

# Proposed Mixed-Use Co-Living Housing Development

175 - 177 Cleveland Street, 1 - 5 and  
6 - 8 Woodburn Street, Redfern

Environmental Impact Statement

SSD-32275057



On behalf of  
EG Funds Management Pty Ltd  
October 2022



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\* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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# Executive Summary

## Purpose of this Report

This Environmental Impact Statement (**EIS**) accompanies a State Significant Development Application (**SSDA**), in reference to **SSD-32275057**, prepared pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and in accordance with the *State significant guidelines – preparing an environmental impact statement, July 2022*. It relates to the proposed mixed use co-living housing development at 175 - 177 Cleveland Street, 1 - 5 and 6 - 8 Woodburn Street, Redfern (**the site**).

The proposal represents one of the first mixed use co-working style co-living developments in the area and will provide high quality but low-cost rental accommodation for visitors, students and other user groups such as key workers, singles, retirees and young couples.

Under the *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021* (**Eastern Harbour City SEPP**) the site is located within the Redfern-Waterloo Authority Sites. In addition, the *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**) situates the site within the Redfern-Waterloo Authority Sites area.

Under Schedule 2 of the Planning Systems SEPP, development within the Redfern Waterloo Area with a capital investment value (CIV) of more than \$10 million is identified as State Significant Development pursuant to Section 4.36(2) of the EP&A Act. As the proposed development will have a CIV in excess of \$10 million, the proposal is classified as SSD.

A request for the issue of Secretary's Environmental Assessment Requirements (**SEARs**) was lodged in November 2021. The SEARs were issued by DPE on 9 December 2021.

This SSDA has been prepared in accordance with the Department of Planning and Environment's (**DPE**) guidelines for SSDA's lodged under Part 4 of the EP&A Act, and addresses the matters raised in the SEARs.

## The Site

The site is located in Redfern, fronting Cleveland Street, Everleigh Street and Woodburn Street and is situated within the City of Sydney Local Government Area (**LGA**). It is located approximately 400m to the south-west of Redfern Railway Station, 800m to the south-west of Central Station and 900m to the north of Sydney Waterloo Metro Station.

The site is situated on the southern side of Cleveland Street and has an area of 2,016.9m<sup>2</sup>. It has a northern primary frontage to Cleveland Street of approximately ~30m, an eastern frontage of ~56m to Woodburn Street, a western frontage of ~56m to Eveleigh Street, and splayed corners.

The significance of this site being located within the Redfern-Waterloo area is acknowledged including the importance to engage and consult with local community groups and elders in response to the Connecting with Country framework.

## Overview of the Project

This SSDA seeks approval for the development of a privately-operated co-living development, catering to students; key workers; and locals seeking affordable housing opportunities. Specifically, the proposal intends to deliver an exemplar modern multigenerational co-living development to address the need for affordable housing within the locality. The proposal has been designed to offer and support co-working activities for residents as well as the wider community to promote employment and social interaction throughout the development.

Specifically, the proposal involves:

- Construction of a mixed use co-living housing development ranging in height from five (5) to seven (7) storeys, comprising:
  - Associated 7,006.4m<sup>2</sup> of GFA (FSR of 3.47:1) comprising 927.7m<sup>2</sup> of retail/commercial and 6,078.7m<sup>2</sup> of residential GFA;
  - Basement containing 19 car parking spaces; 25 motorcycle spaces and 116 bicycle spaces;
  - 216 co-living rooms (67 single and 149 double rooms) for lodgers and a building manager;
  - Ground and first floor co-working and commercial/retail uses fronting Cleveland, Woodburn and Eveleigh Streets;
  - Communal open space areas (1,458.8m<sup>2</sup>) including an open to the sky internal courtyard and rooftop garden;
  - Communal living areas (549.4m<sup>2</sup>) comprising resident amenities;
- Associated landscape works (697.5m<sup>2</sup> landscaped area) and provision of a through-site link;
- Extension and augmentation of services and infrastructure as required; and
- Indigenous public art.

## Project History

Prior to the lodgement of this SSD, SSD-10720865 was lodged in July 2021 for the site at 175-177 Cleveland Street and 1-5 Woodburn Street, Redfern (excluding 6-8 Woodburn Street) for a co-working boarding house development. SSD-10720865 was lodged under the now repealed State Environmental Planning Policy (Affordable Rental Housing) 2009 (**ARHSEPP**).

Shortly after lodgement of SSD-10720865, 6-8 Woodburn Street was acquired by EG Funds Management Pty Ltd and the preparation of this SSDA, extending over 6-8 Woodburn Street was commenced. In this respect, it is important to note that at the commencement of preparation of this SSDA, the development was subject to the ARHSEPP, which granted a bonus FSR of 0.5:1.

In November 2021, the *State Environmental Planning Policy (Housing) 2021* (**Housing SEPP**) was adopted and therefore, this SSDA for co-living housing is now governed by the Housing SEPP, as opposed to the ARHSEPP, which offers a bonus FSR of 10% of the maximum floor space permitted on the land.

The project has been subject to a comprehensive consultation process with key stakeholders and agencies. Notably, the project team has undertaken extensive engagement with local Indigenous community groups and elder through the appointments of both Cox Inall Ridgeway and WSP who have facilitated community consultation sessions and co-design services in response to the Connecting with Country Framework.

### **Consultation**

Pre-lodgement consultation has been conducted with various stakeholders including relevant State agencies such as the DPE; the State Design Review Panel (**SDRP**), City of Sydney Council (Council); surrounding landowners; and relevant government agencies.

There has been extensive consultation undertaken with local Indigenous community groups and elders in accordance with the Connecting with Country Framework which has informed the function of the building as well as the form, materials, design and art to be incorporated. It is anticipated that further consultation will be undertaken in the post-lodgement phase.

A summary of the consultation outcomes is provided in the Consultation Outcomes Report in **Appendix 12** of this EIS.

### **Planning Context and Compliance**

This EIS has been prepared in accordance with the requirements of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation). **Section 7** of this EIS considers all applicable legislation in detail.

The land use and built form is governed by the planning controls set out in the Housing SEPP, the Eastern Harbour City SEPP and the Planning Systems SEPP.

The proposal is generally consistent with the relevant key planning controls and commensurate in scale with previous approvals for the site and those in proximity.

The proposed development is consistent with the relevant strategic plans, including *Greater Sydney Region Plan – A Metropolis of Three Cities*, the *Eastern City District Plan*, *Central to Eveleigh Urban Transformation Strategy* and *The City Plan 2036 – Local Strategic Planning Statement*. It is noted that the proposal will directly contribute to the supply of diverse and affordable housing in the Sydney CBD in response to the emerging demand for affordable rental housing.

### **Environmental Impacts and Mitigation Measures**

This EIS provides an assessment of the environmental impacts of the proposed development in accordance with the SEARs and sets out the measures to be implemented to mitigate potential impacts arising from the development. Key environmental matters identified include:

- Built form and urban design;
- Environmental amenity;
- Transport and accessibility;
- Biodiversity;
- Noise and vibration;
- Safety and Security;

- Economic Impacts; and
- Social Impacts.

The proposal has been designed to avoid environmental impacts where possible.

## **Conclusion**

The proposal aspires to represent an exemplar for new style co-living housing development which delivers diverse and affordable housing opportunities for the area and in response to the objectives of the Housing SEPP and relevant strategic plans.

Specifically, the proposal aims to deliver a housing that meets the needs of the local community and visitors, including more vulnerable members of the community, including low to moderate income households.

Through the activation of all three street frontages as well as the dedication of co-working; multi-purpose (including community); and commercial space, the development adopts an inviting and community approach in response to the social environment and context of the area. This is further represented through the provision of a through-site link and ground floor courtyard accessible to the public.

The proposal is unique in that it provides substantial communal open and internal space areas which are intended to foster a sense of community by encouraging interaction between occupants, as well as being inviting to the wider community in relation to use of ground floor co-working and commercial/retail space.

The proposal will facilitate the development of the site for high-quality co-living accommodation and commercial/retail uses that will positively contribute to the streetscape and activation of the surrounding streets. Notably, the proposal aspires to celebrate and showcase Everleigh Street, as the main thoroughfare, through the full activation along this frontage.

The proposed development is consistent with the character of the area as it is sympathetic to the prevailing built form in the area and provides a co-living housing use that is complementary to the existing boarding house developments in the immediate surrounds.

The EIS fulfills the requirements of the EP&A Act and the *State Significant Development Guidelines* dated November 2021 and addresses all of the relevant matters for consideration as set out by the SEARs. It demonstrates that the potential impacts of the proposal can be satisfactorily managed or mitigated.

In light of the above, and given the demonstrated benefits of the proposal, it is recommended that consent be granted for this application.



# 1 Introduction

This Environmental Impact Statement has been prepared by Mecone on behalf of EG Funds Management to accompany an SSDA in reference to SSD-32275057, prepared pursuant to Part 4 of the EP&A Act and in accordance with the *State significant guidelines – preparing an environmental impact statement, July 2022*.

The site is located at 175-177 Cleveland Street, 1-5 and 6-8 Woodburn Street, Redfern (the site). Under the Eastern Harbour City SEPP the site is located within the Redfern-Waterloo Authority Sites. In addition, the Planning Systems SEPP situates the site within the Redfern-Waterloo Sites area.

In accordance with Schedule 2 of the Planning Systems SEPP, development within the Redfern Waterloo Area with a capital investment value (CIV) of more than \$10 million is identified as SSD pursuant to Section 4.36(2) of the EP&A Act. As the proposed development will have a CIV in excess of \$10 million, the proposal is classified as SSD.

This EIS has been prepared in response to the SEARs for the project which was issued on 9 December 2021.

This EIS has been prepared in accordance with the DPE's guidelines for SSDAs lodged under Part 4 of the EP&A Act and addresses the issues raised in the SEARs.

This EIS is accompanied by the following reports:

- Appendix 1. SEARs
- Appendix 2. Survey Plan
- Appendix 3. Architectural Drawings
- Appendix 4. Architectural Design Report
- Appendix 5. Landscape Plans
- Appendix 6. Urban Design Strategy
- Appendix 7. Design Excellence Strategy
- Appendix 8. Aboriginal Design Principles Report
- Appendix 9. Connecting with Country Report and Public Art Strategy
- Appendix 10. Clause 16A Variation Request
- Appendix 11. Design Review Report
- Appendix 12. Consultation Outcomes Report
- Appendix 13. Operational Plan of Management
- Appendix 14. Acoustic Impact Assessment
- Appendix 15. Traffic and Parking Assessment
- Appendix 16. Social Impact Assessment
- Appendix 17. BASIX Report and Certificate
- Appendix 18. Section J Report
- Appendix 19. Visual Impact Assessment
- Appendix 20. Heritage Impact Statement
- Appendix 21. Aboriginal Archaeology Report

- Appendix 22. Detailed Site Investigation
- Appendix 23. Geotechnical Report
- Appendix 24. Stormwater Management Report and Civil Plans
- Appendix 25. Structural Report
- Appendix 26. Structural Drawings
- Appendix 27. Construction Pedestrian Traffic Management Plan
- Appendix 28. CPTED Report
- Appendix 29. Disability Access Report
- Appendix 30. BCA Report
- Appendix 31. Concept Fire Engineering Strategy
- Appendix 32. ESD Statement
- Appendix 33. Infrastructure Delivery Management Plan
- Appendix 34. Construction and Demolition Waste Management Plan
- Appendix 35. Operational Waste Management Plan
- Appendix 36. BDAR Waiver
- Appendix 37. Quantity Surveyors Report
- Appendix 38. Economic Impact Assessment

## 1.1 Project Overview

This SSDA seeks approval for the development of a mixed-use co-living development. The proposal has been designed to offer and support co-working activities for residents as well as the wider community to promote employment and social interaction throughout the development. Specifically, the proposal involves:

- Construction of a mixed use co-living housing development ranging in height from five (5) to seven (7) storeys, comprising:
  - Associated 7,006.4m<sup>2</sup> of GFA (FSR of 3.47:1) comprising 927.7m<sup>2</sup> of retail/commercial and 6,078.7m<sup>2</sup> of residential GFA;
  - Basement containing 19 car parking spaces; 25 motorcycle spaces and 116 bicycle spaces;
  - 216 co-living rooms (67 single and 149 double rooms) for lodgers and a building manager;
  - Ground and first floor co-working and commercial/retail uses fronting Cleveland, Woodburn and Eveleigh Streets;
  - Communal open space areas (1,458.8m<sup>2</sup>) including an open to the sky internal courtyard and rooftop garden;
  - Communal living areas (549.4m<sup>2</sup>) comprising resident amenities;
- Associated landscape works (697.5m<sup>2</sup> landscaped area) and provision of a through-site link;
- Extension and augmentation of services and infrastructure as required; and
- Indigenous public art.

## 1.2 Project Objectives

The objectives of the proposal are to:

- Deliver high quality co-living accommodation in an accessible location in proximity to public transport, jobs and educational institutions;
- Provide a building envelope that is consistent with existing and approved surrounding development;
- Provide a range of high quality communal facilities;
- Replace the outdated building stock contained within the site with a high quality development;
- Deliver a built form outcome for the site that is appropriate for the context and responds to the character of the area;
- Deliver diverse and affordable housing in response to local market demand;
- Deliver a co-working environment offering to residents as well as the local community;
- Integrate Indigenous public art in a meaningful manner; and
- Provide comprehensive landscaping that improves the visual amenity of the streetscape.

## 1.3 Proponent and Project Team

The Development Application and EIS Report have been prepared on behalf of the applicant, EG Funds Management.

The Project Team's details are provided in **Table 1**.

Table 1 Project Team	
Item	Description
Proponent	EG Funds Management
Urban Planning	Mecone
Architectural Design	Mark Shapiro Architects
Urban Design	AE Design Studio
BCA Assessment	Steve Watson and Partners
Landscape Design	Wallman Partners
Acoustic Assessment	Acoustic Logic
Quantity Surveyor	Rider Levett Bucknall

**Table 1** Project Team

Item	Description
Flooding	James Taylor and Associates
Construction Waste	Elephants Foot
Building Services	Waterman
Section J	Sustainable Thermal Solutions
Civil Engineering	James Taylor and Associates
Heritage	GBA Heritage
Aboriginal Heritage	Extent Heritage and Apex Heritage
Aboriginal Design and Consultation	WSP
Public Art Strategy	WSP
Traffic Consultant	Varga Traffic Planning
Waste Consultant	Elephants Foot
Geotechnical	El Australia
Contamination	El Australia
Access	Accessibility Solutions
ESD	Waterman
Social Impacts	Civic Assessments
CPTED	Mecone
Visual Impact	Urbaine Architectural
Economics	Atlas Economics
Indigenous Consultation	Cox Inall Ridgeway

## 1.4 Background

The site has a long development history and has been the subject of two SSD approvals. The proposal is seeking a built form outcome commensurate with the most recent SSDA approval, thereby ensuring no additional nor adverse visual or environmental impacts. A summary of the previous approval and proposals across the site is provided below in **Table 2**.

<b>Table 2 175-177 Cleveland Street &amp; 1-5 Woodburn Street Development History</b>	
Development Consent	Description
<b>SSD 6371</b> <b>Approved 28 January 2015</b>	DPIE approved SSD 6371 for 175-177 Cleveland Street being a student accommodation and residential flat building. The approved development reached a height of five (5) storeys and achieved an FSR of 2.98:1. It accommodated 40 rooms, 13 apartments and a single storey basement.
<b>SSD 7064</b> <b>Approved 22 March 2018</b>	For the same site (including 1-5 Woodburn Street) SSD 7064 was approved by the Land and Environment Court (LEC) for a part 5 and part 6 storey mixed use development containing ground level retail and hotel accommodation with capacity for 72 rooms, and a residential flat building containing 19 apartments.  The LEC approval granted consent to the following: <ul style="list-style-type: none"> <li>• A six (6) storey mixed use building with an FSR of 3.25:1 and a residential FSR of 1.2:1;</li> <li>• 45 hotel rooms;</li> <li>• 20 residential dwellings;</li> <li>• 2 retail units; and</li> <li>• 2 levels of basement car parking.</li> </ul>
<b>SSD 7064 MOD 1</b> <b>Approved 21 December 2018</b>	Subsequently, a modification application (SSD 7064 MOD 1) was approved for the site for the following modifications: <ul style="list-style-type: none"> <li>• A mixed-use hotel, residential flat building and retail development comprising: <ul style="list-style-type: none"> <li>- A six (6) storey envelope;</li> <li>- Hotel accommodation for 45 rooms;</li> <li>- A residential flat building containing 20 apartments;</li> </ul> </li> <li>• Infill central courtyard increasing GFA by 280m<sup>2</sup> to 3,725m<sup>2</sup>, resulting in an FSR of 3.51:1.</li> <li>• Internal layout changes to the retail/commercial tenancies;</li> <li>• Provision of a hotel reception area; and</li> <li>• Additional residential communal open space.</li> </ul>
<b>SSD 10720865</b> <b>Lodged 13 August 2021</b>	SSD 10720865 has been lodged for: <ul style="list-style-type: none"> <li>• Construction and use of a six (6) storey building comprising:</li> </ul>

**Table 2** 175-177 Cleveland Street & 1-5 Woodburn Street Development History

Development Consent	Description
	<ul style="list-style-type: none"><li>- 120 boarding rooms, including:<ul style="list-style-type: none"><li>o 52 single rooms</li><li>o 68 double room</li></ul></li><li>- Communal facilities including roof terrace, an outdoor cinema, common study area, courtyard and multimedia room;</li><li>- A single ground floor retail tenancy;</li><li>• Associated landscape works and public domain improvements; and</li><li>• Extension and augmentation of services and infrastructure as required.</li></ul>



**Figure 1** Photomontage of the Proposed Viewed from Cleveland Street

Source: Ghazi Al Ali – SSDA 6371



**Figure 2 Photomontage of the Development Originally Proposed Under SSDA 7064**

Source: JPR Architects

## 1.5 Pre-Lodgement Consultation

In accordance with the *Undertaking Engagement Guidelines for State Significant Projects* published by DPE, the proponent has undertaken comprehensive pre-lodgement consultation with the relevant consent authority; stakeholders and agencies. The outcomes of this consultation is detailed in the Consultations Outcomes Report (**Appendix 12**).

In summary, consultation was undertaken with the following parties:

- NSW Department of Planning and Environment (DPE)
- City of Sydney Council (Council)
- State Design Review Panel (SDRP)
- Various local Indigenous groups and elders
- Surrounding Landowners
- Heritage NSW
- NSW Environment Protection Authority (EPA)
- Transport for NSW (TfNSW)
- Sydney Trains
- Sydney Water
- Water NSW
- Ausgrid



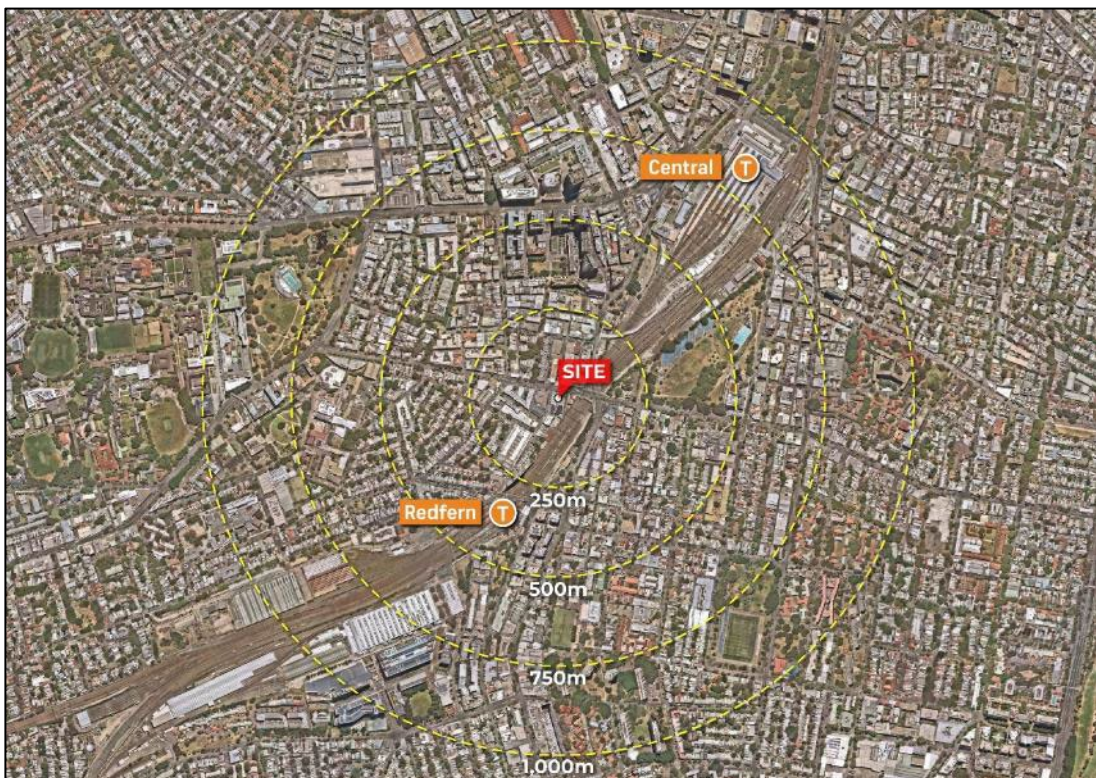
## 1.6 The Site

### 1.6.1 Site Location

The subject site is known as 175 - 177 Cleveland Street and 1 - 5 and 6 - 8 Woodburn Street, Redfern and is located within the City of Sydney LGA.

The site is located 1.7km south of the Sydney CBD, approximately 300m to the north-west of Redfern Railway Station, 750m south west of Central Railway Station and 900m north west of the future Waterloo Metro Station (900m) which is scheduled to become operational in 2024.

The site's locational context is shown in **Figure 3** below.



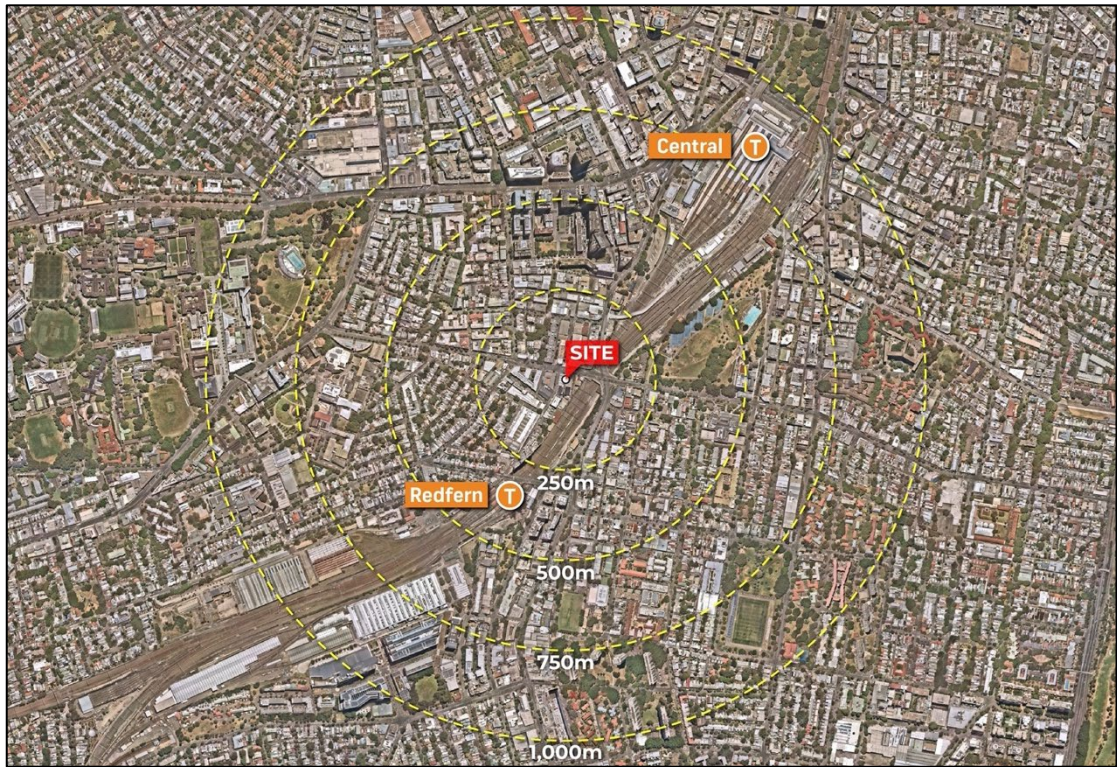
**Figure 3 Context Map**

Source: Mecone / Mosaic

## 1.6.2 Site Description

The site is situated on the southern side of Cleveland Street and has an area of 2,016.9m<sup>2</sup>. It has a northern primary frontage to Cleveland Street of ~30m, an eastern frontage of ~56m to Woodburn Street, a western frontage of ~56m to Eveleigh Street, and splayed corners.

The location of the site and surrounding context is illustrated in the figures below.



**Figure 4 Site Context Map**

Source: Mecone / Mosaic





**Figure 5 Site Aerial Map**

Source: Mecone / Mosaic

### 1.6.3 Existing Development

The site accommodates a range of building typologies and uses including residential, commercial and retail. Most of the buildings contained within the site are outdated and in need of replacement.

The north-western portion of the site at 175 Cleveland Street contains a part one (1) and part two (2) storey industrial building which occupies the full width of the Eveleigh Street frontage. This building supports retail and commercial uses. To the east this building is adjoined by an open car park at 177 Cleveland Street.

Sited behind this car park is the site at 1 - 5 Woodburn Street which accommodates a warehouse building containing commercial uses.

The south-western portion of the site at 6 - 8 Woodburn Street is occupied by a warehouse style building that reaches five (5) storeys and accommodates residential units.

The site's legal description is set out in **Table 3** below.

Table 3 Site Legal Description		
Site Address	Lot	DP
1 – 5 Woodburn Street	5	68798
	4/2	977379
	3/2	977379
6 – 8 Woodburn Street	1	780307
177 Cleveland Street	10	809537
175 Cleveland Street	1	1093304
	1	724328
	15	57107

A summary description of the site is provided in **Table 4**. The surrounding development is illustrated in **Figures 6-12** below.

Table 4 Site Description	
Item	Description
Site Addresses	175 - 177 Cleveland Street, 1 - 5 Woodburn Street and 6 - 8 Woodburn Street, Redfern
Total Area	2,016m <sup>2</sup>
Frontages	<ul style="list-style-type: none"> <li>• North: 30m to Cleveland Street</li> <li>• East: 56m to Woodburn Street</li> <li>• West: 56m to Eveleigh Street</li> </ul>
Existing Uses	<p>The existing development accommodated within each site can be described as follows:</p> <ul style="list-style-type: none"> <li>• 175 Cleveland Street – Part 1 / part 2 storey retail building;</li> <li>• 177 Cleveland Street – Open at grade car park;</li> <li>• 1 – 5 Woodburn Street – Two storey commercial building; and</li> <li>• 6 – 8 Woodburn Street – Four storey residential building.</li> </ul>
Existing Access	Vehicular access is permitted from Cleveland Street and permits entry to the open hardstand carpark.

