order 2025* (No 10), Part 2, Section 1(a), dated 30 June 2025. The proposal directly responds to the objectives of the HDA and the Accord to build new well-located homes to alleviate the housing crisis.

The Rezoning Proposal will facilitate the realisation of the strategic objectives and intended outcomes for the site as envisioned by the Newcastle LSPS, Wickham Master Plan and other supporting studies. These strategies identify the site as a strategically significant location for increased development capacity, including uplift in permissible height and floor space. This development capacity has been reflected in subsequent amendments to the Newcastle LEP 2012 and Newcastle DCP 2023 and development consents relating to the site.

While the Rezoning Proposal has been informed by the objectives and outcomes of these strategies, as outlined in **Section 4.3**, it seeks to further amend the Newcastle LEP 2012 to support greater density for the site than envisaged under these strategies and the existing development standards. In doing so, the Rezoning Proposal responds to an evolving strategic context, including the growing demand for housing, and aims to optimise the land use efficiency of a site that is uniquely positioned to support higher density development.

Q2 – Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes – of the alternatives considered, the HDA concurrent rezoning (Planning Proposal) and SSDA assessment pathway is the best means of achieving the objectives and intended outcomes for the site, namely the efficient development of strategically located land to deliver a high-quality mixed-use precinct that meets both local and regional community needs.

As outlined in **Section 3.3**, three options were considered to facilitate the intended outcomes:

- **Option 1:** Do nothing.
- **Option 2:** Utilise the Infill Affordable Housing provisions of the Housing SEPP.
- **Option 3:** Concurrent Rezoning and State Significant Development Application (HDA Pathway) (preferred option).

Option 1 would involve proceeding with the existing development consents (DA2018/01197 and DA2022/00448) for a 17-storey mixed-use development at the site. Option 2 would utilise the 30% floor space bonus for the delivery of affordable housing under the Housing SEPP resulting in minimal additional development uplift on the site. However, both Options 1 and 2 would result in the underutilisation of strategically located land and would not adequately respond to the current strategic context, including State and local housing supply targets.

Option 3, the preferred option, involves the preparation of this Rezoning Proposal and concurrent SSDA. Whilst the proposed development requires amendment to the Newcastle LEP 2012 to increase the maximum height of buildings and FSR development standards applying to the site, it represents the optimal and most efficient use of strategically located land, maximising housing delivery and diversity, employment opportunities, and urban amenity. It supports both

local and State government planning objectives, responding directly to the need for housing and development within the Newcastle Strategic Centre.

Notably, Option 3 will result in the delivery of significantly more residential dwellings, including co-living and affordable housing, and a hotel component, creating employment generation and economic activation, in an appropriate location, that could not be realised within the existing planning controls i.e. Options 1 and 2. Further, the concurrent rezoning and SSDA assessment under the HDA provides a streamlined approval process, accelerating the delivery of housing and essential services in line with State and national priorities to address the housing crisis. This pathway ensures that planning controls and development outcomes are assessed holistically, providing clarity and certainty to both the community and the proponent while avoiding piecemeal development.

8.1.2 Section B - Relationship to the Strategic Planning Framework

The strategic merit of the proposal was reinforced in June 2025 when the project was declared SSD and accepted into the HDA assessment pathway. The project directly responds to the strategic planning framework, described in **Section 3.1**, and assessed below.

Q3 – Will the Planning Proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes – the Rezoning Proposal will give effect to the objectives and intended outcomes of The Hunter Regional Plan 2041 and the Greater Newcastle Metropolitan Plan 2036 described in **Section 3.1**, as outlined below.

The Hunter Regional Plan 2041

The Hunter Regional Plan 2041 is the overarching strategic plan guiding growth and change across the Hunter Region. It sets a 20-year planning framework underpinned by a 40-year vision to support economic diversification, sustainable development, and housing delivery across the region's cities and centres. The Plan emphasises the delivery of well-located housing, increased density in strategic centres, and increased investment in infrastructure, jobs, and services.

The Rezoning Proposal will give effect to the relevant objectives of the Plan as outlined in **Table 20**. The Rezoning Proposal also strongly aligns with Part 3 of the Plan, which identifies the Greater Newcastle District as the region's metropolitan core, and Newcastle as a Metropolitan City, and a focus area for infill development, housing diversity and integrated land use and transport planning. The Rezoning Proposal, and subsequent development of the site, will support Planning Priority 2 "Reinforce revitalisation of Newcastle City Centre and expand transformation along the waterside".

Table 20 Consistency of the Rezoning Proposal with The Hunter Regional Plan 2041

Objective	Response
Objective 3 – Create 15-minute neighbourhoods to support mixed, multi-modal, inclusive and vibrant communities	- The Rezoning Proposal, and redevelopment of the strategically located site, will support the 15-minute neighbourhood principles through the delivery of mixed-use development within walking distance of the Newcastle transport interchange, open space, and retail, commercial and cultural uses in the Newcastle CBD and surrounding areas. - The integration of diverse housing, including affordable and co-living dwellings, retail and hotel uses on-site will promote a mixed, inclusive, vibrant, and compact urban community. - The delivery of public domain upgrades, to all three street frontages and adjoining the Newcastle Interchange, will support safe, accessible and active streets and encourage active living and community interaction.
Objective 4 – An inter-connected and globally-focused Hunter without car dependent communities	The Rezoning Proposal, and the proposed development, will support reduced car dependency through the delivery of housing, jobs and services within walking distance of the Newcastle Interchange – a key public transport node – Newcastle CBD and surrounding areas.
Objective 5 – Plan for 'nimble neighbourhoods', diverse housing and sequenced development	- The Rezoning Proposal, and the proposed development, will deliver a diverse mix of housing, including affordable and co-living dwellings, providing variety and choice of housing types in response to existing and future housing needs. This is particularly poignant given the current housing and cost of living crises. - The site is appropriately located to deliver high-density infill development benefiting from access to employment, goods, services and infrastructure. Further, the site's existing approvals and infrastructure capacity enables timely development in an established urban area.

Objective	Response
Objective 7 – Reach net zero and increase resilience and sustainable infrastructure	- The Rezoning Proposal, and development of the site, will facilitate infill development within an existing urban centre, support 15-minute neighbourhood principles, public transport usage and result in the implementation of a number of ecologically sustainable development initiatives, contributing to the NSW Government's goal of achieving net zero by 2050. This is evidenced in the ESD Report (Appendix BB). - Ecologically sustainable development initiatives include: - Thermally efficient (>7-star NatHERS average), BASIX Energy 65 versus 62 benchmark, NABERS Energy 4 star commitment for the hotel component. - Roof and paved surfaces to have appropriate lighter colour shades to reflect heat (roof SRI >80), landscape design to consider urban heat mitigation. - Façade design to include shading structure, and non-reflective materials, to minimize heat retention and reflection to the street. - High water efficiency appliances and fixtures across uses with 'timed off' mechanisms for commercial spaces and communal services wherever possible. - BASIX Water 40 achieved with rainwater storage meeting BASIX requirement. - Hotel proposal to achieve NABERS Water 3 star. - Target to avoid >90% of construction waste to landfill through recycling (exceeding the NSW 80% target).
Objective 8 – Plan for businesses and services at the heart of healthy, prosperous and innovative communities	- The Rezoning Proposal, and development of the site, will facilitate co-location of hotel and retail uses, contributing to a mix of services and employment-generating activity in the urban centre. - Development within the Newcastle Strategic Centre helps support day-to-day activity and economic growth within the city. - The delivery public domain upgrades at street level and adjacent the Newcastle Interchange, will support activation of the area. It will also support the night-time economy.

Greater Newcastle Metropolitan Plan 2036

The Greater Newcastle Metropolitan Plan 2036 is a 20-year strategy to manage growth and change across the Greater Newcastle area. It sets out strategic directions, planning priorities, and actions that implement the objectives of the Hunter Regional Plan 2041 at a district scale. The Plan guides decision-making on land use, housing, employment and infrastructure, and supports alignment across local strategic planning strategies, LEPs and SEPPs.

The Rezoning Proposal will give effect to the relevant outcomes and strategies of the Plan as outlined in **Table 21**. The Rezoning Proposal, and redevelopment of the site, will also support the intended outcomes for the Newcastle City Centre and the Wickham Precinct, by:

- Delivering residential and commercial floor space for new businesses,
- Expanding the city centre towards Wickham, and
- Supporting transit-oriented development adjacent the Newcastle Interchange.

Table 21 Consistency of the Rezoning Proposal with the Greater Newcastle Metropolitan Plan 2036

Outcome/Strategy	Response
Outcome 1: Create a workforce skilled and ready for the new economy	
Strategy 1 – Reinforce the revitalisation of Newcastle City Centre and expand transformation along the waterside	- The Rezoning Proposal, and redevelopment of the site, will deliver mixed-use development, including high-density housing, within the Newcastle Strategic Centre, contributing to the revitalisation of the city centre and transformation of the area between the centre and the waterfront. - The proposal will add to the area's growing residential and commercial activity in line with the city's strategic growth plans.
Strategy 6 – Promote tourism, major events and sporting teams on the national and international stage	- The Rezoning Proposal, and proposed development of the site at a greater density than previously envisaged, will deliver hotel accommodation and associated function facilities, in a central and accessible location, supporting Newcastle's visitor economy and growing tourism sector. - The hotel will provide short-term accommodation for those attending conferences, events, festivals and iconic tourism destinations in the area, and contribute to local business activity in the city centre.

Outcome/Strategy	Response
Strategy 7 – Respond to the changing land use needs of the new economy	• The Rezoning Proposal, and redevelopment of a former light industrial site, will support the transition of Newcastle's economy. • The proposal will support the delivery of a range of employment generating uses, including hotel and retail, in an accessible location. • The integration of housing, retail and hotel uses in one location will support the night-time economy in line with the Plan's vision.
Strategy 8 – Address changing retail consumer demand	• The Rezoning Proposal, and the proposed development, will deliver ground floor retail uses, helping to diversify retail offerings in the West End, provide a mix of activities and services close to homes, and improve amenity and street activation.
Strategy 9 – Plan for jobs closer to homes in the Metro frame	• The Rezoning Proposal, and redevelopment of the site, will bring jobs closer to where people live, through the co-location of housing, retail and hospitality uses. • Whilst not located in the "metro frame" the site's highly accessible location adjacent the Newcastle Interchange and city centre will reduce the need for long commutes for residents, workers and visitors, travelling between the "Metro heart" and "Metro frame".
Outcome 2: Enhance environment, amenity and resilience for quality of life	
Strategy 10 – Create better buildings and great places	• The Rezoning Proposal, and the proposed development, focuses on delivering high-quality design and active street frontages contributing to a more active and functional public domain. • The proposal will contribute to the revitalisation and activation of the Newcastle Interchange and Newcastle City Centre.
Strategy 11 – Create more great public spaces where people come together	• The Rezoning Proposal, and redevelopment of the site, will contribute to the creation of an active public domain. Specifically, the proposal includes more than 800m² of public space in the form of a through-site link and public plaza along the southern boundary which will provide connectivity from Station Street to Hannell Street and direct access to the Newcastle Interchange, as well as a colonnade along Hannell Street which widens the footpath, providing protection to pedestrians, and a arrivals plaza in the northeast corner fronting Dangar Street. • Public seating and landscaping as well as outdoor dining areas are proposed throughout the public domain to enrich the space. • With three street frontages and adjacency to the Newcastle Interchange, the proposed public domain upgrades will improve pedestrian experience, accessibility and activation of the area.
Strategy 14 – Improve resilience to natural hazards	• The Rezoning Proposal, and the proposed development, will support improved resiliency to natural hazards through efficient use of water and energy.
Strategy 15 – Plan for a Carbon Neutral Greater Newcastle by 2050	• The Rezoning Proposal, and the proposed development, will support the NSW Government's goal of achieving a carbon neutral Greater Newcastle and net zero by 2050.
Outcome 3: Deliver housing close to jobs and services	
Strategy 16: Prioritise the delivery of infill housing opportunities within existing urban areas	• The Rezoning Proposal, and redevelopment of the site at a greater density than previously envisaged, will deliver infill housing in a well-located and well-served site. The site is in an existing urban area, within the Newcastle Strategic Centre and identified urban renewal corridor.
Strategy 17: Unlock housing supply through infrastructure coordination and delivery	• The Rezoning Proposal, and the proposed development, builds on existing approvals and infrastructure, to enable the timely delivery of housing. It supports coordinated growth and responds to the urgent need for more homes.
Outcome 4: Improve connections to jobs, services and recreation	
Strategy 20: Integrate land use and transport planning	• The Rezoning Proposal, and redevelopment of the site, will deliver mixed-use development adjacent the Newcastle Interchange, which supports an integrated public transport network. • Future residents, workers and visitors will benefit from easy access to public transport, helping to reduce car dependence.

Q4 – Is the Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

Yes – the Rezoning Proposal will support the redevelopment of the site in a manner that is generally consistent with the Newcastle LSPS, Newcastle LHS, Newcastle Economic Development Strategy, Newcastle Employment Lands Strategy, Wickham Community Infrastructure Plan, Wickham Master Plan and other supporting studies described in **Section 3.1**, as outlined below.

Newcastle Local Strategic Planning Statement

The Newcastle LSPS (2021) provides a framework to guide land use planning in the Newcastle LGA to 2040. The LSPS describes how growth and change will be managed into the future. It also gives effect to the State Government strategic directions for the Hunter region, outlined in the Hunter Regional Plan 2036 (since superseded) and the Greater Newcastle Metropolitan Plan 2036.

The Rezoning Proposal is consistent with the relevant planning priorities, and their associated actions, of the LSPS as outlined in **Table 22**. The Rezoning Proposal, and development of the site, will support the renewal of the Newcastle City Centre, as part of the Wickham Precinct.

Table 22 Consistency of the Rezoning Proposal with the Newcastle Local Strategic Planning Statement

Planning Priority	Response
Planning Priority 1 – Prioritise active transport in our city	- The Rezoning Proposal, and the proposed development, will deliver high-density mixed-use development within walking distance of the Newcastle Interchange, and the multi-modal public transport network. Future residents, workers and visitors will benefit from easy access to public transport. - The proposal also encourages walking and cycling through improved public domain and street level activity.
Planning Priority 2 – Support emerging transport opportunities and public transport improvements with continued integration of land use and transport planning	- The Rezoning Proposal, and the proposed development, will support the appropriate integration of a range of land uses, including housing, adjacent a significant transport node, being the Newcastle Interchange. - The intensification of land uses, including additional housing, will support ongoing public transport investment and improvements.
Planning Priority 6 – Reduce carbon emissions and resource consumption	- The Rezoning Proposal, and the proposed development, incorporate mechanisms to achieve excellence in sustainable building design, including a number of ESD initiatives to reduce carbon emissions and resource consumption (refer to Appendix BB). - The proposal will positively contribute to the NSW Government's goal to achieve net zero by 2050.
Planning Priority 7 – Plan for climate change and build resilience	The Rezoning Proposal, and the proposed development, will support improved resiliency to climate change risks and impacts through the delivery of high-density development in an appropriate location and through ESD initiatives to reduce carbon emissions (refer to Appendix BB).
Planning Priority 8 – Plan for growth and change in Catalyst Areas, Strategic Centres, Urban Renewal Corridors and Housing Release Areas	- The Rezoning Proposal, and redevelopment of the site, will deliver high-density, mixed-use development within the Newcastle City Centre, which is identified as a Strategic Centre, and within the Wickham Precinct. - The proposal supports planned urban renewal and growth in an area undergoing significant urban renewal, contributing new housing, jobs, and public domain improvements in line with the objectives for this area.
Planning Priority 9 – Sustainable, healthy and inclusive streets, neighbourhoods and local centre	- The Rezoning Proposal, and the proposed development, will deliver integrated residential, retail and hotel uses, supporting a vibrant and inclusive urban neighbourhood within the Newcastle City Centre. - The proposed public domain upgrades and active street frontages will enhance walkability, encourage social interaction, and contribute to a safe and welcoming streetscape.
Planning Priority 10 – Development responds to the desired local character of our communities	- The Rezoning Proposal, and the proposed development, is a direct response to the desired future character of the area. The site is located within the Wickham Precinct, at the intersection of the Newcastle West End and Honeysuckle precincts, and the interface of the Newcastle City Centre. - The proposal supports the planned transition of the precincts towards a high-density mixed-use urban character and the expansion of the city centre towards Wickham. - The proposal reflects this urban character delivering a tower form, active street edges and public domain upgrades that reinforce the precinct's emerging identity.

Planning Priority	Response
	The design builds upon the approved DAs on the site, ensuring continuity with the established character, while the proposed plaza, through-site link and activated ground plane contribute to a high-quality public realm consistent with the LSPS objective that new development positively enhances local character.
Planning Priority 11 – Protect and celebrate our heritage	- The Rezoning Proposal, and redevelopment of the site, will not have an adverse impact on heritage conservation areas or heritage items (refer to the Heritage Impact Statement (HIS) has been prepared by Edwards Heritage Consultants and included at Appendix QQ). - The proposal, through the building siting, design and ground plane activation is a nod towards the city's rich industrial history and identity. The proposal is read against a backdrop of taller built form within the Newcastle West End Character Area and provides a transition that effectively terminates the Wickham Character Area.
Planning Priority 12 – Sustainable, affordable and inclusive housing	- The Rezoning Proposal, and redevelopment of the site at a higher density than currently permissible, will deliver a mix of diverse affordable and inclusive housing, including 42 affordable housing dwellings and 99 co-living units. This responds directly to local housing need and diversity gaps which have only increased since the publication of the LSPS. - Located within a Strategic Centre, the proposal, inclusive growth, housing affordability, and access to services and public transport.
Planning Priority 14 – Enable the transition to new economy jobs and grow creative industries	The Rezoning Proposal, and the proposed development, will deliver a range of employment generating uses, including hotel and retail, in an accessible location within the Newcastle City Centre.
Planning Priority 16 – Grow our tourism and night-time economies	- The Rezoning Proposal, and redevelopment the site as planned, will deliver hotel and retail uses that support tourism. - The integration of housing, retail and hotel uses in one location will support the night-time economy and in turn the revitalisation of the city centre.

Newcastle Local Housing Strategy

The Newcastle LHS (2021) provides a 20-year framework to guide housing provision in the LGA, focusing on boosting supply, increasing affordability, and ensuring housing diversity to meet future population growth. The Rezoning Proposal is consistent with the LHS, with the proposed redevelopment of the site supporting all six of the housing priorities. Specifically, the proposal will:

- Deliver new housing, above that previously envisaged for the site, within the Newcastle City Centre, which is identified as a 'catalyst area' and key location for infill housing growth under the LHS,
- Deliver diverse housing types, including affordable housing and co-living units, to provide for a range of housing needs.
- Contribute proportionately to the availability of accessible and adaptable housing,
- Increase the supply of affordable renting housing, proposing 15% of residential GFA to be for affordable housing (42 dwellings), and 99 co-living units, that would not be achievable under the current planning controls,
- Respond to a changing urban context, and the future character of the Wickham, Interchange and city centre areas, and
- Contribute to the goal of achieving net zero emissions by 2050 through sustainable building design and operation.

Newcastle Economic Development Strategy

The Economic Development Strategy (2021) promotes a people-centred, place-led approach to build a skilled, innovative, and vibrant community that supports new jobs, infrastructure, creativity, and investment. It outlines four priorities – Skilled People, Innovative People, City Shaping and Vibrant City. The City Shaping priority focuses on continuing the transformation of Newcastle towards increased economic diversification and improved amenities. The Vibrant City Priority focuses on enhancing the sectors that drive city vibrancy through activation, performance, interaction and cultural consumption.

The Rezoning Proposal, and development of the site, will directly support the City Shaping and Vibrant City priorities, described in the strategy. Specifically, the proposal will support strategic land use planning, facilitate investment in the LGA, enable local economic diversification namely through the hotel and retail uses, and support population growth through diverse new housing and jobs creation. The proposal will contribute to the strategy's vision for Newcastle's ongoing emergence as a premier Gateway City.

Newcastle Employment Lands Strategy

The Employment Lands Strategy (2019) provides a data-driven plan to protect, optimise, and redevelop industrial, business, and logistical land in the city to support future economic growth and employment. The Rezoning Proposal, and redevelopment of the site for higher-density, mixed-use development, aligns with the Strategy's vision for the Newcastle City Centre. The inclusion of hotel and retail uses alongside residential uses supports employment generation, contributes to the centre's economic role, and aligns with the Strategy's direction to support land use outcomes that promote job creation within strategic centres.

Wickham Master Plan

The Wickham Master Plan provides strategic guidance for the coordinated urban renewal of Wickham. The Rezoning Proposal, and the proposed development, respond to the vision and future character of the Rail Edge Urban Precinct in which the site is located. Despite proposing a greater density for the site than envisaged under the Plan (and subsequent amendments to the Newcastle LEP 2012 and Newcastle DCP 2023), it remains consistent with the key priorities, principles and actions identified in the Plan. Specifically, the proposal will:

- Improve the accessibility and connectivity of Wickham, the Newcastle Interchange, City Centre and surrounding areas. Ground floor retail and public domain improvements to all three street frontages and the interface with the Newcastle Interchange will enhance walkability, encourage social interaction, and contribute to a safe and welcoming streetscape.
- Create safe, attractive and inclusive public spaces through the proposed ground floor retail and public domain improvements adjacent the Newcastle Interchange.
- Ensure the built environment is functional, responsive and resilient through the provision of a development that appropriately responds to the sites location, capacity, infrastructure capacity and envisaged character of the Rail Edge Urban Precinct. The proposal will deliver employment generating uses and diverse housing types as envisaged by the Plan.

Q5 – Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

Yes – the Rezoning Proposal will support the redevelopment of the site in a manner that is generally consistent with the relevant priorities of State plans and regional studies including (but not limited to) the NSW Housing Strategy 2041, NSW State Infrastructure Strategy 2022-2042, NSW Net Zero Plan – Stage 1: 2020-2030, Future Transport Strategy 2056, and Better Placed described in **Section 3.1**, as outlined below.

NSW Housing Strategy 2041

The NSW Housing Strategy provides a 20-year vision for the delivery of better housing outcomes in NSW by 2041. It establishes a framework to achieve the vision that is reflected through four key pillars of housing supply, diversity, affordability and resilience. The Rezoning Proposal is directly aligned with the Strategy and supports the vision and objectives of these pillars as follows:

- **Supply:** The proposed development will deliver 245 new dwellings, including 42 affordable dwellings, and an additional 99 co-living dwellings on a strategically located site within walking distance of the Newcastle Interchange, supporting increased housing supply in a well-connected infill location.
- **Diversity:** The mix of standard residential apartments, affordable housing, and co-living units provides a range of housing types to meet the needs of different household structures and life stages.
- **Affordability:** Not only will the project assist in alleviating housing affordability concerns by delivering more housing supply, but it will also provide a 15% of residential GFA as affordable housing) for 15 years. This directly supports the Strategy's focus on improving access to housing for lower-income households in locations that offer access to transport, employment, and services.
- **Resilience:** The proposal will be delivered in accordance with sustainability principles, including compliance with minimum energy efficiency standards and high-quality public domain improvements. These features support climate resilience, long-term housing quality, and enhanced liveability outcomes for future residents.

