

WICKHAM WOOLSTORES

DA MASTERPLAN REPORT

NOVEMBER 2020

Prepared for INVESTEC AUSTRALIA by

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FAIRWEATHER

PLANNING
BUILDING
HERITAGE
URBAN DESIGN

CITY
PLAN
SERVICES



WICKHAM WOOLSTORES

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0.0 INTRODUCTION



0.0 INTRODUCTION

0.1 EXECUTIVE SUMMARY

This report has been prepared by Tonkin Zulaikha Greer Architects for Investec.

The Wickham Woolstores are located at 33, 41, 49 & 57 Annie Street, Wickham, Newcastle.

Submitted as a Staged Development Application under Section 83B of the EP&A Act, the concept proposal is to create a mixed used development across the entire site. A detailed proposal for the first stage of development - the adaptive reuse conversion of Woolstore 1 into residential apartments - is included in this planning report.

Wickham is an area in transition, evolving from its industrial past into a thriving and creative urban village. Strategically located within future employment zones and residential growth areas, it is in close proximity to Newcastle centre, as well as being well connected to retail precincts and public transport networks.

The vision for Wickham Woolstores is an environment that embraces its industrial past, as a means of generating a viable future. The rich character of the site is defined by a compelling confluence of robust industrial infrastructure and a diverse population of local creative industries. It is this unique sense of place that Wickham Woolstores seeks to nurture and engage.

At the core of this proposal is a mixed use philosophy; a forward thinking and sustainable urban approach that emphasises low impact, neighbourhood focused living. Wickham Woolstores will provide an increase in employment generating floor space, accompanied by a range of residential typologies suitable for a diverse cross section of the community. Using a long term, coordinated approach to the site allows the development to establish a fundamental set of urban principles. As a result, the public domain will be significantly enhanced with a series of new pedestrian laneways and through site links, extensive publicly accessible landscaping, as well as a new central urban street that will become the heart and gathering space of the local community of residents, makers and workers.

Wickham Woolstores will be a benchmark development within the locality that strives for high quality public space, nestled amongst a revitalized industrial backdrop, for living, working and creating.

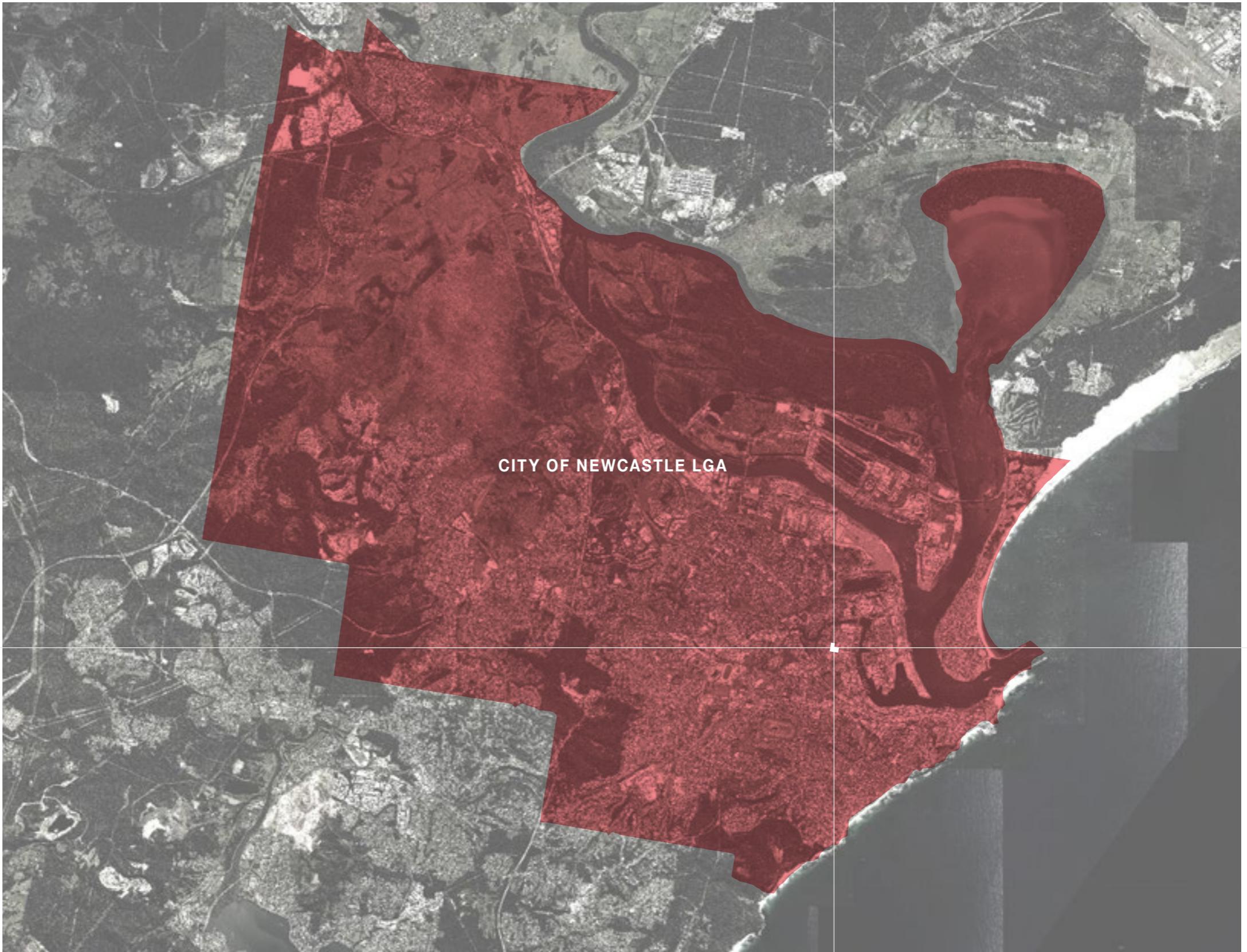


1.0 THE SITE

1.1 LOCAL GOVERNMENT AREA

1.1.1 REGIONAL CONTEXT PLAN

This is the area covered by the Newcastle Local Environmental Plan 2012. Underpinning the Newcastle Local Environmental Plan 2012 for this area is the The Local Planning Strategy which is a comprehensive land use strategy to guide the future growth and development of Newcastle.



1.2 PORTS SEPP AREA

1.2.1 PORT OF NEWCASTLE

State Environmental Planning Policy (Three Ports) 2013 is an environmental planning instrument that provides the land use planning regime for the Port of Newcastle. The Port of Newcastle Pty Ltd has recently taken over management of the Port through a 99 year lease and has released the Port development Plan 2015-2020 setting out their development objectives for this time.

The site is not within the Ports SEPP area but is in close proximity.



1.3 THE SITE

1.3.1 PUBLIC TRANSPORT / WICKHAM INTERCHANGE

The site is well served by public transport.

TRAINS

Hamilton rail train station is a 750m walk from the site.

PROPOSED LIGHT RAIL

Due for completion in 2019 the proposed light rail line will connect the site to the city. The proposed Wickham Interchange is a 1300m walk from the site.

BUS NETWORK

The site well connected to and serviced by bus routes. Buses connect the site to train stations, future light rail, Newcastle city centre, the University and outer suburbs.

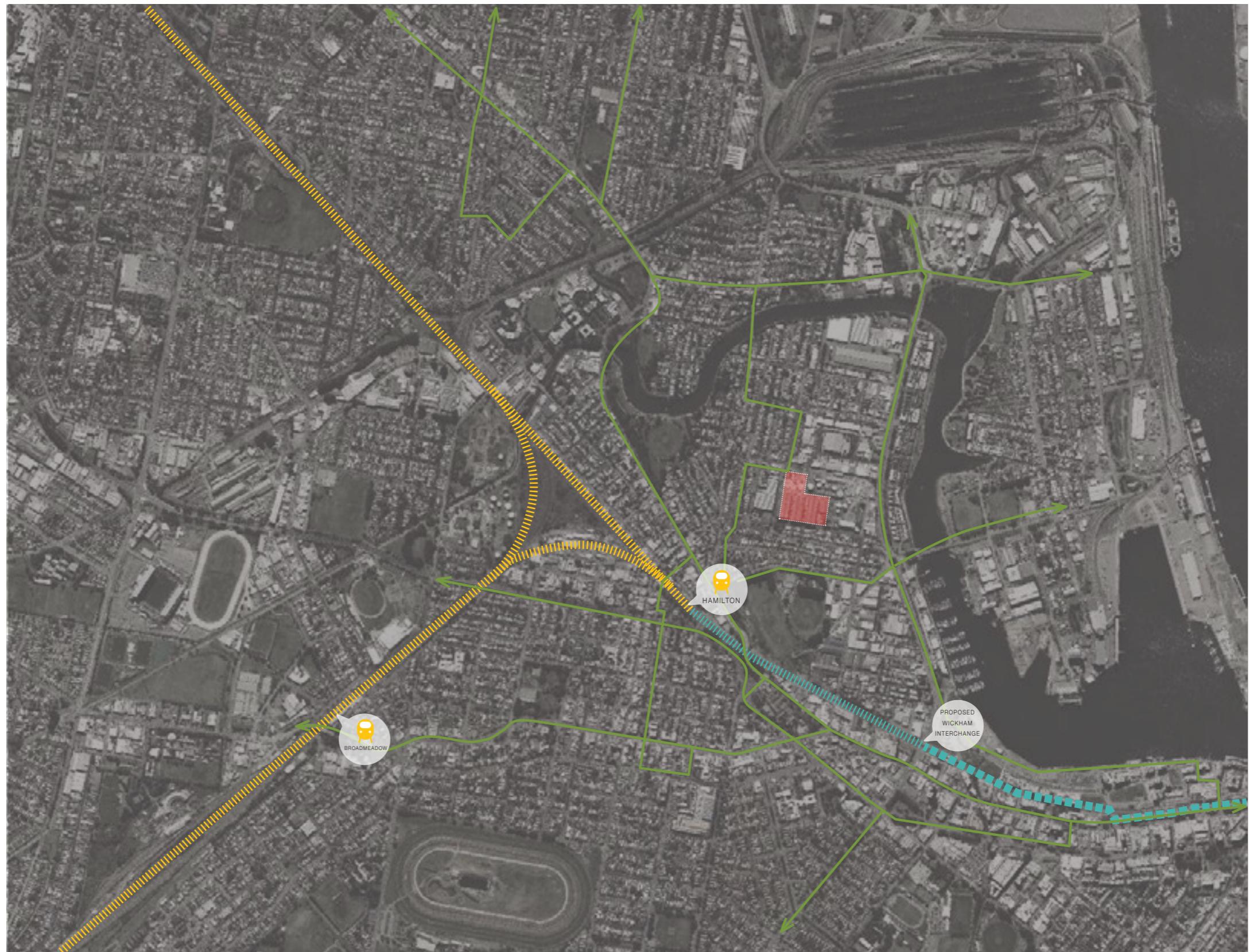
 TRAIN STATION

 RAIL NETWORK

 PLANNED RAIL TO WICKHAM INTERCHANGE

 PLANNED LIGHT RAIL ROUTE

 BUS NETWORK SURROUNDING SITE



1.3.2 GREEN SPACE NETWORK

The site is in close proximity to several large public open green spaces. The nearest is Wickham Park, which is a 250m walk from the site. Islington Park (Throsby Creek at the terminus to Power Street) is a 500m walk. Both of these have sports fields for active recreation and some minor facilities for passive recreation.

The diversity of public open space is very limited. Intimate and well distributed public green spaces are lacking. Large public recreational spaces cater to certain demographics and activities but not to others. A greater variety of public green spaces would be a welcome addition to the locality - particularly smaller pocket parks with play and picnic facilities.



1.3.3 ROAD NETWORK PLAN

The subject site is bounded by Annie Street to the south, Milford Street to the west and The Avenue to the north. The eastern boundary of the site adjoins the Caltex Depot. These streets are wide suburban streets, largely vehicle dominated and providing limited pedestrian amenity.

PACIFIC HIGHWAY / MAITLAND ROAD / STEWART AVENUE

The Pacific Highway is the major artery within the regional road network, running north-south along the coast. In this area, the Pacific Highway forms part of Stewart Avenue and Maitland Road and is to the south and west of the site. The road connects to Maitland north-west and to Charlestown and Lake Macquarie in the south. The Pacific Motorway which lies further inland to the west takes most of the through traffic past Newcastle.

HANNELL STREET

Hannell Street forms another north-south connection to the east of the site. It connects to industrial port land and Port Stephens to the north.

HUNTER STREET

Hunter Street is a significant east-west road in Newcastle city centre and connects to the Pacific Highway at the Stewart Street intersection.

DONALD STREET & KING STREET

Donald Street and King Street form the primary east-west artery connecting the Newcastle city centre to the inland Pacific Motorway, University and outer suburbs.

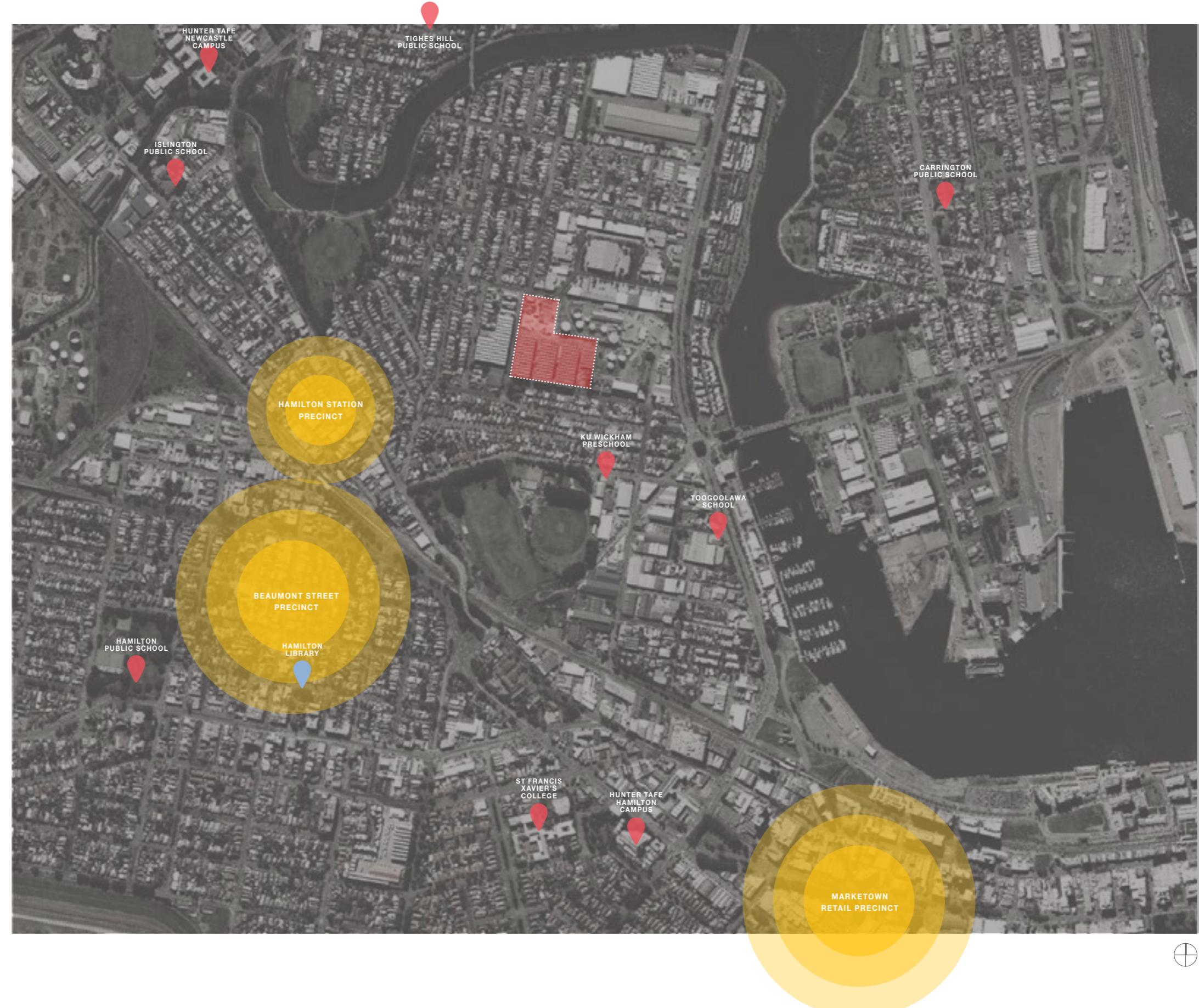


1.3.4 LOCAL AMENITY PLAN

The site is well serviced by established retail precincts.

Hamilton Station boutique retail precinct is a 550m walk from the site. Beaumont Street's traditional strip shopping precinct is 1.5km from the site. Marketown is 2km from the site and is a significant destination shopping centre with a variety of large retailers.

There is a poor distribution of smaller retail clusters. The distribution of retail is generally better suited to driving rather than walking. The area surrounding the site has many daytime workers and residents who do not have readily accessible retail provision.



1.4 SITE DESCRIPTION

Located at an exciting confluence of heavy and light industrial land uses, and residential and commercial uses, the site has rare and unique qualities and possibilities.

Heritage structures provide interest, texture and identity to the site. In addition the site is surrounded by residential but within a cluster of light industrial sites.

Residential amenity for transport, green open space and educational facilities are all good and within walking distances.

The site is situated in the belt of light industrial uses that is a transition zone from heavy industrial land uses and significant built form to the north and east of the site, and the residential uses and fine grain form of the areas to the south, west and north west of the site. It is a diverse and textured site with many opportunities for a variety of different types of redevelopment.

The street layout grid in the neighbourhood has been set out perpendicular to the ridge between the river bends. Originally set out for residential lots in the late 19th century, many along Hannell Street was subsequently amalgamated mid-20th century to provide larger lots for industrial uses.

There is a strong urban pattern and significant built form in the southern part of the site. This is dominated by the 3 existing heritage woolstores and a series of informal laneways running north-south between the buildings. The portion of the site to the north is open in character with no defining built form or urban character.

The existing heritage woolstores were constructed between 1942 and 1956. They are 4 storeys and are almost identical in layout and detail. The primary structure is concrete framed loadbearing masonry infill external walls. Internal structure is timber framed floors supported by hardwood timber columns. The sawtooth bonded asbestos roof is supported by fine steel trusses.



1.5 SITE ANALYSIS

1.5.1 SITE CONSTRAINTS

CONTAMINATION

Due to the industrial history of the site, there are areas of contamination that will require further investigation and probable remediation works.

SCALE

The site has surrounding small scale residential dwellings. The interface between large heavy industry, warehouses, apartment buildings and residential dwellings needs to be considered and managed.

PARKING SOLUTIONS

Basement parking is not possible due to flood risk therefore finding parking for the high density development is a challenge.

ACCESS

As the internal floor levels are required to be elevated above street level due to flood risk, on grade access into buildings will be challenging. There are additional challenges in creating a pedestrian friendly and permeable site but these are partly mitigated by a strong existing urban pattern and relatively flat topography.

HAZARDOUS INDUSTRIES

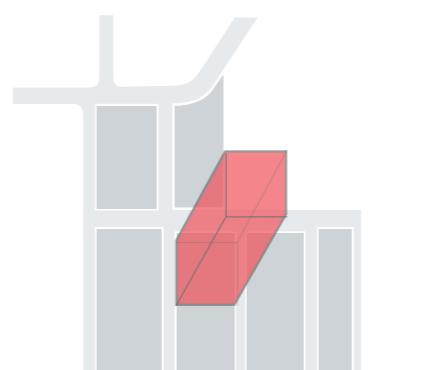
The hazardous industries surrounding the site potentially place limitations on site uses in different positions.

CONSTRUCTION FIRE RATING

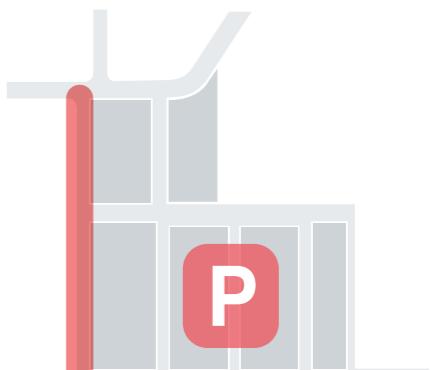
Fire separation between floors and uses within existing timber framed warehouse buildings is challenging as the structure is required to pass through fire rated line.



CONTAMINATION



SCALE



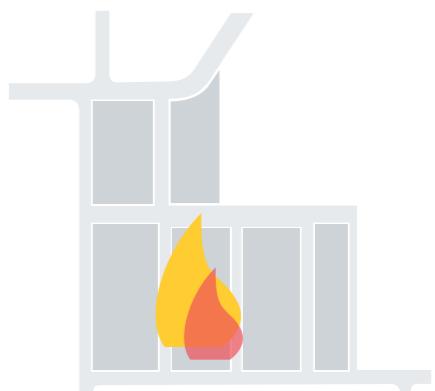
PARKING SOLUTIONS



ACCESS



HAZARDOUS INDUSTRIES



CONSTRUCTION FIRE RATING

1.5.2 SITE OPPORTUNITIES

VIEWS

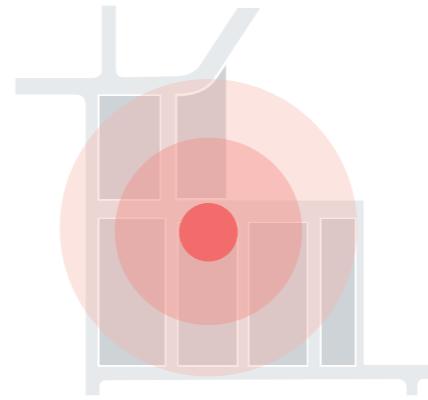
There is opportunity for good views both within the site and from the site. Views within the site are focused on the outlook towards proposed open spaces and of the existing heritage buildings. Views from the site are predominantly from upper levels of existing buildings, towards Throsby Creek and Newcastle city centre to the east and south-east and towards Tighes Hill to the north.



VIEWS

COMMUNITY

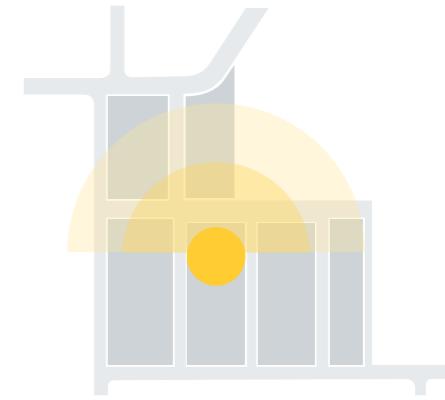
Increased density and a diversity of uses will lead to a concentration of different people on site and activation at different times of day. This leads to an opportunity to create an identity and sense of community for the precinct. A genuine mixed use precinct should allow for residents, workers and visitors to interact and sustain the life of the site - from early morning yoga in the park, to breakfast meetings, children's playdates, the lunch trade, mid-afternoon coffee breaks and after work recreation and shopping.



COMMUNITY

SOLAR ACCESS

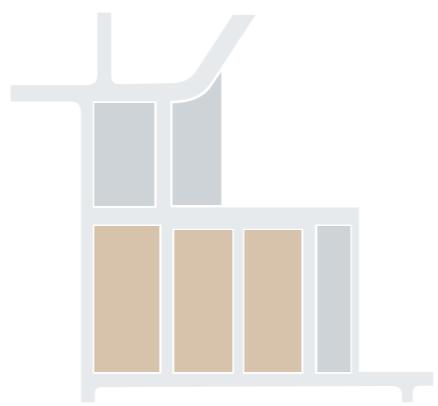
North south orientation of building lots provides good solar access, with limited part of the buildings having a completely south aspect. Due to the spacing between the existing building, however, there is some difficulty in getting solar amenity to the lower levels of the buildings.



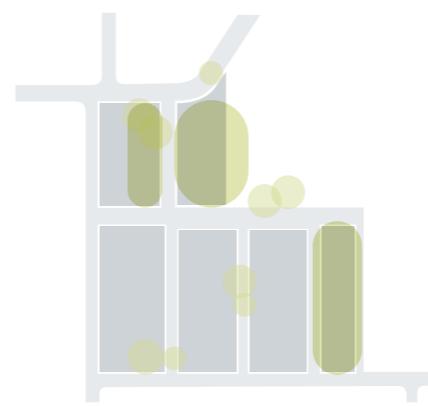
SOLAR ACCESS

OPEN SPACE

Immediately surrounding the site there is limited green spaces. On site there is good opportunity to produce high quality public open space both landscape and hardscape.



HERITAGE



OPEN SPACE

HERITAGE

Adaptive reuse of industrial fabric retains neighbourhood character and creates inherently rich and textured architecture. There is opportunity to create a unique urban environment.



STREET PATTERN

STREET PATTERN

There is good opportunity to continue the existing street patterns into the site creating an integrated and permeable precinct.





2.0 PLANNING FRAMEWORK



2.1 PLANNING OVERVIEW

The following section of this report outlines the planning policies relevant to this proposal. The policies assessed within the study range in scale from broad brush statewide strategies to the more immediate local planning context. The plans addressed in this section of the report are as follows:

- NSW 2021
- Lower Hunter Regional Strategy
- Newcastle Urban Renewal Strategy
- Newcastle Local Environmental Plan
- Local Planning Strategy

Other relevant studies and protocols considered to be significant to the proposal which have been addressed are:

- Newcastle Employment Lands Strategy
- Floodplain Risk Management Study
- Land Use Safety Planning
- Urban Design Protocol

By comparing the proposal to a comprehensive planning framework, the proposal intends to ensure an integrated urban design approach, which addresses the long term operation of the site in relation to all relevant levels of the planning and management hierarchy.

2.2 NSW 2021

NSW 2021 is a 10 year plan prepared by the State Government to rebuild the economy, return quality services, renovate infrastructure, restore accountability to government, and strengthen the local environment and communities.

It is the NSW Government's strategic business plan.

NSW 2021 aims to provide a clear mandate for sound urban planning that encourages an urban form consistent with the principles of new urbanism.

NSW 2021 32 GOALS

REBUILD THE ECONOMY

1. Improve the performance of the NSW economy
2. Rebuild State finances
3. Drive economic growth in regional NSW
4. Increase the competitiveness of doing business in NSW
5. Place downward pressure on the cost of living
6. Strengthen the NSW skill base

RETURN QUALITY SERVICES

TRANSPORT	HEALTH	FAMILY & COMMUNITY SERVICES	EDUCATION	POLICE & JUSTICE
 7. Reduce travel times 8. Grow patronage on public transport by making it a more attractive choice 9. Improve customer experience with transport services 10. Improve road safety	 11. Keep people healthy and out of hospital 12. Provide world class clinical services with timely access and effective infrastructure	 13. Better protect the most vulnerable members of our community and break the cycle of disadvantage 14. Increase opportunities for people with a disability by providing supports that meet their individual needs and realise their potential	 15. Improve education and learning outcomes for all students	 16. Prevent and reduce the level of crime 17. Prevent and reduce the level of re-offending 18. Improve community confidence in the justice system

RENOVATE INFRASTRUCTURE

19. Invest in critical infrastructure
20. Build liveable centres
21. Secure potable water supplies

STRENGTHEN OUR LOCAL ENVIRONMENT AND COMMUNITIES

22. Protect our natural environment
23. Increase opportunities for people to look after their own neighbourhoods and environments
24. Make it easier for people to be involved in their communities
25. Increase opportunities for seniors in NSW to fully participate in community life
26. Fostering opportunity and partnership with Aboriginal people
27. Enhance cultural, creative, sporting and recreation opportunities
28. Ensure NSW is ready to deal with major emergencies and natural disasters

RESTORE ACCOUNTABILITY TO GOVERNMENT

29. Restore confidence and integrity in the planning system
30. Restore trust in State and Local Government as a service provider
31. Improve government transparency by increasing access to government information
32. Involve the community in decision making on government policy, services and projects

2.3 HUNTER REGIONAL PLAN 2036

A key outcome of the regional strategy is to secure an adequate supply of land for residential development to cater for the housing needs of a growing and changing population.

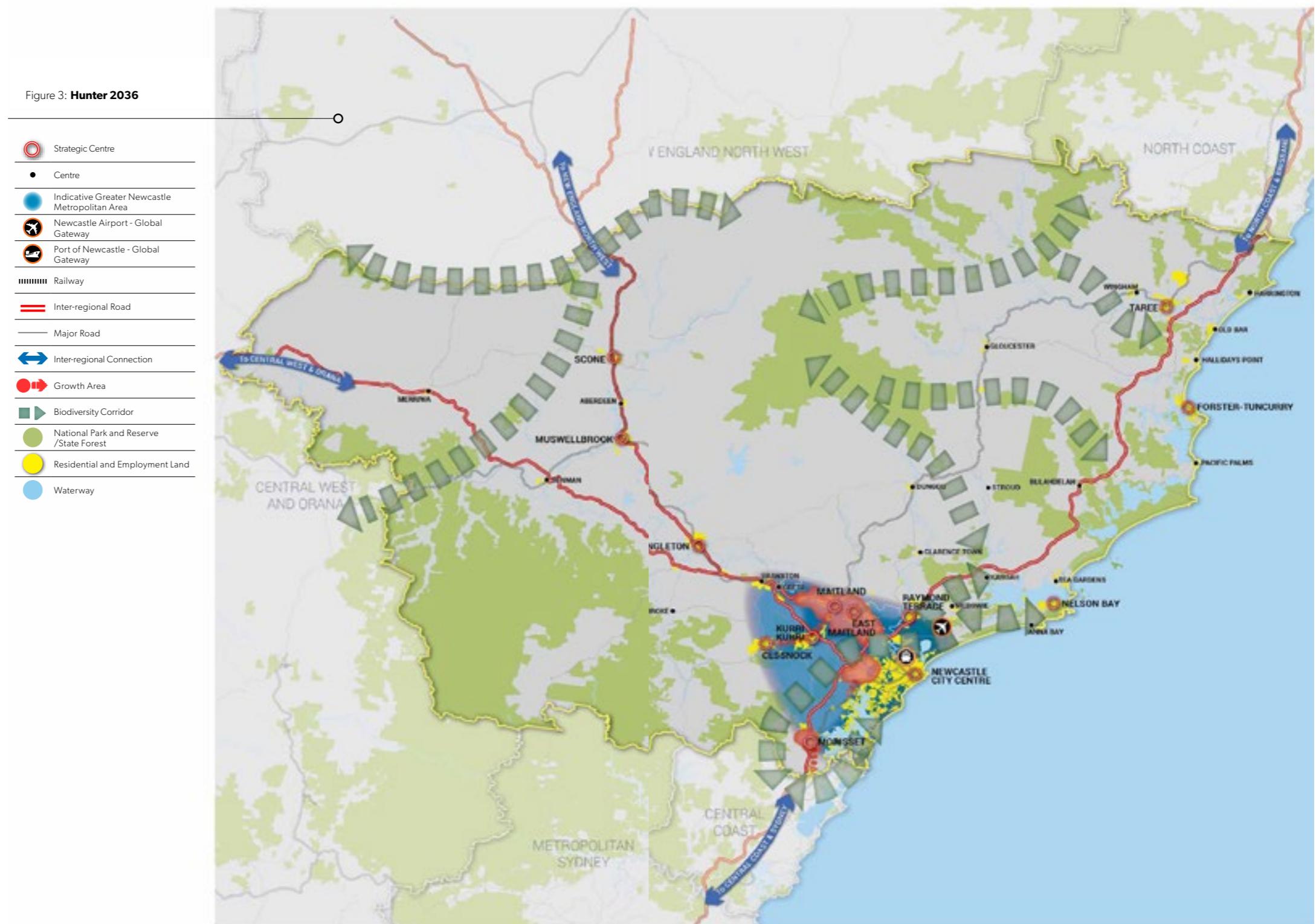


FIGURE 3: HUNTER 2036 FROM THE HUNTER REGIONAL PLAN 2036

2.4 NEWCASTLE URBAN RENEWAL STRATEGY

The Urban Renewal Strategy considers the suitability of the Newcastle city centre for urban renewal. It provides the strategic land use framework for the Newcastle City Centre.

While the suburb of Wickham is within the core of the strategy's scope the Woolstores site is just outside.

NEWCASTLE'S SIGNIFICANCE

Newcastle is the second largest city in NSW and is the capital of the Hunter region. The city includes regionally significant infrastructure such as:

- the Port of Newcastle, one of the world's largest coal export ports and a significant driver for the state economy
- the Newcastle Airport, which provides regular services to and from Sydney, interstate capitals and regional NSW
- the John Hunter Hospital, the main hospital for Newcastle and much of northern NSW
- the University of Newcastle, one of Australia's leading national universities

The Newcastle CBD also provides a range of functions including commercial, retail, entertainment, cultural, educational and transport services.

The city centre enjoys attractive natural amenity because of its location on the peninsula between the Pacific Ocean and the Hunter River with beaches and the harbour. The city has a varied topography which is complemented by historic buildings that are rich in character.