**Table 4** Site Description

Item	Description
	<p>Eveleigh Street accommodates two driveways. The first driveway provides access to the building at 175 Cleveland Street. The second driveway permits access to the residential building at 6 – 8 Woodburn Street.</p> <p>Pedestrian access via individual entrances from the frontages</p>
Context	The surrounding context is mixed and reflective of a transitional character. It comprises historic warehouse building typologies as well as more contemporary residential buildings and fine-grained terrace houses.

### 1.6.4 Surrounding Development

The surrounding area has a transitional character typified by a mix of contemporary medium scale residential flat buildings and industrial warehouses repurposed for commercial / retail uses.

The surrounding development in the immediate vicinity can be described as follows:

- **North:** To the immediate north, the site is bounded by Cleveland Street. Beyond this lies a part 1 and part 2 storey commercial building accommodating a fitness facility.
- **South:** To the south-west along Eveleigh Street, the site adjoins a residential building that reaches five (5) storeys in height and fronts both Woodburn and Eveleigh streets. Beyond this, fine-grained terrace houses are situated further southward along Eveleigh Street. To the south-west along Woodburn Street the development relates to a four (4) storey residential building with a light yellow exterior. South of this development, the built form relates to a row of two (2) storey terrace houses.

Further to the south is the old 'block' site in Redfern which is to be redeveloped as 'The Pemulwuy Project'. The project (SSD 8135) was approved on the 4 March 2019 for a 3-24 storey student accommodation building with 596 student beds.

- **East:** To the immediate east beyond Woodburn Street is a youth hostel that reaches a maximum of five (5) storeys. Further eastward is the rail corridor that connects to Redfern Station.
- **West:** To the west on the other side of Eveleigh Street is a residential flat building that reaches four (4) storeys fronting Cleveland Street and transitions to three (3) storeys along Eveleigh Street. Further to the west is 'Scape Cleveland' (142 Abercrombie Street), which is a student housing development approved in 2012.





**Figure 6 Looking east from Cleveland Street towards the Song Hotel**

Source: Google



**Figure 7 Development to the Immediate North Looking South East (looking south from Woodburn Street)**

Source: Google



**Figure 8 Development to the Immediate South along Eveleigh Street**

Source: Google



**Figure 9 Development to the Immediate South-West along Eveleigh Street**

Source: Google





**Figure 10 Development to the immediate West along Eveleigh Street**

Source: Google



**Figure 11 Development to the Immediate North**

Source: Google



**Figure 12 Urbanest (now Scape) Student Accommodation to the West at 142 Abercrombie Street**  
*Source: Google*

## 2 Strategic Context

### 2.1 Strategic Need for the Proposal

The proposal seeks to be an exemplar for new style co-living/co-working development. It relates to the delivery of a new generation affordable accommodation which incorporates 216 self-contained rooms. The proposal is unique in that it provides a large number of communal open and internal space areas which are intended to foster a sense of community by encouraging interaction between occupants as well as the wider community.

Redfern and the surrounding locality are entering a period of rapid growth and are the subject of ongoing urban revitalisation. The strategic importance of the locality is reinforced by the applicable strategic planning framework. The **Greater Sydney Region Plan – A Metropolis of Three Cities** situates the site within the Harbour CBD Metropolitan Centre. The Harbour CBD is identified as being integral to the global competitiveness of Greater Sydney. Its western edge is occupied by an emerging Innovation Corridor comprising universities, hospitals, internal innovation companies and fast growing start-ups. The site forms part of the Innovation Corridor and is located between Central Station Precinct and the Redfern to Eveleigh Precinct. A *Metropolis of Three Cities* identifies the need to maximise vertical development opportunities along the Innovation Corridors, particularly southward between Redfern to Eveleigh. In addition to fostering the growth of the office market, it specifies the need to investigate opportunities for increasing the supply and diversity of housing around centres in proximity to jobs and services.

In a similar vein, the **Eastern City District Plan** identifies the need to provide well-designed housing in neighbourhoods close to transport and other infrastructure. The Eastern City District Plan situates the site within the Innovation Corridor to the north of Central Precinct and the Redfern to Eveleigh Precinct. Central Precinct comprises a 24 hectare precinct that is earmarked to accommodate 250,000sqm of office floor space and is designated to emerge as Sydney's technology and innovation precinct. The **Redfern to North Eveleigh Precinct** forms part of the wider Redfern-Waterloo Authority Sites State Significant Precinct (SSP) to which the site also relates. It comprises 10 hectares of government-owned land that is earmarked to support housing, community and cultural uses.

The overarching strategic planning priority for the precinct is to cultivate an internationally competitive health, education, research and innovation area. The achievement of this objective requires urban renewal and the delivery of high-quality public areas and developments. It also necessitates the provision of diverse accommodation options, including temporary and permanent accommodation and housing at affordable house points.

Planning Priority E5 of the District Plan promotes the need for housing diversity, choice and affordability to meet the demands for different housing types, tenure and price points. Specifically, **principles for housing strategies** established under Planning Priority E5 include:

- **Housing need:** *the projected housing need and demographic characteristics of the existing and growing community, including different cultural, socio-*



economic and age groups and the availability of a range of housing types, tenures and price points.

- **Diversity:** including a mix of dwelling types, a mix of sizes, universal design, seniors and aged care housing, student accommodation, group homes, and boarding houses.
- **Affordable rental housing:** through housing diversity for those on moderate incomes and affordable rental housing for low and very low income households.

Planning Priority E5 further establishes **affordable rental targets** and opportunities for planning to support housing affordability and diversity measures including:

- *more compact housing, either on smaller land lots or through a proportion of smaller apartments of innovative design to support moderate-income households and particularly key workers and skilled workers in targeted employment areas such as health and education precincts.*
- *new owner-developer apartment models that support lower cost and more flexible delivery of apartments for like-minded owner groups.*

Priority 4 of the **Camperdown-Ultimo Place Strategy** seeks to achieve increased housing affordability and choice in vibrant and safe places. The actions under Priority 4 include:

- *Action 14: Require the provision of affordable housing in and close to the Collaboration Area, including in mixed-use developments, consistent with government targets.*
- *Action 15: Explore initiatives to provide diverse housing, including affordable housing for key workers and students.*

The proposal is consistent with the strategic directions of the District Plan and *Camperdown-Ultimo Place Strategy* in that it will rejuvenate the site and replace its outdated building stock with a high quality development outcome, therefore contributing to the urban renewal of the area. It will also contribute to diversifying the locality's housing options and delivering more affordable housing choices in response to current and projected housing needs and demographic characteristics of the community.

In addition, the site lies to the direct west of the Central to Eveleigh Corridor (the Corridor). The **Central to Eveleigh Urban Transformation Strategy** identifies that the North Eveleigh Precinct within this corridor and directly adjacent to the site is envisaged to support up to 200 jobs. The Corridor also contains Central Precinct SSP which is positioned further northward of the site. Central Precinct SSP will support the emergence of the broader Sydney Innovation and Technology Precinct and will support up to 25,000 new innovation jobs as well as unprecedented density. Further, the Australian Technology Park (within 500m of the site) will be home to some 18,000 workers.

Whilst not within the Corridor, the proposal complements and aligns with its strategic directions as it will assist in increasing the supply of diverse and affordable housing options.

**The City Plan 2036 – Local Strategic Planning Statement** (LSPS) establishes a 20-year land use vision that links the District Plan, Greater Sydney Region Plan and local strategies with Council's planning controls. The LSPS nominates a range of strategic actions. At a high level, these aim to densify and target jobs growth in Central Sydney. Residential accommodation is to be delivered in suitable locations to ensure it does not undermine the economic growth of Central Sydney.

Under the LSPS, the site is positioned outside of Central Sydney within the City Fringe. The City Fringe is identified as suitable for supporting residential accommodation provided it does not compromise the growth of diverse business clusters in the area and the ability to meet the target of 53,800 jobs by 2036.

The proposal, which aims to provide some commercial/retail floorspace in addition to a co-working hub is consistent with the overarching aims of the LSPS in that it will facilitate employment activity. It is noted the existing building is residential in nature comprising build to sell apartments. The proposed modern co-living housing development is entirely consistent with the housing objectives of Council's LSPS and will not compromise the site's ability to support the productivity priorities of the LSPS.

The proposed co-living use aligns with the livability actions of the LSPS. The relevant actions identify that there is a need to continue to facilitate housing development utilising the capacity under current planning controls to meet the target of 50,000 additional private dwellings and 6,000 additional non-private dwellings such as student housing and boarding houses.

The LSPS provides that student housing and boarding houses provide additional diversity in the rental market and that *these rentals continue to meet an important need in the inner city and ease pressure on the wider market.*

Priority E5 of the LSPS promotes the provision of housing supply, choice and affordability with access to jobs, services and public transport. In this respect the LSPS provides that the City will continue to encourage and facilitate new ideas to deliver more diverse housing while increasing affordable housing supply.

The proposal is consistent with these objectives and aspirations in that it responds to the character of the streetscape and will increase the diversity of housing options in the locality.

## 2.2 Consideration of Alternative Options

EG Funds Management has acquired the site with the intent of delivering a new generation co-living housing development that addresses the need for affordable rental accommodation. In designing the preferred scheme, alternative options have been considered and are outlined below.

### 2.2.1 Option 1 – The Proposal

Option 1 involves undertaking the proposed redevelopment as outlined in this SSDA (as described in **Section 3** of this EIS). The proposal will ensure that a high-quality building is provided on the site that responds to the strategic need identified above and the market demand for diverse and affordable housing.

In considering built form options for the proposal, AE Design Studio undertook comprehensive envelope testing and analysis to determine the most appropriate built

form distribution across the site. As detailed in the Urban Design Report (**Appendix 6**), this exercise included the testing of five massing options which determined the most superior built form outcome in terms of urban design; environmental impact; and amenity outcomes. Informed by this massing study, and with integration of key design concepts, the design determines that:

- the predominant setback in the vicinity is built to boundary - proposal improves the setback by angling away from the boundary and adding the area to the public realm;
- bulk is to be orientated to the east-west orientation to maximise solar access into the site and provide greatest solar amenity to the units, as well as locating the majority of units away from traffic and train noise;
- scale to be reduced to Cleveland Street (north orientating) to contextually fit with the existing context, and stepped up along Eveleigh Street, (to the south and south-east), to align with the future desired character of Eveleigh Street;
- a large north-south facing courtyard, which widens to the south, maximises solar access, and
- provides enhanced ventilation to corridors and units sufficient separation setbacks to the neighbours are provided across the street, and where internally across the courtyard, any interfacing is indirect and considered. The architectural drawing (SSD9009) reviews these setbacks in line with the ADG, with further assessment in the Urban Design Report.

### 2.2.2 Option 2 – Do Nothing

Not pursuing the proposal would not be an appropriate outcome for the site as it would require the retention of the existing building stock which is outdated and in need of replacement. At present, the site offers:

- 175 - 177 Cleveland Street and 1 - 5 Woodburn Street: A commercial and light industrial building with an open car park that orientates towards the primary street frontage of Cleveland Street. In consequence, the proposal provides minimal street front activation and is underdeveloped.
- 6 - 8 Woodburn Street: This existing building offers a market residential accommodation, depriving the area of diverse and affordable housing opportunities.

### 2.2.3 Option 3 – Repurpose Existing Development

The site at 175 – 177 Cleveland Street and 1 – 5 Woodburn Street comprises a part 1 and part 2 storey retail building on the corner of Cleveland and Everleigh Streets and a 2 storey commercial building fronting Woodburn Street. These buildings are small in scale in the context of the current planning framework and do not appropriately respond to the need of the community and strategic directions for the area. Further, past performance and recent economic investigations have identified that for the commercial uses are not a viable development option for this location. This is further discussed in this report.

The residential GFA/FSR of the existing building at the 6 - 8 Woodburn Street comprises a residential GFA of 2,959m<sup>2</sup> and residential FSR of ~3:1 (no floor space bonus from Housing SEPP available). In this respect, the existing building at 6 – 8 Woodburn Street represents a similar extent of non-compliance with the residential FSR standard of the Eastern Harbour City SEPP compared to the proposed development (3.01:1).

As opposed to refurbishing the existing residential building for purely residential accommodation (not co-living housing), the proposal seeks to deliver affordable housing accommodation which responds more appropriately to the locality and community needs, whilst also accommodating commercial/co-living/co-working offerings.

#### 2.2.4 Option 4 – Compliant Scheme

This option entails the redevelopment of the site for a complying scheme. Under this scenario, the envelope would comply with the five storey height limit and the residential FSR development standard of 1.3:1 under by the Eastern Harbour City SEPP.

The provision of an envelope that complied with the storey height limit would result in a built form at odds with the scale of the surrounding development on the southern side of Cleveland Street which reaches a height commensurate with the proposal. In consequence, a complying scheme would fail to provide an appropriate transition in scale and would not respond to the anticipated and desired future character of the area.

Compliance with the residential FSR development standard would necessitate a reduction to the size of the co-living component and the provision of a greater proportion of commercial/retail floor space. A predominantly commercial development scheme is not viable in a secondary location (such as the site's) where street exposure and visibility do not attract economic rents. A commercial scheme would not be sufficiently attractive to displace the existing uses. The existing buildings would therefore remain 'as is'.

Additionally, the delivery of a smaller scale co-living development within the 1.3:1 residential FSR would not be commercially viable from an operator's perspective. As such, market sounding and a review of the amenities and uses in the surrounds has confirmed the proposed quantum of boarding house floor space is more appropriate, particularly in the context of the site's proximity to educational institutions and the growing office market in Central Sydney.

Notwithstanding the proposed variation to this standard, the proposed scheme as ensured that sufficient ground level and level 1 commercial/co-working floor space is provided to appropriately activate all three streets, with a particular focus on the activation of Everleigh Street and the corner of Cleveland and Everleigh Streets as the primary entrance and pedestrian thoroughfare.



## 3 Project Description

### 3.1 Development Summary

This SSDA seeks approval for the development of a mixed-use co-living housing development. The proposal has been designed to offer and support co-working activities for residents as well as the wider community to promote employment; social; and community interaction throughout the development and its surrounds. Specifically, the proposal involves:

- Construction of a mixed use co-living housing development ranging in height from five (5) to seven (7) storeys, comprising:
  - Associated 7,006.4m<sup>2</sup> of GFA (FSR of 3.47:1) comprising 927.7m<sup>2</sup> of retail/commercial and 6,078.7m<sup>2</sup> of residential GFA;
  - Basement containing 19 car parking spaces; 25 motorcycle spaces and 116 bicycle spaces;
  - 216 co-living rooms (67 single and 149 double rooms) for lodgers and a building manager;
  - Ground and first floor co-working and commercial/retail uses fronting Cleveland, Woodburn and Eveleigh Streets;
  - Communal open space areas (1,458.8m<sup>2</sup>) including an open to the sky internal courtyard and rooftop garden;
  - Communal living areas (549.4m<sup>2</sup>) comprising resident amenities;
- Associated landscape works (697.5m<sup>2</sup> landscaped area) and provision of a through-site link;
- Extension and augmentation of services and infrastructure as required; and
- Indigenous public art.

Rider Levett Bucknall has calculated the cost of development for the proposal to be \$41.8 million (including GST) (refer to **Appendix 37**).

The development summary and statistics of the proposal are provided in **Table 5** below.

Table 5 Development Summary and Statistics	
Item	Total
Site area	2,016.9m <sup>2</sup>
Building Height	Part 5 storeys; part 6; and part 7 storeys (including 1 basement level) Approximately 24m
Land Uses	Co-living housing Commercial (including co-working)

**Table 5** Development Summary and Statistics

Item	Total
	Retail
Number of boarding rooms	216 rooms
Boarding room mix: <ul style="list-style-type: none"> <li>• Single rooms</li> <li>• Double rooms</li> </ul>	<ul style="list-style-type: none"> <li>• 67 rooms (ranging from 17.83m<sup>2</sup> to 19.71m<sup>2</sup> including private kitchen and bathroom facilities)</li> <li>• 149 rooms (ranging from 20.51m<sup>2</sup> to 31.27m<sup>2</sup> including private kitchen and bathroom facilities)</li> </ul>
Total GFA / FSR	7,006.4m <sup>2</sup> / 3.47:1
Residential GFA / FSR	6,078.7m <sup>2</sup> / 3.01:1
Commercial GFA / FSR	927.7m <sup>2</sup> / 0.46:1
Communal open space	1,458.8.5m <sup>2</sup>
Internal communal living area	549.4m <sup>2</sup>
Co-living manager	1 bedroom and office
Parking	<ul style="list-style-type: none"> <li>• Car spaces: 19 spaces</li> <li>• Bicycle spaces: 116 spaces</li> <li>• Motorcycle spaces: 25 spaces</li> <li>• 1 small rigid vehicle parking bay</li> </ul>
Landscaped area	697.5m <sup>2</sup> landscaped area
Public Art	First Nations Motif textured brick wall at the corner of Cleveland and Eveleigh Streets
Hours of operation	24 hours, 7 days a week Courtyard closed to public between 9am-7am
Number of employees	One, with additional staff to be employed at the discretion of the future Operator
Co-living communal living areas	Communal laundry/games room (ground floor) Common lounge; common dining (level 6)
Non-residential offerings	<u>Café</u> : Located on the corner of Cleveland and Everleigh Street with commercial kitchen <u>Retail</u> : Tenancy provided on Everleigh Street

**Table 5** Development Summary and Statistics

Item	Total
	<u>Commercial/retail</u> : Tenancy provided at southern end of Everleigh Street
	<u>Multipurpose/community</u> : Tenancy provided internally from Everleigh Street
	<u>Co-working</u> : Tenancy provided on corner of Cleveland and Woodburn Street
	<u>Commercial/retail</u> : Tenancy provided off Woodburn Street
	<u>Commercial (Level 1)</u> : Tenancy provided on corner of Cleveland and Woodburn Street
	Commercial tenancy 3

## 3.2 Site Management and Operations

An Operational Plan of Management (OPOM) has been prepared by Mecone and is included at **Appendix 13**. It outlines the operational details associated with the proposed development including safety and security measures to be adopted for residents.

It is proposed that the co-living facility will be operated by a single, specialist accommodation provider who will be responsible for the operation of the facility as well as the appointment of a live-in manager and building staff.

This accommodation provider will be engaged during the post-approvals phase. The OPOM will apply regardless of the future operator. In the instance this operator wishes to impose alternative or additional requirements, the OPOM will be updated to reflect its requirements.

### Site Management

The future operator will have a proven track record in successfully managing student accommodation facilities.

The operator will have a presence 7 days a week and will be responsible for the appointment of a boarding house manager who will reside on site.

The operator will also be responsible for the employment of facility staff who will receive appropriate training and will be educated in how to address complaints from occupants and neighbours.

### Security

Occupants will be funnelled from Everleigh and Woodburn Streets into the facility via the primary pedestrian access point. This ensures management can monitor who is entering and exiting the facility. Entry to the lobby will be facilitated by a keyed secure access system.

Occupants will have keyed access to the internal and external common areas. Access to plant rooms, waste storage and other ancillary rooms will be restricted to authorised personnel.

A CCTV coverage system will be provided for the site and will monitor all ingress and egress points.

An induction process will be held for all new occupants. This process will be designed to familiarise residents with the building security and safety. Occupants will be educated on the general access arrangements, emergency exits and evacuation procedures.

### 3.3 Development Urban Design Principles

The proposal represents an opportunity to provide an exemplar development for the new style of co-living housing development. It aims to achieve an excellent level of amenity and provide a generous amount of communal open space for the purpose of encouraging communal interaction. The ethos behind the project as articulated by EG Funds Management is as follows:

*The motivating influence behind the design is the ethos of the Client, EG Funds, B.I.G – 'Build in Good'. The principle encourages the development of connection and interaction between end users and the broader community, generating a sense of place and community.*

The planning and design principles adopted for the proposed development are as follows:

- Provide a high quality co-living development in a highly accessible location within walking distance to public transport, services, tertiary educations and jobs;
- Integrate the proposal with the surrounding built form by utilising materials that are sympathetic to the surrounding development;
- Provide a building envelope that is materially consistent in bulk and scale with the development approved for the site;
- Deliver affordable rental accommodation to a locality that is experiencing urban renewal and significant levels of development investment;
- Increase the diversity of housing to cater for the growing office market and tertiary education sector;
- Integrate public and interpretive elements that respect the site's cultural context;
- Provide a development that exhibits a high quality architectural expression that is sympathetic to the existing surrounding residential built form whilst being contemporary in appearance;
- Rationalise the pedestrian access arrangements to promote pedestrian safety;
- Reinforce the importance of Cleveland Street being the site's primary access point by locating retail uses and entrances at this frontage;

- Provide multipurpose communal open space areas for both the public and occupants that will foster community interaction;
- Provide streetscape upgrades to enhance the public domain; and
- Provide active uses at ground level to encourage pedestrianisation and facilitate the activation of the streetscape.

Refer to **Appendix 3** for detailed architectural plans of the proposed development. **Figure 13** provides photomontages of the proposal.



**Figure 13 Proposal Viewed Looking South West Along Cleveland Street**

Source: Mark Shapiro Architects

### 3.4 Building Envelope and Massing

The proposal consists of a part five (5); six (6); and seven (7) storey development that has been designed to present as being five (5) storeys when viewed from the surrounding streetscape particularly from Cleveland and Eveleigh Street (refer to **Figures 14-16**).

the proposal a maximum height of RL 43.6, which is only 0.3m higher than the approved building envelope under SSD 7064, noting the proposal includes a five to seven storey built form while the approved development comprises a five to six storey built form only.

The **sixth storey** (level 5) is recessed from the building parapet by increased upper-level setbacks. In understanding the building's massing, it is important to note that the site is affected by an uneven topography. Due to this, the sixth storey is only partially visible from select locations, including the southern end of Woodburn Street and Eveleigh Street.

The sixth storey is recessed from the Cleveland and Everleigh Street corner where communal open space is provided, thus ensuring this prominent corner presents as a five storey building.

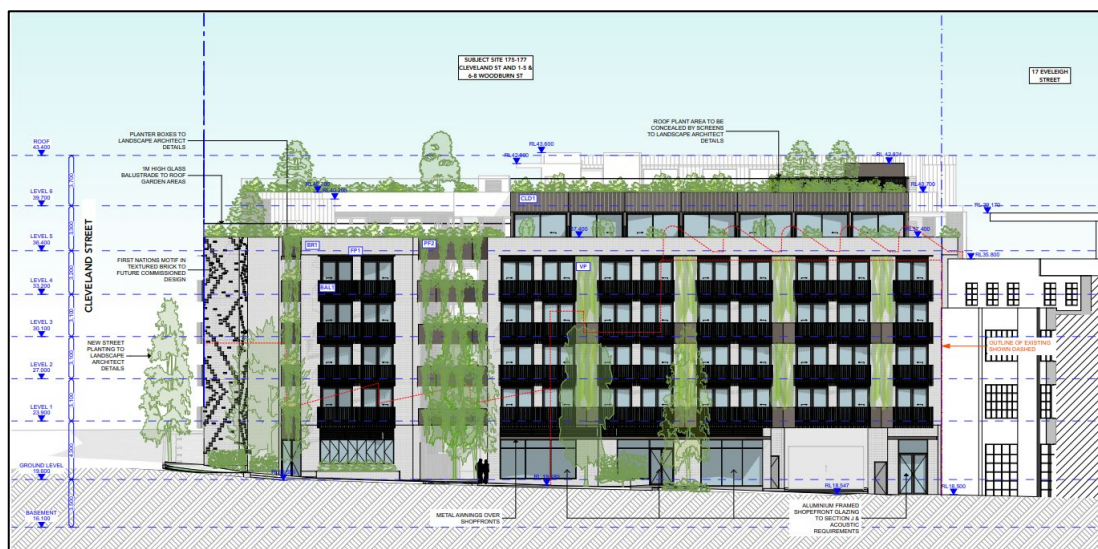
In relation to views to the site from Woodburn Street and the corner with Cleveland Street, given the topography of the site, the sixth storey presents as a fifth storey due to the ground floor being largely below ground.

While the sixth storey does extend along Everleigh Street, given the narrowness of Everleigh Street, and the generous recess from Cleveland Street, the built form at this level will not be imposing or easily viewed.

The **seventh storey** built form is concentrated along the southern and eastern boundaries of the site with generous setbacks from Cleveland Street and Everleigh Street. Due to the topography of the land, the seventh storey presents as the sixth storey from Woodburn Street. However, due to the recess from the boundary and parapet below, this level will not be easily visible along Woodburn Street.

With respect to Everleigh Street, the massing approach in this location has been to concentrate the part of the roof terrace along the southern portion of this boundary.

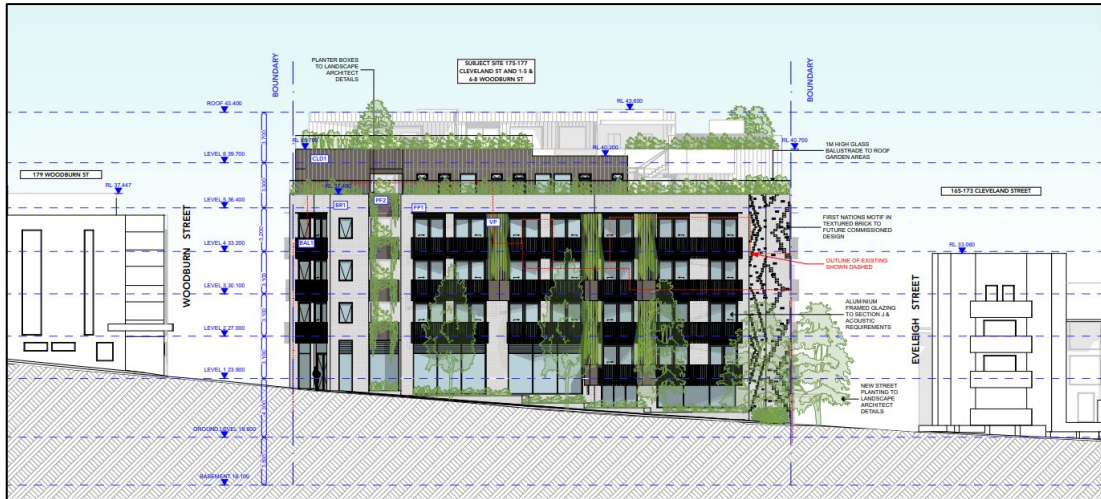
The massing has been designed to integrate with the adjoining residential buildings, noting that the existing buildings to east and west of the site are both four storeys. At both frontages, the massing steps down in height to closely align with the height of the parapets of the adjoining developments.



**Figure 14 Proposed Envelope Viewed from Everleigh Street**

Source: Mark Shapiro Architects





**Figure 15 Proposed Envelope Viewed from Cleveland Street**

Source: Mark Shapiro Architects



**Figure 16 Proposed Envelope viewed from Woodburn Street**

Source: Mark Shapiro Architects

### 3.5 Built Form and Building Layout

A description of the proposed uses by level is provided in **Table 6**.