NSW State Infrastructure Strategy 2022-2042

The SIS 2022 sets out Infrastructure NSW's advice on the infrastructure needs and priorities of the State to 2042. The Rezoning Proposal, and development of the site, supports the SIS objectives and strategic directions as follows:

- **Service growing communities:** The proposal responds to this objective by delivering a mix of housing types (including affordable housing and co-living units) within a highly accessible, transit-oriented location, strengthening housing affordability, diversity and accessibility in response to the evolving needs of the community.
- **Integrate infrastructure, land use, and service planning:** The proposal achieves this objective through its integration with existing transport infrastructure, strategic siting within the key precincts, and provision of a mix of land uses.
- **Boost economy-wide productivity and competitiveness:** The proposal supports productivity and liveability by including a hotel component that enhances Wickham's visitor and night-time economies, supporting visitor amenity and employment generation. It activates a cultural and economic corridor in Newcastle, supporting precinct-scale revitalisation.

NSW Net Zero Plan – Stage 1: 2020-2030

The NSW Government have set an objective to achieve zero emissions by 2050 by creating new jobs, cutting household costs and attracting investment. The proposed development incorporates high-performance building design, to meet BASIX and NABERS benchmarks, and promotes energy efficiency through embedded infrastructure and sustainability initiatives, contributing to reduced operational emissions. These measures are outlined in **Section 8.2.13** of this report.

Better Placed

Better Placed is a design policy that aims to improve and enhance the quality of the built environment. The Rezoning Proposal, and the proposed development, respond to the objectives of Better Placed, as follows:

- **Better fit:** The proposal responds to the local context and the emerging character of Wickham. The site is appropriately located to accommodate increased density, due to its proximity to the Newcastle Interchange, city centre, and acts as a transition site between Wickham and these areas.
- **Better performance:** The proposal aligns with environmental sustainability and responsiveness by utilising sustainable materials and providing green space which will contribute to the local ecology and reduce carbon emissions.
- **Better for community:** By providing communal space and enhanced public domain, the proposal will foster community engagement and social interaction. The site's close proximity to public transport will encourage active transport and reduce private car usage and household transport costs. Additionally, the affordable housing component of the site will minimise housing stress and reduce the impact of wider economic trends.
- **Better for people:** The proposal seeks to create safe, liveable spaces for residents, workers and visitors. The development will provide a diverse range of dwellings to create a more inclusive community and will offer adaptable and equitable living standards. Communal space and the delivery of ground floor retail uses to all frontages, will enhance the development's liveability.
- **Better working:** The proposal utilises the site efficiently, balancing residential, hotel, retail, and communal uses. The design of the site can be adapted to potential future changes and maximises functionality as a result of its flexibility, longevity and integration of services.
- **Better value:** The proposal will offer spaces that are socially and environmentally beneficial to the residents, workers and visitors along with the wider Newcastle community. Investment in landscaping and activated frontages will create an attractive space for the community while simultaneously stimulating the local economy. Critically, the proposal will result in high-quality housing, visitor accommodation and retail uses, marking the site as a landmark mixed-use project that will be a catalyst for change in the broader area.
- **Better look and feel:** The proposal has been carefully designed and will deliver a high-quality development that is accessible and attractive. The podium form is moulded to create varying heights and planes that accommodate the different uses. The podium façade has been developed to provide texture, depth and repetition, creating a play of light and shadow, both privacy and relief for the hotel rooms and protection of the glazing. The round tower form is positioned eastward to further improve solar access and daylight penetration. As part of the Design Excellence process the proposed development was reviewed by the SDRP on two occasions (refer to **Section 8.2.1** for further discussion). The SDRP expressed support for the following elements:
 - The form is shifted eastward to further improve solar access and daylight penetration.
 - The increased setback to the Newcastle Interchange to enable the through-site link and plaza to be the primary public domain gesture and ongoing refinement of the through-site link to improve permeability, sightlines and transition to Charles Street.
 - 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. Progression of the tower's architectural expression, including clearer articulation of the tower crown defines the architectural language of the building.

- The proposed tower height, in principle, as appropriate for the site and City Centre location, subject to the resolution of detailed design matters.

Future Transport Strategy

The FTS 2056 sets out the NSW Government's vision for transport in a growing and changing state. The Rezoning Proposal is consistent with the objectives of the FTS, including (but not limited to), the proposal's contribution to a 30-minute city and 15-minute neighbourhood vision, the promotion of a diverse range of transport options and the location of mixed-use development in an accessible location.

Hunter Strategic Regional Integrated Transport Plan

The Hunter SRITP provides a 20-year vision and key transport priorities for the Hunter Region. The Rezoning Proposal, and the proposed development, is consistent with the relevant objectives of the SRITP in that it will housing, employment and services in an accessible, transit-oriented location. Future residents, workers and visitors will benefit from a range of travel choices given the site's proximity to the Newcastle Interchange.

Q6 – Is the planning proposal consistent with applicable SEPPs?

Yes – the Rezoning Proposal, and proposed development is generally consistent with the relevant State Environmental Planning Policies (SEPPs) and deemed SEPPs, as set out in **Table 23** below.

Table 23 Consistency of the Rezoning Proposal with State Environmental Planning Policies

State Environmental Planning Policies	Consistency	Response
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Yes	The Biodiversity and Conservation SEPP relates to biodiversity, water catchments and conservation matters. The proposed amendment to the Newcastle LEP 2012 will not prevent the SSDA from complying with this SEPP. Chapter 2 relates to vegetation management in non-rural areas. The site is in an established urban area and is devoid of vegetation. The BDAR Waiver (Appendix JJ) confirms that the Rezoning Proposal, and the proposed development, will not result in any adverse impact on biodiversity. Chapter 4 relates to koala habitat protection. Despite the site being in an established urban area and devoid of vegetation, the consent authority must assess whether the development is likely to have any impact on koalas or koala habitat.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.
State Environmental Planning Policy (Housing) 2021	Yes	The Housing SEPP applies to different types of residential development, including affordable housing. The proposed amendment to the Newcastle LEP 2012 will facilitate the delivery of housing, including affordable housing and co-living, at the site. As outlined in Section 6.0, the proposed development, seeks to utilise provisions under Chapters 3 and 4 of the Housing SEPP. The proposed amendment to the Newcastle LEP 2012 is consistent with the principles of the SEPP and will not prevent the SSDA from complying with the SEPP. An assessment against the relevant provisions of the Housing SEPP has been undertaken at Table 16.
State Environmental Planning Policy (Industry and Employment) 2021	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.
State Environmental Planning Policy (Planning Systems) 2021	Yes	The Planning Systems SEPP provides a framework for planning and development systems across the state. The proposed development was declared SSD by the Minister pursuant to the <i>State Significant Development Declaration Order 2025</i> (No 10), Part 2, Section 1(a), dated 30 June 2025. The proposed amendment to the Newcastle LEP 2012 will not prevent the SSDA from complying with this declaration or the relevant provisions of this SEPP.
State Environmental Planning Policy (Precincts – Central River City) 2021	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.

State Environmental Planning Policies	Consistency	Response
State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.
State Environmental Planning Policy (Precincts – Regional) 2021	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.
State Environmental Planning Policy (Precincts – Western Parkland City) 2021	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.
State Environmental Planning Policy (Primary Production) 2021	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	The Resilience and Hazards SEPP relates to natural and manmade hazards, including contamination. Chapter 2 relates to coastal management. The site is identified within the “coastal use area” and “coastal environment area”. The proposed amendment to the Newcastle LEP 2012 will not prevent the detailed SSDA from complying with the relevant provisions of Chapter 2. Chapter 4 seeks to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Specifically, Section 4.6(1)(b) requires the consent authority to be satisfied that the land is suitable in its contaminated state, or will be suitable after remediation, for the purpose for which the development is proposed to be carried out. Despite previous uses of the site, the amendments to the land use zone under the <i>Wickham Master Plan 2021 Update</i> (PP-2021-1506) 2022 amendment, determined that the site is capable of accommodating a mix of uses, including residential uses. The site underwent thorough remediation between 2018 and 2022, addressing former contamination from hydrocarbons, asbestos, and PAHs. A recent site inspection in March 2026 undertaken by Douglas Partners confirmed that no new contamination was found, and the site remains suitable for the proposed development (refer to Section 8.2.11 for further discussion). As such the proposed amendment to the Newcastle LEP 2012 will not prevent the SSDA from complying with the relevant provisions of Chapter 4.
State Environmental Planning Policy (Resources and Energy) 2021	N/A	Not relevant to the proposed Newcastle LEP 2012 amendment.
State Environmental Planning Policy (Sustainable Buildings) 2022	Yes	The Sustainable Buildings SEPP encourages the design and delivery of more sustainable buildings. Chapter 2 sets out the standards for residential development, including BASIX. The proposed amendment to the Newcastle LEP 2012 will not prevent the SSDA from complying with the relevant standards under this SEPP. Through the implementation of multiple ESD initiatives, the development will meet and exceed industry benchmarks and schemes, as well as reduce emissions and consumption of energy (refer to Appendix BB and Appendix CC). Specifically, the proposal: • Meets the BASIX Energy, Thermal and Water benchmarks for the residential components per the requirements of the SEPP (Chapter 2). Residential achieves a BASIX score of 40% and the hotel has an agreement to achieve NABERS Water 3 star benchmark. • Meets the general sustainability requirements for the non-residential components per the requirements of the SEPP (Chapter 3). • Has achieved a weighted average of NatHERS 7 stars for apartments (minimum 6 stars per apartment) meeting the upgraded requirements of the SEPP. • Responds to climate resilience.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Yes	The Transport and Infrastructure SEPP focuses on transport and infrastructure related development. The proposed amendment to the

State Environmental Planning Policies	Consistency	Response
		Newcastle LEP 2012 will not prevent the SSDA from complying with this SEPP. An assessment against the relevant provisions of the SEPP has been undertaken in Section 6.3.1 .

Q7 – Is the planning proposal consistent with applicable Ministerial Directions (Section 9.1 Directions) or key government priority?

Yes – the Rezoning Proposal is generally consistent with the application Ministerial Directions (Section 9.1 Directions) and related government priorities, as outlined in **Table 24**.

Table 24 Consistency of the Rezoning Proposal with the Section 9.1 Ministerial Directions

Ministerial Direction	Consistency			Comment
	Yes	No	N/A	
Focus Area 1: Planning Systems				
1.1 Implementation of Regional Plans	✓			The Rezoning Proposal supports the overall intent of the Hunter Regional Plan 2041, the Hunter SRITP and the Greater Newcastle Metropolitan Plan. It does not undermine the achievement of the vision, land use strategy, goals, directions or actions set out for the site, as part of the Newcastle City Centre, under these plans.
1.2 Development of Aboriginal Land Council Land	✓			The Rezoning Proposal does not seek to develop on any Aboriginal Land Council Land.
1.3 Approval and Referral Requirements	✓			The Rezoning Proposal does not seek to increase requirements for concurrence, consultation or referral provisions and does not identify any developments as designated development. The relevant requirements of this direction have been considered in the preparation of the SSDA and concurrent rezoning application.
1.4 Site Specific Provisions	✓			The Rezoning Proposal seeks to amend the Newcastle LEP 2012 to facilitate greater height and floor space on the site. The amendment is not intended to be restrictive, rather, the opposite, to provide more flexibility in the redevelopment of the site. The Rezoning Proposal does not seek to rezone land or introduce newly permitted land uses. The proposed amendments to the Newcastle LEP 2012 are to be made to an existing site-specific provision, in the same language and manner as existing, and as such is not considered overly restrictive.
1.4A Exclusion of Development Standards from Variation	✓			The Rezoning Proposal will not exclude development standards from clause 4.6.
Focus Area 1: Planning Systems – Place-based				
1.5 Parramatta Road Corridor Urban Transformation Strategy			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.10 Implementation of the Western Sydney Aerotropolis Plan			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.

Ministerial Direction	Consistency			Comment
1.11 Implementation of Bayside West Precincts 2036 Plan			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.14 Implementation of Greater Macarthur 2040			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.15 Implementation of the Pyrmont Peninsula Place Strategy			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.16 North West Rail Link Corridor Strategy			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.17 Implementation of the Bays West Place Strategy			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.18 Implementation of the Macquarie Park Innovation Precinct			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.19 Implementation of the Westmead Place Strategy			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.20 Implementation of the Camellia-Rosehill Place Strategy			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.21 Implementation of the South West Growth Area Structure Plan			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
1.22 Implementation of the Cherrybrook Station Place Strategy			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
Focus Area 2: Design and Place				
Focus Area 3: Biodiversity and Conservation				
3.1 Conservation Zones	✓			The site is not located in an environmentally sensitive area. The Rezoning Proposal will not amend provisions relating to conservation zones or environmentally sensitive areas.
3.2 Heritage Conservation	✓			The Rezoning Proposal, and the proposed development, have been designed having regard to surrounding heritage conservation areas, including the Newcastle City Centre Heritage Conservation Area (Item C4), and items of heritage significance (refer to Section 8.2.19 and Appendix QQ). The Rezoning Proposal will not amend provisions relating to heritage conservation.
3.3 Sydney Drinking Water Catchments			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
3.5 Recreation Vehicle Areas			✓	Not relevant to the proposed Newcastle LEP 2012 amendment. The site of the rezoning application is not located in a Recreation Vehicle Area.
3.6 Strategic Conservation Planning			✓	Not relevant to the proposed Newcastle LEP 2012 amendment. The site of the rezoning application is not located in a Strategic Conservation Area.
3.7 Public Bushland			✓	Not relevant to the proposed Newcastle LEP 2012 amendment. The site of the rezoning application is not located in an area of Public Bushland.
3.8 Willandra Lakes Region			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
3.9 Sydney Harbour Foreshores and Waterways Area			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.

Ministerial Direction	Consistency		Comment
3.10 Water Catchment Protection			✓ Not relevant to the proposed Newcastle LEP 2012 amendment. The site of the rezoning application is not located in a Water Catchment Protection zone.
Focus Area 4: Resilience and Hazards			
4.1 Flooding	✓		The Rezoning Proposal applies to flood prone land that is located in a flood planning area, as identified by the Flood Certificate (FL2018/00245) issued by the City of Newcastle. Direction 4.1 applies to the Rezoning Proposal as the proposal seeks to alter a provision, specifically, the HOB and FSR development standards under the NLEP 2012, that affects flood prone land. The objectives of Direction 4.1 are to: <i>a) ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</i> <i>(b) ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.</i> A Flood Impact Risk Assessment (FIRA) has been prepared by Stantec (Appendix X). The Rezoning Proposal is generally consistent with the relevant provisions of Direction 4.1(3) and 4.2(4) in that it: • The site is not located in the floodway area. • The proposed development will not result in significant flood impacts to other properties, • The proposed development does not propose residential accommodation in high hazard areas. All habitable floorspace is located above the PMF level. • The proposed development comprises ground floor retail uses, hotel, residential and co-living housing that is not classified as sensitive or hazardous development. • The proposed development will not significantly increase the requirement for government spending on emergency management services, mitigation or response measures. A flood emergency response plan, outlined in the FIRA, outlines the proposed safe occupation, evacuation and/or shelter in place measures incorporated in the proposed development. Notwithstanding, the Rezoning Proposal is inconsistent with Direction 4.1(3)(d) and 4.1(4)(c) in that it will result in a significant increase in the development and dwelling density of the land. This inconsistency is justified in that: • The Rezoning Proposal is supported by a FIRA. • The FIRA responds to the 2024 Throsby, Styx and Cottage Creek Flood Study prepared by Rhelm and adopted by Council. • The anticipated flood impacts of the proposed development are negligible. • The site was deemed suitable for increased density under the <i>Wickham Master Plan 2021 Update</i> (PP-2021-1506). Refer to Section 8.2.17 for further discussion.
4.2 Coastal Management	✓		The Rezoning Proposal applies to land that is within the coastal zone, as defined under the <i>Coastal Management</i>

Ministerial Direction	Consistency			Comment
				<i>Act 2016</i> . The site is identified within the “coastal use area” and “coastal environment area” under Chapter 2 of the Resilience and Hazards SEPP. The Rezoning Proposal will not amend provisions relating coastal management and will not prevent the detailed SSDA from complying with the relevant provisions of the Resilience and Hazards SEPP.
4.3 Planning for Bushfire Protection			✓	Not relevant to the proposed Newcastle LEP 2012 amendment. The site of the rezoning application is not identified as bushfire prone land and therefore does not require bushfire protection.
4.4 Remediation of Contaminated Land	✓			Despite previous uses of the site, the amendments to the land use zone under the <i>Wickham Master Plan 2021 Update</i> (PP-2021-1506) 2022 amendment, determined that the site is suitable for the land uses within the E2 zone, including residential uses. The site underwent thorough remediation between 2018 and 2022, addressing former contamination from hydrocarbons, asbestos, and PAHs. A recent site inspection in March 2026 undertaken by Douglas Partners confirmed that no new contamination was found, and the site remains suitable for the proposed development (refer to Section 8.2.11 for further discussion). The Rezoning Proposal will not amend provisions relating to the remediation of contaminated land.
4.5 Acid Sulfate Soils	✓			The site contains Class 3 Acid Sulfate Soils (ASS). Per Direction 4.5(1), consideration has been given to the <i>Acid Sulfate Soils Planning Guidelines</i> in the preparation of the concurrent SSDA and rezoning application. The Rezoning Proposal will not introduce provisions relating to ASS, per Direction 4.5(2). Further, per Direction 4.5(3), ASS studies, including an ASS samplings and ASS management plan, were prepared to accompany the previous approved development application for the site. The site underwent thorough remediation between 2018 and 2022. Validation works (Douglas, 2022) confirmed that impacted soils had been successfully removed, with validation samples meeting adopted remediation criteria for the intended retail/commercial and high-density residential land use. A recent site inspection in March 2026 undertaken by Douglas Partners confirmed that no new contamination was found, and the site remains suitable for the proposed development (refer to Section 8.2.11 and Appendix Y for further discussion).
4.6 Mine Subsidence and Unstable Land			✓	Not relevant to the proposed Newcastle LEP 2012 amendment. The site of the rezoning application is not located in land identified as mine subsidence or unstable land.
Focus Area 5: Transport and Infrastructure				
5.1 Integrating Land Use and Transport	✓			The Rezoning Proposal is consistent with the relevant objectives of Direction 5.1 in that it will facilitate the delivery of housing, jobs and services in an accessible location. Residents, workers and visitors will have choice of active and public transport options, supporting a reduced dependency on cars. The Rezoning Proposal is generally consistent with the aims, objectives and principles of principles of <i>Improving Transport Choice</i> and <i>The Right Place for Business and Services</i>.

Ministerial Direction	Consistency			Comment
5.2 Reserving Land for Public Purposes	✓			The Rezoning Proposal does not seek to create, alter or reduce existing zonings or reservations of land for public purposes.
5.3 Development Near Regulated Airports and Defence Airfields	✓			The Rezoning Proposal relates to land near a regulated airport being the Newcastle/Williamstown Aerodrome and RAAF Base Williamstown. Further, the site is proximate to aviation operations of helicopter operations within the city of Newcastle and Port of Newcastle. An Aviation Impact Assessment Report has been prepared by AviPro and is included at Appendix SS. The report confirms that the Rezoning Proposal, and the proposed development will: • Not intrude into the Newcastle/Williamstown Aerodrome PANS-OPS surfaces. • Not intrude into the Newcastle/Williamstown Aerodrome OLS. • Not impact the Port of Newcastle Dykes Point HLS flight paths or the Dykes Point HLS. • Not impact the instrument approach into the Westpac Rescue Helicopter Service base at Broadmeadow. • Not impact helicopter operations to and from the Westpac Rescue Helicopter Service base at Broadmeadow. • Not impact helicopter operations to and from the JHH. • Not intrude into the Newcastle/Williamstown Aerodrome PANS-OPS surfaces. • Not intrude into the Newcastle/Williamstown Aerodrome OLS. • Not impact the Port of Newcastle Dykes Point HLS flight paths or the Dykes Point HLS. • Not impact the instrument approach into the Westpac Rescue Helicopter Service base at Broadmeadow. Further, construction crane(s) will not impact helicopter operations. The project team also met with the Defence Department to ensure the construction process and cranes did not result in any impacts for the RAAF Base at Williamstown. Consultation confirmed that as the site is located outside the 15km OLS of the RAAF Base Williamstown there is nil requirement to submit a crane form. However, crane(s) will require aviation-standard obstacle lighting as specified by CASA.
5.4 Shooting Ranges			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
5.5 High Pressure Dangerous Goods Pipelines			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
Focus Area 6: Housing				
6.1 Residential Zones	✓			The Rezoning Proposal is consistent with the objectives of Direction 6.1 in that it will: • Facilitate a variety and choice of housing types, including affordable housing, at a density that would not have been achievable on the site under the current controls, • Support the efficient use of existing infrastructure and services, benefitting from the site's proximity to the Newcastle Interchange and Newcastle City Centre, ensuring that new housing has appropriate

Ministerial Direction	Consistency			Comment
				access to infrastructure and services both on and off the site, and Facilitate housing density in an appropriate location, minimising the impact of residential development on the environment and resource needs as well as the consumption of land on the urban fringe. The proposed amendment to the Newcastle LEP 2012 to increase the height and floor space development standards applying to the site will directly facilitate the provision of housing at the site in line with Direction 6.1(1). It does not contain provisions which will reduce the permissible residential density of land per Direction 6.1(2)(b).
6.2 Caravan Parks and Manufactured Home Estates			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
Focus Area 7: Industry and Employment				
7.1 Employment Zones		✓		The site is in the E2 Commercial Centre zone. The Rezoning Proposal will not amend the land use zone applying to the site. It will not reduce the potential floor space area for employment uses at the site. The Rezoning Proposal is consistent with the objectives of Direction 7.1 in that it will: - Encourage employment growth in a suitable location, namely through the proposed retail and hotel uses, - Protect employment land through the retention of the land use zone and delivery of employment-generating uses, and - Support the viability of the Newcastle City Centre and Wickham area through the integrated delivery of employment-generating uses, housing, visitor accommodation and public domain.
7.2 Reduction in Non-Hosted Short-Term Rental Accommodation Period			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
7.3 Commercial and Retail Development Along the Pacific Highway, North Coast			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
Focus Area 8: Resources and Energy				
8.1 Mining, Petroleum Production and Extractive Industries			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
Focus Area 9: Primary Production				
9.1 Rural Zones			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
9.2 Rural Lands			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
9.3 Oyster aquaculture			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast			✓	Not relevant to the proposed Newcastle LEP 2012 amendment.

8.1.3 Section C – Environment, Social and Economic Impacts

Q8 – Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No – the Rezoning Proposal relates to land that is urban, has been continuously occupied for multiple decades and is devoid of significant vegetation. Demolition of existing structures and excavation of the site has already commenced under DA2018/0119. The BDAR Waiver (**Appendix JJ**) demonstrates that the proposed development is not expected to have any significant impacts on biodiversity values due to the highly modified and degraded nature of the subject site and absence of suitable habitat for threatened flora and fauna. No approvals are required to facilitate the proposed development under the EPBC Act 1999 and BC Act 2016.

