



# Compass Station Development

43 Station Street,  
Wickham, NSW

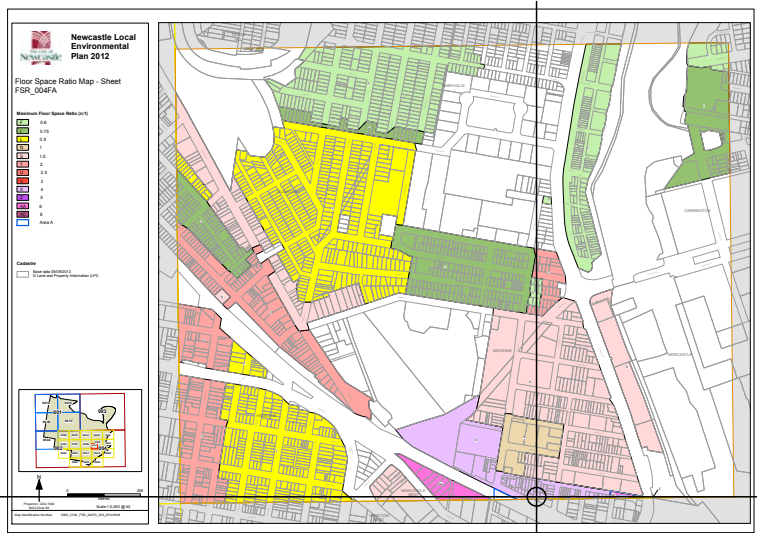
Lot 1  
DP 131687

**Development Application**  
COUNCIL RFI (DA2019/00663)

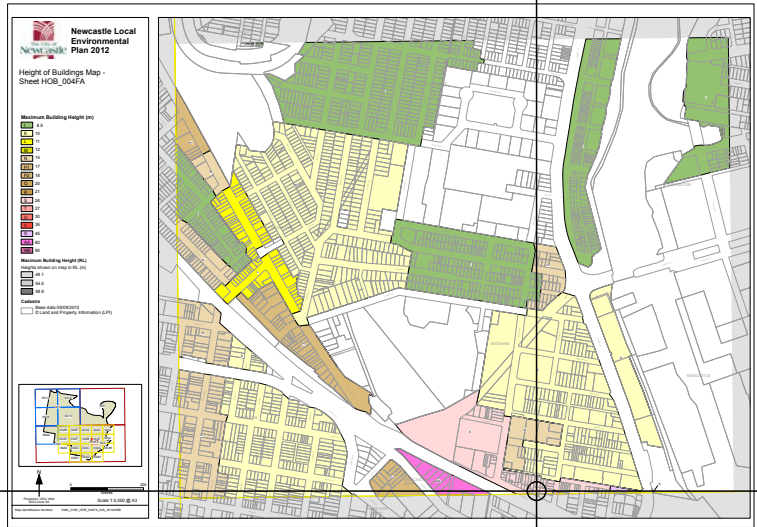
27.11.2019



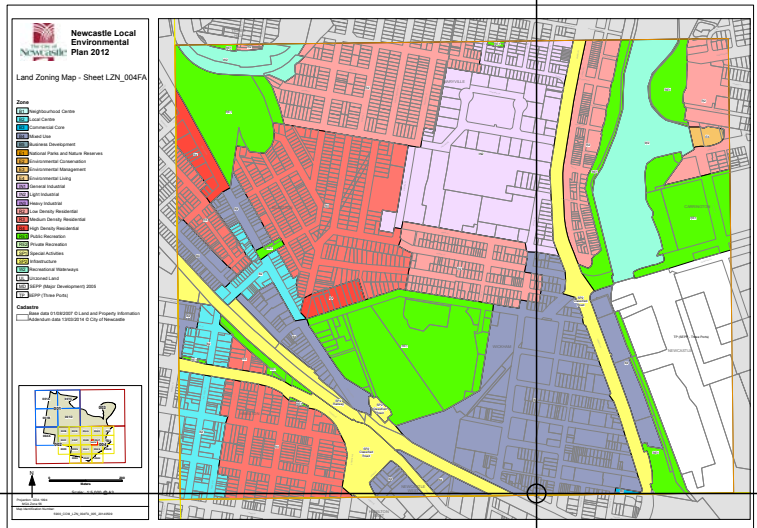
Planning Control Maps



Floor Space Ratio



Height of Building



Land Zoning

Site Information

**Property Details**  
Address: 43 Station Street, Wickham  
Lot / Plan: Lot 1 in Deposited Plan 131687  
  
Council: Newcastle City  
  
**Site Area:** 413 sqm  
**GFA @ 3.6:1** 1,486.8 sqm

Scheme Statistics

Number of Units	16
1 Bed	11
2 Bed	5
GFA	
Achieved:	1,175.5m² (2.8:1)
Cars achieved:	7
Unit cars required:	7.1
Visitors required:	-

Wickham Master Plan - Future Character

**Precinct:** Rail Edge Precinct  
**Existing Planning Controls (LEP):** FSR 4:1, 8 Storeys, 24m  
**Potential Redevelopment Densities:** FSR 4:1, 14 Storeys, 14m  
**Minimum Setback to Road Reserve:** 2m

Council Requirements

**Zoning B4 mixed use**  
  
- FSR 3:1 under the LEP (clause 7.10A)  
  
7.10A Floor space ratio for certain other development  
The maximum floor space ratio for a building that is located on land with a site area of less than 1,500 square metres is whichever is the lesser of:  
(a) the floor space ratio identified on the Floor Space Ratio Map, or  
(b) 3:1.  
  
- 24m HOB  
  
**Affordable rental housing SEPP**  
  
- Bonus FSR of 0.6:1, being 20% of the existing FSR of 3:1. Total 3.6:1

- Car parking rates; at least 0.4 parking spaces are provided for each dwelling containing 1 bedroom, at least 0.5 parking spaces are provided for each dwelling containing 2 bedrooms

**DCP**  
  
- Height on street 12m, setback 6m after that.  
- Side and rear setback 0  
- The block is an average depth of 22m, with the 3.5 setback the depth of the building would comply with the DCP.

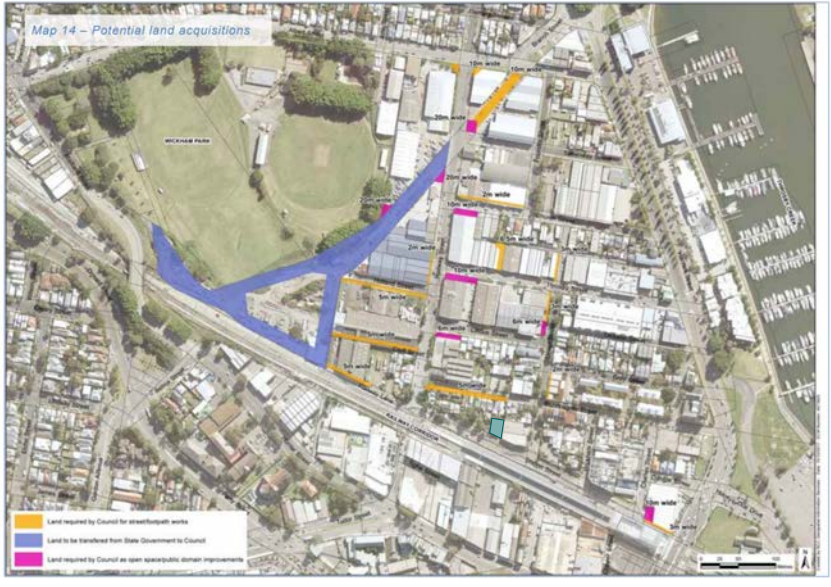
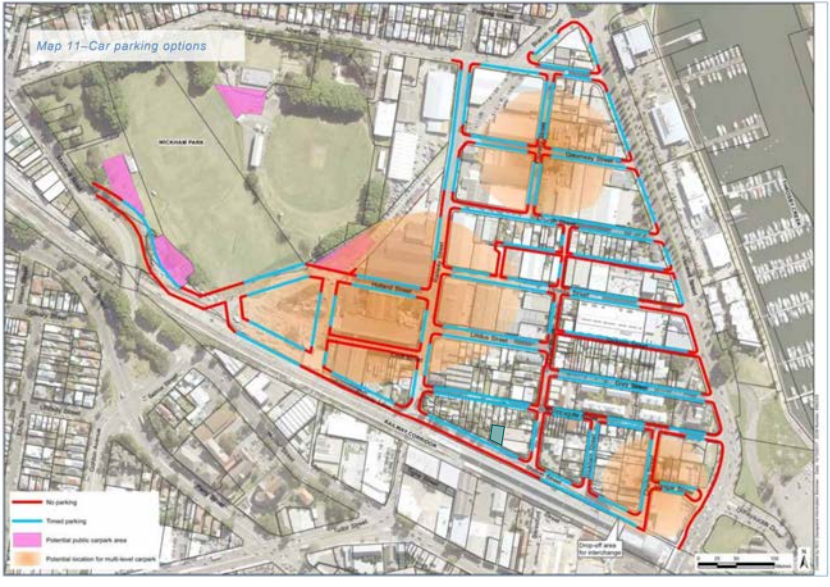
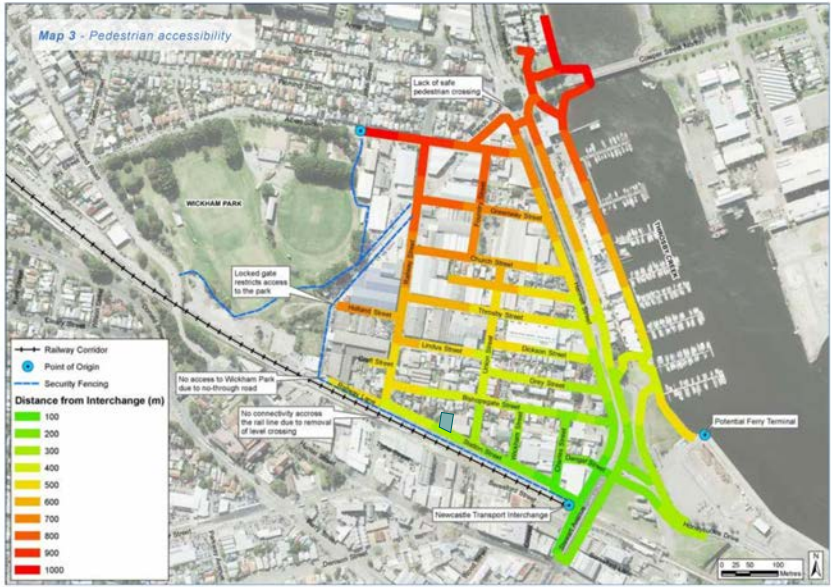
**Apartment Design Guide (ADG)**  
  
BUILDING SEPARATION  
  
-up to 12m (4 storeys): 6m Setback  
-up to 25m (5-8 storeys): 12m Setback

Local Environment Plan - Current Controls

**FSR:** - 3:1  
**Building Height:** 24m  
**Zoning:** B4 Mixed Use  
**Acid Sulphate Soils:** Class 3

**Zone B4 Mixed Use**  
  
**1 Objectives of zone**  
  
• To provide a mixture of compatible land uses.  
• To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.  
• To support nearby or adjacent commercial centres without adversely impacting on the viability of those centres.  
  
**2 Permitted without consent**  
  
Environmental protection works; Home occupations  
  
**3 Permitted with consent**  
  
Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Any other development not specified in item 2 or 4  
  
**4 Prohibited**  
  
Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Camping grounds; Caravan parks; Cemeteries; Dual occupancies; Dwelling houses; Eco-tourist facilities; Electricity generating works; Farm buildings; Exhibition villages; Extractive industries; Forestry; Freight transport facilities; Heavy industrial storage establishments; Heavy industries; Helipads; High technology industries; Open cut mining; Resource recovery facilities; Rural industries; Secondary dwellings; Semi-detached dwellings; Sewage treatment plants; Truck depots; Vehicle body repair workshops; Waste disposal facilities; Water recycling facilities; Water supply systems









APPROVED, UNDER  
CONSTRUCTION  
OR BUILT  
DEVELOPMENTS



PROPOSAL  
SITE



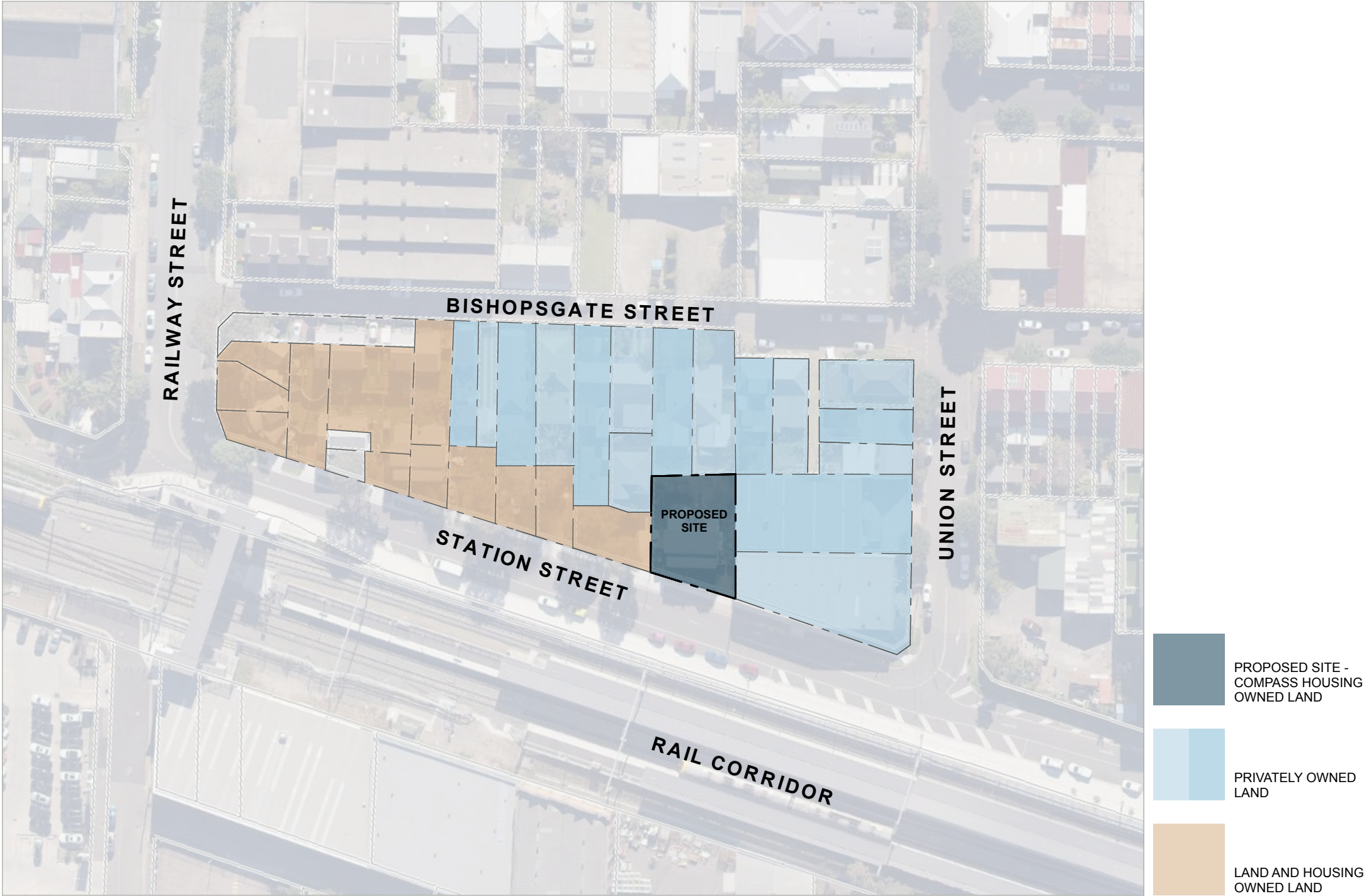


Land Ownership/  
Wickham Masterplan

The proposed site is currently owned by Compass Housing. This differs from Map 5 (Property Ownership Patterns) of the Wickham Masterplan which indicates that the site is under State (Land and Housing) Ownership.

The site is bounded to the north and east by small parcels of privately owned land. Map 6 (Wickham Redevelopment Potential) of the Wickham Masterplan illustrate that the large corner lots to the east of the proposed site have been identified as 'Likely to Change' where as the surrounding finer grain residential lots to the north and east of the site have been identified as 'May Change'.

The small lot size and private ownership of the surrounding land reduces the potential for lot consolidation and the future character desired in the Wickham Masterplan.



CURRENT LAND OWNERSHIP



Future Precincts/  
Wickham Masterplan

The propose site is located within the Rail Edge Precinct of the Wickham Masterplan.

"The rail edge precinct provides an interface to the emerging commercial core of the Newcastle City Centre (in Newcastle West) through provision of mixed use development.