Table 6 Summary of Proposed Uses		
Location	Use	GFA (sqm)
Basement	<ul style="list-style-type: none"> <li>- 25 motorcycle spaces</li> <li>- 19 car parking spaces</li> <li>- 116 bicycle spaces</li> <li>- Building plant</li> <li>- Lifts</li> <li>- Waste rooms</li> <li>- Mechanical plant</li> </ul>	Nil
Ground Level	<ul style="list-style-type: none"> <li>- Multi purpose communal area</li> <li>- Communal laundry/games</li> <li>- Communal courtyard</li> <li>- Commercial/retail space</li> <li>- Café</li> <li>- End of trip facilities</li> <li>- WC facilities</li> <li>- Substation</li> </ul>	1,080.3
Level 1	<ul style="list-style-type: none"> <li>- Commercial tenancy</li> <li>- Break out space</li> <li>- 10 single boarding rooms</li> <li>- 30 double boarding rooms</li> </ul>	1,177.3
Level 2	<ul style="list-style-type: none"> <li>- 18 single boarding rooms</li> <li>- 30 double boarding rooms</li> </ul>	1,203.9
Level 3	<ul style="list-style-type: none"> <li>- 18 single boarding rooms</li> <li>- 30 double boarding rooms</li> </ul>	1,203.9
Level 4	<ul style="list-style-type: none"> <li>- 18 single boarding rooms</li> <li>- 30 double boarding rooms</li> </ul>	1,203.9
Level 5	<ul style="list-style-type: none"> <li>- 3 single boarding room</li> <li>- 29 double boarding rooms</li> <li>- Communal terrace</li> <li>- External seating</li> </ul>	852.5



Table 6 Summary of Proposed Uses		
Location	Use	GFA (sqm)
Level 6	<ul style="list-style-type: none"> <li>- Common lounge room</li> <li>- Common kitchen</li> <li>- Common terrace with external seating</li> <li>- Indigenous rooftop farm</li> </ul>	284.6

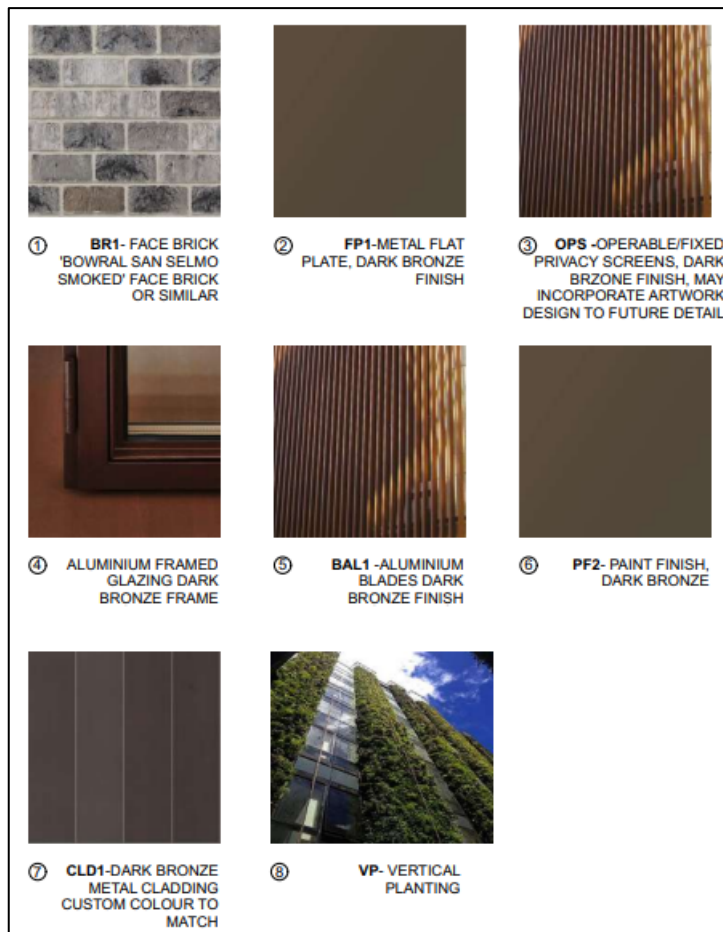
### 3.6 External Materials and Finishes

A Schedule of Materials has been prepared by Mark Shapiro Architects and is included within the Architectural Plans at **Appendix 3**.

The materials have been selected in consideration of the site history, with links to the railway corridor, Redfern's industrial warehouse precinct, and nearby heritage sites. The colours and finishes for the building have been influenced by the native plant colour palette, utilising tones of:

- Bronze/browns/reds;
- Warm greys/blue greens; and
- Yellows/greens.

The tones of metal and masonry, along with the 'native colour palette' solidify the identity of the building, contributing to the overall built quality. **Figure 17** below illustrates the proposed materials and finishes for the development.



**Figure 17 Proposed Selection of Materials**

Source: Mark Shapiro Architects

### 3.7 Landscaping and Public Domain

Landscape Plans have been prepared by Wallman Partners and are included at **Appendix 5**. Landscaping has been incorporated into the design at the ground plane and the upper levels.

#### Ground Floor

The proposed landscaping at the ground plane consists of an open courtyard with water feature, planters and tree planting. Additional street trees are proposed along each frontage along with an extended kerb and pedestrian zone.

Comprehensive landscaping is also proposed within the internal courtyard and consist of planter beds incorporating raised garden edges and feature tree planting which frame the pedestrian paths of travel. The internal courtyard also provides a water feature in response the Connecting with Country Frameworks and recommendations made by local Indigenous elders.

#### Upper Levels

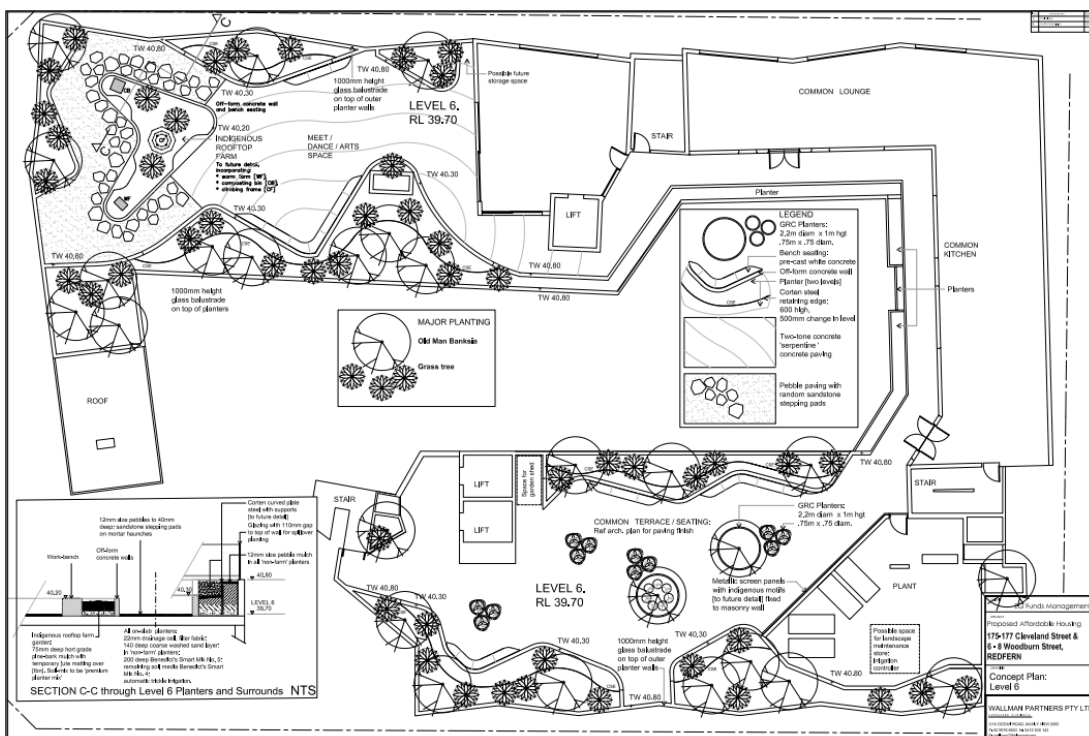
Landscaping at the upper levels is integrated with the communal open space areas, external terrace, outdoor seating and an Indigenous roof top farm on Level 5. Edge planting consisting of ground covers, shrubs and small trees are also provided.

The proposed landscaping is illustrated in the figures below.



**Figure 18 Proposed Landscaping at the Ground Plane**

Source: Wallman Partners



**Figure 19 Proposed Landscaping Strategy at Level 6**

Source: Wallman Partners

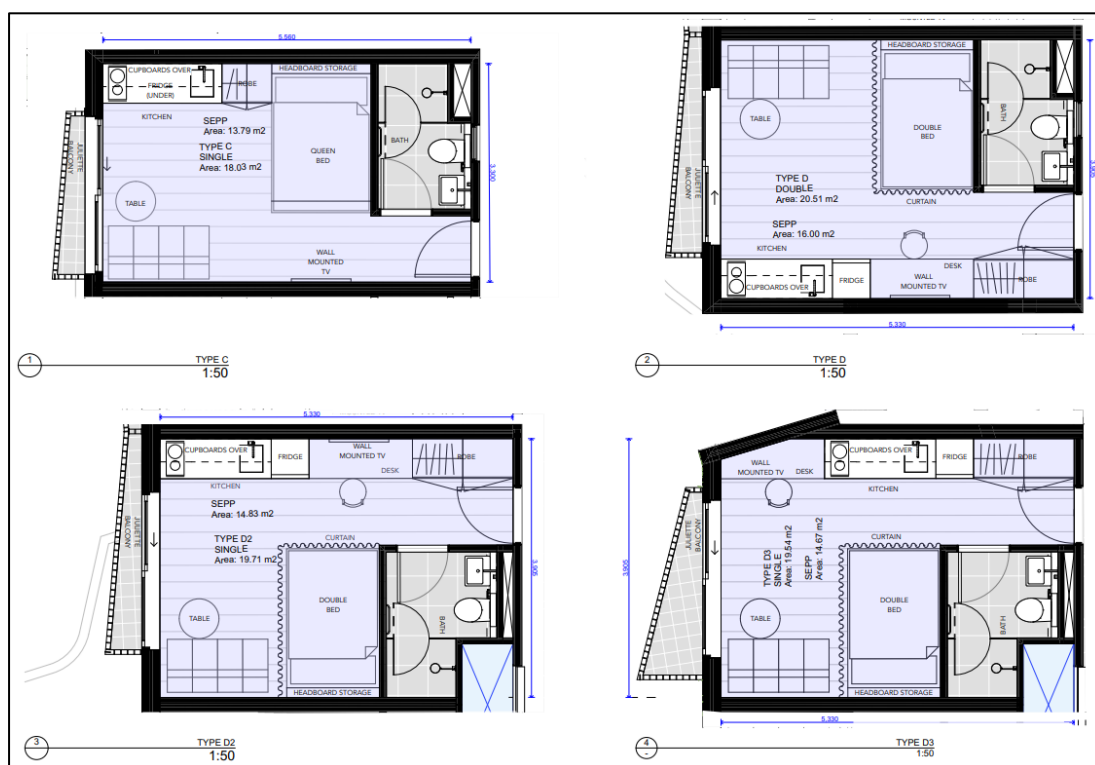
### 3.8 Room Configuration and Communal Facilities

The proposed facility will accommodate 216 boarding rooms. The distribution of rooms and the minimum and maximum internal area for each are set out in the table below.

Table 7 Summary of Room Configurations	
Item	Internal Area (including private kitchen and bathroom facilities)
149 x Double Room	20.51m <sup>2</sup> to 31.27m <sup>2</sup>
67 x Single Rooms	17.83m <sup>2</sup> to 19.71m <sup>2</sup>
1 x Manager's Room	20.52m <sup>2</sup>

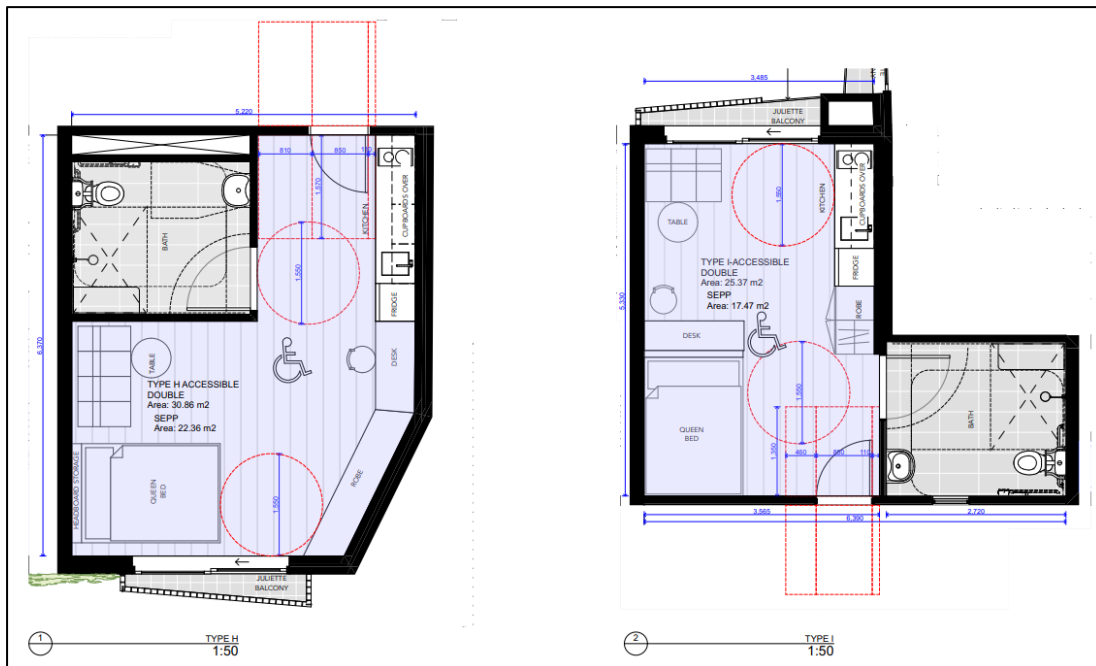
As noted above, the proposal accommodates a mix of single and double room configurations. The double room configuration will be able to accommodate two occupants who share a single bed. The single room configuration has the capacity to support an individual lodger. Examples of the typical room configurations are shown in **Figures 20** and **21**.

All proposed room configurations are illustrated below and in the Architectural Plans at **Appendix 3**.



**Figure 20 Type C and Type D single and double rooms**

Source: Mark Shapiro Architects



**Figure 21 Typical Type H and I accessible rooms**

Source: Mark Shapiro Architects

## 3.9 Transport, Access and Parking

### 3.9.1 Pedestrian Access

Pedestrian access for residents is provided at:

- Everleigh Street (main access)
- Woodburn Street (secondary access)

Pedestrian access for non-residents is provided at the resident access point listed above (excluding between 9pm-7am) as well as:

- Everleigh and Cleveland Street corner (café)
- Woodburn and Cleveland Street corner (commercial tenancy)
- Southern end of Everleigh Street (commercial/retail tenancy)

### 3.9.2 Vehicular Access

The proposal rationalises the existing vehicular access arrangements by reducing the quantity of vehicular access points to provide a singular egress / ingress from the southern end of Eveleigh Street.

The proposed driveway permits entry to a single level basement area accommodating car parking, bicycle parking motorcycle parking, plant, waste storage and storage.

On-site waste pick-up is also provided with access to the basement provided for an SRV.

### 3.9.3 Parking Arrangements

The following parking arrangements are proposed within the basement:

- **Vehicular parking:** 19 spaces (including 2 accessible, 1 car share and 1 manager's bay)
- **Motorcycle Parking:** 25 spaces
- **Bicycle Parking:** 116 spaces

All parking has been designed to comply with the relevant Australian Standards as set out in the Traffic and Parking Assessment Report at **Appendix 15**.

### 3.9.4 Loading

Loading and servicing activities associated with the development will be undertaken by a light commercial vehicle from the kerbside parking spaces located on the surrounding road network. Waste collection and loading activities will occur on-site with access to the basement provided for a SRV from Eveleigh Street.

## 3.10 Public Art

Consideration has been given to the provision of public art across the site, with a particular focus given to the integration of Aboriginal heritage into the design. WSP has been engaged to advise on appropriate public art options for the site (refer to **Appendix 8** and **Appendix 9**). It recommends that Aboriginal artists be commissioned to advise on the opportunities for public art.

Possible public art responses include but not limited to:

- Iconic corner art with Mosaic mural;
- Interior design using artefacts from old murals on the site;
- Threshold art mosaic/mural;
- Entry statement, significant site marker sculpture referencing Darug Eora Design;
- The ground plane incorporating pathways with Darug Eora patterns in coloured asphalt; and
- Sculptural elements, landscape communicating stories and design.

In addition to the above, the Applicant has commenced the process of engaging with local Aboriginal Artists which have a strong connection to the Redfern area. Further discussion is provided at **Appendices 8** and **9**.

## 3.11 Site Preparation

The proposal necessitates the demolition of all existing structures. Approval for the demolition of these structures has been granted under SSD 7064.

The proposal includes a single basement level which requires excavation to a maximum depth of 7.1m (or RL 15.8m), though locally deeper excavations for footings, service trenches, crane pads and lift overrun pits may be required.

Excavation will be undertaken in accordance with the geotechnical recommendations provided at **Appendix 23**.



## 4 Statutory Planning Context

Mecone has undertaken an assessment of the proposal against the relevant planning and environmental legislation and guidelines to identify potential environmental impacts and mitigation measures. The potential environmental impacts and their mitigation measures are discussed below.

### 4.1 Planning Framework Overview

This section of the report assesses and responds to the environmental impacts of the proposed development and addresses the matters for consideration set out in the SEARs.

#### 4.1.1 Relevant EPIs, Policies and Guidelines

The relevant strategies, environmental planning instruments, policies and guidelines listed by the SEARs are addressed in the table below.

Table 8 Consistency with Relevant Strategies, EPIs, Policies and Guidelines	
Plan / Policy	Comment
NSW State Priorities	The NSW State Priorities are a series of reforms aimed at growing the economy, delivering infrastructure and improving health, education and other services across NSW. Whilst not directly related to the proposed development, the proposal will facilitate the achievement of a well-connected community and a strong economy by providing a high quality design with employment generating uses, an active public domain and communal facilities that foster community interaction.
The Greater Sydney Region Plan – A Metropolis of Three Cities	<p>The Greater Sydney Region Plan – A Metropolis of Three Cities establishes a 40-year vision for Sydney and a 20-year plan to guide its growth. The site forms part of the Harbour CBD and is located within the Eastern Economic Corridor and within the Innovation Corridor. The proposal is consistent with the plan for the following reasons:</p> <ul style="list-style-type: none"><li>• The proposal aligns with investment in regional and district infrastructure, namely the CBD and the Sydney Metro City and Southwest Line;</li><li>• The proposed boarding house use will facilitate the provision of housing in proximity to transport and will deliver on the vision to achieve a 30-minute city;</li><li>• The proposal will increase investment within the Harbour CBD;</li><li>• Will locate rental accommodation in proximity to jobs public transport; and</li></ul>

**Table 8** Consistency with Relevant Strategies, EPIs, Policies and Guidelines

Plan / Policy	Comment
	<ul style="list-style-type: none"> <li>Contribute to diversifying housing options in the locality and providing housing at affordable price-points.</li> </ul>
Eastern City District Plan	<p>The District Plan sets out the priorities and actions for the growth and development of the Eastern District. The proposal is entirely consistent with the key priorities of the plan, including:</p> <ul style="list-style-type: none"> <li>The proposal will revitalise the ground plane and contribute to the achievement of a social connected community (Priority E4);</li> <li>It will increase the provision of housing, providing greater housing choice at varying price points within a locality well serviced by public transport (Priority E5);</li> <li>Will deliver on the aspiration to integrate land use and transport planning to achieve a 30-minute city (Priority E10);</li> <li>It will increase the supply of employment generating floor space that will support the competitiveness of the Harbour CBD and the growing office market within Central Precinct (Priority E11); and</li> <li>Through the installation of public art and interpretive elements the proposal will contribute to the renewal of the district whilst respecting its culture and heritage (Priorities E6).</li> </ul>
Towards our Greater Sydney 2056	<p><i>The Future Transport Strategy 2056</i> (the Strategy) prepared by Transport for NSW (TfNSW) was adopted in March 2018 and outlines a long-term plan for the three cities of Greater Sydney and Regional NSW.</p> <p>The strategy supported by the following objectives:</p> <ul style="list-style-type: none"> <li>Encouraging active travel (walking and cycling) and using public transport;</li> <li>Connecting people to jobs, goods and services in our cities and regions; and</li> <li>Supporting more environmentally sustainable travel.</li> </ul> <p>The proposal will deliver on the above objectives by increasing employment opportunities on a site in walking distance of a major transport node and future metro stations and by providing sustainable transport options (i.e cycling facilities and car share spaces). It will also provide short-term rental accommodation for the local population thereby connecting people to jobs, goods and services. It consequently will foster active transport and will</p>

**Table 8** Consistency with Relevant Strategies, EPIs, Policies and Guidelines

Plan / Policy	Comment
	assist in connecting people to jobs, services and sustainable transport options.
Future Transport Strategy 2056	<p><i>The Future Transport Strategy 2056</i> (the Strategy) prepared by Transport for NSW (TfNSW) was adopted in March 2018 and outlines a long-term plan for the three cities of Greater Sydney and Regional NSW.</p> <p>The Strategy provides a framework for guiding planning and investment in transport infrastructure. This framework is supported by the following objectives:</p> <ul style="list-style-type: none"> <li>• Encouraging active travel (walking and cycling) and using public transport;</li> <li>• Connecting people to jobs, goods and services in our cities and regions; and</li> <li>• Supporting more environmentally sustainable travel.</li> </ul> <p>The proposal makes provision for cycling facilities and car share spaces and will therefore foster sustainable modes of public transport. It also concentrates housing in proximity to jobs, goods and services.</p>
Better Placed	<p>The proposal has been the subject of the SDRP. The scheme itself and the amendments made in response to the feedback received over the course of the DRP process address the Better Placed objectives for good design. In particular, the proposal is consistent with the following objectives for Good Design:</p> <ul style="list-style-type: none"> <li>• <i>Better Fit</i> – The proposal has been designed to respond to the locality and integrate with the surrounding context by adopting a materiality that is sympathetic to the surrounds and providing a scale that sits within the approved envelope for the site.</li> <li>• <i>Better Performance</i> – The proposal integrates best practice sustainability measures and will foster the use of sustainable modes of transport.</li> <li>• <i>Better for Community</i> – The proposal aims to deliver a diversity of communal open spaces well in excess of the minimum statutory requirements. The inclusion of these spaces is predicated on the need to foster an inclusive community that prioritises social interaction.</li> <li>• <i>Better for People</i> – The proposal integrates the principles of CPTED and will improve the general safety associated with</li> </ul>

**Table 8** Consistency with Relevant Strategies, EPIs, Policies and Guidelines

Plan / Policy	Comment
	<p>the site relative to the existing building stock contained in the site.</p> <ul style="list-style-type: none"> <li>• <i>Better Working</i> – The proposal has been subject to extensive design review and has been designed to achieve a high level of functionality. The boarding rooms comply with the applicable controls and are generally oversized for the purpose of improving amenity and functionality. Many of the communal spaces are multipurpose and will support an array of activities.</li> <li>• <i>Better Value</i> – The proposal will contribute value to the locality by revitalizing an underutilised site and improving the amenity of the streetscape.</li> <li>• <i>Better Look and Feel</i> – The proposal has been subject to a design review panel and will provide an attractive and inviting space for occupants. It also proposes public domain upgrades which will improve the amenity of the streetscape.</li> </ul>
Guide to Traffic Generating Developments (RMS)	The Traffic and Parking Assessment Report included at <b>Appendix 15</b> addresses the requirements of the <i>RMS Guide to Traffic Generating Developments</i> .
Development Near Rail Corridors and Busy Roads	The Acoustic Impact Assessment prepared by Acoustic Logic at <b>Appendix 14</b> addresses the requirements of <i>Development Near Rail Corridors and Busy Roads – Interim Guideline</i> .
Sustainable Sydney 2030	The City of Sydney's <i>Sustainable Sydney 2030 – Community Strategic Plan</i> (the Plan) establishes the vision and strategic plan for the City of Sydney for the next 25 years. A key objective for the strategy is to promote sustainable development, renewal and design and achieve the aspiration for Sydney to be a city for walking and cycling. The proposal is consistent with the Plan in that it will facilitate the urban renewal of the site by locating high quality rental accommodation near public transport.
Redfern – Waterloo Built Environment Plan (Stage One) August 2006	<p><i>The Redfern – Waterloo Built Environment Plan (Stage One) August 2006</i> locates the site within the Eveleigh Street Precinct. The controls recommended under the Plan for the precinct reflect those within the <i>State Environmental Planning Policy (State Significant Precincts) 2005</i>.</p> <p>Under the Plan, the site is zoned as being suitable for mixed business and residential development. In accordance with its</p>

**Table 8** Consistency with Relevant Strategies, EPIs, Policies and Guidelines

Plan / Policy	Comment
	<p>zoning, the proposal provides a mixture of residential and commercial development.</p> <p>The site is subject to a maximum residential FSR of 1:1 and an overall FSR of 3:1. The proposal seeks to vary the FSR nominated by the Plan and the SSP SEPP.</p> <p>The Plan applies a 5 storey height restriction to the site. The proposal seeks to contravene the height restriction by providing a part 6 and part 7 storey built form.</p> <p>A detailed justification for the proposed variations is included at <b>Appendix 10</b>.</p> <p>Further discussion is provided in <b>Section 4.4</b>.</p>
Redfern-Waterloo Development Contributions Plan 2006	The required development contributions are discussed within <b>Section 6.21</b> of this report.
Sydney's Cycling Futures	<p>The proposal will activate the frontages of Cleveland Street and Eveleigh Street by locating retail uses at ground level. It also seeks to rationalise the existing driveway arrangements by providing a singular egress / ingress point which will reduce potential conflicts with pedestrians.</p> <p>The proposal accommodates bicycle and EoT facilities along with a car share space which together will encourage sustainable modes of transport.</p>
Sydney's Walking Futures	
State Legislation	
EP&A Act	<p>The proposal is consistent with the objects of the EP&amp;A Act for the following reasons:</p> <ul style="list-style-type: none"><li>• The proposal will promote the social and economic welfare of the community by providing a new generation boarding house that will accommodate rental accommodation at affordable price points;</li><li>• The proposal incorporates best practice ESD principles and achieves the relevant Section J and BASIX requirements;</li><li>• The proposal will promote the orderly and economic use of land by providing a permissible use and a building envelope consistent in bulk and scale with that already approved for the site;</li></ul>



**Table 8** Consistency with Relevant Strategies, EPIs, Policies and Guidelines

Plan / Policy	Comment
	<ul style="list-style-type: none"> <li>The proposal will not impact threatened species or important ecological values as confirmed by the BDAR Waiver that accompanies the application;</li> <li>The proposal does not contain aboriginal objects nor is it a place of aboriginal significance;</li> <li>Measures will be adopted at the post lodgement phase to facilitate with the reinterpretation and recording of the murals which have the potential to be of cultural significance; and</li> <li>The proposal has been developed in consultation with relevant government authorities such as the SDRP.</li> </ul> <p>The proposed development is consistent with Division 4.7 of the EP&amp;A Act, for the following reasons:</p> <ul style="list-style-type: none"> <li>The development has been declared to have State Significance;</li> <li>The development is not prohibited by an environmental planning instrument; and</li> <li>The development has been evaluated and assessed against the relevant heads of consideration under Section 4.15(1).</li> </ul>
EP&A Regulations	The proposed development does not require the approvals set out in Clause 7(1)(d)(v) of Schedule 2 of the EP&A Regulation due to its classification as SSD or because they are not required.
Planning Systems SEPP	The <i>State Environmental Planning Policy (Planning Systems) 2021</i> (Planning Systems SEPP) identifies development that is of SSD. The site is located within the <i>Redfern-Waterloo Sites</i> area. Schedule 2 of the Planning Systems SEPP provides that development within the <i>Redfern-Waterloo Sites</i> area with a CIV of more than \$10 million is SSD.
Eastern Harbour City SEPP	The site is identified as within the Redfern-Waterloo Authority Site in the <i>State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021</i> (Eastern Harbour City SEPP). The site is zoned 'Business Zone – Mixed Use' and a co-living and commercial development are permissible within the zone. The site is subject to a maximum height control of 5 storeys and maximum FSR control of 3:1 with a maximum 1:1 for residential accommodation. The proposal seeks to vary the height and FSR development standards.