Notwithstanding these positive attributes, Newcastle has experienced significant challenges over the past 30 years. Events such as the global economic recession of the early 1980s, the Newcastle earthquake in 1989, the closure of BHP in 1999 and the recent Global Financial Crisis have all impacted the physical, social and economic fabric of the city.

Over the past two decades, the role of Hunter Street and the city centre has changed. Hunter Street's position as the primary retail destination for the city has weakened with the expansion of suburban shopping centres. Similarly, its role as the commercial centre for the city has also declined.

Despite these challenges, the city centre has continued to evolve and change. For instance, the removal of industry from the city centre and the closure of the BHP steelworks provided a large amount of land for redevelopment.

The Hunter Development Corporation formed in the early 1990s to renew obsolete railway and industrial lands along the waterfront of the Hunter River. The Honeysuckle area has been successfully transformed into a mixed use precinct with commercial office space and new housing.

THE CITY CENTRE

Today, Newcastle's city centre has a large and diverse range of land uses. It is the primary location for civic, commercial and cultural activities in the region.

Hunter Street forms the main commercial spine of the city centre. At its eastern end, there is commercial and retail focused on the Hunter Street Mall.

Entertainment, cultural and civic uses are located within the Civic Precinct, focused around Wheeler Place and include the Newcastle Museum and City Hall.

The west end provides a mix of commercial and retail uses and includes the city centre's main shopping centre. Wickham contains a mix of industry, commercial, retail and homes.

North of the railway line is the Honeysuckle precinct which has emerged as the primary location for new commercial office space in the city.

Residential suburbs such as Cooks Hill are clustered around the city centre.

The city centre is well provided for with public open spaces, including Birdwood Park in the west, Civic Park in the centre, Cathedral Park and Pacific Park in the east as well as the Foreshore Park.

The west end and Civic are largely built upon the floodplain of the Hunter River and Cottage Creek and consequently are relatively flat.

By contrast, the east end of the city is located on two steep hills, providing a scenic backdrop to the city centre when viewed from the foreshore of the Hunter River. Significant buildings sit atop these hills, such as the Christ Church Cathedral and are dominant landmarks on the skyline.

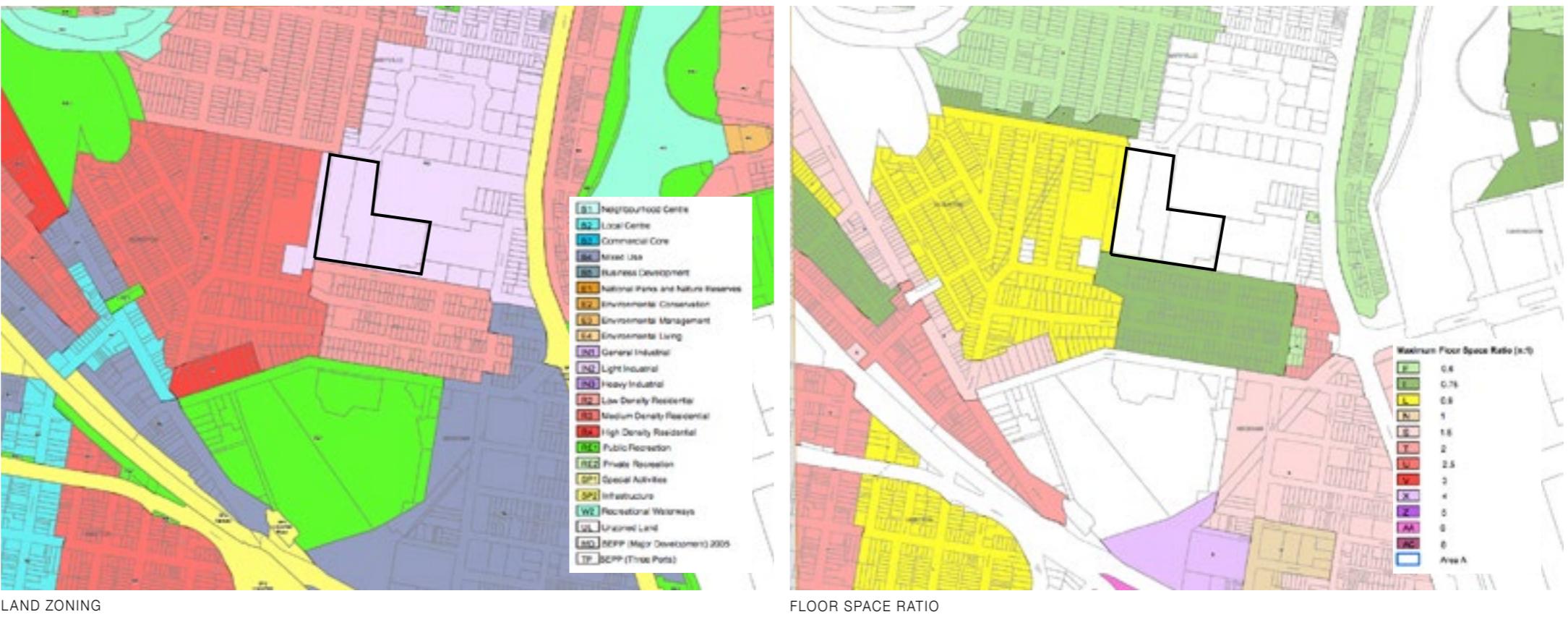
Urban renewal initiatives should focus on enhancing these existing attributes, for example, connecting the city to the waterfront, recognising heritage significance, bringing retail and people back to the East End, strengthening the Civic precinct and planning for long term growth in the West End.



2.5 LOCAL ENVIRONMENTAL PLAN

Newcastle Local Environmental Plan 2012 was made in June 2012 and is based on the State Government's standardised LEP template. The Local Planning Strategy informs amendments to the Newcastle LEP 2012, with the Local Planning Strategy providing strategic direction to both the Newcastle LEP and DCP 2012.

The following diagrams are from the LEP 2012 map sections for the site and a summary of key data from the LEP 2012 is provided below.



SUMMARY OF KEY LEP MAP DATA:

LAND ZONING

- IN2 Light Industrial

FLOOR SPACE RATIO

- N/A

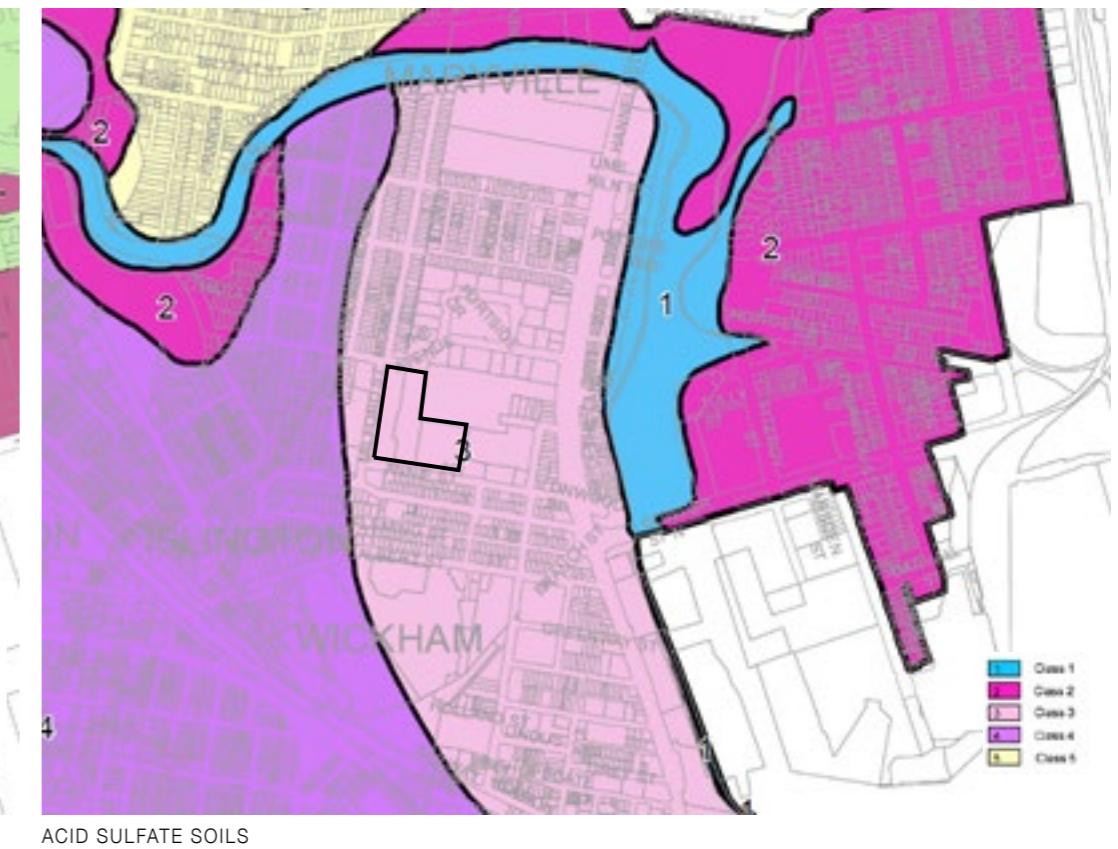
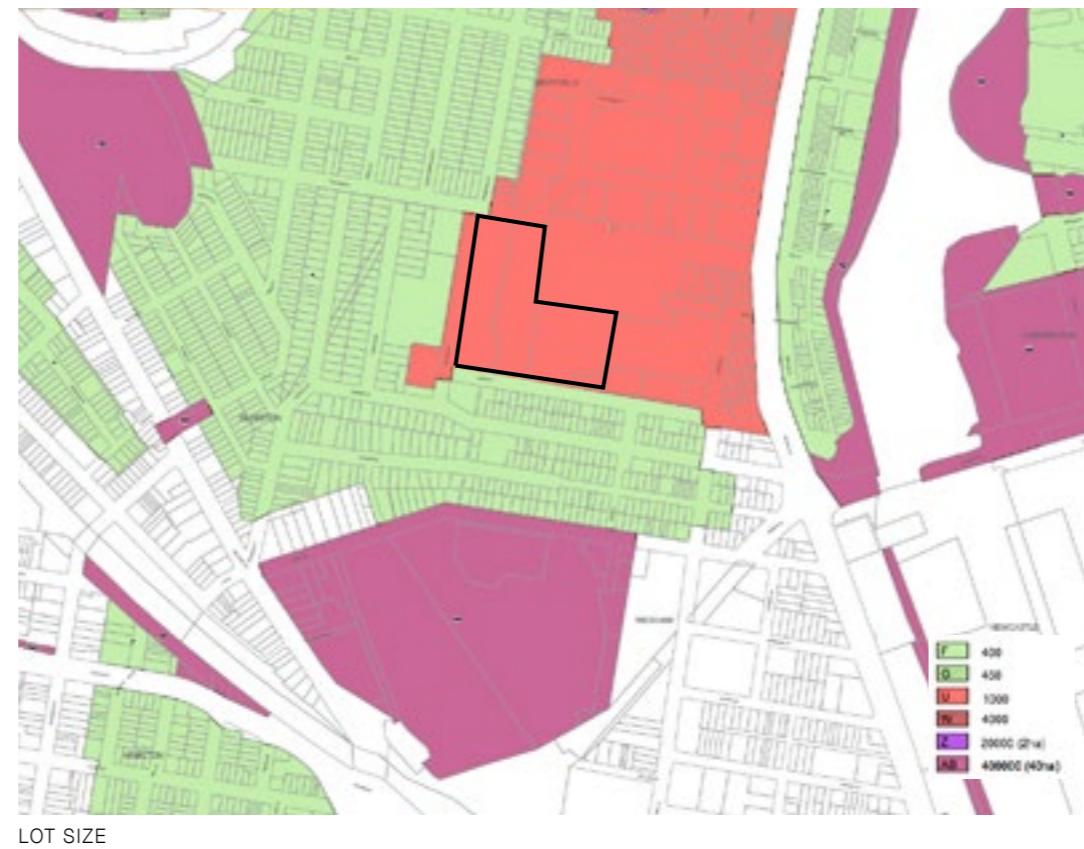
HERITAGE

- Item 1678
- Item 1679
- Item 1680

HEIGHT OF BUILDINGS

- N/A





SUMMARY OF KEY LEP MAP DATA:

MINIMUM LOT SIZE

- 1000 m²

ACID SULFATE SOIL

- Class 3

WICKHAM REDEVELOPMENT AREA

- The site falls outside of the Wickham Redevelopment Area



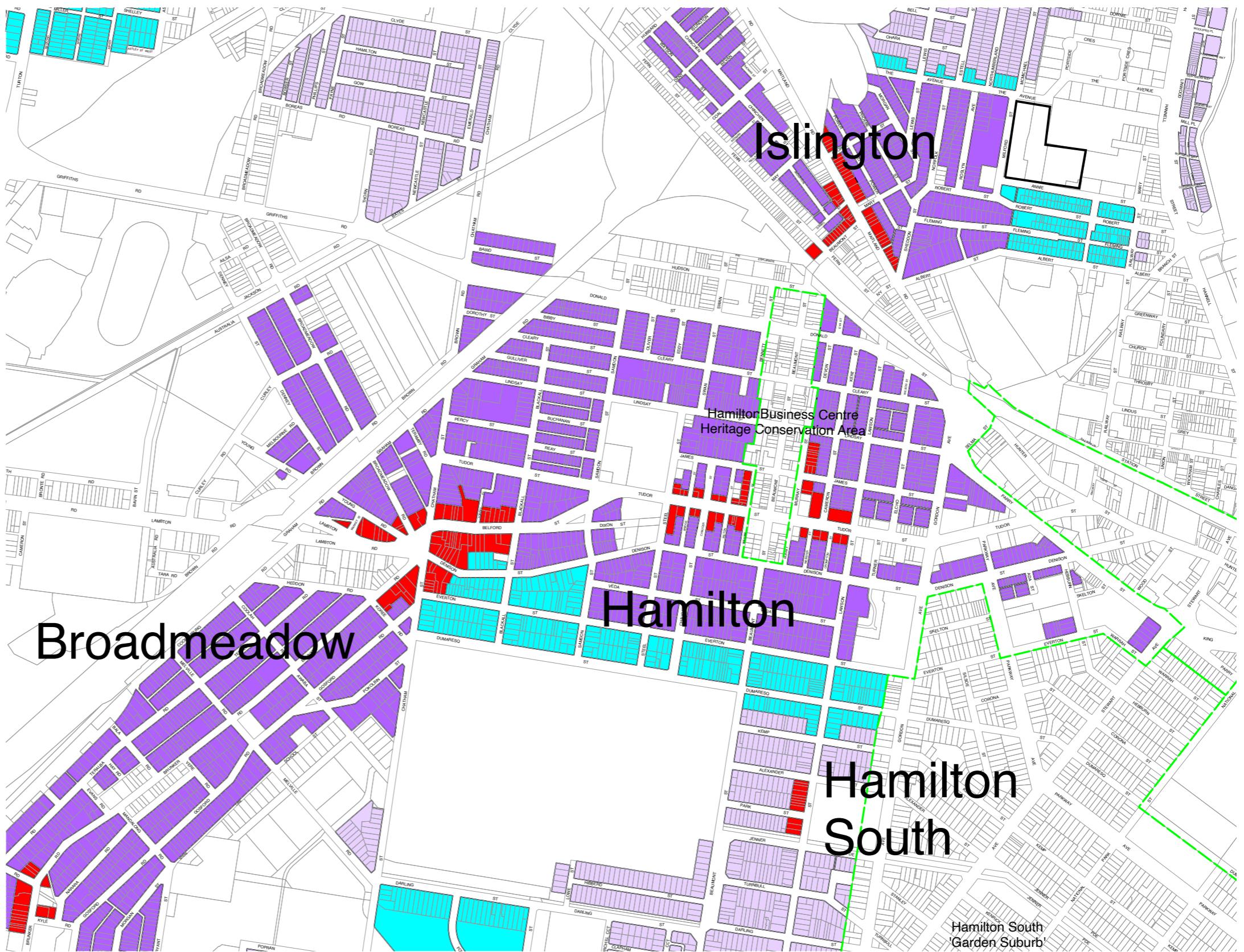
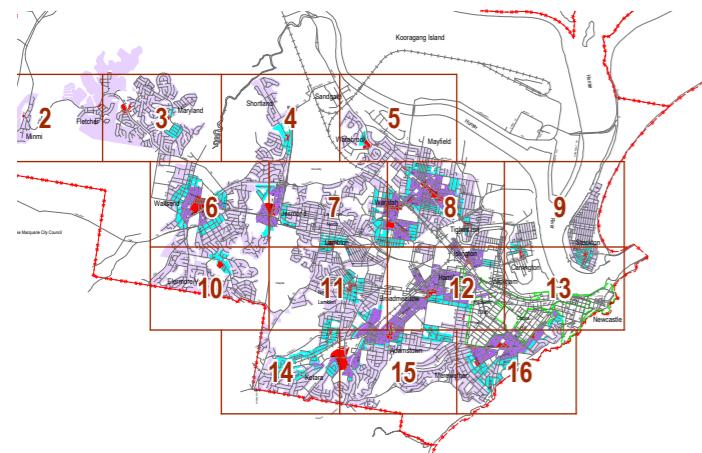
2.6 LOCAL PLANNING STRATEGY

The Local Planning Strategy is a comprehensive land use strategy to guide the future growth and development of Newcastle. The strategy underpins the Newcastle Local Environment Plan 2012 providing a land use planning platform.

2.6.1 RESIDENTIAL GROWTH PRECINCT MAP

Residential Growth Precinct Map 12 shows the project site as Not zoned residential and/or outside study area.

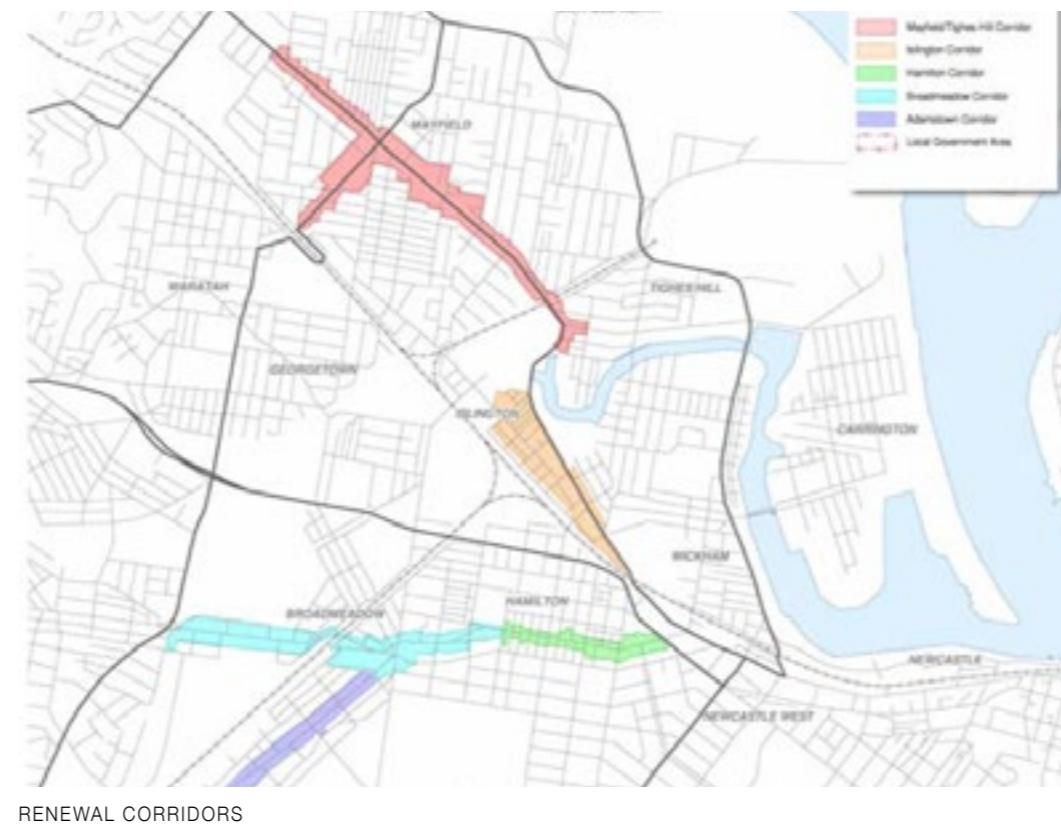
Precincts
Substantial Growth Precinct
Moderate Growth Precinct
Limited Growth Precinct
Business Precinct
Heritage Conservation Area
Not zoned residential and/or outside study area



2.6.2 RENEWAL CORRIDORS

Local Planning Strategy Section 3.2.4 identifies 5 renewal corridors.

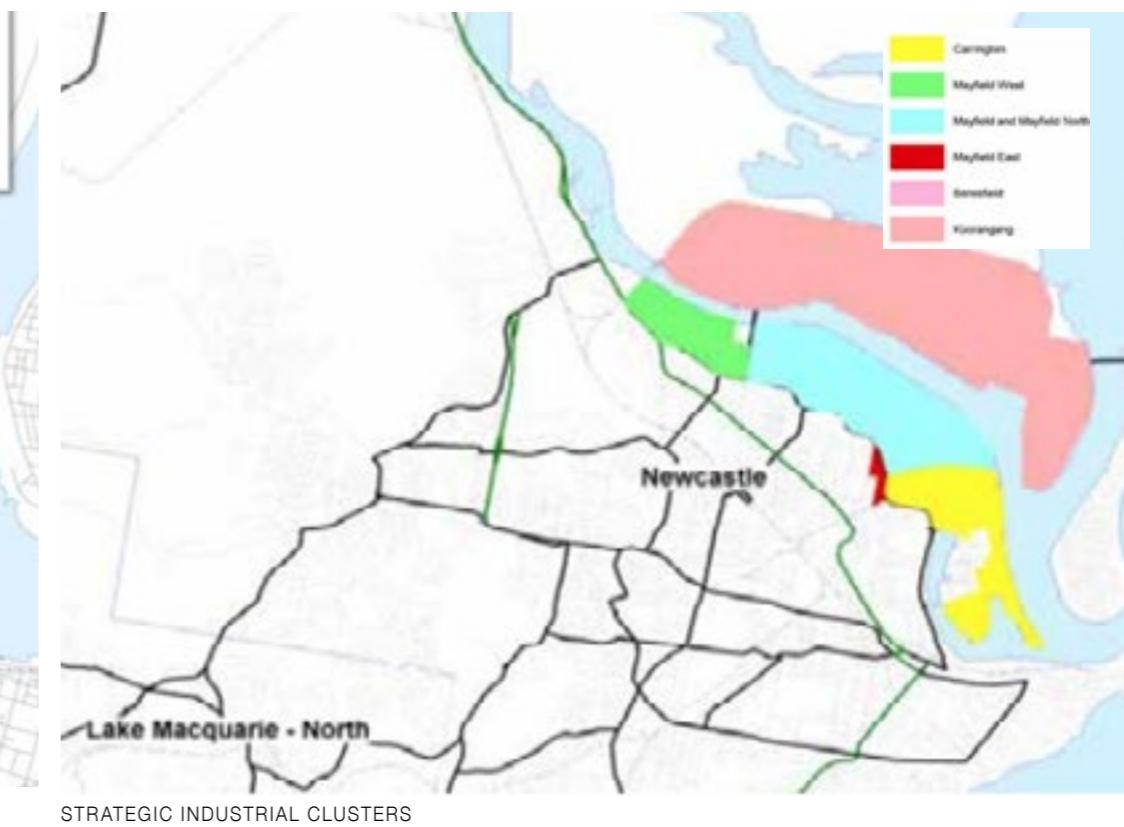
The site is 500-1200m from three of these renewal corridors.



2.6.3 STRATEGIC INDUSTRIAL CLUSTERS

Local Planning Strategy Section 3.2.7 identifies the four main industrial clusters of Newcastle's industrial lands.

The site is located to the west of the Carrington Industrial Cluster.



2.6.4 INDUSTRIAL PRECINCTS

Local Planning Strategy Section 3.2.9 discusses the three precincts which have been established for consideration for supply and demand of industrial lands, namely Inner, Centre and Outer Industrial Precincts.

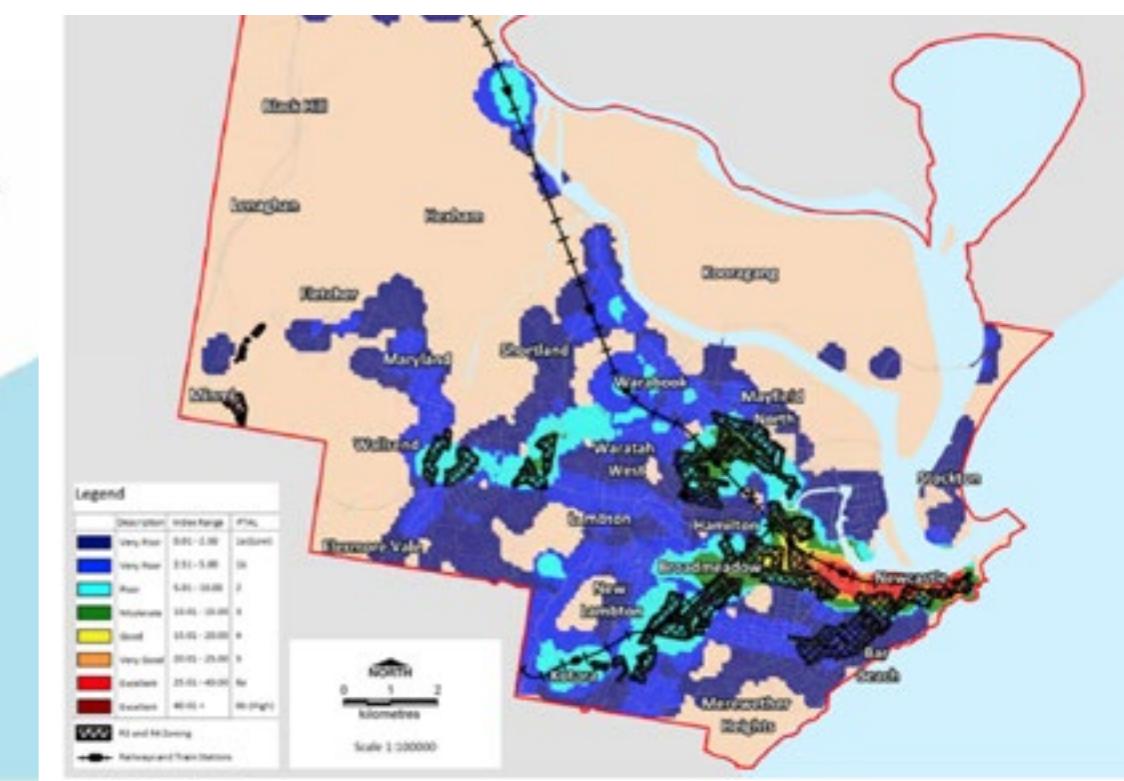
The site falls within the Inner Industrial Precinct. NELS identifies the need to protect industrial lands within this precinct. The light industrial zone adjoining Industrial Drive is identified as creating an important buffer and transition into more sensitive land uses such as residential.



2.6.5 PUBLIC TRANSPORT ACCESSIBILITY LEVELS

Public Transport Accessibility Levels (PTAL) are a measure of accessibility of point to the public transport network. Local Planning Strategy Section 3.6.1 shows the findings of the PTAL mapping undertaken for the Newcastle LGA.

The site has a "Very Poor" PTAL range with an index range of 0.01-2.50.



2.7 WICKHAM MASTER PLAN (DRAFT)

Newcastle City Council released the Wickham Master Plan for exhibition in March 2017.

The Master Plan provides the blue print for guiding future redevelopment of the land within the northwestern part of Newcastle City Centre. The area is in close proximity to the Newcastle West commercial core, the new Wickham transport interchange and Newcastle harbour. It is characterised by a mix of uses and lot sizes.

The Master Plan identifies an "Emerging Industry Quarter" along Railway Street. This precinct is intended to provide business development and employment generation opportunities within the area's larger mixed use sites. These offer proximity to public transport (within 1km) and good pedestrian amenity.

"Economic opportunities are likely to continue in service industries, distribution centres, and small scale niche manufacturing, including growth in smart technologies, research and development,. The provision of technological infrastructure and piloting of "smart city" initiatives within proximity to public transport, residential and lifestyle options make this an ideal location for emerging technological and creative industries, characterised by flexible work places that enable collaboration and resource sharing" p.32 WMP

It is evident that the Council's strategic direction is to encourage employment generating development within this new precinct, and not further north - at the Woolstores and in the area surrounding them.



2.8 NEWCASTLE EMPLOYMENT LANDS STRATEGY

The Newcastle Employment Lands Strategy (NELS) prepared by Hill PDA in March 2013 draws together existing research and data with current population forecasts and trend analysis to better understand the demand for employment generating uses within the Newcastle Local Government Area. The strategy balances the promotion of economic growth and the housing requirements of a growing population.

2.7.1 RESIDENTIAL AND EMPLOYMENT INTERFACES

NELS Section 14.9 of the Hill PDA report includes two maps of the land surrounding the site. The land is identified as being of particular consideration as the properties are on the border of the oil depot.



Newcastle Employment Lands Strategy

Part A – Newcastle Today
Part B – Newcastle Looking Forward
Part C – The Strategy
Part D – Implementation

AS REVISED FOR

City of Newcastle
March 2013
FINAL STRATEGY

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NEWCASTLE EMPLOYMENT LANDS STRATEGY

Newcastle Employment Lands Strategy

Some of the industrial buildings have exceeded their life and are in a poor state of repair or vacant whilst others are well tenanted by smaller businesses.

The conflict predominantly occurs in Maryville where residential dwellings are located directly adjacent to businesses such as smash repairs, distribution and storage warehouses. This mix of uses is particularly apparent in the area (encircled in red in the figure below) located between the large storage and distribution site at 248 to 270 Hannell Street in the north and the more recently built industrial units focused around The Avenue.



Source: Googlemaps

Residential dwellings in the area shown above either border the larger industrial units along Downie Street, Harrison Street, Roslyn Street and McMichael Street or are intermingled with smaller industrial uses in Edwin Street through to Loft Street. These properties are therefore addressed in greater detail in this section.

The character of uses changes distinctly on the western side of McMichael Street becoming almost entirely residential in character. This area does not directly interface with existing industrial uses and therefore is not considered further.

Owing to the close proximity of uses, some conflict may also be expected between the oil depot and residential properties to the direct south in Annie Street, Robert Street and Roslyn Street as shown in the figure below. The effect to these properties is therefore also considered within this section.