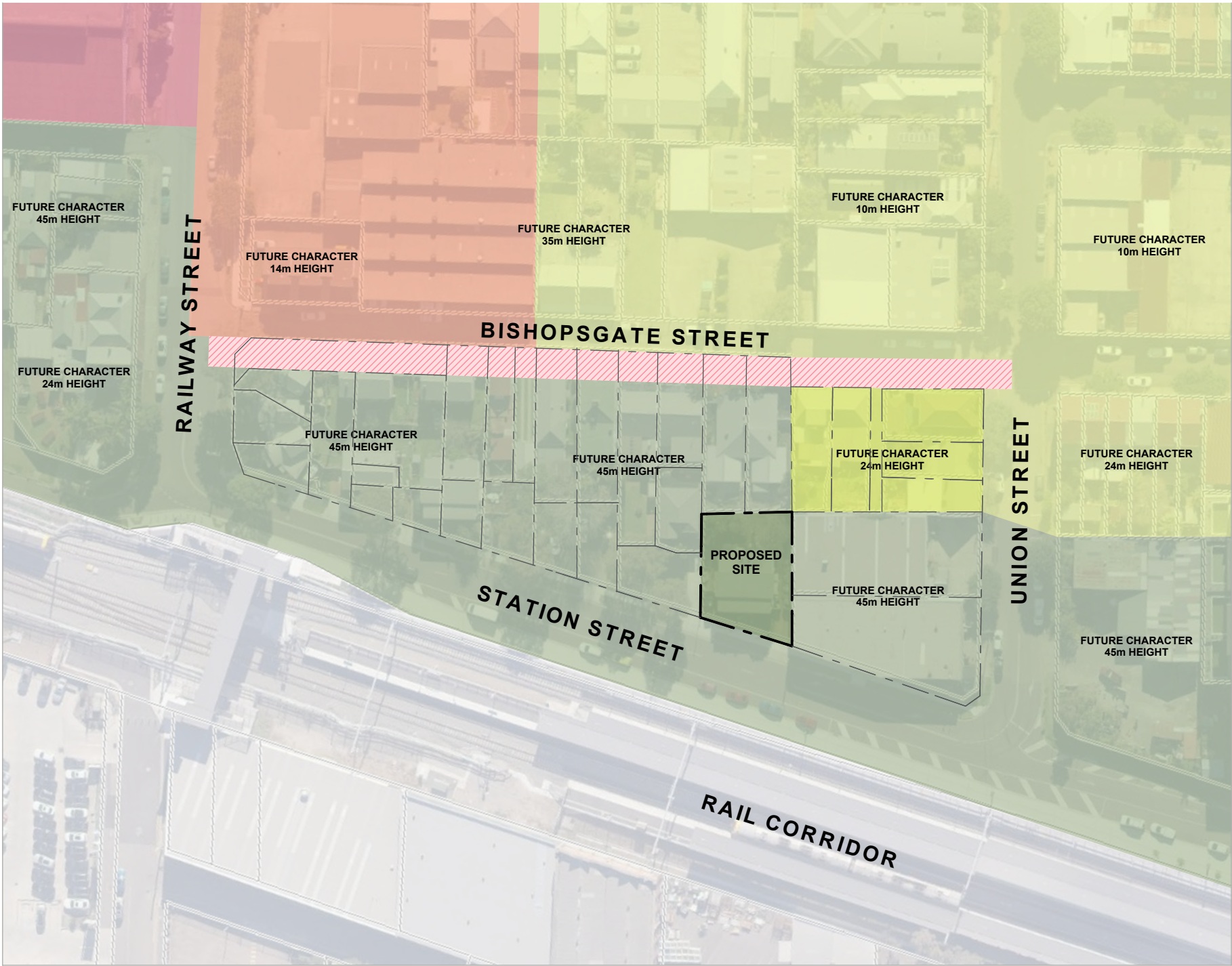
The precinct capitalises on its location adjacent to the 'Newcastle Transport Interchange' and the potential pedestrian trade generated by providing ground level commercial uses along Railway, Union , Wickham, and Charles Streets with neighbourhood level retail and services activating the street corners with Station Street.

Subject to the aforementioned qualifications, the height of buildings in this precinct has capacity to increase upwards from current limits of 24m (8 storeys) and 35m (11 Storeys) to 45m (14 storeys).

Land bound by the Newcastle Transport Interchange, Stewart Avenue and Hannell Street, Bishopsgate and Charles Streets has potential to accommodate even greater building height of up to 60m (20 storeys), which provides a transition from the adjoining heightlimit of 90m (30 storeys) allowed along Hunter Street in Newcastle West.

However, development fronting Bishopsgate Street (adjoining the Village Hub Precinct) is envisaged to retain a lower scale and residential focus, with new buildings reflecting the design elements and rhythm of the traditional terraces located between Union and Wickham Streets, thereby maximising solar access from the north."

The proposed development contributes to the intended outcomes of the Rail Edge precinct as outlined in the Wickham Masterplan. The development proposes a Commercial / Common Multipurpose Room on Ground Floor which will provide activation along Station Street. While not realising the potential height increase to 45m, the proposed development maximises current limits and will provide an undulating skyline in the transition between existing low scale residential conditions and the future desired character of the area.



FUTURE PRECINCTS (WICKHAM MASTER PLAN)

- FUTURE COUNCIL 5m LAND ACQUISITION
- VILLAGE HUB PRECINCT
- 45m FUTURE HEIGHT LIMIT - RAIL EDGE PRECINCT
- EMERGING INDUSTRIAL PRECINCT
- PARK EDGE





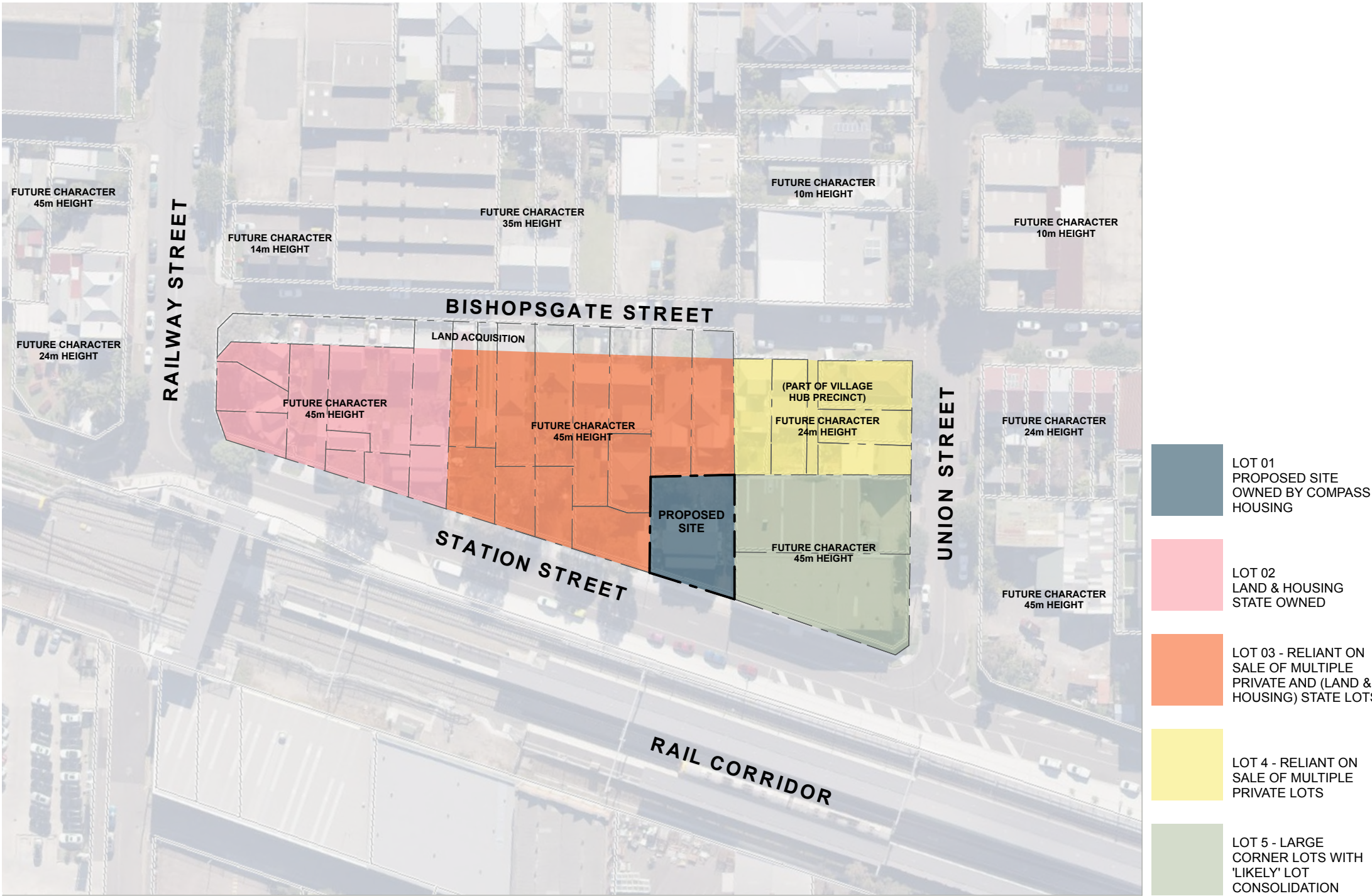
Lot Consolidation Scenario  
(Future Desired Character)

The following Lot Consolidation Scenario has been prepared to demonstrate that the proposal is acceptable in terms of redevelopment potential of the area with regard to the Wickham Master Plan.

The potential lot consolidation proposed in this diagram is heavily reliant on the coordinated sale of multiple private and State (Land & Housing) land holders, and ultimately highly unlikely.

The proposed site currently owned by Compass Housing has the potential to sit comfortably within 5 surrounding lots and does not hinder future lot consolidation within the block.

Despite the adjacent sites along Station Street having a future height of 45m, the proposed development height of 24m will provide for an undulating skyline along Station street and is in keeping with surrounding lots that are to remain with the current LEP (24m) Height Limit.



LOT CONSOLIDATION SCENARIO TO MEET FUTURE DESIRED CHARACTER + DEVELOPMENT POTENTIAL

Development Application - COUNCIL RFI

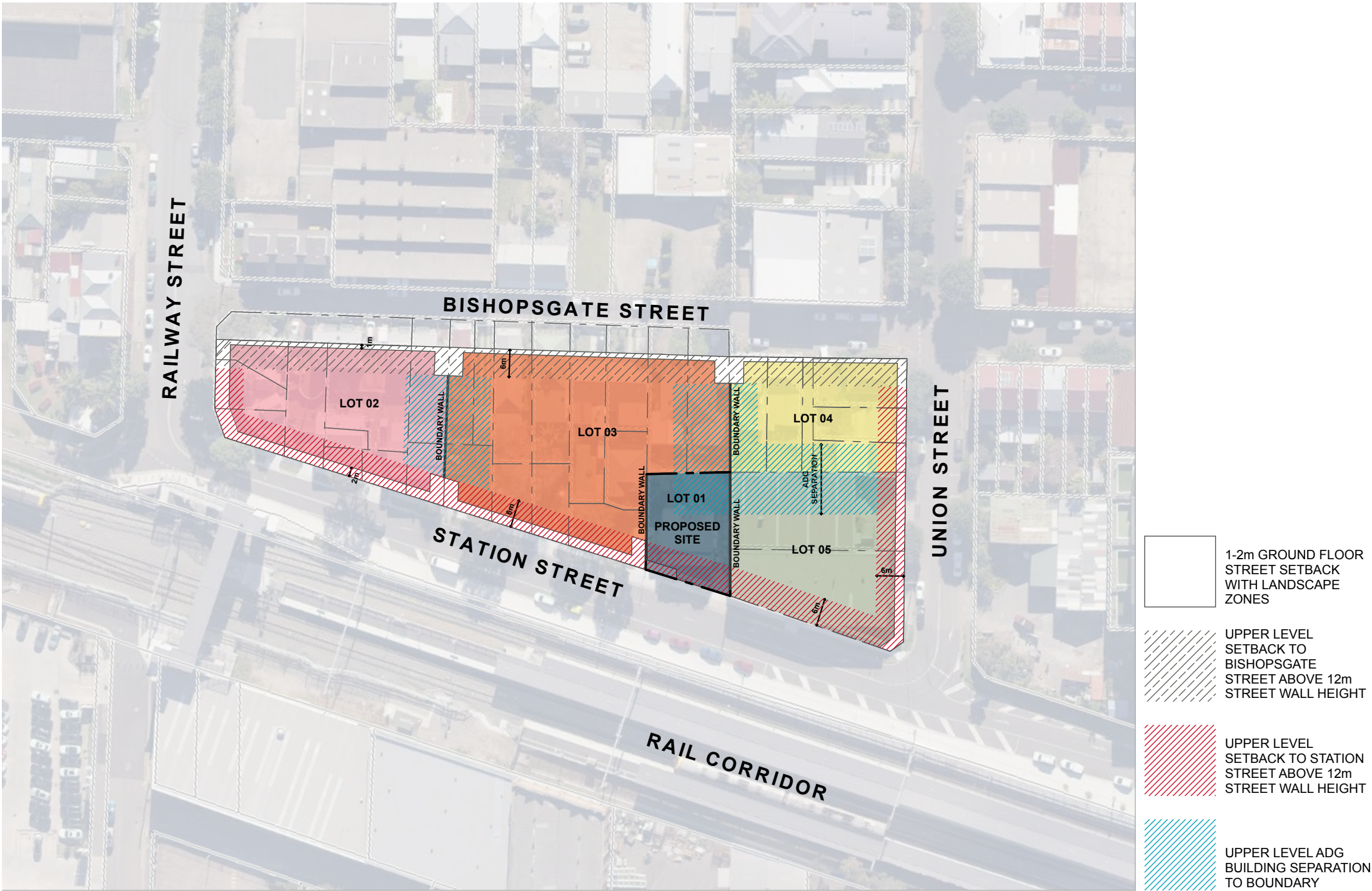


Lot Consolidation Scenario  
(Development Potential)

The following Lot Consolidation Scenario has been prepared to demonstrate that the proposal is acceptable in terms of redevelopment potential of the area with regard to the Wickham Master Plan.

The proposed development has the potential to sit within a block of 5 consolidated lots without having an effect on the future redevelopment opportunities of the area and thereby hindering the vision of the WMP to be fully realised.

The potential lots in the adjacent diagram considers the relevant controls (ADG and Section 6.03 NDCP 2012) and illustrates that the proposed development does not impede lot consolidation and that high density mixed-use developments are achievable in line with the future desired character of the area.

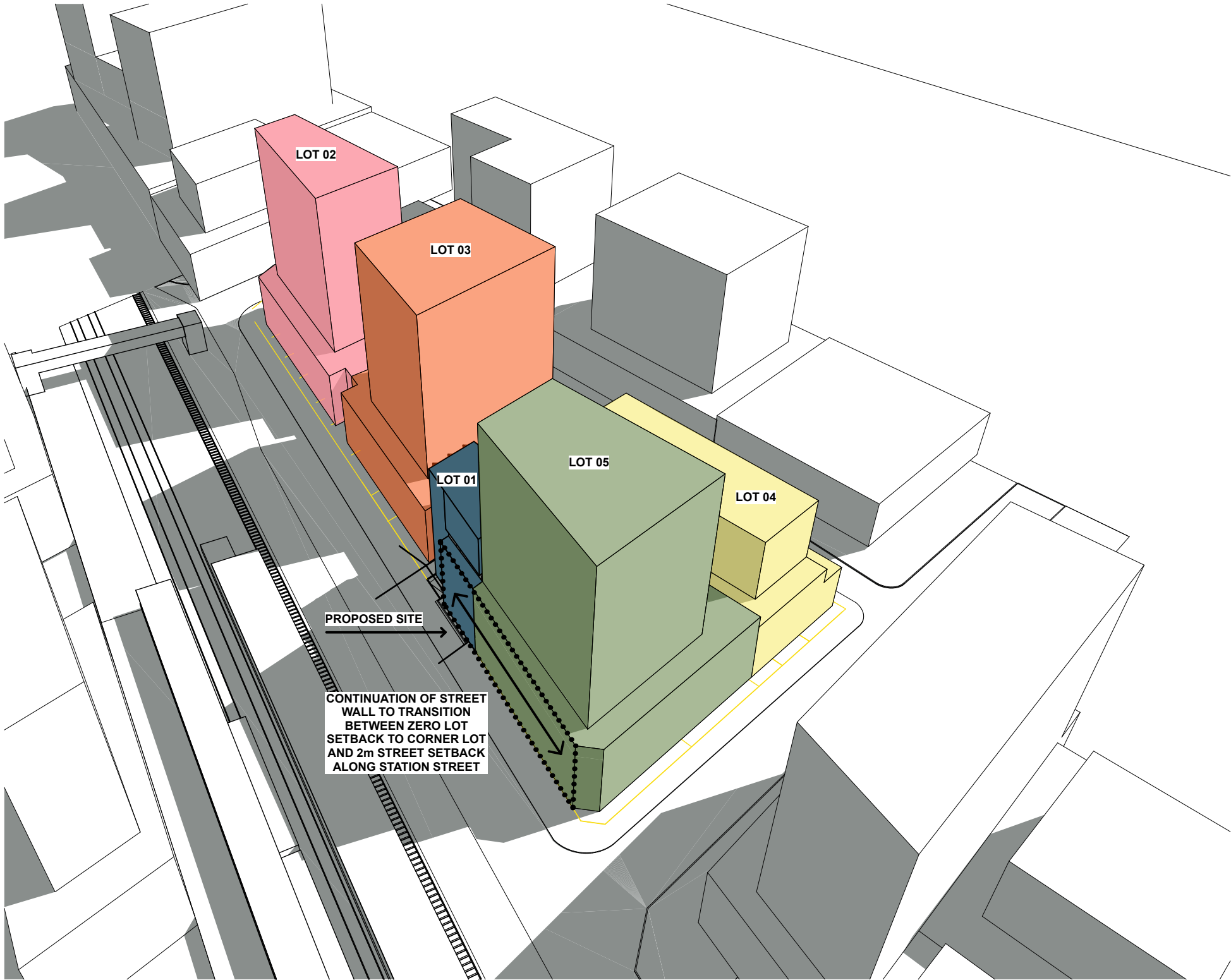


POTENTIAL FUTURE DEVELOPMENT SETBACK ANALYSIS



Lot Consolidation Scenario  
(Development Potential)

The massing in the adjacent diagram considers the development potential of lot consolidation and the relevant controls (ADG and Section 6.03 NDCP 2012) of the amalgamated lots. The analysis illustrates that the proposed development does not impede lot consolidation and that high density mixed-use developments are achievable in line with the future desired character of the area.