**Table 8** Consistency with Relevant Strategies, EPIs, Policies and Guidelines

Plan / Policy	Comment
	A detailed justification is provided in the Clause 16A Variation Request included at <b>Appendix 10</b> . Further discussion is provided in <b>Section 4.3</b> below.
Central River City SEPP	<p>The <i>State Environmental Planning Policy (Precincts – Central River City) 2021</i> (Central River City SEPP) identifies the site being located within the Redfern-Waterloo Potential Urban Renewal Precinct. The proposal is consistent with Chapter 6 of the Central River City SEPP in that it:</p> <ul style="list-style-type: none"> <li>• The proposal will facilitate the orderly economic development of land by delivering a high quality development that contributes to the site's renewal.</li> <li>• The proposal will not preclude the future amalgamation of sites in that it does not isolate any surrounding lots and limit their development potential.</li> <li>• The proposal receives ample access to public transport infrastructure and is in walking distance of services including tertiary educational institutions, jobs, and public open space areas such as Prince Alfred Park.</li> </ul>
Housing SEPP	<p>The Eastern Harbour City SEPP identifies the site as forming part of the Zone D – Business Zone – Mixed Use. The site's positioning within this zone is equivalent to the B4 Mixed Use zoning in the Standard Instrument pursuant to Clause 5(1)(b) of the ARH SEPP.</p> <p>Co-living housing is a permissible use in the zone.</p> <p>Clause 67 of the Housing SEPP provides that development for the purpose of co-living may be carried out with consent on land in a zone in which development for the purpose of co-living housing, residential flat buildings or shop top housing is permitted under another EPI. All these land uses are permitted within the zone under the Eastern Harbour City SEPP.</p> <p>Clause 68 of the Housing SEPP provides that where residential flat buildings are permitted, an FSR of the maximum residential accommodation floor space is permitted, plus an additional 10% of the maximum permissible FSR, if the additional floor space is used only for the purposes of co-living housing. In light of this, a maximum residential FSR of 1.3:1 and total maximum FSR of 3.3:1 applies to the site for co-living housing. The proposal seeks a variation of the FSR development standards pursuant to clause 16A of the Eastern Harbour City SEPP.</p> <p>Further discussion regarding the proposal's compliance with the Housing SEPP is provided at <b>Section 4.5</b>.</p>

**Table 8** Consistency with Relevant Strategies, EPIs, Policies and Guidelines

Plan / Policy	Comment
Transport and Infrastructure SEPP	<p>The subject site is located adjacent to a Classified Road (Cleveland Street). It is within 40m of Redfern Rail Station and the future CBD Rail Link (Zone B – Tunnel).</p> <p>Further discussions regarding the proposal's compliance with the Transport and Infrastructure SEPP is provided in <b>Section 4.6</b>.</p>
Resilience and Hazards SEPP	<p>A Detailed Site Investigation Report and Remediation Action Plan have been prepared for the site. With the adoption of the recommendations contained within each, the site can be made suitable for the proposal. Further discussion is provided in <b>Section 6.9</b>.</p>
Industry and Employment SEPP	<p>The proposal does not seek consent for signage and therefore the provisions of the SEPP are not applicable.</p>
SEPP 65 Design Quality of Residential Apartment Development	<p>SEPP 65 applies only to development for the purpose of residential flat buildings. The proposed development is not defined as a residential flat building. However, the Housing SEPP does impose some controls of the Apartment Design Guide (ADG).</p>
Biodiversity and Conservation SEPP	<p>The site is devoid of vegetation and therefore does not contain any significant vegetation or natural habitat. Therefore, biodiversity values relating to trees and other vegetation will not be impacted.</p>
<b>Local Planning Instruments and Controls</b>	
Sydney Local Environmental Plan 2012	<p>The site is not subject to the requirements of the <i>Sydney Local Environmental Plan 2012</i> as it is located within The Redfern-Waterloo Authority State Significant Precinct. The built form controls are instead governed by the Eastern Harbour City SEPP and Housing SEPP.</p>
Sydney Development Control Plan 2012	<p>The site is not classified as Land to which the Sydney Development Control Plan applies as it is contained within The Redfern-Waterloo Authority State Significant Precinct. Furthermore, the provisions of a DCP do not apply to State Significant Development pursuant to the Planning Systems SEPP. Notwithstanding this, an assessment has been prepared against the boarding house provisions of the SDCP 2012.</p>

## 4.2 State Environmental Planning Policy (Planning Systems) 2021

Under Eastern Harbour City SEPP, the site is located within the Redfern-Waterloo Sites. Under Schedule 2 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), development that has a capital investment value (CIV) of more than \$10 million on a State Significant Development Site is SSD.

Given that the Redfern-Waterloo Sites are identified as a State Significant Development Site and the proposal has a CIV of \$38 million (excluding GST), the proposed development constitutes SSD.

## 4.3 State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021

### 4.3.1 Permissibility

The site is zoned D - Business Zone – Mixed Use. The proposal relates to a co-living housing development with commercial uses which are permitted with consent as innominate uses in the zone. The proposed uses are consistent with the zone's objectives for the following reasons:

- The proposal accommodates a mix of commercial and residential accommodation (co-living housing) which will diversify the uses in the locality and create a sustainable community;
- The proposed uses are employment generating uses including retail and commercial premises which will also facilitate job creation during both the construction and operational phases;
- The proposed co-living housing use represents a type of residential accommodation which is compatible with the surrounding uses which predominantly comprise residential, light industrial, commercial and retail development;
- The proposal fosters sustainable modes of travel by making provision for end of trip facilities and cycling facilities and is located within walking distance of public transport including the Redfern train station and bus services;
- The proposal is of high-quality design and makes provision of public domain upgrades that will improve the general appearance and safety of the area;
- The proposal has been subject to the SDRP process and is considered to achieve design excellence; and
- Comprehensive landscaping is incorporated across the development, including the ground plane and its upper levels which will provide amenity for occupants and will improve the appearance of the streetscape.

### 4.3.2 Building Height

The Eastern Harbour City SEPP applies a maximum Building Height (Storeys) development standard of five (5) storeys to the site.

The proposal reaches a maximum of seven (7) storeys and therefore contravenes the development standard. The variation is partially attributed to by the 10% FSR bonus

permitted under the Housing SEPP as well as the site's natural characteristics, including its uneven and sloping topography. In this respect, the sixth storey presents largely as five storeys from the Woodburn Street frontage, with the recessed seventh storey element (comprising only 274m<sup>2</sup>) presenting as a sixth storey.

The sixth and seventh storeys are appropriately recessed behind the building line of Cleveland Street with the seventh storey massed in the eastern and southern portion of the site to minimise its visibility from the surrounding streets.

In light of the above, the upper levels will not be easily viewed from the public domain as any built form existing five storeys (as taken from natural ground level) is setback at least 22m from the Cleveland Street frontage.

Notwithstanding, it should be noted that the proposed development exhibits a maximum height of RL 43.60, which is only 0.3m higher than the approved building envelope under SSD 7064, noting the proposal includes a five to seven storey built form while the approved development comprises a five to six storey built form only. In this respect, the view impacts associated with the proposal are therefore no greater than that envisaged by the planning controls or previous approvals for the site.

Therefore, the variation the envelope continues to be suitably scaled and commensurate with the development approved under SSD 7064.

Justification for the contravention of the development standard is included within the Variation Request prepared pursuant to Clause 16A of Appendix 3 under the Eastern Harbour City SEPP (refer to **Appendix 10**).

#### 4.3.3 Floor Space Ratio

The Eastern Harbour City SEPP applies a maximum FSR development standard of 3:1 to the site and a maximum 1:1 FSR for residential accommodation.

The proposed development, as co-living housing, is eligible for an additional 10% of the 'maximum permissible floor space ratio' pursuant to clause 68(2) of the Housing SEPP, if the floor space is used for the purpose of co-living housing.

Under the Housing SEPP, 'maximum permissible building height' means:

*the **maximum floor space ratio permitted on the land** under an environmental planning instrument, other than this Policy, or a development control plan.*

The maximum permitted FSR on the land under the relevant EPI, being the Eastern Harbour SEPP, is 3:1. Therefore, the proposed development is subject to a maximum total FSR of 3.3:1 and a maximum co-living FSR of 1.3:1. The provisions of the Housing SEPP are further discussed in **Section 4.5**.

The proposal exhibits a total FSR of 3.47:1 and a residential FSR of 3.01:1, representing variations to both FSR standards.

The proposed distribution of FSR is detailed in **Table 9** below.



**Table 9** Proposed FSR Distribution

FSR Type	Control	Proposed	FSR Type Compliance
<b>Proposed FSR</b>	1.3:1 residential 3.3:1 total  - inclusive of 10% bonus under Housing SEPP	3.01:1 residential 3.47:1 total	The proposed development exceeds the maximum residential FSR by 1.71:1, representing a 131% variation.  The proposed development also exceeds the maximum total FSR by 0.17:1, representing a 5% variation.

It is important to note that SSD approvals for the site and nearby sites have granted variations to the residential FSR requirement (1:1) prescribed by the Eastern Harbour City SEPP, establishing a precedent for affordable rental accommodation in the area. Specifically:

- The student housing development at 142 Abercrombie Street operated by Scape was approved under SSD 4949 with an FSR of 3:1 consisting entirely of residential accommodation for student housing.
- SSD 6371 was approved by the DPE in 2015 at 175-177 Cleveland Street (northern portion of the subject site) which allowed for a 100% residential FSR of 2.98:1 (including 1.71:1 for student accommodation and 1.27:1 for the residential flat building).
- An SSD and subsequent modification (SSD 7064) were approved for the subject site which also allowed an exceedance of the maximum residential 1:1 requirement (circa 1.2:1) having an overall FSR of 3.51:1 (exceeding the maximum FSR of 3:1) for a mixed-use hotel, residential and retail development.

Further to the above, part of the site at 6-8 Woodburn Street is currently occupied by a residential flat building for market housing with an FSR of approximately 3.1:1, representing a significant existing variation from this standard.

A Variation Request prepared pursuant to Appendix 3 Clause 16A of the Eastern Harbour City SEPP is included at **Appendix 10**.

#### 4.3.4 Design Excellence

**Table 10** below provides an assessment of the proposal against the design excellence provisions prescribed by the Eastern Harbour City SEPP under Appendix 3 Clause 22. The assessment demonstrates that the proposal is entirely consistent with the design excellence provisions.

The achievement of design excellence has been a key consideration for the Applicant and project team. The proposed development for a co-living housing development has sought to achieve the design characteristics of a new generation co-living / wo-working housing development. Integral to achieving this aspiration, is

the integrating of communal open space well in excess of the minimum statutory requirements and facilities that foster communal interaction.

The proposal has been the subject to review by the SDRP and the design amended to address the feedback received during the pre-lodgement phase by the panel. The Applicant is committed to engaging further with the panel to refine the design where appropriate to ensure the achievement of design excellence.

A Design Excellence Strategy has been prepared and provided in **Appendix 7** which sets out the process and design development process that will be implemented to achieve consistency with the design excellence requirements established by the Eastern Harbour City SEPP.

The design development process, as set out the Design Excellence Strategy, comprises the following:

- Further engagement with the SDRP Panel;
- Ongoing engagement with relevant stakeholders;
- The adoption of Design Guidelines that will guide the ongoing design development; and
- The implementation of a reporting and review process to ensure design excellence is upheld.

In considering the requirements under the Eastern Harbour City SEPP to achieve design excellence, it is important to establish what design excellence encompasses and the relevant heads of consideration. In this respect, as provided in Clause 22(2) above, design excellence requires consideration of materials; building type; form; external appearance; amenity of public domain and sustainable design principles.

In summary, clause 22(2) provides that the external elements of the building and its relationship with the public domain must be considered (as well as sustainable design principles) but does not prescribe any requirements for the consideration of internal building configurations or internal amenity. The internal amenity of the co-living development is governed by other design standards within the Housing SEPP.

Such interpretation of design excellence is established in *Emag Apartments Pty Ltd v The Council of the City of Sydney* [2022] NSWLEC 1110 (**Emag Apartments**) where **commissioner Dickson C found that the proposed development exhibited design excellence, stating that:**

*I accept the submission of Mr Pickles that the intent of cl 6.21C of LEP 2012 is directed to **external urban design** of the proposed development, its **interaction with and contribution to the public domain, rather than the internal amenity** of the building which is addressed by other controls in both LEP 2012 and Sydney Development Control Plan (DCP 2012).*

In respect to the above and heads of consideration under clause 22(2) of the Eastern Harbour City SEPP for achieving design excellence, the proposal achieves design excellence through its response the prevailing and desired character of the area which will provide a positive contribution to the public domain and significantly improving the amenity of the area. These matters are discussed further in **Table 10** below.

**Table 10** Design Excellence Provisions (Appendix 3 Clause 22 of Eastern Harbour City SEPP)

Control	Response
Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved.	<p>The surrounding development is predominantly characterised by residential uses. In the immediate surrounds, the development consists of a residential flat building to the immediate west characterised by a red brick materiality and a hotel development to the immediate east also characterised by a red brick materiality. The development to the immediate north also comprises a residential flat building and a light industrial building repurposed for retail / commercial purposes.</p> <p>The proposal relates to a co-living housing development. The design has sought to provide a contemporary residential appearance that is sympathetic to the surrounds. The materiality predominantly comprises light coloured face brickwork. The brick work is complemented by contemporary elements such as bronze coloured louvres and bronze sheeting at roof level which are sympathetic to the light industrial uses in the surrounds.</p>
Whether the form and external appearance of the building will improve the quality and amenity of the public domain.	<p>The proposal has been designed to sit predominately within the parameters of the previously approved envelope to ensure a commensurate bulk and scale. The proposal presents largely as being five storeys in height when viewed along Cleveland Street. In turn, it provides an improved transition in scale by stepping down to the west in response to the sloping topography of Cleveland Street.</p> <p>Public domain improvements are proposed at the ground plane. These improvements include street tree planting, planter beds and paving upgrades. Additionally, landscaping consisting of cascade planting is proposed at the upper levels. Combined these landscape and public domain improvements will contribute greenery to the locality and will improve the visual amenity of the area.</p>
Whether the building meets sustainable design principals in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency.	<p>The proposal is considered to integrate sustainable design principles. Specifically:</p> <ul style="list-style-type: none"> <li>• The communal open space areas receive the minimum required solar access;</li> <li>• The proposal will not result in adverse wind impacts given that the proposed development comprises a 5 to 7 storey building only.</li> </ul>

**Table 10** Design Excellence Provisions (Appendix 3 Clause 22 of Eastern Harbour City SEPP)

Control	Response
	<ul style="list-style-type: none"> <li>Measures will be adopted to ensure the external communal open space areas do not impact the acoustic privacy of surrounding residents;</li> <li>The Acoustic Impact Assessment that accompanies this EIS confirms that occupants will not be impacted by external noise intrusion;</li> <li>The proposal meets the minimum Section J and BASIX requirements, and incorporates a range of ESD measures as outlined in <b>Section 6.18</b>; and</li> <li>The proposal has been designed to incorporate the principles of CPTED and will improve the general safety of the area by replacing the existing outdated building stock with a high quality design outcome that proposes public domain improvements.</li> </ul>
If a competition is held as referred to in subclause (3) in relation to the development.	Subclause (3) requires that a design competition is only required to be held for developments over 12 storeys in height. The proposal reaches a maximum of seven storeys and accordingly a design competition is not required.

## 4.4 Redfern-Waterloo Built Environment Plan Stage 1

The *Redfern Waterloo Built Environment Plan (Stage One) 2006* (the BEP1) establishes the urban design framework for the Redfern-Waterloo Strategic Sites area as defined by the Eastern Harbour City SEPP. The subject site is located within 'Area D – Eveleigh Street' (Eveleigh Street precinct). The built form controls and urban design principles inform the development standards set out in the Eastern Harbour City SEPP.

The Plan identifies that the Eveleigh Street precinct has historically consisted of a mixed use area that supported both housing and employment uses. It envisages that the precinct will continue to support employment generating uses with opportunities for additional density and residential housing. It notes that built form with a maximum allowable height of 5 storeys provides the opportunity to achieve a buffer between the railway line and the lower density development to the west.

The proposed built form has been developed in response to the urban design principles and controls established by the Plan.

### General Urban Design Principles

The Plan nominates the following design principles to guide future development within the Eveleigh Street precinct. An assessment of the proposal's consistency with the principles is provided in the table below.

**Table 11** Consistency with the General Urban Design Principles

Control	Assessment
Built form and massing of new development is to respond to the immediate context and character of the site and should provide a transition between scales.	<p>The proposal provides a five to seven storey presentation and aligns with the building height plane that prevails along the southern side of Cleveland Street.</p> <p>Relative to the existing built form which provides a reduced bulk and scale, the proposal is commensurate with the scale of adjoining developments. When viewed from the public domain, the proposal sits comfortably within the streetscape and achieves a more appropriate transition in scale.</p>
Reinforce the sense of enclosure to the streets, reinforce street alignments and achieve an appropriate human scale at street level.	<p>The proposal is built to the boundary and respects the existing building alignment along all frontages. The upper level of the development is recessed behind the building line and of a darker materiality to minimise its visual appearance and to ensure that the development presents as being five to six storeys when viewed from the public domain.</p>
Development is to incorporate sustainability principles, including building design that maximises energy efficiency.	<p>The proposal adopts best practice sustainability principles as addressed in the ESD Statement included at <b>Appendix 32</b>. A BASIX Certificate and Section J Report have been prepared by Thermal Solutions and are included at <b>Appendix 17</b> and <b>Appendix 18</b>, respectively.</p> <p>The glazing and façade have been designed to maximise thermal comfort and energy efficiency. In addition, energy efficient lighting, facilities for energy monitoring, building sealing and fabric are all capable of complying with the NCC Section J Energy Efficiency requirements.</p>
The massing and design of building must maintain solar access to adjacent development, open space and the public domain in accordance with best practice.	<p>The overshadowing diagrams included at <b>Appendix 3</b> confirm that the proposal will generate minimal additional overshadowing relative to the envelope</p>



**Table 11** Consistency with the General Urban Design Principles

Control	Assessment
	approved under SSD 7064. In addition, the shadow analysis demonstrates that the proposal will not overshadow significant public open spaces and largely impacts the surrounding street network. Further discussion is provided in <b>Section 6.4</b> .
The massing and design of buildings must minimise wind impacts on pedestrian amenity. Future development proposals will be subject to detailed wind tunnel testing and analysis to demonstrate the achievement of comfortable wind conditions throughout the year.	The proposal exhibits a five to seven storey built form only and is not anticipated to result in any adverse wind impacts on pedestrian amenity on the surrounding streetscapes.
Developments are to be designed to maximise amenity for future occupants.	The proposal complies with the amenity standards nominated by Clause 68 and Clause 69 of the Housing SEPP. The proposed co-living rooms are compliant with the minimum and maximum floor area requirements. Additionally, communal open space well in excess of the minimum requirements is provided to maximise the amenity offered by the development.
Ensure glare reflectivity from new buildings will not adversely impact on the uses of the public domain, occupants of adjacent buildings or motorist visibility.	The façade predominantly comprises a brick materiality and not produce glare reflectivity.
Ensure that new development is designed and located to minimise acoustic and vibration impacts from the railway corridor and traffic on major roads.	An Acoustic Impact Assessment prepared by Acoustic Logic is included at <b>Appendix 14</b> . It confirms that the proposal is capable of complying with the relevant acoustic and vibration criteria / standards.
New buildings must achieve design excellence in architectural, landscape and urban design. Design competitions for significant sites will be encouraged.	As discussed in <b>Section 4.3.4</b> , the proposed development has been subject to the SDRP process and has been refined to achieve design excellence.
Provide active frontages to all public domain areas including streets and parks to maximise informal surveillance.	The proposal accommodates active uses at the ground plane fronting Cleveland Street and Eveleigh Street. The primary entrance point is located at the corner of Cleveland Street and Woodburn Street. Combined, both will ensure the frontages

**Table 11** Consistency with the General Urban Design Principles

Control	Assessment
	are activated and will provide enhanced opportunities for informal surveillance.
Encourage quality landscape design within public spaces and at the interface between public spaces and private development.	Comprehensive landscaping is accommodated across the development. The landscaping has been designed to maximise the amenity offered by the communal open space areas and improve the site's interface with the surrounding public domain. Specifically, the landscaping at the upper levels will soften the appearance of the built form and will improve the visual amenity of the ground plane.

### Building Heights

The BEP1 nominates a maximum height of five storeys. The proposed development is part five, part six and part seven storeys in height. A comprehensive variation request is included at **Appendix 10**. It details that the non-compliant sixth and seventh storeys are recessed behind the building line by increased upper level setbacks to reduce its visibility when viewed from the public domain. In consequence, the proposal largely presents as being a five to six storey building when viewed from the streetscape.

### Floor Space Ratio

The BEP1 nominates a total floor space ratio (FSR) of 3:1 for the site, with a maximum residential FSR of 1:1. The proposal is also eligible for a 10% FSR bonus for use as co-living housing under the Housing SEPP, resulting in a maximum permissible total FSR of 3.3:1 and a residential FSR of 1.3:1. The proposed development provides a proposed total FSR of 3.47:1 and a residential FSR of 3.01:1. A detailed variation request is provided at **Appendix 10**.

## 4.5 State Environmental Planning Policy (Housing) 2021

The Housing SEPP was gazetted on 26 November 2021 and prescribes provisions for affordable and diverse housing in NSW. The Housing SEPP consolidates five former housing-related SEPPs and streamlines some of the provisions from the former SEPPs. Of relevance, the Housing SEPP introduces two new housing types, being co-living housing and independent living units.

Specifically, co-living housing is defined as:

*a building or place that—*

- (a) has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities, and*

- (b) provides occupants with a principal place of residence for at least 3 months, and
- (c) has shared facilities, such as a communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day,

but does not include backpackers' accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

The proposed development is characterised as co-living housing. A detailed assessment against the co-living housing provisions under Part 3 of the Housing SEPP has been undertaken and is provided in **Table 12** below.

**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

Provision	Comment
<b>Compliance with Clause 67 – Co-living housing may be carried out on certain land with consent</b>	
<p><b>Clause 67 Co-living housing may be carried out on certain land with consent</b></p> <p>Development for the purposes of co-living housing may be carried out with consent on land in a zone in which development for the purposes of co-living housing, residential flat buildings or shop top housing is permitted under another environmental planning instrument.</p> <p><b>Example—</b></p> <p>Co-living housing may be used as off-campus student accommodation.</p>	<p><b>Complies</b></p> <p>Appendix 3 of the <i>State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021</i> (Eastern Harbour City SEPP) designates the site as Business Zone – Mixed Use. The clause states that development may be permitted with consent where co-living housing, residential flat buildings or shop top housing is permitted under another environmental planning instrument.</p> <p>As neither co-living housing, residential flat buildings or shop top housing is identified as a prohibited use, co-living housing is permitted with consent within this zone. Therefore, the proposed development is permitted with consent under both the Housing SEPP and Eastern Harbour SEPP.</p>
<b>Compliance with Clause 68 – Non-discretionary development standards – the Act, s 4.15</b>	
<p><b>Clause 68 (2)</b> The following are non-discretionary development standards in relation to development for the purposes of co-living housing:</p>	
<p><b>(a) Floor space ratio</b></p> <p>For development in a zone in which residential flat buildings are permitted—a floor space ratio that is not more than—</p> <ul style="list-style-type: none"> <li>(i) the maximum permissible floor space ratio for residential accommodation on the land, and</li> <li>(ii) an additional 10% of the maximum permissible</li> </ul>	<p><b>Variation Proposed - Considered under the Eastern Harbour City SEPP</b></p> <p>The Eastern Harbour City SEPP applies a total maximum FSR of 3:1 to the site and a maximum FSR of 1:1 for the residential accommodation. Therefore, the proposal does not satisfy subclause (a)(i). However, this matter is considered under the Eastern Harbour City SEPP where the variation is sought.</p> <p>The Housing SEPP allows a bonus of 10% of the maximum permissible FSR if the additional floor space is used solely for co-living housing purposes.</p> <p>The proposed development is therefore eligible for an additional co-working floor space of 0.3:1. The site is therefore eligible for a <b>maximum permissible</b></p>

**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

<p>floor space ratio if the additional floor space is used only for the purposes of co-living housing,</p>	<p><b>residential FSR of 1.3:1</b> and <b>total FSR of 3.3:1</b> under the Eastern Harbour City SEPP and Housing SEPP when developing of for the purpose of co-living housing.</p> <p>Based on a site area of 2,016.9m<sup>2</sup> and a maximum proposed gross floor area (GFA) of 6,955.9m<sup>2</sup>, the proposed development has a total FSR of <b>3.47:1</b>, exceeding the maximum total permissible FSR of 3.3:1.</p> <p>The proposal is accompanied by a Clause 16A variation request to justify the exceedance of the maximum residential FSR of 1:1 and the total FSR development standard of 3:1 under the Eastern Harbour City SEPP.</p>
<p><b>(b) Communal living areas: co-living housing with 6 private rooms</b></p> <p>For co-living housing containing 6 private rooms—</p> <ul style="list-style-type: none"> <li>(i) a total of at least 30m<sup>2</sup> of communal living area, and</li> <li>(ii) minimum dimensions of 3m for each communal living area,</li> </ul>	<p><b>Not applicable</b></p> <p>The proposed development has more than six private rooms.</p>
<p><b>(c) Communal living areas: co-living housing with over 6 private rooms</b></p> <p>For co-living housing containing more than 6 private rooms—</p> <ul style="list-style-type: none"> <li>(i) a total of at least 30m<sup>2</sup> of communal living area plus at least a further 2m<sup>2</sup> for each private room in excess of 6 private rooms, and</li> <li>(ii) minimum dimensions of 3m for each communal living area,</li> </ul>	<p><b>Complies</b></p> <p>The proposal accommodates 216 private rooms which necessitates the provision of at least 450m<sup>2</sup> of communal living area.</p> <p>The proposal provides a total of <b>549.4m<sup>2</sup> internal communal living space</b>. These communal living areas have a minimum dimension of 3m.</p>
<p><b>(d) Communal open spaces</b></p> <p>Communal open spaces:</p> <ul style="list-style-type: none"> <li>(i) With a total area of at least 20% of the site area, and</li> <li>(ii) Each with minimum dimensions of 3m</li> </ul>	<p><b>Complies</b></p> <p>Based on a site area of 2,016.9m<sup>2</sup>, the proposal requires the provision of at least 403.38m<sup>2</sup> of communal open space.</p> <p>The proposal provides a total of <b>1,458.8m<sup>2</sup> external communal open space</b>. The external communal</p>