Source: Googlemaps

Hill PDA

Ref: C10040_March_2013

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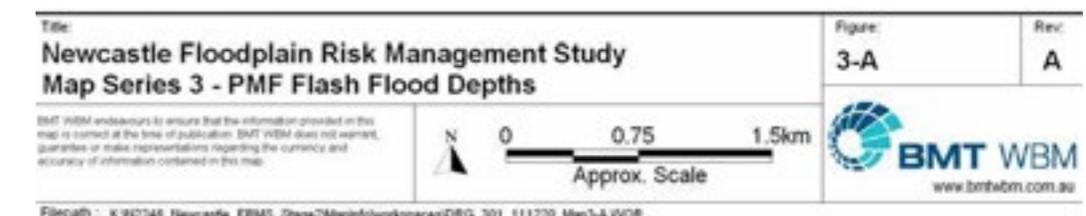
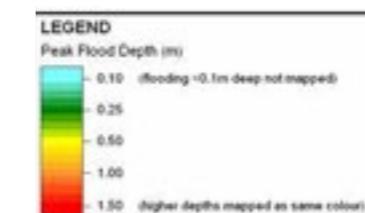
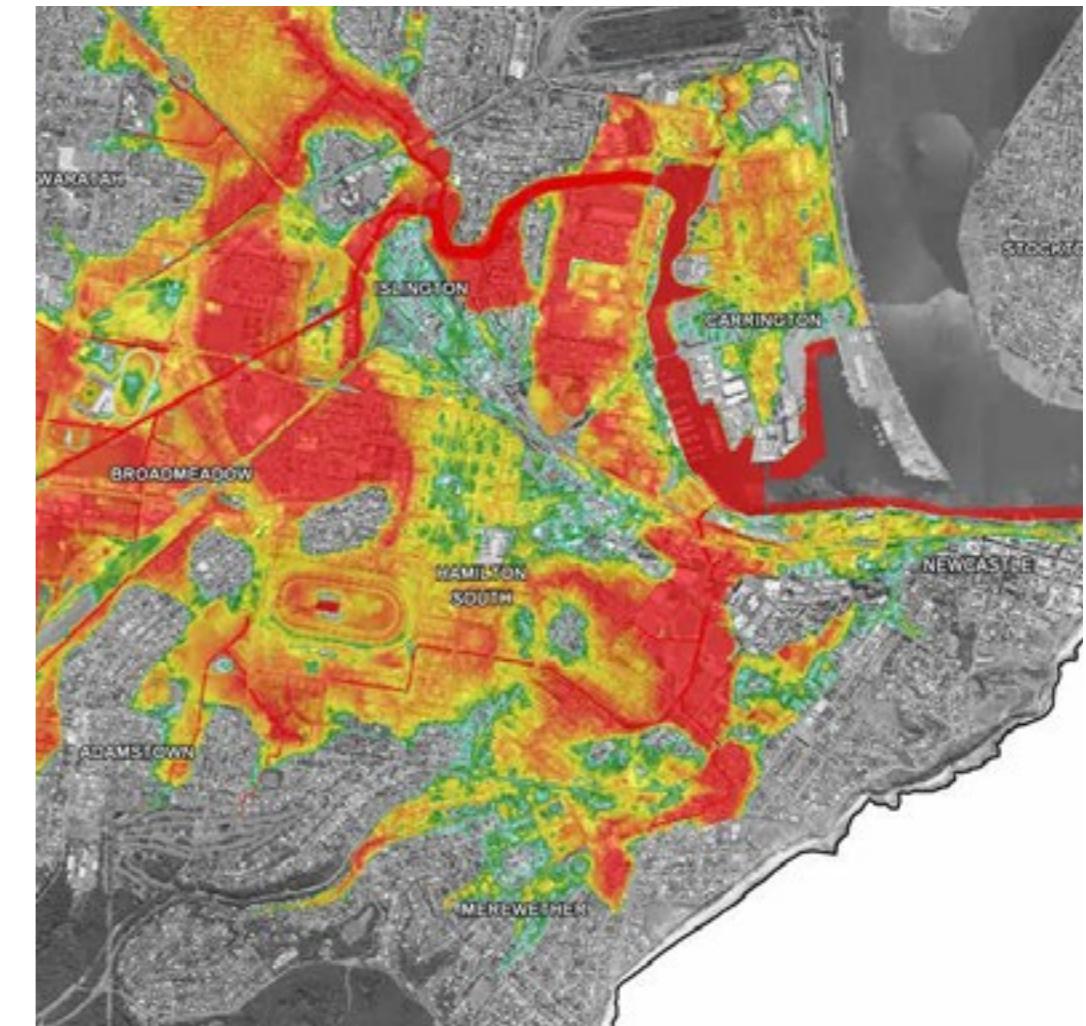
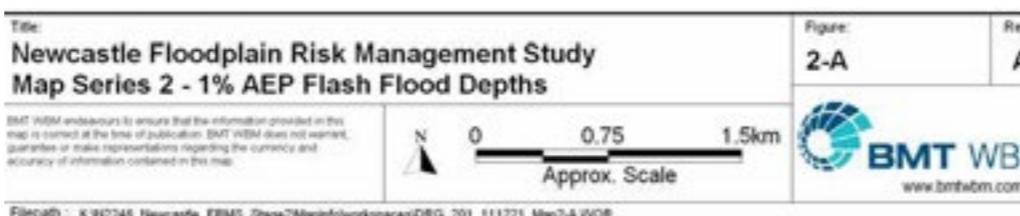
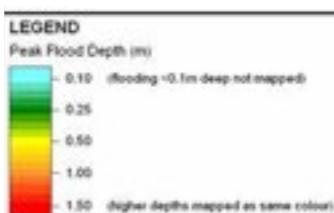
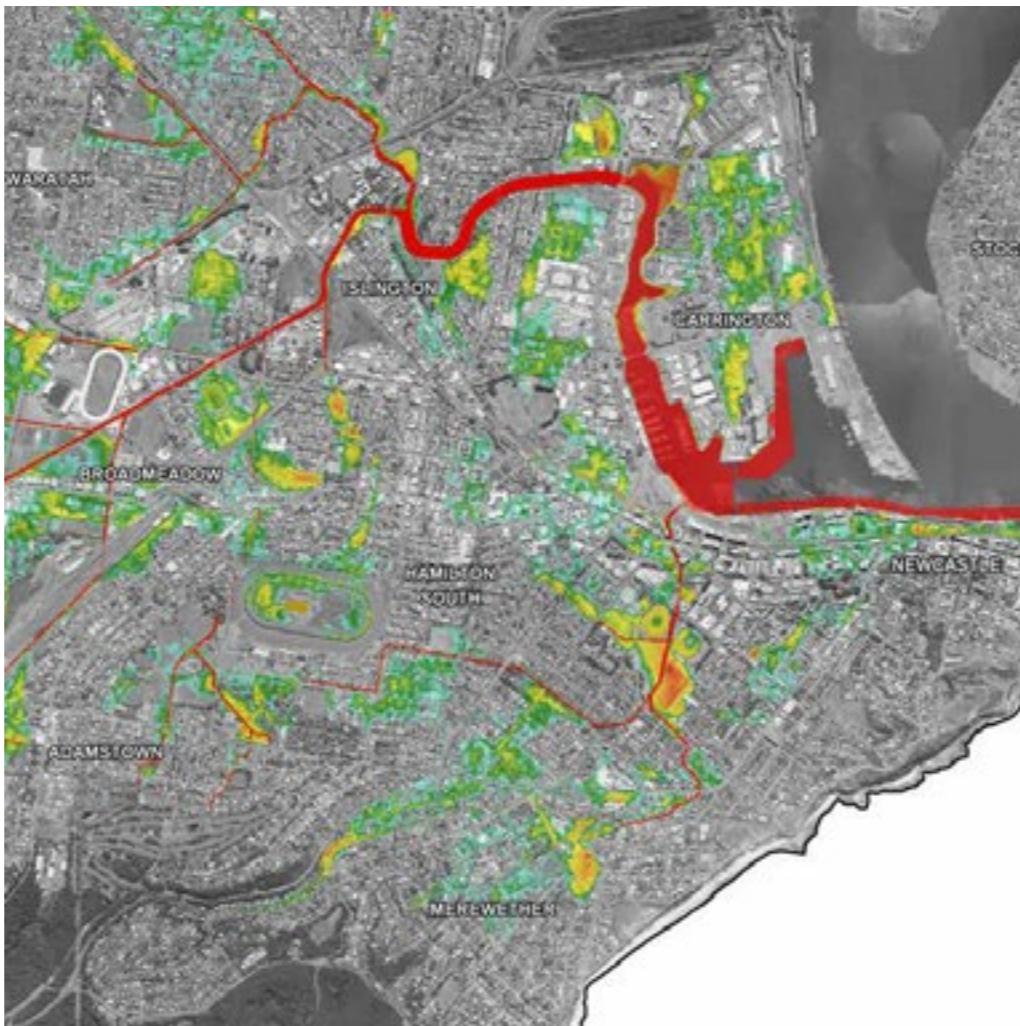
NELS 14.9 - RESIDENTIAL AND EMPLOYMENT INTERFACES - MARYVILLE

2.9 FLOODPLAIN RISK MANAGEMENT STUDY

"The Newcastle City-wide Floodplain Risk Management Study and Plan"

This document is the complete Floodplain Risk Management Study and Plan for the Newcastle City-wide area. It is the culmination of many years of research and studies, including various Flood Studies for specific catchments, Floodplain Management Studies, and the previous Stage 1 Concept City-wide Flood Plan. The document provides a suite of actions, works and initiatives that when implemented will result in reductions to Risks to Life and Risks to Property across the City.

A site specific flood certificate has site specific details about flood management requirements.



2.10 LAND USE SAFETY PLANNING

Hazardous Industry Planning Advisory Paper No 10 *Land Use Safety Planning*, January 2011

This document is a mechanism for dealing with actual or potential conflicts between sources of risk, such as potentially hazardous industrial developments, and surround land uses.

Planager Risk Management Consulting have prepared a site specific assessment addressing Hazardous Industry Planning Advisory Paper No 10 *Land Use Safety Planning*. The assessment, titled Hazard and Risk Assessment for the Development of the Wickham Wool Stores Adjacent to the Existing Caltex Fuel Depot, was prepared by Karin Nilsson.



Hazardous Industry Planning Advisory
Paper No 10

Land Use Safety Planning



January 2011

2.11 URBAN DESIGN PROTOCOL

Creating Places for People is a collective commitment to best practice urban design in Australia. The protocol is the result of two years of collaboration between peak community and industry organisations, and governments at all levels.

AIMS AND PRINCIPLES

The Urban Design Protocol is founded on five pillars: productivity, sustainability, liveability, leadership and design excellence. When integrated together, these pillars form the aim of the Protocol:



Twelve basic principles underpin the Protocol based on design, leadership and governance. These principles are integrated with the five foundation pillars of the Protocol.

Aim	What is being achieved (outcome)	Productivity	Sustainability	Liveability	How it's achieved (process)
Creates productive, sustainable + liveable places for people through leadership + the integration of design excellence	Enhances economic productivity + living affordability	+	Fosters environmental responsibility	Cultivates healthy, cohesive + inclusive communities	Leadership Demonstrates visionary leadership + governance
Design principles about place: productivity + sustainability	Leadership	Design			
Enhancing	+	✓	✓	✓	✓
Connected	✗	✓	✓	✓	✓
Diverse	*	✓	✓	✓	✓
Enduring	∞	✓	✓		✓
Design principles about people: liveability	Leadership	Design			
Comfortable	people			✓	✓
Comfortable + welcoming					
Vibrant	people	✓		✓	✓
Vibrant, with people around					
Safe	people			✓	✓
Feels safe					
Walkable	foot		✓	✓	✓
Enjoyable + easy to walk + bicycle around					
Principles about leadership and governance	Leadership	Design			
Context	circle			✓	✓
Works within the planning, physical + social context					
Engagement	double quotes			✓	✓
Engages with relevant stakeholders					
Excellence					



3.0 DESIGN RESPONSE

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3.1 OVERALL DESIGN PRINCIPLES

CONTEXT/HERITAGE

The existing heritage fabric is the departure point for entire development. There is an exciting opportunity to take these much loved, but badly neglected buildings and make them the heart of a new and vibrant community. Rooted in place, but looking forward.

CONNECTIVITY

The industrial nature of the site has meant that it is largely inaccessible and cut off from the surrounding area. Opening up the site by providing pedestrian through links, quality public domain and open space will ensure that the development is integrated into the neighbourhood and creates a genuine sense of place.

URBAN GRAIN + SCALE

The scale of the existing heritage woolstores gives them an urban character in an otherwise largely suburban location. There is an opportunity to play off the scale and density that these buildings imply by encouraging a concentration of people and new uses on the site.

AMENITY + INNOVATION

Occupying a remarkable site on the edge of the inner city, the development will take advantage of the proximity of public infrastructure and open space. Incorporating both adaptive reuse and new buildings, it would push the boundaries of innovative building technology.

URBAN FOOD

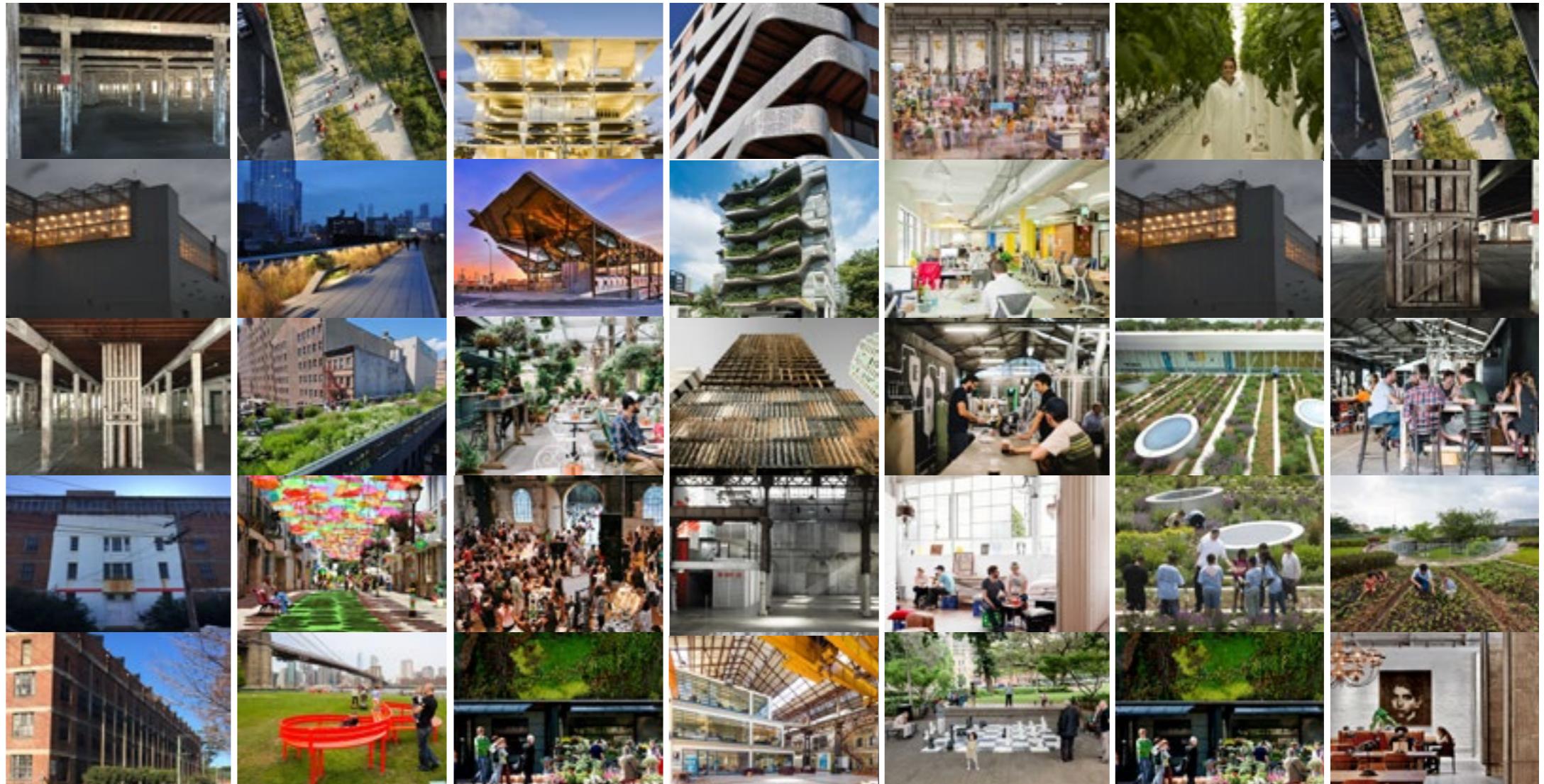
The development would look to stitch together the industrial and small scale residential character of Wickham by proposing a genuine mixed use precinct with a focus on artisanal food production. The site has great potential to grow produce on rooftops and in community gardens.

ACTIVITY + DIVERSITY

With a focus on creating a genuine urban neighbourhood, the development incorporates a variety of uses that will lead to all day activation of the site by a unique and changing mix of people.

SUSTAINABILITY

A wholistic approach to sustainability is a central principal of the development. It includes the adaptive reuse of three significant heritage buildings, focuses on local industry and craft production and looks to incorporate the highest standard of environmental sustainability in the public domain.



A resilient design that recycles removed woolstore timber

3.2 EXISTING SITE MASSING

BUILDINGS ON SITE

The site is dominated by 3 mid-20th century heritage listed woolstores. The woolstores address Annie Street and have laneways running between them. They are 4 storeys with concrete framed brick facades, internal timber framing and floors with sawtooth roofs. Bridge additions link the buildings at upper levels across the laneways. The buildings currently contain low-intensity light industrial uses, such as storage and artists studios.

The eastern end of the site has a 1 storey sawtooth roof building used for light industrial purposes.

The northern end of the site has a collection of small buildings associated with a precast concrete manufacturing facility mainly housed in temporary building and shipping containers.

SITE CONTEXT

The site is located at a transition point between the heavy industrial uses to the north-east and the residential uses to the south and west.

Directly adjacent to the site on the north and east and the Caltex Oil Terminal.

To the south, across Annie Street, are a collection of predominantly 1 storey single residential dwellings.

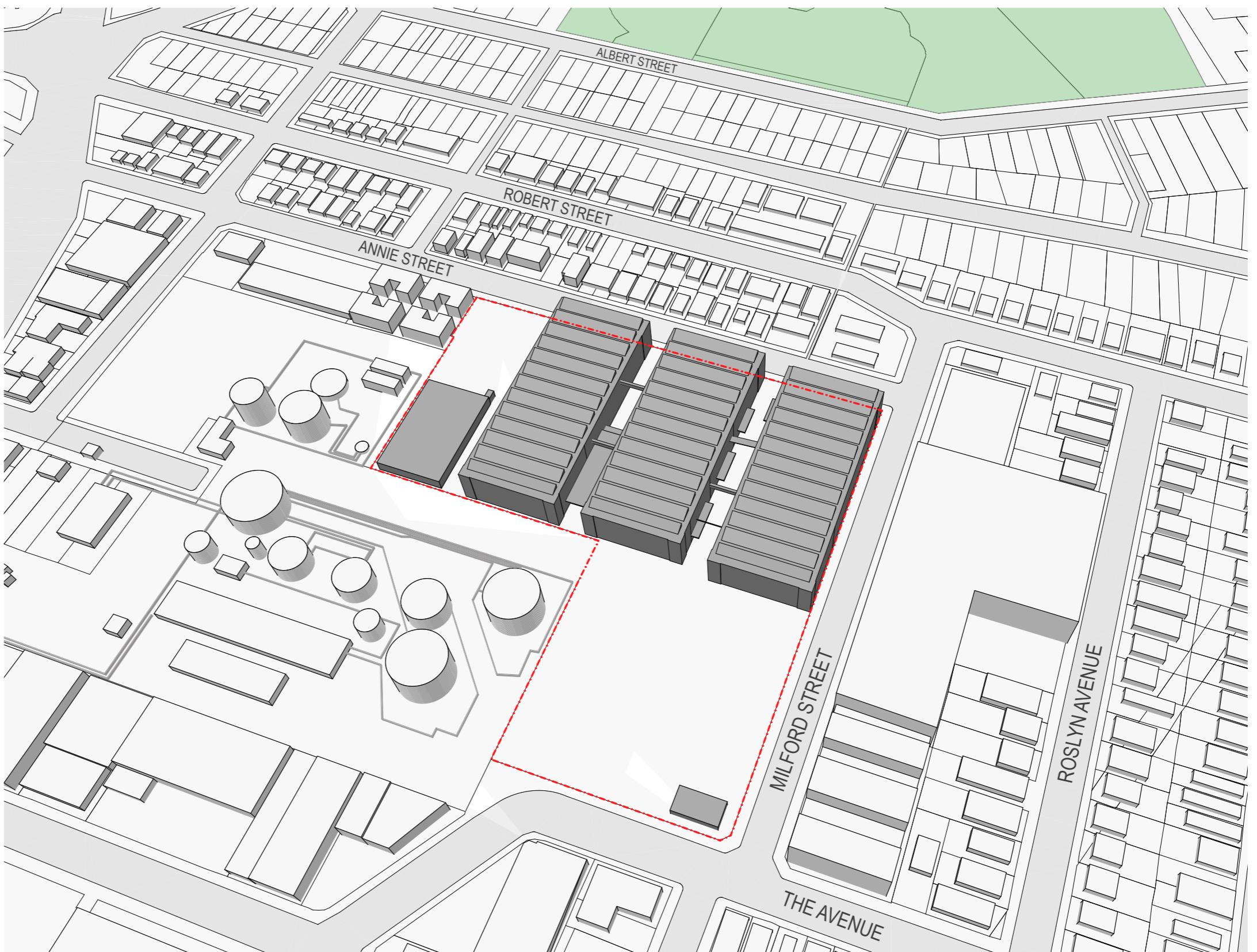
To the west, across Milford Street, is the recent redevelopment of the original Winchcombe Carson woolstore into the Soque Apartments.

To the north, across The Avenue, is a collection of low scale industrial and single residential buildings.

ISSUES

The woolstores are in a state of disrepair. The low intensity uses of the site have impacted the amount of revenue which can be put towards ongoing and significant maintenance works of the heritage listed buildings. New and higher intensity uses need to be introduced in order to allow the buildings to be revitalised.

■ Existing Building



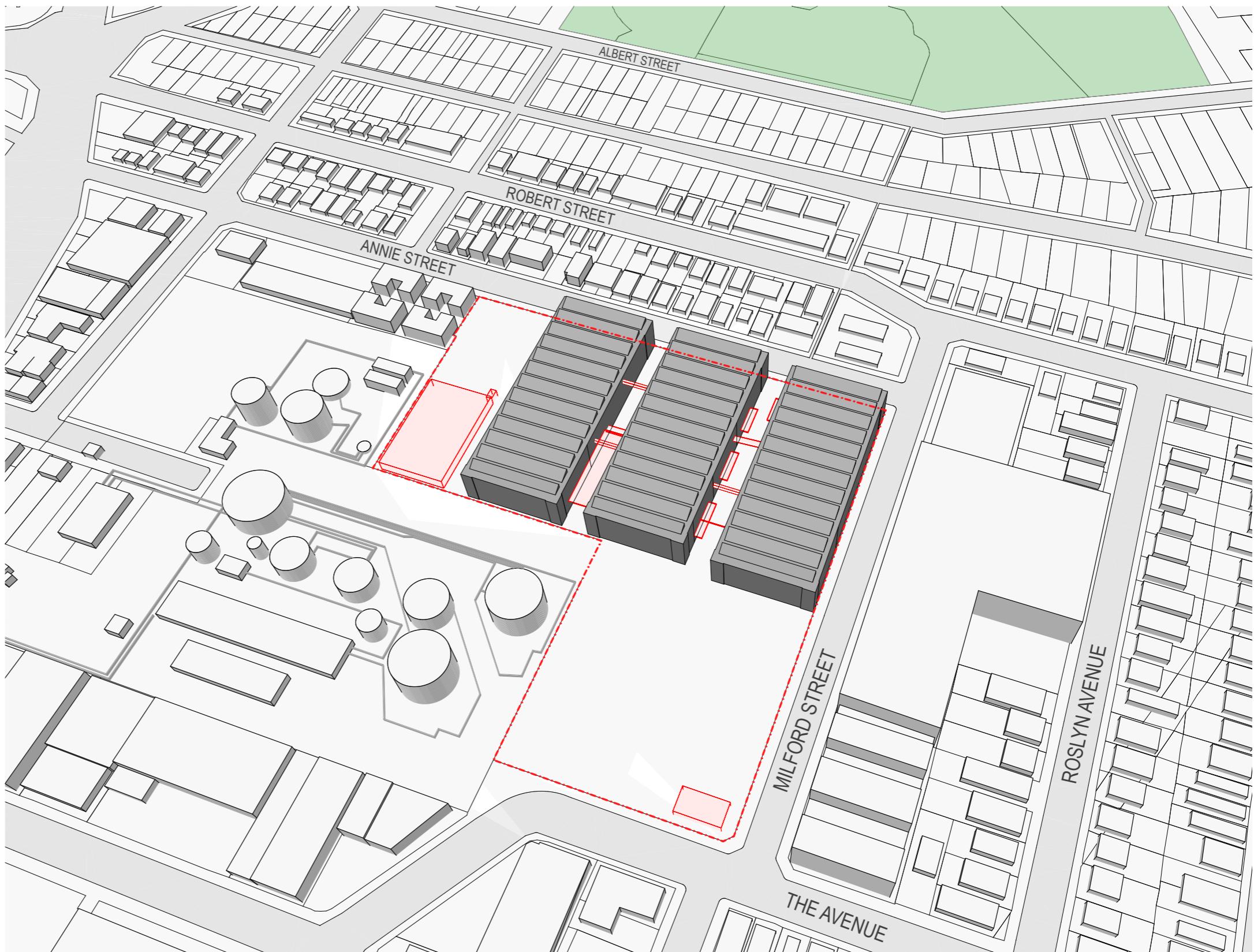
3.3 SELECTIVE DEMOLITION

LONG TERM VISION

Recognising the inherent character and cultural value of the existing industrial fabric, much consideration has been taken when selecting any building to be demolished. In order to celebrate the heritage buildings and to develop a co-ordinated, long term urban strategy on site, several buildings or parts thereof will require demolition.

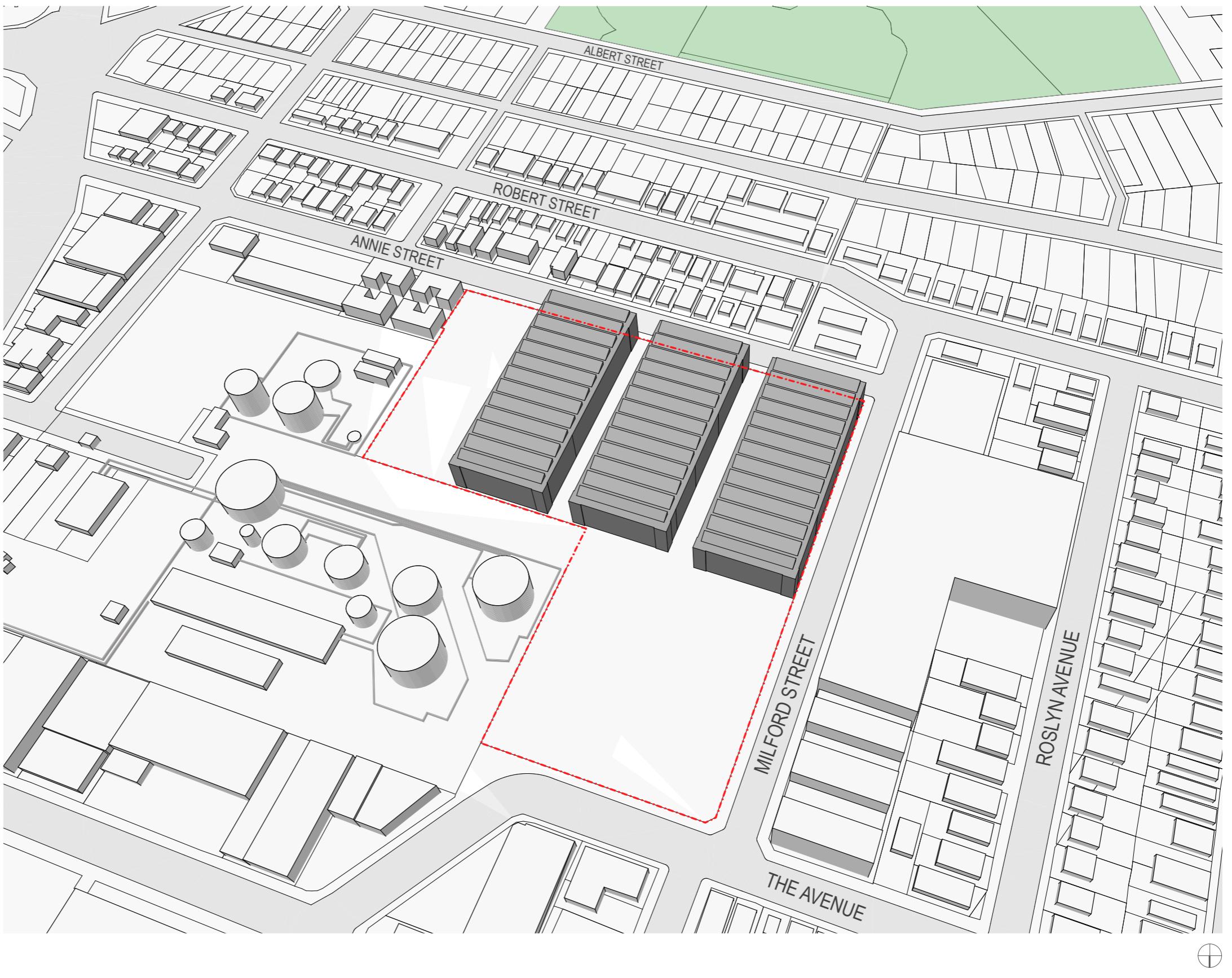
MERIT BASED SELECTION

In general, those buildings nominated for demolition fall into one or more of the following categories; contemporary lightweight sheds, intrusive later additions and/or of poor construction making them unsuitable for reuse.



3.4 RETAINED MASSING

The most significant existing buildings are proposed to be retained. These buildings are of robust construction with strong architectural and aesthetic qualities and their retention will ensure that the site not only maintains its unique industrial character, but is also suitable for ongoing use, adaptive reuse and upgrading.



3.5 KEY SITE LINKS

KEY LINKS

The site currently has limited permeability or pedestrian amenity. The opportunity exists to activate the site and improve amenity within the local area by providing effective through-site links.

Taking advantage of the strong urban pattern of laneways which is established by the existing woolstores there is an opportunity to create a series of north-south pedestrian connections through the site. This would stitch the site into the fabric of the neighbourhood and satisfy a natural desire line which runs from the residential area of Maryville to the north of the site, through the site and to Wickham Park and Hamilton Train Station south of the site.

An east-west promenade is established through the site to the north of the existing woolstores to reflect the grid street pattern of the area. There is a future urban opportunity, with the future redevelopment of the Caltex Oil Terminal site, to link this promenade to Arthur Street and provide a pedestrian route to the Thorsby Creek Foreshore.

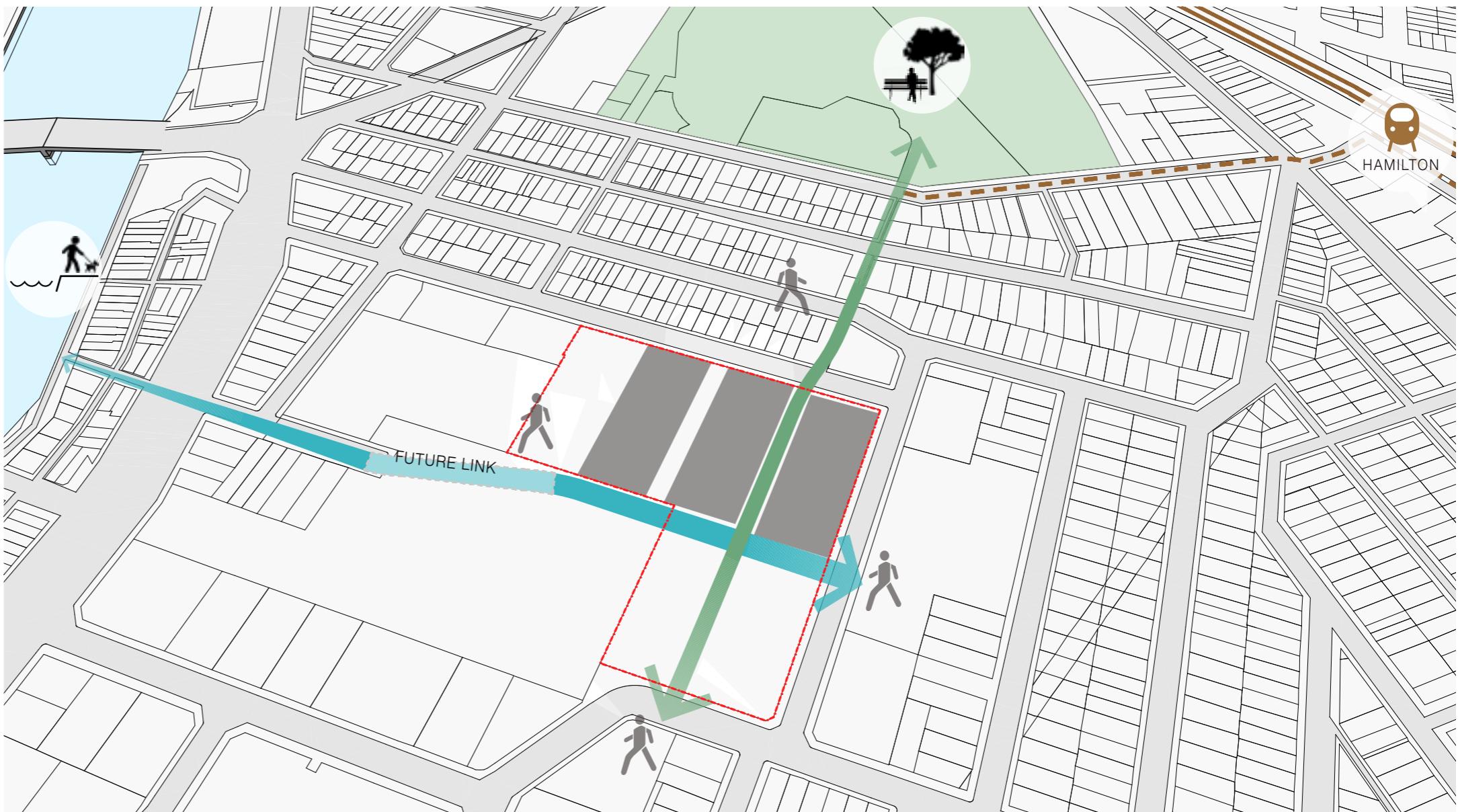
SITE ACTIVATION

In addition to providing better access to neighbourhood amenities, the key site links would also encourage pedestrian activity through and within the site. This would increase exposure, activity and interest for the commercial and retail uses on site and support the long term viability of businesses.

The opportunity exists for the site to become a meeting point and melting pot, a vibrant and inhabited space to be colonised by the local community.

PASSIVE SURVEILLANCE

The creation of pedestrian links requires a passive surveillance strategy. An active and well populated pedestrian environment is recognised as a highly effective strategy for crime prevention both within the site and the immediate surrounds. By populating the site at different times of the day and week by the mixed use development there will be constant passive surveillance.