LOT CONSOLIDATION DEVELOPMENT POTENTIAL - 3D MASSING



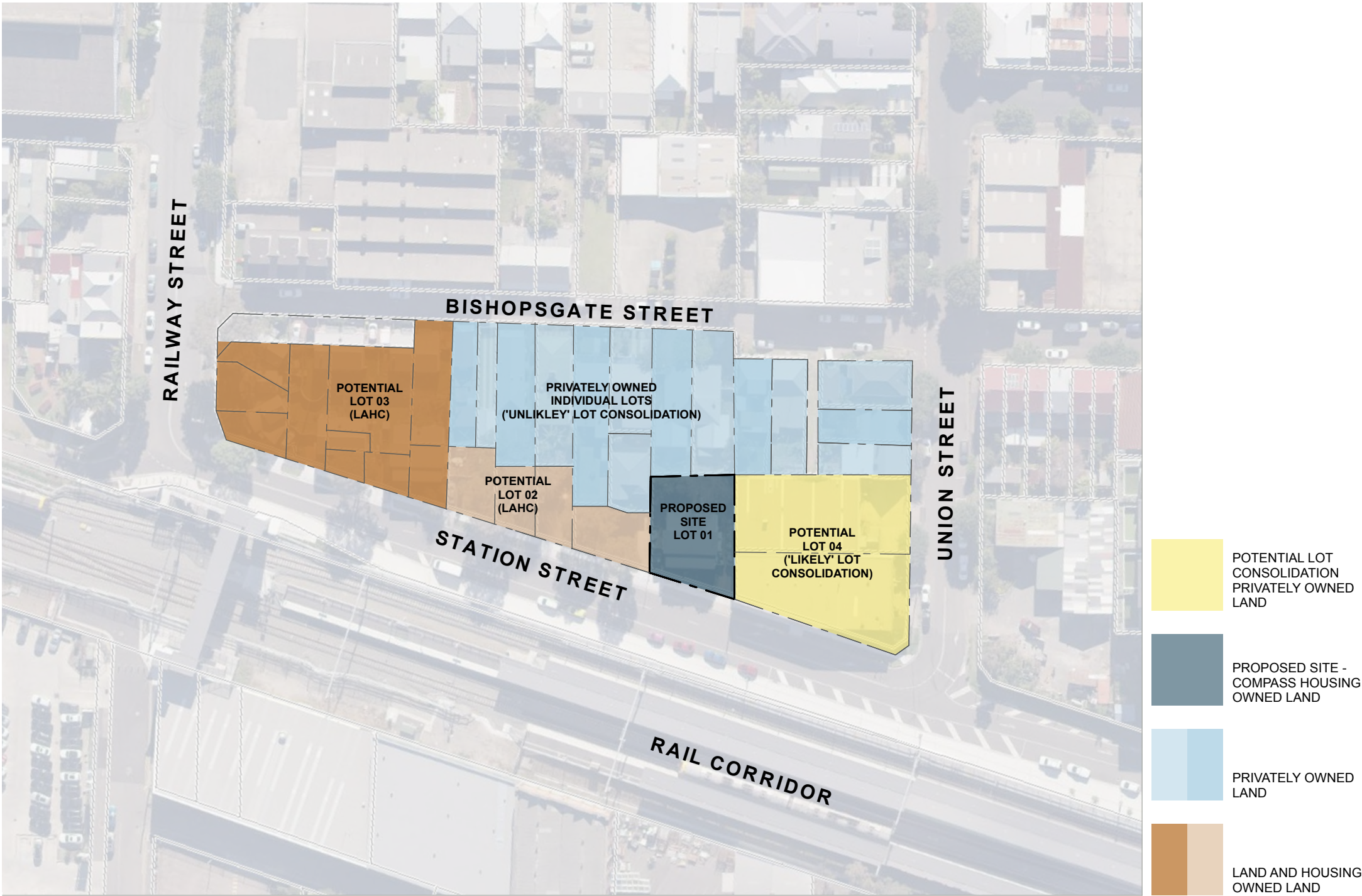


Private Ownership Scenario  
(Lot Consolidation)

The following Private Ownership Scenario has been prepared to the 'likeness' of Lot Consolidation considering the current pattern of land ownership within the subject block.

The proposed development site will exist amongst an eclectic mix of privately owned low-density residential lots with the potential for larger high-density mixed-use developments on the corner sites where lot consolidation is more 'likely'.

Privately owned lots to the north of the site along Bishopsgate Street are unlikely to result in large lot consolidation and are thus not impeded by the proposed development.



PRIVATE LAND OWNERSHIP SCENARIO - 'LIKELY' LOT CONSOLIDATION



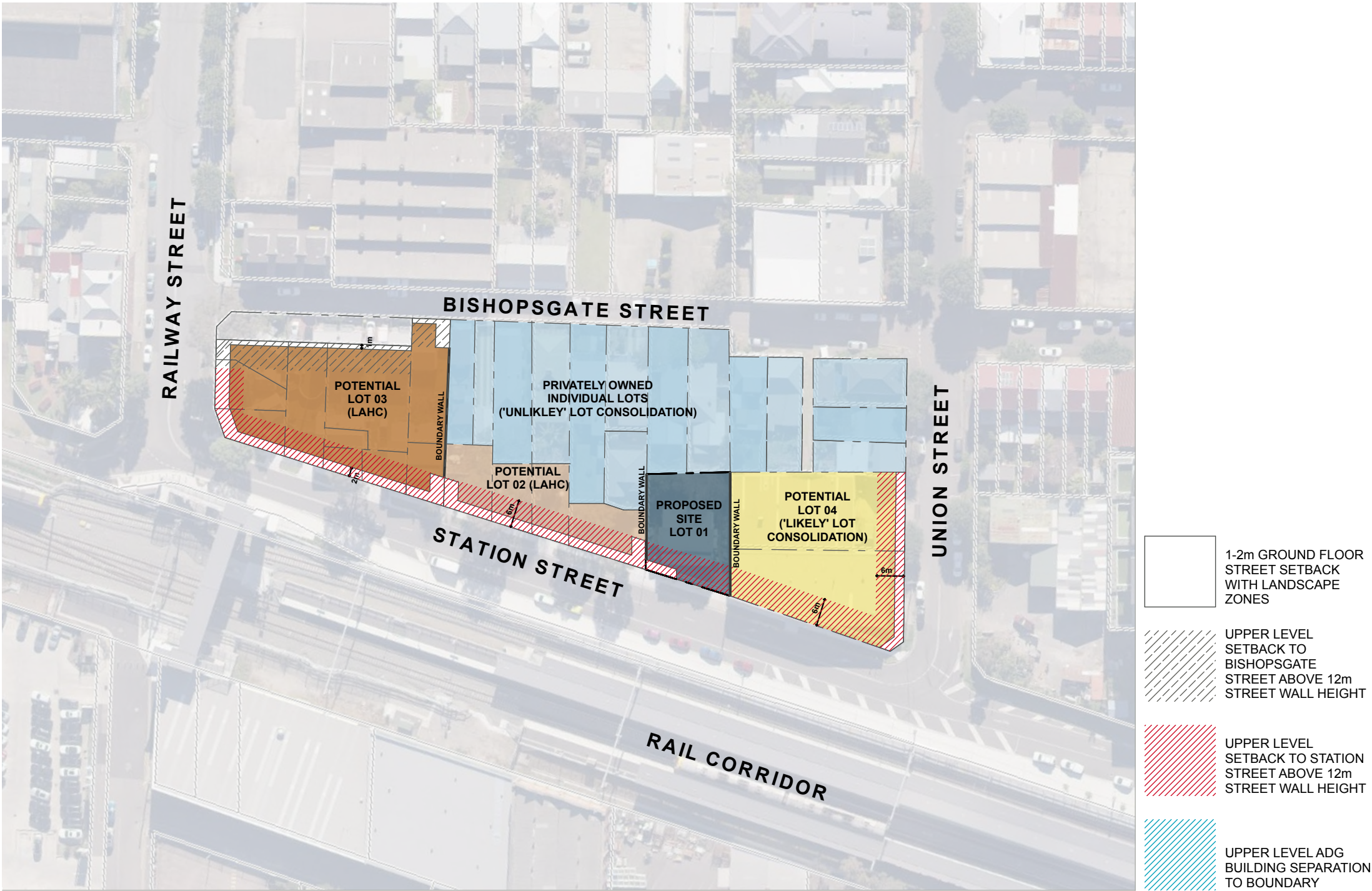
Private Ownership Scenario  
(Development Potential)

The following Private Ownership Scenario has been prepared to the 'likeness' of Lot Consolidation considering the current pattern of land ownership within the subject block.

The proposed development has the potential to sit amongst individual residential lots with larger mixed-use developments on sites where lot consolidation is more 'likely'.

The potential lots in the adjacent diagram considers the relevant controls (ADG and Section 6.03 NDCP 2012) and illustrates that the proposed development does not impede lot consolidation where it is 'likely' and that high density mixed-use developments are achievable in line with the future desired character of the area.

Furthermore, the analysis of planning controls on existing small lots within the area (refer Potential Lot 02) result in building envelopes that are not feasible for development without 'unlikely' lot consolidation.



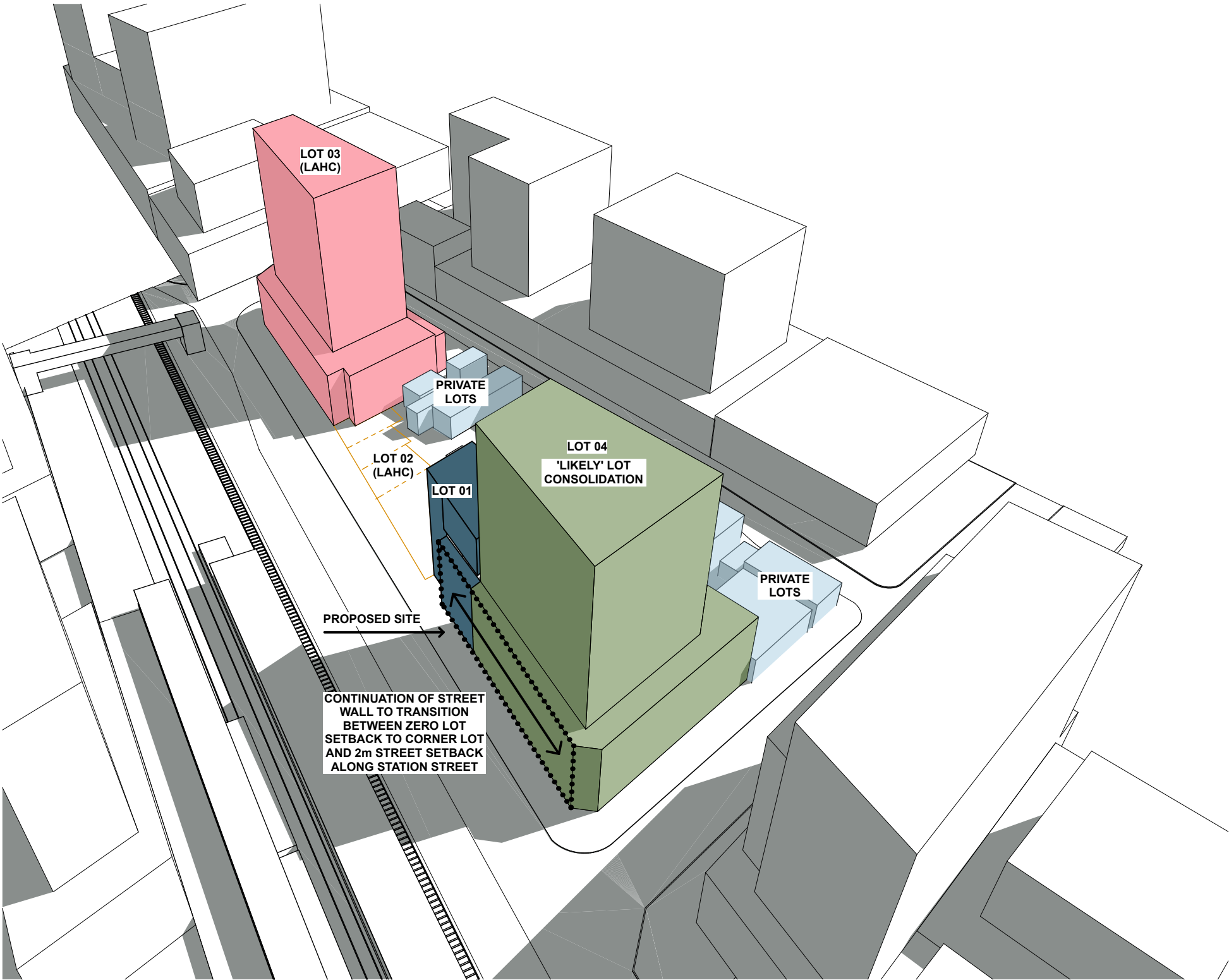
PRIVATE LAND OWNERSHIP SCENARIO - DEVELOPMENT POTENTIAL



# Private Ownership Scenario (Development Potential)

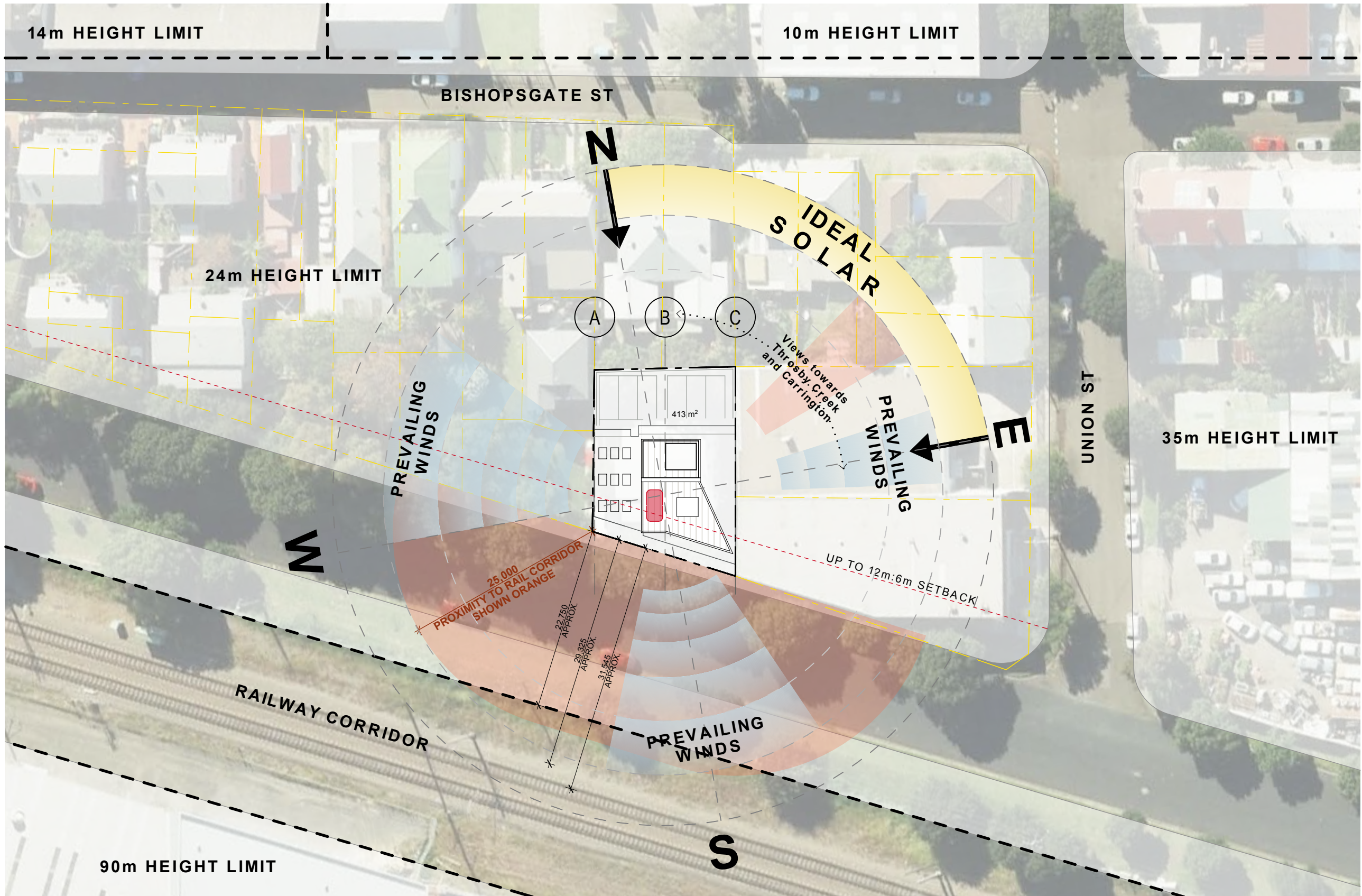
The massing in the adjacent diagram considers the likeliness of lot consolidation and development potential within the subject block. The planning controls (ADG and Section 6.03 NDCP 2012) of the 'likely' corner consolidated lots has been analysed with respect to the proposed development.