Q9 – Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Yes – a detailed assessment of the environmental effects resulting from the proposed amendments to Newcastle LEP 2012 and the proposed development has been undertaken in **Section 8.2**. Relevant mitigation measures are identified where appropriate, and, on this basis, the assessment has not identified any unacceptable impacts that are likely to result from this rezoning request or future development on the site.

Q10 – Has the planning proposal adequately addressed any social and economic effects?

Yes – the social and economic impacts arising from the proposal have been addressed below and in **Section 8.2** and **Section 9.5**.

Social

A Social Impact Assessment (SIA) has been undertaken by Sarah George Consulting and is included at **Appendix MM**. The Rezoning Proposal, and proposed development, will bring significant positive social outcomes (refer to **Section 8.2.16**). The ongoing housing crisis presents significant social, economic and political challenges across Australia. The proposal plays a vital role in addressing the housing crisis and will help alleviate the social and economic pressures resulting from the significant housing shortage in NSW. Where any potential negative social impacts have been identified, these are largely temporary in nature (such as during construction) and can be appropriately mitigated through established management measures.

Economic

The Rezoning Proposal, and the proposed development, will also generate substantial positive economic impacts. It is estimated to support approximately 1,316 construction jobs and 54 operational jobs, through the mix of uses. The Wickham, Honeysuckle and West End CBD areas have been identified for substantial change and intensification and are currently in an active transition phase. The Newcastle Interchange provides increased transport connectivity and driving higher pedestrian activity and patronage for surrounding businesses. In this context, the proposed development, facilitated through the Rezoning Proposal, will support local employment, and contributing to the expansion of Newcastle's service-based economy, including tourism and the visitor economy, which is recognised as a key economic driver in local and State strategic plans (refer to **Section 8.1.2**).

The proposal aligns with the objectives of the Newcastle 2040 Community Strategic Plan, the Newcastle Economic Development Strategy, and the Newcastle LSPS, to create vibrant, inclusive and well-connected urban environments that support jobs, housing diversity and economic activity. By integrating residential, short-term accommodation and active ground-floor uses in a highly accessible location, the proposed development will reinforce the role of Wickham as an emerging city centre precinct, supporting increased investment, business activity and population growth. This reflects the strategic plans emphasis on transit-oriented development, active transport, and place activation as mechanisms to enhance economic productivity, attract visitors, and create a liveable, globally competitive city. Further, by increasing residential density in a highly accessible location, the development facilitates population growth, supports labour force participation and enhances the viability of surrounding businesses, and the Newcastle CBD as a whole.

8.1.4 Section D – Infrastructure (Local, State and Commonwealth)

Q11 – Is there adequate public infrastructure for the planning proposal?

Yes – there is adequate public infrastructure to support the Rezoning Proposal, and subsequent development of the site as intended. The proximity of the site to transport, open space, recreation, education and community uses will contribute to a high-amenity, sustainable, mixed-use development.

The site is directly adjacent the Newcastle Interchange, the region's primary multi-modal transport hub, providing residents, workers and visitors a choice of public transport. This is supported by a growing active transport network. The proposal will upgrade the public domain through active transport links and pedestrian-friendly design that improve connectivity and amenity.

The site is situated at the intersection of three key precincts, all undergoing transformation. These precincts offer a range of amenities and services, from retail to education and community uses, in addition to those within the Newcastle City Centre. Wickham Park is located approximately 1km to the northeast of the site, the harbour front is located 500m to the northwest and 700m to the east, and the coastline is located 3km to the east (connected by the Light Rail). The site is proximate to a range of educational institutions, from early learning centres through to university.

Community infrastructure will be delivered as part of the proposed development. This includes new east-west link adjoining the Interchange, a public plaza, upgraded landscaping and widened footpaths to improve permeability, safety and walkability. Contributions will also be made in accordance with the Housing and Productivity SIC to support future infrastructure delivery.

8.1.5 Section E – State and Commonwealth Interests

Q12 – What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

The Engagement Report, prepared by Sarah George Consulting and included at **Appendix H** details the engagement with community, public authorities and government agencies undertaken prior to the lodgement of the concurrent rezoning and SSD application, and the proposed ongoing stakeholder engagement. The views of the relevant stakeholders are summarised in **Section 7.0**, and **Table 19**.

8.2 Assessment of Key Matters and Site-Specific Merit

This section of the report identifies the potential environmental, social, and economic impacts of the proposal and outlines proposed mitigation measures and justification, demonstrating why the development is suitable for the site or can be made suitable for the resultant development.

8.2.1 Design Excellence

Clause 7.5 of the Newcastle LEP 2023 establishes the design excellence framework for sites within the Newcastle City Centre and requires the consent authority to be satisfied that the building exhibits design excellence prior to granting consent.

Clause 7.5 is excerpted below:

- (2) Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.*
- (3) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters-*

In addition, a competitive design process is required to be undertaken on the site as the development has a height greater than 48m. Clause 7.5(4) of the Newcastle LEP 2023 states:

- (4) Development consent must not be granted to the following development to which this Plan applies unless a competitive design process has been held in relation to the proposed development—*
- (b) development in respect of a building that is, or will be, higher than 48 metres in height,*

Notwithstanding, per clause 7.5(5)(b)-(c) a competitive design process is not required if a design review panel reviews the development and the consent authority takes into account the advice of the design review panel. The proposed development has been reviewed by the State Design Review Panel (SDRP) in accordance with the SEARs. Specifically, the SEARs state:

2 x pre-lodgement reviews by the State Design Review Panel (SDRP) and an outline of how the development has responded to SDRP advice

The SDRP meetings were held on 19 November 2025 and 11 February 2026. The Panel was comprised of the following members:

- Brindha Kugan (Chair);
- Paul Berkemeier;
- Diana Griffiths;
- Phillip Pollard; and,
- Tasamine Scott.

The SDRP expressed support for the following elements:

- Commitment to meaningful engagement with the Aboriginal community, including walking Country, maintaining an ongoing relationship through design, delivery and occupation, and embedding the Connecting with Country response within the built form and public domain design.
- Intent to meaningfully integrate Country into the design.
- Refinement of the through-site link to improve permeability, sightlines and transition to Charles Street.
- The setback to the Interchange, enabling the lane/through-site link to function as the primary public domain gesture.
- The design approach to the podium, including a footprint that provides a significant quantum of public domain.
- Use of planting to restore ecologies and define the character of the lane.
- Support for precinct-wide active transport initiatives, including relocating the east-west cycle route to Dangar Street to reduce pedestrian conflict and planning for a future overhead crossing at Hannell Street.
- Increased minimum floor-to-floor heights of 3,200mm.
- The circular tower form as an appropriate contextual and urban response.
- The proposed tower height, in principle, as appropriate for the site and city centre location, subject to the resolution of detailed design matters.

- Progression of the tower's architectural expression, including clearer articulation of the tower crown and early moves to define the architectural language of the building.
- Commitment to housing diversity, including co-living, affordable housing and market housing.
- The extent and diversity of commercial uses, including hotel and retail components.
- Preliminary apartment and co-living layouts.
- Commitment to providing a balcony for every hotel room.
- Progress toward integrated sustainability initiatives, including full electrification.

The proposal's response to the SDRP feedback is outlined below at **Table 25** (SDRP 1) and **Table 26** (SDRP 2).

Table 25 SDRP 1 Feedback

SDRP Comment	Project Response
Connecting with Country	
1. <i>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.</i>	The project team has continued to progress the Connecting with Country process in a careful and culturally responsive manner through Ngurra Advisory's ongoing engagement on Awabakal Country. Initial contact has been made with key Awabakal Elders, Knowledge Holders and community representatives, and Ngurra met with the Awabakal Local Aboriginal Land Council on 3 February 2026 to support early relationship-building, introduce the project and discuss potential pathways for community involvement. These early discussions have indicated that the community's present priority is less focused on strong architectural expression of Country and more focused on ensuring the project creates genuine local Aboriginal employment, procurement and business opportunities. In response, the engagement process is being used to identify initiatives that are meaningful, practical and capable of being delivered over the life of the project, while allowing space for deeper cultural input as relationships strengthen.
2. <i>Provide an update on the Connecting with Country work at the next SDRP session, including demonstrating how Country is integrated into the design.</i>	
3. <i>Establish ICIP protocols that covers all phases of the project; to ensure appropriate protection of cultural knowledge and attribution.</i>	Ngurra is also adopting a cautious approach to Indigenous Cultural and Intellectual Property, recognising that ICIP is particularly sensitive within this community. No cultural knowledge will be sought, documented or shared without clear consent and community direction, and project-specific ICIP protocols will be established to guide all phases of the project and ensure appropriate protection, use and attribution of cultural knowledge. Over the coming months, Ngurra will continue discussions with Awabakal LALC, seek to arrange a Walk on Country and Opportunities Workshop, provide regular project updates, and support the cultural capability of the wider project team. This work will continue to be guided by the Government Architect NSW Connecting with Country Framework and relevant case studies, with the approach remaining patient, respectful and responsive to the preferences and pace of the Awabakal community.
4. <i>Continue to refer to the Connecting with Country Framework and case studies on the GANSW website as necessary.</i>	
Site Planning, Public Domain and Landscape	
5. <i>Exemplify the transitional qualities of the lane, to ensure it is safe, pleasant and attractive for pedestrians. Respond to the following:</i>	Stair alignment has been adjusted to align with building line creating a wider and more open transition and movement zone to and from Charles Street.
a. <i>ensure the level transition to Charles Street is sufficiently 'soft' and generous and avoid s being a steep or abrupt edge -condition – e.g. investigate options to minimise the extent and impact of the stairs</i>	
b. <i>rationalise the water zones to maximise space for pedestrian movements and to ensure pedestrian safety – e.g. develop the water story with in robust spatial and safety parameters</i>	The design of the water zones has been consolidated into one feature moment highlighting the arrival into the through site link and primary residential lobby. The paving design acts supplementary to reiterate the narrative of water on site.
c. <i>ensure the interchange entries /exits more directly address the residential foyer and provide clear sightlines for this connection</i>	Increased permeability, sightlines and access points have been provided between the interchange and the development to create a more accessible and clearer public realm
d. <i>accommodate users with varying mobility – e.g. provide handrails at select points and generous stair dimensions</i>	A 1:21 ramp is maintained to Charles Street with a soft landscape edge avoiding the need for handrail if not required.

SDRP Comment	Project Response
e. continue to optimise activation at building frontages, including incorporating impacts and opportunities on the TfNSW land.	The potential opportunities for activation along the interchange has been enhanced and maximised
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	Mature tree planting has been located away from the built form to avoid clashing of canopy with awnings and building lines. Planting selection have been adjusted to suit varied microclimates throughout the project - more shade tolerant species have been incorporated into the through site link
c. develop the landscape design to integrate with the 'eroded podium' concept and respond to opportunities for Country .	Noted. Development of the upper-level communal spaces has occurred ensuring the podium has a series of staggered green edges between level 5 and level 7
7. Increase the south -east corner setback of the podium. Make it generous to improve pedestrian flows and sightlines to/from Hannell Street .	The retail frontage along the South and East facades have been further setback to increase the public domain. This includes an increase in the South-East corner, which provides a more generous pedestrian zone.
8. Waste and services functions constrain activity at Charles Street and Dangar Street; investigate strategies to activate these areas and to avoid or minimise the extent of blank façade.	Additional consultant co-ordination has been undertaken. This includes traffic, waste, services and electrical/level 3. The current arrangement provides for HRV access, three substations and waste handling zones. Based on these servicing requirements there is not sufficient area to also provide active frontages along Charles Street.
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.	An opportunity for a green space has been provided to bookend Dangar Street subject to future works and conversations with Council. This has been tested with traffic with regards to turning circles and swept path. Additional trees have been allowed for at the end of Dangar Street subject to future works to maximise tree canopy at this corner of the site.
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.	UPG have held a separate workshop session on the proposal and discussed opportunities to provide an improved interface between TfNSW/Sydney Trains and the subject site. Further details are to be provided to TAM through the SSDA process.
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.	Currently there are no future or concept plans for either a bridge connection or landing zone on the western side of Hannell Street (adjacent to the Newcastle Interchange). Notwithstanding this, the proposal includes a generous setback of approximately 16m from the north-eastern corner at the entry of the public plaza that is suitably sized and dimensioned to allow for a future bridge connection at the entrance of the Newcastle Interchange.
Communal Open Space	
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.	Three primary communal spaces have been updated and refined further in terms of design detail, program and coordination with architecture.
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.	More detail has been provided of the level 6 communal space including varied amenities such as a large outdoor kitchen and gathering space, large flexible lawn in northern aspect, smaller series of seating nooks in a dense garden setting and look out spaces with views to the water.
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.	More detail has been provided of the level 7 communal space with the core space prioritised adjacent to the lobby and communal space and in full northern aspect. Non-trafficable green roof areas have been provided where uses may not be best located whilst ensuring a green edge wraps around the base of the tower.

SDRP Comment	Project Response
15. Investigate opportunities for small and discreet communal spaces to be distributed at the upper levels.	Varied types of spaces have been provided including more intimate gathering spaces.
16. Explore opportunities for the rooftop to be used as an outdoor communal space for the hotel.	The rooftop was explored; however, the team felt the quantity and quality of communal space provided is sufficient in conjunction with the new public space the project provides on ground.
Built Form and Architecture	
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.	The floor-to-floor heights have been increased to 3,200mm.
18. Provide options for architectural expression at the top of the tower.	A double height tower crown has been reinstated, giving the tower a presence as an urban marker.
19. Consult with the RAAF at Williamstown regarding any potential impacts from the building height.	The Defence Aviation Areas (DAA) shows that the proposal is both less than 150m in height and less than RL150. UPG has engaged a consultant AviPro. They have provided advice, with a letter dated 20th March 2025. It indicates the proposed building height of the building does not enter protected airspace. The Aviation Impact Assessment prepared by AviPro (Appendix SS) confirms the following: • The site is more that 15km from the Aerodrome Reference Point (ARP) of RAAF Base Williamstown but just slightly inside the designated Defence Aviation Area lateral boundary. • The proposed development will not be above RL150 or 150AHD and therefore will not be within the DAA. • As the proposed development is outside of the 15km OLS of RAAF Base Williamstown, there is nil requirement to submit a crane form. • The proposed development will not be within the RAAF Base Williamstown Obstacle Limitation Surfaces (OLS). • The proposed development and its construction crane(s) should present as a minimal issue in RAAF Base Williamstown airspace protection.
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.	The circular tower reveals a positive outcome for wind. A more refined analysis of the wind impacts of podium and ground was undertaken (refer to the Pedestrian Wind Study at Appendix P).
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.	The distribution of affordable housing will be accommodated in a single stratum between Levels 12 – 16. This is the preferred arrangement from the CHP in terms of ongoing property management of affordable housing stock. The affordable housing stock will receive equitable amenity opportunities as the build-to-sell stock to communal open space areas on the landscape podium. The apartments will continue to receive solar access and daylight and be consistent with the requirements of the ADG.
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 daylight.	The hotel planning has been amended to allow daylighting into the ends of the corridors.
23. Provide details of the following:	The facade has been developed to provide a play of shadow and light, create depth and repetition.
a. the podium facade and fenestration	
b. the physical and visual connections between podium roof areas (Levels 5 to 7)	The hotel communal area, residential and co living communal areas are segregated into three different levels, allowing separation between the varying uses. There is no physical and visual connection from the hotel communal area on L05 with the residential and co living areas on L06 and L07, respectively. Privacy between the residential communal open space and

SDRP Comment	Project Response
	the co living apartments is managed with the extension of the circle and the landscape buffer.
<i>c. sun shading strategies integrated with the circular form</i>	The residential core lobby has direct access to the north-west facing communal outdoor space. The façade of the hotel interfaces with the residential communal area is passive which provides privacy and manages the interface. The hotel lifts enter directly into the hotel facilities. There is no external hotel space on this level, ensuring that acoustic and visual privacy is provided to the co living and residential levels. The distance between the glazing and edge of the balcony has been increased to ensure that all glazing is shaded.
<i>d. columns profiles and spacing for the colonnades to promote pedestrian movement and minimise CPTED impacts.</i>	The column/colonnade profile and spacing have been incorporated into the design. This colonnade provides an undercover and semi protected space. There is an atypical column geometry/splay to mark the residential lobby. Along Hannell Street the colonnade widens the public domain and footpath, providing relief from the car dominated environment.
Sustainability and Climate Change	
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 NARClm data from AdaptNSW).	Refer to the ESD Report (Appendix BB) and Section 8.2.13 for discussion on sustainability and climate change.
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 space s 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.	

Table 26 SDRP 2 Feedback

SDRP Comment	Project Response
Connecting with Country	
<i>1. Undertake a Walk on Country and structured engagement with local Aboriginal Elders and Knowledge Holders prior to further design resolution and EIS submission.</i>	A Walk on Country was undertaken at Glenrock State Conservation Area with Awabakal Knowledge Holder Amos Simon of Muurrung Marai in March 2026. While detailed cultural input has not yet been established, the Walk on Country provided an opportunity to understand the broader landscape, site context and its connection to place. These learnings have informed the preparation of the Connecting with Country approach and elements of the proposed development, described in Section 5.3 , Section 7.0 , and Appendix N .
<i>2. Demonstrate how engagement outcomes are embedded into the ground plane, landscape strategy and built form in a meaningful way.</i>	The Connecting with Country report (Appendix N) demonstrates how engagement outcomes have been embedded into the proposed development in a meaningful way. As described in Section 5.3 , the proposed development aims to create a built environment that harmonises with the natural and cultural elements of Awabakal Country, emphasising an interconnected relationship between the built form and the land. The design reflects the Awabakal people's connection to the environment, particularly waterways, the land, and the movement of people across the landscape. Key features include the integration of locally sourced materials, indigenous plant species in landscaping, and design elements inspired by traditional patterns and local forms. Public spaces will be designed to encourage reflection, gathering, and story-sharing, creating areas for cultural recognition and social interaction.

SDRP Comment	Project Response
3. Identify opportunities for Aboriginal employment, procurement and collaboration, including integration with public art strategy.	The Connecting with Country report (Appendix N) identifies employment and procurement as priority areas, with opportunities to support Aboriginal workforce participation and engagement of Aboriginal businesses. The Public Art Strategy (Appendix RR) recognises the need for the public art program to proceed with a sensitive understanding of Indigenous Cultural and Intellectual Property (ICIP). The public art program commits to: • Informing all commissioned artists of their responsibility to work respectfully on Country. • Ensuring no First Nations cultural content or references are included in artworks without explicit community consent. • Remaining responsive to community feedback throughout the project's development. The public art strategy does not limit collaboration with or procurement of Indigenous artists.
4. Continue to ensure ICIP protocols are in place throughout all phases of the project to protect cultural knowledge and ensure appropriate attribution.	All engagement has been undertaken with respect for cultural protocols and ICIP. This will continue throughout all phases of the project.
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.	Noted.
Site Planning, Public Domain and Landscape	
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.	As outlined in Section 5.6.1, the ground plane is a defining element of the proposed development and has been designed to prioritise permeability, activation and a high-quality civic interface with the Newcastle Interchange. The through-site link forms the primary circulation spine connecting Station/Charles Street with Hannell Street and the Interchange. The pedestrian colonnade to Hannell Street and footpaths to all frontages support finer grain pedestrian permeability, providing multiple routes into, across and through the development. The proposal includes the relocation of the east-west cycle route to Dangar Street to reduce pedestrian conflict. Refer to the movement structure plan within the Urban Design Report (Appendix M), which visually demonstrates how the proposal supports pedestrian, cycling and vehicular movement around the site including the interchange.
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.	The proposed development provides a 3m-wide colonnade along the Hannell Street and the through-site link.
3. Revisit the angle and configuration of the stairs on the southwest corner and demonstrate how the level changes are addressed.	The level of the through site link has been determined by civil engineering and flooding levels. The pedestrian link is connected by stairs to the public domain. These stairs are designed to provide a clear and legible path of travel.
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.	A generous colonnade is provided along the through site link. Planters are positioned with the columns to create a clear zone for pedestrian movement in the colonnade and the pedestrian link.
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.	The proposed development includes ground floor retail uses, separate hotel and residential lobbies as well as back-of-house areas. It is considered that the proposal represents a balanced distribution of uses, responding to specific site-constraints including topography, limitations on below-ground

SDRP Comment	Project Response
	development and need for basement carparking and servicing, as well as the location of the hotel in the upper levels of the podium. The ground floor uses will support activation, accessibility, and safety.
<i>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.</i>	Necessary access, waste and servicing functions limit the provision of active frontages on Charles Street and Dangar Street. The location of these functions results from the desire to orientate the development towards Hannell Street and the Newcastle Interchange, as well as the existing road network and access. Opportunities for further activation of Charles Street and Dangar Street for public art or similar activations can be further considered.
<i>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.</i>	Noted. Approval for domain works outside of the site boundary do not form part of this SSDA.
<i>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.</i>	Sections are provided within the Architectural Drawings (Appendix L) and Urban Design Report (Appendix M).
<i>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.</i>	The proposed orientation and configuration of the Dangar Street plaza and landscaping (within the site boundary) will not result in an adverse impact on pedestrian and/or cycle movement.
<i>10. Demonstrate how flooding constraints and site level changes have been resolved.</i>	The Flood Impact Risk Assessment (FIRA) (Appendix X) addresses flooding constraints, demonstrating that the proposed development will have a negligible impact on flood levels, velocities and hazards. Ground floor levels have been adjusted to meet the relevant 1% AEP flood level + 500mm freeboard. Refer to Section 8.2.17 for further information.
<i>11. Provide further details on hotel arrival requirements and how this is addressed.</i>	Hotel arrivals are proposed via Dangar Street.
<i>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.</i>	A total of 215 car parking spaces is provided within the proposed development. This is considered acceptable given the site is highly accessible and is served by an extensive range of public transport services, including light rail, inter-urban rail, and a bus interchange, all within easy walking distance. The site is also within easy walking distance of a broad range of essential shops and services, including licensed clubs, pubs, banks, supermarkets, gymnasiums, restaurants and specialty stores. In this context, the site is exceptionally well placed to support reduced private vehicle reliance. Refer to Section 8.2.7 and the Transport Impact Assessment (Appendix S) for further information.
Built Form and Architecture	
<i>13. Provide an assessment of cumulative built form impacts within the precinct, including the relationship to the Honeysuckle HQ development.</i>	An assessment of built form impacts have been provided in Sections 8.2.2, 8.2.3, 8.2.4, and 8.2.5 as well as the Urban Design Report (Appendix M).
<i>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.</i>	Opportunities to further strengthen the relationship between the podium and the ground plane/public domain has been explored in the Landscape Plans (Appendix Z), Landscape Design Report (Appendix AA) and the Public Art Strategy (Appendix RR).
<i>15. Clarify the architectural and spatial role of the colonnade, including proportional relationships between height and depth.</i>	The proposed colonnade widens the Hannell Street footpath and the through-site link, expands the public domain and provides protection for pedestrians, retail frontages and future outdoor dining. The colonnade improves amenity, providing relief from the intense car dominated environment of Hannell Street. The new public domain creates space for landscape and public seating.
<i>16. Demonstrate the implications of the proposed height and density on servicing, infrastructure and local amenity, and how these are appropriately addressed.</i>	Additional demand on and for local infrastructure and servicing generated by the development is addressed through the provision of on-site amenities, including public domain and communal open space (for co-living and apartment residents), as well as future development contributions (refer to Section 6.3.2).
Amenity	

SDRP Comment	Project Response
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.	The proposed development provides adequate communal space for co-living and apartment residents, meeting the requirements of the Housing SEPP 2021 and the ADG. Communal open space is typically provided with a northern orientation increasing amenity. The western communal living area on Level 7 will receive at least 3 hours of direct solar access between 9am and 3pm mid-winter.
18. Reassess distribution of communal open space across the tower, including opportunities for smaller, vertically distributed spaces at upper levels.	Varied types of spaces have been provided including more intimate gathering spaces across the different levels. Communal open space for apartment residents has been provided at Level 17, off the communal indoor space. Communal open space for co-living residents has been provided at Levels 7-11.
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.	The layout of the Level 6 space responds to SDRP feedback regarding the need for high-quality communal open space with strong year-round amenity, including access to views and appropriate solar access.
20. Clarify affordable housing diversity, including opportunities for family-friendly dwelling types.	The distribution of affordable housing will be accommodated in a single stratum between Levels 12 – 16. The affordable housing comprises 14 1-bedroom apartments and 27 2-bedroom apartments.
Sustainability and Climate Change	
21. Provide clear, measurable sustainability targets and commitments that are supported by appropriate technical studies.	Refer to the ESD Report (Appendix BB) and Section 8.2.13 for discussion on sustainability and climate change.