Link to Wickham Park

Future Link to Foreshore

Link to Hamilton Rail Station

Existing Building to be Retained

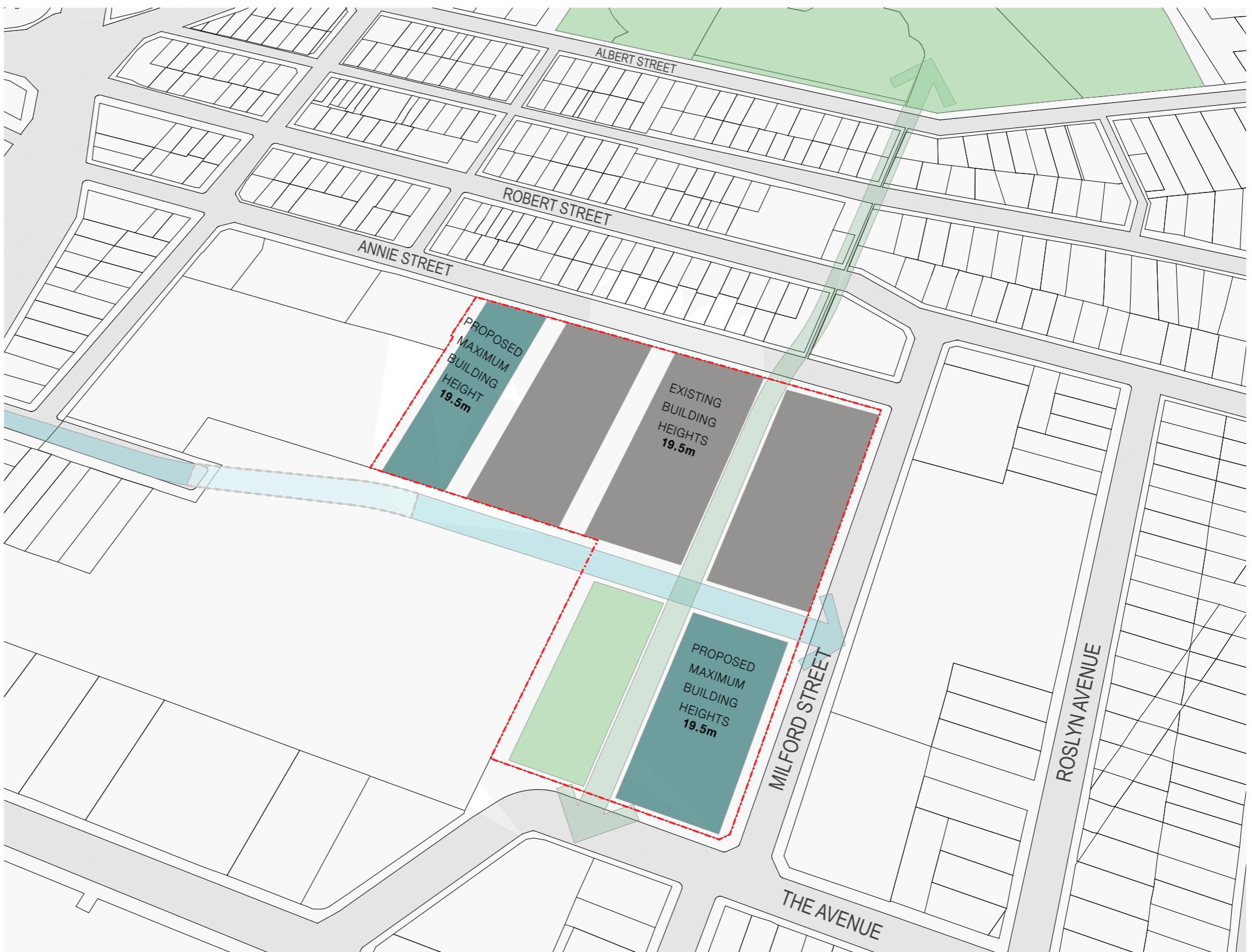
3.6 BUILDING FORM OPPORTUNITIES

ESTABLISHING AN URBAN MICROCOSM

The opportunity exists to establish a functional and permeable street pattern, which acts to encourage both movement through and within the site. A pedestrian focused neighbourhood would emerge, defined by strong streetscapes which order and frame the public domain. Opportunities for new development exist to the north and east of the existing woolstores.

HERITAGE SCALE

The existing heritage woolstores are the dominant built form on site. Their scale and massing dictate the form of future development, including development footprints and heights.



3.7 HAZARD AND RISK

ASSESSMENT

A hazard and risk assessment of the development of the site has been completed by Karin Nilsson of Planager Risk Management Consulting. Please refer to this report for details.

MITIGATION

A landscape buffer area is proposed along the boundary of the site which abuts the Caltex Oil Terminal in order to minimise the impact of any potentially hazardous event occurring on Caltex site. The new park with new planting will form the northern portion of this buffer. The existing easement at the north-eastern end of the site also acts as part of the landscape buffer.



New Park

New Building

Existing Building to be Retained

3.8 STREETSCAPE AND BUILDING USES



3.9 PUBLIC DOMAIN

DIVERSITY OF DOMAIN

The provision of high quality public domain is essential to the overall activation of the site, and to the urban life of the local area which is currently lacking in this aspect. At an urban level, the public domain provides a network of spaces and circulation that supports the operation of the built infrastructure. The opportunity exists for the public domain to double up as space for gathering.

DIVERSITY OF ACTIVITY

The public domain is responsive to the variety of uses proposed for the site, which leads to a natural diversity of users and activities. The flexibility of public domain to accommodate different types of activities at different times is also considered – as in the case of the retail lane, which can also host markets, or the large open park, which can adapt to a variety of recreational uses.

APPROPRIATION AND INHABITATION

A mark of true inhabitation is the degree to which people appropriate the site and make it theirs. The opportunity exists for passive ground floor activation of laneways through the integration of private entry courtyards for terrace style garden apartments.

Park seating and retail provision for regular site users and groups who gather to use the site amenities allow for inhabitation through familiarisation of the urban environment.



3.10 PEDESTRIAN PERMEABILITY

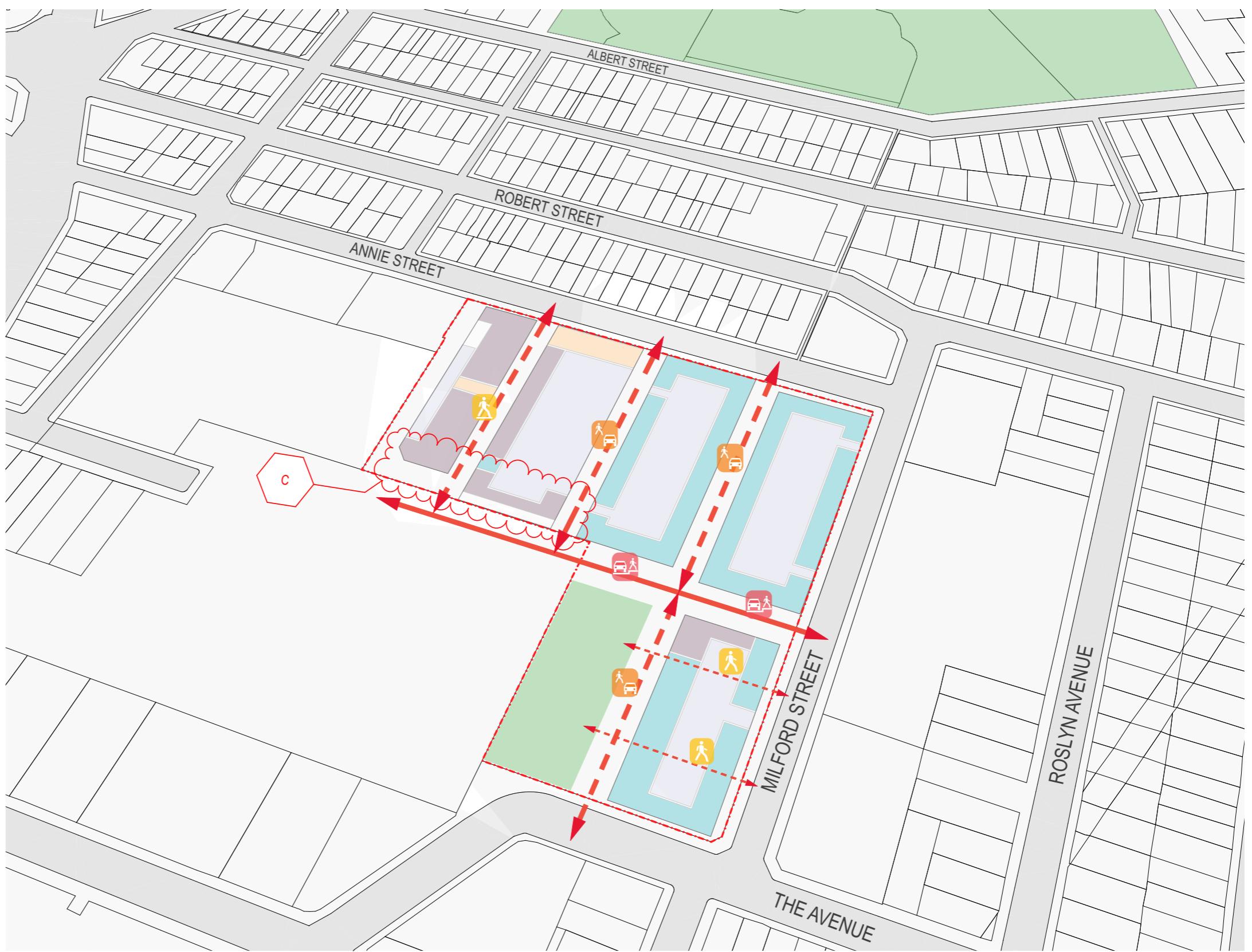
PUBLIC PATHS

Reinforcing the existing laneways and developing an additional overlay of streets within the site will lead to a strong urban framework. To encourage pedestrian activity, this network aims to privilege pedestrian movement over vehicular movement. This would be done through a combination of planning strategies, shared zones and traffic calming measures.

SEMI-PRIVATE PATHS

Aside from primary public pedestrian links, the opportunity exists for a secondary overlay of pedestrian movement in the form of private resident links through new buildings. At a formal, urban level, these private pedestrian paths subdivide the massing of the building footprint along Milford Street. This provides a more appropriate transition from smaller scale residential to the north of the site and the mass of the existing woolstores to the south.

-  --- Pedestrian Street
-  --- Road with footpath
-  --- Shared Pedestrian & Vehicle Zone
-  --- Internal Pedestrian Link (non public)



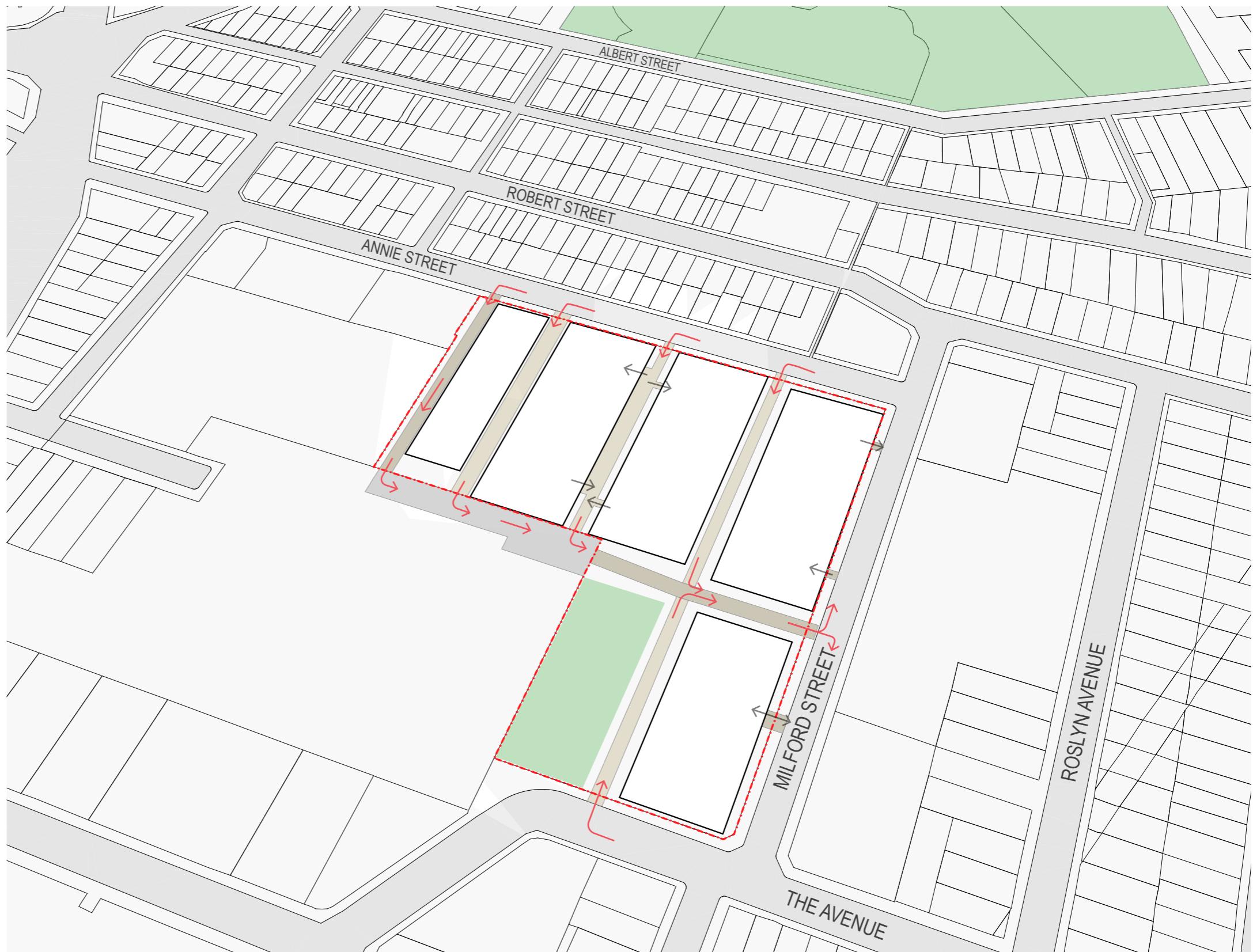
3.11 TRAFFIC MANAGEMENT

INTEGRATION INTO EXISTING NETWORK

The opportunity exists for a vehicular entry and exit strategy that takes advantage of the existing network of wide suburban streets and existing laneways. Vehicles will enter the site at the laneways on Annie Street or The Avenue and leave the site at Milford Street.

MINIMISE IMPACT

Vehicular traffic would be kept to the periphery of the site and through traffic discouraged by utilising traffic calming measures and shared zones. The majority of the public domain on the site is privileged towards pedestrian movement.



3.12 PARKING STRATEGY

OVERALL

Parking is to be provided for residents, workers and visitors on site to support the viability of the proposed mixed-use precinct. The parking strategy encompasses vehicular parking within buildings alongside extensive street parking both on the site and immediately adjacent to it, on Annie and Milford Streets and The Avenue. The quantity of parking to be provided intends to strike a balance between adequate amenity for residents and workers on the site, and minimising traffic movement and reliance on private cars.

SLEEVED PARKING STRATEGY

On grade or above ground car parking is proposed within buildings, as the site is subject to flooding and basement car parking is not an option. The proposal will sleeve parking levels with other uses, such as residential and retail, ensuring street activation. Parking entrances and exits are either consolidated or occur along main streets, ensuring limited impact on pedestrian movement within the site.

STREET PARKING

Street parking is proposed to ensure the viability of the retail and artisan production parts of the proposal. This is predominantly located along the east-west promenade.

- Vehicle Parking
- On-Site Street Vehicle Parking
- Off-Site Street Vehicle Parking
- One way Street with Footpath
- Public Street
- Shared Pedestrian & Vehicle Laneway



3.13 LANDSCAPE OPPORTUNITIES

VARIETY

A wide variety of landscape is proposed to support the public domain on site.

The centrepiece is a large public park at the north eastern end of the site. Enclosed by buildings on 2 sides it has an intimate scale and can accommodate picnic and play facilities, while benefiting from the passive surveillance afforded by the buildings. It enjoys a northerly aspect and has extensive opportunities for planting and landscaping.

The laneways between the woolstore buildings are a combination of hardscape and street planting with some featuring private entry courtyards to terrace style ground floor garden apartments and others having retail and hospitality activation.

Street landscaping will provide additional tree canopy to the site periphery and aim to co-ordinate with the surrounding area.

SUSTAINABILITY

Future opportunities to incorporate water sensitive urban design and urban ecology strategies, as well as flood mitigation, exist within the design of the public domain and landscape.

DEEP SOIL AND TREE CANOPY

As there is no basement car parking, there is extensive opportunity for substantial areas of deep soil zone. This will increase groundwater recharge on the site and will enable the provision of canopy trees to many areas.



 Landscape Opportunity

3.14 RETAIL USE DISTRIBUTION

RETAIL STRATEGY

The retail strategy revolves around artisanal food production located in Building 4 and regional food outlets located on the ground level of Woolstore 3. The laneway between these is then a pedestrian market street creating a food experience unobtainable in shopping centres.

Leveraging off this atmosphere and cachet, additional uses such as education (cooking, cheese making classes), tours and functions (weddings corporate events) will be possible.

With precedents such as the Kensington St Chippendale, The Grounds of Alexandria, or even Hunter Valley Roche Estate the proposal is achievable, and in high demand.

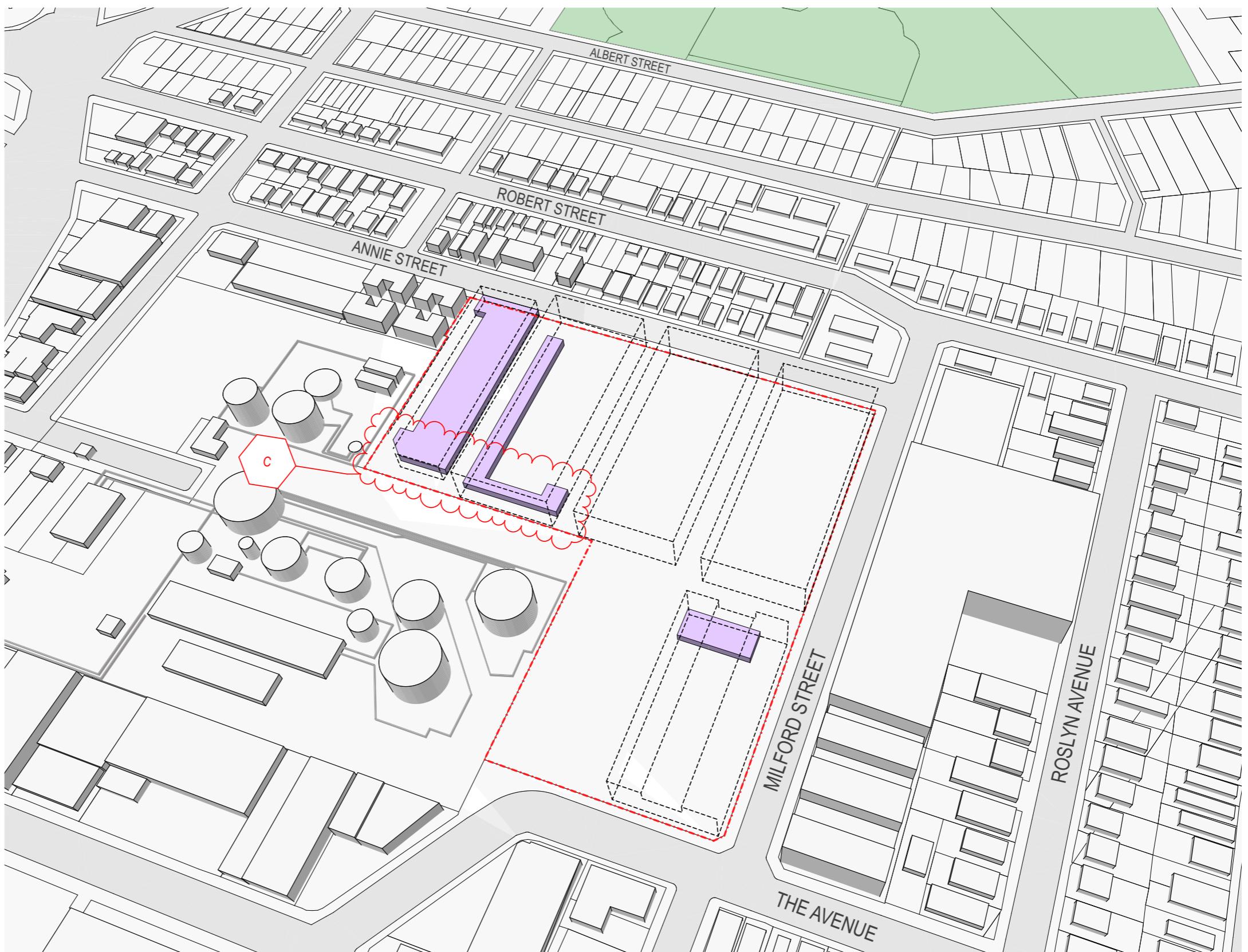
SITE WIDE RETAIL STRATEGY

The site wide strategy for retail has been to cluster area within a concentrated zone so as to capitalise on agglomeration efficiencies.

A retail hub has been created to encourage viability and take up of tenancies. This hub has a substantial enough presence to draw retail users from surrounding areas, particularly in light of unique site and buildings and the proposed Artisan Produce precinct.

Apart from the concentration of retail space between Woolstore 3 and Building 4 there is also a small retail tenancy space in Building 5 to address the park. This would be ideal for local site users who are drawn to the site for the park, for example dog walkers, who could then use the retail facilities.

The long term goal would be to have a "temporary" structure in the park which would work in conjunction with the Building 5 space to facilitate a café/restaurant which would help activate the park.



 Retail Opportunity

3.15 COMMERCIAL & COMMUNITY DISTRIBUTION

COMMERCIAL & COMMUNITY SPACE STRATEGY

The commercial and community spaces across the site are associated with the retail within the mixed use Woolstore 3 and Building 4. Woolstore 3 has a commercial space to Annie Street which will likely be a display suite for residential sales, then go on to be a site managers office. Woolstore 3 then has large commercial and community spaces within Levels 2 to 4.

The location of commercial and community space across the development has largely been shaped by the positioning of retail at street level to maximise street activation and the location of residential to maximise solar amenity.

ARTS NEWCASTLE AND WOTSO WORKSPACE

There have been discussions with Newcastle Community Arts Centre who are keen to rent almost half of the Woolstore 3 commercial space. There have also been discussions with WOTSO Workspace who would like the majority of the remaining area to set up a Newcastle branch of their successful expanding workspace model.



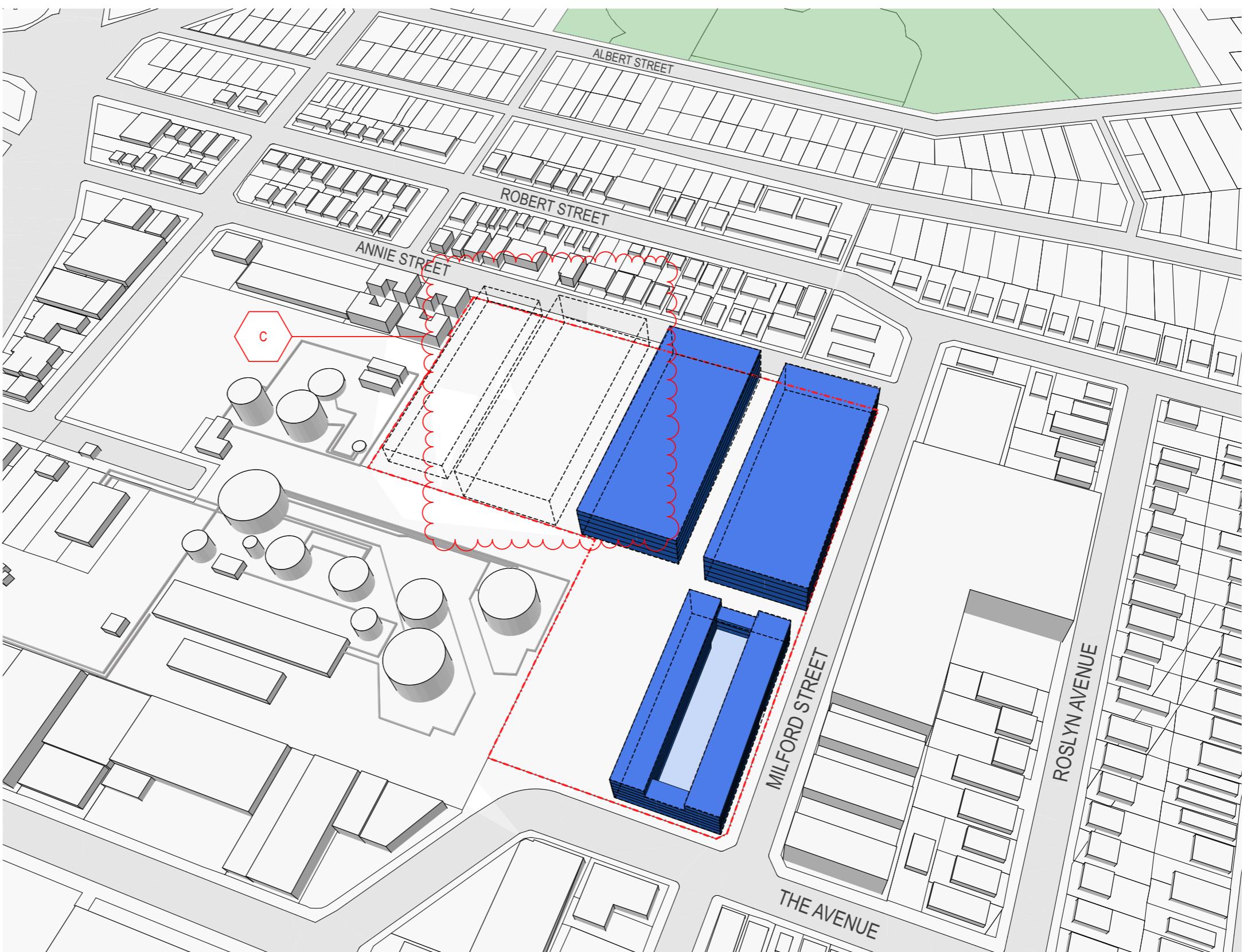
 Commercial / Community Opportunity

3.16 RESIDENTIAL USE DISTRIBUTION

Residential uses are concentrated away from adjacent heavy industrial uses to the east of the site and closer to adjacent residential uses to the west of the site.

Two of the woolsheds are proposed to be converted entirely to residential uses, while the third woolshed is proposed to be converted to a mix of retail and commercial uses, to reflect the mixed use character of the eastern end of the site. The proposed new development at the north-western end of the site is predominantly residential. The scale of this proposed development reflects the scale of the woolstores on site and the converted woolstore across Milford Street.

Residential uses have access to good solar amenity and a pleasant outlook.



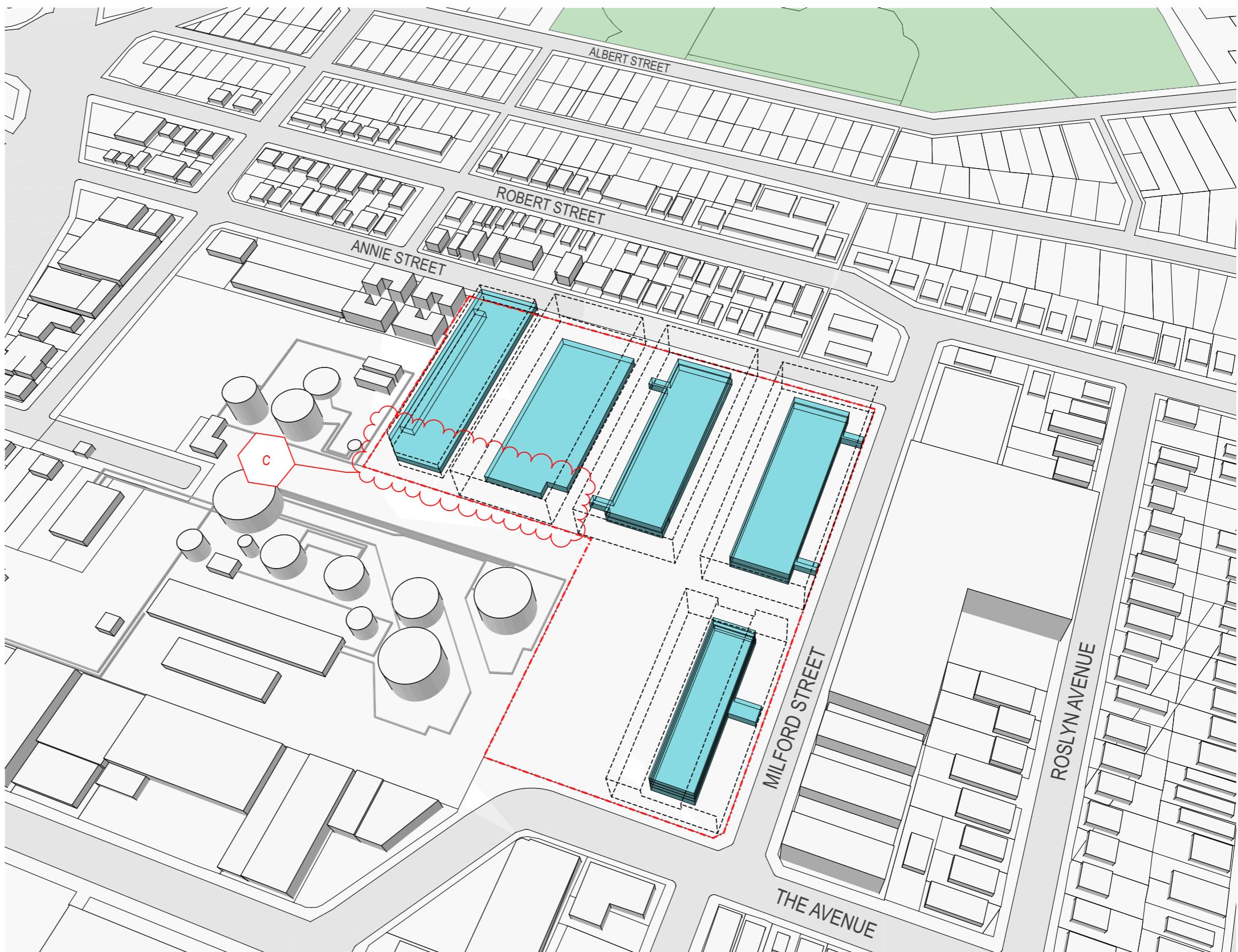
Residential Opportunity

3.17 PARKING USE DISTRIBUTION

Parking is located within every building, at Level 1 and/or above. In order to maintain street activation, parking is sleeved by other more active uses, including a mix of residential, commercial and retail.

The first two woolsheds have two levels of parking, while the third woolshed only has one. The proposed new commercial/retail building at the eastern end of the site has one level of above ground car parking on Level 2 and some Level 1 loading and deliveries. The proposed new residential development at the north-western end of the site has three levels of carparking.

Entries and exits to carparking are either co-located or positioned along street boundaries to reduce the impact of vehicle movement within the site.



3.18 TOTAL SITE USE DISTRIBUTION

The buildings across the site are therefore both mixed use and single-use. Heterogeneous uses are distributed across the site, while also having the efficiency of single use buildings.