The analysis illustrates that the proposed development does not impede lot consolidation where 'likely' and that high density mixed-use developments are achievable in line with the future desired character of the area.



PRIVATE LAND OWNERSHIP DEVELOPMENT POTENTIAL - 3D MASSING







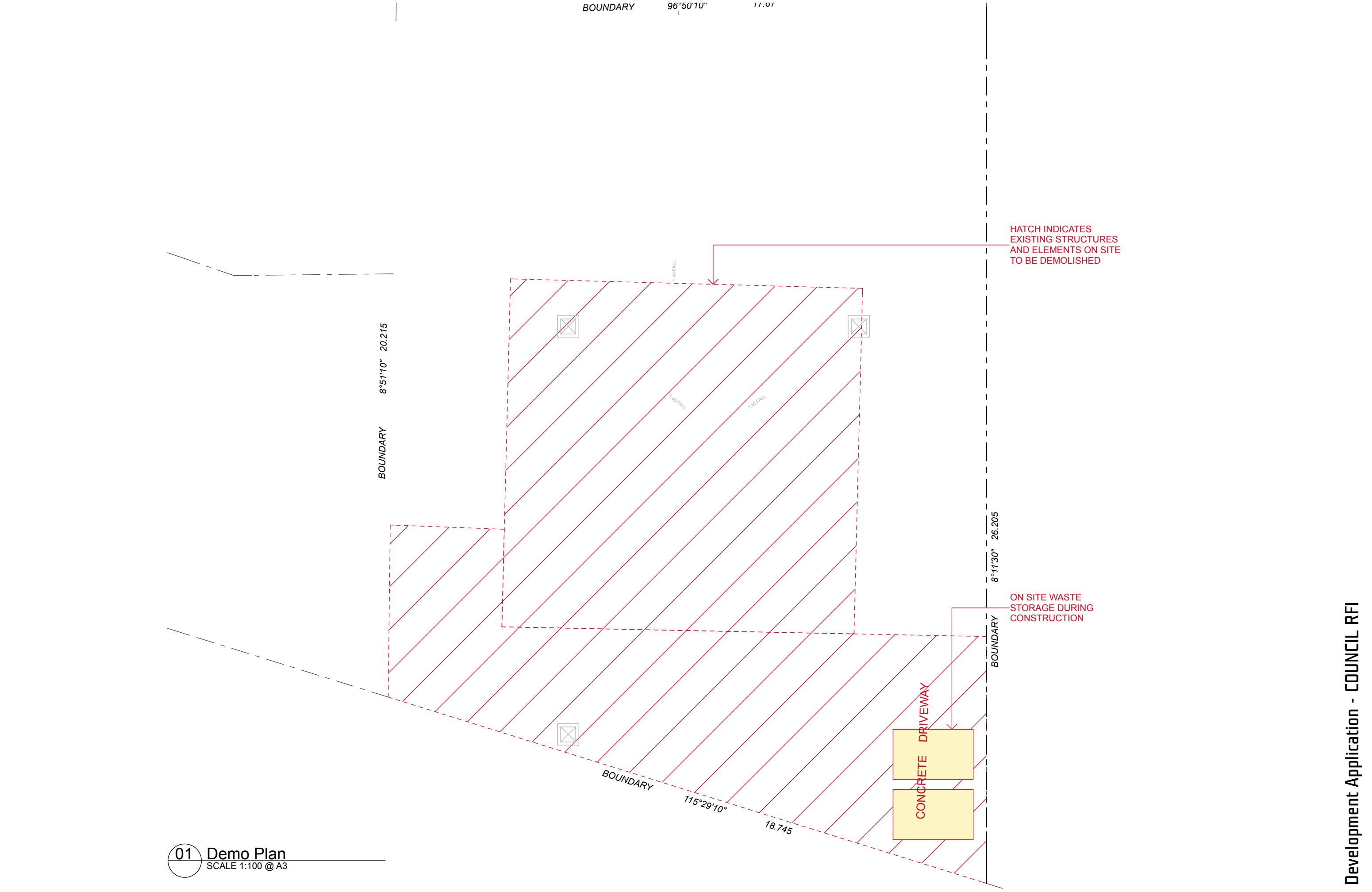


01 Site Plan  
SCALE 1:200 @ A3

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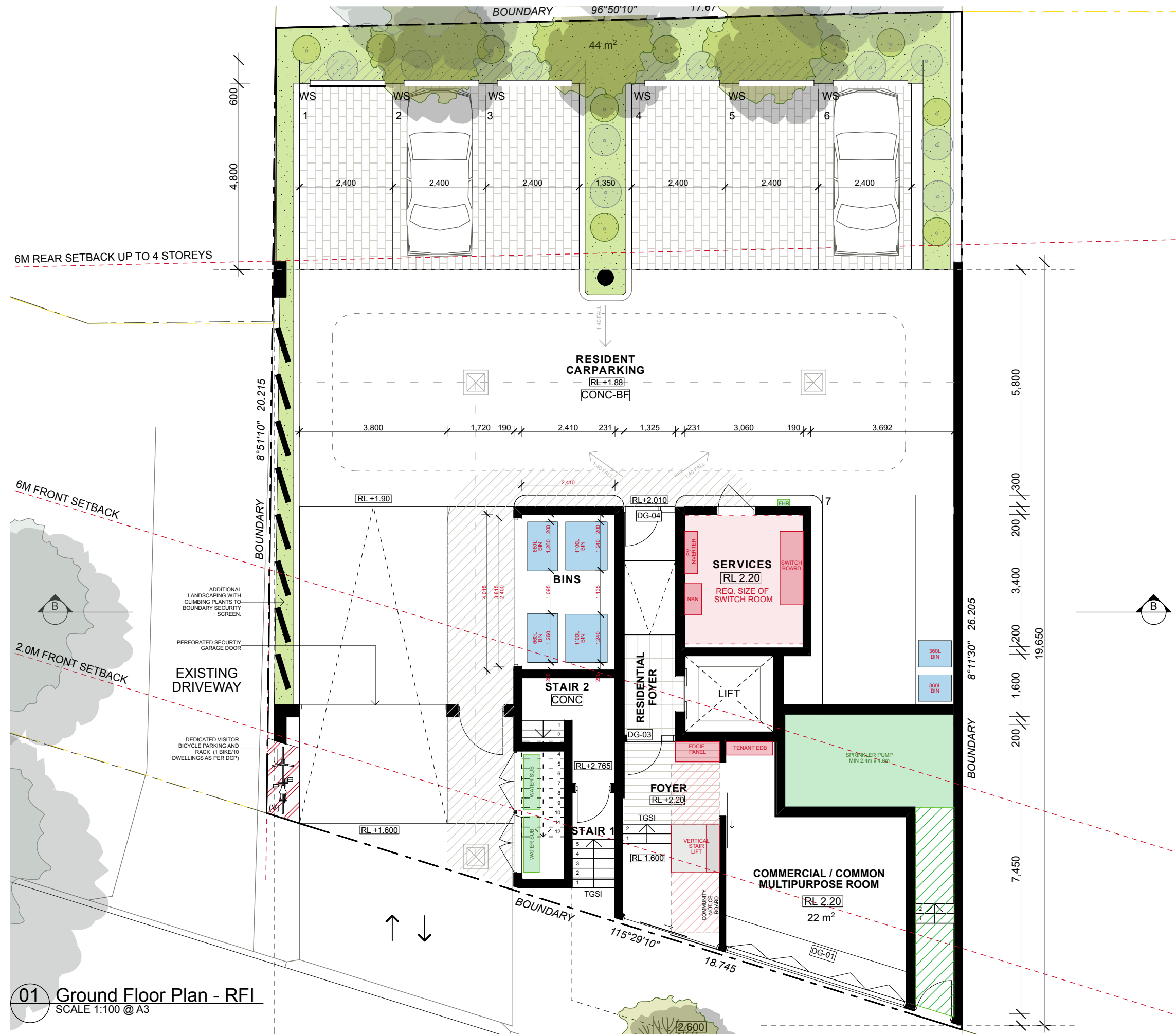
Apartment Design Guide Compliance

UNIT NUMBER	BEDS	SOLAR ACCESS	NATURAL VENTILATION	AREA m <sup>2</sup>	P.O.S/BALCONY AREA (m <sup>2</sup> )	STORAGE TOTAL (m3) - @2.7m high	STORAGE % Internal	STORAGE % External Lockers	STORAGE COMPLIANT	Livable Housing Silver Level Compliance (min 20%)
LEVEL 1										
UNIT 101	1	Y	Y	54.5	10	6.22	100%		Y	-
UNIT 102	1	Y	N	50	12	7.1	100%		Y	Y
UNIT 103	2	Y	Y	72.5	20	9.11	86%	14%	Y	-
LEVEL 2										
UNIT 201	1	Y	Y	54.5	10	6.22	100%		Y	-
UNIT 202	1	Y	N	50	12	7.1	100%	10%	Y	Y
UNIT 203	2	Y	Y	72.5	20	9.11	86%	14%	Y	-
LEVEL 3										
UNIT 301	1	Y	Y	54.5	10	6.22	100%		Y	-
UNIT 302	1	Y	N	50	12	7.1	100%		Y	Y
UNIT 303	2	Y	Y	72.5	20	9.11	86%	14%	Y	-
LEVEL 4										
UNIT 401	1	Y	Y	54.5	7.5	7	50%	50%	Y	-
UNIT 402	1	Y	N	50	14	8.4	59%	41%	Y	Y
UNIT 403	1	Y	Y	60.5	25	8.92	100%		Y	-
LEVEL 5										
UNIT 501	1	Y	Y	71	9.5	10.97	68%	32%	Y	-
UNIT 502	2	Y	Y	75.5	17	10.73	67%	33%	Y	-
LEVEL 6										
UNIT 601	1	Y	Y	71	9.5	10.97	68%		Y	-
UNIT 602	2	Y	Y	75.5	17	10.73	67%		Y	-
TOTAL	16 UNITS	100% Compliant	75% Compliant	779.5m2	181.54m2	108.37m2			100% Compliant	25% Compliant

Unit Schedule									
		Common	Commercial	1 Bed	2 Bed	3 Bed	4 Bed	TOTAL	TOTAL
Ground			1					0	0
Level 01				2	1			3	4
Level 02				2	1			3	4
Level 03				2	1			3	4
Level 04				3	0			3	3
Level 05				1	1			2	3
Level 06				1	1			2	3
Level 07		1						0	0
Rooftop									
TOTAL				11	5	0		16	21
Total Mix (%)				68.8%	31.3%	0.0%	0.0%	100.0%	100.0%



