

Attachment A1

Proponent Planning Proposal Request - Report
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44 - 78 Rosehill Street, Redfern

Planning Proposal

November 2025



Mecone acknowledges the Traditional Custodians of the land on where this project is undertaken and across the Mecone offices that this report is prepared, paying respect to the Elders past and present. We recognise the ongoing connection of Aboriginal and Torres Strait Islander peoples to land, waters, and culture.

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Revision	Revision date	Status	Authorised: Name & Signature	
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2	14/11/2025	Final	Tom Cook	

* This document is for discussion purposes only unless signed and dated by the persons identified.

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Executive Summary

Introduction

This Planning Proposal (**PP**) has been prepared by Mecone Group Pty Ltd (**Mecone**) on behalf of Kyanite Rosehill Landowner Pty Ltd as trustee for the Kyanite Rosehill Landowning Trust (**Proponent**), in relation to 44-78 Rosehill Street, Redfern (**the site**). This PP seeks amendments to the *Sydney Local Environmental Plan 2012* (**SLEP 2012**). It satisfies the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and aligns with NSW Department of Planning Housing and Infrastructure (**DPHI**) *Local Environmental Plan Making Guideline* dated August 2023 (the **Guidelines**).

The Site

The site is located within the Sydney local government area (**LGA**) and is approximately 3 kilometres (**km**) south of Sydney's central business district (**CBD**). Redfern Station and Waterloo Metro station are located approximately 300m to the north, and 450m southeast of the site respectively.

The Australian Technology Park is located to the west of the site and the Waterloo Precinct, which comprises the proposed Sydney Metro Waterloo station and the Waterloo Estate, located 270m southeast of the site.

The site has an area of approximately 2,540m² and contains a two-storey commercial building including ground level car parking. It has frontages to Rosehill Street to the east, Margaret Street to the north and Cornwallis Lane to the west.

Planning Background

The site has been earmarked for rezoning and redevelopment for some time with a site-specific PP and Council-initiated PP (Botany Road Precinct PP) having both envisaged significant uplift for the site.

The site-specific PP (PP-2020-722), lodged in 2018, sought to enable redevelopment of the site with two residential towers of 30 and 18 storeys. The PP was refused by the City of Sydney Council (**Council**) and IPC following subsequent rezoning review with the IPC citing several concerns—principally relating to the proposal's lack of strategic justification and the site being pursued in isolation from the broader planning framework and vision for the Redfern and Waterloo area.

In 2020, a Council-initiated PP was proposed for the Botany Road Precinct which aimed to incentivise non-residential development, and non-residential development with affordable housing opportunity sites in the wider precinct area. The incentive heights and floor space ratio identified for the site were 70m and 6:1 – 7.75:1 respectively. Whilst strategic attributes had been acknowledged by Council, Council resolved to remove the incentive heights and FSR for the site following public exhibition noting public concerns regarding amenity impacts to neighbouring strata subdivided residential buildings which were unlikely to be redeveloped in the near future.

Analysis of the key considerations relevant to the site identified under these PP's has been taken into account for the proposed scheme which is addressed throughout this report.



The Proposal

The PP seeks to amend the SLEP 2012 to enable future redevelopment of the site for a co-living housing development. To facilitate this, the PP seeks the following amendments:

- Amend Floor Space Ratio (**FSR**) development standard from 2:1 to 3.5:1, and
- Amend Height of Buildings (**height**) development standard from 18m to 20m.

The proposal is also accompanied by an initial public benefit offer to enter into a Planning Agreement in the form of affordable housing contributions and land dedication for road widening of Margaret Street (refer **Appendix 4**).

The proposal also includes the preparation of a draft site-specific development control plan (**DCP**) which provides development and design controls to govern the future development of the site.

Rationale for the proposed changes to the planning controls

As acknowledged by Council in the Botany Road Precinct PP, the strategic attributes of the site are well established with the site situated within a highly accessible mixed-use precinct within 300m of Redfern station, and 450m from the Waterloo Metro station.

Since the preparation of the Botany Road Precinct PP, demand for commercial floor space has declined following the COVID-19 pandemic coupled with a major shift in workplace practices which are now more favourable to remote working arrangements.

Furthermore, Sydney's ongoing housing crisis has significantly increased the demand for housing supply which remains a key priority of the NSW Government.

Co-living housing supports the NSW Governments priority for well-located and diverse housing. Furthermore, this land use and proposed built form is compatible within its existing residential context and will not compromise the long-term viability of commercial development within the Botany Road Precinct. This is on the basis that co-living housing cannot be strata subdivided and when market cycles again see high demand for commercial uses in this area, potential reuse or conversion of these sites to other uses is not constrained by individual strata owners.

Key considerations identified from the Botany Road Precinct PP have guided the preparation of this PP with key moves including:

- A significant reduction in height and built form, consistent with existing built form context,
- Ensuring suitable solar access to public open spaces and neighbouring residential developments is achieved under existing circumstances,
- Achieving adequate building separation and privacy to neighbouring developments,
- No off-street parking proposed by the application, and
- Provision for deep soil and landscaping to the rear lane.