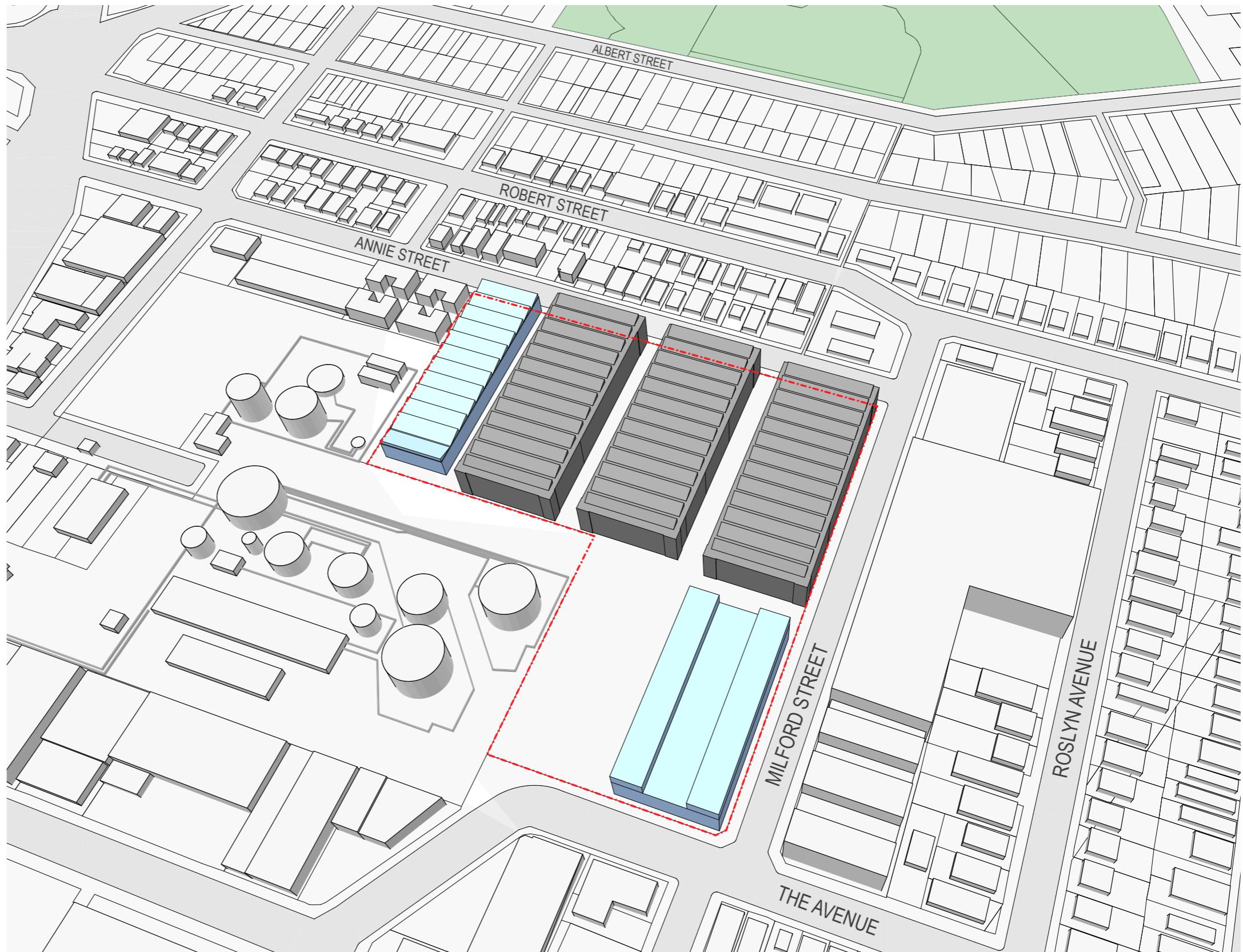


3.19 BUILT FORM

The existing heritage woolstores are the dominant built form on site and are proposed to be adapted, with two new buildings proposed to complement the woolstores.

The building to the north has a similar scale and footprint as the woolstores. It looks to create a more nuanced and stepped northern elevation that responds to the small scale residential buildings across The Avenue. The building to the east has a smaller footprint and is lower scale than the woolstores. It looks to create a relationship with the existing buildings by incorporating the dominant sawtooth profile.

The pattern of laneways already evident between the existing buildings is used as the starting point for the development of an integrated public domain for the site.



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4.0 URBAN DESIGN CONCEPT

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4.1 DESIGN CONCEPT OVERVIEW

Analysis of the site shows the need for activated urban space and local recreational green space to augment the existing public space network.

Therefore the design response has prioritised the creation of high quality activated urban domain. A large recreational park with passive surveillance from buildings and a multipurpose laneway fronted by retail to both sides are key responses to these factors.

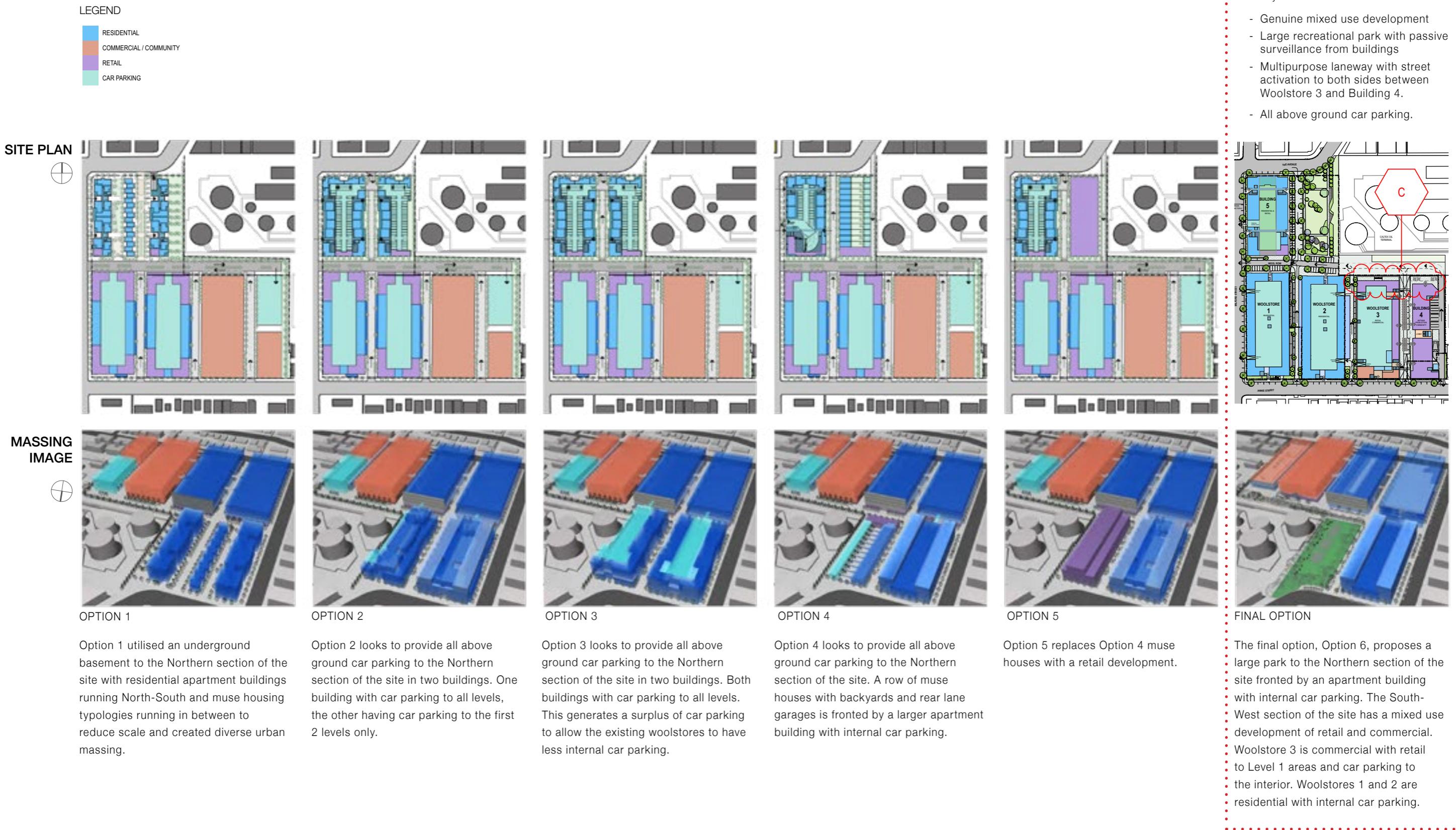
The vision for Wickham Woolstores is an environment that embraces its industrial past, as a means of generating a viable future. The rich character of the site is defined by a compelling confluence of robust industrial infrastructure and a diverse population of local creative industries. It is this unique sense of place that Wickham Woolstores seeks to nurture and engage.

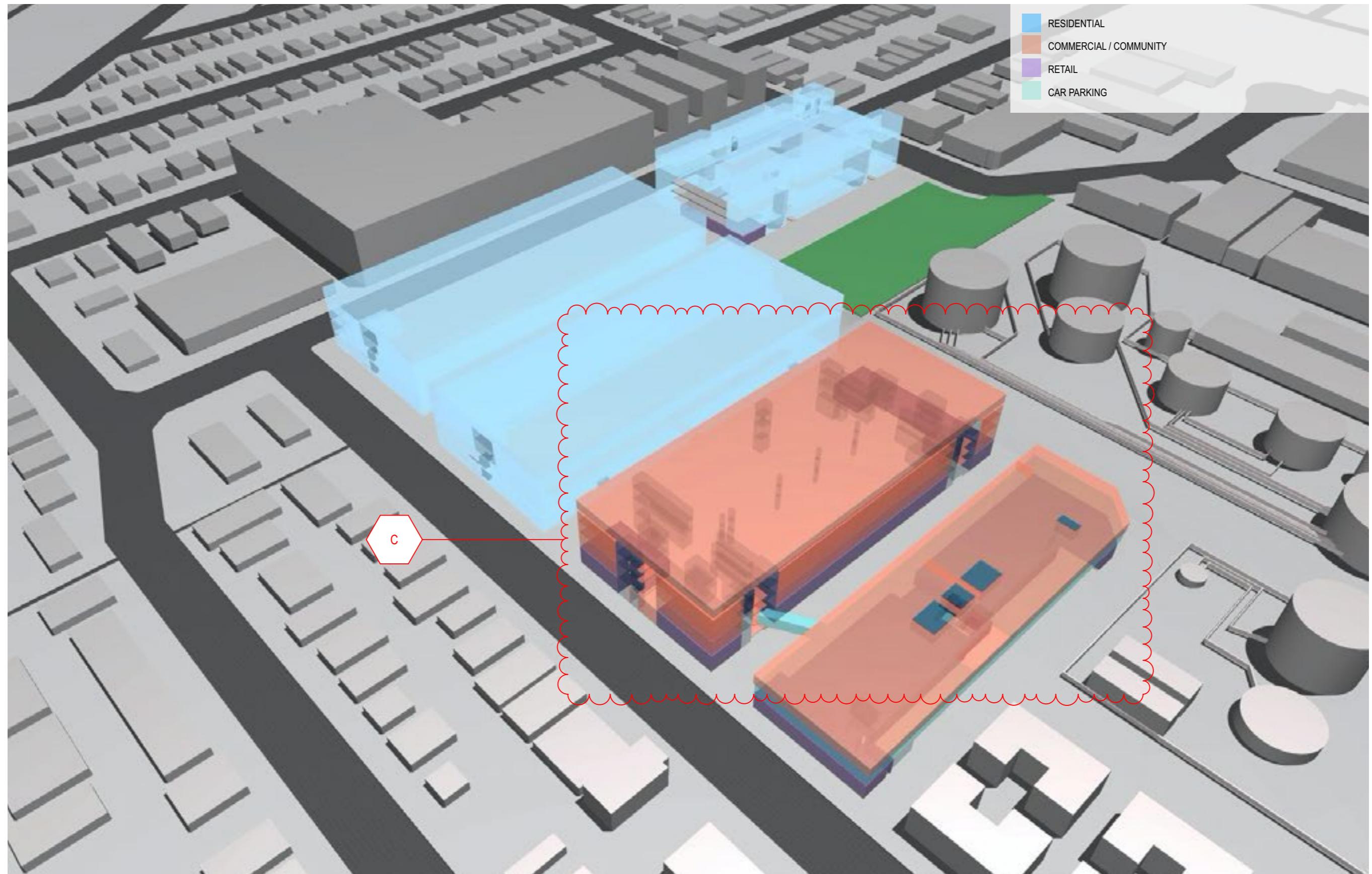
At the core of this proposal is a mixed use philosophy; a forward thinking and sustainable urban approach that emphasises low impact, neighbourhood focused living. Wickham Woolstores will provide an increase in employment generating floor space, accompanied by a range of residential typologies suitable for a diverse cross section of the community.

Using a long term, coordinated approach to the site allows the development to establish a fundamental set of urban principles. As a result, the public domain will be significantly enhanced with a series of new pedestrian through site links, publicly accessible landscaping and a large parks, as well as a new central urban street, which will become the heart and gathering space of the local community of residents, artists and workers.



4.2 MASTERPLAN OPTIONS







B 27.08.2018 DA AMENDMENTS
 C 13.09.2019 DA AMENDMENTS
 D 12.11.2020 DA AMENDMENTS

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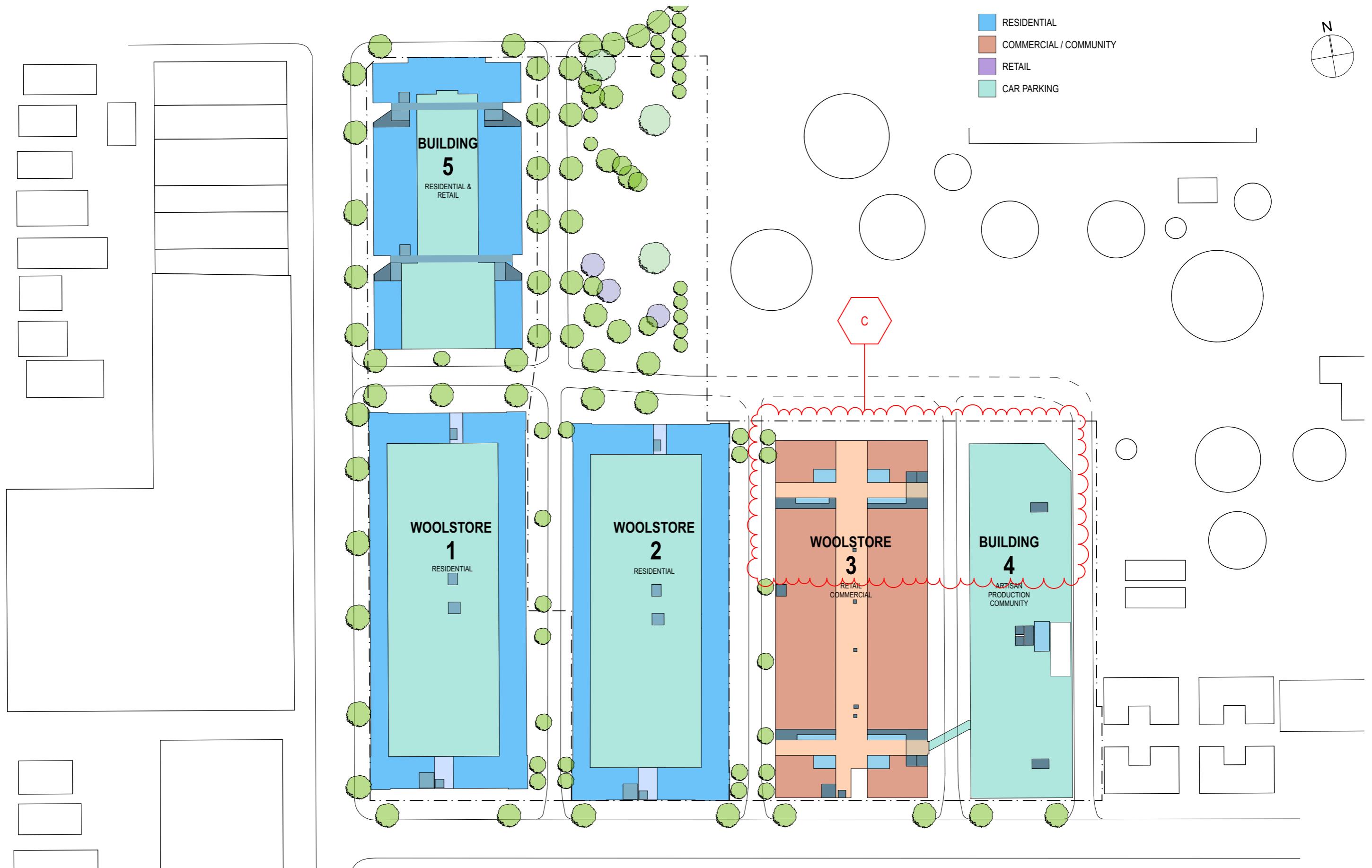
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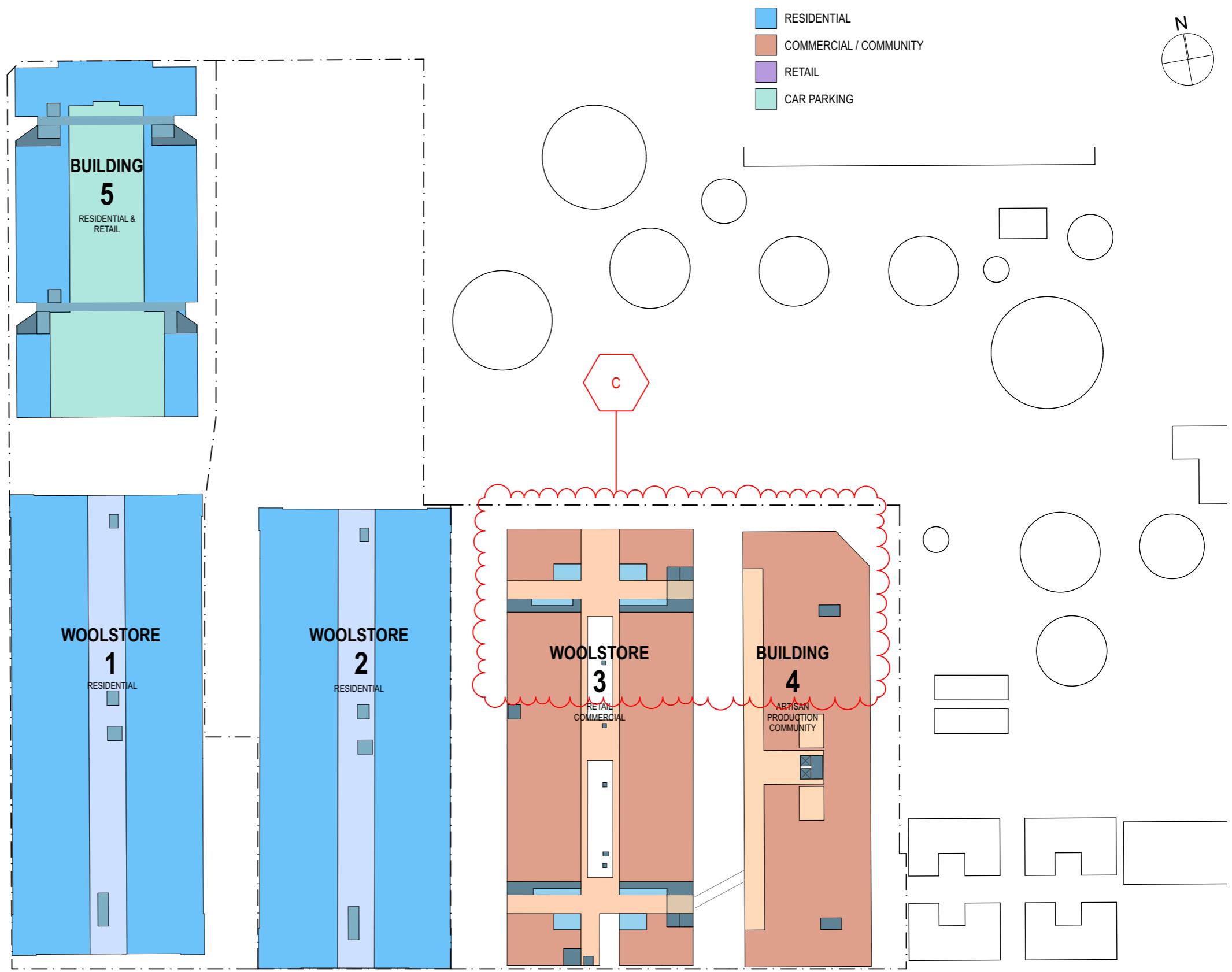
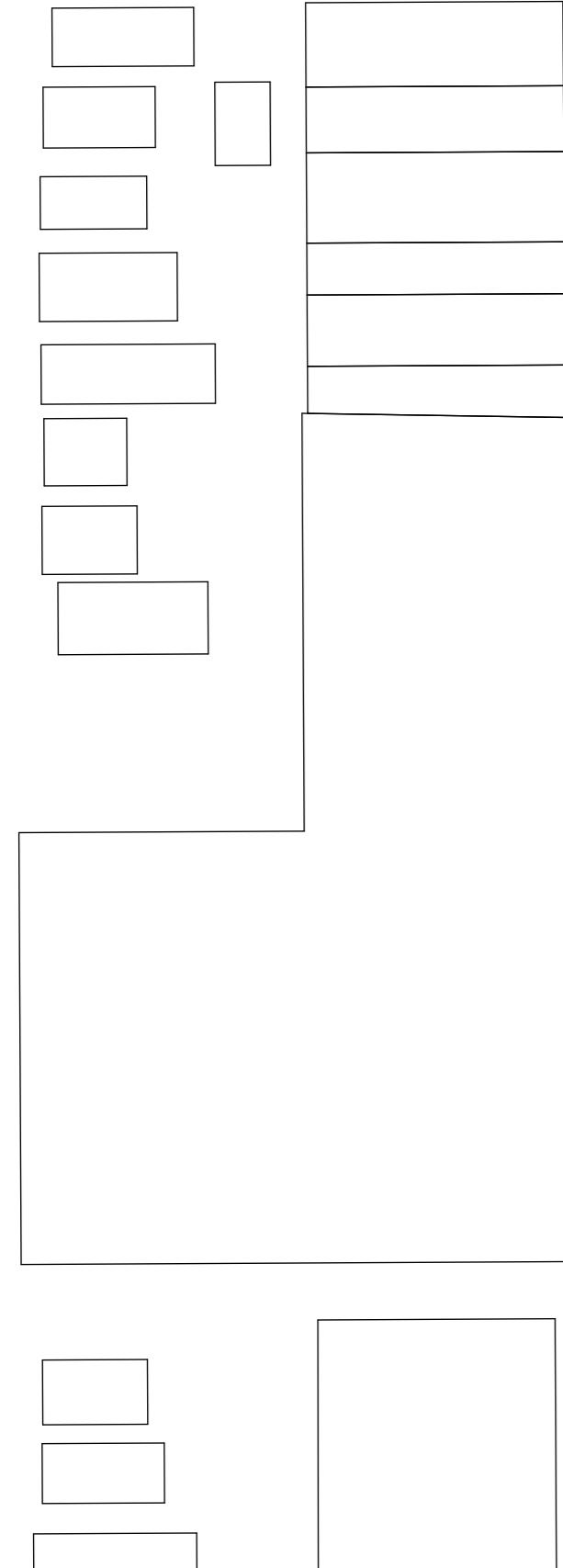
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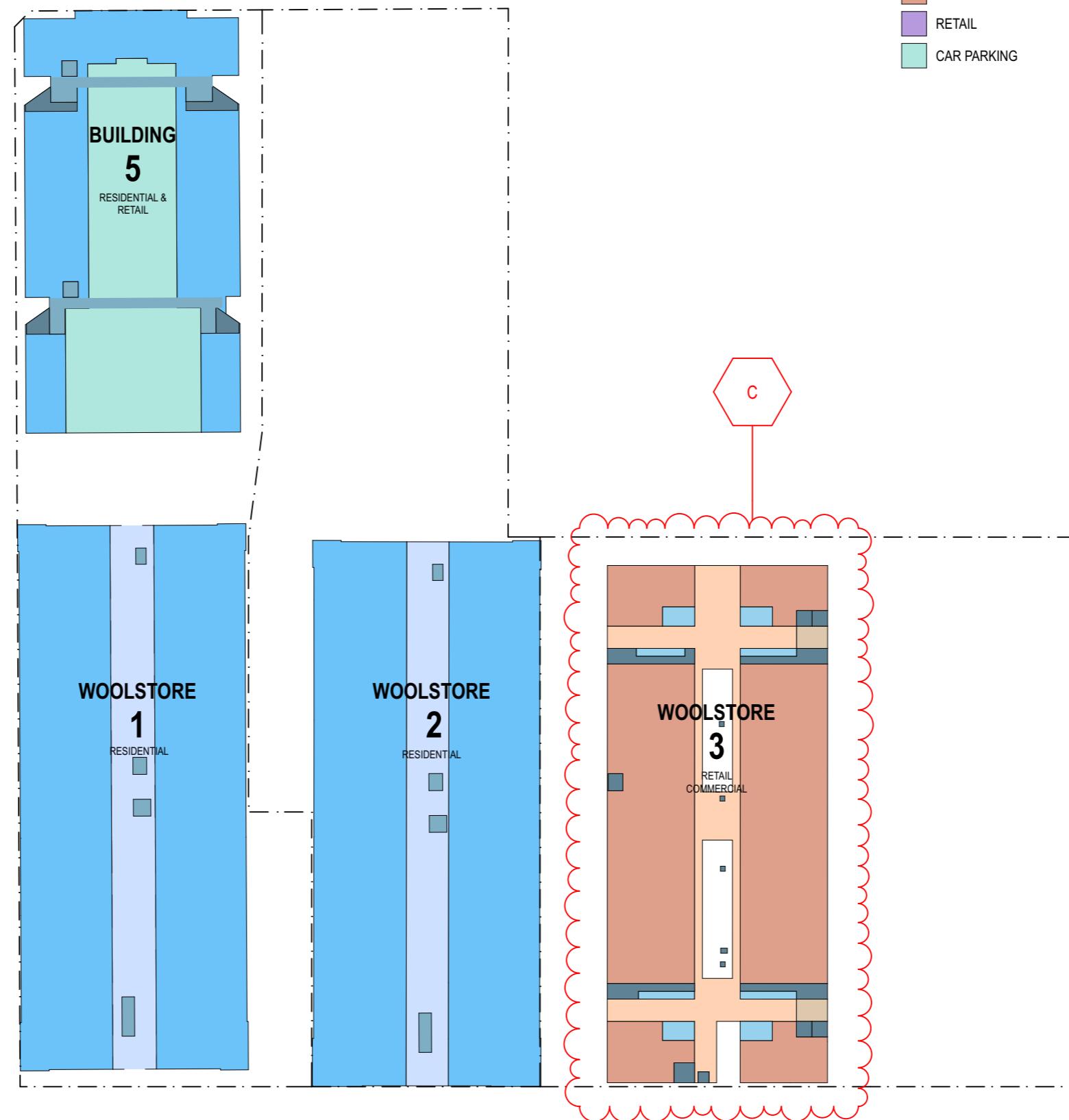
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C	13.09.2019	DA AMENDMENTS		HERITAGE CONSULTANT EJE Heritrix Phone: 04 4929 2353 Email: mail@eje.com.au	HYDRAULIC ENGINEER Mott MacDonald Phone: 02 8098 6811 Email: stephen.giblett@mottmac.com	MECHANICAL ENGINEER Mott MacDonald Phone: 02 8098 6811 Email: stephen.giblett@mottmac.com	STRUCTURAL ENGINEER Mott MacDonald Phone: 02 8038 6811 Email: stephen.giblett@mottmac.com			KT		TG	



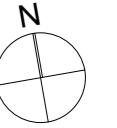
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█ RESIDENTIAL
█ COMMERCIAL / COMMUNITY
█ RETAIL
█ CAR PARKING



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				PROJECT: Wickham Wool Stores					TONKIN ZULAIKHA GREER ARCHITECTS			KT TG		DATE			
				TOWN PLANNER		BCA CONSULTANT		CIVIL ENGINEER		ELECTRICAL ENGINEER		CLIENT: Investec		PROJECT NO: 15032		6/9/19	
				City Plan	BCA Logic	Mott MacDonald	Mott MacDonald	Stephen Gblett	Stephen Gblett	Stephen Gblett	Stephen Gblett					DRAWING NO	
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				HERITAGE CONSULTANT	EJE Heritage	Phone: 04 4929 2353	Phone: 02 9098 6811	Email: mail@ejeh.com.au	HYDRAULIC ENGINEER	Mott MacDonald	Phone: 02 9098 6811	Stephen Gblett	Investec			117 Reservoir Street, ABN: 46002722349 P: (02) 9215 4900 F: (02) 9215 4901 EMAIL: info@tzg.com.au WEB: www.tzg.com.au	
									MECHANICAL ENGINEER	Mott MacDonald	Phone: 02 9098 6811	Stephen Gblett					
									STRUCTURAL ENGINEER	Mott MacDonald	Phone: 02 9098 6811	Stephen Gblett					
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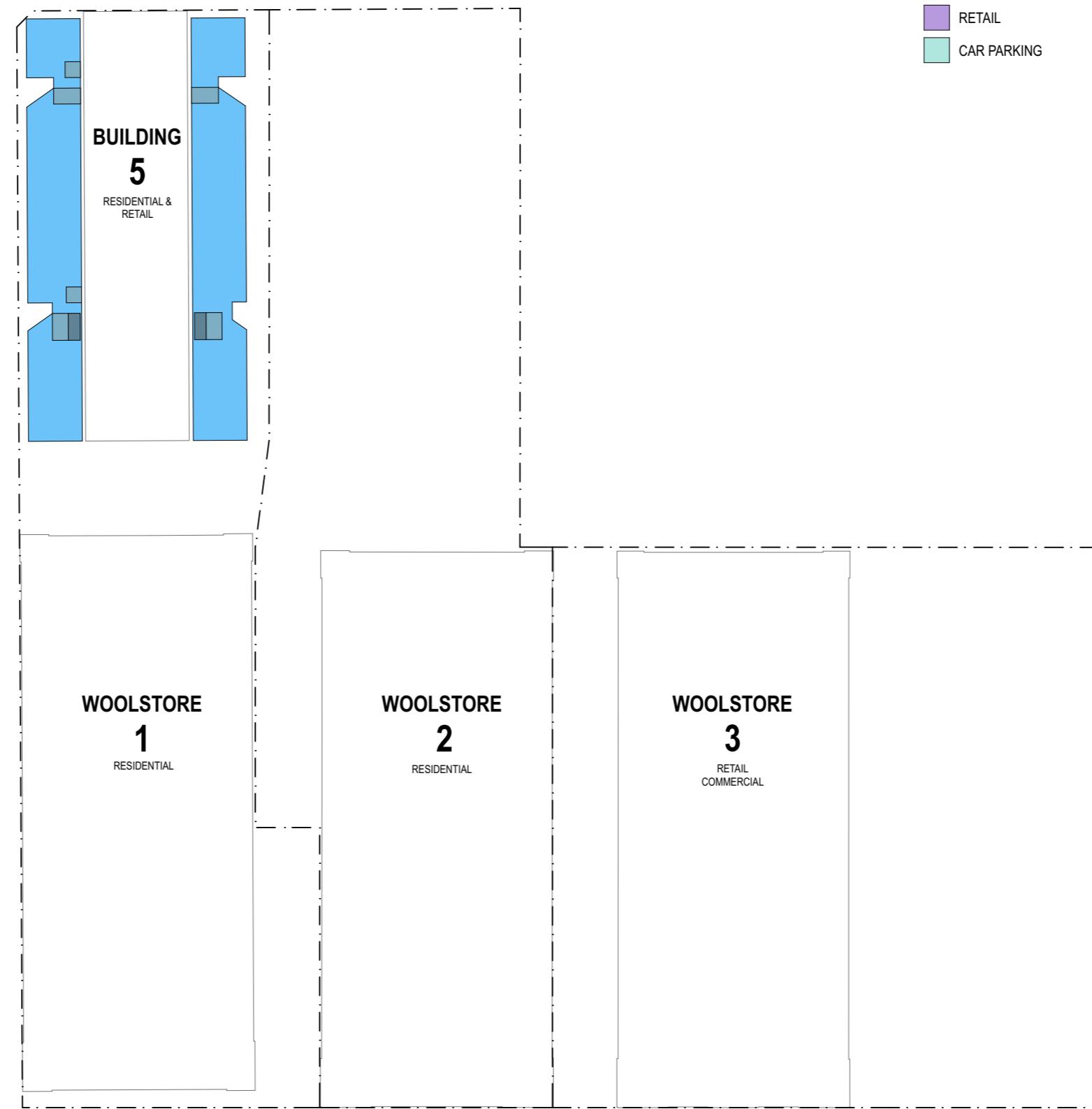
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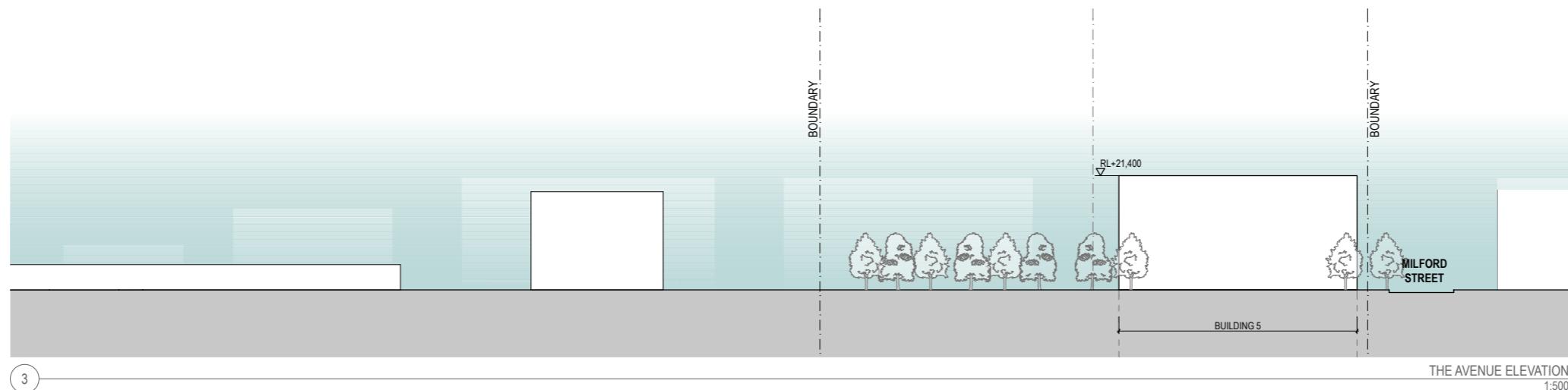
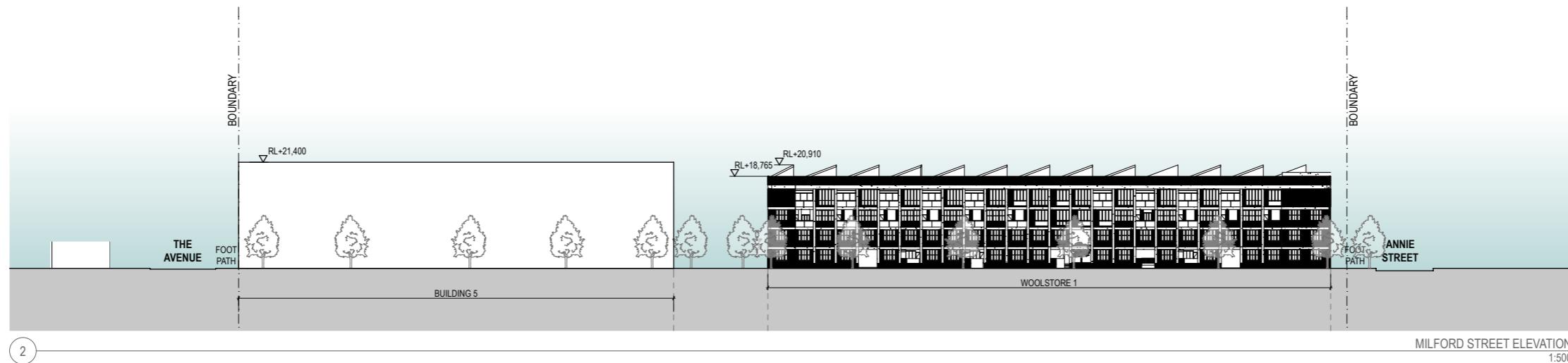
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						PROJECT NO : 15032		SCALES	DRAWING NO
								1:500 @ A1 1:1000 @ A3	A-03
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4.3 SITE-WIDE SEPP 65 OVERVIEW