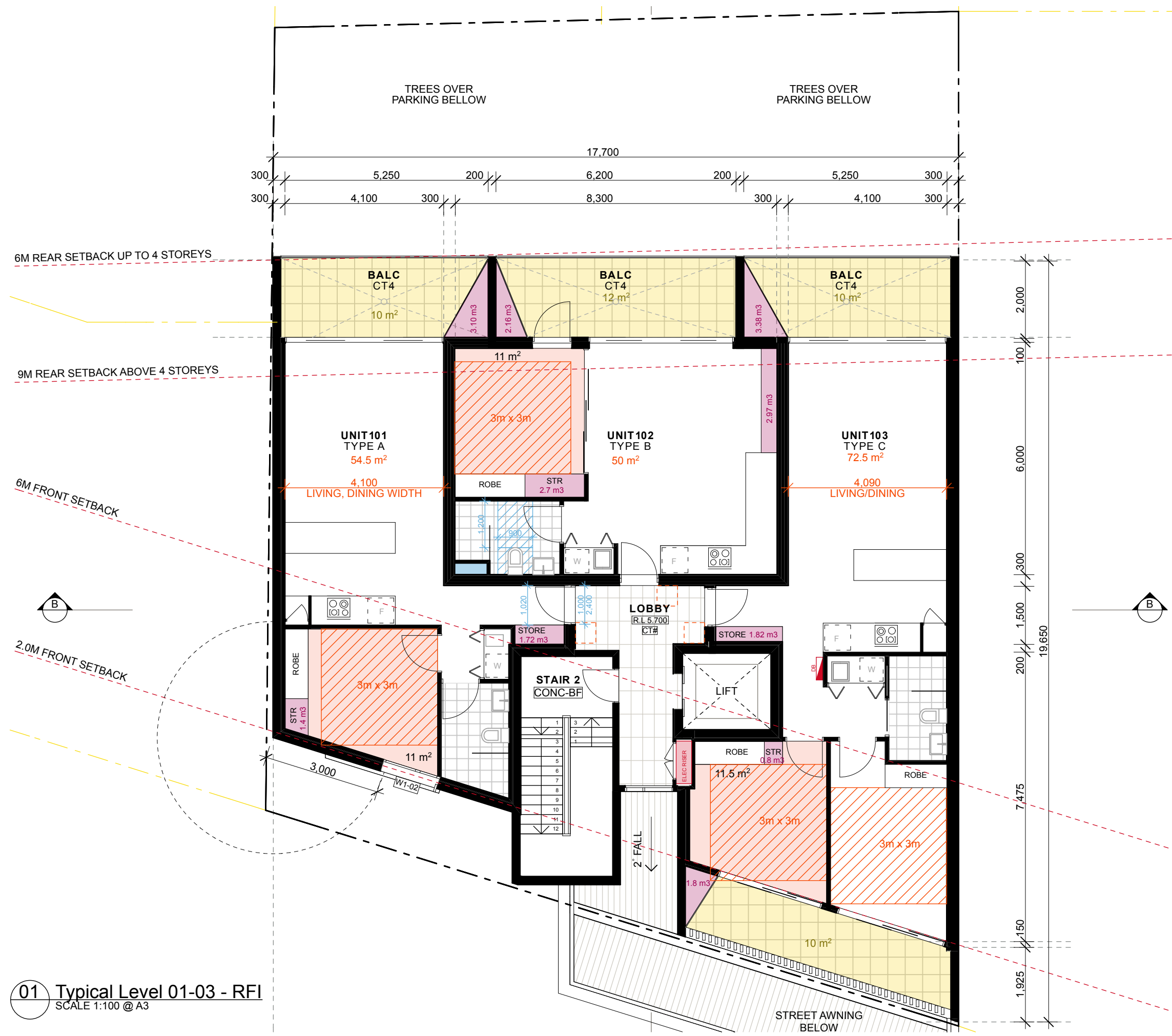






**ADG COMPLIANCE LEGEND**

- BALCONY AREAS
- MINIMUM BEDROOM SIZES
- STORAGE m3
- LIVEABLE HOUSING COMPLIANCE- SILVER LEVEL



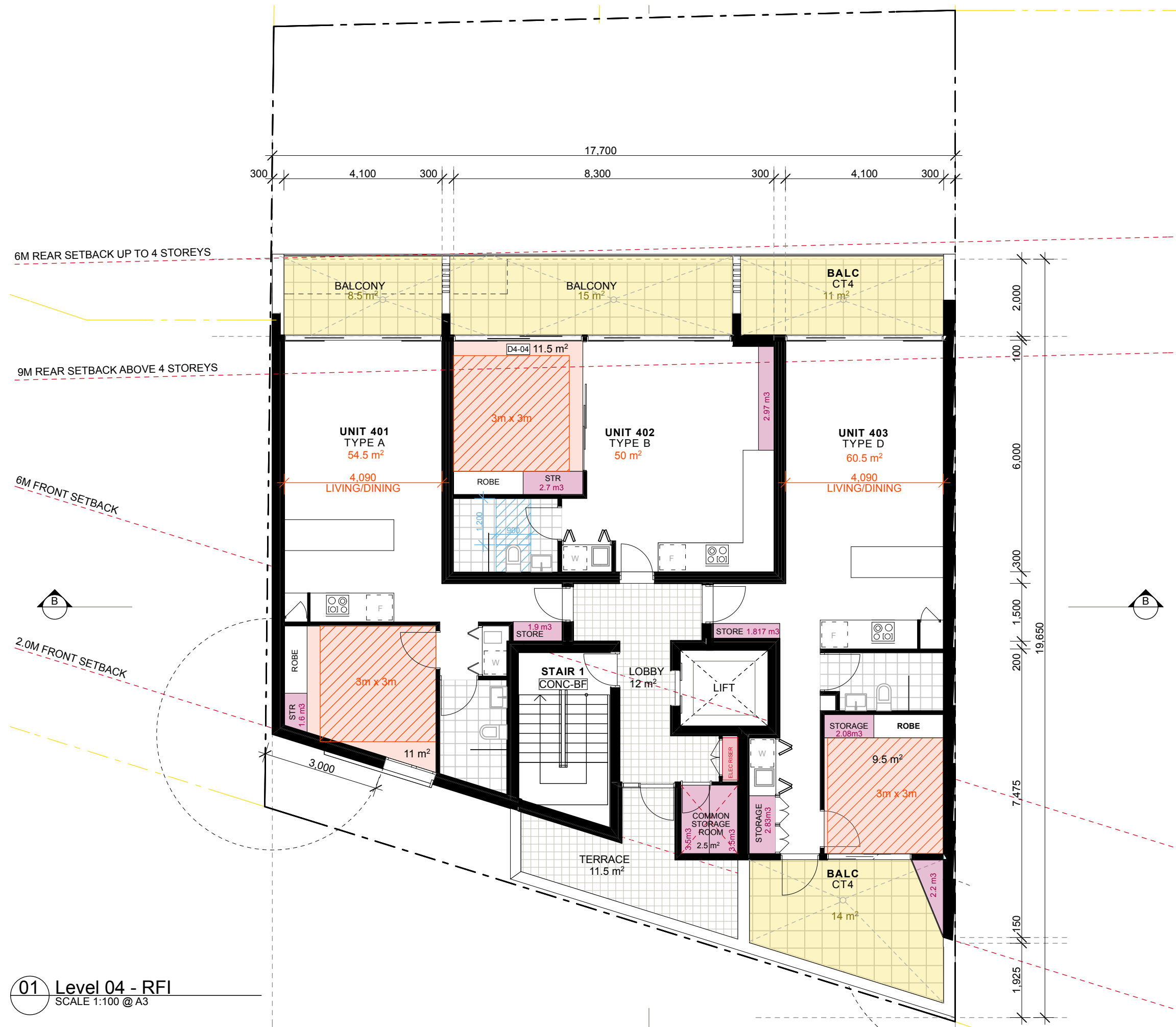
**01 Typical Level 01-03 - RFI**  
SCALE 1:100 @ A3

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**ADG COMPLIANCE LEGEND**

- BALCONY AREAS
- MINIMUM BEDROOM SIZES
- STORAGE m<sup>3</sup>
- LIVEABLE HOUSING COMPLIANCE- SILVER LEVEL



**01 Level 04 - RFI**  
SCALE 1:100 @ A3

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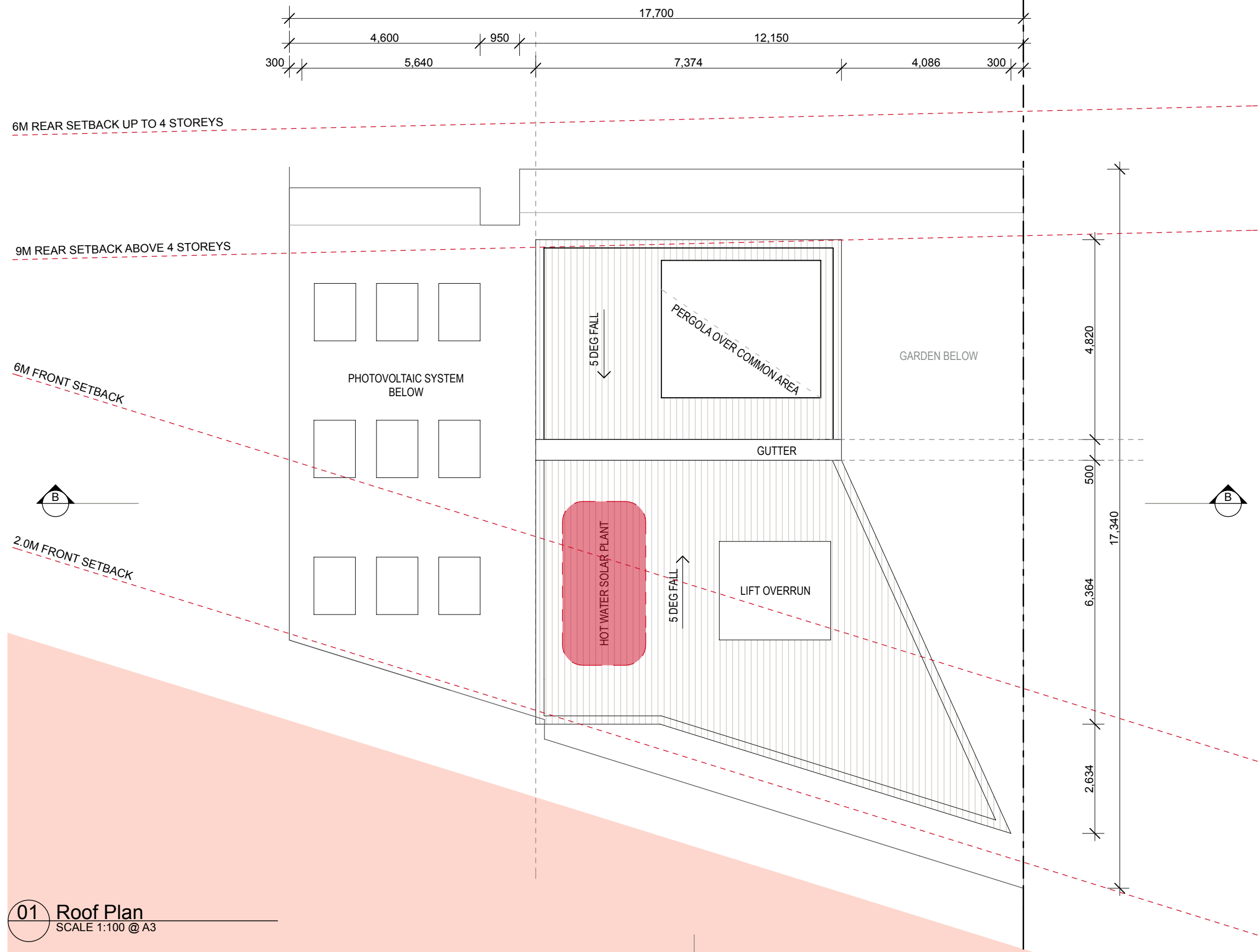