8.2.2 Built Form and Urban Design

To determine an appropriate built form and massing outcome for the site, a number of considerations have been taken into account, and a thorough design process with strong independent review has been undertaken during the pre-lodgement phase of the project. This analysis has considered the appropriateness for density on the subject site, aligning with the declaration of the project as SSD by the Minister, and the strategic objective to deliver more well-located housing as per the National Housing Accord commitment.

The design process to date, as well as the key considerations in determining the proposed built form outcome, are explored in the following section.

Strategic Case for Density

The proposed density is strategically justified by the site's locational attributes, its role within the evolving Wickham Precinct, and the clear policy direction to concentrate higher-intensity development in accessible locations. The site sits immediately adjacent to the Newcastle Interchange, where strategic planning anticipates greater intensity, mixed-use activity and a more prominent built form outcome than is typical of surrounding lower-scale neighbourhoods. The site is therefore not a peripheral or isolated parcel; it is a key gateway site within one of the most connected and infrastructure-rich locations in Newcastle.

Specifically, at the State and regional level, the Hunter Regional Plan 2041 identifies Newcastle as a Metropolitan City and supports well-located housing, increased density in strategic centres, and investment in infrastructure, jobs and services. The Greater Newcastle Metropolitan Plan 2036 reinforces this approach by identifying the Newcastle City Centre as the "metro heart" of Greater Newcastle and directing growth to locations with strong access to transport, employment and services. At the local level, the Newcastle Local Strategic Planning Statement focuses growth in well-located urban areas, supports sustainable infill development and identifies Wickham as a key location for higher density residential development due to its proximity to the Newcastle Interchange and role in urban renewal. More specifically again, the Wickham Masterplan and preceding master planning for the precinct envisage Wickham as a transit-oriented, mixed-use renewal area, with the subject site in the rail edge precinct where higher-density built form is anticipated in association with improved connectivity, public domain and activation.

At the site scale, the subject site occupies a prominent corner location immediately adjoining the Newcastle Interchange, with high visibility from Dangar Street, Hannell Street and Charles Street. It accordingly exhibits the characteristics of a landmark site and is well placed to play an important role in the ongoing transition of the Wickham precinct. The site has excellent access to amenity and public transport. The Newcastle Interchange provides connectivity to Newcastle city, greater Newcastle and through the to Central Coast and Sydney. The site is supported by active transport infrastructure and public open space including Wickham Park and the Honeysuckle waterfront. Newcastle provides high levels of amenity with beaches, public pools and a broader network of public open space.

In recognition of the strategic need for density and given the unique opportunity for this site to deliver density, the project was declared SSD by the Minister on 30 June 2025. Underpinning this declaration was an EOI which highlighted the opportunity to delivery 280 dwellings. Through the iterative design process to date, this density has been refined to provide a more diverse offering of 245 residential apartments and 99 co-living rooms. This reflects a slightly alternate approach to density but still provides a similar outcome in the delivery of accommodation of 344 dwellings/rooms.

As such, in light of the strategic context and in recognition of the SSD Declaration by the Minister, there is a clear case for density on the subject land.

Bulk and Scale

The bulk and scale of the proposed development respond to the existing and emerging characters of the surrounding area. The existing character of Wickham is defined by a mix of low and mid-rise housing, with the evolving character of West End reflecting a high-density neighbourhood that includes towers of 30+ storeys. In this context, the proposed bulk and scale is an appropriate response to a site already shaped by major transport infrastructure, strong regional connectivity, significant pedestrian movement and the emerging intensity of surrounding development.

The skyline study, prepared by SJB Architects (**Figure 40**), identifies a number of city-shaping height typologies and notes that gateway locations are commonly expressed through taller, legible built form that signals arrival and helps structure the city image. In this context, the site's position at the Newcastle Interchange strongly supports a "gateway" typology outcome, rather than a uniformly low-rise response. The height distribution strategy (**Figure 41**) similarly recognises the Interchange precinct as an appropriate location for comparatively significant building heights, reflecting its accessibility and role as a focal point for intensification, while lower built form is generally directed elsewhere to provide transition to more sensitive or established areas. The proposal is consistent with this hierarchy, reinforcing the role of the Interchange as a key node and contributing to the desired future character of the broader precinct.

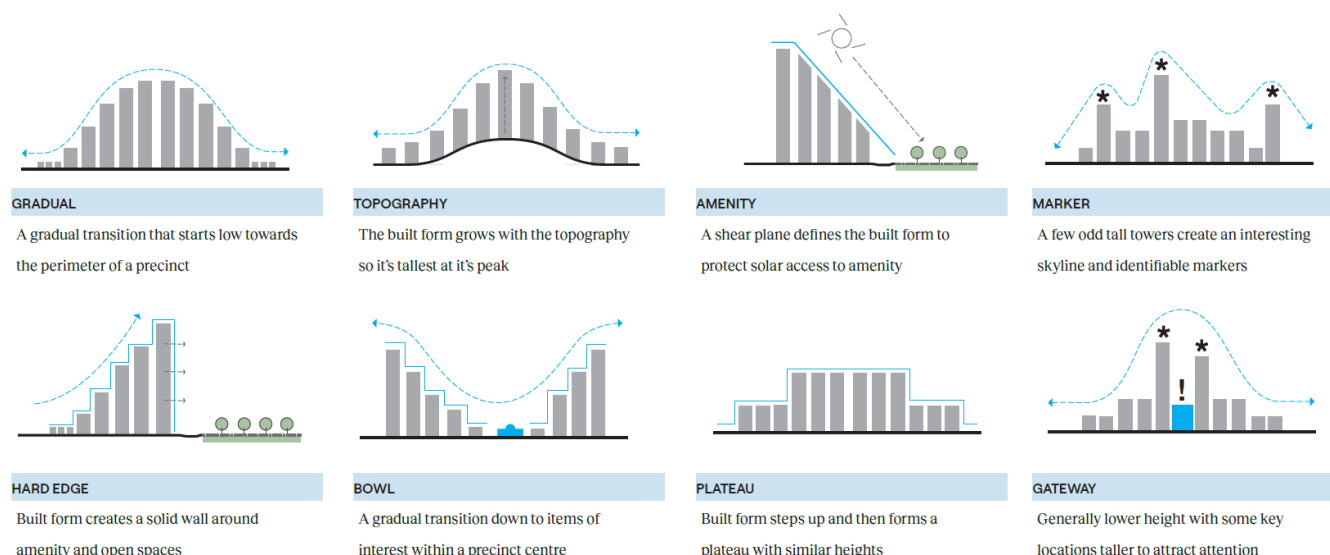


Figure 40 Skyline Study

Source: SJB Architects

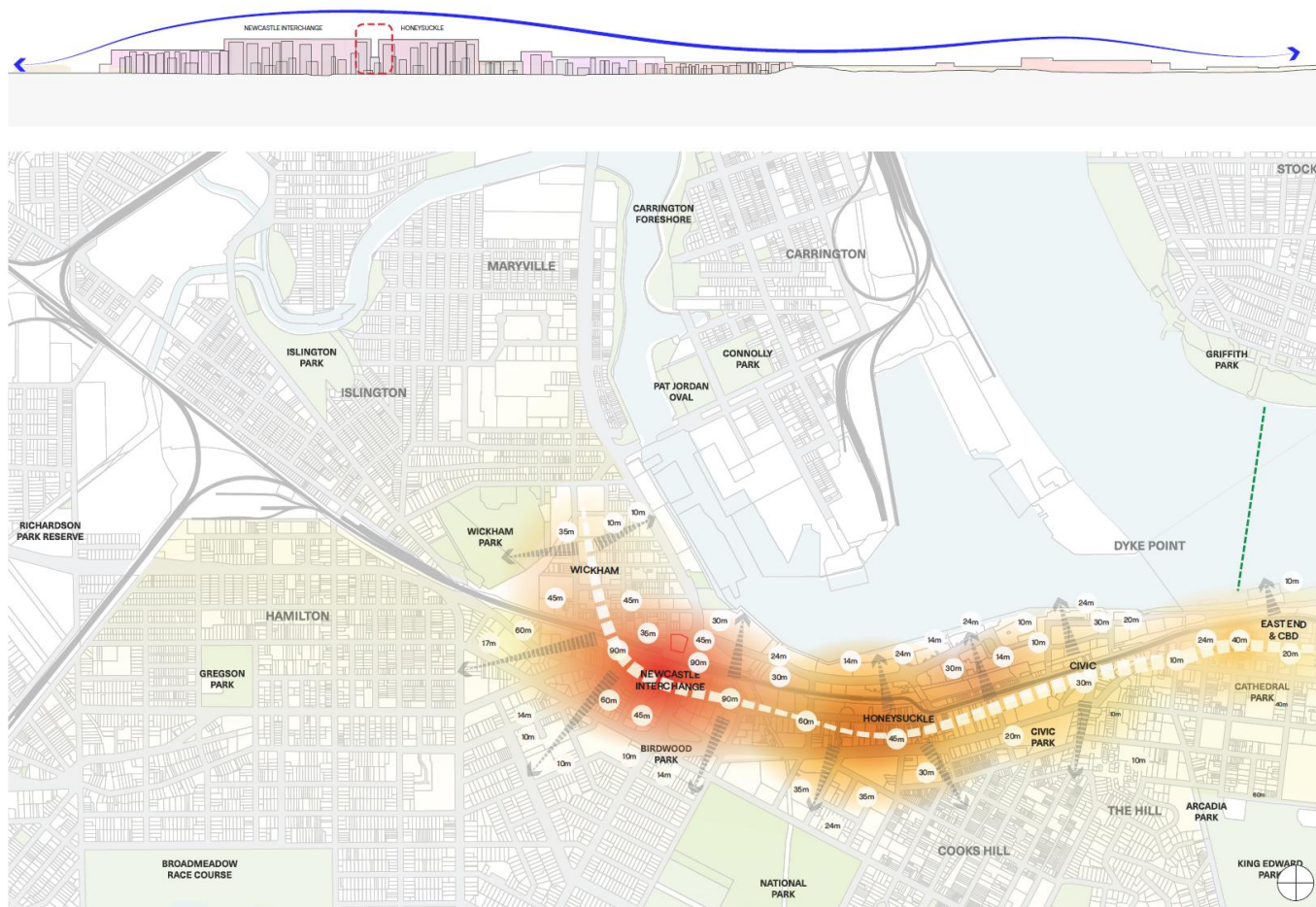


Figure 41 Height Distribution Strategy

Source: SJB Architects

As described in **Section 5.6**, the proposed development acknowledges the mixed setting with a podium, and tower composition. The 6-storey the podium relates to the scale and grain of Wickham and the Interchange, while the tower form responds to the emerging higher-density character of the West End and contributes a slender vertical marker to the skyline. This means the additional density is not only strategically located but has also been distributed in a manner that is legible, place-specific and responsive to context.

The form of the podium is defined by extruding the site boundary and establishing maximum volume, which is then setback, moulded and broken down to create varying heights, planes and cavities within the podium massing to create visual depth. Tower height is optimised to take advantage of its strategic location, maximising solar access, views, and prominence while maintaining a relationship with surrounding taller built forms. The tower is expressed through vertical and horizontal articulations that break down its mass and create a refined skyline profile.

In this respect, the proposed bulk and scale is an appropriate urban design response to the site's role within the precinct as a transit-oriented gateway location, where additional height and floor space can be accommodated to support new housing, active uses and public domain improvements in a setting well suited to increased intensity.

Layout and Siting

The layout and siting of the proposed development have been driven by the site's relationship to the Newcastle Interchange, the surrounding movement network, and the opportunity to improve pedestrian permeability and public domain quality. The podium is arranged to define the site boundaries and reinforce the urban block structure, while the tower is positioned above to optimise outlook, solar access and amenity. A key influence on the siting, is the introduction of a generous setback along the southern edge of the site, which creates a through-site pedestrian link and a significant new public domain space connecting to the station entry. This move is a central part of the proposal's urban design rationale, as it strengthens the interface with the Interchange, improves access and wayfinding, and establishes a more generous and site-specific ground plane outcome than would otherwise occur. It also represents a significant improvement to the bulk and scale of the podium and amenity of the public domain when compared to the approved development.

The siting strategy addresses the missed opportunities of the approved scheme, which did not provide meaningful activation to the Interchange interface and instead resulted in a narrow and constrained pedestrian connection (refer to **Figure 42**). By contrast, the current proposal reorients the development to positively address this edge, with active frontages adjoining the through-site link and Hannell Street, clear pedestrian connections between the station and surrounding streets, and a primary lobby located at the Dangar Street/Hannell Street intersection aligned with the pedestrian desire line. Vehicular and service access are confined to Dangar Street and Charles Street, thereby maintaining pedestrian amenity and reducing conflict along the more significant public interfaces and arterial roads. Overall, the proposal demonstrates a considered and place-responsive layout that improves connectivity, reinforces the role of the site as a transport-oriented gateway location and enhances the functionality and character of the surrounding public realm.



Figure 42 Through-site link approved versus proposed

Source: SJB Architects

Integration of Affordable Housing

The proposal includes 3,869m² of affordable housing, delivered as one and two-bedroom typologies to reflect the current requirements within the local area and are proposed to be located on Levels 12-16. All residents will have equal access to the communal open spaces throughout the development.

The location of all affordable housing units within one level is preferable to a 'salt and pepper' solution throughout the building to aid in effective management for the future CHP. Further, the proposed apartments achieve a balance of ADG performance which is generally consistent with market dwellings. Specifically, 36 of 42 affordable housing dwellings will achieve a minimum 2 hours solar access in mid-winter with 5 affordable apartments receiving zero solar access in mid-winter.

The Applicant intends to partner with MyLife Community Housing to manage the affordable component of the development. A letter of support for the proposed affordable housing is attached at **Appendix G**.

8.2.3 Residential Amenity

The development proposes a total of 245 residential apartments in the form of a shop-top housing development. As detailed above, the proposed development has been designed to provide all dwellings with a high quality of internal amenity and outlook. This is demonstrated in the Urban Design Report prepared by SJB Architects (**Appendix M**), which provides an assessment of the proposed development against each of the design principles under Schedule 9 of the Housing SEPP.

A detailed ADG assessment has also been undertaken within **Appendix M**, which confirms that the apartments are generally consistent with the ADG. A summary of the proposed development's consistent with the key objectives and design criteria of the ADG is provided below.

- The proposal achieves the solar access requirements, with 76% of proposed apartments receiving more than 2 hours of solar access between 9am and 3pm during mid-winter.
- 12% of apartments achieve no direct sun, which is less than the maximum of 15%.

- The site accommodates a significant amount of communal open space that exceeds the minimum ADG requirement of 25%.
- Apartment sizes meet or exceed minimum requirements.

Private open space is provided for each unit in the form of balconies or terraces with minimum areas and depths in accordance with the ADG.

Table 27 ADG Compliance

	Target	Proposal	Achieved
Solar access	70% min	76%	Achieved.
No solar access	15% max	12%	Achieved.
Cross ventilation	60% min	Not applicable. No ADG apartments are proposed under Level 10.	
Open space	25% min	30.8%	Achieved.
Deep soil	7% min	0%	Not Achieved.

It is noted that no deep soil is provided on the site. This is due to the site having been previously excavated boundary-to-boundary under the previous development consent, establishing a basement envelope that occupied the full extent of the lot. As a result, there is no opportunity to accommodate deep soil zones at the ground level. Notwithstanding, the proposal incorporates a range of alternative landscape measures, including extensive ground and podium-level planting which will deliver meaningful visual amenity, urban cooling and biodiversity benefits within the constraints of the site.

8.2.4 Environmental Amenity

8.2.4.1 Overshadowing

Shadow diagrams have been prepared by SJB Architects for the proposed development (**Appendix L**). As illustrated in the diagrams at **Figure 43**, the majority of additional shadows caused by the proposal fall across the rail corridor to the south of the site. This significantly reduces the extent of overshadowing impacts on surrounding land uses and the public domain, as the primary area affected is not a sensitive receiver. Additionally, the proposed tower form is slender, which results in a narrow shadow that moved quickly across adjoining properties further reducing the overall significance of any overshadowing.

The shadow diagrams also confirm that the proposal will not result in any overshadowing to Birdwood Park, to the southeast, which is the nearest public open space to the site. The proposal will also not result in any overshadowing impacts to any surrounding residential uses, as these are predominantly located to the north of the site. Minor additional overshadowing is cast on the local heritage item, the former School of Arts building, at 3pm. It is noted, however, that the building is currently vacant and not in active use. It is proposed to be incorporated into the planned Honeysuckle HQ development. The diagrams also show some overshadowing to the Quest Apartments between 9.00 am and 10.00 am. However, this impact is confined to the early morning period and is not considered to result in any unreasonable loss of amenity on a commercial premise.

Overall, the shadow diagrams demonstrate that the proposal will not give rise to any significant adverse overshadowing impacts and that the extent of additional shadow is acceptable in the context of the site and its surrounds.

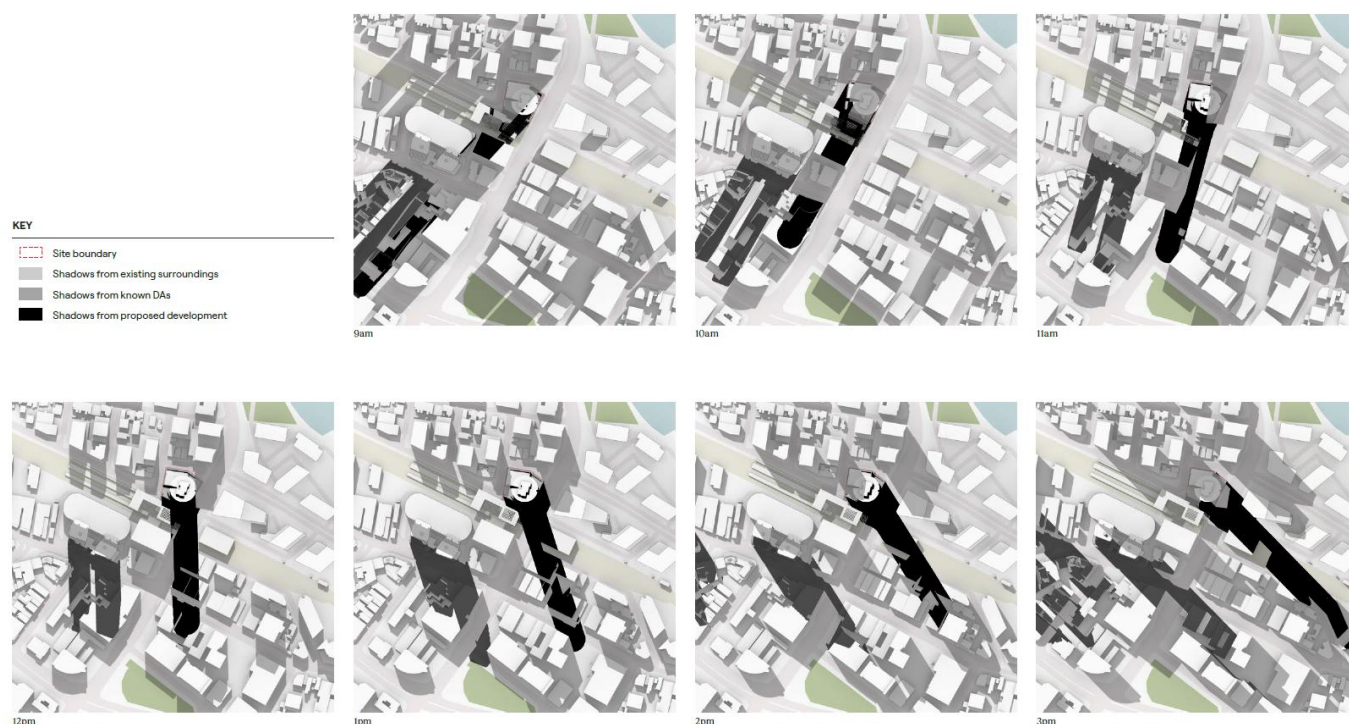


Figure 43 Shadow Diagrams – Winter Solstice

Source: SJB Architects

8.2.4.2 Wind Impacts

A Preliminary Pedestrian Wind Assessment has been prepared by RWDI (**Appendix P**) and has assessed the proposed development against the relevant criterion through the utilisation of a pedestrian-level wind tunnel test combined with historical meteorological wind records for the region. The assessment has identified general wind flow, existing and future site conditions, and has recommended the implementation of mitigation measures.

The wind assessment considers three scenarios, being the existing site configuration, the proposed development within the current surrounding built form, and the future configuration incorporating known surrounding developments as part of the cumulative impact assessment. RWDI's findings for each scenario are summarised below:

- **Existing conditions:** Under the existing configuration, the site is generally sheltered by surrounding mid-rise development, although the open road corridor to the east allows some greater wind exposure. Overall, wind conditions within and around the site are generally acceptable for standing use, with some localised increases to strolling-level conditions along exposed edges and corners, particularly near the eastern edge of the site and around Charles Street.
- **Proposed conditions:** With the proposed development in place, ground level wind conditions are generally suitable for intended pedestrian uses and most terraces and balconies remain comfortable. Localised wind acceleration is expected around some building corners and at the Level 6 open terrace, while the Level 42 penthouse balconies are subject to elevated wind conditions due to their height and exposure, requiring mitigation measures.
- **Future conditions:** In the future site context configuration, which includes surrounding planned development, wind conditions across the site are generally improved or remain suitable for intended uses. Additional surrounding built form provides some shielding effect, particularly improving parts of the Level 6 terrace, although localised strolling and walking conditions remain along parts of Hannell Street and the Level 42 penthouse balconies continue to experience uncomfortable wind conditions.

Based on RWDI's assessment, the following wind impacts were identified as a result of the proposed development. Where impacts were identified, RWDI have recommended the inclusion of a suite of design measures to mitigate wind impacts.