SITE-WIDE TOTALS

268 APARTMENTS

78% 2 HR SOLAR ACCESS ✓
(70% minimum)

3% NO SOLAR ACCESS ✓
(15% maximum)

70% CROSS-VENT ✓
(60% minimum)



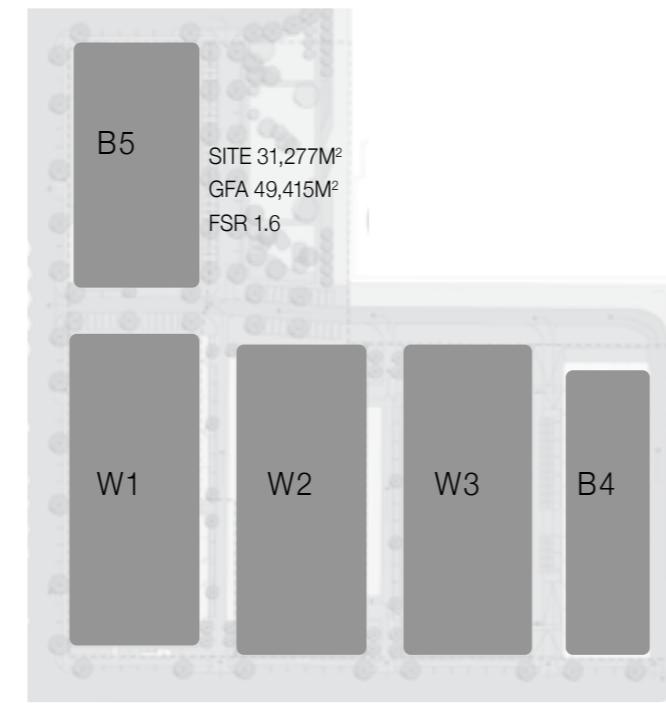
4.4 PROJECT SUMMARY

4.4.1 SITE METRICS

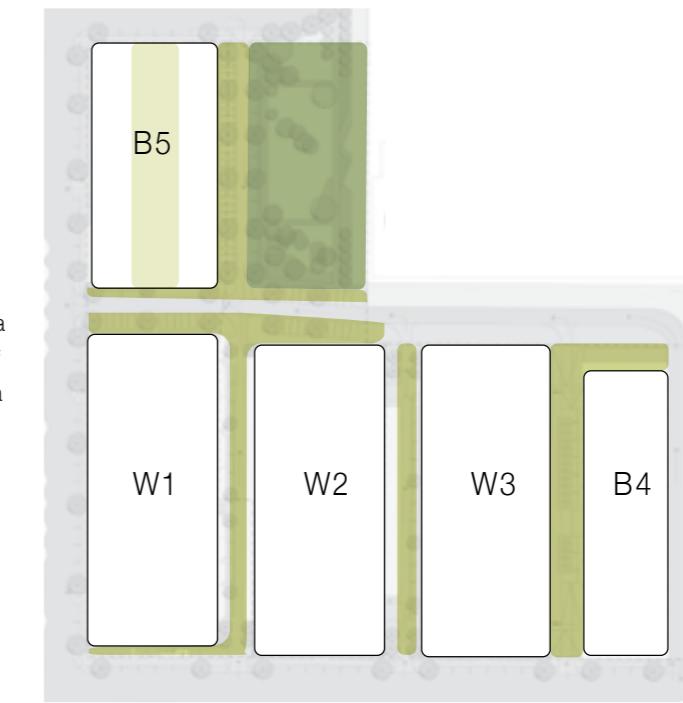
AREAS BY USE



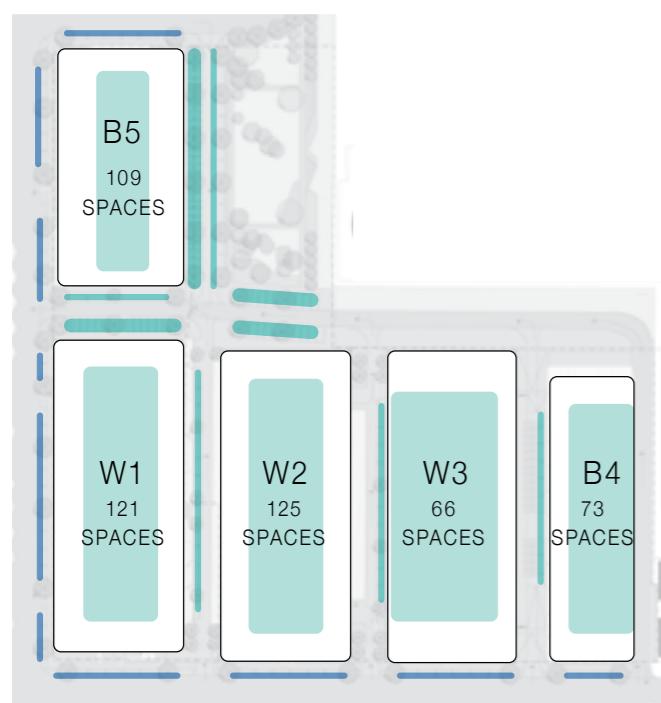
FLOOR SPACE RATIO



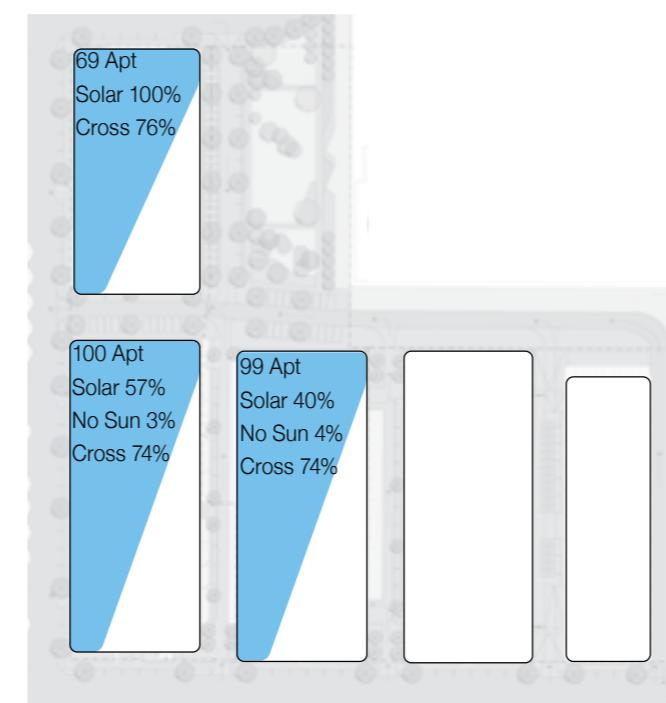
OPEN SPACE DISTRIBUTION



SITE CAR PARKING



SEPP 65 COMPLIANCE



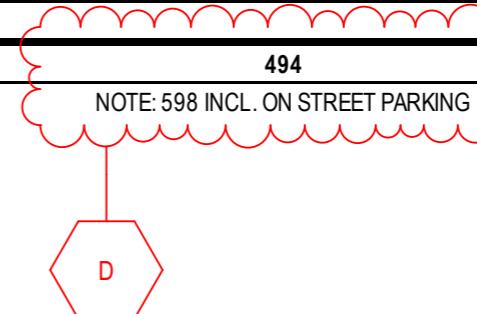
There is a total of 268 apartments across 3 buildings. Key apartments metrics are as follows:

SITE AVERAGES

- Solar Access 2 Hours 78% (70% minimum required)
- Solar Access None 3% (15% maximum)
- Cross-ventilation 70% (60% minimum required)

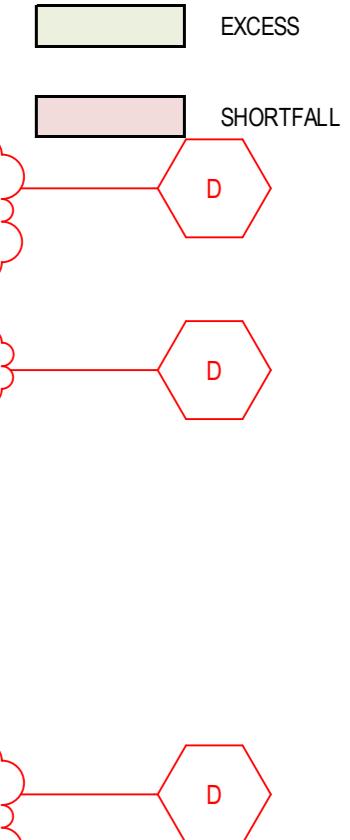


BUILDING TOTALS	APARTMENTS	RESIDENTIAL AREA (GFA)	RETAIL AREA (GFA)	COMMERCIAL / COMMUNITY AREA (GFA)	TOTAL GROSS FLOOR AREA	TOTAL GROSS BUILDING AREA	CAR PARKING TOTAL (INC. VISITOR)
WOOL 1							
RESIDENTIAL	100	11875	0	0	13535	18538	121
(Note: Includes car parking in excess of DCP)							
WOOL 2							
RESIDENTIAL	99	11875	0	0	11875	18538	125
WOOL 3							
MIXED USE	0	0	785	10517	11302	17680	66
BUILDING 4							
MIXED USE	0	1585	2644	4228	7663	73	
BUILDING 5							
RESIDENTIAL	69	8294	181	0	8475	16248	109
TOTALS SUMMARY							
	268	32043	2551	13160	49415	78667	494



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D	12.11.2020	DA AMENDMENTS							PROJECT NO: 15032	PROJECT - PHASE DA MASTERPLAN REPORT	SCALES	DRAWING NO 1:1 @ A3	REV D

BUILDING		REQUIRED PARKING						PROVIDED PARKING				TOTALS (REQUIRED MINUS PROVIDED)			
		CAR	VISITOR CAR	CAR INC. VISITOR	MOTORBIKE	BICYCLE	SERVICE VEHICLE	CAR INC. VISITOR	MOTORBIKE*	BICYCLE*	SERVICE VEHICLE	CAR INC. VISITOR	MOTORBIKE	BICYCLE	SERVICE VEHICLE
WOOL 1 - TOTALS		100	20	120	5	110	2	121	25	100	0	1	20	0	0
RESIDENTIAL	100 apartments	100.0	20.0	120.0	5.0	110.0	2.0								
WOOL 2 - TOTALS		99	20	119	5	109	2	125	25	100	0	6	20	0	0
RESIDENTIAL	99 apartments	99.0	20.0	120.0	5.0	110.0	2.0								
WOOL 3 - TOTALS		186	0	186	9	45	5	66	10	21	2	-120	1	-24	-3
RESIDENTIAL	0 apartments	0.0	0.0	0.0	0.0	0.0	0.0								
RETAIL	672 gfa m ²	16.8	16.8	0.8	6.7	2.0									
COMMERCIAL	10517 gfa m ²	210.3	210.3	10.5	52.6	2.6									
COMMERCIAL	8470 nla m ²	169.4													
BUILDING 4 - TOTALS		85	85	5	22	5		73	6	54	11	-12	1	32	6
RETAIL	1585 gfa m ²	31.7	31.7	1.6	15.8	3.0									
COMMERCIAL	2644 gfa m ²	52.9	52.9	2.6	13.2	2.0									
BUILDING 5 - TOTALS		74	12	86	4	78	2	109	7	93	2	23	3	15	0
RESIDENTIAL	RESIDENTIAL 69 apartments	69.0	13.8	82.8	3.5	75.9	1.4								
RETAIL	181 gfa m ²	4.5	4.5	0.2	1.8	0.5									
STREET PARKING - TOTALS															
TOTAL ONSITE STREET PARKING	(excluding off-site street parking to Annie St, Milford Stand The Avenue)							104							
TOTAL OFF-SITE STREET PARKING								46							
ONSITE SITE PARKING - TOTALS**		544	52	596	28	364	16	598	73	368	15	2	45	4	-1



TOTAL USE SUMMARY

TOTAL RETAIL	2551	gfa m ²
TOTAL COMMERCIAL	13160	gfa m ²
TOTAL RESIDENTIAL AREA	32043	gfa m ²
TOTAL APARTMENTS	268	no apartments
TOTAL CAR PARKING EXCESS	2	(ONSITE ONLY)**



Car parking rates

Residential parking	1	dwelling per space
Residential visitor parking	5	dwellings per space
Retail parking	40	m ² GFA per space
Commercial parking	50	m ² GFA per space

* Motorbike and Bicycle street parking included in related building totals

** Excluding off site street parking which totals 46 spaces

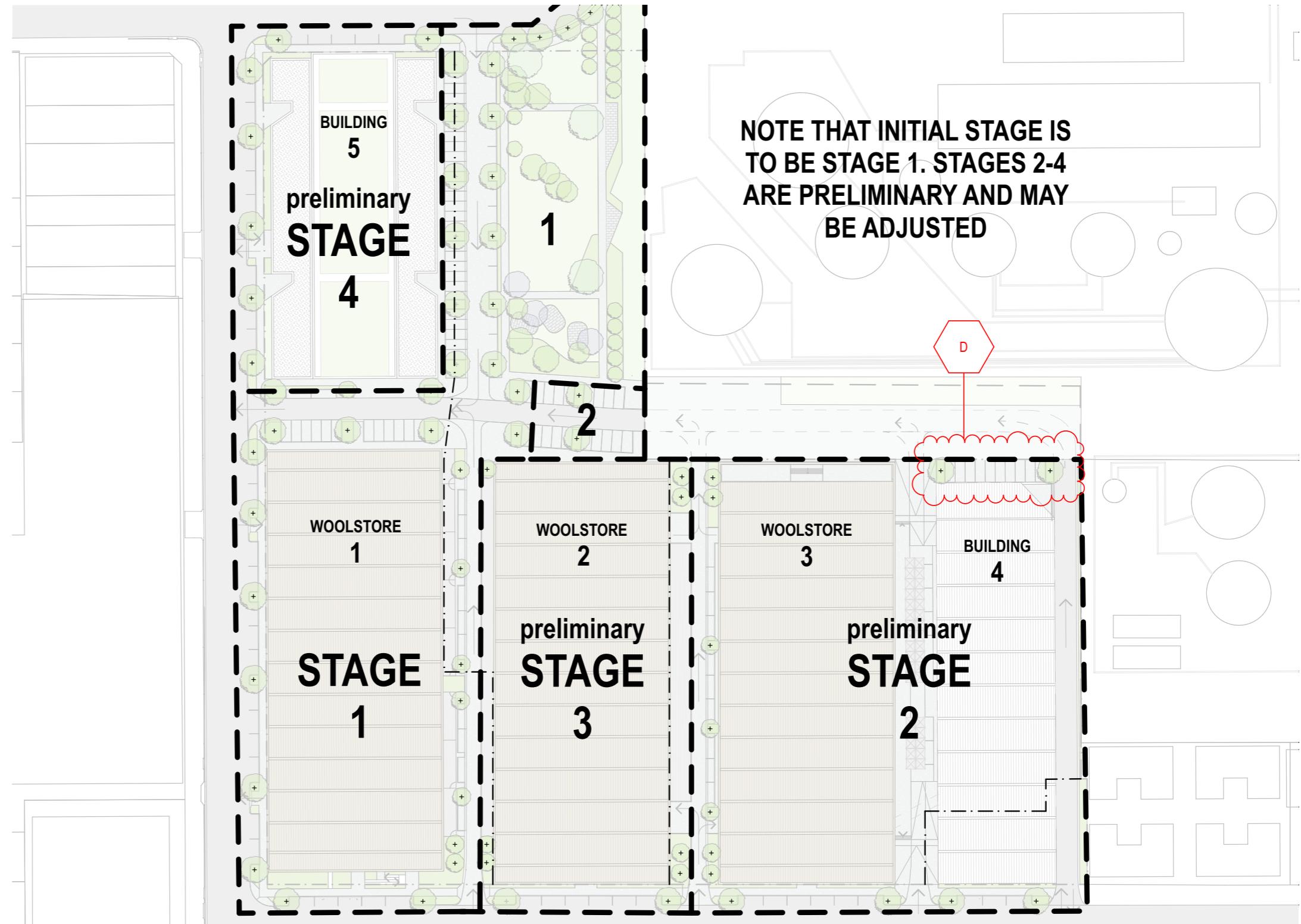
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D	12.11.2020	DAAMENDMENTS										DRAWING NO DA MASTERPLAN REPORT

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4.5 PROJECT STAGING

The below plan provides an indicative project staging for the redevelopment of Wickham Woolstores.



4.6 WOOLSTORE 1

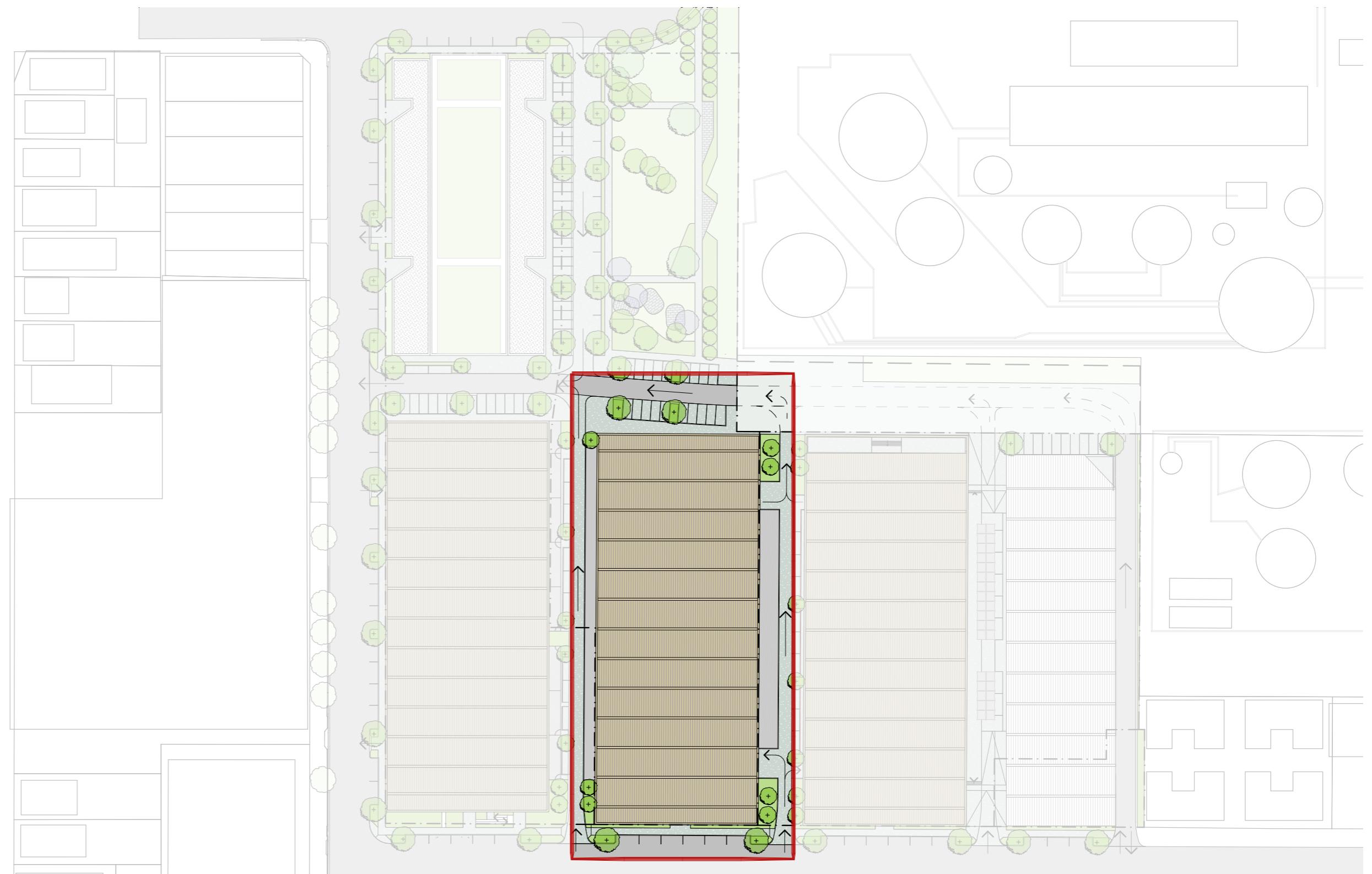
Please refer Fairweather Woolstore 1 drawings and documentation for details.

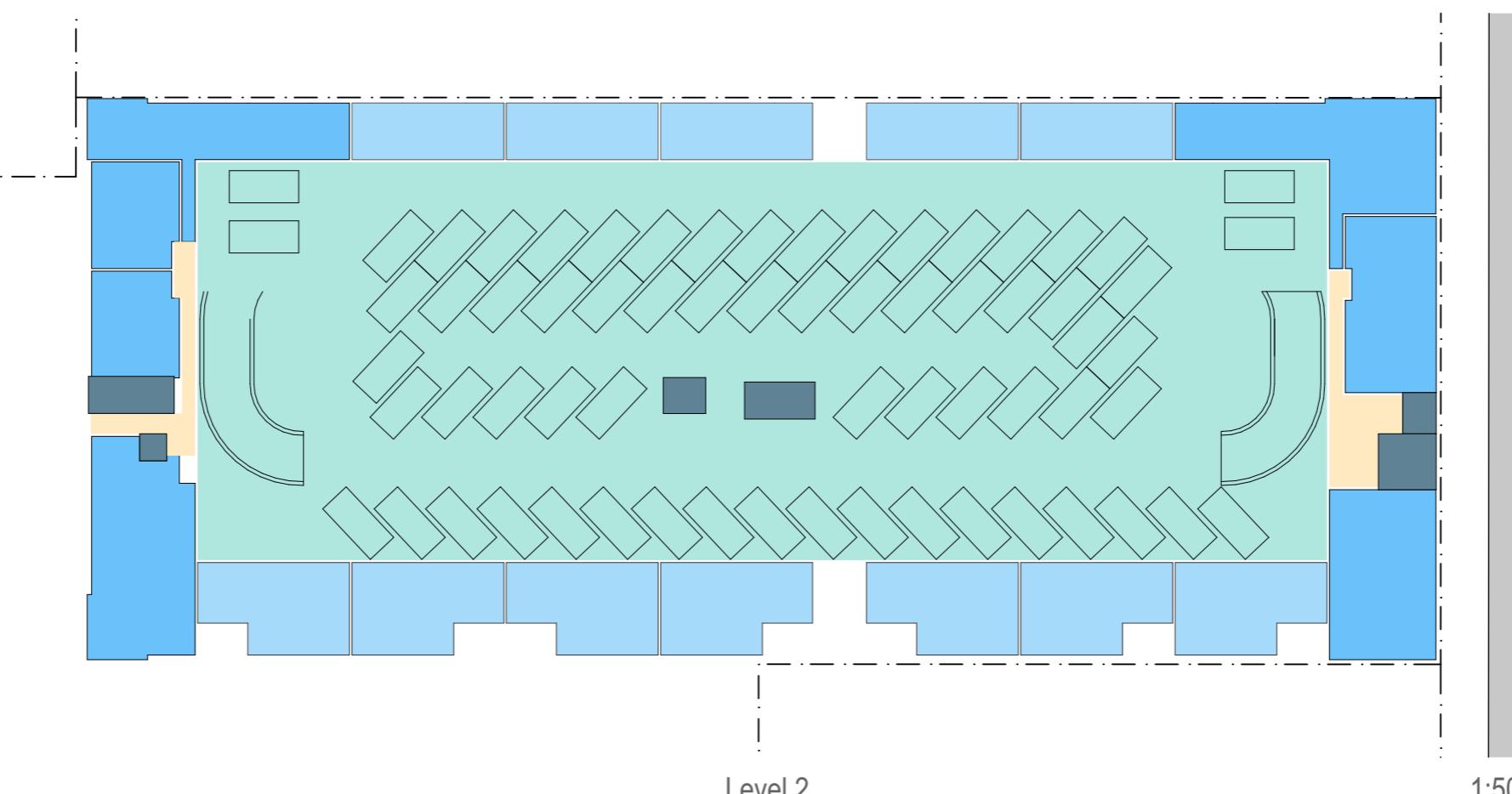
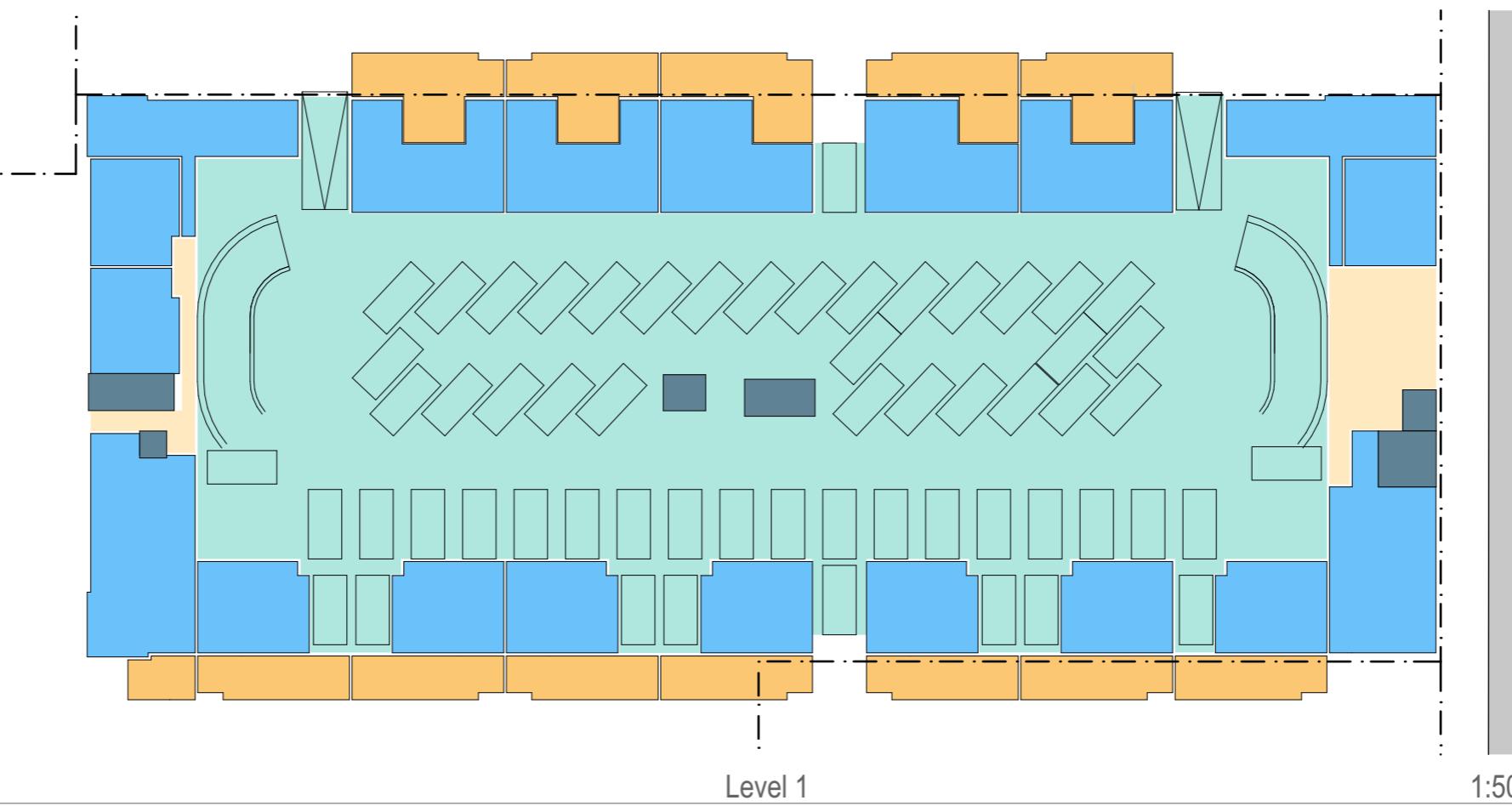




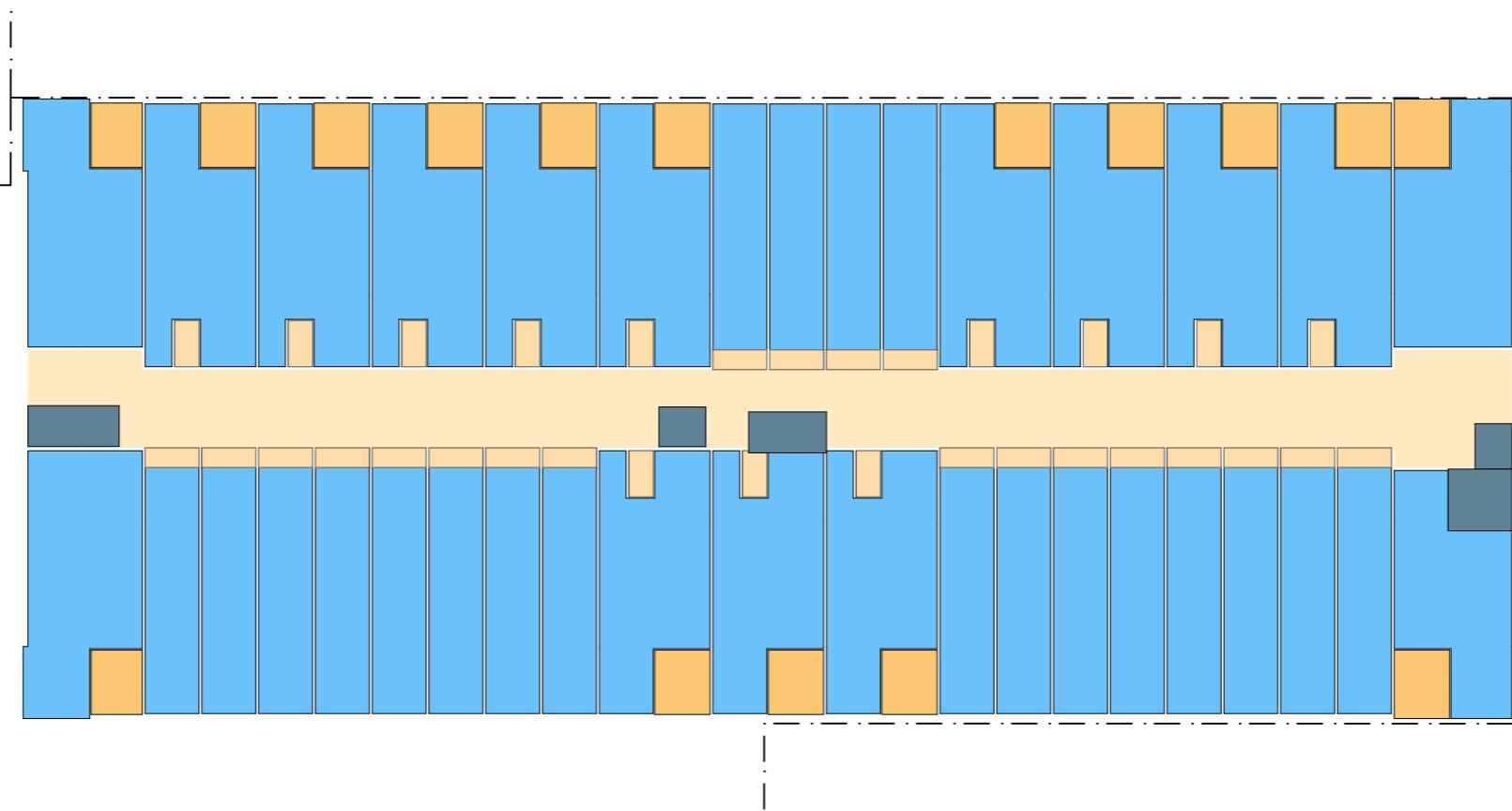
Indicative view of Woolstore 1 in the Wickham Woolstores Masterplan.