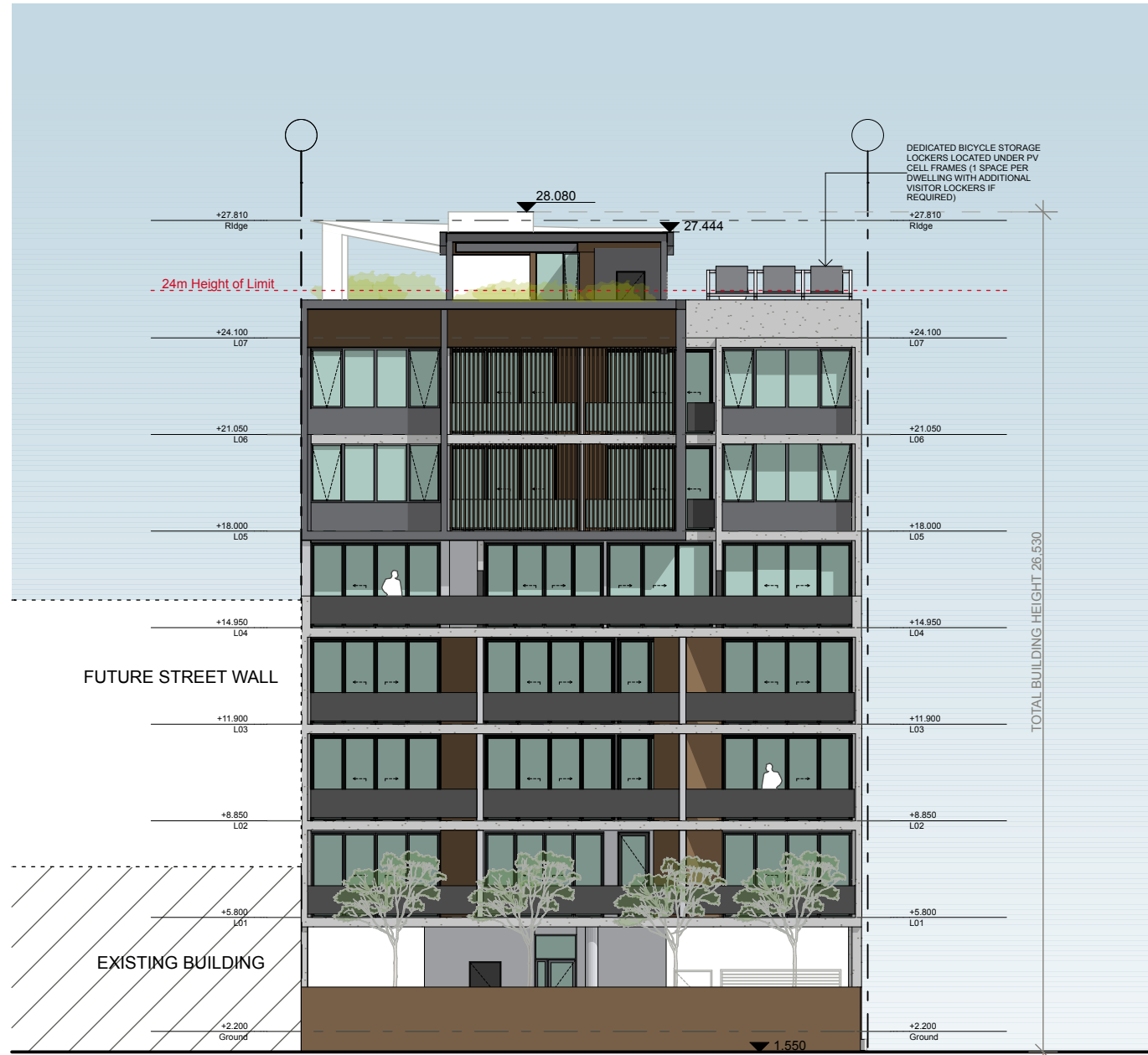




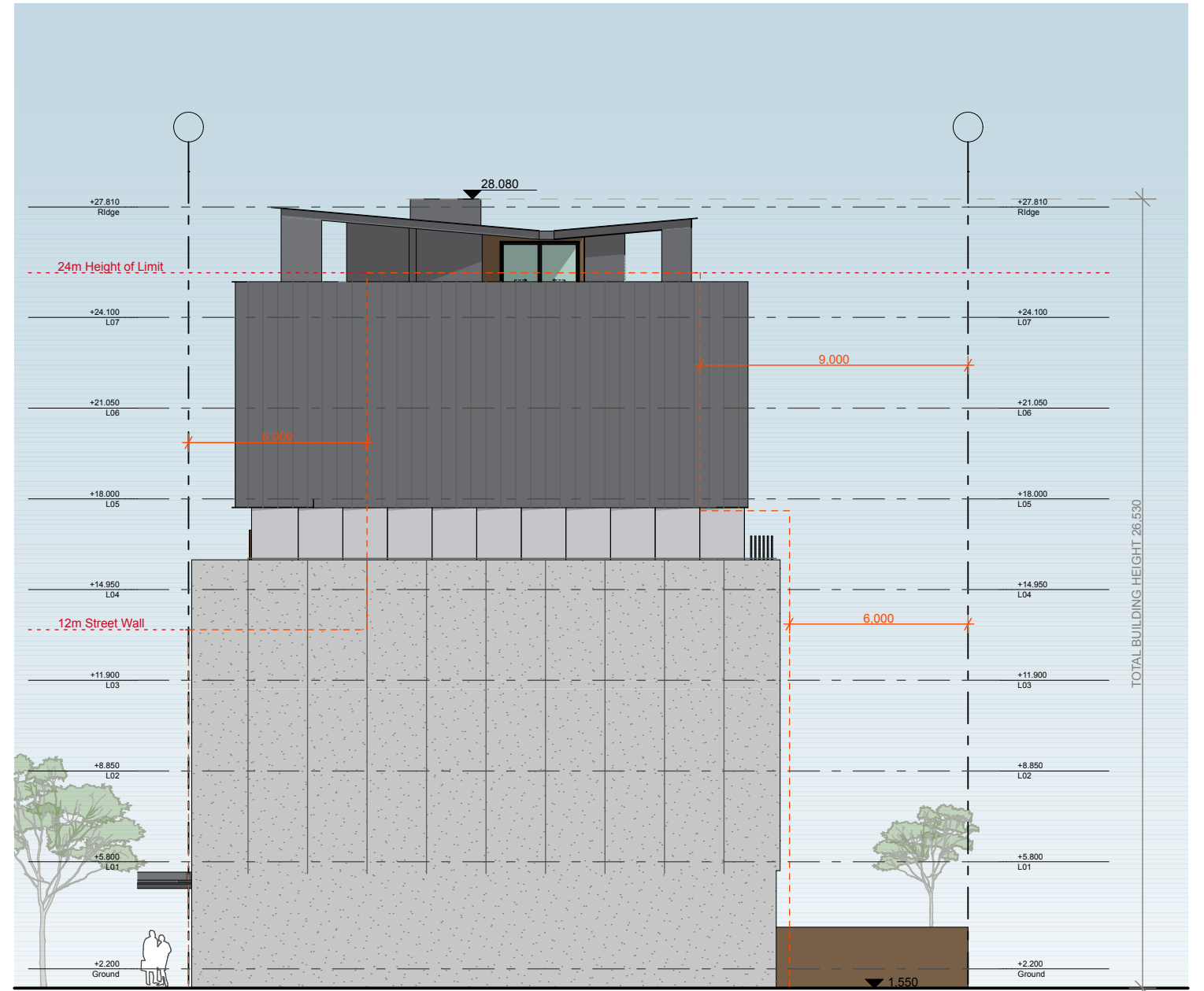


01 Roof Plan  
SCALE 1:100 @ A3



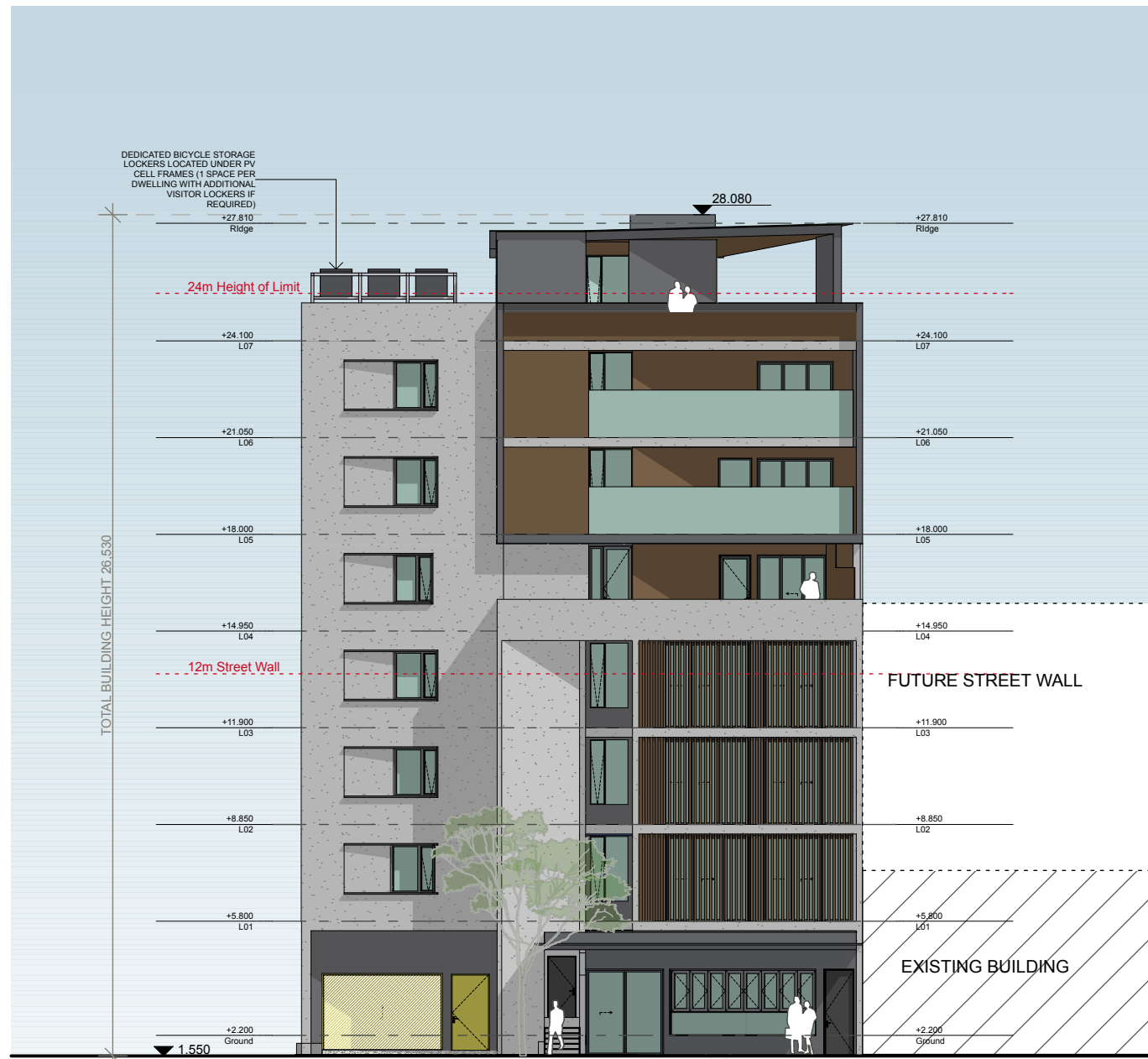


01 North Elevation  
SCALE 1:200 @ A3

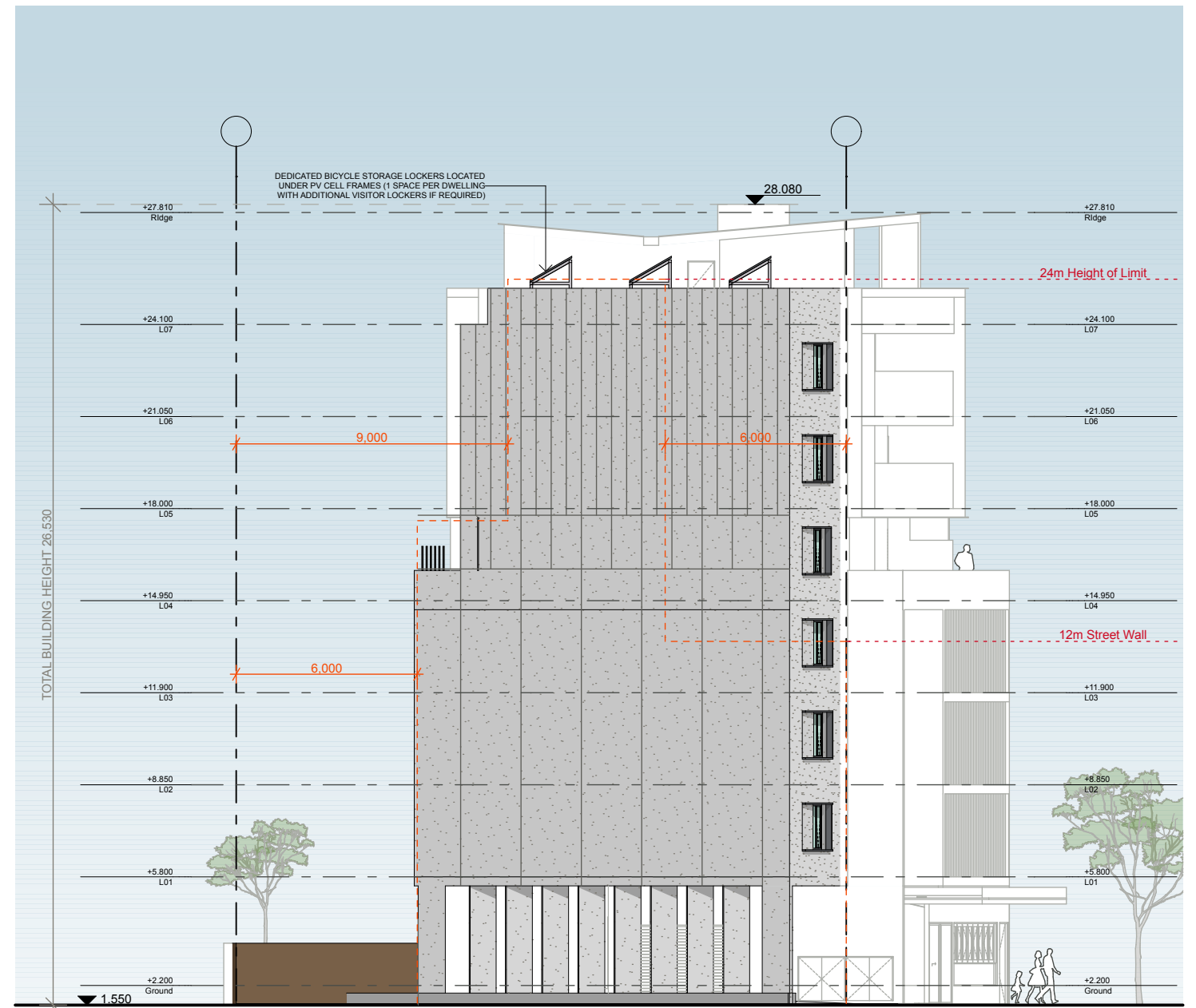


02 East Elevation  
SCALE 1:200 @ A3



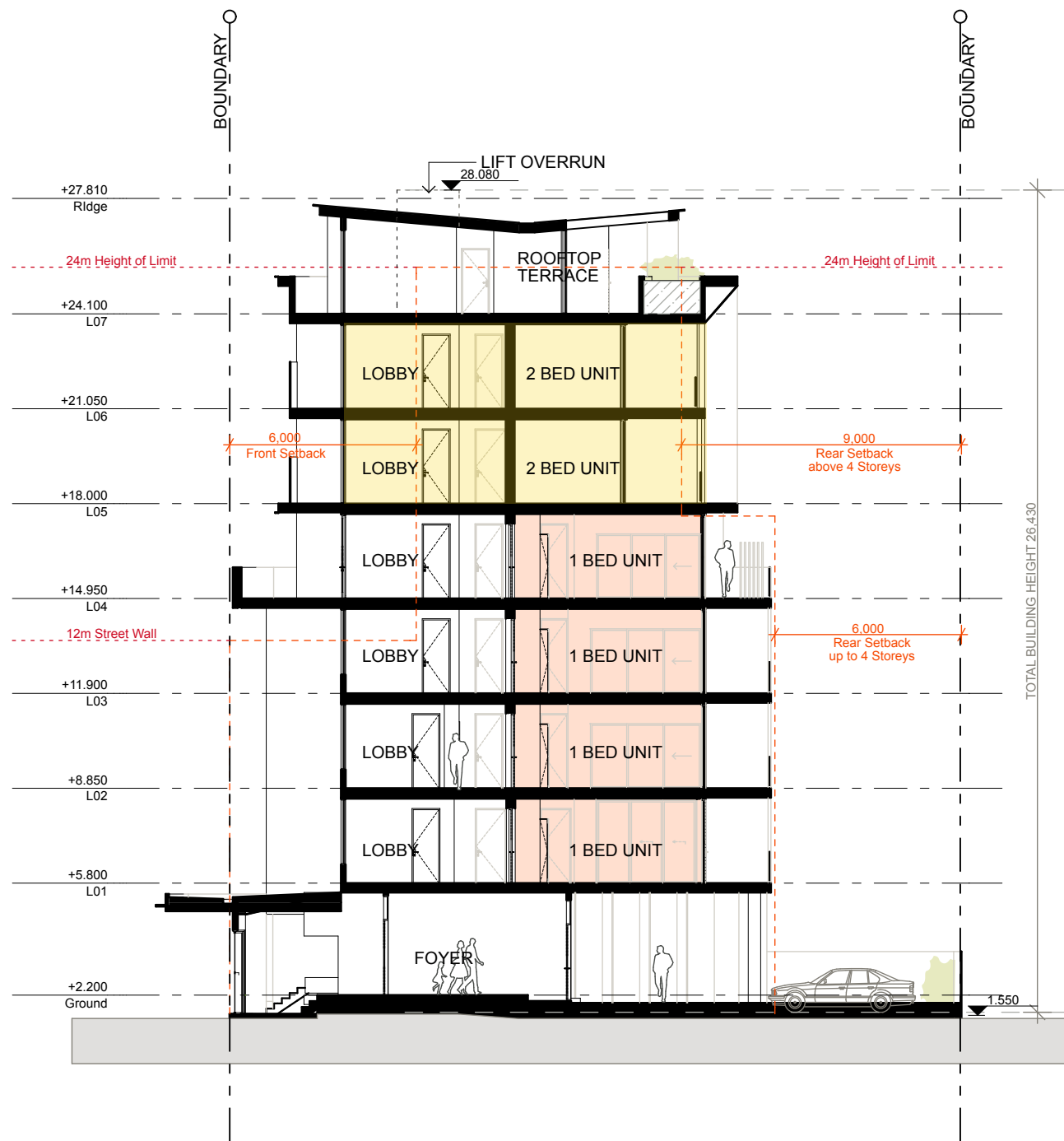


**01 South Elevation**  
SCALE 1:200 @ A3