Table 28 Wind Impacts and Mitigation Measures

Wind Impacts	Mitigation Measure
Ground Level – • All areas are comfortable for their intended uses.	• Densely foliating evergreen landscaping including trees around any proposed seating areas to the south of the site. It is

No areas are expected to pose a wind-related safety risk for pedestrians, and conditions are considered safe for regular use.	noted that the extent of tree planting will need to be balanced with the requirements of TfNSW, with regard to the Interchange awnings, as well as CPTED considerations.
Level 5 Open Terrace - All areas are comfortable for their intended uses.	None required.
Level 6 Open Terrace - - Recessed areas are comfortable for their intended uses. - Exposed areas along the perimeter are impacted by the easterly and southerly winds which create conditions ranging from strolling use to uncomfortable levels at the northern building corner	1.8m tall impermeable or porous (maximum 50% porous) screening along the eastern edge of the communal open space. - Densely foliating evergreen landscaping including trees interspersed throughout the open space outside of the overhead cover.
Level 7 and 8 Communal Areas - All areas are comfortable for their intended uses.	None required.
Private Tower Balconies - All areas are comfortable for their intended uses.	None required.
Level 42 Penthouse Balconies - - Exposed to high strength winds due to their elevation and have uncomfortable wind conditions at the eastern and south-western balconies. The north-western penthouse has strolling-walking use conditions. - The eastern and southern penthouse balconies were observed to have wind conditions exceeding the safety limits due to their elevation and reattaching winds.	- Secondary awning located at a standard storey height around all balcony areas. - Impermeable partition screening throughout balconies to break up the open space for a layout similar to standard apartment levels.

The measures proposed by RWDI in **Table 28** have been implemented and are demonstrated on the Architectural Plans (**Appendix L**) and Landscape Plans (**Appendix Z**), as such, the wind conditions at the site are expected to be conducive with the intended uses of the spaces within and surrounding the development.

8.2.4.3 Crime Prevention Through Environmental Design (CPTED)

A Crime Prevention Through Environmental Design (CPTED) Assessment Report has been prepared by Beam Planning (**Appendix OO**). In accordance with the *Crime Prevention and the Assessment of Development Applications Guidelines* (2001), the CPTED Assessment Report provides an assessment of the site and the proposed development against the principles of CPTED and includes recommendations for the detailed design, management and use of the site and future development (refer to **Appendix D**).

CPTED principles

CPTED is a situational crime prevention strategy aimed at reducing crime and enhancing safety by thoughtfully designing the physical environment. The four principles of CPTED are surveillance, access control, territorial reinforcement, and environmental management. These principles focus on creating environments that are conducive to positive social interactions, natural surveillance, and territoriality, thereby discouraging criminal behaviour.

Existing crime environment

Based on a review of crime data published by the NSW Bureau of Crime Statistics and Research (BOCSAR) for the Newcastle LGA and the suburbs of Wickham and Newcastle West, and the relevant crime prevention strategies and consideration of the site context, including surrounding crime generators and attractors, the CPTED Assessment Report finds that the site has a 'moderate' crime risk rating. The BOSCAR data indicates that, whilst relatively stable, the rate of crime in Wickham and Newcastle West is comparatively high compared to the broader Newcastle LGA (and New South Wales). Theft is the dominant offence category, followed by malicious damage to property and assault. The site is located at the interface between a high-flow transport generator, active commercial and residential development and low-surveillance edge conditions, producing a compounded opportunistic and targeted crime risk typical of transport-oriented urban regeneration areas.

The Newcastle Interchange high volume and turnover of transient users generate opportunistic crime and antisocial behaviour by increasing anonymity and potential targets. Overtime offenders may learn peak times, vulnerable targets and areas with low surveillance and escape routes, making the Interchange a generator and an attractor for crime. Parking areas, transitional areas (including transport corridors, edge spaces, vacant and/or construction sites) and night-time economy spillover, surrounding the site, are attractors for crime due to increased opportunity and low surveillance/guardianship.

CPTED assessment

The CPTED Assessment Report finds that the proposed development generally achieves the CPTED principles. Specifically:

- The proposed public domain has been designed to reduce blind spots and minimise opportunities for concealment and entrapment. The through-site link and public plazas unify the site within its context and increase permeability and access.
- Multiple access points have been provided between the Newcastle Interchange and the development, increasing permeability and sightlines, creating a more accessible and clearer public domain interface between the two sites and buildings. The public domain steps down towards the transport Interchange, clearly demarcating the two.
- The retail tenancies and associated outdoor dining areas, regular gathering areas, and continuous movement throughout the site contribute to activation and natural/passive surveillance of the public domain, improving safety and amenity along the through-site link and street frontages.
- Planting edges and walls are proposed at or below seated heights to preserve sightlines, whilst canopy trees frame spaces without obstructing views to or from the street, increasing surveillance and limiting opportunities for concealment.
- Mixed-use activity, with different user groups (residents, visitors, customers and staff) generating natural/passive surveillance at varying times of day and night, helps prevent underused or isolated areas, which are more susceptible to crime, and contributes to a perception of safety in the broader urban environment.
- Entry points are rationalised to reduce unauthorised access. Clearly delineating entrances and circulation paths for each use (e.g. separate lobbies for hotel guests, co-living and apartment residents), will maintain legibility and minimise opportunities for unauthorised access.
- The residential and co-living communal open space areas are segregated between levels, allowing separation between the varying users. Physical and visual access is restricted between these areas and users.
- Basement and back-of-house service areas are secured to prevent unauthorised access.
- The presence of multiple stakeholders (e.g. building management, retail operators, hotel staff), ensuring ongoing maintenance, oversight and activation of spaces, thereby reducing the likelihood of neglect and contributing to a safer, well-managed environment.
- The proposed development will be supported by operational management plans which address maintenance, waste, lighting, CCTV

The CPTED Assessment Report concludes that the proposed development will have a positive contribution to improved safety outcomes for the site and surrounding locality through activation, increased surveillance, improved place definition and ongoing management, subject to the implementation of the recommended mitigation measures (refer to **Appendix D**).

8.2.5 Visual Impact and View Loss

Urbaine have undertaken a Visual Impact Assessment (VIA) (**Appendix R**) which assesses the impact of the proposed development on key public views in the locality. The VIA methodology includes photographic viewpoints from public locations and assesses the value of the views, extent of the impact, and reasonableness of the proposal, supported by photomontages. Importantly, the photomontages test the proposed development in three visual conditions:

- Existing (current view);
- The proposed development in the future context (with surrounding envelopes as permitted, inclusive of the infill affordable housing provisions); and
- The proposed development in the existing context.

Existing visual context

The existing visual context of the site and its surrounds is characterised by a transitional urban environment, reflecting Wickham's evolution from a historically low-rise residential, industrial and infrastructure-focused precinct into an emerging mixed-use urban centre. The area retains clear evidence of its former uses, including rail infrastructure, port-related activities, warehouses and light industrial buildings, which continue to contribute to a robust and utilitarian visual character. These elements are interspersed with established low-scale residential development and more recent mid-rise buildings, resulting in a varied and fragmented streetscape where built form, scale and architectural expression are not yet unified.

Importantly, this visual context is not static. The area is anticipated to change significantly, and in several viewpoints the skyline is not yet formed. This is a critical contextual factor, as the Wickham, Honeysuckle and West End CBD areas have

been identified for substantial change and intensification and is currently in an active transition phase. Therefore, views represent a snapshot in time of a landscape that has recently shifted from historic industrial, rail and port-related uses into a higher-density mixed-use urban precinct. As a result, many existing photographs and viewpoints should be understood as depicting an interim visual condition, rather than a definitive or long-term urban setting. To frame the proposal's visual impact, Wickham's future context is depicted at **Figure 44** below.



Figure 44 Wickham Future Context

Source: Urbaine

There are existing surrounding residential buildings in the locality from which private views to the harbour are currently available. The proposed built form has been designed as a taller, more slender tower, which is intended to support a degree of view sharing by retaining view opportunities around and between the building form, in comparison to a bulkier tower outcome. While some change to private views may still occur as the precinct continues to intensify, the proposal has sought to balance development yield with a more tower form that may assist in maintaining outlook opportunities for existing residents.

Summary of visual impact

Table 29 summarises the view loss ratings across the selected viewpoints (shown at **Figure 45** and **Figure 46**). Overall, the VIA identified a range of impacts from moderate through to severe, with the extent of the impact largely driving by screening (existing vegetation and built form), viewing distance, and the proportion of skyline affected.

Across many viewpoints, the proposal's podium and low-mid elements are partially screen by existing structures, with the most noticeable change being to portions of the skyline (i.e. sky view loss rather than loss of high value landscape features). In addition, the future context scenario testing demonstrates that as surrounding sites develop, the relative prominence of the proposal diminishes and the tower reads as a landmark feature as part of a consolidated town centre, rather than an isolated dominant tower.

The proposed development is located within the Wickham Precinct which is planned to continue evolving as a high-density, mixed-use centre. The visual environment is therefore expected to continue changing over time as other sites are developed. On this basis, whilst the proposal represents a noticeable visual change in the short term, particularly where adjacent sites remain under-developed, the longer-term visual impact will be moderated by the delivery of surrounding approved built form.

Having regard to the VIA findings, the proposal's visual impact is considered acceptable in the context of:

- The site's strategic location within a Precinct identified for substantial change and intensification;
- The transitional and evolving character of the existing visual environment;
- The fact that many impacts relate primarily to skyline change and sky view loss, rather than the loss of valued landscape elements, landmarks or scenic features;
- The role of existing screening, distance and urban context in reducing the overall significance of impacts from many viewpoints; and,
- The moderation of visual impacts over time as the broader Wickham Precinct continues to develop into a more consolidated urban form.

In addition, the architectural design outcomes are of a high quality and will contribute positively to the locality. While the tower will introduce a new skyline element, its presence will reinforce the emergence of the Wickham Precinct and

provide a contemporary, identifiable built form expression consistent with the area's evolution into a higher-density, mixed-use urban environment.

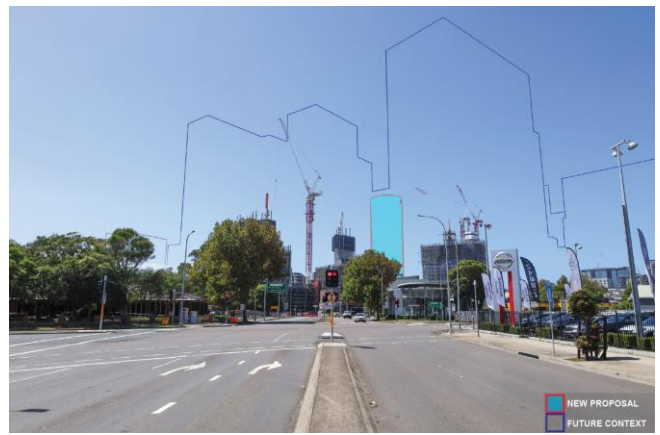


Figure 45 Map of Viewpoints

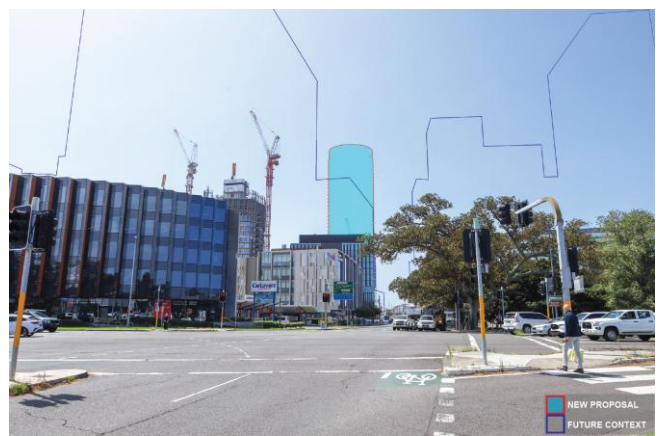
Source: Urbaine



Viewpoint 1: Charles Street



Viewpoint 2: King Street





Viewpoint 3: Honeysuckle Walk



Viewpoint 4: Honeysuckle Drive



Viewpoint 5: Hannell Street

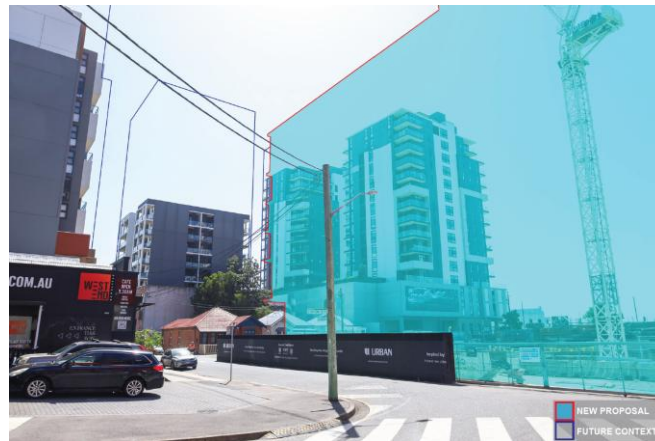


Viewpoint 6: Charles Street





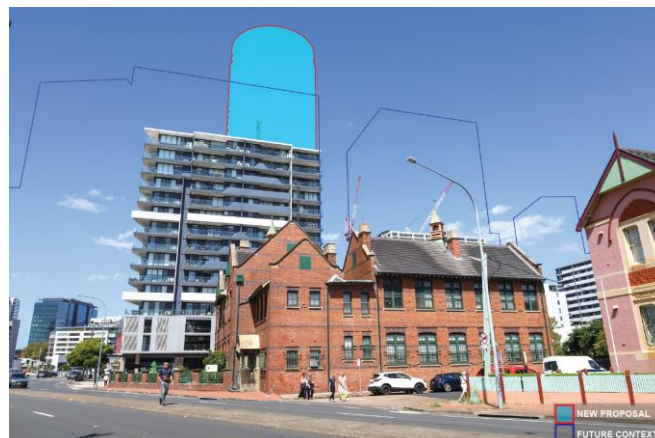
Viewpoint 7: Station Street



Viewpoint 8: Wickham Street



Viewpoint 9: Hannell Street



Viewpoint 10: Hannell Street





Viewpoint 11: Cowper Street North

Figure 46 Visual Impact Assessment (Existing – left, Proposed (within the future context) – right)

Source: Urbaine

Table 29 Summary of View Loss Ratings

Viewpoint	View Location	Value of View	Extent of Impact
1	Charles Street	Footpath – public viewpoint	Low-to-Medium
2	King Street	King Street pavement – public viewpoint	Low-to-Medium
3	Honeysuckle Walk	Waterfront walkway – public viewpoint	Medium-to-High
4	Honeysuckle Drive	Footpath – public viewpoint	Low-to-Medium
5	Hannell Street	Pavement on Hannell Street – public viewpoint	Low-to-Medium
6	Charles Street	Pavement on Charles Street – public viewpoint	Low
7	Station Street	Pavement on Station Street – public viewpoint	Low
8	Wickham Street	Pavement on Wickham Street – public viewpoint	Low-to-Medium
9	Hannell Street	Pavement on Hannell Street – public viewpoint	Medium
10	Hannell Street	Pavement on Hannell Street – public viewpoint	Medium
11	Cowper Street North	Pavement on Cowper Street – public viewpoint	High

*Reduces to 'Moderate' when assessed in within the future context

The VIA concludes that the proposal is acceptable from a visual impact standpoint. Although the development will be prominent from a number of surrounding public locations, that prominence is broadly consistent with the intended future scale of development in this precinct and does not give rise to adverse visual impacts.

8.2.6 Public Domain and Landscaping

Consistent with the high-quality architectural design, the proposed development offers a significant amount of public domain, communal open space and landscaped areas on site, which have been designed to promote community interaction and enhance the overall environmental quality.

As discussed in **Section 5.9**, the proposed development comprises significant landscaping in accordance with the relevant requirements under the ADG. Specifically, the proposal provides the following landscaped areas:

- 1,372m² of landscaped areas within the site used for private and communal open space, with an additional 874m² for public open space. Combined, the landscaped area quates to 2,246m².

With the provision of the above, the proposed development directly responds to the SEARs by:



Contributing to the **long-term landscape setting** by offering a diverse range of public domain and communal open space that are appropriately designed with high quality landscaped elements that will promote community and social interaction, while complementing the natural environment and minimising the perceived visual bulk and scale of the development.



Reducing **urban heat island effect** by planting additional trees for shading and sun protection that will assist in creating a cooler urban environment. The selection of construction materials, building orientation, and the incorporation of ecologically sustainable practices will further enhance the development's sustainability and resilience.



Increasing the **tree canopy cover** on the site by planting a significant number of new trees and shrubs, with species carefully selected to achieve a total coverage of 182m² across the development. This will improve the site's amenity and provide weather protection within the public domain.



Implementing **green infrastructure** elements, such as native vegetation planting, water-retentive materials, raingardens, and passive irrigation systems to support local ecosystems while enhancing sustainability.

8.2.7 Community Infrastructure

The proposed development is supported by the provision of on-site community infrastructure and therefore satisfies the requirement under clauses 7.9 and 7.9A of the Newcastle LEP 2012 that additional height and floor space ratio in Area E is only available where the community infrastructure that is reasonably necessary in Wickham is provided. As identified in **Table 6**, the proposed amendments to clauses 7.9 and 7.9A retain that requirement, with the increased height and FSR contingent on the delivery of community infrastructure as part of the development.

For the purposes of these clauses, community infrastructure is defined as follows:

***community infrastructure** means development for the purposes of community facilities, recreation areas, recreation facilities (indoor), recreation facilities (outdoor), public roads or drainage.*

The proposal meets this requirement through the delivery of publicly accessible recreation areas within the site boundary, comprising:

- An east-west through-site link and plaza along the southern portion of the site adjacent to the Newcastle Interchange;
- A north-south through-site link along the eastern boundary of the site, parallel to Hannell Street;
- A plaza at the north-east corner of the site;
- Associated landscaping, seating, lighting, tree planting and broader public domain improvements.

The east-west through-site link and plaza is the principal item of community infrastructure (**Figure 47**). As described in **Section 5.9.1**, it is designed as a generous, publicly accessible pedestrian space that improves permeability between Hannell Street, the site and the Newcastle Interchange, while also functioning as an activated place for people to stop, gather and orientated themselves. As such, the space is not a circulation corridor, but is supported by active frontages, outdoor dining opportunities, seating and landscaping, and is intended to operate as a safe and vibrant public environment throughout the day and evening. The Station Street Plaza and Dangar Street Plaza further reinforce this public benefit by creating arrival spaces and civic forecourts that improve amenity, legibility and pedestrian experience at this key transport gateway location.

The community infrastructure is also necessary in Wickham. The site occupies a highly prominent gateway location immediately adjacent to the Newcastle Interchange and at the interface of Wickham, Newcastle West and Honeysuckle. In this context, improved pedestrian permeability, gathering space, activation and public amenity at the station edge are reasonably necessary pieces of infrastructure to support the continued intensification of Wickham and the broader city centre. The proposal responds directly to that need by improving access north of Station Street, enhancing the amenity and legibility of the station interface, and providing a more generous and functional public domain outcome than would otherwise occur.

The proposed infrastructure represents a significant improvement on the previously approved development outcome for the site, with the proposed plaza and through-site link materially improving connectivity and amenity at the station edge compared with the previously approved 3m southern link. The new public domain response provides greater width, stronger activation, improved opportunities for seating and landscaping, better passive surveillance, enhanced accessibility outcomes, and a more legible connection between the Newcastle Interchange and the wider precinct.

From an urban design and public interest perspective, the community infrastructure delivered by the proposal is substantial, permanent and publicly accessible, improving walkability, universal access, surveillance and activation at one of Newcastle's most important transport interfaces, while also contributing to place-making and the broader public domain network in Wickham through the creation of new spaces for movement, gathering and informal recreation.

Having regard to the nature of the proposed works and their prominent location the proposal satisfies the requirement that the development include community infrastructure that is reasonably necessary in Wickham.



Figure 47 Through-Site Link and Plaza

Source: SJB Architects

8.2.8 Transport

A Transport Impact Assessment (TIA) has been prepared by Varga Traffic Planning (**Appendix S**) to assess the operational and safety implications of the proposal across the surrounding road network, parking supply, access arrangements, and active/public transport connectivity.

Traffic generation and intersection performance

The proposed traffic generation has been calculated in accordance with TfNSW's *Guide to Transport Impact Assessment*. The TIA concludes that the development has a projected traffic generation potential of approximately 213 additional vehicles per hour in the weekday AM peak and 162 additional vehicles per hour in the weekday PM peak (compared to the approved development). This assessment is intentionally conservative, noting the site's proximity to public transport, immediately adjoining the Newcastle Interchange and the availability of rail, light rail and bus services within a very short walking distance. Existing traffic surveys identify that the surrounding road network, including Hannell Street, already accommodates substantially higher traffic volumes, and the TIA concludes that the additional traffic generated by the proposed development will not result in any unacceptable impacts on surrounding road network capacity. SIDRA modelling of the relevant surrounding intersections demonstrates that they will continue to operate satisfactorily with the development in place.

Car parking arrangements

The parking provision has been assessed against the Newcastle DCP 2023 and the Housing SEPP. The Newcastle DCP 2023 states that, for sites within the Newcastle City Centre, *"the rates may be varied within these areas, subject to a merit assessment of the proposal"*. Accordingly, the parking rates are not applied rigidly, and the appropriateness of the proposed provision has been considered having regard to the site's context, accessible and the nature of the development. Further, it is noted that the DCP does not apply to the proposal given the designation as SSD, however, it has been addressed for completeness.

The TIA concludes that the proposed parking for the retail and hotel components is acceptable based on the context of the site. The site is highly accessible and is served by an extensive range of public transport services, including light rail, inter-urban rail, and a bus interchange, all within easy walking distance. The site is also within easy walking distance of a broad range of essential shops and services, including licensed clubs, pubs, banks, supermarkets, gymnasiums, restaurants and specialty stores. In this context, the site is exceptionally well placed to support reduced private vehicle

reliance. This approach of providing rationalised parking is consistent with Council's broader policy position, which generally encourages constrained parking provision in private developments located within highly accessible areas such as the subject site.

No on-site car parking is proposed to be provided for the co-living component. This zero-parking approach aligns with the intended character of the Newcastle City Centre, where the DCP emphasises compact, transit-orientated living supported by high-frequency public transport and strong walkability. Co-living is designed as a low-car housing model, with compact units, shared facilities and a resident profile that typically relies on rail, bus, walking, cycling, and shared mobility rather than private vehicles. It is in a location within easy walking distance from Newcastle Interchange and the City's services, the expectation is that daily mobility will be met through these non-car modes. Providing no dedicated parking, therefore, reflects both the lifestyle patterns associated with co-living and the broader vision for a dense, efficient and sustainable City Centre where private vehicle ownership plays a limited role.

The site's parking provision compared with the relevant rates is broken down below at **Table 30**.