**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

	open space areas have a minimum dimension of 3m.
<p><b>(e) Parking</b></p> <p>Unless a relevant planning instrument specifies a lower number:</p> <ul style="list-style-type: none"> <li>(i) For development on land in an accessible area – 0.2 parking spaces for each private room, or</li> <li>(ii) Otherwise – 0.5 parking spaces for each private room.</li> </ul>	<p><b>Variation proposed</b></p> <p>The proposal is required to provide parking at a rate of 0.2 parking spaces for each private room. The proposal provides 216 private rooms for residents. This requires the provision of 44 parking spaces.</p> <p>The proposal provides 19 parking spaces on the basement level, amounting to a shortfall of 25 parking spaces.</p> <p>Notwithstanding, it is noted that the proposed quantity of parking exceeds the rates nominated by the <i>Sydney Local Environmental Plan 2012</i> (SLEP 2012) which applies maximum parking rates to the wider City of Sydney LGA and is indicative of Council's ambition to reduce reliance on private vehicles.</p> <p>Additionally, the site is highly accessible via public transport due to its location in the immediate vicinity of Redfern Station and bus services along Cleveland Street. Therefore, the proposed carparking provision is sufficient for the development.</p> <p>Refer to the Traffic and Parking Assessment Report for further discussion.</p>
<p><b>(f) Landscaping in R2 and R3 zoned land</b></p> <p>For development on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential – the minimum landscaping requirements for multi dwelling housing under a relevant planning instrument.</p>	<p><b>Not applicable</b></p> <p>The site is not located on land zoned R2 Low Density Residential or R3 Medium Density Residential.</p>
<p><b>(g) Landscaping in R4 zoned land</b></p> <p>For development on land in Zone R4 High Density Residential – the minimum landscaping requirements for residential flat buildings under a relevant planning instrument.</p>	<p><b>Not applicable</b></p> <p>The site is not located on land zoned R4 High Density Residential.</p>
<p><b>Compliance with Clause 69 – Standards for co-living housing</b></p>	
<p><b>Clause 69(1)</b> Development consent must not be granted for development for the purposes of co-living housing unless the consent authority is satisfied that:</p>	
<p><b>(a) Floor area</b></p> <p>Each private room has a floor area, excluding an area, if any, used for the purposes of private</p>	<p><b>Complies</b></p> <p>The proposal provides 216 rooms for both single and double occupancy. All rooms will comply with the</p>



**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

<p>kitchen or bathroom facilities, that is not more than 25m<sup>2</sup> and not less than:</p> <p>(i) For a private room intended to be used by a single occupant – 12m<sup>2</sup>, or</p> <p>(ii) Otherwise – 16m<sup>2</sup></p>	<p>minimum floor area requirements and will not exceed the maximum floor area of 25m<sup>2</sup>.</p>
<p><b>(b) Minimum lot size</b></p> <p>The minimum lot size for the co-living housing is not less than:</p> <p>(i) for development on land in Zone R2 Low Density Residential—600m<sup>2</sup>, or</p> <p>(ii) for development on other land—800m<sup>2</sup>, and</p> <p>(iii) (Repealed)</p>	<p><b>Complies</b></p> <p>The site exhibits an area of 2,016.9m<sup>2</sup> and hence complies with the minimum lot size requirement.</p>
<p><b>(c) R2 Low Density Residential zoned land</b></p> <p>For development on land in Zone R2 Low Density Residential or an equivalent land use zone, the co-living housing—</p> <p>(i) will not contain more than 12 private rooms, and</p> <p>(ii) will be in an accessible area, and</p>	<p><b>Not applicable</b></p> <p>The site is zoned Business Zone – Mixed Use and therefore the clause does not apply.</p>
<p><b>(d) Manager workspace</b></p> <p>The co-living housing will contain an appropriate workspace for the manager, either within the communal living area or in a separate space.</p>	<p><b>Complies</b></p> <p>A manager's residence with workspace is provided on Level 5. A manager's office is also located on Level 6.</p>
<p><b>(e) Business zoned land</b></p> <p>For co-living housing on land in a business zone – no part of the ground floor of the co-living housing that fronts a street will be used for residential purposes unless another environmental planning instrument permits the use.</p>	<p><b>Complies</b></p> <p>No residential uses are proposed for Ground Level. However, the Business Zone – Mixed Use zone under the Eastern Harbour City SEPP does permit residential uses and thus, residential uses are permitted on the ground floor.</p>
<p><b>(f) Room facilities</b></p> <p>Adequate bathroom, laundry and kitchen facilities will be available within the co-living</p>	<p><b>Complies</b></p> <p>All rooms will be equipped with private kitchen and bathroom facilities. A communal laundry room will be located on Ground Level. Further details of</p>

**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

housing for the use of each occupant.	proposed facilities are illustrated in the Architectural Plans at <b>Appendix 3</b> .
<b>(g) Occupancy</b>  Each private room will be used by no more than 2 occupants.	<b>Complies</b>  No rooms will be used by more than two occupants.
<b>(h) Bicycle and motorcycle parking</b>  The co-living housing will include adequate bicycle and motorcycle parking spaces.	<b>Complies</b>  The proposed development will provide 116 bicycle racks and 25 motorcycle parking spaces for use by residents and employees. As demonstrated in the Traffic and Parking Assessment Report, the site is within close proximity to the Redfern and Central railway stations and an extensive number of bus services are in the vicinity of the site. The site is also within walking distance of an extensive range of shops and services. A number of car share spaces are also available within walking distance of the site, which could be used by residents.  Further details of the proposed bicycle and motorcycle parking provision are provided in the Traffic Impact Assessment at <b>Appendix 15</b> .
<b>Clause 69(2)</b> Development must not be granted for development for the purposes of co-living housing unless the consent authority considers whether:	
<b>(a) Setbacks</b>  The front, side and rear setbacks for the co-living housing are not less than— <ul style="list-style-type: none"> <li>(i) for development on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential—the minimum setback requirements for multi dwelling housing under a relevant planning instrument, or</li> <li>(ii) for development on land in Zone R4 High Density Residential—the minimum setback requirements for residential flat buildings under a relevant planning instrument, and</li> </ul>	<b>Not applicable</b>  The development is not located on land zoned R2 Low Density Residential, R3 Medium Density Residential or R4 High Density Residential. Accordingly, the setback requirements under Clause 69(2)(a) does not apply.
<b>(b) Building Separation</b>  If the co-living housing has at least 3 storeys – the building will comply with the minimum	<b>Variation proposed</b>  <u>External separations</u>

**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

<p>building separation distances specified in the Apartment Design Guide.</p>	<p>The site benefits from three street frontages with these consisting of Cleveland Street to the north, Woodburn Street to the east and Eveleigh Street to the west.</p> <p>The site has interfaces with residential properties to the west and south.</p> <p>In relation to the western elevation, as habitable rooms are accommodated by both developments at the affected interface, a building separation distance of 12m is required. As demonstrated in Drawing SSD9009 within the Architectural Plans, the separation distance of the western elevation (inclusive of Woodburn Street) amounts to 12m, with certain points of measurements indicating 11.7m-11.9m. Nevertheless, given the minor nature of the numerical departure, the western elevation is considered to provide adequate building separation in accordance with the ADG.</p> <p>The site adjoins the existing terraces to the south at 9-11 Woodburn Street. Notwithstanding, as demonstrated in the South Elevation (Drawing SSD2403) within the Architectural Plans, a blank wall fronting the terrace buildings will be provided and hence no separation is required under the ADG.</p> <p><u>Internal separations</u></p> <p><b>A building separation of 12m from ground level to Level 3 and 18m from Level 4 to Level 6 is required between habitable rooms/balconies.</b></p> <p>Regarding the separation distance within the building, <b>separation distances ranging from 8.2m to 14.9m</b> are provided between habitable rooms, with the exception of 3m between the two rooms (on Levels 1-5) fronting the south-western corner of the courtyard.</p> <p>Specifically, the habitable rooms in the northern and central portion of building present separation distances of 8.7m to 10.2m, which are less than the required building separation distances of 12m and 18m. Habitable rooms in the southern portion present separation distances of 8.2m to 14.9m (apart from the two rooms at the south-western corner). As demonstrated in Drawing SSD9009, habitable rooms exhibiting 12.4m and 14.9m separation respectively are compliant with the required building separation of 12m up to Level 3.</p> <p>Nevertheless, the separation distances for these rooms do not comply with the required building separation of 18m from Level 4 onwards. The remaining rooms in the southern portion also do not comply with the relevant building separation requirements.</p> <p>Notwithstanding, it should be noted that a 1.8m high privacy screen will be provided each of the two rooms at the south-western corner with 3m</p>
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**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

	<p>separation distance to prevent direct overlooking between the two rooms.</p> <p>Despite the departure from required separation distances, the proposed co-living housing has been designed to optimise the residential amenity of the development.</p> <p>Juliette balconies have also been introduced to the inward facing rooms in response to the request of SDRP to improve the internal amenity of these rooms. While the removal of balconies may facilitate the use of privacy devices in these locations, the amenity benefits arising from the balconies are considered to outweigh any nominal privacy impacts associated with these inward facing balconies.</p> <p>It is important to note that the building separation design criteria within the ADG is typically applied to separate buildings, as opposed to the internal separation within one building. Given the proposal involves one building, this design criteria should not be strictly applied in this scenario.</p> <p>Further, the ADG separation distances are typically applied to market residential accommodation which inherently demand a greater level of internal amenity compared to affordable housing accommodation such as co-living where amenity targets are not as aspirational. Given the building achieves compliance with the building separation between the surrounding buildings; complies with all amenity standards of the Housing SEPP (solar access; communal living space; and communal open space); and is consistent with the desired future character of the area, the internal separation distances are deemed acceptable for the proposed co-living rooms.</p>
<p><b>(c) Solar access</b></p> <p>At least 3 hours of direct solar access will be provided between 9am and 3pm at mid-winter in at least 1 communal living area.</p>	<p><b>Complies</b></p> <p>The communal living areas on Level 5 receive the minimum required solar access.</p>
<p><b>(d), (e)</b> (Repealed)</p>	-
<p><b>(f) Building design</b></p> <p>The design of the building will be compatible with:</p> <p>(i) The desirable elements of the character of the local area, or</p>	<p><b>Complies</b></p> <p>The proposal is compatible with the desired future character of the area established by the objectives of the Business Zone – Mixed Use under the Eastern Harbour City SEPP.</p> <p>The proposal has been subject to comprehensive design and building envelope testing, considering several design options for the site to determine the</p>

**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

<p>(ii) For precincts undergoing transition – the desired future character of the precinct.</p>	<p>most appropriate built form that responds to both the prevailing and desired future character of the area. This design testing is documented in the Urban Design Report (<b>Appendix 6</b>) which presents several built form options which were considered for the site.</p> <p>Further, the design and materiality of the building has been subject to comprehensive engagement with local Indigenous groups and elders to understand the cultural narratives of the local area and how this can be translated and celebrated through the external design elements. This was further supported through the co-design processes undertaken with WSP who provided Indigenous design expertise and influenced the look and feel of the building. These outcomes are further detailed in the Connecting with Country Report (<b>Appendix 9</b>).</p> <p>The test for 'compatibility' set out in <i>Project Venture Developments v Pittwater Council</i> [2005] NSWLEC 191 at [22]-[24], as applied in <i>Epping Property Developments Pty Ltd v Parramatta City Council</i> [2017] NSWLEC 1095 at [87] has been considered.</p> <p>The 'compatibility' test is addressed as follows:</p> <p><b>1. What is 'compatible':</b> Compatibility is different from sameness or likeness. Compatibility means being able to exist together in harmony. It is generally accepted that buildings can exist together in harmony without having the same density, scale and appearance.</p> <p><u>Response:</u> The proposed development presents a part five to seven storey co-living housing with commercial uses on ground and first level. The proposed massing is complementary to the prevailing building height plane on the southern side of Cleveland Street.</p> <p>In addition, Levels 5 and 6 have been setback from the Cleveland Street frontage to soften the built form of the development and present a human scale to Cleveland Street.</p> <p>It has also been demonstrated that these upper levels result in compliant amenity outcomes with surrounding buildings in terms of solar access and privacy.</p> <p>While the proposal seeks additional height to the upper levels when compared to surrounding buildings, the location and design of these upper building elements enables the development to exist in harmony with the surrounding buildings without necessarily having the same density, scale and appearance.</p> <p><b>2. Need to reproduce urban environments:</b> Is the existing environment desirable and would reproducing similar development to achieve "compatibility" or compliance with the development control plan control represent the best</p>
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**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

	<p>urban design outcome for the site compared to the proposed development?</p> <p><u>Response:</u> The existing surrounding environment predominantly comprises residential, commercial, hotel and mixed-use development at a height of three to five storeys, presenting built form in medium to high densities in the existing Redfern locality.</p> <p>While the proposed five to seven storey built form presents a higher density than the existing built environment, the proposed development is highly consistent with the objectives of the Business Zone – Mixed Use. Particularly, the proposed mixed-use co-living housing development will facilitate employment opportunities whilst addressing the demand for high-quality and affordable rental accommodation. In this regard, it will foster a mix of employment generating uses including co-working space/offices and retail tenancies as well as residential accommodation.</p> <p>The proposed mixed-use co-living housing development will facilitate the revitalisation of the development along Cleveland Street and improve the safety of the public domain by enhancing the visual quality of the streetscapes.</p> <p>As such, by demonstrating design excellence and aligning with the objectives of the Business Zone – Mixed Use under the Eastern Harbour City SEPP, the proposed development is considered to provide the best urban design outcome for the site in comparison to merely reproducing similar development which currently exists in surrounding sites. Further, the site is currently underutilised and occupied with outdated and worn commercial and residential buildings which provide no meaningful contribution to the amenity of the area. Replacing the existing development with that proposed would provide a superior urban design outcome for the site which would not only contribute more effectively to the objectives of the zone, but also provide a significant and much needed contribution to the amenity and streetscape of the area which is far more desirable than that existing.</p> <p>While it is accepted that a similar urban design outcome could be achieved by achieving strict compliance with the relevant planning controls, the proposed variations to building height and FSR do not contribute negatively to the urban design outcomes for the site and serve only to further improve the amenity outcomes for the site and its residents and visitors.</p> <p><b>3. Physical and visual impact:</b> Where compatibility between a building and its surround is desirable, it needs to be determined whether the proposal's physical impact on the surrounding development is acceptable; and whether the proposal's</p>
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**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

	<p>appearance is in harmony with the building around it and character of the street.</p> <p><u>Response:</u> As demonstrated in the EIS, the proposed development is not anticipated to result in any unacceptable environmental or physical impacts on the surrounding development. As addressed above, the proposed development will provide a five to seven storey built form with Levels 5 and 6 setback from the primary frontage on Cleveland Street to present a human scale to the street. The proposed built form does not give rise to any unacceptable amenity or environmental impacts to surrounding sites. In this respect, the proposal has demonstrated compliance with the relevant amenity controls relating to solar access and privacy for those surrounding residential buildings.</p> <p>Accordingly, the proposed development will not result in any unacceptable impacts on the surrounding development and is deemed compatible with the desired future character of the Business Zone – Mixed Use in the Redfern locality.</p> <p>In relation to the surrounding context, the proposed use is compatible with the development in the immediate surrounds. These developments largely consist of shop top housing that provides retail uses at street level and residential above. In addition, there are a number of student accommodation (formerly characterised as boarding house) uses in the vicinity of the site, including:</p> <ul style="list-style-type: none"> <li>• The Scape Student Accommodation facility at the intersection of Cleveland and Eveleigh Streets;</li> <li>• The Iglu Student Accommodation facility at 60 – 78 Regent Street located to the south; and</li> <li>• Iglu Student Accommodation facility located to the south at 70 – 88 Regent Street.</li> </ul> <p>In light of the above, the proposal is consistent with the character of the area in that it accords with the objectives of the prevailing built form and provides a co-living housing use that is complementary to the existing boarding house developments in the immediate surrounds.</p> <p>The desired local character is also established by the <i>Redfern-Waterloo Built Environment Plan (Stage One) (August 2006)</i> (the Plan) prepared by the Redfern-Waterloo Authority. Under this Plan, the site is located within the Eveleigh Precinct which is designated as suitable for mixed use residential (medium density) development. It permits increased height and floor space for development adjacent to</p>
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**Table 12** Compliance Assessment – Housing SEPP 2021 – Part 3 Co-living Housing

	<p>the railway corridor to provide a buffer to the lower scale development to the west.</p> <p>The proposal is consistent with the Plan in that it provides a mixed-use residential development of a slightly higher density along the rail corridor which enables an appropriate transition and buffer to the lower scale development to the west.</p>
<b>Clause 69 (3)</b> Subsection (1) does not apply to development for the purposes of minor alterations or additions to existing co-living housing.	<b>Noted.</b>
<b>Compliance with Clause 70 – No subdivision</b>	
<b>Clause 70 No subdivision</b> Development consent must not be granted for the subdivision of co-living housing in to separate lots.	<b>Not applicable.</b> The proposed development does not seek consent for subdivision.

## 4.6 State Environmental Planning Policy (Transport and Infrastructure) 2021

The subject site is located adjacent to a Classified Road (Cleveland Street) and within 40m of the railway corridor and the future CBD Rail Link (Zone B – Tunnel). As such, the provisions of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP) applies to the proposed development as set out below.

### Clause 2.99 Excavation in, above, below or adjacent to Rail Corridors

The proposal requires excavation of a depth greater than 2m below ground level and is located on land within 25m of a rail corridor. Pursuant to Clause 2.99 of the Transport and Infrastructure SEPP, the proposal is required to be referred to Transport for NSW as the relevant rail authority.

### Clause 2.100 Impact of rail noise or vibration on non-rail development

The proposed development is located adjacent to the rail corridor to the east and relates to co-living housing which is a type of residential accommodation. Therefore, the proposed development is required to address the acoustic levels prescribed in subclause (3). An acoustic assessment has been undertaken and is further discussed in **Section 6.15** and **Appendix 14**.

### Clause 2.119 Development with Frontage to Classified Road

Cleveland Street is identified as a Classified Road. Clause 2.119 requires that consent must not be granted to development with a frontage to a classified road unless the consent authority is satisfied that:

- (a) Where practical and safe, vehicular access to the land is provided by a road other than the classified road,

- (b) *The safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of –*
- (i) The design of vehicular access to the land, or*
  - (ii) The emission of smoke or dust from the development, or*
  - (iii) The nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *The development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The proposal is consistent with the requirements of Clause 2.119. Specifically:

- Vehicular access to the basement is provided from Eveleigh Street which is an unclassified road;
- The Traffic and Parking Assessment Report at **Appendix 15** confirms that the traffic generation associated with the development is minor, amounting to no approximately 2 to 3 vehicle trips per hour, which will not impact the operation of the classified road;
- The proposal will not result in smoke or dust emissions during its operational phase;
- The development relates to short term rental accommodation which is a non-sensitive residential use which is not sensitive to vehicle emissions or traffic noise; and
- The Acoustic Impact Assessment included at **Appendix 14** confirms that noise intrusion levels associated with Cleveland Street will not impact the development or create a non-compliant with the relevant acoustic criteria.

## Clause 2.120 Impact of Road Noise or Vibration on Non-Road Development

Cleveland Street is classified as containing over 40,000 vehicles AADT and the proposed development relates to co-living housing which is a type of residential accommodation. Therefore, Clause 2.120 of the Transport and Infrastructure SEPP applies. In accordance with the clause, the 'Development Near Rail Corridors and Busy Roads – Interim Guideline' has been addressed within the Noise Impact Assessment prepared by Acoustic Logic at **Appendix 14**.

## Clause 2.122 Traffic-generating development

Schedule 3 of the Transport and Infrastructure SEPP outlines thresholds for traffic-generating development, which will require referral to TfNSW. The referral thresholds for residential accommodation are as follows:

- *Site with access to a road (generally): 300 or more dwellings*
- *Site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured alignment of connecting road): 75 or more dwellings*

As the access to the site is located within 90m from Cleveland Street, which is a classified road, the proposed development constitutes traffic-generating development. Hence, referral to TfNSW will be required.

## 4.7 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

A BASIX Report and Certificate is provided at **Appendix 17**. The BASIX Certificate confirms that the proposal meets the relevant BASIX targets. Further discussion is provided in **Section 6.18**.

## 4.8 Sydney Development Control Plan 2012

Pursuant to Clause 2.10 of the Planning Systems SEPP, Development Control Plans are not applicable to State Significant Development. Notwithstanding this, an assessment of the proposal's compliance with Section 4.4.1 of the Sydney Development Control Plan 2012 (SDCP2012) relating to 'boarding houses' is provided in the table below to identify the proposals level of compliance with these local development controls applicable to similar residential accommodation types.

Table 13 SDCP 2012 Compliance Table		
Control	Assessment	Compliance
4.4.1.1 Subdivision		
The strata subdivision or community title subdivision of boarding houses or student accommodation is not permitted.	Strata or community subdivision are not proposed.	N/A
4.4.1.2 Bedrooms		
<p>The gross floor area of a bedroom is to be at least:</p> <ul style="list-style-type: none"> <li>a) 12sqm (including 1.5sqm required for wardrobe space; plus</li> <li>b) 4sqm when a second adult occupant is intended, which must be clearly shown on plans; plus</li> <li>c) 2.1sqm for any ensuite, which must comprise a hand basin and toilet, plus</li> <li>d) 0.8sqm for any shower in the ensuite; plus</li> </ul>	<p>The proposal complies with the requirements. Specifically:</p> <ul style="list-style-type: none"> <li>• All single rooms are a minimum 12m<sup>2</sup> excluding kitchen and bathroom;</li> <li>• All double rooms are a minimum 16m<sup>2</sup> excluding kitchen, bath and robes.</li> <li>• Adequate size for bathrooms.</li> <li>• Ensure areas include at least a 0.90m<sup>2</sup> shower.</li> </ul>	✓



**Table 13** SDCP 2012 Compliance Table

Control	Assessment	Compliance
<p>e) 1.1.sqm for any laundry, which must comprise a wash tub and washing machine; plus</p> <p>f) 2sqm for any kitchenette, which must comprise a small fridge, cupboards and shelves and a microwave.</p>	<ul style="list-style-type: none"> <li>Kitchenettes accommodate a small fridge.</li> <li>A communal laundry with the required facilities is provided at the ground floor.</li> </ul>	
4.4.1.3 Common Kitchen Areas		
1) A communal kitchen area is to be provided with a minimum area that is the greater of 6.5sqm in total or 1.2sqm for each resident occupying a bedroom without a kitchenette.	<p>A communal kitchen area is proposed at Level 5.</p> <p>In addition, each individual boarding rooms accommodates a kitchen area that exceeds the minimum requirements.</p>	✓
<p>2) The communal kitchen is to contain:</p> <p>a) One sink for every 6 people, or part thereof, with running hot and cold water; and</p> <p>b) One stove top cooker for every 6 people, or part thereof, with appropriate exhaust ventilation.</p>	Each kitchen accommodates a sink and stove top cooker. It is noted that a maximum of two (2) occupants are permitted within any one co-living rooms.	✓
<p>3) The communal kitchen is to contain, for each resident occupying a bedroom without a kitchenette:</p> <p>a) 0.13 cubic metres of refrigerator storage space;</p> <p>b) 0.05 cubic metres of freezer storage space; and</p> <p>c) 0.30 cubic metres of lockable drawer or cupboard storage space.</p>	The kitchens are capable of accommodating the required storage space.	✓

**Table 13** SDCP 2012 Compliance Table

Control	Assessment	Compliance
4.4.1.4 Communal Living Areas and Open Space		
1) Provide indoor communal living area with a minimum area of 12.5sqm or 1.25 per resident and a width of 3 meters. The communal living area can include any dining area but cannot include bedrooms, bathrooms, laundries, reception area, storage, kitchens, car parking, loading docks, driveways, clothes drying areas, corridors and the like.	<p>The proposal provides 549.4m<sup>2</sup> of internal common area which has a minimum dimension of 3m.</p> <p>The communal open space areas are distributed across the development and located at Level 5 and 6 and the ground plane.</p> <p>The internal communal open space areas receive the minimum required solar access.</p>	✓
<p>2) Indoor communal living areas are to be located:</p> <p>a) Near commonly used spaces, such as kitchen, laundry, lobby entry area, or manager's office, with transparent internal doors to enable natural surveillance from resident circulation.</p> <p>b) Adjacent to the communal open space;</p> <p>c) To receive a minimum 2 hours solar access to at least 50% of the windows during 9am and 3pm on 21 June.</p> <p>d) On each level of a multi-storey boarding house, where appropriate; and</p> <p>e) Where they will have minimal impact on</p>	<p>Indoor communal living areas are located across the development at the ground floor and level 5.</p> <p>The Level 5 communal living area receives the minimum required solar access (refer to DA 9200 and 9201).</p>	Generally Compliant

**Table 13** SDCP 2012 Compliance Table

Control	Assessment	Compliance
bedrooms and adjoining properties.		
3) Communal open space is to be provided with a minimum area of 20sqm and a minimum dimension of 3m.	Communal private open space comprising 1,458.8m <sup>2</sup> of external common area with a minimum dimension of 3m is provided across the development and well exceeds the control.	✓
<p>4) Communal outdoor open space is to be located and designed to:</p> <ul style="list-style-type: none"> <li>a) Generally be north-facing to receive a minimum 2 hours solar access to at least 50% of the area during 9am and 3pm on 21 June;</li> <li>b) Be provided at ground level in a courtyard or terrace area, where possible;</li> <li>c) Provide partial cover from weather;</li> <li>d) Incorporate soft or porous surfaces for 50% of the area;</li> <li>e) Be connected to communal indoor spaces, such as kitchens or living areas;</li> <li>f) Contain communal facilities such as barbecues, seating and pergolas where appropriate; and</li> <li>g) Be screened from adjoining properties and the public domain with plantings such as trellis and climbing vines.</li> </ul>	<p>The outdoor communal open space areas are located at the upper level and roof top and receive the required solar access.</p> <ul style="list-style-type: none"> <li>• A ground level courtyard is provided; however, is intended to function as a secondary communal open space area.</li> <li>• Only 30% of the area constitutes soft or porous surfaces. However, synthetic grass is provided on the roof level and will create the appearance of lawn.</li> <li>• Landscape buffer / screen planting is provided along the perimeters.</li> <li>• Amenities such as seating and barbecues will be provided at the occupation phase.</li> </ul>	✓

**Table 13** SDCP 2012 Compliance Table

Control	Assessment	Compliance
5) 30% of all bedrooms are to have access to private open space with a minimum area of 4sqm in the form of a balcony or terrace area.	All units provide balconies.	✓
4.4.1.5 Bathroom, laundry and drying facilities		
1) Communal bathroom facilities accessible to all residents 24 hours per day are to be provided.	Communal facilities and W/C rooms are provided at the ground floor. Each boarding room includes a W/C facility.	✓
2) Laundry facilities are to be provided and include one 5kg capacity washing machine and one large laundry tub with hot and cold running water.	Communal laundry facilities are provided at the ground floor.	✓
3) Drying facilities, such as clotheslines located in a communal open space, are to be located to maximise solar access and ensure that the usability of the space is not compromised.	Outdoor drying facilities are proposed on the ground floor adjacent to the bike area.	✓
4.4.1.6 Amenity, Safety and Privacy		
Communal facilities are located in safe and accessible locations.	Communal facilities are concentrated at the ground floor and the roof area, and accessible only to residents.	✓
Bedrooms are to be sufficiently noise insulated to provide reasonable amenity.	An Acoustic Impact Assessment accompanies the application and is included at <b>Appendix 14</b> .	✓
Structural fittings and fixtures for all internal rooms that enhance	The required fittings are capable of been included at the construction phase.	✓

**Table 13** SDCP 2012 Compliance Table

Control	Assessment	Compliance
nonchemical pest management of the building.		
Appliances are to achieve a minimum 3.5 star energy efficiency rating.	Energy efficient appliances are capable of been included at the construction and occupation phases.	✓
Where fewer than 12 occupants are accommodated, at least two bedrooms have north or east windows and at least one bedroom is adaptable for residents with a disability.	More than 12 occupants will be accommodated within the development.	N/A
Minimise visual and acoustic privacy impacts on adjoining neighbours.	The proposal occupies a corner position and is therefore physically detached from surrounding residential developments. The nearest residential buildings are located to the west on the western side of Eveleigh Street. Privacy devices, where required, have been included on the eastern façade to minimise onlooking.	✓
Acoustic Report may be required.	Acoustic Logic have prepared an Acoustic Impact Assessment which is included at <b>Appendix 14</b> .	✓
Waste to be collected by a private contractor from Class 3 buildings.	As outlined in the Operational Waste Management Plan, waste will be collected by a private contractor.	✓
A traffic report is required for all boarding house developments.	Varga Traffic Planning have prepared a Traffic and Parking Assessment Report which is included at <b>Appendix 15</b> .	✓
4.4.1.7 Plan of Management		
An operating Plan of Management is to accompany the DA.	A Plan of Management addressing Council's	✓

**Table 13** SDCP 2012 Compliance Table

Control	Assessment	Compliance
	requirements is included at <b>Appendix 13.</b>	



## 5 Engagement

Consultation was undertaken in accordance with the *Undertaking Engagement Guidelines for State Significant Projects* published by DPE dated November 2021.