**02 West Elevation**  
SCALE 1:200 @ A3



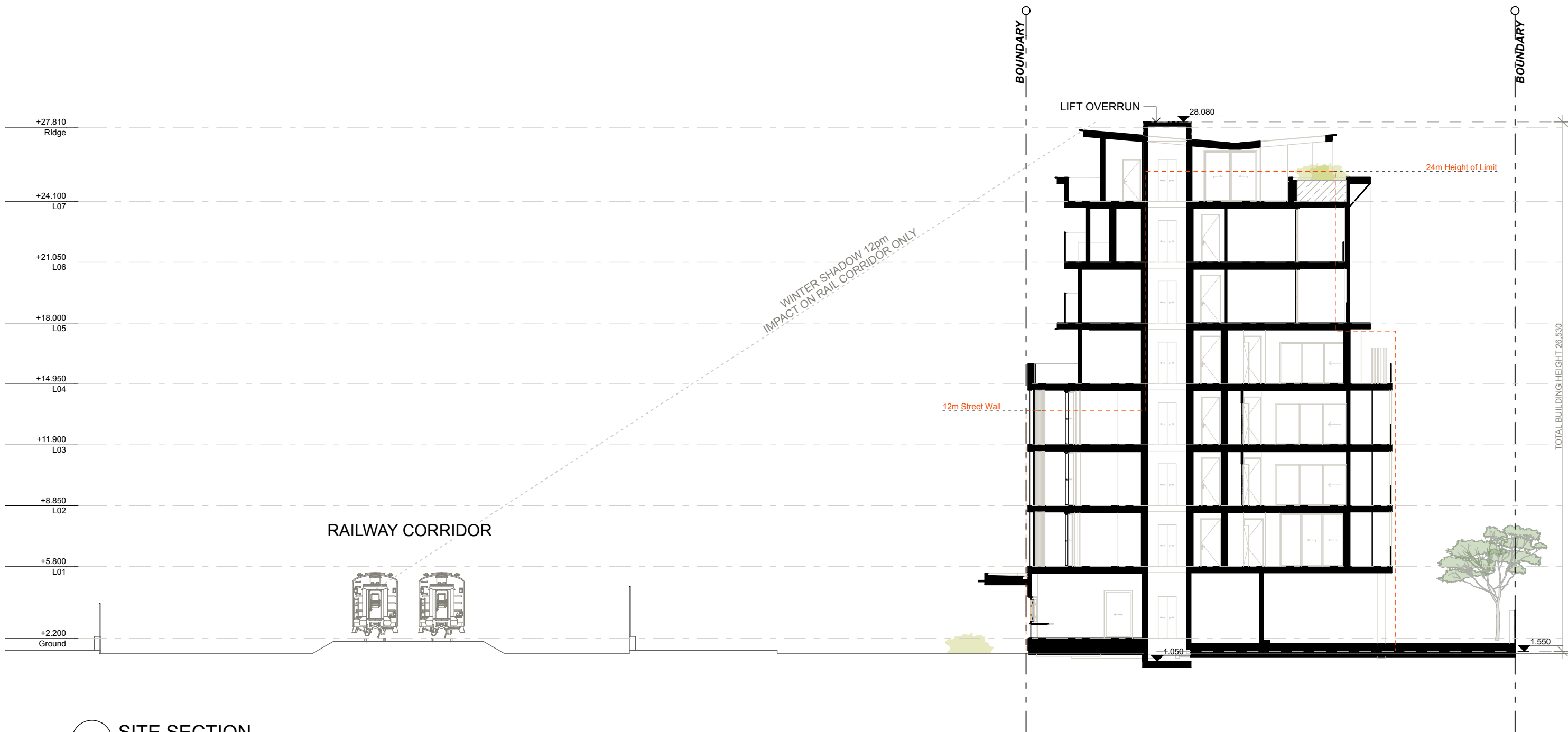


**01 SECTION AA**  
SCALE 1:200 @ A3



**02 SECTION BB**  
SCALE 1:200 @ A3

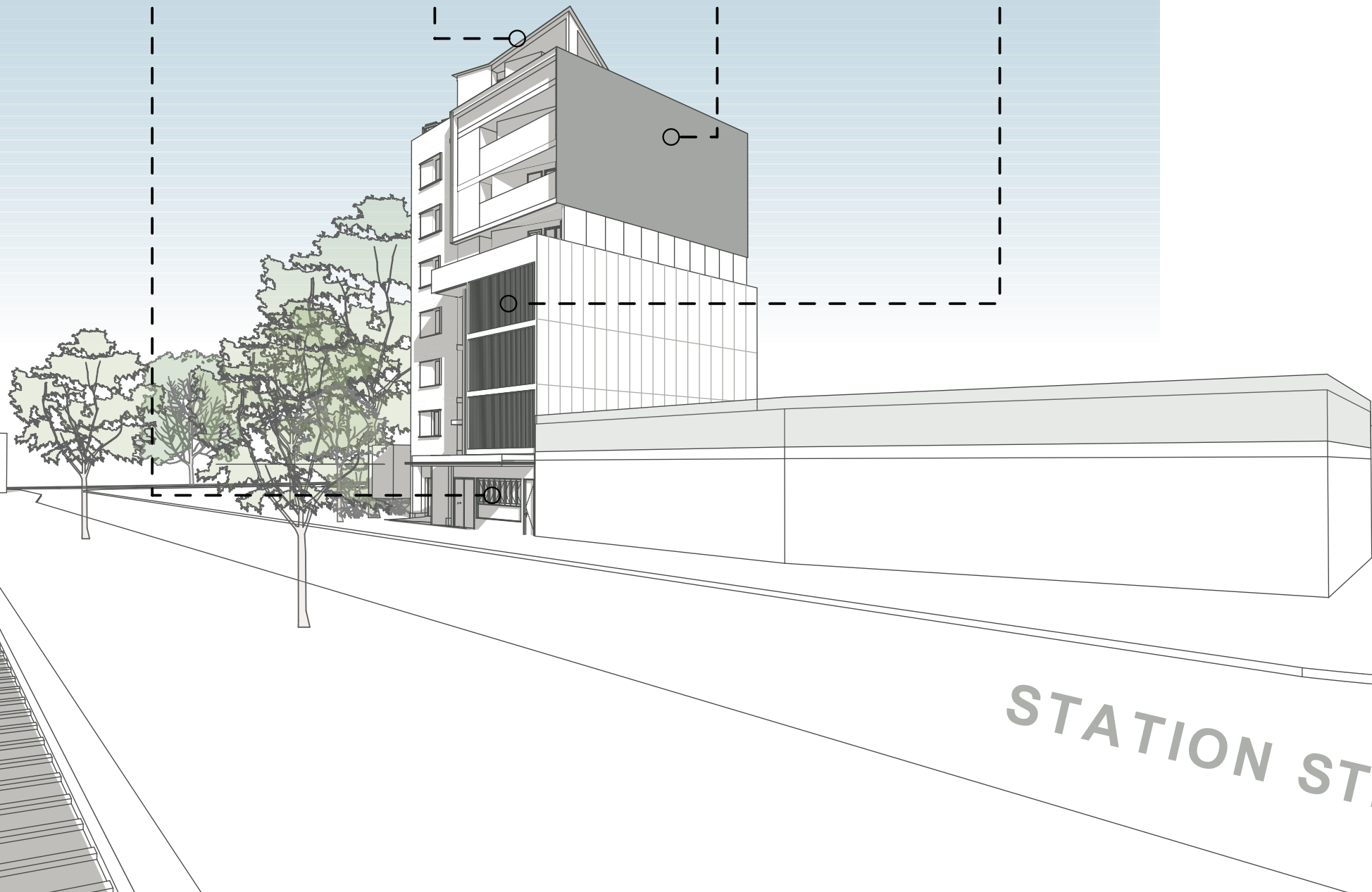




**SITE SECTION**  
SCALE 1:200 @ A3

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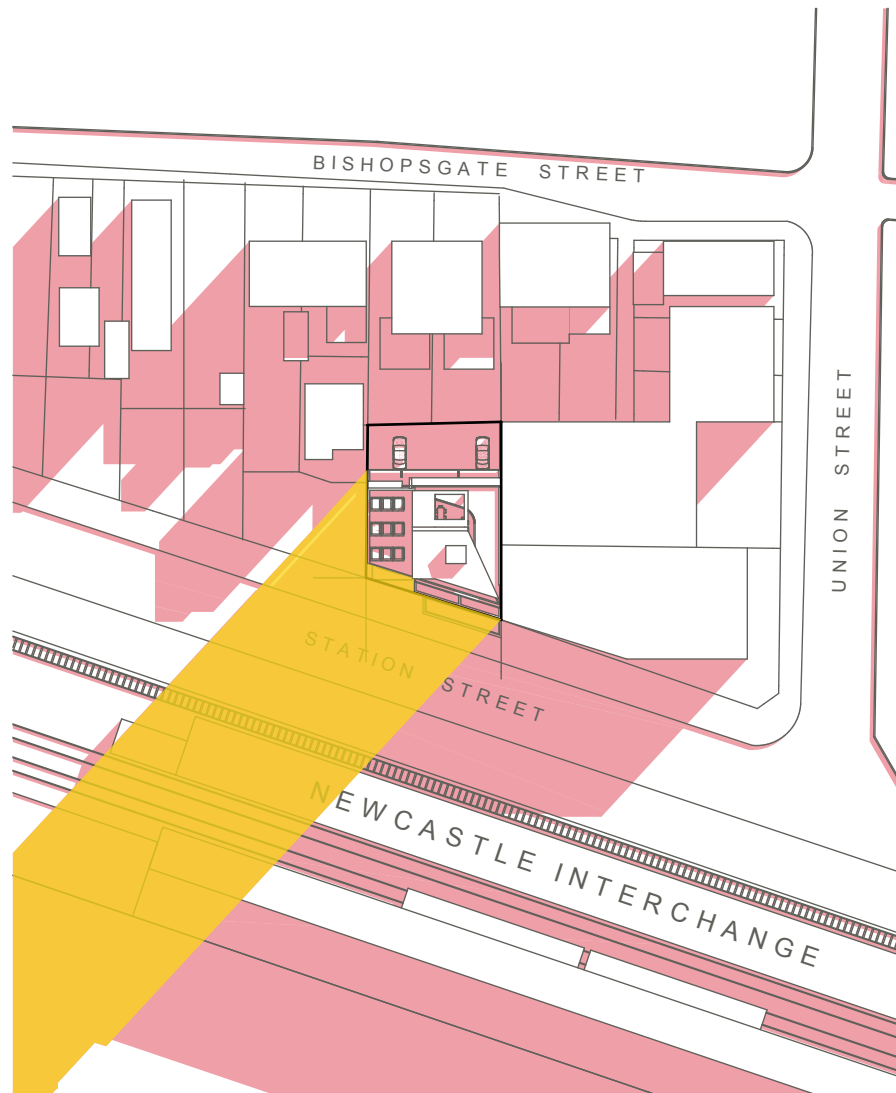



STATION ST.