Overall, the proposal duly responds to matters raised in the previous PP's for the site and supports a land use and a built form that is compatible with the existing mixed-use locality and highly accessible location.



Strategic Merit

Eastern City District Plan

The site forms part of the Camperdown-Ultimo health and education precinct, which is part of the Innovation Corridor along the western and southern fringes of the Harbour CBD. The health and education precinct contributes to the *internationally competitive economic sectors and precincts; support changing technologies; grow knowledge-intensive jobs; and help create a 30-minute city.*

In facilitating the health and education precinct, the District Plan identifies the following actions:

- a) *create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts*
- b) *have high levels of accessibility*
- c) *attract associated businesses, industries and commercialisation of research*
- d) ***facilitate housing opportunities for students and workers within 30 minutes of the precinct.***

(Emphasis added)

The proposal aligns with the identified actions for the Camperdown-Ultimo health and education precinct and contributes to the diversity of rental housing within the area.

Local Strategic Planning Statement (LSPS)

The LSPS recognises the importance of non-private dwellings, such as co-living, in providing additional diversity in the rental market and continue to meet an important need in the inner city and ease pressure in the wider market. The LSPS identifies a need for further investigation as to how these housing types can be improved and promoted.

The intended outcomes of the proposal aligns with the following planning priorities of the LSPS:

- **L1** – Creative and socially connected city
- **L2** – Creating Great Places
- **L3** – New homes for a diverse community

Sustainable Sydney 2030-2050

Sustainable Sydney 2030 is Council's Community Strategic Plan. It contains 10 strategic directions to guide the future of the city. The proposal will help deliver on the following directions:

- **Design Excellence and Sustainable Development** - The proposal is committed to achieving design excellence ensuring sustainable development outcomes which aligns with Council's ambitions.
- **A city for walking, cycling and public transport** - The proposal is well located and walkable neighbourhood. It is also within 300-450m of Redfern station and Waterloo Metro station which will support the continued optimal use of existing and planned transport infrastructure.
- **An Equitable and Inclusive City** - The proposal will support diversity in the housing market and support the growing need for this form of accommodation in the city.
- **A Transformed and innovative economy** - Co-living is considered by the City to be a compatible land use to help meet the post pandemic rental housing shortage while not



compromising the long-term viability of other forms of commercial development. When market cycles again see high demand for income-producing space, potential reuse or conversion of the site to other uses is not constrained by individual strata owners.

- **Housing for All** - The proposal will support diverse housing options within the city which will improve housing supply and affordability for renters.

City of Sydney Local Housing Strategy (LHS)

The LHS details how the City will meet the housing related priorities in the District Plan and establishes the City's priorities, objectives and actions for future housing delivery to 2036.

Non-private dwellings, such as co-living, are identified by the LHS as providing additional diversity in the rental market and in easing wider market pressure in inner city areas. It is estimated that over 10,000 students are living in co-living, such as co-living developments, which is a critical contribution to total housing stock in the city.

The LHS identifies the critical balance between the need for homes and the need for more jobs. Objectives and actions have been included in the LHS that prioritise land uses for jobs growth and protect land for jobs and urban services.

Change of Circumstances

The proposal also responds to a change in circumstances caused by the current housing crisis. In August 2023, the National Cabinet agreed to an ambitious new national target to build 1.2 million new well-located homes over five years, from 1 July 2024. The NSW share will be 377,000 (77,400 dwellings per year) over the next five years, twice as many as the state had previously forecasted to deliver under Greater Sydney Commission housing targets.

For the Sydney LGA, 18,900 new homes were identified to be completed between 2025-2029. The proposed co-living housing development will assist in the delivery of diverse housing options within a well-located area near Redfern Station and Waterloo Metro station.

Site Specific Merit

The proposed development is the outcome an iterative design testing process that has been underpinned by technical input from a supporting team of specialists. The planning proposal demonstrates site specific merit for the following reasons:

- **Land Use** – The proposed land use is compatible within its existing residential context and will not compromise the long-term viability of commercial development within the Botany Road Precinct.
- **Built Form** – The proposed building envelope and supporting reference scheme is compatible with the prevailing built form context with the Rosehill Street façade designed to maintain a consistent rhythm with adjacent developments along Rosehill Street.
- **Overshadowing** – Proposed building envelopes have been designed to ensure solar compliance of public open space and neighbouring buildings can be achieved.
- **Traffic** – The site is in a well-located area in close proximity to Redfern station and Waterloo Metro station. In line with Council's alternative transport initiatives, no car parking has been included for the proposal with vehicle loading areas provided off Margaret Street. The proposal is therefore not expected to give rise any discernible traffic impacts.



- **Waste and Loading** – The waste and loading area is suitably located on Margaret Street which functions primarily as a service lane. Road widening of Margaret Street is proposed by way of land dedication via a Planning Agreement which will ensure suitable swept paths for Council's waste vehicle as demonstrated in Appendix 3 – Traffic Report.