Consultation was undertaken with the following parties:

- NSW Department of Planning and Environment (DPE)
- City of Sydney Council (Council)
- State Design Review Panel (SDRP)
- Various local Indigenous groups and elders
- Surrounding Landowners
- Heritage NSW
- NSW Environment Protection Authority (EPA)
- Transport for NSW (TfNSW)
- Sydney Trains
- Sydney Water
- Water NSW
- Ausgrid

The consultation undertaken to date is detailed within the Consultation Outcomes Report prepared by Mecone at **Appendix 12**.

The Elders and Knowledge Holders were engaged to collaborate with the design team during the co-design process. Through the ongoing co-design process and engagement of Gadigal Elders as consultants informing the design team of relevant cultural themes and focus for the project there have been solid project specific features that have been decided upon.

Through the public art strategy, Aboriginal art will continue its legacy on this site and engage the local Aboriginal community further in its creation.

The Applicant recognises the importance of engaging with relevant stakeholders to achieve a design outcome that responds to the interests of the community and relevant agencies.

The Applicant is committed to engaging in further and ongoing consultation with relevant stakeholders, including the Metropolitan Local Aboriginal Land Council and Aboriginal stakeholders.

The feedback received from this consultation process will inform any necessary design amendments, heritage interpretation and the development of public art for the site to be finalised prior to the occupation phase. A Consultation Strategy for engagement with Aboriginal stakeholders has been prepared by WSP and is included at **Appendix 8**.

## 6 Assessment of Impacts

### 6.1 Built Form

The proposal has been strategically designed to integrate with the development along Cleveland Street. The existing built form represents a smaller scaled development which disrupts the transition in scale along the southern side of Cleveland Street. Conversely, the proposal presents as being a five storey development that aligns with the established height plane along Cleveland Street. In consequence, the proposal provides an improved transition in scale and sits comfortably within the streetscape (refer to **Figure 22 – Figure 23**).

Consistent with the development to the east and west along Cleveland Street, the development provides a strongly defined 5 storey street wall and therefore complements the scale of the surrounding development.

The proposed massing has strategically been designed to minimise the perceived bulk and scale of the development (refer to **Figure 24**). The sixth and seventh storeys are massed in the eastern portion of the site where the proposal does not interface with sensitive residential uses. The upper level storeys are recessed behind the parapet by increased upper level northern setback of approximately 2.7m to 20m and adopts a darker materiality to minimise its visual prominence when viewed from the surrounding public domain.

At the ground level, the proposal is built to the boundary to achieve consistency with the prevailing street alignment along all frontages. The provision of a consistent building is also integral to maximising the activation of the ground plane by ensuring the retail and primary entrance / lobby area directly interface with the streetscape.



**Figure 22** Existing Development Looking South West from Cleveland Street  
Source: Mark Shapiro Architects



**Figure 23** Proposed Development Looking South West from Cleveland Street  
Source: Mark Shapiro Architects





**Figure 24** Aerial View of Roof Level

Source: Mark Shapiro Architects

## 6.2 Streetscape and Public Domain

The proposal will enhance the quality of the public domain. The proposal interfaces directly with the streetscape to respect the established building line. Public domain upgrades comprising street tree planting, planter beds, and hedging are proposed at each of the site's frontages.

As shown in the Landscape Plans at **Appendix 5**, these landscape embellishments fall outside the bounds of the site and therefore represent a public benefit to be delivered by the proposal.

This landscaping will soften the appearance of the built form and contribute greenery to the Cleveland Streetscape which is currently largely devoid of landscaping.

## 6.3 Residential Amenity

### 6.3.1 Building Separation and Visual Privacy

Whilst SEPP 65 does not strictly apply to the development, where relevant the proposal has considered the design objectives and criteria established by the associated Apartment Design Guide (ADG) – noting that the amenity standards governing the development are established by the Housing SEPP.

As discussed in **Section 4.5**, the proposed development achieves compliance with the building separation requirements under the ADG with respect to external separation. Particularly, the proposed development provides a 12m separation distance from the residential property to the west and a blank wall fronting the existing terrace buildings to the south.

In relation to internal separation, the proposed development provides separation distances ranging from 8.2m to 14.9m between habitable rooms, with the exception of 3m between the two rooms (on Levels 1-5) fronting the south western corner of the courtyard (refer to **Figure 25**). It should be noted that the building separation requirements under the ADG are typically applied to separate buildings, as opposed to the internal separation within one building. While the proposed internal separation distances do not fully comply with building separation requirements, the proposed co-living housing has been designed to optimise the residential amenity of the development.



**Figure 25** Building separation diagram

Source: Mark Shapiro Architects

The proposal is also consistent with the relevant objective and design guidance of *Section 3F Visual Privacy*, which include:

- *Site and building design elements increase privacy without compromising access to light and air and balance outlook and viewed from habitable rooms and private open space.*
- *Windows should be offset from the windows of adjacent buildings.*
- *Fencing and or/trees and vegetation to separate spaces.*

The proposal is entirely consistent with the aforementioned objectives and design guidance. Specifically:

- Windows, privacy screens and Juliette balconies are offset from one another to minimise sightlines between each co-living room; and
- Tree planting and landscaping within the courtyard will further assist in minimising sightlines.

With the adoption of the aforementioned measures, direct sightlines will be minimised and the visual privacy of occupants protected.

The proposed development also complies with the amenity standards for co-living housing under the Housing SEPP, including solar access, communal living space and communal open space; and is consistent with the desired future character of the area. Therefore, the internal separation distances are deemed acceptable for the proposed co-living rooms.

**Figures 26** and **27** illustrate the proposed design of the ground level courtyard and external terrace on Level 6.





**Figure 26** Ground level courtyard  
Source: Mark Shapiro Architects



**Figure 27** Rooftop terrace

Source: Mark Shapiro Architects

### 6.3.2 Solar Access to Co-living Rooms

The ADG includes provisions to protect the solar access of surrounding residential properties. Objective 4A-1 nominates the following objective:

*Overshadowing of neighbouring properties is minimised during mid winter.*

To achieve this objective, the ADG prescribes the following design criterion:

*Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas*

As demonstrated in the Urban Design Report (**Appendix 6**), 69% dwellings receive at least two hours of direct solar access between 9am and 3pm during mid-winter. Although the Apartment Design Guide does not apply to co-living housing developments, Objective 4A-1 within the ADG establishes a benchmark of a good design outcome.

The proposal is just shy of complying with and providing at least 70% of dwellings receive a minimum of 2 hours of direct sunlight between 9 am and 3pm in mid-winter. Accordingly, the proposed development is considered to provide an acceptable level of solar access for the co-living rooms.



## 6.4 Overshadowing

An overshadowing analysis has been prepared by Mark Shapiro Architects and is included at **Appendix 3**. The analysis demonstrates that the proposal will provide minimal additional overshadowing impacts to the surrounding area and residential uses throughout the year.

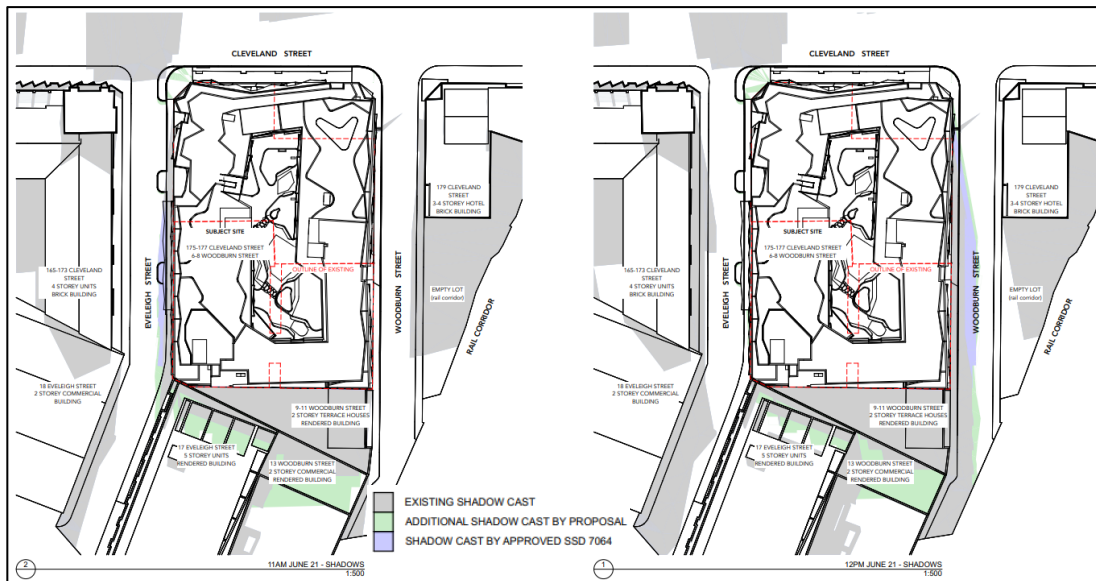
The analysis demonstrates that the proposed development will result in minimal additional overshadowing when compared to the existing shadow cast and the approved development under SSD 7064 throughout the year (during winter solstice, equinox and summer solstice).

Specifically, during winter solstice, where the proposal results in additional overshadowing, the additional shadow cast is predominantly limited to the existing commercial building at 16 Eveleigh Street to the south west, mixed use development at 13-31 Eveleigh Street and commercial building at 13 Woodburn Street to the south and the hotel building at 179 Cleveland Street to the east. As illustrated in **Figures 28-31** below, the aforementioned buildings are already affected by existing shadow cast and the additional shadow cast on these buildings are relatively minor in nature.



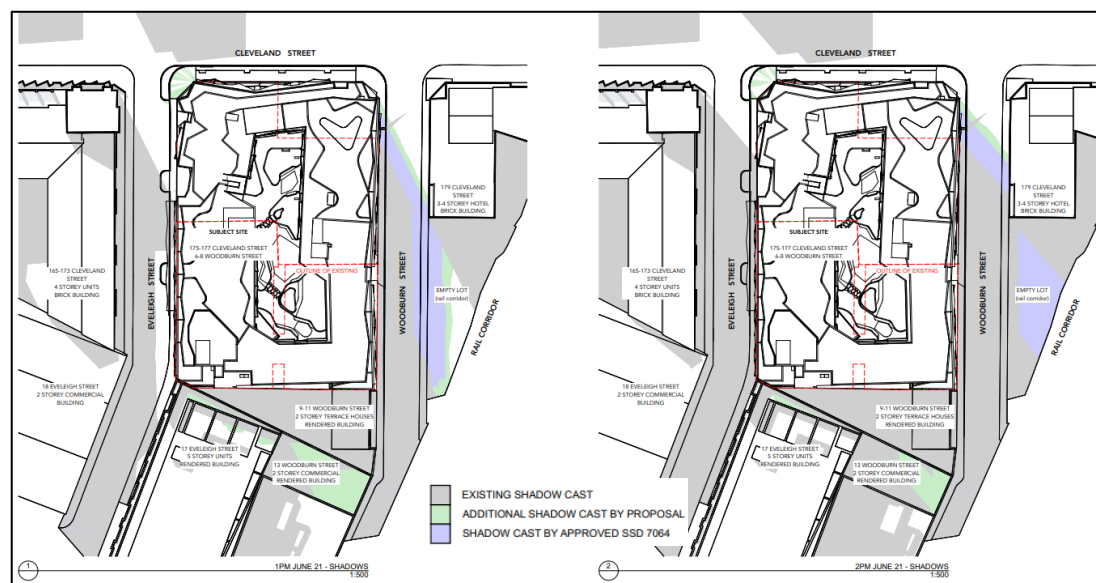
**Figure 28 Shadow diagrams on winter solstice 9am-10am**

Source: Mark Shapiro Architects 2022



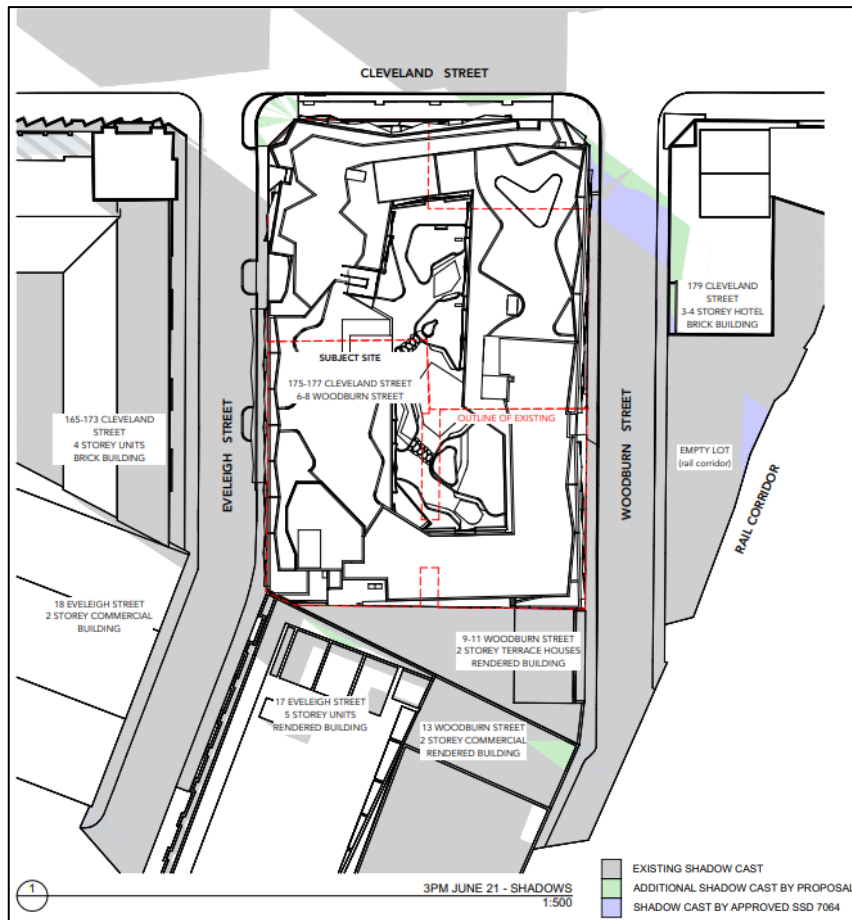
**Figure 29 Shadow diagrams on winter solstice 11am-12pm**

Source: Mark Shapiro Architects 2022



**Figure 30 Shadow diagrams on winter solstice at 1pm-2pm**

Source: Mark Shapiro Architects 2022



**Figure 31 Shadow diagram on winter solstice at 3pm**

Source: Mark Shapiro Architects 2022

The proposed development has been designed to optimise solar access for the adjacent properties by limiting the extent of additional shadow cast. It should be noted that the additional shadow cast in the above figure represent the worst-case scenario within a year. As illustrated in the shadow diagrams for equinox and summer solstice within the Architectural Plans, the additional shadow cast on these days is insignificant in that the additional shadows are not considered to result in material changes in terms of the levels of solar access for the surrounding properties.

## 6.5 Visual Impact Assessment

A Visual Impact Assessment (VIA) has been prepared by Urbaine Architectural and is included at **Appendix 19**. The VIA provides an assessment of the development's visual impacts when viewed from the surrounding public domain. These impacts are compared against the envelope approved under SSD 7064 and an envelope that complies with the five storey height limit.

### 6.5.1 Methodology

The methodology employed to prepare the VIA has been developed with reference to the following key documents:

- Environmental Impact Assessment Practice Note, *Guideline for Landscape Character and Visual Impact Assessment* (EIA-N04) NSW RMS (2013);
- Visual Landscape Planning in Western Australia, *A Manual for Evaluation, Assessment, Siting and Design*, Western Australia Planning Commission (2007); and
- *Guidelines for Landscape and Visual Impact Assessment*, (Wilson, 2002).

The methodology adopted to prepare the VIA includes the selection of key vantage points in the surrounding public domain. These locations have been selected based on their visual prominence.

Photomontages depicting the proposal from these vantage points have then been prepared to assess the extent of the visual impacts. Each photo position has been surveyed by a suitably qualified surveyor.

The extent of the visual impact is ranked from negligible, low, medium to high. The low category represents the least visual impact upon the scenic quality of the locality and characterises development that is of a similar scale and height to surrounding development and has a lower degree of visual impact.

### 6.5.2 Visual Analysis

The selected vantage points illustrating the existing built form context, the revised built form context in the post development phase and the built form associated with a complying scheme are illustrated in **Figure 32** below.





**Figure 32 Viewpoint locations**

Source: Urbaine 2022

The findings of the VIA from key vantage points are discussed below.

#### 6.5.2.1 View Point 2 – Northern side kerb of Cleveland Street at the junction of Cleveland Street and Dale Avenue

The existing view corridor is characterised by medium density developments predominantly consisting of five (5) and six (6) storey residential flat buildings (refer to **Figure 33**).

The building contained within the subject site at 175 Cleveland Street also forms a focal point. The building provides a considerably smaller bulk relative to the neighbouring flat buildings and disrupts the transition in scale along Cleveland Street.

The VIA concludes that the extent of the visual impact is significant. Notwithstanding, the actual quantifiable view loss is contained largely to the sky. The adjoining buildings and the neighbouring buildings along Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. The topographical depression along Cleveland Street is also clearly visible, which serves to alleviate the visual impact of the proposed development within its context. The assessment concludes that the building will sit comfortably within the existing urban fabric.



**Figure 33 Existing site photo from Viewpoint 2**

Source: Urbaine 2022



**Figure 34 Proposed Development Viewed from Viewpoint 2**

Source: Urbaine 2022



### 6.5.2.2 View Point 5 – Northern side kerb of Cleveland Street

The existing view corridor is characterised by four to five storey medium density developments comprising residential flat buildings and hotel development, as well as the existing two-storey commercial and warehouse development within the site.

The extent of visual impact is of a medium to high level from this viewpoint, with the quantifiable view loss mostly of sky view, with an amount of visual obstruction to the existing buildings along the eastern perimeter of the site, along Woodburn Street. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the proposed development.

**Figures 35 and 36** depict the existing site photo and proposed development from Viewpoint 5.



**Figure 35 Existing Site Photo from Viewpoint 5**

Source: Urbaine 2022



**Figure 36 Photomontage of proposed development from Viewpoint 5**

Source: Urbaine 2022

#### 6.5.2.3 View Point 8 – Eastern side kerb of Woodburn Street

The existing view corridor is characterised by current three to five storey commercial/industrial buildings within the site and the five storey hotel development to the east.

The extent of visual impact is assessed to be moderate to significant from this viewpoint, with quantifiable loss of sky view and a small amount of visual obstruction to the existing buildings to the north across Cleveland Street. This view angle clearly demonstrates the proposal's positive impact upon the continuity of rooflines along the street and the visual quality of the Woodburn Street streetscape. The proposed development will help define a sense of rhythmic scale that is sympathetic to the neighbourhood, which was traditionally a mix of residential and warehouse style architecture.

**Figures 37** and **38** depict the existing site development and proposed development from Viewpoint 8.



**Figure 37** Existing Site Photo from Viewpoint 8

Source: Urbaine 2022



**Figure 38** Proposed Development from Viewpoint 8

Source: Urbaine 2022



#### 6.5.2.4 Viewpoint 10 – Eastern side kerb of Eveleigh Street to the south west

The extent of visual impact is of a medium level from this location, with the quantifiable view lost mostly of sky view, with a small amount of visual obstruction to the existing buildings to the north of the site. Similar to Viewpoint 8, the proposed development will support the continuity of rooflines along Eveleigh Street. The proposed building will also visually integrate with the surrounding existing built form. The proposal will enhance the visual interest of the area whilst providing a co-living housing that is compatible with land uses within the neighbourhood.

**Figures 39** and **40** below depict the existing site development and proposed development from Viewpoint 10.



**Figure 39** Existing Site Photo from Viewpoint 10  
Source: Urbaine 2022





**Figure 40** Photomontage of proposed development from Viewpoint 10

Source: Urbaine 2022

Overall, the visual impact is identified to be the greatest in areas of low visual quality and areas where most observations will be from vehicles on Cleveland Street and other arterial roads connecting the site.

In areas where the visual impact is more sensitive, particularly the well-established residential lots to the west of the site, the heights of the adjoining buildings largely obscure much of the proposed built form. The visual impact associated with the proposed development does not create any material view loss, rather the visual impact is the most apparent upon the sky for the most part. This is due to the site's lower position, relative to its surroundings on all sides.

It is concluded that the proposal would facilitate the unification of the streetscape in an area of mixed architectural quality and scale. The associated visual impact is deemed a positive feature of the proposal where it is observed from main arterial routes, whilst the scale of existing buildings in the surrounding neighbourhood minimises the visual impact on the more local and personal scale.

## 6.6 Heritage

GBA Heritage have prepared a Statement of Heritage Impact (HIS) to assess the heritage impacts associated with the proposal (refer to **Appendix 20**). The report identifies that the site is not a heritage item nor is it located within a heritage conservation area (HCA). It is in the vicinity of the following heritage items and HCAs:

- 54 – 62 Balfour Street - Residential flat and retail building group 'Stickland Building (Item 163);
- 151 Regent Street – Former Mercantile Bank Chambers (Item 199); and
- Chippendale Heritage Conservation Area (C9).

The report notes that the aforementioned HCA and heritage items are physically and visually separated from the site by Cleveland Street and the contemporary development positioned on the northern side of Cleveland Street. In consequence, the proposal will have no impact on the nearby sites containing heritage values.

In support of this conclusion, GBA Heritage have cited the Land and Environment Court judgment *Trinity Grammar School v Ashfield Council* [2007] NSW LEC 733 which posed the question of 'how close does the larger building need to be to the conservation area of heritage item to constitute an unacceptable impact?'. In this case, it was determined that streets provide adequate separation between a new development to a conservation area.

GBA Heritage acknowledge that the proposed development may have some visibility from the heritage items located at 54 – 61 Balfour Street and 151 Regent Street as well as the Chippendale HCA. Notwithstanding, any visual impacts will be mitigated by the siting and scale of the development given that the proposed massing is commensurate with scale of the development in the immediate surrounds and is geographically separated and therefore will not obstruct view corridors towards these heritage items and the contributory building located within the Chippendale HCA. Overall, GBA Heritage's assessment concludes that the proposal will have no adverse impact on the surrounding heritage items and HCA.

## 6.7 Aboriginal Archaeology

Extent Heritage Advisors have prepared an Aboriginal Archaeology Report which is included at **Appendix 21**. The report has been prepared in accordance with the statutory guidelines provided by the *National Parks and Wildlife Act 1974* (NPW Act).

It is based on the findings of a database search and an archaeological survey completed on 5 February 2021. The selected methodology was undertaken for the purpose of recording visible Aboriginal objects and heritage items or areas of archaeological potential.

The survey concluded that the site does not contain Aboriginal objects or areas of archaeological potential as defined by the NPW Act. In consequence no further Aboriginal archaeological assessment is required.

The survey identified two murals located within the site. The murals are located on the northern facing portion of the study area. It is noted that these murals are earmarked for removal under SSD 7064 (as modified) which was approved in December 2018.

The first mural was established in 2015 and is a reproduction of a photograph sourced from the Archives of the Aboriginal Land Legal Service. The second mural was produced in February 2018 and is positioned to the immediate west of the first mural and depicts the Rabbitoh's star Greg Inglis. Extent Heritage identify that these murals do not meet the statutory criteria to be considered Aboriginal objects under the NPW Act. However, these murals may have the potential to be of Aboriginal cultural heritage value subject to further stakeholder consultation.

Further, it is noted advice (**Appendix 12**) has been received from Heritage NSW in relation to the requirement of the preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR). As confirmed in the advice, Heritage NSW agrees that no further archaeological investigations are required (including in the form of an

ACHAR), and that the submission of an addendum Aboriginal Archaeological Report for 6-8 Woodburn Street will be sufficient to assess any impacts to Aboriginal cultural heritage. As such, an ACHAR is not required to be prepared for the proposed development.

### 6.7.1 Mitigation Measures

The Aboriginal Archaeology Report provides the following recommendations / mitigations measures:

- No further assessment regarding Aboriginal archaeology is required as no known Aboriginal objects or areas of Potential Archaeological Deposit (PAD) will be impacted by the project.
- If changes are made to the proposed works which could impact locations outside of the current study area, further archaeological investigation may be required.
- If unforeseen Aboriginal objects are uncovered during construction, work should cease, and an archaeologist, Heritage NSW – DPC and the Metropolitan Local Aboriginal Land Council (LALC) should be informed.
- If suspected human remains are located during any stage of the proposed works, work should stop immediately, and the NSW police and Coroner's Office should be notified. Heritage NSW – DPC should be notified if the remains are found to be those of an Aboriginal person.
- As this report only assesses the potential for Aboriginal archaeology within the study area. An evaluation of Aboriginal heritage items and Aboriginal cultural values, including significance and potential impact, is the scope of this report.