Table 30 Car Parking Provision

Development Component	Yield	Rate	Source	Requirement	Provision	
Residential	1-Bed	47	Newcastle DCP 2023	Max. 47	197	
	2-Bed	152		Max. 152		
	3-Bed	44		Max. 88		
	4-Bed	2		Max. 4		
Visitor		245	No min. Max. 1 space per 5 dwellings.*	Max. 49	0	
Co-Living		99	0.2 parking spaces per room	Housing SEPP	20 (non-discretionary)	0
Hotel		171	Min. 1 space per 2 staff plus minimum 0.5 spaces per unit*	Newcastle DCP 2023	Min. 101	10
Retail		452.7m ²	Min. 1 space per 40m ² GLFA*		Min. 12	6
Car share – residential		197	Min. 1 space per 60 car spaces provided*		Min. 3	2
Car share – retail premises		6	Min. 1 space per 40 car spaces provided*		Min. 0	0
Total*					Min. 136 Max. 477	215

* For sites within the Newcastle City Centre these rates may be varied, subject to a merit assessment of the proposal.

Bicycle and motorcycle parking arrangements

Bicycle parking is provided for residents in private storage areas within the residential levels, as well as bicycle racks within the public domain.

The proposal provides 0 motorcycle spaces which is considered acceptable to reduce reliance on private vehicle usage and encourage increased usage of public transport services.

Loading and servicing arrangements

A separate entry-only service driveway is provided from the western end of the Dangar Street frontage, with an exit-only service driveway located midway along the Charles Street frontage. This arrangement enables service vehicles to move through the site in a forward direction and reduces conflict with other users. The TIA confirms that these vehicles can be safely accommodated within the site. A Loading Dock Management Plan will be prepared prior to OC to ensure the orderly operation of the loading dock, including coordination of waste collection and servicing activities.

Green Travel Plan

A Green Travel Plan (GTP) has been prepared by Varga Traffic Planning to promote sustainable modes of daily transport. The GTP is included at **Appendix T**.

Preliminary Construction Traffic Management Plan

A Preliminary Construction Traffic Management Plan (Preliminary CTMP) has been prepared by Varga Traffic Planning (**Appendix U**). The Preliminary CTMP provides an assessment against the construction traffic impacts and outlines key construction traffic management principles for how construction may be carried out on site. It is noted that construction traffic management will be undertaken predominately in accordance with the Preliminary CTMP as approved under the previous DA.

8.2.9 Noise and Vibration

A Noise and Vibration Impact Assessment has been prepared by Pulse White Noise Acoustics (PWNA) (**Appendix V**) to address construction and operational noise and vibration impacts to and from the proposed development and nearby sensitive receivers and structures, specifically:

- Potential surrounding environmental noise intrusion impacts on the development (i.e., traffic, train and other noise external noise sources).
- Potential vibration impacts from the movement of trains using the Newcastle Interchange located to the south-west of the site.
- Noise emissions on nearby receivers from operation of the base building services (i.e., electrical, hydraulic and mechanical plant).
- Construction noise and vibration impact during the construction stage of the project.

Based on the assessment undertaken, PWNA conclude that the proposed development is acoustically acceptable, subject to the implementation of the recommended mitigation measures.

Sensitive receivers

The nearest sensitive receivers to the site have been identified below and in **Figure 48**:

- Receiver 1: Residential receivers located to the north of the site fronting Dangar Street.
- Receiver 2: Residential receivers located to the west of the site fronting Charles Street.
- Receiver 3: Commercial building located to the south on Store Lane, adjacent to the Newcastle Interchange.
- Receiver 4: Commercial building located to the west of the site fronting Charles Street.



Figure 48 The site, sensitive receivers and noise monitoring locations

Source: PWNA

Noise and vibration monitoring

An unattended noise survey was undertaken at the site between 24 October and 12 November 2025, with the receiver located to the east of the site on Hannell Street. Attended noise measurements were undertaken on 12th November 2025 and included typical peak periods at the site. Attended vibration measurements conducted on the 12th November, 2025 between 4.30pm and 5.30pm. Noise and vibration monitoring locations are shown in **Figure 48** above.

Building acoustic assessment

The report outlines minimum acoustic performances and associated indicative constructions for the building. Recommended treatments, including glazing and light weight external wall construction (if proposed), have been outlined to ensure compliance with the relevant noise intrusion criteria.

All façade elements, including roofs, constructed from masonry or concrete construction will not require additional acoustic treatments to ensure internal noise levels are achieved. Any penetrations through any external skin which are required must ensure all gaps remaining in the penetration are filled with an acoustic grade sealant which provides an equal or better performance to the system being penetrated.

The internal design sound levels to the residential dwellings within the proposed development are achieved with the external building openings closed, including the operable elements of the façade. Based on the requirements of the *Development Near Rail Corridor and Busy Roads – Interim Guideline* (DNRCBR) (road traffic noise) the trigger for the requirement of an alternative outside air source on the development, is required for all residential façade elements to the east and south of the project including all levels on the podium of the project including ground level to Level 5 all other orientations and levels of the building will not trigger the requirements for an alternative outside air source. The method of providing an alternative method of outside air ventilation, for example, a mechanical ventilation system is required to be provided in accordance with relevant regulations including the Building Code of Australia and AS1668.

Train vibration assessment

The report notes that as the railway line located to the south of the site is an above ground line and not within a tunnel, the requirements for ground borne vibration is not required to be assessed based on the DNRCBR. Further, as existing rail is above ground the impact of airborne noise on the future residence will be greater than the potential for structure borne noise levels. Providing suitable treatments for airborne noise impacts are included in the design of the project and tactile vibration levels comply with the relevant criteria then all relevant acoustic requirements will be achieved. The report concludes that based on the results of the assessment of tactile vibration no additional acoustic treatment (or building vibration isolation) is required to comply with the relevant standards and ensure a suitable acoustic amenity for future occupants of the development.

External noise emission assessment

A preliminary assessment, based on similar types of developments and the typical plant items installed in each type of plant room, found that the proposed development can comply with the relevant noise criteria subject to the implementation of the recommended selection of high-performance acoustic treatments for engineering services, including basement exhaust fans, air conditioning condensers and apartment toilet/kitchen fans.

It is anticipated that basement ventilation fans will discharge on roof level utilising an inline fan. It is recommended that internally lined ductwork or inline attenuators are used on both the intake and discharge side of the fan. Air conditioning condensers are proposed to be installed on the balconies of dwellings within the project. Based on a typical sound power level of a condenser unit, the following acoustic treatments are recommended to be installed. Air conditioning condensers are to be isolated from the base building structure with a rubber pad. Night operation mode must be in operation between 10:00pm and 7:00am and provide a minimum of 4-5dBA. Screen to plant and equipment may also be required.

Noise resulting from the collection of waste from the site will include intermittent collection using approved waste collection vehicles. The resulting noise impact resulting from the site will be similar to noise levels currently experienced by existing receivers from current waste collection services, train noise and vehicle movements on surrounding roadways. The recommended acoustic treatments to the building facade (see above) include those required to ensure internal noise levels within the future dwellings of the project from the collection of waste will be acoustically acceptable and compliant with the recommended internal noise levels.

The report recommends that prior to the issue of a Construction Certificate (CC) a detailed acoustic assessment is undertaken to ensure all cumulative noise from engineering services (including the roof plant room).

Construction noise and vibration assessment

An assessment of potential construction noise levels, based on sound power levels of typical construction equipment, found that construction works are predicted to be non-compliant with the Noise Management Level (BG + 10 dB(A)), and above the Highly Noise Affected Level of 75 dB(A) during peak standard construction hours for all sensitive receivers (refer to **Figure 48**). Consistent with the ICNG, these are construction noise management levels rather than fixed compliance criteria. Accordingly, all feasible and reasonable noise management and mitigation measures would be implemented to minimise impacts, including community notification of the nature and duration of works and contact details for the site representative. Where required by the relevant approval or conditions of consent, respite periods may also be applied for particularly noisy activities that exceed the HNAL. A site-specific Construction Noise and Vibration Management Plan (CNVMP) will be prepared prior to CC, in accordance with the conditions of consent. Construction noise monitoring, if required, will be performed by an acoustical consultant directly engaged by the contractor in accordance with the Conditions of Consent.

An assessment of the impacts of construction vehicles on surrounding public roads around the site, found that based on the likely number of vehicles projected over each of the construction phases is unlikely to have an impact at the nearest affected properties. The impact is less than 2dBA and therefore is compliant with the NSW EPA *Road Noise Policy* (RNP).

In order to maintain compliance with the human comfort vibration criteria, the report recommends that indicative safe distances (validated at the start of construction works by undertaking measurements of vibration levels generated by construction and demolition equipment to be used on site) are maintained. Construction vibration monitoring, if required, should be undertaken continuously at the nearest most affected structures in accordance with the conditions of the consent.

8.2.10 Water Management

A Water Cycle Management Plan has been prepared by BG&E to assess the stormwater management requirements for the site (**Appendix W**). The Plan outlines the stormwater strategy for the site and has been prepared in accordance with the Newcastle DCP 2023, in addition to relevant industry guidelines.

In accordance with Council's Engineering Specifications, a stormwater drainage system is proposed for the development which will comprise:

- 1 x 60kL on-site detention (OSD) tank (on Mezzanine Level);
- 1 x 16kL rainwater tank (on Plant Level),
- Rainfall collecting roof surfaces;
- Pits on podium level;
- Basement drainage utilising a series of pits, a spoon drain and pump-out system.

The stormwater management system will be embedded with water quality control measures, including the proposed rainwater tank, stormwater cartridges and several natural vegetated buffers which will all contribute to the reduction of pollutants in stormwater.

MUSIC modelling has been undertaken to determine the effectiveness of the proposed management system and treatment train. The results of the modelling are outlined at **Figure 49**. The modelling confirmed that in all instances, the proposed water quality control measures enabled the reduction targets to be achieved for all key stormwater pollutants. Therefore, by implementing the proposed treatment train measures outlined within the Stormwater Management Plan, there will be a positive impact to stormwater run off.

Table 2 - MUSIC Modelling Targets and Results

Pollutant	Council Requirement (according to Table 4 of NCC DCP 7.06 (2012))	Post Development Reduction (MUSIC result)	Compliant?
Total Suspended Solids	85%	85.8%	Yes
Total Phosphorus	65%	79.1%	Yes
Total Nitrogen	45%	54.8%	Yes
Gross Pollutants	90%	100%	Yes

Figure 49 Music Modelling Results

Source: BG&E

8.2.11 Ground and Groundwater

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.

8.2.12 Contamination and Remediation

A Contamination Assessment has been prepared by Douglas Partners (**Appendix Y**). It provides a review of previous contamination investigations, remediation plans and validation works undertaken on the site and assessing the site's suitability for the proposed development.

In accordance with the Resilience and Hazards SEPP, several studies were undertaken on the site in 2018-2020 as part of the previous DA, including a Preliminary Site Investigation (PSI) and Detailed Site Investigation (DSI). These investigations identified several potential contamination sources including hydrocarbon impacts, the presence of asbestos-containing materials and polycyclic aromatic hydrocarbons.

A Remediation Action Plan (RAP) and an Acid Sulfate Soil Management Plan (ASSMP) were prepared to guide the remediation of the site and the removal of contaminated fill and underground fuel storage tanks. Subsequently, a Validation Report was prepared in 2022 which concluded that the site had been adequately remediated and soil testing results confirmed the site was suitable for its proposed residential and commercial uses.

A site inspection was undertaken in March 2026 by Douglas Partners confirming the site conditions had not significantly changed since the previous investigation. During the inspection, no signs of contamination were observed, and the extent of excavation was consistent with the previous approval and findings. Based on the successful remediation and validation processes undertaken as part of the previous DA, the Assessment concludes the site is suitable for the proposed development. The proposed building footprint and finished basement levels remain consistent with the previous plans and assessments, which have demonstrated that the site is suitable for residential and commercial development from a contamination perspective.

8.2.13 Ecologically Sustainable Development

An Ecologically Sustainable Development (ESD) Report has been prepared by Efficient Living (**Appendix CC**). The report provides an overview of how the proposed design responds to sustainable planning, through all stages of design, construction, and operation.

The ESD initiatives proposed for the project aim to reduce environmental impacts associated with the development and have been established that industry benchmarks are achieved. Specifically, the development will achieve an average 7.0 star NatHERS rating for all residential apartments (excluding co-living) (exceeding the minimum 6-star requirement). In addition, the proposal will achieve a 4.0 star NABERS energy, and a 3.0 star NABERS Water ratings for the hotel component.

The following provides a summary of the key ESD initiatives implemented to allow the development to achieve these performance targets:

- All-electric residential and co-living accommodation, with the hotel component designed to transition to all-electric operation and a net zero operational pathway by 2035.
- Strong building thermal performance, including an average 7.0 star NatHERS rating for apartments (excludes co-living), a BASIX Energy score of 65 (exceeding the 62 benchmark), and a commitment to achieve a 4.0 star NABERS Energy rating for the hotel component.
- Rooftop photovoltaic infrastructure sized to maximise on-site renewable energy generation, together with provision for future battery storage and renewable electricity procurement arrangements to support net zero outcomes and reduce peak demand.
- High-efficiency building services and appliances, including electric heat pump hot water systems, efficient air-conditioning systems, LED lighting, and motion/daylight sensor controls to reduce operational energy demand.
- Water efficiency measures including high-efficiency fixtures and appliances, rainwater storage, achievement of BASIX Water 40 for the residential component (excluding co-living), and a commitment to achieve a 3.0 star NABERS Water rating for the hotel component.
- Climate resilience initiatives, including lighter coloured roof and paved surfaces, façade shading, non-reflective materials, urban heat mitigation measures, and drainage design that responds to more intense rainfall events and extreme weather conditions.
- Reduced embodied carbon and responsible material selection, including procurement of lower embodied carbon concrete, steel and aluminium, structural optimisation to reduce material use, and reuse/recycling initiatives for demolition and construction materials.
- Waste and indoor environmental quality measures, including a target to divert more than 90% of construction waste from landfill and the specification of low VOC and low formaldehyde materials and finishes to support occupant health and wellbeing.

It is emphasised that the proposal has been designed with a strong electrification focus and is supported by a Net Zero Statement for the hotel component under the Sustainable Buildings SEPP. Although the current design utilises limited fossil fuel use for some hotel kitchen functions, the proposal provides a transition pathway toward fully electric operation, with net zero operational emissions targeted over time in accordance with the strategy set out in **Appendix EE**.

8.2.14 Biodiversity

A Biodiversity Development Assessment Report (BDAR) Wavier Request (**Appendix II**) was prepared by Thrive Ecology and submitted to the Department. The BDAR Wavier Request outlines that the proposal will not adversely impact biodiversity as outlined in the preceding sections, and as such, a BDAR Wavier was requested from the Department on 16 January 2026 and granted on 4 February 2026 (**Appendix JJ**).

Methodology

The assessment included a comprehensive desktop study of the locality, focusing on a 10 km radius from the subject site. Key sources reviewed included the State Vegetation Type Mapping (DPE 2022), BioNet Wildlife Atlas (NSW DCCEEW 2025), and the Commonwealth Department of Climate Change, Energy, the Environment, and Water's (DCCEEW) Protected Matters Search Tool (PMST). Recent high-resolution aerial imagery confirmed the lack of significant vegetation, apart from a single street tree. Consequently, no site-specific field surveys were conducted, as the existing conditions already indicated an absence of vegetation or suitable habitat for threatened species.

Existing environment

The site is highly modified and previously disturbed, with no significant natural vegetation. The site is a construction zone, undergoing significant works, including excavation and installation of infrastructure. Surrounding vegetation is limited to street trees and some garden beds, but there is no connectivity for threatened species' movement. The existing ecological value of the site is very low due to urban development and the absence of critical habitats.

Assessment

The assessment concludes that the proposed development is unlikely to result in significant impacts on biodiversity values as defined under the *Biodiversity Conservation Act 2016* and the *Biodiversity Conservation Regulation 2017*. The site is highly modified and degraded and has an absence of suitable habitat for threatened flora and fauna. Furthermore, no ecological connectivity is provided by the site, making it unlikely to affect species movement or contribute to broader biodiversity corridors. Given these factors, the development is deemed unlikely to disrupt flight paths of protected species or affect surrounding water bodies that support ecological communities.

Conclusion

On the basis of the existing site conditions, the findings of detailed ecological investigations and the strategic nature of the SSDA, it is considered that the proposal is not likely to have a significant impact on biodiversity values. This conclusion was quantified through the granting of a BDAR Waiver.

8.2.15 Waste Management

8.2.15.1 Operational Waste Management

An Operational Waste Management Plan (OWMP), prepared by Elephants Foot Consulting (**Appendix LL**), identifies all potential waste generation during the operational stage of the project and outlines how waste is to be handled, processed and disposed of, reused or recycled. The OWMP has been prepared in accordance with the Newcastle DCP 2023.

Residential waste

Waste generation rates have been established in accordance with the residential development rates within the *NSW Better Practice Guide for Resource Recovery in Residential Developments*, in accordance with Pre-Lodgement Advice provided by Council. The residential component of the proposed development (inclusive of the co-living units) will provide various waste streams including general waste, commingled recycling, FOGO waste and bulky waste.

Residents will be responsible for disposing bagged waste and loose recyclables within the dedicated dual waste chute system. The building will include a dual chute system where residents can dispose of their bagged garbage and loose recyclables. There will be one chute designated to garbage and another to recycling. These chutes will lead to designated waste storage areas within the mezzanine level bin room. Food Organics and Garden Organics (FOGO) bins will be provided on the mezzanine level. Residents will be responsible for the disposal of organics within these FOGO waste bins. A 54.5m² separate bulky waste room has been provided at the mezzanine level.

In accordance with the Newcastle DCP 2023, a total waste storage area of 460m² is requirement. It is proposed to provide 691.1m², which exceeds the requirements.

Residential waste is to be stored onsite at the residential bin rooms on the Ground Floor. Waste collection is proposed as follows:

- General waste: 19 x 1100L bins collected 2 x weekly.
- Recycling: 38 x 1100L bins collected 1 x weekly.
- FOGO: 36 x 240L bins collected 1 x weekly.
- Service bins: 4 x 1100L bins (placed underneath chute during the collection periods).

During collection times, residential waste will be transported from the bin rooms to the temporary bin holding level.

Waste collections would occur via a Council waste collection vehicle. Council waste vehicles would stop on the dedicated loading dock. Vehicle operators would ferry waste bins from the temporary bin holding area to the collection vehicle and return upon emptying. Building Management is responsible for returning the bins to the respective bin rooms upon collection. Council waste collection vehicle would enter the site in a forward direction via Charles Street and exit the loading dock in a forward direction onto Dangar Street

Hotel and Retail Waste

In addition to the residential waste management, the OWMP has also calculated the estimated waste generation for the hotel and retail components of the development.

Hotel and retail waste generation rates have been calculated using the rates identified within the *NSW Better Practice Guide for Resource Recovery in Residential Developments*.

Waste generated by the hotel component would be collected by a private contractor using a SRV/MRV vehicle as follows:

- General waste: 8 x 1100L bins collected 3 x weekly.
- Recycling: 6 x 1100L bins collected 3 x weekly.

Waste generated by the retail tenancies would be collected by a private contractor using a SRV/MRV vehicle as follows:

- General waste: 2 x 1100L bins collected 3 x weekly.
- Recycling: 2 x 1100L bins collected 2 x weekly.

Tenants will be responsible for their own storage of general waste and recycling back-of-house during daily operations. At the end of each trading day (or as required), nominated retail staff or cleaners will transport their general waste and recycling to the respective hotel and retail bin rooms on the mezzanine level and place the general waste and recycling into the appropriate collection bins.

During collection times, the Building Manager will move the retail and hotel bins from the respective bin rooms on the mezzanine level via the service lift, to a temporary waste collection area on the loading dock. The private waste contractor vehicle will enter the site via Charles Street and park in the loading bay. The collection staff will exit the vehicle and service the bins from the Temporary Retail/Hotel Waste Collection Area. Following servicing the waste vehicle will exit the site onto Dangar Street in a forward direction.

8.2.15.2 Construction Waste Management

A Construction and Demolition Waste Management Plan (CDWMP) (**Appendix KK**) has been prepared by Urban Apartments to assess the volumes and management of waste during the construction phase of the project (noting there is no demolition phase proposed). The CDWMP identifies the type, volume and disposal methods for all waste material during construction. It also provides site-specific operational methods around training and inductions, materials sectional, waste avoidance opportunities, and relevant site procedures to ensure waste is appropriately disposed.

8.2.16 Social Impact

A Social Impact Assessment (SIA) has been undertaken by Sarah George Consulting (**Appendix MM**) in support of this concurrent SSDA and rezoning proposal, which considers the potential positive, negative and cumulative social impacts associated with the proposal, identified and suggests mitigation and enhancement measures to minimise negative impacts and maximise social benefits to the community. A summary of this SIA is provided below:

Methodology

A SIA social baseline, field study, impact scoping and assessment was completed in order to prepare the supporting report. The methodology, informed by the Department's SIA Guideline and Technical Supplement includes a risk assessment, whereby the magnitude of the impact is compared against the likelihood of the impact occurring.

Existing environment

The existing environment provides a social baseline for the assessment of the social impacts of the proposed development and assists in identifying mitigation strategies or enhancement measures to improve social impacts that may result from the proposal. The locality surrounding the subject site is a mixed-use area characterised by a combination of residential, commercial, and recreational spaces. This land use diversity plays a significant role in shaping the social fabric of the community, influencing resident interactions and their relationship with the built environment.

The socio-economic characteristics of the area reveal a relatively young population, with a median age of 32 in Wickham, compared to 37 in the Newcastle LGA and Greater Sydney, and 39 across NSW. The area also has a smaller proportion of residents who were born overseas in non-English speaking countries. In Wickham, 15.2% of residents were born overseas, which is higher than the LGA (10.6%), however, significantly lower than Greater Sydney (40.3%), and NSW (30.3%).

The socio-economic profile further shows that social locality has a higher median weekly household income (\$1,873) than the state median (\$1,829), however, compared to Greater Sydney (\$2,077), the social locality shows less economic affluence. Rental affordability is also a concern in the area, with Wickham's median weekly rent at \$470, which is higher than the Newcastle LGA (\$400), but comparable to Greater Sydney (\$470) and NSW (\$420).

In terms of housing, the area is characterised by smaller households, with an average household size of 1.9 in Wickham, compared to 2.4 in the LGA, 2.7 in Greater Sydney, and 2.6 across NSW. The housing stock in Wickham is dominated by units, which make up 45.1% of dwellings, far exceeding the LGA (14.2%), Greater Sydney (30.7%), and NSW (21.7%) proportions. Additionally, the majority of households in both Wickham (55.1%) and the social locality (53.2%) are renters, which is significantly higher than the LGA (32.1%) and state averages (29.4%).

The workforce in the area is largely professional, with 31.6% of Wickham residents employed in professional occupations, compared to 25.8% across NSW. However, the area has a smaller proportion of residents working in lower-paying labourer and related occupations (4.9% in Wickham, 4.6% in the social locality), compared to 7.9% in the LGA and 8.1% across NSW.

These baseline characteristics of the existing environment provide a critical context for understanding the potential social implications of the proposed development. The development's focus on delivering affordable housing, along with a diverse mix of dwelling types, directly addresses key social needs in the area, including the provision of secure, affordable accommodation for low to moderate-income households. Moreover, the inclusion of affordable housing within close proximity to public transport and local services is consistent with best practice planning principles, which aim to reduce social exclusion, enhance accessibility, and support community cohesion. As such, the proposed development presents a valuable opportunity to address current gaps in the housing market while contributing positively to the overall social fabric of the suburb.