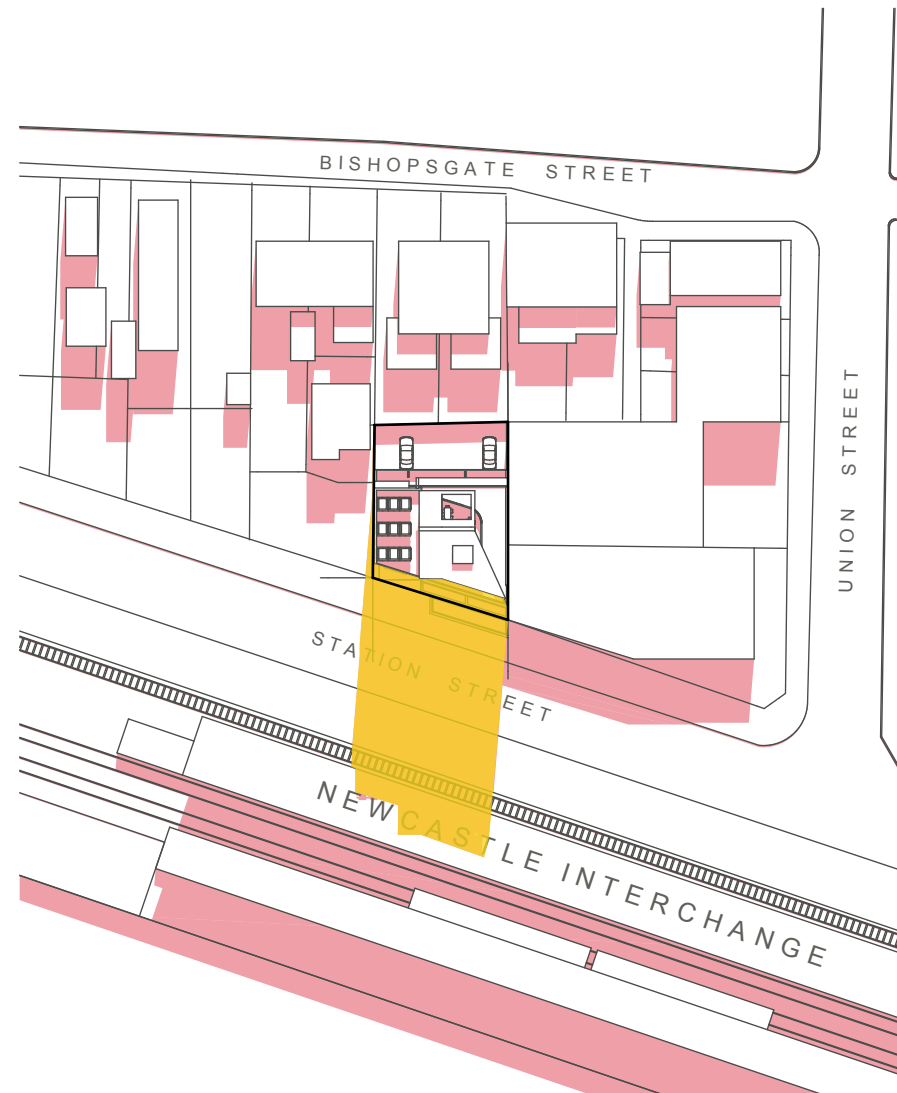
Development Application - L RFI




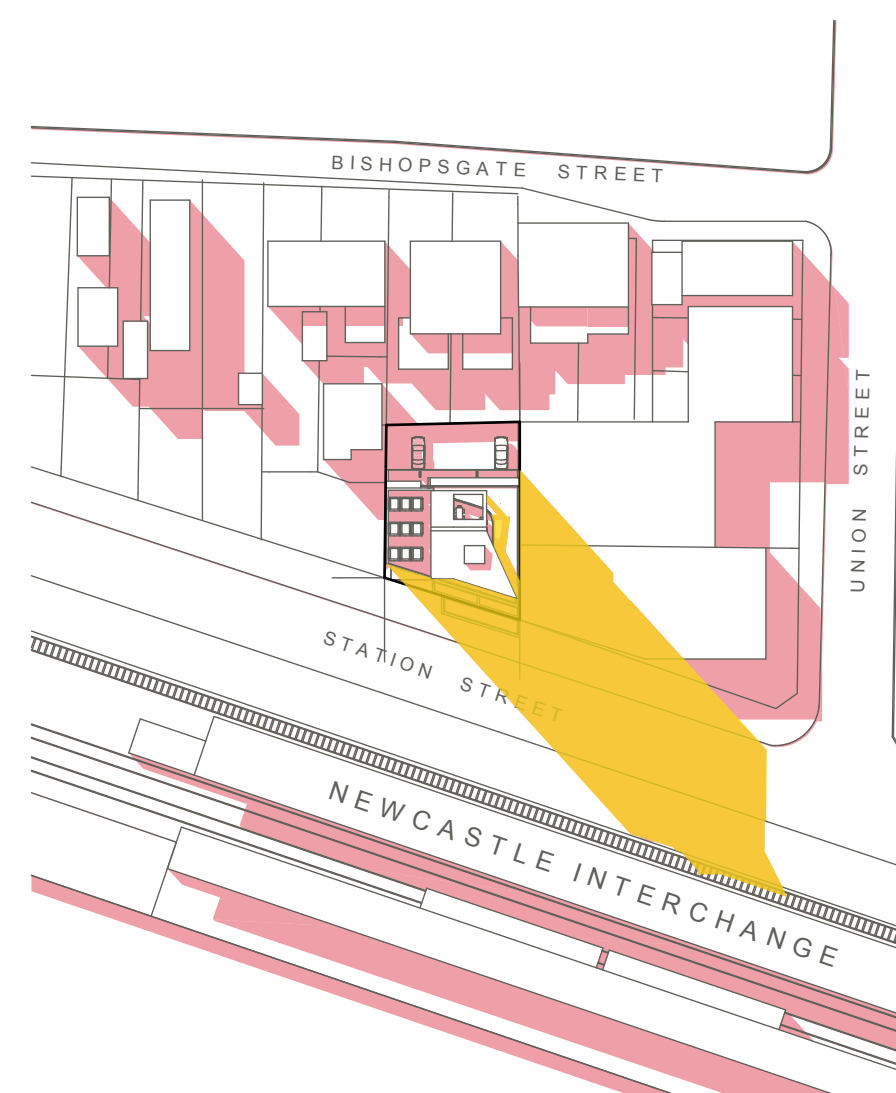






**June 21 - 09am**  
 SCALE 1:1000 @ A3



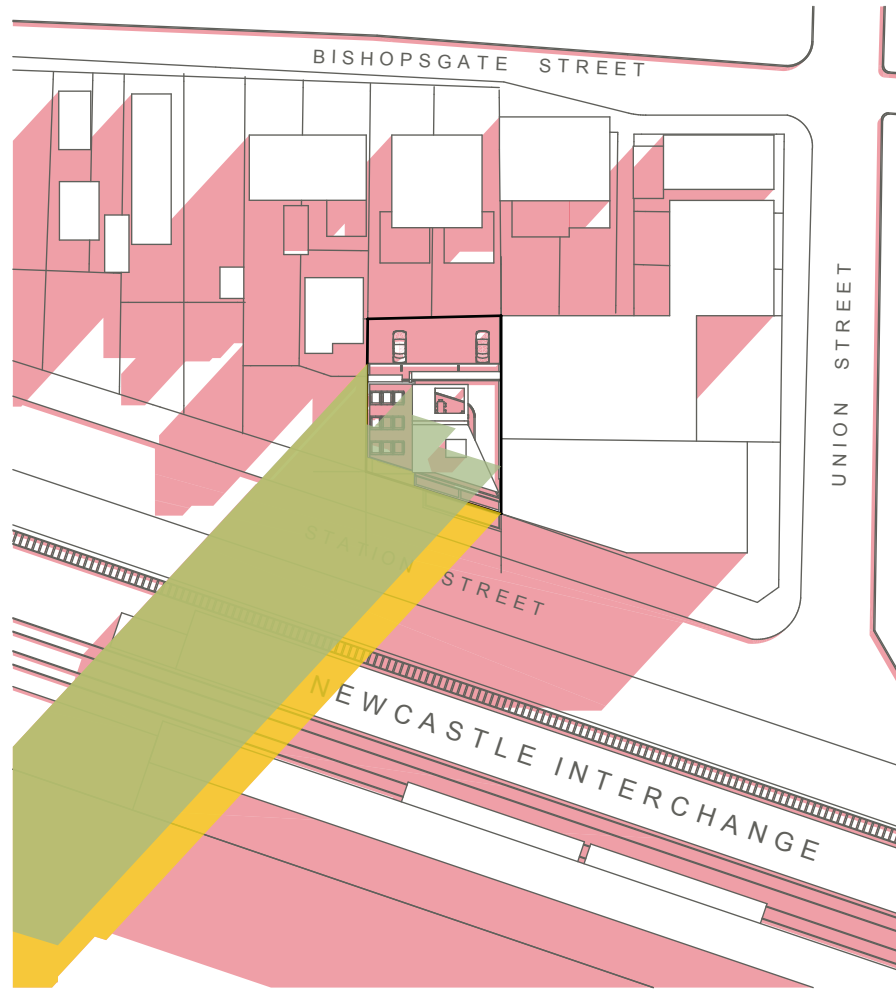

**June 21 - 12pm**  
 SCALE 1:1000 @ A3




**June 21 - 15pm**  
 SCALE 1:1000 @ A3

Development Application - COUNCIL RFI

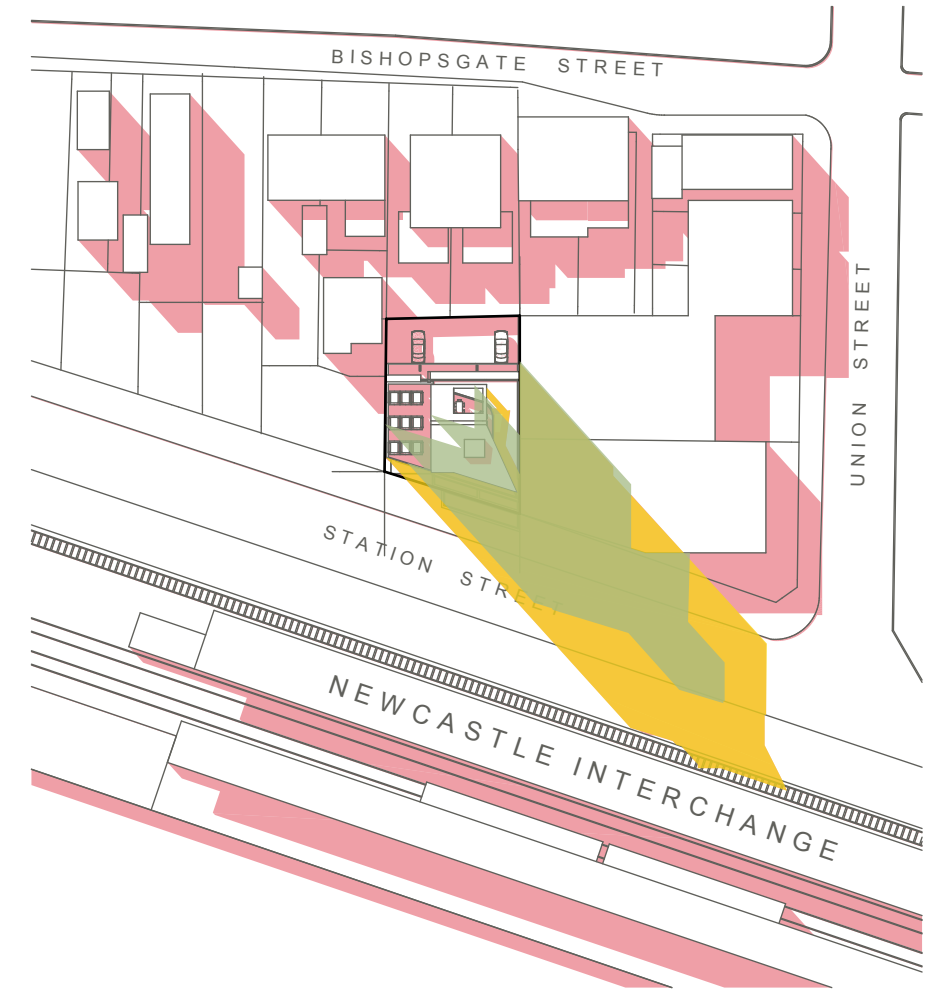




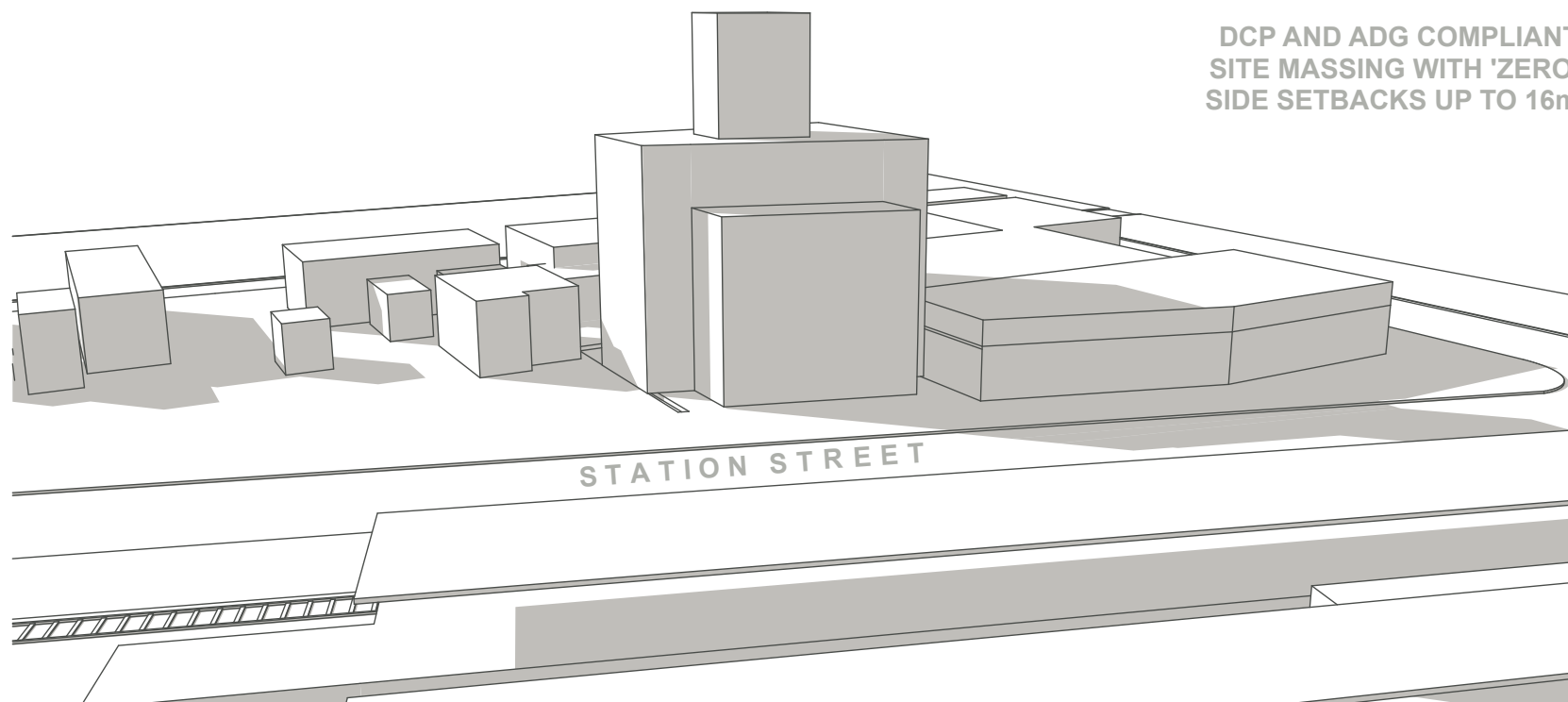
June 21 - 09am (Compliant Overlay)  
SCALE 1:1000 @ A3



June 21 - 12pm (Compliant Overlay)  
SCALE 1:1000 @ A3



June 21 - 15pm (Compliant Overlay)  
SCALE 1:1000 @ A3



DCP AND ADG COMPLIANT  
SITE MASSING WITH 'ZERO'  
SIDE SETBACKS UP TO 16m



PINK FILL REPRESENTS  
SHADOWS CAST BY  
SURROUNDING EXISTING  
STRUCTURES

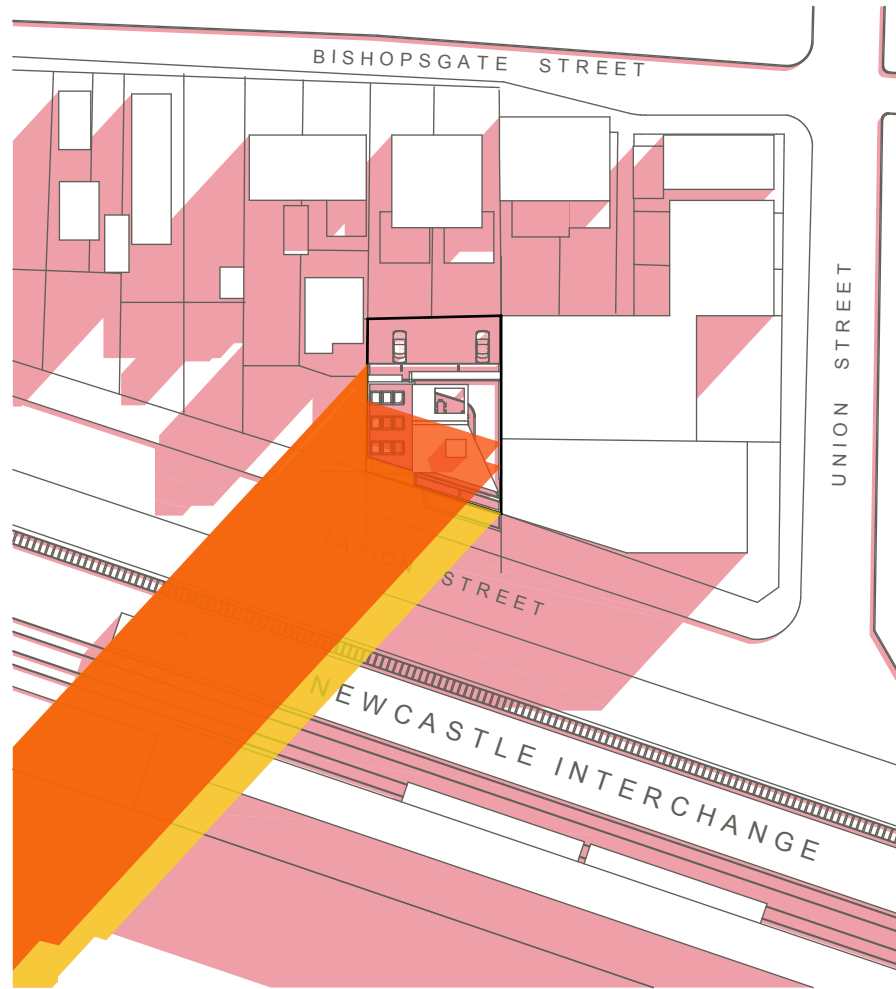


GREEN FILL REPRESENTS  
SHADOWS CAST BY  
COMPLIANT SCHEME  
MASSING

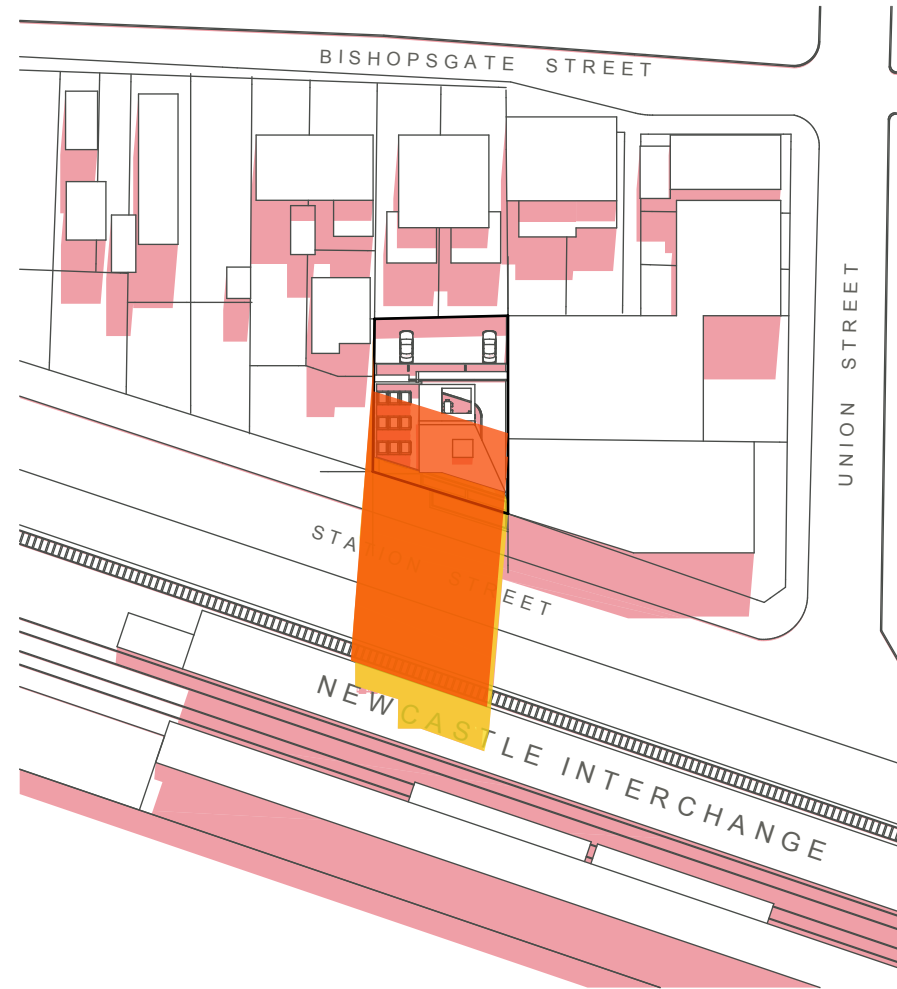


YELLOW FILL REPRESENTS  
SHADOWS CAST BY  
PROPOSED SCHEME

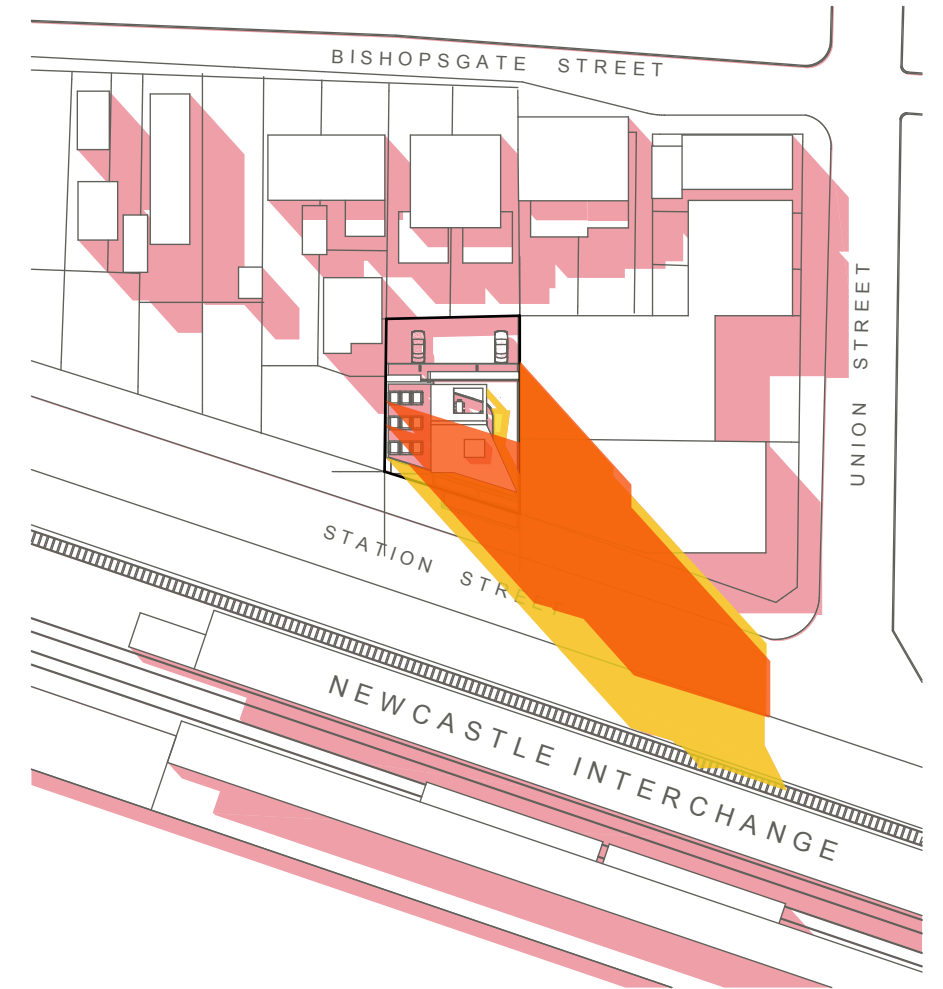




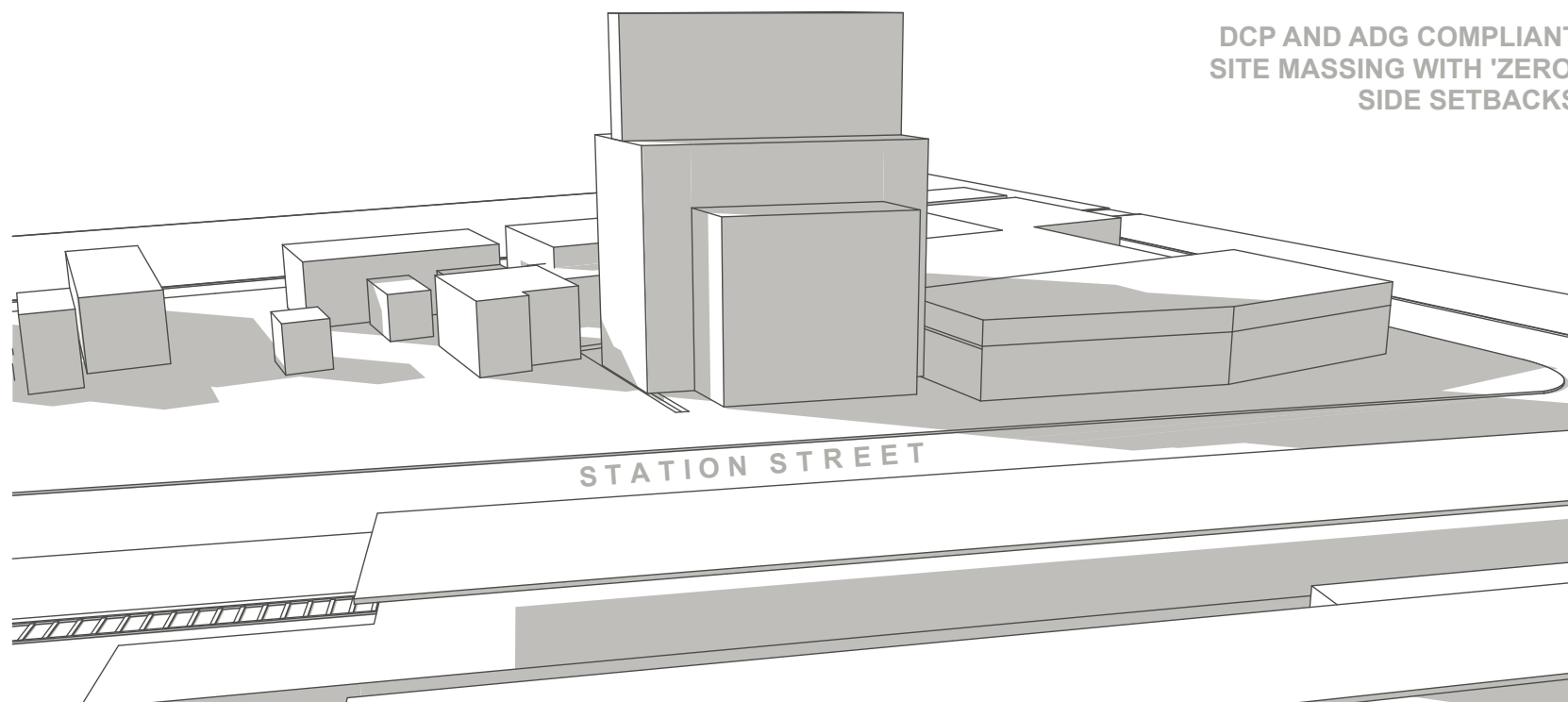
June 21 - 09am ('0' Side Setback)  
SCALE 1:1000 @ A3



June 21 - 12pm ('0' Side Setback)  
SCALE 1:1000 @ A3



June 21 - 15pm ('0' Side Setback)  
SCALE 1:1000 @ A3



DCP AND ADG COMPLIANT  
SITE MASSING WITH 'ZERO'  
SIDE SETBACKS



PINK FILL REPRESENTS  
SHADOWS CAST BY  
SURROUNDING EXISTING  
STRUCTURES



ORANGE FILL REPRESENTS  
SHADOWS CAST BY  
COMPLIANT SCHEME  
MASSING WITH 'ZERO' SIDE  
SETBACKS



YELLOW FILL REPRESENTS  
SHADOWS CAST BY  
PROPOSED SCHEME