4.7 WOOLSTORE 2



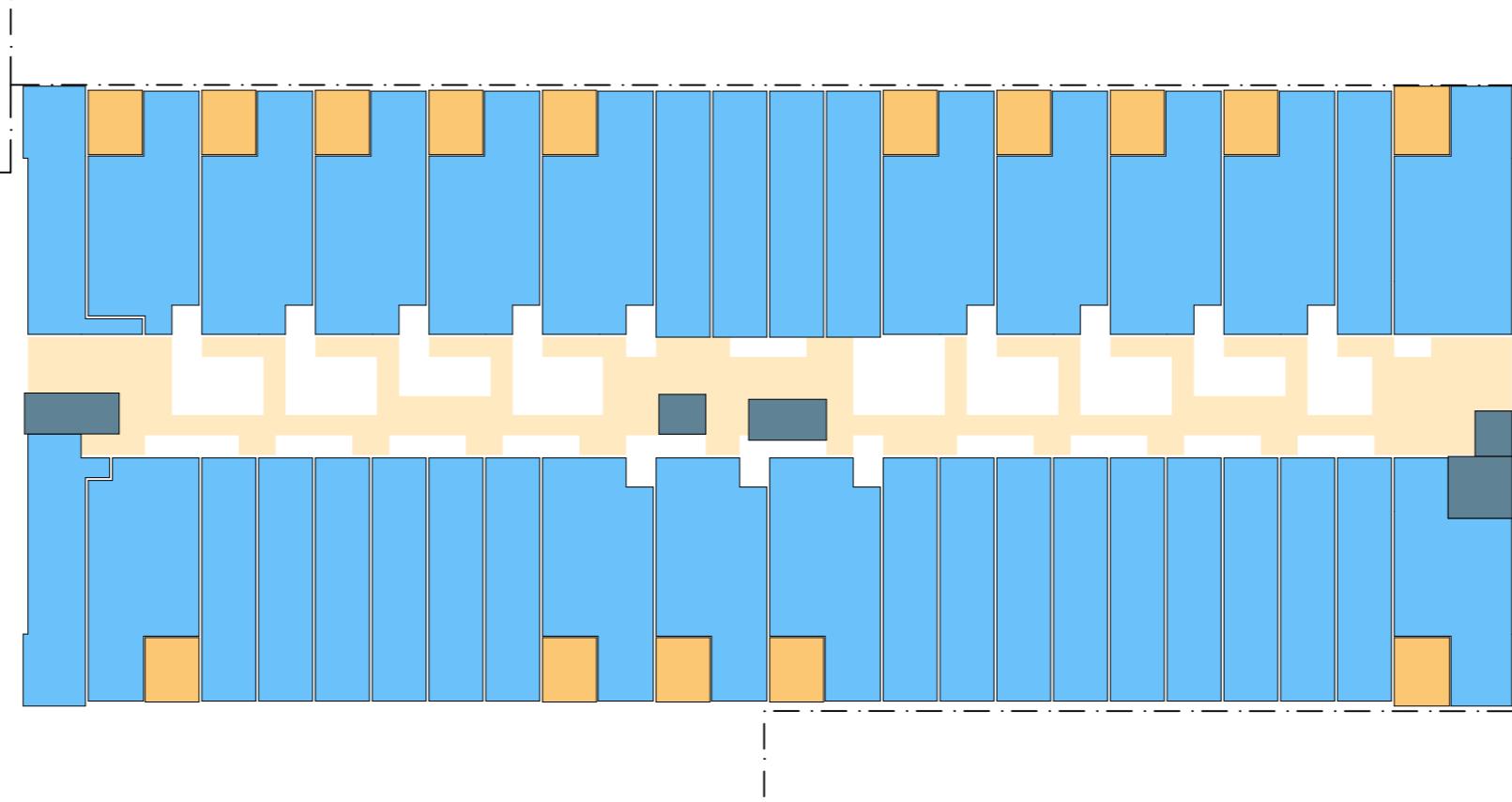


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Level 3

1:500



Level 4

1:500

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				HERITAGE CONSULTANT EJE Heritage Phone: 04 4929 2353 Email: mail@eje.com.au	HYDRAULIC ENGINEER Matt McDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	MECHANICAL ENGINEER Matt MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	STRUCTURAL ENGINEER Matt MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com		PROJECT - PHASE DA MASTERPLAN REPORT	SCALES 1:500 @ A3	DATE 12/11/20	

SEPP 65 SUMMARY

TOTAL NUMBER OF APARTMENTS

APARTMENTS	
LEVEL 4	37
LEVEL 3	36
LEVEL 2	7
LEVEL 1	19
TOTAL APARTMENTS	99

SOLAR & DAYLIGHT ACCESS - OBJECTIVE 4A-(1)

APARTMENTS	
LEVEL 4	37
LEVEL 3	36
LEVEL 2	4
LEVEL 1	5

● RECEIVES A MINIMUM OF 2 HOURS OF SUNLIGHT TO LIVING AREAS BETWEEN 9AM AND 3PM, JUNE 21 **83%**

SOLAR & DAYLIGHT ACCESS - OBJECTIVE 4A-(3)

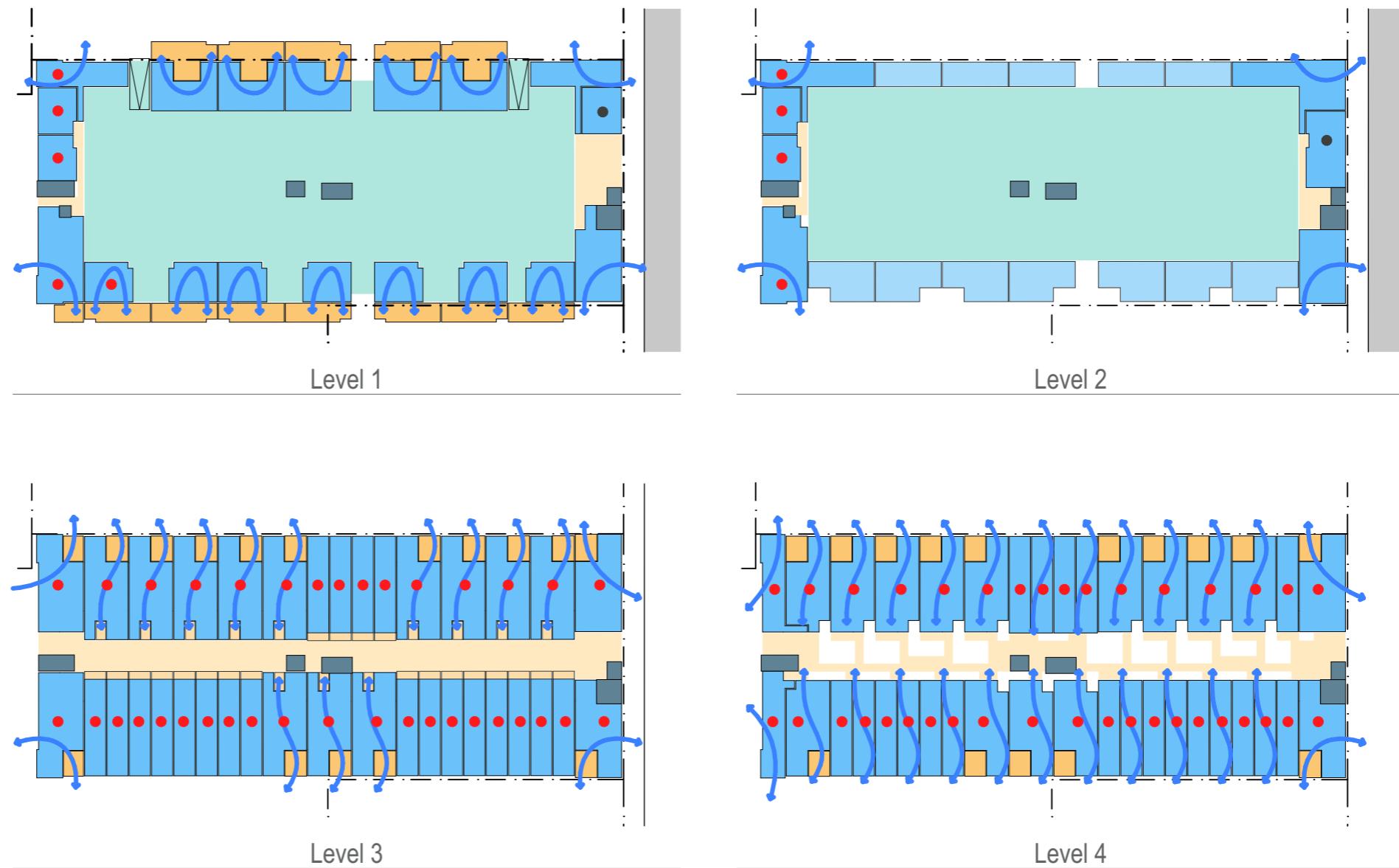
APARTMENTS	
LEVEL 4	0
LEVEL 3	0
LEVEL 2	1
LEVEL 1	1

● RECEIVES NO DIRECT SUNLIGHT TO LIVING AREAS BETWEEN 9AM AND 3PM, JUNE 21 **2%**

NATURAL VENTILATION - OBJECTIVE 4B-(3)

APARTMENTS	
LEVEL 4	26
LEVEL 3	16
LEVEL 2	4
LEVEL 1	16

● ACHIEVES NATURAL VENTILATION **63%**



OBJECTIVE 4A-1(1)

"LIVING ROOMS AND PRIVATE OPEN SPACES OF AT LEAST 70% OF APARTMENTS IN A BUILDING RECEIVE A MINIMUM OF 2 HOURS DIRECT SUNLIGHT BETWEEN 9AM AND 3PM AT MID WINTER"

OBJECTIVE 4A-1(3)

"A MAXIMUM OF 15 % OF APARTMENTS IN A BUILDING RECEIVE NO DIRECT SUNLIGHT BETWEEN 9AM AND 3PM AT MID WINTER"

OBJECTIVE 4B-3(1)

"AT LEAST 60% OF APARTMENTS ARE NATURALLY CROSS VENTILATED IN THE FIRST NINE STOREYS OF THE BUILDING."

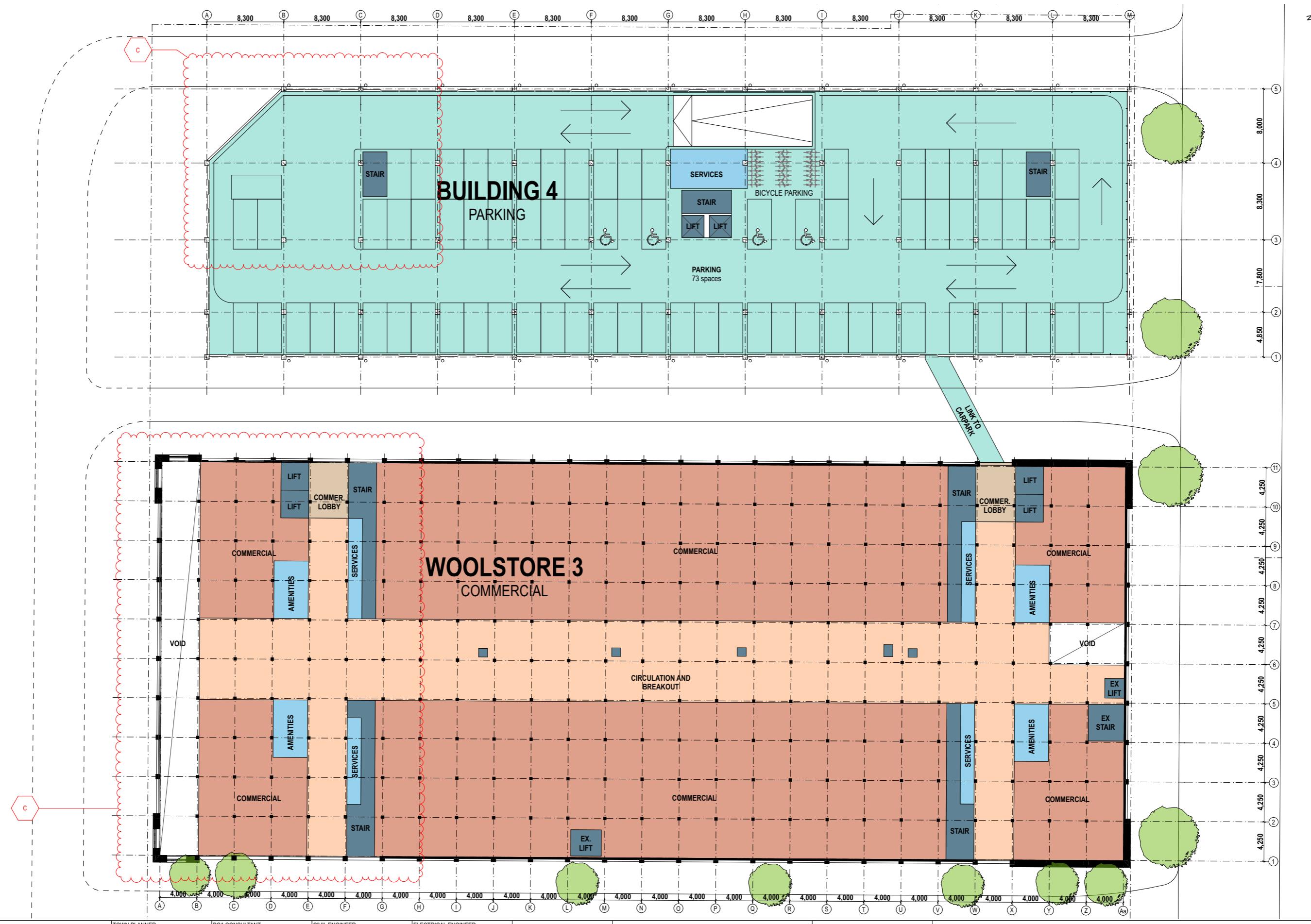
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											PROJECT - PHASE DA MASTERPLAN REPORT	SCALES 1:1000, 1:1 @ A3	DATE 12/11/20	

4.8 WOOLSTORE 3 & BUILDING 4

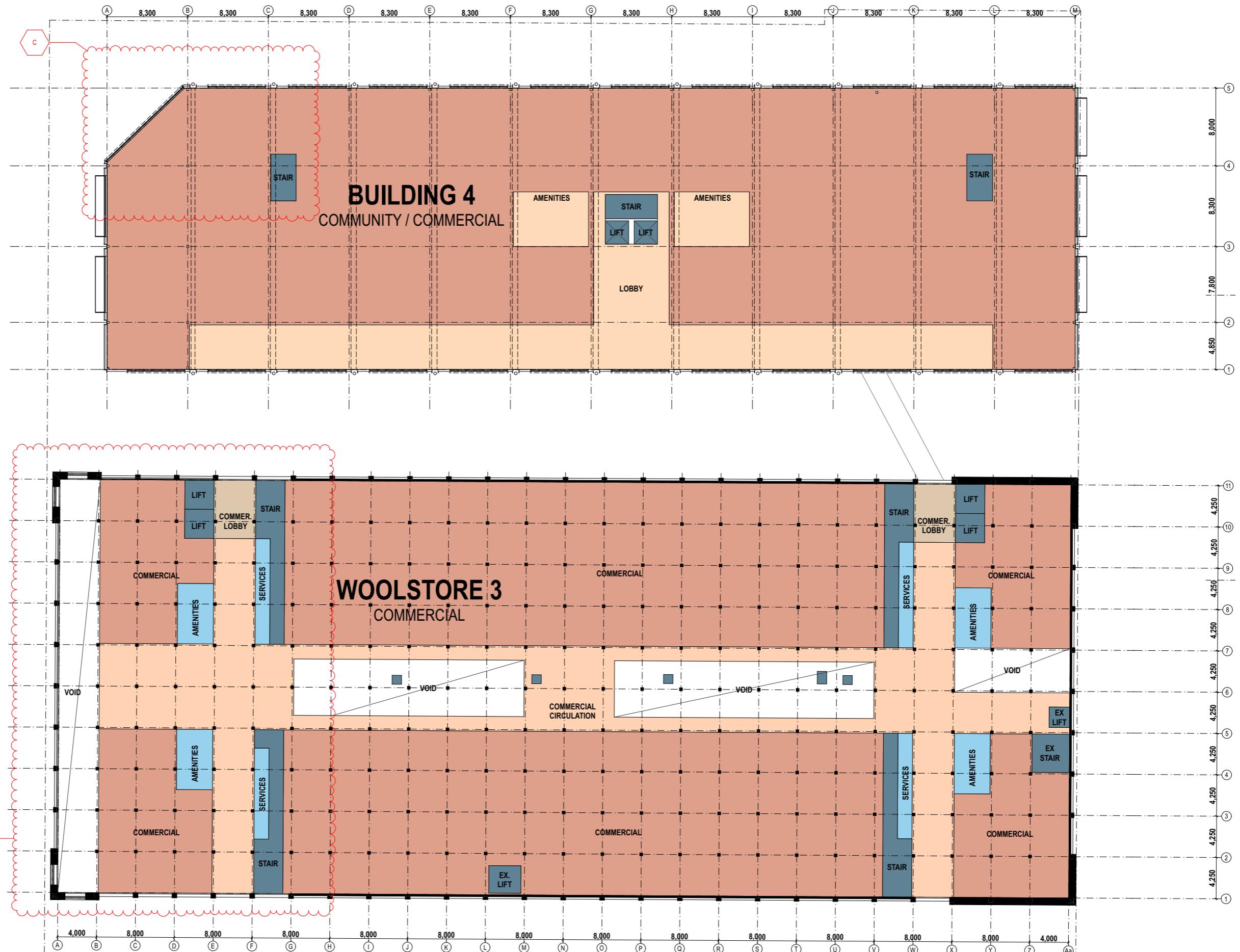




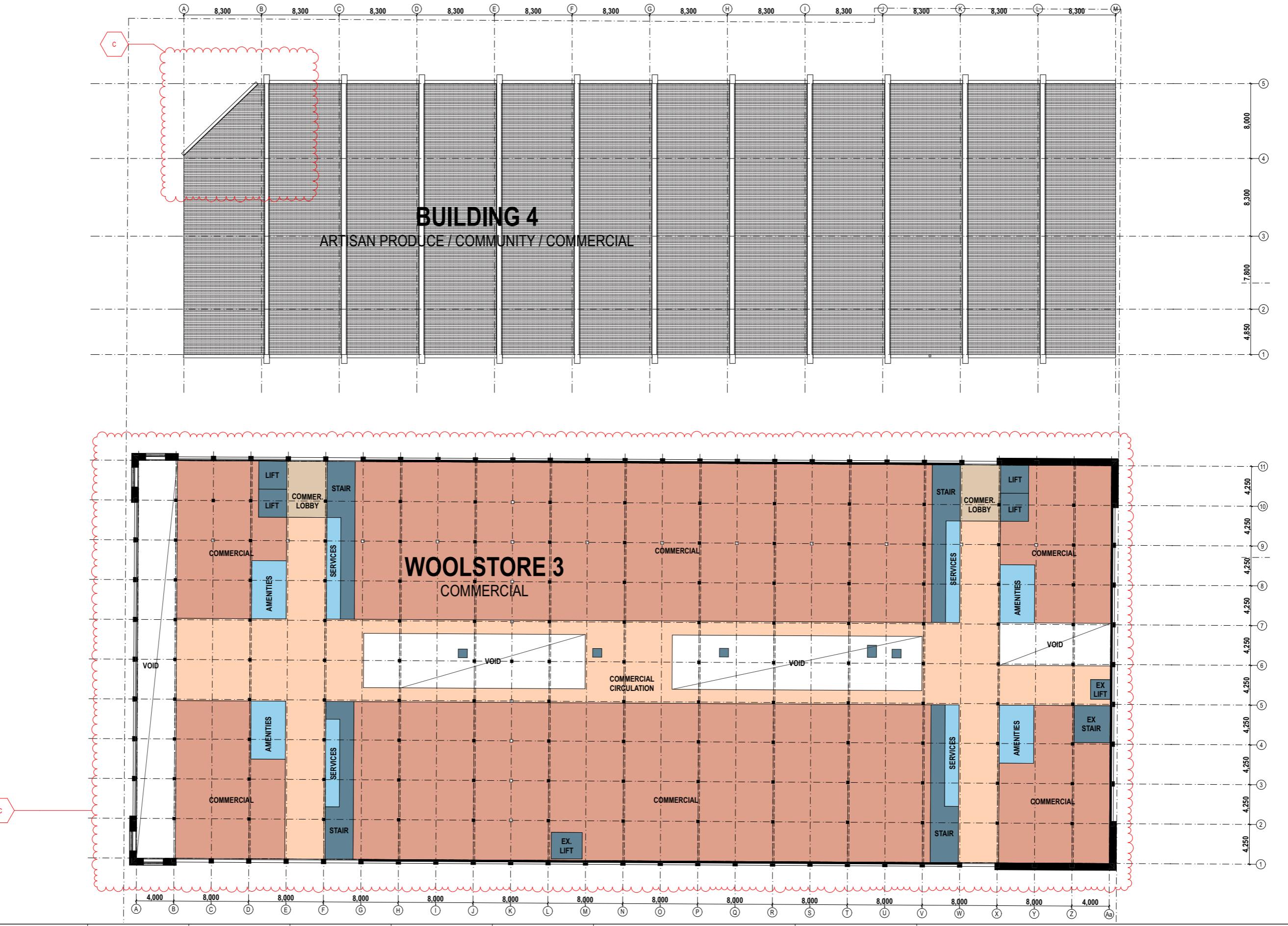
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B	27.08.2018	DA AMENDMENTS		HERITAGE CONSULTANT EJE Heritage Phone: 04 4929 2353 Email: mail@eje.com.au	HYDRAULIC ENGINEER Matt McDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	MECHANICAL ENGINEER Matt McDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	STRUCTURAL ENGINEER Matt McDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com					DATE 12/11/20
C	13.09.2019	DA AMENDMENTS										PROJECT - PHASE DA MASTERPLAN
D	12.11.2020	DA AMENDMENTS										SCALES 1:200 @ A1 1:400 @ A3



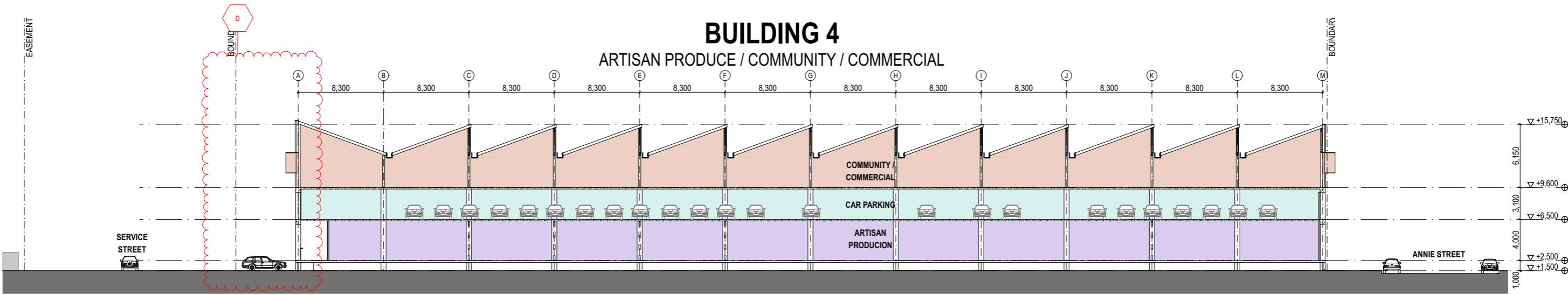
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C	13.09.2019	DA AMENDMENTS		HERITAGE CONSULTANT	HYDRAULIC ENGINEER	MECHANICAL ENGINEER	STRUCTURAL ENGINEER		PROJECT NO: 15032		CHECKED	
				EJE Heritage Phone: 04 4929 2353 Email: mail@eje.com.au	Mott MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	Mott MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com				TG		
										DATE	6/9/19	
										DRAWING NO		
										SCALES	1:200 @ A1	
										DRAWING NO	1:400 @ A3	
										REV	C	



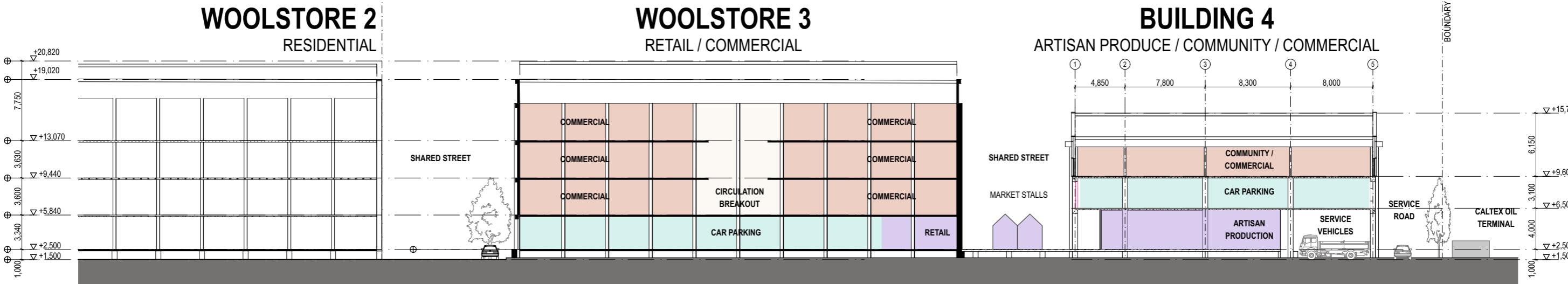
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C	13.09.2019	DA AMENDMENTS								PROJECT - PHASE DA MASTERPLAN	DRAWING NO 1:200 @ A1 1:400 @ A3	



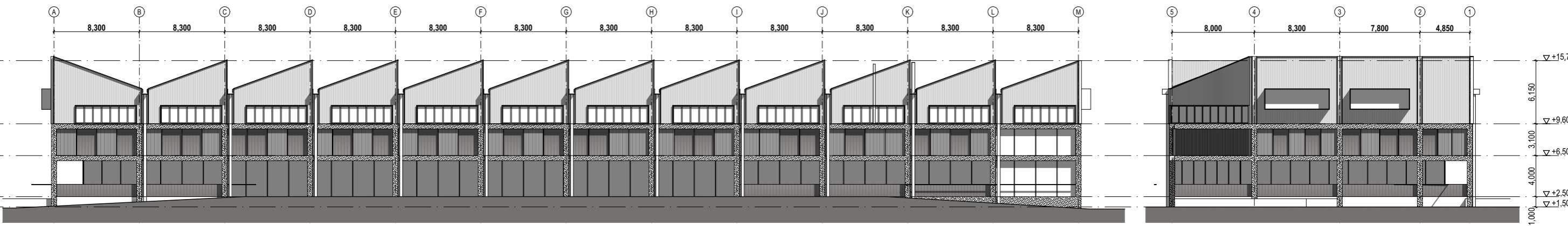
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B	27.08.2018	DA AMENDMENTS										DATE 6/9/19	
C	13.09.2019	DA AMENDMENTS										DRAWING NO	
				HERITAGE CONSULTANT EJE Heritage Phone: 04 4929 2353 Email: mail@eje.com.au	HYDRAULIC ENGINEER Mott MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	MECHANICAL ENGINEER Mott MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	STRUCTURAL ENGINEER Mott MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com		PROJECT NO: 15032	PROJECT - PHASE DA MASTERPLAN	SCALES 1:200 @ A1 1:400 @ A3	REV C	