Assessment, mitigation measures and enhancement strategies

The SIA undertook an assessment of social impacts resulting from the proposed concept across eight categories as outlined at **Table 31**.

Table 31 Impact Assessment

Area of Impact	Impacts
Way of Life	• Construction Disruption: Short-term disruptions during construction include noise, dust, truck movements, and traffic. • Noise Impacts: Once completed, noise from the residential areas will be typical for urban settings. • Traffic and Congestion: Increased traffic on local roads will result from the development. Concerns were raised in community engagement regarding traffic congestion and parking. • Public Transport Accessibility: The site's proximity to bus and train services will encourage walking to work, shops, and public transport. • Community Interaction: The development aims to foster social interaction through the inclusion of communal spaces across multiple levels of the building. • No Loss of Public Space: The development does not remove any public spaces but aims to activate the ground floor and provide opportunities for community engagement through a through-site public link.

Area of Impact	Impacts
Community	• Community Cohesion: The proposed development is unlikely to impact community cohesion during construction. • Social Cohesion: The development offers opportunities for future residents to meet and interact through residential amenities, including landscaped open spaces, BBQ, and dining areas. • Population Growth: The proposal will introduce 245 residential units (one-, two-, three-, and four-bedroom) and is expected to increase the population by approximately 640 residents. The development will also include 99 co-living units with a maximum capacity of approximately 190 residents. • Affordable Housing: The development will include a portion of affordable housing for those on very low, low, and moderate incomes, contributing to a diverse population and helping address the lack of affordable housing in the LGA. • Community Composition: The diverse mix of accommodation types and costs will support key workers, students, and a range of demographics. While there may be changes to the community composition, these changes are not expected to have any negative impacts.
Accessibility	• Construction Disruptions: It is unlikely that access to services will be disrupted during construction. However, some temporary impacts on local roads, such as delays due to truck movements or partial road closures, may occur. • Emergency Services: There should be no impediment to emergency services' access to local roads. • Increased Demand for Public Transport: The development is likely to increase demand for public transport from future residents and workers, contributing positively by maintaining existing levels of service and potentially justifying additional services. • Increased Demand on Schools: The proposal may increase demand on local schools with additional funding likely to be directed towards schools with increased enrolments. • Community and Recreational Facilities: The development does not remove any community or recreational facilities. On-site facilities include landscaped communal open spaces, communal rooms, a pool and spa, and ground-floor landscaped public spaces. A proposed public plaza will further enhance community facilities. • Increased Demand on Services: The additional residents may increase demand for services, including child care, education, healthcare, libraries, public transport, and waste removal. • Tourist Accommodation: The proposed hotel provides tourist accommodation near a major transport hub, supporting existing retail and commercial uses in the area. • Accessibility Features: The development design includes lift access to all levels, smooth paths of travel on the ground floor, and adaptable/accessible apartments. Accessible parking spaces are also provided.
Culture	• Population Changes: The development will introduce a mix of residential units and co-living accommodation, leading to a likely increase in population. While this may result in some changes to the cultural composition of the community, these changes are not expected to have negative social impacts. • Cultural Heritage: No negative impacts are anticipated on cultural heritage values. • Cultural Expression: The development provides opportunities for cultural expression, particularly through the implementation of recommendations from the Connecting with Country report (Appendix N), which incorporates themes embracing local Indigenous connections to the land.
Health and Wellbeing	• Psychological Health: The proposed development's urban densification will be balanced by the inclusion of landscaped open spaces and recreational opportunities, which aim to encourage outdoor activities and social interaction. These features are expected to positively impact residents' psychological health. • Social Exclusion: The development addresses housing needs by providing a mix of housing options, including affordable housing for people on very low, low, and moderate incomes, which can reduce social exclusion. Housing security, particularly through affordable housing, can alleviate psychological stress associated with insecure housing. • Housing Diversity: The development will provide a range of housing options and sizes, including adaptable and accessible dwellings, catering to diverse socio-economic and demographic groups, including people of all abilities. • Active Travel: The development encourages active travel through the provision of bicycle parking spaces and its proximity to public transport, which supports residents' access to public services and reduces reliance on private cars. • Community Services: The proposal does not remove any existing community services, nor does it impede access to them. The development ensures continued access to local health and community services.
Surroundings	• Environmental Impacts: The proposed development is expected to cause some short-term environmental impacts due to noise and dust during construction. • Visual Impact and View Loss: A Visual Impact Assessment has been prepared to consider the impact of the proposed development on views from public viewpoints surrounding the site. The visual impact of the development represents a departure from the current situation, but this has been considered in the context of approved development plans and regional housing strategies.

Area of Impact	Impacts
	• Shadowing: Concerns regarding overshadowing and loss of sunlight were raised during community engagement. Shadow diagrams show that most of the shadow from the development will fall on adjoining rail infrastructure, minimising impacts on existing and future residential dwellings. • Construction Impacts: Nearby residents may experience temporary disturbances from construction activities, but these impacts are short-term and associated with noise and traffic from trucks. • Public Spaces and Facilities: No public spaces or public facilities will be negatively impacted by the development. Some local streets may experience truck movements during construction and increased traffic from the operation of the development's commercial, retail, and residential components. • Public Infrastructure Improvements: The development will contribute to the creation of new public spaces, improvements to public infrastructure, and enhanced pedestrian access along the Hannell Street frontage. Landscaping will be included as part of the improvements.
Livelihood	• Employment Generation: The development will create numerous employment opportunities in the following areas: - Construction, including jobs for workers, tradespeople, labourers, suppliers, and contractors. - Fit-out of residential units, hotel, and retail spaces. - Ongoing employment in the proposed commercial spaces, co-living units management, and the hotel, including roles in management, front of house, cleaning, and food services. - Jobs related to the ongoing maintenance of the site and its various uses. - Employment for companies supplying and servicing the retail, commercial, and hotel spaces, such as delivery and waste removal. - Employment opportunities for the Community Housing Provider. • Employment Distribution: The employment benefits are expected to be spread across various stages of the development. Construction-related employment is likely to benefit a wider geographic area, while retail and commercial opportunities may primarily provide local employment.
Decision Making Systems	• Grievance and Remedy Mechanisms: The local community has been invited to provide feedback through various channels. After the application is placed on exhibition, community members will have another opportunity to comment on the proposal. The site manager's contact details will be made available during construction for any issues related to the operation of the site, and centre management will oversee the commercial and retail spaces. • Influence on Project Decisions: The community engagement process was designed to inform the local community and stakeholders about the proposal, allowing them to express concerns and influence decisions before the application was lodged. The Affordable Housing component will be managed by MyLife Community Housing, a registered provider, with contact details displayed in the residential foyer.

Positive Social Impacts

The proposed development will provide several wide-reaching social benefits to the community, including:

- The provision of a range of dwelling sizes and types;
- The provision of affordable housing for key workers and those on very low, low and moderate incomes;
- The provision of adaptable housing;
- Access to a range of communal open spaces;
- Employment generation during construction;
- Employment generation in maintaining the development, including the management of affordable housing and co-living units;
- Employment generation from the hotel and retail spaces within the development;
- Accessibility to public transport and services, including services provided on site;
- Opportunities for community participation and cohesion; and,
- Opportunities for recreation on site contributing to health and wellbeing for residents, and site visitors through communal open and private open spaces.

To assess the positive social impacts of the proposal, an impact assessment and mitigation matrix has been provided at **Table 32**.

Table 32 Positive Social Impacts Assessment and Mitigation Matrix

Identified Impact	Likelihood	Magnitude Level	Duration	Social Impact Important	Proposed mitigation/ enhancement/ monitoring
Housing diversity and type	Certain	High	Ongoing	High	No enhancement measures identified.
Housing affordability	Certain	High	Ongoing	High	No enhancement measures identified.
Employment/ livelihood	Certain	High	Both short term & ongoing	High	No enhancement measures identified.
Accessibility	Certain	High	Ongoing	High	No enhancement measures identified.

Negative Social Impacts

Although the proposed development will deliver significant public benefits, temporary and perceived negative impacts may arise including:

- Impacts during construction works (including noise, disturbance, traffic, vibration and dust);
- Increased population on the site;
- Increased traffic on local roads on completion; and,
- The visual change of site presentation.

To assess the negative social impacts of the proposal, an impact assessment and mitigation matrix has been provided at **Table 33**.

Table 33 Negative Social Impacts Assessment and Mitigation Matrix

Identified Impact	Likelihood	Magnitude Level	Duration	Social Impact Important	Proposed mitigation/ enhancement/ monitoring
Construction impacts	Likely	Moderate	Short term	High	• Construction Noise and Vibration Management Plan to be prepared prior to issue of a Construction Certificate (CC). • Construction Environmental Management Plan to be prepared prior to issue of a CC. • Implement recommendations included in the Noise and Vibration Assessment (Appendix V).
Increased population	Certain	Moderate	Ongoing	High	N/A.
Noise impacts	Likely	Minimal	Ongoing	Low	• Implement measures outlined in the <i>Acoustic Design and Construction Advice</i>, including permissible hours for deliveries and waste removal.
Traffic and parking impacts	Likely	Moderate	Ongoing	High	• Implement recommendations included in the Transport and Parking Impact Assessment (Appendix S) and Green Travel Plan (Appendix T).
Visual impact	Likely	Moderate	Ongoing	Low	N/A.
Crime	Unlikely	Low	Ongoing	Low	• Implement recommendations included in the CPTED Report (Appendix OO).

As such, while some negative social impacts may occur as a result of the increase in traffic volume to the site and during the construction phase, the positive social impacts result in a net positive impact of the proposed development demonstrating that the proposed development has supportable social impacts.

8.2.17 Flood Risk

A Flood Impact Risk Assessment (FIRA) has been prepared by Stantec (**Appendix X**) to assess the potential impacts of flooding on and from the proposed development. The FIRA concludes that the proposed development is acceptable from a flood risk perspective.

Existing environment

The Flood Certificate (FL2018/00245) issued by the City of Newcastle identifies:

- The site is located in a Flood Planning Area.
- No part of the site is affected by a floodway under ocean or local catchment flooding conditions.
- The northwest part of the site is affected by a flood storage area under local catchment flooding conditions.
- The mainstream 1% AEP flood level is 2.20m AHD with a velocity of up to 0.15m/s
- The mainstream PMF level is 3.4m AHD with a low velocity of 0.15m/s
- The overland flow 1% AEP flood level in 2050 is 2.3m AHD with a velocity up to 0.05m/s
- The overland flow PMF level is 3.3m AHD with a velocity of up to 1.2m/s
- The minimum habitable floor level is 2.8m AHD
- On-site Flood Refuge is required

Existing local catchment flood levels, velocities and flood hazard and risk categories are reported to be based on the 2024 Throsby, Styx and Cottage Creek Flood Study by Rhelm. The floodplain model assembled for this Study was adopted by Stantec for the assessment of Benchmark Conditions.

Flood impact assessment

Future conditions

The assessment of flooding under Future Conditions was undertaken by modifying the TUFLOW model of Benchmark Conditions to represent the proposed development. The estimated flood extents and levels, depths, velocities and hazards in the 5% AEP, 1% AEP, 1% AEP in 2020, 1% AEP in 2100 and PMF events under Future Conditions are presented in the FIRA.

The proposed development includes:

- Representing the ground floor levels and adjusting ground levels external to the building as outlined in **Figure 50**;
- Adopting a surface roughness for the loading dock based on a paved roughness, a building roughness for all remaining ground floor areas and a roughness for external landscaping based largely on paving; and
- No provision for flood storage (based on the previous approved development which did not include provision for flood storage within the building footprint).

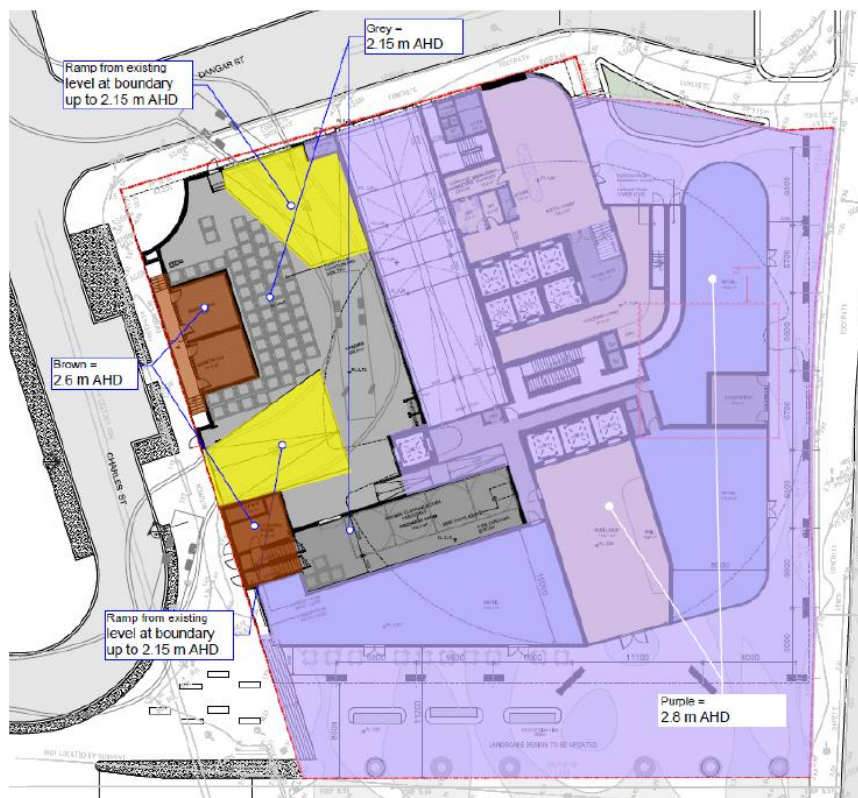


Figure 50 Flood model representation of ground floor levels

Source: Stantec

Flood level impacts

The estimated impacts of the proposed development on the 5% AEP, 1% AEP, 1% AEP in 2050, 1% AEP in 2100 flood levels and the PMF levels (in comparison to Benchmark Conditions) are presented in the FIRA. The FIRA concludes that:

- In the 5% AEP, 1% AEP, 1% AEP in 2050, 1% AEP in 2100 the flood level impacts are negligible;
- In the PMF there is a small area on the southern boundary where the PMF level increases by around 0.05m; and
- Overall, the proposed development has a negligible adverse impact on flood levels.

Flood velocity impacts

The estimated impacts of the proposed development on the 5% AEP, 1% AEP, 1% AEP in 2050, 1% AEP in 2100 flood velocities and the PMF velocities (in comparison to Benchmark Conditions) are presented in the FIRA. The FIRA concludes that:

- In the 5% AEP, 1% AEP, 1% AEP in 2050, 1% AEP in 2100 there are some scattered small impacts on flood velocities which are considered to have a negligible impact;
- In the PMF there is a small area south of the southwest corner of the subject property where the PMF velocities increases but remain below 1.5m/s and therefore are not a scour concern; and
- Overall, the proposed development has a negligible adverse impact on flood velocities.

Flood hazard impacts

The estimated impacts of the proposed development on the 5% AEP, 1% AEP, 1% AEP in 2050, 1% AEP in 2100 flood hazards and the PMF hazards (in comparison to flood hazards under Benchmark Conditions) are presented in the FIRA. The FIRA concludes:

- In the 5% AEP, 1% AEP, 1% AEP in 2050, 1% AEP in 2100 there are some scattered small changes in the flood hazard which are considered to have a negligible impact;
- In the PMF there is scattered impacts on flood hazard where the local extent of a flood hazard category has changed by one grid cell which does not significantly change the hazards experience on the floodplain in the vicinity of the subject property; and
- Overall, the proposed development has a negligible adverse impact on flood hazards.

Flood storage

The estimated flood storage under pre-development (Benchmark Conditions) in the 1% AEP flood in 2050 is mapped in **Figure 51**. The estimated flood storage under Benchmark Conditions in the 1% AEP in 2050 flood is 571 m³. The FIRA concludes that based on the previous approved development which did not include provision for flood storage within the building footprint, the impacts on flooding including flood levels, velocities, hazards and storage of the proposed development without any flood storage (except for inundation of the loading dock area which provides around 80 m³ in the 1% AEP in 2050 flood) are addressed in the FIRA. It was concluded that the proposed development without any flood storage except for the loading dock has a negligible adverse impact on flood levels, velocities and hazards.

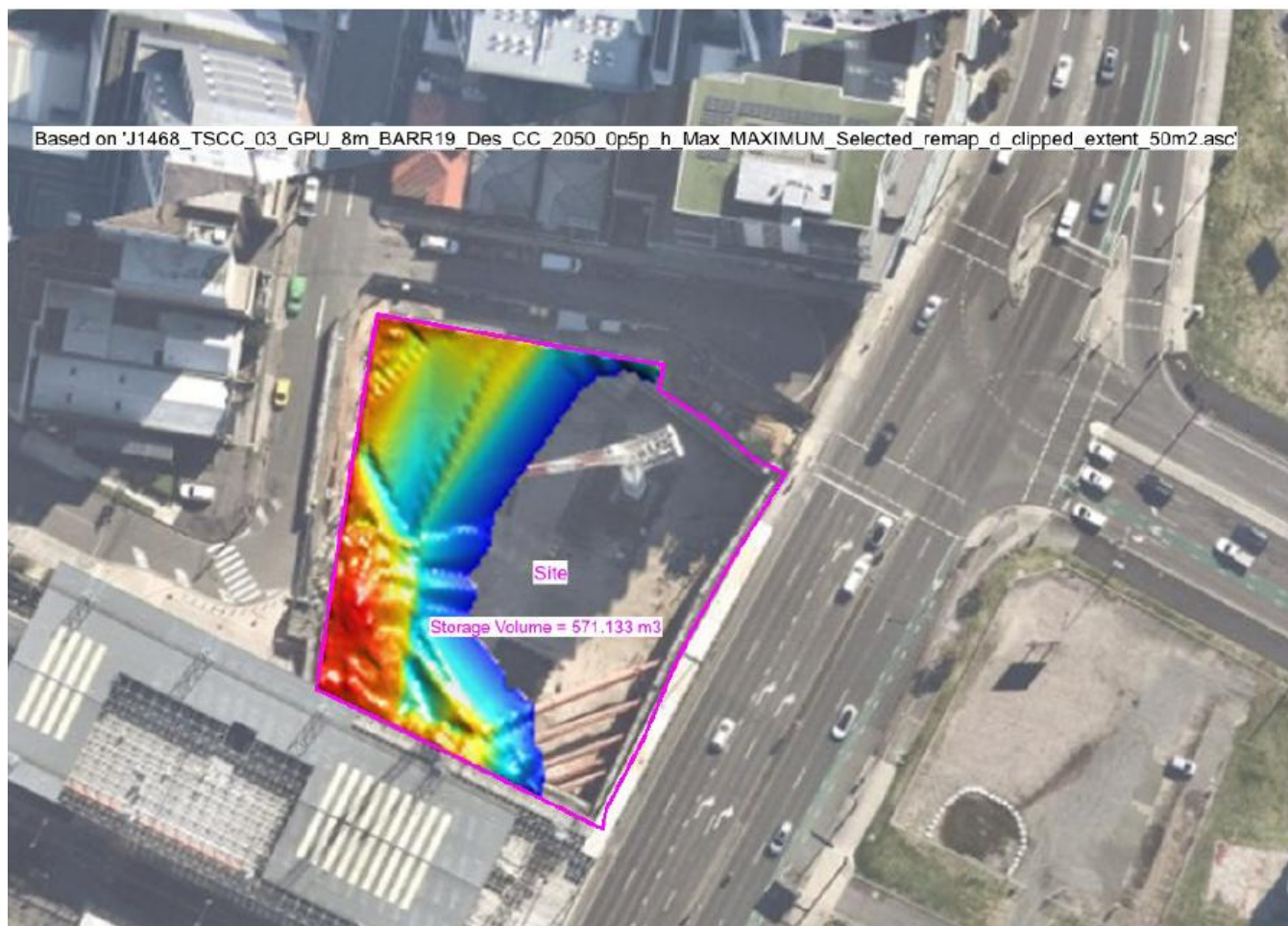


Figure 51 Flood storage in the 1% AEP flood in 2050 under Benchmark Conditions

Source: Stantec

Flood emergency response

The proposed flood emergency response has been designed in response to the relevant emergency plans, including the NSW State Emergency Management Plan (2023).

Rate of rise of flood waters

The FIRA finds that while the driveway crest level is set at the 1% AEP flood level + 500 mm freeboard and is compliant with the relevant provisions of the NDCP 2023, this freeboard would be overwhelmed in a PMF event. The 4-hour PMF is estimated to reach a level of 3.3m AHD i.e., 0.5m higher than the driveway crest level.

Based on the representative spill level of 2.80 m AHD to initiate flow down the driveway (assuming that the ingress of floodwaters via any other vents or lift shafts is limited) it is estimated that in a 4-hour PMF event that the onset of flows down the car park ramps would occur around 2 hours 15 minutes after start of the PMP storm.

The rates of filling of each level of the basement car parking were estimated using a simple hydraulic model of flows down the access ramps. For the case of the 4-hour PMF, the estimated times it would take to fill each level of the car park to a depth of 0.9m and to a depth of 2.5m vary from 80 minutes for basement level 3 to reach a depth of 0.9m and 190 minutes for basement level 1 to reach a depth of 2.5m.

In events less extreme than the PMF but of sufficient severity to overtop the driveway crest level and where the inflow volume is less than the storage volume in the car parking levels then the same flooding behaviour would be expected with flooding initially occurring on all three levels but at the time inflows cease floodwaters would then continue to flow down the access ramps until the flood level in the car park reaches its maximum level (i.e., the basement levels would fill progressively from Basement 03 like a bathtub).

Pedestrian and vehicular safety

The FIRA finds that the Hannell Street frontage of the property (Locations H4 and H5) and Hannell Street either do not experience unsafe conditions or if unsafe conditions are experienced, they are for a shorter period of time compared to

conditions at Locations H3, H2 or H7. Consequently, any emergency access to the development during major and extreme floods should be via Hannell St.

Flood warning, refuge and evacuation

Council provides a Flood Alert Service which requires any interested person or organisation to sign up to be notified in case of an emergency. The FIRA recommends review of other weather information sources including The Bureau of Meteorology.

The designated flood refuge is the hotel facilities on Level 06. There is 1,019 m² of GFA on this level. UPG have estimated that up to 55 persons may be present in retail spaces on the ground floor. This would require an available refuge area of 55 x 2 m² per person = 110 m². The FIRA concludes that the hotel amenity facilities offer an ample area for flood refuge. Vertical evacuation (shelter-in-place) is proposed for this building. All hotel staff, hotel guests, other workers, residents and visitors located on Level 1 or higher should remain in place unless directed to evacuate by NSW SES. If lifts cease to operate (for safety reasons or due to loss of power during a major storm) the central stairs provide an evacuation route from the basement levels up to Level 06. All retail areas on the ground floor and the Residential Lobby have back-of-house access to the central stairs. Any persons evacuating from the Co-living Lobby or the Hotel Lobby can access the central stairs by first walking up to the Ground Floor Mezzanine Level.