## 6.8 Traffic and Parking

A Traffic and Parking Assessment has been prepared by Varga Traffic Planning and is included at **Appendix 15**. The report provides an assessment of the operational traffic generation. A summary of the assessment and proposed mitigation measures are provided below.

### 6.8.1 Traffic Generation

The traffic generation associated with the proposal has been assessed in accordance with the Guide to Traffic Generating Developments, Section 3 – Landuse Traffic Generation (October 2002) and the updated traffic generation rates in the RMS Technical Direction (TDT 2013/04a) which do not specify a traffic generation rate for co-living housing developments. For the purpose of the assessment, the report therefore applies the traffic generation rates for High Density Residential Flat Buildings.

Furthermore, the Traffic Generating Developments, Section 3 – Landuse Traffic Generation (October 2002) and RMS Technical Direction (TDT 2013/04a) provide commercial (office blocks), which are relevant to the proposed commercial and retail uses. However, given that the Eastern Harbour City SEPP does not provide off-street parking requirements, and the *Sydney Local Environmental Plan 2012* (SLEP2012) provide a maximum car parking requirements for commercial premises, the traffic generation associated with the commercial and retail uses have been excluded from the assessment.

The assessment concludes that the proposed 19 vehicular spaces will generate approximately 2-3 vehicle trip per hour (vph) during the weekday AM and PM peak commuter periods. This amount of traffic generation is concluded to be minimal and the level of traffic activity associated with the proposal is statistically insignificant. In consequence, the proposed development will not have any unacceptable traffic implications in terms of road network capacity and mitigation measures are not required.

## 6.8.2 Vehicle Parking

Varga Traffic Planning have assessed the proposed off-street parking arrangements against the Housing SEPP. Clause 68(2)(e) of the Housing SEPP nominates the required parking rate with this being:

- (e) unless a relevant planning instrument specifies a lower number –*
  - (i) for development on land within an accessible area – 0.2 parking spaces for each private room,*

Based on the proposed 216 co-living rooms, the proposal is required to provide 44 parking spaces. The proposal includes 19 parking spaces and therefore contravenes the parking provision. However, it is noted that the clause constitutes a non-discretionary development standard that if complied with, prevent the consent authority from requiring more onerous standards for the matter. In consequence, the consent authority may approve the development irrespective of whether compliance with the numerical parking requirement is achieved.

The proposed quantity of parking is considered to be appropriate given the site is located within an accessible area as defined by the Housing SEPP. Being within an accessible area requires that a site be within 800m of a railway station. The site is within 500m of Redfern Railway Station and therefore satisfies the accessible sites criteria.

In addition to the above, Varga Traffic conclude that the proposed off-street parking is acceptable for the following reasons:

- The site lies in proximity to an extensive number of bus services which operate in the vicinity of the site;
- The site is located within a short distance of a range of retail uses and services, including supermarkets, specialty shops, restaurants and banks; and
- A number of car share parking spaces are available within walking distance which could be used by residents.

Further to the above, it should be noted that the proposal complies with Council's parking requirements. Specifically, Part 7, Division 1 of SLEP2012 specifies a maximum car parking threshold and therefore developments have the opportunity to provide a reduced quantity of parking for the purpose of promoting sustainable modes of transport. In light of this, the proposal is consistent with Council's aspiration and intent to limit the provision of on-site parking in order to foster the use of sustainable modes of transport.

### 6.8.3 Bicycle Parking

Clause 69(1)(h) of the Housing SEPP requires that the proposal provide adequate bicycle parking spaces for co-living housing. The proposal complies with the development standard in that it includes 116 bicycle spaces at the ground floor within a dedicate bicycle storage area, which is adequate for the proposed development.

### 6.8.4 Motorcycle Parking

Clause 69(1)(h) of the Housing SEPP requires that the proposal provide adequate motorcycle space for co-living housing. The proposal complies the development standard in that 25 motorcycle spaces are accommodated within the basement, which is adequate for the proposed development.

### 6.8.5 Loading and Servicing

Loading/servicing for the café/retail/commercial tenancies is expected to be undertaken by light commercial vehicles up to the size of a B99 vehicle, which is a common practice in the City of Sydney, particularly for commercial uses located on busy thoroughfares.

Waste collection is expected to be undertaken by a private contractor using a small truck, similar in size to a standard SRV truck, albeit with a reduced overhead clearance requirement.

A dedicated loading bay is proposed within the basement parking area, directly opposite the bottom of the entry ramp, adjacent to the proposed bin storage area. The manoeuvring area has been designed to accommodate the swept turning path requirements of these SRV trucks, allowing them to enter and exit the site in a forward direction at all times.

### 6.8.6 Mitigation Measures

#### Operational Phase

Varga Traffic Planning conclude that the proposal will have a negligible impact on the surrounding street network. In this regard, the proposal does not require the implementation of mitigation measures to minimise traffic related impacts.

Measures will be adopted to promote sustainable modes of public transport. A Work Place Travel Plan that establishes travel mode targets will be developed in consultation with residents and employees during the operational phase. A Transport Access Guide will be developed prior to the issue of the Occupation Certificate. The Transport Access Guide will aim to increase awareness of occupant's and staff's public transport options.

#### Construction Phase

A Construction Pedestrian Traffic Management Plan has been prepared by Varga Traffic Planning and accompanies the application at **Appendix 27**. It outlines the procedures that will be adopted to mitigate traffic impacts during the construction phase. Key mitigation measures include the appointment of RMS accredited traffic controllers to manage truck movements to and front the site and the use of bogeys up to and including medium rigid trucks to limit traffic impacts.

All heavy vehicles involved in the construction works are to approach the site from the east via Cleveland Street or the south via Gibbon Street and depart the site to the west via Cleveland Street and onto either City Road or Abercrombie Street. Trucks will access the site via the surrounding road network using a route map that requires that vehicles approach the site from the east via Cleveland Street and south via Gibbons Street. Vehicles will depart the site to the west via Cleveland Street and onto either City Road or Abercrombie Street.

A Detailed Construction Traffic Management Plan will also be developed prior to issue of Construction Certificate.

## 6.9 Contamination

A Contamination Assessment Statement was previously prepared by EI Australia for SSD 10720865 relating to 1-5 Woodburn Street and 175-177 Cleveland Street regarding the applicability of previously prepared contamination reports for these properties within the site (refer to **Appendix 22**). The Statement confirms that the findings of the following reports remain unchanged:

- Detailed Site Investigation Report, 1 – 5 Woodburn Street, Redfern, by EI Australia, ref. E22434 AA dated 18 September 2015; and
- Remediation Action Plan, 175 – 177 Cleveland Street & 1 – 5 Woodburn Street, Redfern NSW, by EI Australia, ref E22434 AB\_Rev dated 14 March 2016.

The Statement prepared by EI Australia notes the following:

- The proposed land use remains unchanged;
- The change in basement depth does not require that the Remediation Action Plan (RAP) be amended;
- The DSI continues to achieve its purpose of enabling the developer to meet its obligations under the *Contaminated Land Management Act 1997* (CLM ACT), for the assessment and management of contaminate soil and / or groundwater; and
- The RAP achieves its purpose of guiding remediation works require to make the site suitable for the proposed residential land use.

### 6.9.1 Contamination Assessment – 1-5 Woodburn Street and 175-177 Cleveland Street

The sub-surface layers comprised of fill materials, including dark brown to grey gravelly sands underlain by residual clays and Ashfield Shale. Groundwater was encountered at a depth of approximately 7.3m.

The assessment found that contaminants were identified in surface fill material across the site. Notwithstanding, the contaminants have the potential to be remediated in accordance with the former *State Environmental Planning Policy No 55 – Remediation of Land* (SEPP 55) to allow the site to be used for residential/commercial purposes.



The report provides the following key recommendations to assist in further understand the level of contamination across the site:

- Data Gap Closure Investigations consisting of:
  - Additional groundwater sampling from existing wells; and
  - Further investigations to classify deeper fill and natural soils in the eastern portion of the site to understand the extent of any contamination.
- Remediation works consisting of:
  - The removal of all fill soils from the site;
  - The classification of waste and excavation of fill and natural soils prior to off-site disposal; and
  - Classification of soils as Excavated Natural Materials (ENM) or Virgin Excavated Nature Materials (VENM) where required to facilitate the reuse of suitable materials.
- Conduct a Hazardous Materials Survey (HMS) on structures present at the site prior to demolition of site structures;
- An assessment of onsite groundwater quality with regard to potential onsite contamination sources;
- Further characterisation of soil material on site, including deeper sampling of fill and natural soils to further characterise the onsite soils and contamination;
- The potential presence of hazardous building materials contained within the structure and on painted surfaces across all built form structures; and
- Preparation of a RAP that further investigates soil and groundwater contamination.

#### 6.9.2 Remediation Action Plan – 1-5 Woodburn Street and 175-177 Cleveland Street

The report provides the following key recommendations to assist in further understand the level of contamination across the site:

The RAP further evaluates the data collected from previous investigations and identifies the following contamination sources which require remediation:

- Widespread lea and PAH contamination in fill soils across the site; and
- Organochlorine pesticide (OCP) contamination, in particular Aldrin and Dieldrin detected in BH5 (EI, 2015) in close proximity to the eastern boundary.

### 6.9.3 Contamination Assessment – 6-8 Woodburn Street

A Detailed Site Investigation (**Appendix 22**) has been prepared by EI Australia for the property at 6-8 Woodburn Street, Redfern.

A walkover inspection was carried out and the following key observations were made:

- No fragments of potential asbestos containing material (ACM) were observed at the surface across the site.
- Potential lead based paints were observed on external walls paint
- No underground storage tanks (UST) or aboveground storage tanks (AST) were present.

The contaminants of potential concern (COPCs) were considered to be:

- Priority Metals (arsenic, cadmium, chromium copper, lead, mercury, nickel, zinc);
- Total Recoverable Hydrocarbons (TRH);
- Volatile Organic Compounds (VOC), including Benzene, Toluene, Ethylbenzene, Xylenes, Naphthalene (BTEXN) and chlorinated VOC (CVOC);
- Polycyclic Aromatic Hydrocarbons (PAH);
- Organochlorine and Organophosphorus Pesticides (OCP/OPP);
- Polychlorinated Biphenyls (PCB);
- Phenols; and
- Asbestos.

The site lithology was generalised as a layer of gravelly sand/sand and silty clay fill to maximum depth of 1m below ground level (mBGL), overlying residual silty clay (down to 9.3 mBGL). Shale and sandstone were also encountered at depths from 2.9 mBGL.

Based on the results of the investigation, soils were not impacted by any of the COPCs. For all tested samples, soil concentrations did not exceed the human health and ecological criteria. Asbestos fragments were not detected.

Groundwater depth at the south-eastern corner of the site (BH2M) was recorded at 3.94 mBGL (RL 16.46mAHD). Groundwater flow direction was inferred to be north-west, based on site topography.

No visual or olfactory signs of contamination were observed during groundwater sampling (i.e. no hydrocarbon odours, no sheen). The field data indicated that the local groundwater was slightly acidic (pH 6.46) and fresh (electro-conductivity (EC) 415  $\mu\text{S}/\text{cm}$ ).

The concentrations of the potential contaminants for all tested groundwater samples were below the adopted groundwater investigation levels (GILs). It was noted that although total recoverable hydrocarbons (TRH) (fraction F3) were detected at samples collected from well BH2M, they are likely due to the presence of natural organic matter in groundwater (based on non-detect results reported by the same sample after silica gel clean-up).

Portions of the site that could not be accessed due to existing site structures remained as a data gap, which can be closed following demolition works.

Based on the findings of the DSI, it is concluded that the site can be made suitable for the proposed mixed use development subject to the implementation of the recommendations listed in Section 10 of the DSI.

#### 6.9.4 Acid sulfate soils

The Botany Bay Acid Sulfate Soil Risk Map indicates the subject land lies within the map class description of 'No Known Occurrence'. In such cases, acid sulfate soils are not known or expected to occur and land management activities are not likely to be affected by acid sulfate soil materials.

While excavation may require dewatering resulting in lowering of the water table, further assessment of potential for acid sulfate soils is recommended.

#### 6.9.5 Mitigation Measures

The DSI provides the following recommendations:

- A Hazardous Materials Survey (HMS) is to be completed by a suitably qualified consultant prior to commencement of any demolition works. Where hazardous materials are present, all must be appropriately managed to maintain work health and safety during demolition works and prevent the spread of hazardous substances.
- An asbestos clearance inspection and certificate should be completed by a suitably qualified professional (SafeWork NSW Licensed Asbestos Assessor) following removal of all ACM from the site.
- A Waste Management Plan classifying all waste material and surplus material including potential virgin excavated natural material (VENM) to be removed from the site is to be prepared in accordance with the NSW EPA (2014) Waste Classification Guidelines, *Protection of the Environment Operations Act 1997*, and *Work Health and Safety Regulation 2017*.
- An unexpected finds protocol is to be prepared to ensure any potential contamination sources are identified and managed in accordance with NSW EPA legislation and guidelines. The protocol should also include a section for acid sulfate soil management, should any signs encountered during basement excavation.

### 6.10 Geotechnical

A Geotechnical Investigation has been prepared by El Australia and is provided at **Appendix 23**. The objective of the Geotechnical Investigation is to assess site surface and subsurface conditions at five borehole locations, and to provide geotechnical advice and recommendations for the associated geotechnical works.

#### 6.10.1 Subsurface conditions

A summary of the subsurface conditions across the site is presented in **Table 14** below.

**Table 14** Summary of subsurface conditions

Unit	Material	Depth to Top of Unit (m BEGL)	RL of Top of Unit (m AHD)	Observed Thickness (m)	Comments
1	Fill	Surface	17.4 to 22.2	0.5 to 1.3	<p>Concrete pavements of 100mm to 350mm thickness, underlain by gravelly sands, sand and silty clay. The material is found to be poorly compacted.</p> <p>Fill was not encountered in BH1, BH3, BH202M beneath the pavements.</p>
2	Residual Soil	0.2 to 1.3	16.1 to 21.6	3.9 to 8.32	Silty and sandy clay low to medium plasticity, of firm to hard consistency, grading in to extremely weathered shale with depth. Bands of very low strength shale and ironstone was encountered in the boreholes.
3	Very Low to Low Strength Shale Sandstone	4.2 to 9.32	10.5 to 17.7	0.12 to 2.6	<p>Distinctly weathered, very low to low strength shale and sandstone.</p> <p>The core consists of closely spaced defects including gentle to steep joints, sub-horizontal bedding partings, and fractured/decomposed zones. Core loss was observed in boreholes between 50mm to 920mm thickness, which are inferred to be zones of extremely weathered or highly fractured rock.</p>
4	Medium to High Strength Shale/Sandstone	6.22 to 10.05	10.05 to 15.42	-	<p>Slightly weathered to fresh sandstone/shale of medium to high strength sandstone.</p> <p>The sandstone/shale generally consisted of moderately spaced defects consisting of gentle to sub-vertical joints, sub-horizontal bedding partings, and fractured/decomposed seams.</p>

### 6.10.2 Groundwater observations

No groundwater or significant seepage was observed during or after auger drilling of the boreholes. Groundwater monitoring wells were installed in the location of BH2M, BH3M, BH201M and BH202M. However, water circulation due to coring within the boreholes prevented further observations of groundwater levels within the wells. A summary of the encountered groundwater upon the return visit is summarised in **Table 15** below. Additionally, groundwater data from geo-environmental (GE) engineering report has also been included and measured during site works.

Table 15 Groundwater Levels			
Borehole ID	Measurement Date	Depth to Groundwater (m BEGL)	Groundwater RL (m AHD)
GE BH1	1/5/2014	4.20	18.6
GE BH1	29/6/2022	4.20	18.6
GE BH3	1/5/2014	4.15	18.25
BH2M	13/10/2019	3.95	16.45
BH2M	29/6/2022	4.30	16.1
BH201M	8/7/2022	1.5	15.9
BH202M	8/7/2022	2.7	18.1

### 6.10.3 Soil tests

The silty clay samples indicated clays to be of medium plasticity and of moderate shrink-swell potential. The assessment indicated low permeability soil was present above the groundwater table. In accordance with Tables 6.4.2(C) and 6.5.2 (C) of AS 2159:2009 'Piling – Design and Installation', the results of the pH, chloride and sulfate content and electrical conductivity of the soil provided the following exposure classifications:

- 'Mild' for buried concrete structural elements; and
- 'Non-Aggressive' for buried steel structural elements.

### 6.10.4 Excavation assessment

It is noted that the basement level is proposed have a Finished Floor Level (FFL) of RL 16.1m. A Bulk Excavation Level (BEL) of RL 15.8m is assumed, which includes allowance for the construction of the basement slab. To achieve the BEL, excavation depths from 1.6m to 7.1m below existing ground level have been estimated by EI Australia. Locally deeper excavations may be required for footings, lift overrun pits, crane pads and service trenches.

Based on the borehole logs, the proposed basement excavations will therefore extend through Units 1, 2 and possibly Unit 3 as outlined in **Table 14**. As such, an engineered retention system must be installed prior to excavation commencing.

Groundwater seepage monitoring should be carried out during bulk excavation works and prior to finalising the design of a pump out facility. Outlets into the stormwater system will require Council approval.

Further, any existing buried services, which run below the site, will require diversion prior to the commencement of excavation or alternatively be temporarily supported during excavation, subject to permission or other instructions from the relevant service authorities.

### 6.10.5 Groundwater considerations

As stipulated in **Section 6.10.2**, groundwater was encountered as detailed in **Table 15**, which are both above or just below the BEL. EI recommends that long-term monitoring and a pump out test are conducted to assess the expected seepage during construction and the long-term.

Based on the encountered subsurface conditions, due to the low permeability of the soil and bedrock profile, any groundwater inflows into the excavation should not have an adverse impact on the proposed development or on the neighbouring sites and should be manageable. However, it is expected that some groundwater will inflow into the excavation along the soil/rock interface and through any defects within the shale bedrock (such as jointing, and bedding planes etc) particularly following a period of heavy rainfall. The initial flows into the excavation may be locally high, but would be expected to decrease considerably with time as the bedding seams/joints are drained. It is recommended that monitoring of seepage be implemented during the excavation works to confirm the capacity of the drainage system.

It is expected that any seepage that does occur will be able to be controlled by a conventional sump and pump system. A sump and pump system is recommended to be used during both construction and for permanent groundwater control below the basement floor slab. In the long term, drainage should be provided behind all basement retaining walls, around the perimeter of the basement and below the basement slab. Drainage should be connected to the sump and pump system and discharging into the stormwater system.

### 6.10.6 Mitigation Measures

Based on the site's subsurface conditions and the extent of excavation proposed, the Preliminary Geotechnical Investigation Review recommends the following mitigation measures be adopted at the construction phase:

- Detailed dilapidation surveys are to be carried out on all structures and infrastructures surrounding the site that falls within the zone of influence of the excavation prior to excavation and construction.
- Reference is to be made to the Safe Work NSW Excavation Work Code of Practice, dated January 2020 prior to any excavation commencing.
- Monitoring of deflections of retaining structures and surface settlements should be carried out by a registered surveyor at agreed points along the excavation boundaries and along existing building foundations/services/pavements and other structures located within or near the zone of influence of the excavation.
- A sump and pump system should be used both during construction.



- The completed excavation should be inspected by the hydraulic engineer to confirm that adequate drainage has been allowed for.
- EI recommends that building is supported on pile footings founded into Unit 4 (Medium to High Strength bedrock).
- Where groundwater ingress is encountered during pile excavation, concrete is to be placed as soon as possible upon completion of pile excavation.

## 6.11 Economic Impacts

An Economic Impact Assessment (EIA) has been prepared by Atlas Economics and is included at **Appendix 38**. The EIA addresses the implications associated with the loss of commercial floor space on the site following its redevelopment for a co-living housing development.

The EIA identifies that the rents associated with the existing commercial buildings are on par with light industrial rents, indicating that the buildings are at the end of their economic useful life and are in need of redevelopment or refurbishment. The low rents indicate that there is a weak demand for high order commercial uses in the immediately locality. This is unsurprisingly given the poor visibility and exposure of the site from Cleveland Street. High-paying commercial uses generally require a reasonably prominent street address and presence. In light of this, Atlas Economics conclude that the redevelopment of the site will inevitably result in a loss of existing employment floor space as a commercial-only development is not viable. Whilst the alternative would be to retain the existing employment floor space (i.e. without a redevelopment), this would prevent the site from realising its full development potential.

Despite their business zoning, it is a commercial reality that some locations do not lend themselves to achieving the economic rents and prices needed for a viable commercial development. In these instances, accommodating land uses that are productive (i.e. generate economic activity) but not necessarily accommodate direct jobs (i.e. jobs on site) would achieve a better economic outcome than retaining a scarce, inner city underutilised in its economic potential.

The EIA identifies that co-living housing, boarding houses, hotels and short-term accommodation are examples of land uses that are better suited for locations such as the site's that are not considered prime commercial locations. These land uses do not necessarily accommodate employment directly however the residents cohorts themselves are generators of economic activity.

Given that the Cleveland Street locality and the broader Redfern area is home to a burgeoning student and footloose population who require housing that is at an affordable price point, the proposed development for a co-living housing development would contribute to addressing this need.

The provision of small scale commercial space within the proposal responds to the need of service commercial that is co-located with the local resident population. These small scale spaces are less reliant on high street visibility and exposure.

As demonstrated in the EIA, the proposed development is estimated to result in a net increase in economic activity during both the construction and operational phases. Specifically, the proposed development will deliver 110 FTE construction jobs

(including 56 FTE directly employed in construction activity) and 92 FTE jobs (including 45 FTE directly related to activity on the site) once operational.

Therefore, it is demonstrated that the proposed development has economic merit and has the ability to contribute positively to the Sydney economy.

## 6.12 Social Impacts

A Social Impact Assessment has been prepared by Civic Assessments and is included at **Appendix 16**. The report provides an assessment of the likely impacts associated with the development. The report has been prepared in accordance with the current *Draft Social Impact Assessment Guideline*.

The assessment includes the following methodology:

- Scoping and Profiling – A review of relevant social and community planning documents to identify potentially affected groups and individuals;
- Prediction – What are the likelihood of the impacts and what is there significance;
- Assessment – The likelihood of the impacts and their significance;
- Management, Mitigation, Monitoring and Review – How can the potential impacts of this development best be managed or avoided; and
- Recommendations – What recommended strategies and actions would produce the best outcomes for the groups or individuals potentially impacted by the development?

The above methodology was employed in conjunction with community and stakeholder consultation which is addressed in Section 4.3 of the SIA. Specifically, the mental health outreach unit of RPA and welfare officers at the Sydney University SRC were consulted with.

The SIA scoping and profiling indicates the prevailing demographic profile consists of students who are likely to occupy the development. The SIA identifies that students have a heightened social risk as a large group of people living alone could lead loneliness and isolation. Notwithstanding, the proposed development has been designed to address this potentially negative social impact with well-designed communal spaces and being situated at a central location. In addition, the site is within an area of high risk in relation to crimes and anti-social behaviours. The building's design is however considered appropriate to its context.

### 6.12.1 Mitigation Measures

The SIA recommends the following mitigation measures be adopted at the occupation phase:

- The provision of student advisor services;
- Implementation of a Plan of Management (PoM);
- A monitoring and management review phase is to be included in the initial 12-month operation of the premises, whereby the PoM and Operational procedures for the premises are modified;

- A copy of the final PoM is to be always kept on-site and a summary version 'house rules' is to be always in the foyer with the on-site manager's contact details; and
- The on-site manager is to provide an introductory briefing to all new residents on building operations and services available.

## 6.13 Stormwater Management

A Stormwater Management Report and a set of Civil Engineering Plans have been prepared by James Taylor and Associates and is included at **Appendix 24**. The report confirms that the stormwater system for the site has been developed to comply with the requirements of the *Sydney Development Control Plan 2012*.

The proposed drainage system is designed to collect and convey water from impervious surfaces, roof areas, and the lower courtyard through piped drainage to discharge points in the Eveleigh Street kerb. Prior to discharge, the collected water will be filtered to achieve the relevant water pollution targets and retained via an On Site Detention (OSD) System. The OSD system has been designed in accordance with the Sydney DCP 2012 and the Sydney Water Ref 5.1 of the City of Sydney Stormwater Drainage Manual. The OSD system has been designed to the Sydney Water requirements which requires a minimum volume of 31m<sup>3</sup> and a maximum discharge of 74L/s. The OSD tank is located at the lowest point in the site to facilitate drainage through kerb and gutter into Eveleigh Street. A small area of site bypasses the OSD and discharges into the kerb and gutter.

Taylor and Associates have undertaken stormwater modelling using MUSIC software in accordance with the draft NSW MUSIC Modelling Guidelines. The modelling confirms that the proposal is capable of meeting the relevant pollutant reduction targets nominated by the Sydney DCP 2012. The modelling has been verified through MusicLink for City of Sydney Council.

The total site discharge for the 1%AEP is limited to that nominated by Sydney Water. The kerb discharge is limited to a rate acceptable to City of Sydney Council ( 25L/s for the 5%AEP). The OSD volume provided exceeds the requirements of Sydney Water in order to maintain the low discharge rate for Kerb discharge.

Water Sensitive Urban Design (WSUD) measures consisting of filter drains and an in tank filter cartridge meet the pollution reduction targets required by the DCP and are verified through MUSIC Link.

In addition to the above, the report confirms that the site is not identified as being flood affected and therefore flood mitigation measures and further studies are not required.

### 6.13.1 Mitigation Measures

The Stormwater Management Report nominates the following recommendations to minimise the development's impact on the downstream environment:

- The provision of an OSD system with a minimum volume of 31m<sup>3</sup> and maximum discharge potential of 74L/s.

- The inclusion of WSUD measures consisting of filter drains and an in tank filter cartridge to manage water pollution and ensure compliance with Council's water quality targets.

## 6.14 Wind Impacts

The proposed development involves mixed use co-living housing development that is five to seven storeys in height. As demonstrated in the Architectural and Urban Design Strategy, the proposal is complementary to the built form of the surrounding existing development.

Given that the proposed development exhibits five to seven storeys only and does not provide a tall and slender built form, the proposal is not anticipated to result in unacceptable wind amenity impacts and therefore no wind impact studies or wind mitigation measures are warranted.

## 6.15 Acoustic Impacts

Acoustic Logic have prepared an Acoustic Report which is included at **Appendix 14**. The report details that Acoustic Logic have conducted an external noise emissions assessment, internal noise assessment and vibration assessment. The findings of each are discussed below.

### 6.15.1 Surrounding Noise Receivers

The noise receivers around the site include:

- R1: Residential receiver to the west at 165-173 Cleveland Street
- R2: Residential receiver to the south at 9-11 Woodburn Street
- H1: Hotel receiver to the north at 47-49 Chippen Street
- H2: Hotel receiver to the east at 179 Cleveland Street
- C1: Commercial receiver to the west at 16 Eveleigh Street
- C2: Commercial receiver to the south at 13 Woodburn Street and 13 Eveleigh Street
- C3: Commercial receiver to the north at 232-236 Cleveland Street.

Figure 41 below illustrates the location of the surrounding noise receivers.