Long Section - Building 4
1:200



Cross Section - Building 4 & Woolstore 3
1:200

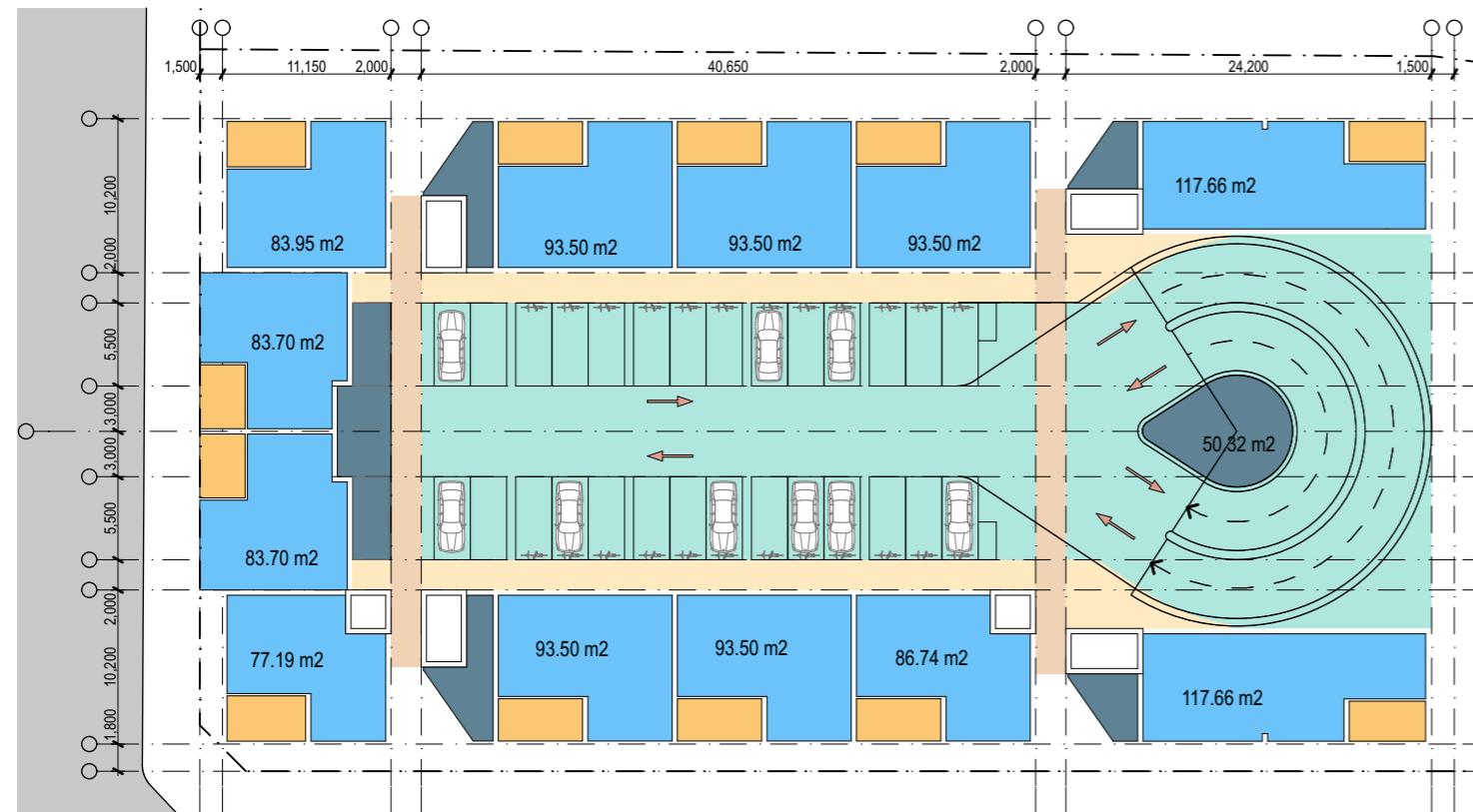


Long Elevation - Building 4 & Woolstore 3
1:200

End Elevation - Building 4 & Woolstore 3
1:200

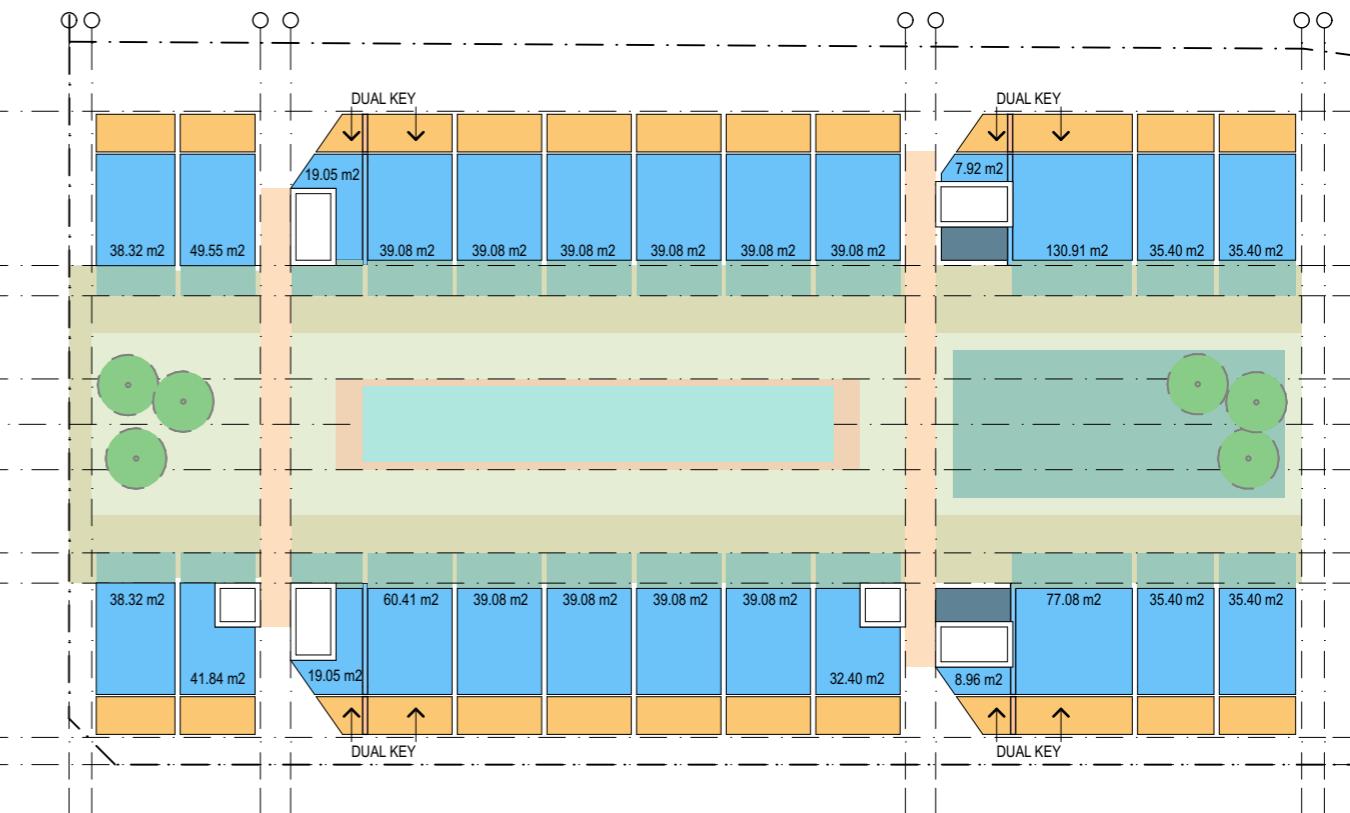
4.9 BUILDING 5





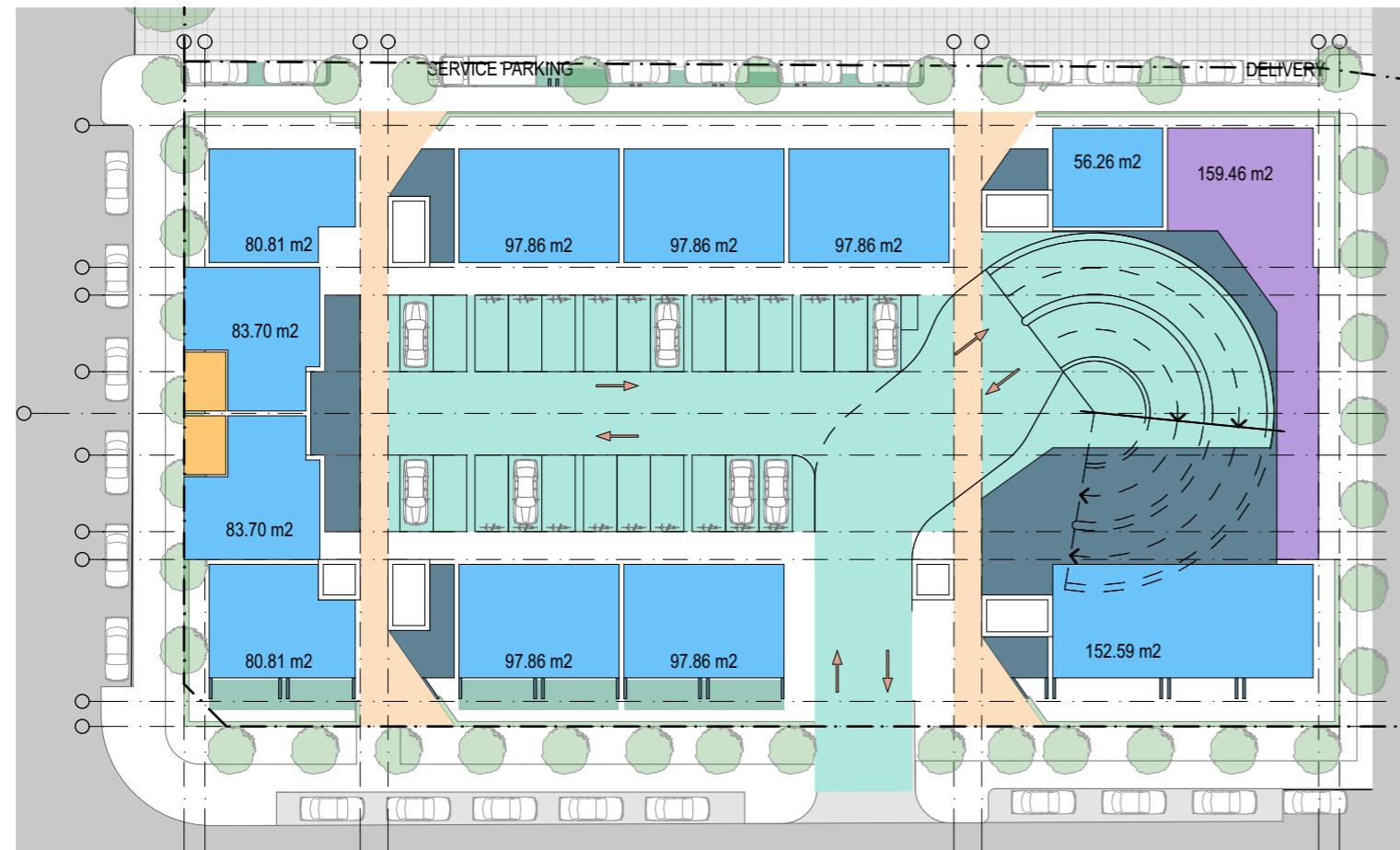
Level 2, 3 & 4

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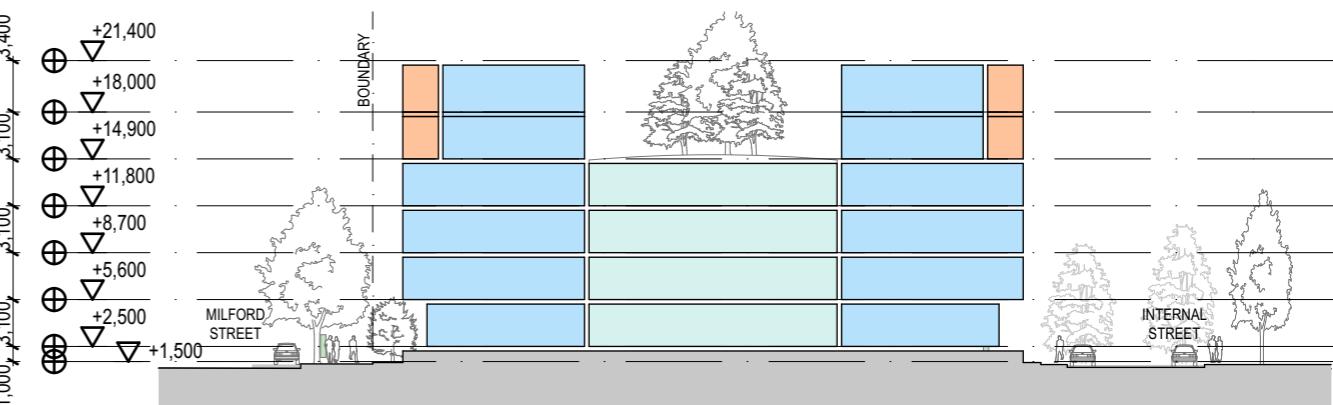
Level 5 & 6

1:500



Level 1

1:500



Building 5 Cross Section

1:500

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CLIENT:
Investec

PROJECT:
Wickham Wool Stores

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DRAWING TITLE
BUILDING 5 - Plans & Sections
PROJECT - PHASE
DA MASTERPLAN REPORT

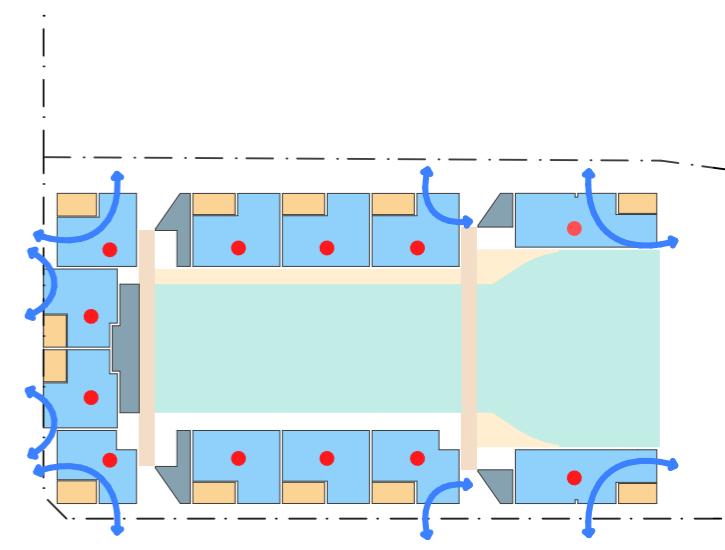
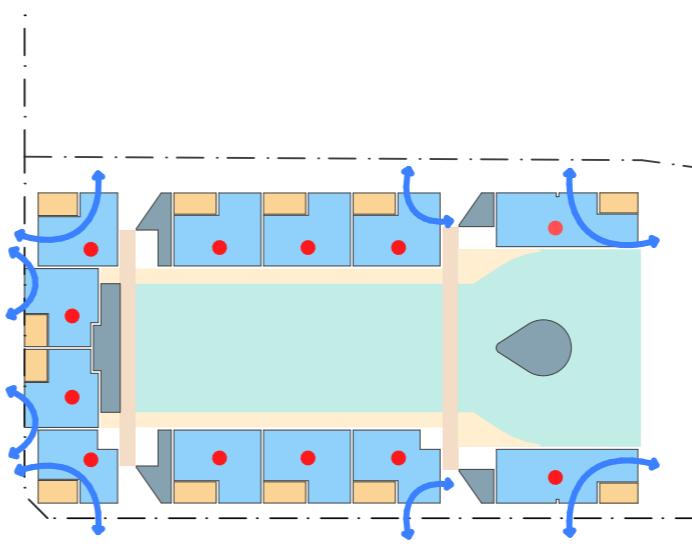
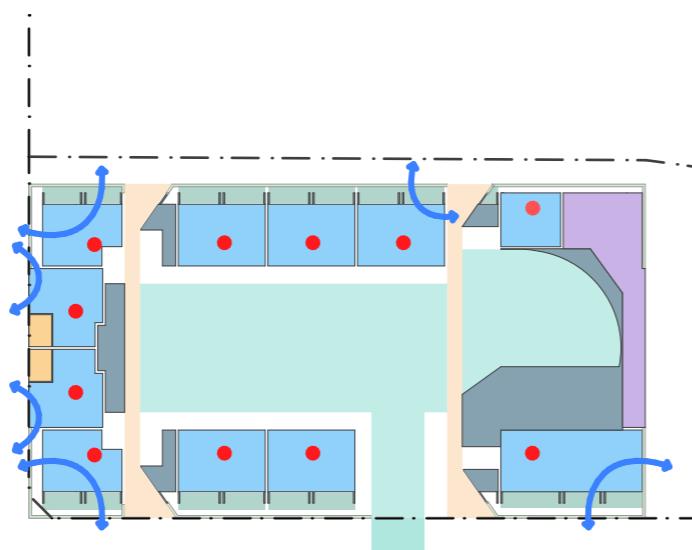
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KT TG
DATE
28/04/2017

DRAWING NO
SCALES
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REV A

SEPP 65 SUMMARY

TOTAL NUMBER OF APARTMENTS

APARTMENTS	
LEVEL 6	0
LEVEL 5	22
LEVEL 4	12
LEVEL 3	12
LEVEL 2	12
LEVEL 1	11
TOTAL APARTMENTS	69



SOLAR & DAYLIGHT ACCESS - OBJECTIVE 4A-(1)

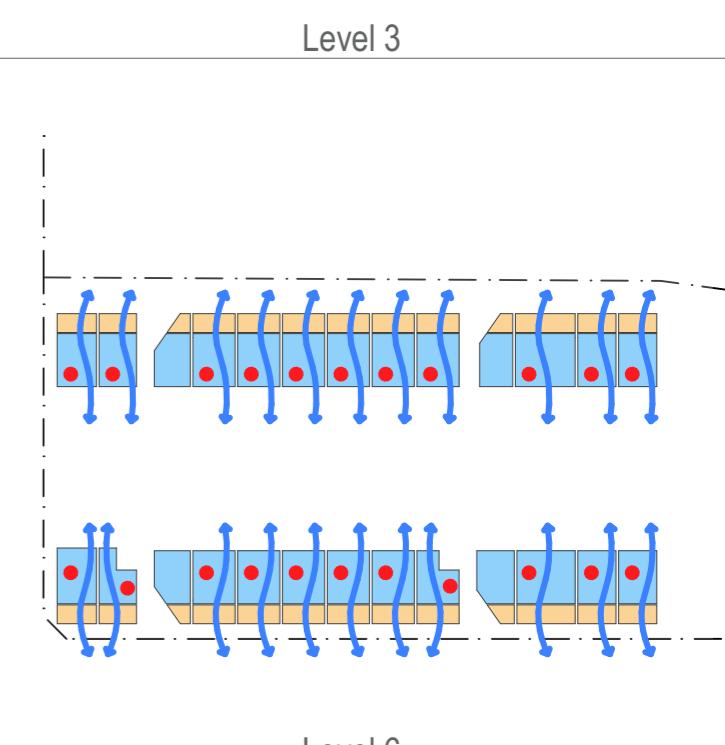
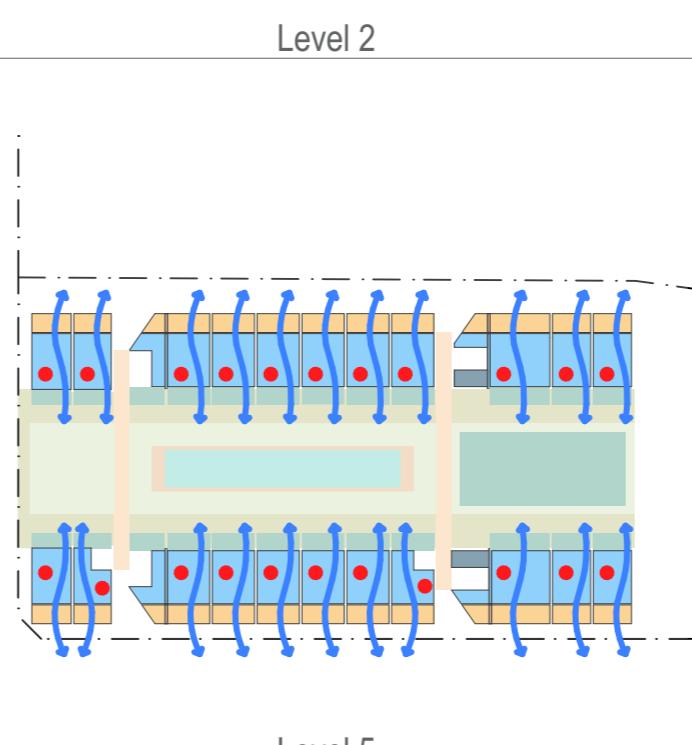
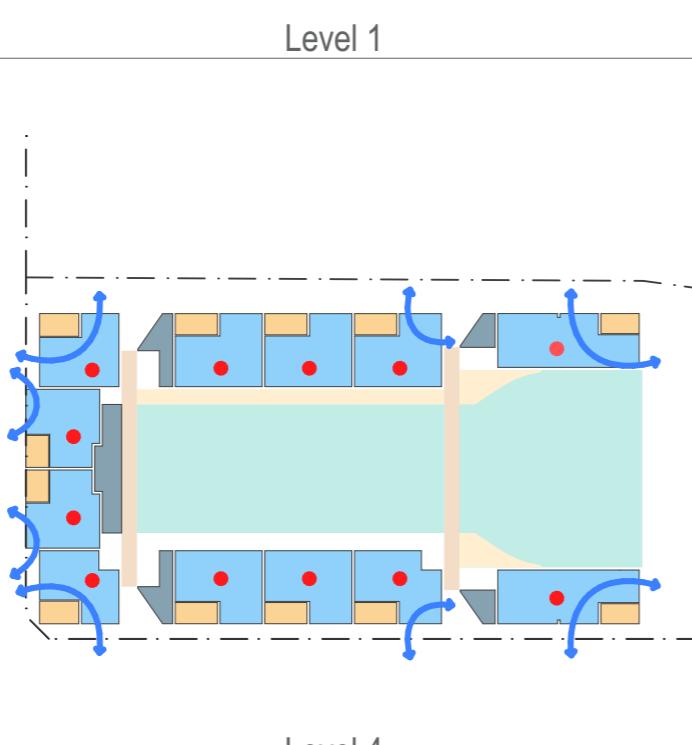
APARTMENTS	
LEVEL 6	0
LEVEL 5	22
LEVEL 4	12
LEVEL 3	12
LEVEL 2	12
LEVEL 1	11

● RECEIVES A MINIMUM OF 2 HOURS OF SUNLIGHT TO LIVING AREAS BETWEEN 9AM AND 3PM, JUNE 21 **100%**

SOLAR & DAYLIGHT ACCESS - OBJECTIVE 4A-(3)

APARTMENTS	
LEVEL 6	0
LEVEL 5	0
LEVEL 4	0
LEVEL 3	0
LEVEL 2	0
LEVEL 1	0

● RECEIVES NO DIRECT SUNLIGHT TO LIVING AREAS BETWEEN 9AM AND 3PM, JUNE 21 **0%**



NATURAL VENTILATION - OBJECTIVE 4B-(3)

APARTMENTS	
LEVEL 6	0
LEVEL 5	22
LEVEL 4	8
LEVEL 3	8
LEVEL 2	8
LEVEL 1	6

● ACHIEVES NATURAL VENTILATION **76%**

OBJECTIVE 4A-1(1)

"LIVING ROOMS AND PRIVATE OPEN SPACES OF AT LEAST 70% OF APARTMENTS IN A BUILDING RECEIVE A MINIMUM OF 2 HOURS DIRECT SUNLIGHT BETWEEN 9AM AND 3PM AT MID WINTER"

OBJECTIVE 4A-1(3)

"A MAXIMUM OF 15 % OF APARTMENTS IN A BUILDING RECEIVE NO DIRECT SUNLIGHT BETWEEN 9AM AND 3PM AT MID WINTER"

OBJECTIVE 4B-3(1)

"AT LEAST 60% OF APARTMENTS ARE NATURALLY CROSS VENTILATED IN THE FIRST NINE STOREYS OF THE BUILDING."

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CLIENT:
Investec

PROJECT:

Wickham Wool Stores
PROJECT NO : 15032

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DRAWING TITLE
BUILDING 5 - SEPP 65 Summary

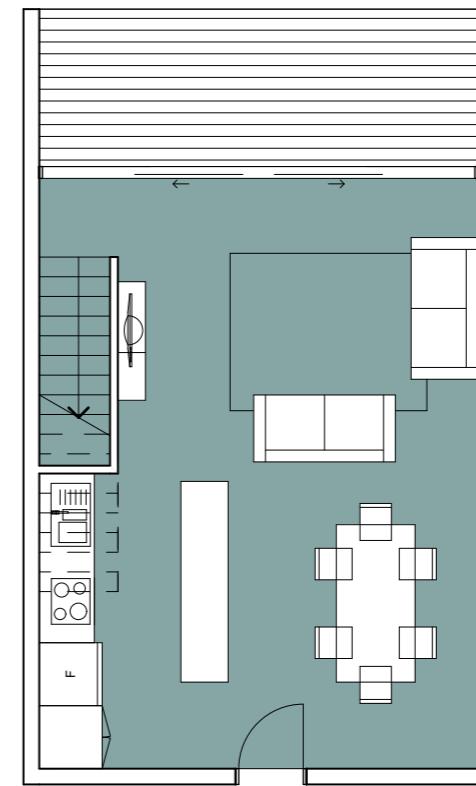
PROJECT - PHASE
DA MASTERPLAN REPORT

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DATE 28/04/2017
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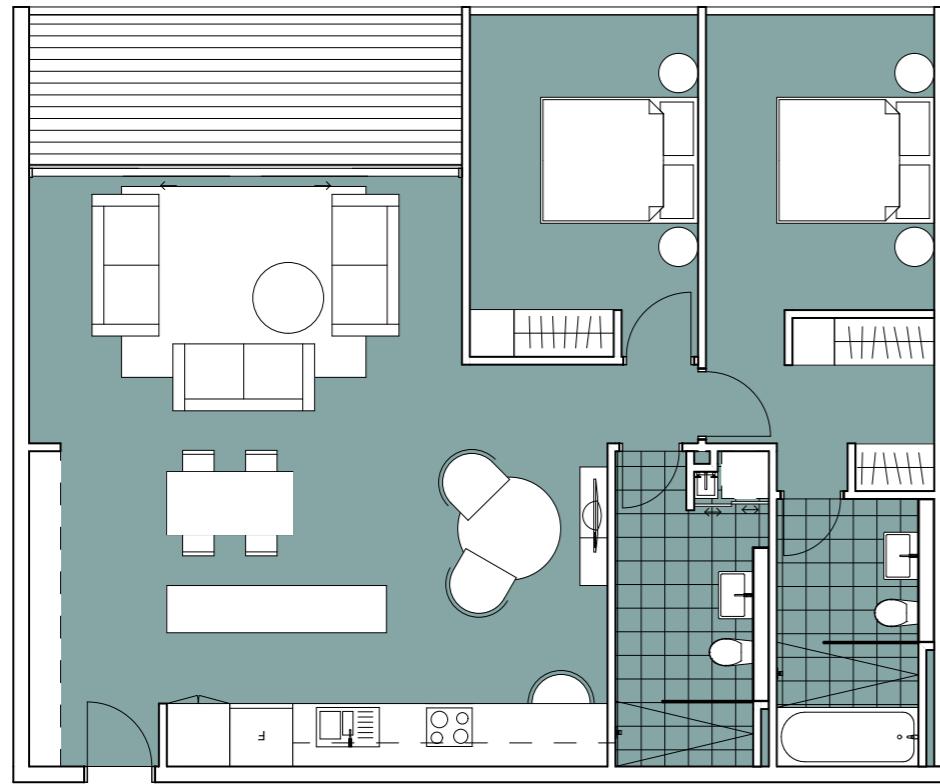


TYPICAL APT A - LEVEL 1 PLAN

1:100

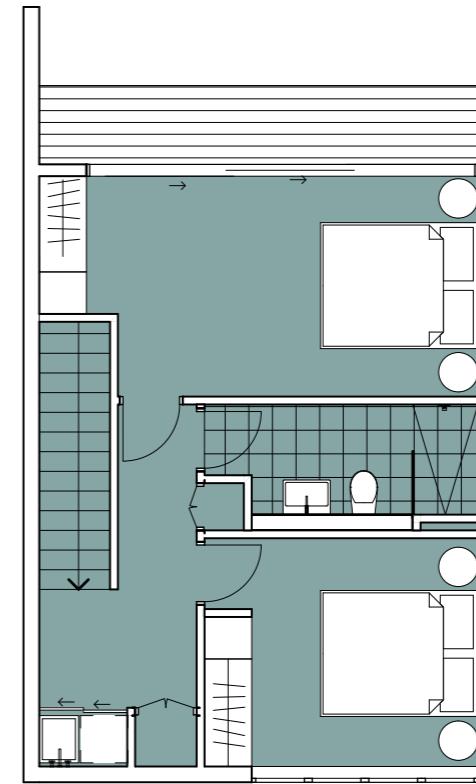


TYPICAL APT C - LOWER LEVEL 5 PLAN 1:100



TYPICAL APT B - LEVEL 2, 3 4 PLAN

1:100



TYPICAL APT C - UPPER LEVEL 6 PLAN 1:100

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				HERITAGE CONSULTANT EJE Heritage Phone: 04 4229 2363 Email: mail@eje.com.au	HYDRAULIC ENGINEER Matt MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	MECHANICAL ENGINEER Matt MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com	STRUCTURAL ENGINEER Matt MacDonald Phone: 02 9098 6811 Email: stephen.giblett@mottmac.com		PROJECT - PHASE DA MASTERPLAN REPORT	SCALES 1:100 @ A3	DRAWN DATE DRAWING REV	

4.10 LANDSCAPE

Please refer JMD Design drawings and documentation for details of landscape and park.



Legend

Investec Wickham Woolstore - Stage 1

Development Application

Park Layout

Legend

Stage 1 Boundary

- A Screening structure with climbing plants
- B Entry Point
- C Ping Pong Tables
- D Proposed Electrical substation (x2)
- E Picnic Tables
- F Seating
- G Kick about area

Turf

Mass Planting

Unit paving to share zone

Unit paving to internal car parking

Concrete paving

Decomposed Granite

+ 1.55 Spot levels



Proposed Feature Tree Planting



Proposed Tree Planting

Activation Node - Informal play & ping-pong

Kickabout Area

Activation Axis - Picnic, seating areas

Proposed Building 5

0 5 10 20m



Client
Investec

Consultant
**tonkin
greer**

Revisions

Issue A

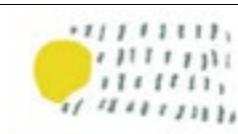
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Description For DA

Drawn BK

Check BC

JMD design

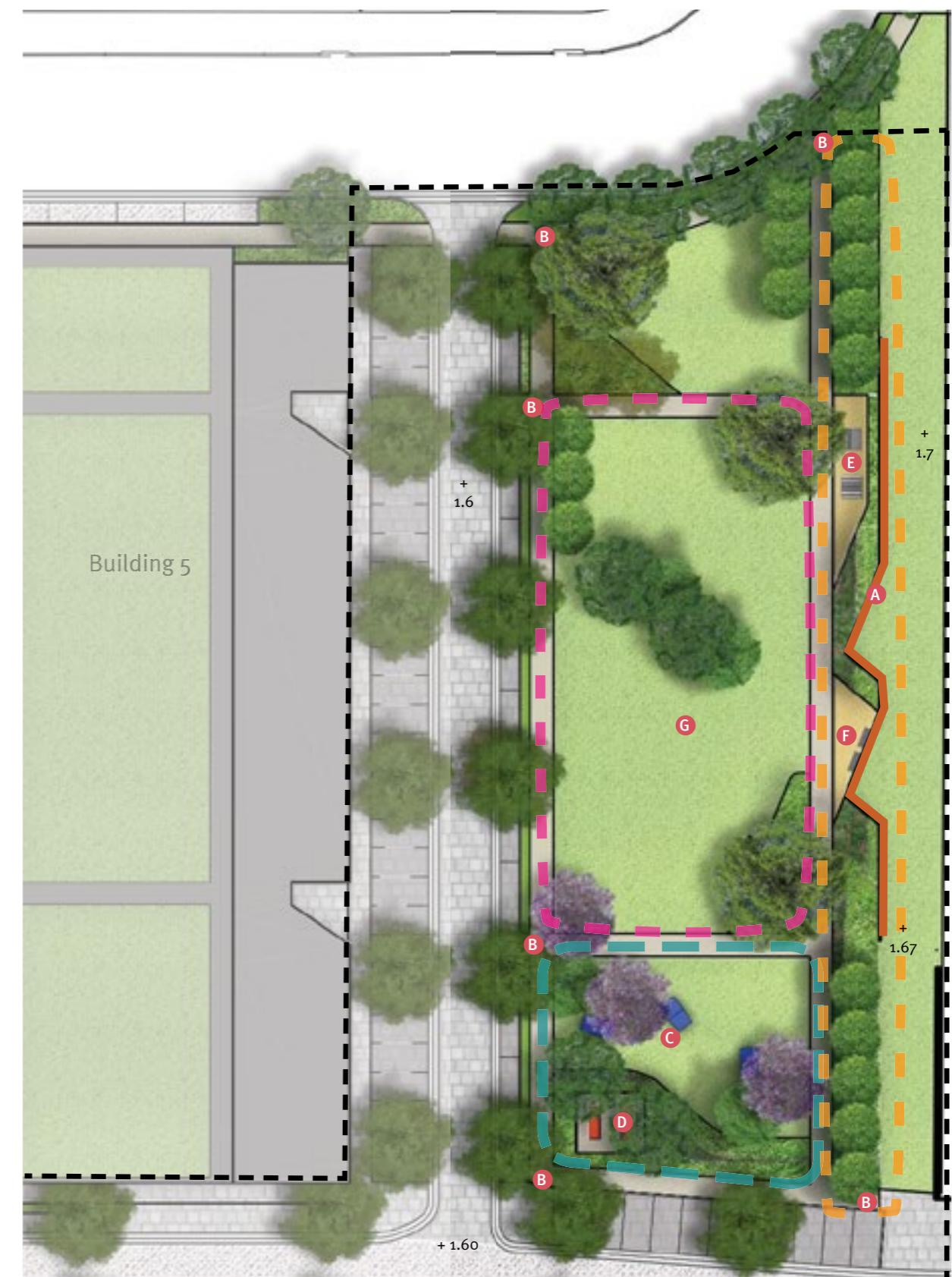


190 James Street
 Redfern NSW 2016
 T (02) 9310 5644
 info@jmddesign.com.au

Project
 Wickham Woolstore, Newcastle
 Drawing title
 Park Layout

Date
 June 2017
 Scale
 1:500

Drawing No.
Log
 Issue No.
A





Indicative view of proposed park in the Wickham Woolstores Masterplan.

WICKHAM WOOLSTORES
33, 41, 49 & 57 ANNIE STREET WICKHAM
CONCEPT PROPOSAL OVERVIEW

The masterplan proposes a new precinct for living and working in and around the Wickham Woolstores. When complete, it will include the following:

- Full refurbishment of the three heritage listed woolstores on Annie Street
- Two new buildings sympathetic to the scale and character of the surrounding area
- A mix of residential apartments, commercial premises, retail tenancies and community space
- A new community park with picnic and play facilities
- Upgrading of the public domain, including new footpaths, street kerbs and mature tree planting to Annie Street, Milford Street and The Avenue
- Parking for 598 vehicles

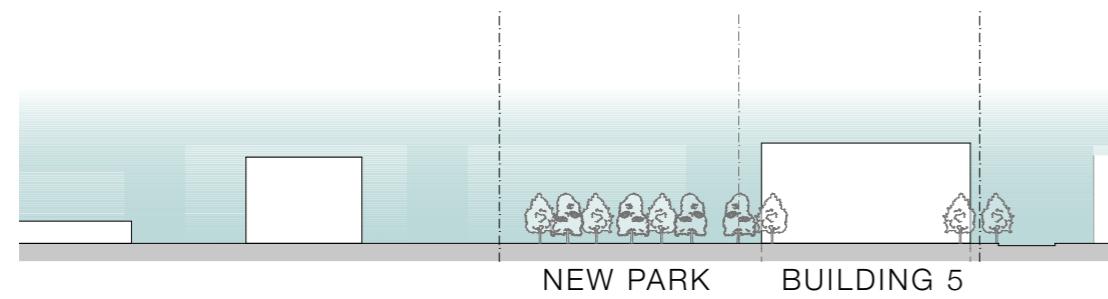
ANNIE STREET ELEVATION 1:1500



MILFORD STREET ELEVATION 1:1500



THE AVENUE STREET ELEVATION 1:1500



WICKHAM WOOLSTORE 1 (AML&F BUILDING)
57 ANNIE STREET WICKHAM
STAGE 1 DEVELOPMENT APPLICATION OVERVIEW

Stage 1 of the proposed masterplan will include the following work:

- Full refurbishment of Woolstore 1 (the AML&F Building) at the corner of Annie and Milford Street (57 Annie Street) into 100 residential apartments
- A new community park with picnic and play facilities
- New shared zones for pedestrians and cars adjacent to the refurbished woolstore and new park
- Upgrading of the public domain, including new footpaths, street kerbs and mature tree planting adjacent to the refurbished woolstore (along Annie Street and a portion of Milford Street)
- Carparking for 121 cars, 25 motorbikes and 100 bicycles

MILFORD STREET ELEVATION 1:1500



ANNIE STREET ELEVATION 1:1500



ARTIST'S IMPRESSION OF PARK