If required an updated Flood Emergency Response Plan will be prepared prior to issue of a CC.

8.2.18 Aboriginal Cultural Heritage

Aboriginal Cultural Heritage Advice has been prepared by Regal Heritage (**Appendix PP**) for the proposed development confirming the following works have been carried out on the site under the previous DA:

- External hoardings installed around the site;
- Sheet piling completed;
- Basement piles and beams installed;
- Bracing and ground anchors installed;
- Dewatering plant installed and operational;
- Lift pits, band beams, and blinding slabs partially complete, and;
- Tower crane base installed and crane erected.

As a result of these works, the Advice concludes there is no potential for Aboriginal objects to remain within the site and as such, this SSDA does not require any further Aboriginal Cultural Heritage Assessments to be completed.

8.2.19 Environmental Heritage

A Heritage Impact Statement (HIS) has been prepared by Edwards Heritage Consultants (**Appendix QQ**) to analyse and assess whether the proposed development will adversely impact any identified heritage item in proximity to the site (**Table 34**).

Table 34 Heritage Items in Vicinity of the Site

Heritage Item	Item No.	Address	Relationship to the site
Residence	I681	15 Charles Street, Wickham	Directly opposite
Former School of Arts	I690	80 Honeysuckle Drive, Wickham	Directly opposite
Wickham Public School	I685	54 Hannell Street, Wickham	Within the vicinity
Newcastle City Centre Heritage Conservation Area	C4	Extends across most of Hunter Street, as well as including parts of King Street, Scott Street, Wharf Road and others.	Within the vicinity

The assessment confirmed that the proposed modifications to the planning controls, and the subsequent proposed development will not adversely impact the identified heritage items, and specifically noted the following:

- The towers cylindrical form ensures minimal visual impact on the nearby heritage items, including the *Residence* at 15 Charles Street and the *Former School of Arts* at 80 Honeysuckle Drive.
- Despite the increased height of the development, the distance from the heritage items, along with intervening streets and landscaping, ensures the tower will not dominate or obstruct views of the heritage properties.
- The podium's design, comprising a six-storey base with extensive glazing and a lighter colour palette, reduces the visual bulk and maintains compatibility with the surrounding heritage items.

- The proposal's scale and massing are appropriate to the context of the area, and the development integrates with the evolving urban fabric without detracting from the heritage significance of nearby sites.
- The tower will not cause any adverse shading impacts on the *Residence* at 15 Charles Street due to the placement of the building behind the heritage item.
- The development will enhance connectivity to the heritage sites through public domain improvements, including a pedestrian through-site link, thereby increasing public engagement with the heritage context.

Based on the findings of the above assessment, the proposal will not adversely impact any heritage items within proximity of the site.

8.2.20 Accessibility & BCA

A BCA Compliance Report (**Appendix VV**), Accessibility Report (**Appendix WW**) and Fire Engineering Statement (**Appendix XX**) have been prepared to support the proposed development. The assessments conclude that the development achieves compliance with the relevant accessibility provisions of the NCC/BCA 2022 Amendment 2, the Disability (Access to Premises – Buildings) Standards 2010, Australian Standards and AS4299-1995 (Adaptable Housing) or is capable of achieving compliance subject to the implementation of the recommended performance solutions at the detailed design stage.

8.2.21 Infrastructure Delivery, Management and Staging

An Infrastructure Delivery, Management and Staging Plan Report has been prepared by goldfish&bay (GFB) (**Appendix NN**). The report assesses the existing and required infrastructure services to facilitate the proposed development, including hydraulic, mechanical, fire and electrical services.

Hydraulic services

The proposed hydraulic services include:

- **Sewer drainage and sanitary plumbing:** The site is serviced by an existing sewer main which traverses the site. It is recommended that approval from Hunter Water be sought for the sewer diversion, with two new sewer connections, one on Charles Street and one on Hannell Street. A network of sewer drainage systems will transfer sewerage waste from all levels of the proposed building to the nominated sewer connection. Areas within the building that are unable to be drained via gravity system to the property connection point and will be conveyed via localized sewer pump stations.
- **Trade waste:** All trade waste shall gravity drain to associated pre-treatment equipment and be conveyed into the basement sewer pump station to the sewer drainage discharge point. The report outlines design criteria for the retail tenancies drainage provision and commercial kitchen trade waste.
- **Roof drainage:** All site stormwater shall discharge into the on-site detention tank, except for those designated to bypass it, as specified in the civil engineer's documentation. Non-trafficable roof areas to be discharged into a rainwater tank located on the roof. OSD will be located on mezzanine level. Roof drainage pipework will comply with the relevant Australian Standards.
- **Potable cold water:** There is an existing potable water main in Charles Street. It is proposed for the site potable and fire water connection to be made via two connections into the watermain in Charles Street. Each service will be boosted by variable speed pump sets to ensure the minimum pressures in the brief are met to the commercial and residential strata.
- **Potable hot water:** Potable hot water services have been sized with adequate capacity to convey water supply to all fixtures and appliances.
- **Subsoil drainage:** It is proposed the basement subsoil drainage collecting groundwater inflow will be discharged via the stormwater pump station and de-watering treatment plant to the discharge control pit at ground floor as nominated in the Dewatering Management Plan and Civil Stormwater Reports. Pipework sizing will comply with the relevant Australian Standards.
- **Rainwater reuse:** The rainwater reuse services (if required) will be supplied from the rainwater tank. The location, capacity and reuse requirements will be subject to assessment from the BASIX consultant.
- **Natural gas services:** Subject to Jemana approval and mains capacity, the strategy for supplying gas to the proposed development will be via either a main located on Charles Street or a main located on Danger Street. Gas services will be sized with adequate capacity to convey gas supply to all required gas appliances.

Mechanical services

The proposed mechanical services include:

- Air conditioning and mechanical ventilation for the various uses,
- Car park supply and exhaust ventilation, and
- Smoke hazard management.

The report describes the proposed services and confirms that they can meet the required occupancy rates and loads, general internal lighting and power loads, ventilation rate and noise criteria.

Fire services

The proposed fire services include:

- Automatic fire sprinkler system
- Fire hydrant system
- Smoke/fire detection
- Emergency warning and intercom systems (EWIS)
- Portable fire extinguishers and fire blankets

The report describes the proposed services and confirms that they can meet the relevant codes and standards, including the Australian Standards and the National Construction Code. Spatial accommodations have been made for pumps room and water storage tanks at lower and upper levels of the building (refer to the Architectural Plans (**Appendix L**)).

Electrical services

The key electrical infrastructure and systems proposed for the development include:

- Site main electrical low-voltage infrastructure
- Site wide LV cabling and distribution
- General indoor and external lighting
- Emergency and exit signage
- Security, CCTV and access control
- Lightning protection
- Telecommunications
- Retail/commercial tenancies electrical provisions
- Residential units electrical provisions

The report describes the proposed services and confirms that they can comply with necessary local and national rules, regulations and standards identified in the report.

9.0 Project Justification

Considering the assessment of impacts above, this section provides an overarching justification and evaluation for the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.

9.1 Project Design

Proposed Rezoning

As addressed in **Section 4.0**, the proposed concurrent rezoning seeks approval for amendments to the Newcastle LEP 2012. The rezoning will seek to enable the mixed-use development described on the site, through the following amendments to the Newcastle LEP 2012:

- Amend clause 7.9 to permit a maximum building height of RL152m on the site; and
- Amend the clause 7.9A to permit a maximum FSR of 14.4:1 on the site.

Proposed Development

The proposed amendments to the Newcastle LEP 2012, as outlined in **Section 4.3** above, will facilitate a mixed-use development. Specifically, the proposed development comprises the following:

- Construction of a 43-storey (+ plant) mixed-use building, comprising:
 - 3 levels of basement car parking, providing 215 car parking spaces.
 - 6 storey podium comprising ground floor retail premises, a hotel including 171 rooms, restaurant / bar, recreation areas and function facilities, and podium rooftop communal open space for residential apartments above.
 - 245 apartments located in the residential tower, including 42 affordable dwellings to be managed by a registered Community Housing Provider (CHP) for a minimum of 15 years, in addition to 99 co-living housing units with associated communal amenities.
- Associated landscaping and public domain improvements, including the provision of community infrastructure in the form of a major east west through-site link and plaza connecting to the adjacent to the Newcastle Interchange along the southern edge of the site, a through site link running along the eastern boundary parallel to Hannell Street, and an additional plaza at the north-east corner of the site, all publicly accessible.
- Extension and augmentation of physical infrastructure and utilities as required.
- Modification of DA2022/00448 through an Amending DA condition under Section 4.17 of the EP&A Act, to utilise the existing excavation footprint and infrastructure as part of the proposed development and consolidate the approved development consent with the SSDA.
- Operation of the hotel and function facilities.

Demolition, early site works, bulk excavation, and shoring works, have already been completed on the site, under a separate DA (DA2018/01197), which was approved by the City of Newcastle on 30 April 2019. Minor additional permanent work in the form of construction of a capping beam is currently being progressed by the proponent on site, also under this consent, which is due for completion prior to determination of the SSDA, noting the SSD proposal seeks the consent for the prospective use of these permanent elements.

Given the SSD proposal seeks consent for the prospective use of these (minor) permanent elements (such as the shoring works and capping beam), and no further work under the existing base consent and Amending DA consent (discussed further below) will be undertaken on site, the proponent intends to surrender the existing base consent and Amending DA consent upon approval of the SSDA proposal. Accordingly, it is expected that DPHI will impose as a condition of consent on the SSDA, the surrender of these two development consents, which will no longer be required and will be inconsistent with the approved SSDA.

The increased provision of housing on the site is directly aligned with the strategic vision and several planning policies at a local, state and federal level that strongly emphasise the delivery of housing within well-connected areas. The project will see the delivery of 245 new dwellings, including 42 affordable dwellings and 99 co-living dwellings, contributing to the targets of the National Housing Accord, a commitment by the Federal Government to deliver 1.2 million new homes in Australia by 2029.

9.2 Strategic Justification

As detailed within **Section 3.0** of this EIS, the proposal is directly aligned with the relevant strategic planning framework as outlined below:

- **Housing supply:** The proposed development addresses various strategic frameworks provided by the Federal, State and Local government by contributing to the increase in supply of housing within the Newcastle LGA and NSW. This proposal acknowledges these strategic frameworks' urgency for diverse and affordable housing and will alleviate housing stress within Newcastle and the broader community.
- **Housing diversity:** The proposed development aims to increase the provision of diverse housing within the Newcastle LGA by delivering various-sized dwellings to accommodate evolving demographics. The provision of affordable housing also ensures security to those with very low to moderate incomes, allowing inclusive and equitable outcomes for the Newcastle community. The proposal also introduces co-living accommodation, providing a housing option catering to smaller households, mobile professions, and those seeking flexible, serviced living arrangements, further diversifying the mix of housing choices available in the locality.
- **Liveability:** The project will enhance and improve the liveability of Newcastle by offering housing, hotel and retail services within proximity of public transport, contributing to the growth and development of Wickham and the local community. With an activated public domain and retail tenancies the development aligns with the vision of a 15-minute neighbourhood and 30-minute city.
- **Supporting employment:** The significant retail and hotel space offered within the proposed development will generate employment opportunities within the Newcastle LGA and will strengthen the local economy.

9.3 Statutory Justification

A detailed assessment against the statutory planning context and proposed rezoning is provided in **Section 8.0** of this EIS, which is summarised below:

- The proposed development is entirely permissible with consent and meets the relevant statutory requirements of the Newcastle LEP 2012, Chapters 3 and 4 of the Housing SEPP and other relevant environmental planning instruments.
- The proposed development has been designed accordingly to address the provisions and design criteria of the Apartment Design Guide.

9.4 Community Views

The project has been subject to extensive engagement with key government agencies, including the Department and Council, as well as the local community. The detail of this engagement is provided within the Engagement Report (**Appendix H**) as well as **Section 7.0** of this report.

In summary, the consistent feedback received during this consultation was in relation to:

- Height and overshadowing;
- Traffic and parking;
- Infrastructure and amenities;
- Social impacts;
- Safety;
- Community character; and,
- Construction impacts.

The proposed development has considered the feedback received, which has informed the design iteration throughout the course of the project.

9.5 Likely Impacts

In accordance with the SEARs, the EIS has undertaken a detailed assessment of the scale and nature of the likely environment, social and economic impacts of the proposed development, including cumulative impacts:

Environmental Impacts

The EIS has considered all potential environmental impacts of the proposed development, including:

- Built form and urban design;

- Residential amenity;
- Environmental amenity;
- Overshadowing;
- Wind impacts;
- Crime prevention through environmental design;
- Visual impact and view loss;
- Public domain and landscaping;
- Transport;
- Rail impact;
- Noise and vibration;
- Water management;
- Ground and groundwater conditions;
- Contamination and remediation;
- Ecologically sustainable development;
- Biodiversity;
- Waste management;
- Social impacts;
- Flood risk
- Heritage; and,
- Accessibility.

The assessment concluded that the proposed development will not result in any adverse impacts and where any impacts are posed, mitigation measures have been identified, which are summarised in **Appendix D**.

Social Impacts

There are a number of positive social impacts and benefits of the proposed development, including:

- Increased housing supply through the provision of 245 apartments (plus 99 co-living units), contributing to growth in a strategically important renewal precinct.
- Delivery of 42 affordable dwellings, supporting housing affordability objectives by reducing housing stress, improving stability, and fostering better mental and physical health outcomes for residents.
- Enhanced opportunities for social mobility, as reduced housing costs free up household resources for education, job training, and other future-focused investments, contributing to higher incomes and improved life outcomes over time.
- Creation of a vibrant, mixed-use environment that integrates residential, retail, and hotel uses, encouraging a walkable, safe, and active streetscape that strengthens community connections.
- Support for transit-oriented development, with the site's immediate proximity to the Newcastle Interchange reducing car dependency and improving access to employment, education, and essential services.
- Integration of commercial and retail land uses with housing supply, enabling employees to live close to their workplace. This proximity will enhance workforce participation, improve productivity, and reduce absenteeism, benefiting both local businesses and the broader economy.

Economic Impacts

A summary of the economic impacts of the proposed development is provided below:

- The development will generate 1,316 FTE construction jobs and 54 FTE operational jobs, supporting the local job market and boosting the economy.
- The appropriate integration of residential land uses with non-residential uses, including hotel and retail tenancies will further stimulate economic activity and support businesses.

9.6 Principles of Ecologically Sustainable Development

The ESD Report (**Appendix BB**) addresses the project's consistency with the principles of ESD as defined in Division 5, Section 193 of the EP&A Regulations 2021. The ESD Report confirms that the proposal exhibits consistency with these principles as summarised in **Table 35** below.

Table 35 Assessment against ESD Principles

Principle of ESD	Assessment
The Precautionary Principle Where there are threats of serious or irreversible environmental damage, a lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by: (a) Careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and; (b) An assessment of the risk-weighted consequences of various options.	The project is not considered to pose any threat of serious or irreversible environmental damage, having regard to its location on an existing developed site within a highly urbanised area, where the nature and extent of potential impacts are well understood and can be assessed with a high degree of certainty. The proposal demonstrates a clear commitment to minimising environmental impacts through the incorporation of climate resilience measures, carbon emissions reduction initiatives and resource efficiency outcomes. Collectively, these measures reflect a precautionary approach to development by seeking to avoid or minimise potential future and uncertain environmental effects. On balance, the project presents a very low environmental risk and is consistent with achieving sustainable development outcomes.
Inter-Generational Equity The present generation should ensure the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations.	Achieving intergenerational equity requires the proposal to avoid, mitigate and respond to environmental impacts in a way that preserves environmental quality and supports sustainable communities over the long term. In this regard, the proposal incorporates a comprehensive suite of ESD initiatives directed toward resource efficiency, waste reduction, emissions reduction, climate adaptation and the creation of healthy living environments. These measures have been developed to meet or exceed relevant industry benchmarks and are intended to reduce greenhouse gas emissions, lower energy and water consumption, support on-site renewable energy generation, and minimise embodied impacts associated with construction materials.
Conservation of Biological Diversity and Ecological Integrity The conservation of biological diversity and ecological integrity should be a fundamental consideration.	The landscape and renewal strategy for the site seeks to maximise the use of local native species, or other species suited to the site's microclimatic conditions, in order to support biodiversity outcomes and minimise environmental impacts, including carbon emissions and stormwater quantity and quality impacts. In this way, the post-development outcome is intended to retain biodiversity values that are appropriate to the local flora and fauna context. It is also recognised that the site is located within a highly urbanised setting immediately adjacent to a major transport interchange, and accordingly opportunities for green landscape areas and deep soil planting at ground level are necessarily constrained and must be balanced against the site's urban context and development objectives. Notwithstanding these constraints, a stormwater management plan has been prepared for the site to ensure that stormwater leaving the development is appropriately managed in terms of both quantity and quality, consistent with the City of Newcastle's stormwater management requirements.
Improved Valuation, Pricing and Incentive Mechanisms Environmental factors should be included in the valuation of assets and services, such as— (a) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement, and (b) the users of goods and services should pay prices based on the full life cycle of the costs of providing the goods and services, including the use of natural resources and assets and the ultimate disposal of waste, and (a) established environmental goals should be pursued in the most cost effective way by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.	The project has incorporated sustainability and environmental initiatives at an early stage of the design and cost planning process to ensure that the most practical and cost-effective pathways are identified and embedded through both design development and construction. In addition, the selection and specification of materials, plant and equipment will give strong regard to achieving efficient long-term operational and maintenance outcomes, which are also expected to align with improved environmental performance across the apartment, co-living and hotel components. This includes initiatives such as photovoltaic arrays to reduce the long-term financial and environmental cost of electricity, electric heat pump hot water systems, and the use of durable building materials with a long service life. The proposal also provides flexibility for future building managers and occupants to select their preferred pathway and retailer for renewable electricity supply for the hotel, co-living, private residential uses and electric vehicle charging, while access to renewable energy for common areas will be facilitated through the provision of rooftop solar infrastructure and managed over time by the building managers and Owners Corporation.

9.7 Public Interest

The proposed development will deliver significant public benefit that aligns with the public interest through the following outcomes:

- Facilitating urban renewal by redeveloping a largely underutilised site within the Newcastle City Centre into a high-density, mixed-use development.
- Increasing housing supply and diversity through the delivery of 344 new dwellings, including 42 affordable units and 99 co-living units, catering to a broad range of household types and income levels.
- Delivering a high-quality built form that achieves a strong level of residential amenity, incorporates sustainability measures, and ensures long-term resilience.
- Enhancing the public domain through new landscaping, a through-site link, and pedestrian-friendly design that improve connectivity and urban amenity.
- Providing a mix of uses, including residential, hotel, and retail, that will generate employment opportunities, stimulate the local economy, and contribute to the activation of the Newcastle City Centre.
- Supporting the visitor economy by delivering a new hotel that will increase accommodation options, attract tourism, and support Newcastle's growing role as a destination for business, leisure, and cultural events.
- Supporting the National Housing Accord by delivering diverse, well-located, and affordable housing in a transit-oriented location.
- Aligning with key strategic plans, including the Hunter Regional Plan 2041 and the Greater Newcastle Metropolitan Plan 2036, by concentrating growth within a metropolitan centre with high transport accessibility.
- Promoting liveability and sustainability through high-quality architecture, environmentally sustainable design (ESD) measures, and integrated land uses that foster a resilient, inclusive, and vibrant community.

9.8 Suitability of the Site

The proposed development is entirely suitable for the site for the following reasons:

- It is permissible with consent under the Newcastle LEP 2012 and is consistent with the objectives and provisions of relevant planning instruments, including the Housing SEPP and the Apartment Design Guide.
- The proposal directly supports State, regional and local planning objectives for housing diversity and supply by delivering 344 dwellings across a mix of market, affordable and co-living typologies within a mixed-use development.
- The site is strategically located adjacent to the Newcastle Interchange, the region's primary multi-modal transport hub, supporting compact, transit-oriented growth and reduced reliance on private vehicles.
- It sits within the Newcastle City Centre and the *Wickham Master Plan's* Rail Edge Urban Precinct, an area specifically earmarked for high-density, mixed-use development.
- With three street frontages to Dangar, Hannell and Charles Streets, the site offers permeability, activation and high-quality urban design opportunities that will enhance the public domain.
- The redevelopment will transform a largely underutilised site, contributing positively to the urban landscape, housing security and affordability in the Newcastle City Centre.
- By incorporating hotel and retail uses alongside residential development, the project will create employment opportunities, stimulate the local economy and support the city's growing tourism and visitor economy.
- The site benefits from prior approvals (DA2018/01197 and DA2022/00448), with demolition and excavation works already commenced, demonstrating its readiness for redevelopment.
- It is not significantly constrained by biodiversity, bushfire risk or heritage view corridors, and the design has incorporated appropriate mitigation measures for any potential impacts.
- Feedback from key government agencies and the local community has largely been in support of the proposed development, reflecting confidence in the suitability and benefits of the proposal.

10.0 Conclusion

This EIS has been prepared to consider the environmental, social and economic impacts of the detailed design of a shop-top housing development comprising 245 residential apartments plus 99 co-living housing units, ground level retail, a hotel with 171 rooms and associated restaurant, recreation and function facilities, basement car parking, and public domain upgrades including a through site link.

The EIS has addressed the issues outlined in the SEARs (refer to **Appendix A**) and is in accordance with Schedule 2 of the EP&A Regulation with regards to consideration of relevant matters and has identified appropriate mitigation measures to manage the potential impacts of the development throughout the construction and operation of the project.

To ensure transparency and consistency, the rezoning application and this Environmental Impact Statement (EIS) will be publicly exhibited concurrently, demonstrating alignment between the built form and the emerging statutory framework. The EIS has considered a range of issues including statutory and strategic context, suitability of the site, community and stakeholder engagement, traffic and transport, soils and water, urban design and visual impacts, noise and vibration, infrastructure requirements, Aboriginal cultural heritage, non-Aboriginal cultural heritage and archaeology, biodiversity, socio-economic impacts, ecologically sustainable development, air quality, waste and contamination.

Having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposed development has been carefully designed to ensure a built form and design outcome that is compatible with the desired future character of the area, considering the emerging context of the Wickham Precinct.
- The proposal will facilitate the redevelopment of an underutilised site for the purpose of increasing housing supply.
- The proposal includes affordable housing on the site, to be managed by a CHP for 15 years, to increase the supply of affordable housing in the local area.
- The proposal will deliver community infrastructure on the site on-site capital works in the form of a new publicly accessible east-west through-site link and plaza along the southern portion of the site adjacent to the Newcastle Interchange, a through site link running north-south along the eastern boundary of the site parallel to Hannell Street, and a plaza at the north east corner of the site, together with associated landscaping and public domain improvements.
- The proposed development includes retail amenities that will greatly enhance the convenience of the surrounding and proposed residential neighbourhood, in addition to creating ongoing employment opportunities in the local area.
- The development will not result in any unreasonable adverse environmental impacts that cannot be appropriately managed through mitigation measures.
- The proposal is suitable for the site and is in the best interest of the public.

For the reasons outlined in this EIS, the proposed development and concurrent rezoning exhibit site and strategic merit, therefore warranting approval.