**Figure 41** Surrounding noise receivers

Source: Acoustic Logic 2022

### 6.15.2 External Noise Emission Assessment

Acoustic Logic have provided an assessment of the noise impacts in the surrounds that are likely to impact the proposal. The assessment has relied on the noise criteria nominated by:

- The NSW DPE's *State Environmental Planning Policy (Transport and Infrastructure) 2021*; and
- NSW DPE's *Development near Rail Corridors or Busy Roads – Interim Guideline*.

Acoustic Logic note that noise from the traffic movements along Cleveland Street to the north and rail noise east of the site are likely to be the key sources of noise emissions to impact the development. The report details a range of construction recommendations to ensure occupants will not be impacted by external noise emissions. The recommendations relation to the adoption of the recommended glazing thickness and constructions are set out in Section 5.2 of the Acoustic Assessment.

Assessment of façade requirements to achieve required indoor noise levels have been undertaken.

Glazed windows and doors



Aluminium framed/sliding glass doors and windows will be satisfactory provided they meet the criteria in **Table 16** below. All external windows and doors listed are required to be fitted with Q-Ion type acoustic seals (Mohair Seals are unacceptable).

<b>Table 16</b> Minimum Complying Glazing Construction		
Room	Glazing Thickness	Acoustic Seals
Units facing Cleveland and Woodburn Streets and two units facing Eveleigh Street nearest to Cleveland Street	12.5mm VLam Hush	Yes
Other units facing Eveleigh Street	6.38mm Laminated	Yes
Units with glazing facing internal courtyard	6.38mm Laminated	Yes
Commercial/retail areas facing Cleveland/Woodburn Streets	6.38mm Laminated	Yes
Café facing Eveleigh Street	6.38mm Laminated	Yes
Level 6 Areas facing Woodburn Street	6.38mm Laminated	Yes
All other areas	6mm Float	Yes

In addition to complying with the minimum scheduled glazing thickness, the Rw rating of the glazing fitted into open-able frames and fixed into the building opening should not be lower than the values listed in **Table 17** for all areas.

<b>Table 17</b> Minimum Rw of Glazing Assembly (with Acoustic Seals)	
Glazing Assembly	Minimum Rw of Installed Window
12.5mm VLam Hush	40
6.38mm Laminated	31
6mm Float	29

Notwithstanding, façade constructions are to be reviewed at Construction Certificate stage based on construction drawings.

#### External wall construction

External wall construction will be constructed from concrete elements and therefore no acoustic upgrading is required.

#### External roof/ceiling construction

External roof/ceiling construction will be constructed from concrete elements and therefore no acoustic upgrading is required.

Any ventilation openings in the ceilings would need to be acoustically treated to maintain the acoustic performance of the ceiling construction.

#### Mechanical ventilation

In relation to mechanical ventilation, it is identified that all facades facing Eveleigh Street will be able to achieve the required internal noise levels with windows or doors open.

All facades facing Cleveland Street and Woodburn Street will require alternative ventilation strategies.

Any supplementary ventilation system proposed to be installed should be acoustically designed to ensure that the acoustic performance of the acoustic treatments outlined above is not reduced and does not exceed Council criteria for noise emission to nearby properties.

Further details of the complying construction for windows, doors and external wall and roofing are provided in Section 5.2 of the Acoustic Assessment.

### 6.15.3 Railway Vibration Assessment

Acoustic Logic have conducted a vibration assessment in accordance with the acoustic noise criteria / standards nominated by:

- British Standard BS 7385:1990 Part 2 *Evaluation and Measurement for vibration in buildings – Part 2*;
- Australian Standard AS2670:1990 *Vibration and Shock – Guide to the evaluation of human exposure to whole body vibration*;
- NSW Department of Environment and Conservation's *Assessing Vibration: A Technical Guideline*;
- NSW Department of Planning and Environment's *Interim Guideline for the assessment of Noise from Rail Infrastructure Projects*.

The vibration assessment relied on rail vibration measurements which were conducted in line with future proposed eastern faced (facing Woodburn Street) which is the closest façade to the rail corridor. Measurements were taken between 2:00pm and 3:00pm on 30 September 2021.

The measured vibration levels, duration of train pass-by and the number of rail movements per hour were used to determine the overall vibration dose (VDV) at the proposed development for both daytime and night time periods. The results are presented in **Table 18** below.

Table 18 Calculated Vibration Dose Values				
Time Period	Calculated VDV m/s <sup>1.75</sup>	Criteria m/s <sup>1.75</sup>	VDV	Complies (Yes/No)
Day (7am -10pm)	<0.1	0.20 to 0.40		Yes
Night (10pm-7am)	<0.1	0.13 to 0.26		Yes

As demonstrated in **Table 19**, the proposed development will comply with the acceptable Vibration Dose Values for intermittent vibration.

Vibration measurements were also carried out at locations of the proposed habitable space near the rail corridor which are not directly affected by airborne noise from the

rail corridor. The predicted structure borne noise below has been made for ground floor area.

**Table 19** Predicted Structure Borne Noise dB(A) Lmax

Location	Predicted Structure Borne Noise Level	Criteria	Compliance
14.6m from the eastern boundary (facing away from the rail corridor)	< 35 dB(A) Lmax	35 dB(A) Lmax	Yes

The results confirm that the proposed habitable space near the rail corridor will also achieve compliance with the structural borne noise criteria.

While structure borne noise can vary for several reasons (including the conditions of wheels, train size, weight etc.), it is expected that airborne noise will have a masking effect over the structure borne noise for the development as the rail corridor is on-ground with the development and all proposed units facing the rail corridor contain glazing.

Nonetheless, based on the measured train vibration levels, the predicted structure borne noise inside the proposed units not facing the rail corridor (Woodburn Street) have been found to achieve satisfactory internal noise levels and therefore Acoustic Logic considers that building isolation is not required.

Furthermore, the assessment indicates that the overall vibration dose (VDV) at the proposed development for both daytime and night time period satisfy the requirements of British Standard BS 7385 Part 2 1993 or Australian Standard AS 2670.2 1990.

#### 6.15.4 Noise Emission Assessment

Detailed plant selection and location has not been undertaken at this stage. Satisfactory levels will be achievable through appropriate plant selection, location and if necessary, standard acoustic treatments such as duct lining, acoustic silencers, and enclosures.

Noise emissions from all mechanical services to the closest residential receiver are to comply with the noise emission criteria in Section 7.3 of the Acoustic Assessment.

Detailed acoustic review will be undertaken at Construction Certificate stage to determine acoustic treatments to control noise emissions to satisfactory levels.

#### 6.15.5 Mitigation Measures

To ensure that the acoustic impacts associated with the development are acceptable, the following mitigation measures are recommended:

- Development is to provide the recommended minimum glazing construction set out within Section 5.2 of the Acoustic Assessment;
- All external windows and doors are to be fitted with acoustic seals;

- The acoustic treatment of mechanical plant at the construction phase; and
- The inclusion of a mechanical ventilation system which complies with the relevant Australian Standards.

For the communal areas, the following complying controls are provided:

- Outdoor areas are not to be used during the night time period (10pm to 7am)
- Music played indoors are to be restricted within the hours of 7am to 10pm
- All windows and doors openable to the outside are to be closed whilst communal indoor area is in use
- All windows and doors openable to the outside are to have acoustic seals across the full perimeter
- Prominent notice shall be placed within and around all outdoor communal areas to remind residents to minimise noise at all times

## 6.16 Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design Report has been prepared by Mecone and is included at **Appendix 28**. The report addresses whether the principles of Crime Prevention Through Environmental Design (CPTED) have been incorporated into the design.

The report concludes that the proposed development will significantly improve compliance with the principles and will enhance the general safety of the area by delivering a vibrant high-quality residential development that is activated all times of the day.

The proposed development is designed to allow for clear lines of sights and passive surveillance. In particular, the surrounding street network will benefit from a high level of surveillance due to the provision of active uses at the ground plane and the deliver of a more intensive use across the site.

### 6.16.1 Mitigation Measures

The CPTED Report makes a number of recommendations pertaining to access control, landscaping, maintenance and lighting to further enhance safety during the occupation phase. These recommendations include:

- Maintain sightlines to and from the proposed development;
- A CCTV system be installed for both the interior and exterior of the development;
- Security staff are recommended to conduct regular patrols of the interior and exterior of the development, particularly during evening periods;
- All doors (both internal and external) should be fitted with appropriate locks and technical access arrangements to restrict entry to authorised personnel;
- Ensure a Plan of Management is in place to assist in managing access arrangements and the general appearance of the development's internal area;

- Ensure clarity of ownership is well conveyed through the physical display of signage;
- Access to the back of house facilities and waste storage areas should be restricted to authorised personnel; and
- Ensure mechanisms are in place to facilitate the ongoing maintenance of the building and the surrounding landscaping.

## 6.17 BCA and Accessibility

### 6.17.1 Accessibility

Access Solutions have prepared a Disability Access Report which is included at **Appendix 29**. The report reviews the proposed development to ensure that ingress and egress points, paths of travel, circulation areas and toilets comply with the relevant statutory guidelines.

The report makes recommendations regarding the building fit-out design which can be adopted at the construction certificate phase. The report identifies that the proposal is required to provide 9 accessible co-living rooms in accordance with the Australian Standard AS1428.1 (2009). In accordance with this requirement, the proposal provides 10 accessible co-living rooms which are identified as 'Type H', 'Type I' and 'Type J' within the Architectural Plans (refer to SSD2014 and SSD2015) at **Appendix 3**).

The report concludes that the development has accessible and continuous paths of travel and a reasonable degree of accessibility, and that the development is capable of achieving compliance with the relevant statutory requirements.

### 6.17.2 Building Code of Australia

A BCA Report has been prepared by Steve Watson and Partners and is included at **Appendix 30**. The report confirms that the proposal is capable of achieving compliance with the BCA and the *Disability (Access to Premises -Buildings) Standards 2010*. Aspects of the proposed design are required to achieve compliance through the adoption of a performance solution to meet the relevant Performance Requirements of the BCA (Fire Engineering and Access). The report confirms that with these performance solutions, the proposal is capable of complying with the relevant standards at the construction certification phase.

### 6.17.3 Mitigation Measures

The ongoing detailed design of the development must ensure that the proposal complies with the applicable Australian Standards and BCA. Alternative solutions are required to be verified by a suitably qualified BCA Consultation and Access Consultant prior to construction.



## 6.18 Environmentally Sustainable Development

The proposal complies with and exceeds the sustainability requirements of the SEPP (Building Sustainability Index BASIX) as set out in the BASIX report included at **Appendix 17**).

A NCC Section J Energy Efficiency Report has been prepared by Sustainable Thermal Solutions (STS) (refer to **Appendix 18**). The report provides an assessment of the proposed development against the Section J energy efficiency provisions of the National Construction Code (NCC) 2019 Volume 1. It sets out the measures required in order to achieve compliance with the Construction Certificate application. The report confirms that the proposal does comply or capable of complying with the NCC at the construction phase.

A Sustainable Report has been prepared by Waterman and is included at **Appendix 32**. The Sustainable Report outlines the Environmentally Sustainable Design (ESD) initiatives and attributes currently considered for the design of this project. Specifically, the proposed development is targeting up to 66 points, which would provide equivalent environmental outcomes to a 5-star Green star rated development. The ESD Report also comprises a strategy towards net carbon emissions for the development, which is detailed within Section 2.2 of the report.

### 6.18.1 Mitigation Measures

The ESD Report prepared by Waterman proposes a number of recommendations which will be adopted by the proposal, including:

- The maximisation of daylight performance through the inclusion of large windows and appropriate room depths;
- The use of external cladding with high durability and materials that have been reused and recycled;
- Avoid products sourced from overseas unless there are no local alternatives;
- Building components to be designed for longevity, adaptation, disassembly, re-use and recycling where possible;
- The use of paints, adhesives and sealants with low COV which comply with the Green Star COV requirements;
- The adoption of measures to reduce construction waste, including the use of prefabricated rooms and spaces with exposed services; and
- The use of certified timber, green certified products and low impact PVC.

## 6.19 Waste Management

### 6.19.1 Construction Waste Management

A Construction and Demolition Waste Management Plan (CDWMP) has been prepared by Elephants Foot and are included at **Appendix 34**. The CDWMP establishes the principles and processes for the management of waste during the construction and demolition phases. The process may be subject to review during these phases.

The waste management process will aim to achieve the following targets nominated by the NSW WARR Strategy 2014 – 2021:

- Increase construction and demolition recycling rates to 80%;
- Increase waste diverted from landfill to 75%; and
- Reduce litter by 40%.

The following processes will be adopted to minimise the amount waste generated, promote recycling and achieve the aforementioned targets:

- Staff will be provided with induction training to inform them of their responsibilities for the management of waste and reporting;
- Accurate record keeping of materials delivered to the site;
- Materials will be prefabricated off-site where possible;
- Excavation material will be subject to a waste classification system;
- Excavation material will be reused as part of the development;
- Conduct waste audits;
- Compare projected waste quantities with actual waste quantities produced;
- Excavation will be minimised to the greatest extent possible and reused where feasible;
- Materials will be recycled offsite; and
- Waste will be disposed of in accordance with Council's approved waste processes.

### 6.19.2 Management of Hazardous Waste

In the unlikely event that hazardous waste is identified, work will cease and a designated hazardous waste contractor will be contacted. The following general mitigation measures will apply:

- The stockpiling of contaminated material will be kept to a minimum;
- Sediment fences will be installed around stockpiles;
- Trucks carrying contaminated materials will be covered to prevent any spillages; and
- All equipment will be decontaminated.

A Construction Contractor will be responsible for implementing this WMP. Elephants Foot recommend that an Environmental Management Representative (EMR) be appointed to assist in ensuring compliance with the procedures set out in the report.

### 6.19.3 Operational Waste Management

An Operational Waste Management Plan has been prepared by Elephants Foot and is included at **Appendix 35**. The Plan addresses the waste management procedures associated with the development in its operational phases. It has been prepared in accordance with Council's *Guidelines for Waste Management in New Developments* (2018).

The Plan estimates that with 216 co-living rooms the proposal will generate 6,990L of general waste, recycling and food waste per week respectively. The Plan notes that the commercial and retail uses will generate an estimated 3,108.4L of garbage and 13,241.2L of recycling and 11,942.7L of food waste per week, respectively.

The waste associated with both uses necessitates the provision of 8 garbage bins and 8 recycling bins which are capable of being accommodated within the designated waste storage area located at ground level. The details of the proposed waste storage areas are set out in the table below.

Table 20 Proposed Waste Room Areas			
Location	Source		Estimated Area (sqm)
Ground Level	Chute 1 Discharge room	2 x 660L MGBs general waste 2 x 660L MGBs recyclables 10 x 120L MGBs food waste	27
	Chute 2 Discharge room / Residential waste collection room	Maximum Capacity for: 4 x 660L MGBs general waste 4x 660L MGBs recyclables 20x 120L MGBs food waste	39
	Residential bulky waste room	-	18
	Commercial waste room	1x1100L MGBs general waste 3x1100L MGBs paper/cardboard 2 x 660L MGBs comingled	32

**Table 20** Proposed Waste Room Areas

Location	Source		Estimated Area (sqm)
		34x 120L MGBs food waste	
	Commercial bulky waste room	-	4

Each co-living room will be equipped with a waste storage bin with capacity to store one days' worth of waste. Co-living room residents will be responsible for transporting their general waste to the dual waste and recycling chute accommodated on each level containing co-living rooms and will discharge at the waste collection storage room on the ground level. This waste storage area will accommodate four 660L MGBs for general waste and four MGBs for recycling. Waste will be collected from the storage area by Council's waste contractor twice a week from Eveleigh Street.

The waste generated from communal areas is anticipated to be minimal. Waste will be disposed of in branded waste and recycling bins accommodated within each area. The building manager and cleaners will be responsible for disposing of waste via the chute system.

Waste generated from the kitchen, office team rooms and food preparation areas in the retail tenancies will be provided with dedicated source separation bins including a general waste bin, a recycling bin and a food waste bin. Cleaners or nominated staff will be responsible for monitoring these bins and emptying them as required.

#### 6.19.4 Mitigation Measures

To mitigate impacts associated with waste collection and storage, waste is to be handled and managed in accordance with the Waste Management Plan.

## 6.20 Infrastructure and Service

An Infrastructure Delivery Management Plan has been prepared by Waterman and is provided at **Appendix 33**. It confirms that the proposal is capable of being appropriately serviced through the augmentation and extension of existing infrastructure.

In addition to the above, Waterman confirm that the development will be provided with mechanical ventilation which will be installed in accordance with the requirements of the National Construction Code 2019 (NCC 2019) and AS 1668.2-2012 *The Use of Ventilation and Airconditioning in Buildings Part 2: Mechanical Ventilation*.

The final infrastructure and service requirements will be determined in consultation with the relevant service providers at the construction certificate phase.

### 6.20.1 Mitigation Measures

Consultation with relevant utility providers would be undertaken leading up to and during the construction phase. Mechanical ventilation is to be installed in accordance with the relevant Australian Standards.

## 6.21 Development Contributions

The relevant contributions plan for the site is the *Redfern Waterloo Contributions Plan 2006*. The plan specifies that the Minister may impose, as a condition of consent, a requirement for the applicant to pay a development levy of 2% of the proposed cost of carrying out the development. In light of this, development contributions will be paid in accordance with the *Redfern Waterloo Contributions Plan 2006* and the required levy.

The Redfern-Waterloo Authority Affordable Housing Contribution Plan 2006 requires an affordable housing contribution of \$82.30 per/m<sup>2</sup> of GFA (indexed annually). As the project proposes 7,006.4m<sup>2</sup> of GFA, the required affordable housing contribution is \$576,626.72 (noting that the contribution will be reduced if there are any changes to the GFA during the assessment phase).

## 6.22 Site Suitability

In considering the site and its locational context, the proposed development is considered suitable for the site as it:

- Appropriately responds to the uneven topography by providing a varied height that complements the scale of adjacent developments;
- Capitalises on the opportunity to rejuvenate an underutilised site;
- Delivers a co-living housing use that is appropriate for the location given the prevalence of hotel, boarding house and student accommodation in the immediate surrounds;
- Provides a development that is not reliant on private vehicle usage and therefore will not impact Cleveland Street which is a classified road;
- Will result in only minor environmental impacts that can be appropriately managed and mitigated; and
- Relates to a site that is the subject of previous approvals for residential accommodation.

## 6.23 Public Interest

The proposed development will be in the public interest as it will:

- Provide a co-living housing development as new generation boarding house that prioritises the provision of communal areas and community interaction;
- Contribute to increasing the availability of rental accommodation at varying price points for a range of uses, including students, visitors and the local workforce;



- Provide public domain improvements and landscaping that will improve the quality of the streetscape;
- Contribute to the ongoing renewal of the Redfern area;
- Facilitate the orderly economic development of land;
- Exhibit design excellence and deliver a high quality design and public domain outcome;
- Replace the existing outdated building stock contained within the site with a high quality development that will contribute visual amenity to the streetscape;
- Facilitate job creation by providing approximately 110 Full-Time Equivalent (FTE) construction jobs and 92 FTE operational jobs; and

Provide a development that fully complies with the amenity requirements of the Housing SEPP and therefore achieves a high standard of amenity.

## 6.24 Environmental Impact Assessment

The collective measures required to mitigate the impacts associated with the proposed works are summarised in the table below.

Table 21 Impact Assessment			
Item	Potential Impact	Approach	Residual Impact
Built form and urban design	Due to the minor nature of the proposal, there will be minimal impact associated with the built form.	No mitigation measures identified; however, the proponent will continue to refine the design in the post lodgement phase in accordance with any feedback received.	Negligible built form and urban design impact.
Environmental amenity	Acoustic impacts	Mitigation measures through appropriate use of materials have been recommended. A Plan of Management has been developed to ensure acoustic impacts from occupants will be managed appropriately.	Negligible impact.
Transport and accessibility	No adverse impacts identified. Acceptable level of car, bicycle and motorcycle parking provided at the site.	Majority of travel, except for some staff, will be via public transport due to the strategic location of each site and proximity to existing	Low impact. The level of traffic generation is statistically insignificant and will not have any

**Table 21** Impact Assessment

Item	Potential Impact	Approach	Residual Impact
		<p>transport infrastructure. While private vehicle use may generate traffic, this will be limited to approximately two to three vehicular trip during the morning and evening peak periods.</p> <p>A Construction Pedestrian Traffic Management Plan accompanies the application and assist in mitigating traffic impacts during the construction phase.</p>	unacceptable traffic implications.
Noise and vibration	Increased noise during construction and potential noise emissions from the roof terrace	Demolition work will be minimised and will occur within the hours of the conditions of consent.	Noise will be audible but within acceptable levels
	Increased noise to surrounding residential receivers	<p>As above, POM developed to ensure operational noise is dealt with accordingly.</p> <p>Use of communal areas will be restricted to certain hours.</p>	Noise will be audible but within acceptable levels
Contamination	Potential impacts from unexpected contamination	<p>An unexpected finds protocol will be developed and implemented.</p> <p>A Hazardous Materials Survey will be completed by a suitably qualified consultant.</p> <p>Remediation work will be undertaken.</p>	Low and acceptable risk of contamination
Utilities	No adverse impacts identified	-	-
Biodiversity	No adverse impacts identified. BDAR Waiver	BDAR Waiver applied for and issued.	BDAR Waiver applied for and issued.

**Table 21** Impact Assessment

Item	Potential Impact	Approach	Residual Impact
	issued.		
Aboriginal Archaeology	<p>The site does not contain Aboriginal objects or a place of Aboriginal significance as defined by the NPW Act.</p> <p>An unexpected finds protocol will be implemented throughout construction. Depending on the nature of a find (if relevant) and its confirmation as an Aboriginal object, then the relevant regulatory authorities would be contacted for further advice.</p> <p>The murals contained within the site have the potential to be of Aboriginal significance. If deemed necessary, stakeholder engagement will be undertaken to determine their significance.</p>	<p>An unexpected finds protocol will be developed and implemented.</p> <p>Further consultation with stakeholders if required with the potential for heritage interpretation, archiving and the like.</p>	Low impact.
Waste	Odour and visual impacts of waste during demolition, construction and operation phases	A construction and operational waste management plan has been developed and supports this application.	Low and acceptable impact associated with waste from both sites.

## 7 Justification of the project

The proposal involves the demolition of the existing structures contained within the site to facilitate the construction and operation of a mixed use co-living housing development with ground and first level retail/commercial uses.

With regards to biophysical, ecological sustainable development, economic and social considerations, it is considered that the benefits associated with the development far outweigh the costs.

The benefits to be provided by the proposal are summarised below.

### 7.1 Social and Economic

The proposed development will provide a range of social and economic benefits, including:

- The provision of co-living housing accommodation which will contribute to the diversification of the localities housing stock;
- The provision of short-stay accommodation in proximity to major tertiary educational institutions, existing and planned public transport, public open space and employment opportunities;
- Agglomeration benefits associated with locating rental accommodation close to the growing office market within Central Precinct;
- Increases to the supply of rental housing that has the potential to provide housing at varying price points;
- Creation of full-time jobs during the development's operational phase and jobs during the construction phase;
- Public domain improves that will improve the visual amenity of the streetscape and contribute to the renewal of Redfern;
- Provision of communal open space areas that will provide a high standard of amenity for occupants;
- Economic benefits associated with localised investment on short-stay accommodation; and
- Increase to the supply of short-stay accommodation which will support Sydney's tourism sector.

### 7.2 Biophysical

The environmental assessment addressed within this report demonstrates that:

- The proposal will not adversely impact the surrounding local road network and transport network;
- Result in unacceptable acoustic impacts that cannot be appropriately mitigated;
- Subject occupants to unacceptable noise impacts;

- Result in the redevelopment of contaminated land that cannot be remediated and made suitable for the proposal;
- The proposed developed can be adequately serviced by existing utilities and stormwater management infrastructure;
- Result in unacceptable wind impacts that would impact pedestrian amenity;
- The redevelopment of the site will not impact Indigenous or European heritage values as the site is not identified to contain significant relics or objects; and
- The proposal and the associated excavation will not result in geotechnical impacts, including structural impacts to adjoining properties.

### 7.3 Ecologically Sustainable Development

The EP&A Regulation lists the following principles of ecologically sustainable development which are to be considered in assessing the proposal:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

The following section addresses the proposal's consistency with the principles.

### 7.4 Precautionary Principle

The precautionary principle identifies that the lack of scientific certainty should not be used as a reason for postponing a measure to prevent the degradation of the environment where there are threats of serious or irreversible environmental damage.

The proposal is supported by environmental studies and technical reports which conclude that there are no environmental constraints that would preclude the development of the site, subject to appropriate management during the design, construction and operational phases.

It is considered that by adhering to the Mitigation Measures outlined in **Sections 8 and 9**, the proposal will not result in negative environmental impacts.

### 7.5 Intergenerational Equity

Inter-generational equity relates to facilitating development that meets the needs of the present without compromising future generations' ability to meet their needs.

The proposal has been designed to benefit both existing and future generations by implementing mitigation measures to protect environmental values, encouraging job creation, providing rental accommodation in proximity to public transport and services and by proposing public domain improvements.



## 7.6 Conservation of Biological Diversity and Ecological Integrity

The principle states that conservation of biological diversity and ecological integrity should be a fundamental consideration in decision-making.

The development site does not contain any threatened or vulnerable species, populations, communities or significant habitats. The construction and ongoing operation of the proposal will be managed in accordance with the Mitigation Measures, ensuring no significant indirect impacts on the surrounding environment.

## 7.7 Improved Valuation, Pricing and Incentive Mechanisms

The principle requires that improved valuation, pricing and incentive mechanisms as well as environmental factors be included in the valuation of assets and services.

The cost of infrastructure and other design measures to ensure an appropriate level of environmental performance has been incorporated into the cost of the development. The proposed mitigation measures will ensure that appropriate measures are adopted to avoid waste and to promote recycling and reuse during both the construction and operational phases of the development.

## 8 Conclusion

This EIS is submitted to the Minister for Planning to accompany an SSDA for the establishment of a new mixed use co-living development.

In accordance with the requirements of Schedule 2 of the EP&A Regulation, this EIS considers the relevant statutory instruments and strategic documents, built form and social and environmental impacts. Further, this EIS provides an assessment of the environmental risks of the proposed development in accordance with the SEARs issued by DPE on 9 December 2021.

Approval of the mixed use co-living housing development under this application is supported for the following reasons:

- The proposal represents one of the first mixed use co-living housing developments to be delivered in the area and will provide affordable rental accommodation for visitors; key-workers; young professional; students; the local community in need of affordable housing opportunities;
- The proposal is commensurate in bulk and scale with the development previously approved for the site and is compatible with existing development and character of the locality;
- The proposal achieves a high degree of compliance with a range of amenity standards;
- The proposal will generate jobs, both short-term and ongoing, and will assist in meeting demand for rental and short-stay accommodation at varying price points;
- The potential environmental impacts of the proposal can be satisfactorily mitigated subject to the recommendations of the technical supporting documentation accompanying this EIS;
- The site is suitable for the proposal; and
- The proposal is in the public interest.

This EIS fulfils the requirements of the EP&A Act and Regulation, addresses all relevant matters prescribed by the SEARs and demonstrates that the potential impacts of the proposal can be satisfactorily managed or mitigated.

In light of the above, it is recommended that the proposal be granted consent.



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