Conclusion

The proposal is consistent with the aims and objectives of the relevant strategic and statutory plans and policies, and has adequately responded to key matters raised in the Botany Road Precinct PP. It is therefore concluded that the proposal satisfies both the strategic and site-specific merit tests. We therefore request that Council forward this PP to DPHI for Gateway Determination.



Part A – Background

1 Introduction

This Planning Proposal (**PP**) has been prepared by Mecone Group Pty Ltd (**Mecone**) on behalf of Kyanite Rosehill Landowner Pty Ltd as trustee for the Kyanite Rosehill Landowning Trust (**Proponent**) in relation to 44-78 Rosehill Street, Redfern (**the site**).

The PP seeks to amend the *Sydney Local Environmental Plan 2012 (SLEP 2012)* to enable future redevelopment of the site for co-living use.

The PP has been prepared in accordance with Section 3.33 of the EP&A Act and The NSW Department of Planning, Housing and Infrastructure (**DPHI's**) *Local Environmental Plan Making Guideline* (August 2023). Specifically, the PP includes the following information:

- A description of the site in its local and regional context,
- Part 1 – A statement of the objectives of the proposed instrument,
- Part 2 – An explanation of the provisions that are to be included in the proposed instrument,
- Part 3 – Justification of Strategic and site-specific merit– justification of strategic and potential site-specific merit, outcomes, and the process for implementation,
- Part 4 – Mapping - existing and proposed maps, where relevant, to identify the effect of the planning proposal and the area to which it applies,
- Part 5 – Community Consultation, and
- Part 6 – Project Timeline.

The Planning Proposal is accompanied by the following reports:

- Appendix 1 – Survey Plan
- Appendix 2 – Urban Design Report
- Appendix 3 – Traffic Report
- Appendix 4 – Ecologically Sensitive Development Report
- Appendix 5 – Initial Public benefit offer
- Appendix 6 – Site Specific DCP
- Appendix 7 – Proposed Maps



1.1 Project Background

1.1.1 Site History

Site Specific Planning Proposal - PP- 2020-772

In September 2018, Council refused a site-specific planning proposal for the site which sought to increase the maximum floor space ratio from 2:1 to 10.4:1 and to increase the maximum building height from 18m to 99.6m. The reference design submitted to accompany the Planning Proposal showed two residential towers on the site of 30 and 18 storeys respectively.

The Planning Proposal was not supported by Council who notified the Proponent that it would not support the proposed amendments to the SLEP 2012. A rezoning review request was subsequently submitted to the Department on 17 September 2018 before being referred to the Independent Planning Commission (IPC) on 14 December 2018.

Based on consideration of the material, the IPC found:

- *this 'site-specific' proposal for significantly increased housing lacks strategic merit because it does not adopt a 'place-based' approach to planning, and pre-empts the appropriate sequencing of development across the Redfern-Waterloo corridor,*
- *the proposed changes to planning controls, in isolation, do not reflect the broader strategic vision for the Redfern and Waterloo areas,*
- *the Planning Proposal is inconsistent with the Eastern City District Plan because it proposes large-scale residential development above some commercial floor space which may compromise future opportunities for new employment space,*
- *other local sites may be disadvantaged by a development of this scale receiving a greater share of future uplift than it might otherwise have received had it been considered in a broader strategic context,*
- *the planning proposal does not sufficiently demonstrate site-specific merit,*
- *the building design and envelope have not demonstrated that issues relating to privacy, solar access and wind can be adequately dealt with; and*
- *the Planning Proposal relies on existing open space which does not have the amenity to support the proposed significant increase in population, as set out in paragraph 76 the detailed nature of the indicative design of the built form may trigger the need for a competitive process, which is a requirement for developments over 25m.*

Botany Road Precinct Planning Proposal – PP-2021-5109

The review of the Botany Road corridor was originally initiated by DPHI as part of the Land Use and Infrastructure Implementation Plan and was later transferred to the Council, which continued the work with an amended scope. The review comprised various studies, including urban design, heritage, noise, air quality, and transport, which informed updates to the planning controls and supported employment growth targets for the Eastern City District.

The findings of the corridor review culminated in the Botany Road Precinct Planning Proposal, which was endorsed by the Central Sydney Planning Committee on 22 July 2021. The proposal sought to amend the planning controls under the SLEP 2012 and Sydney Development Control Plan (DCP) 2012 for the Botany Road Precinct, extending from Redfern Station in the north to McEvoy Street in the south, and included the subject site.



Under this proposal, the site had the development potential (through incentives for commercial and affordable housing) to reach a maximum **height of 70m** and **FSR of 7.75:1** (8.525:1 if the incentive under the design excellence provisions was fully realised).

Following public exhibition, a number of concerns were raised by the community for the proposed opportunity sites, including 44-78 Rosehill Street. Key concerns of relevance to the future uplift and redevelopment of the site included (but not limited):

- Overshadowing to existing open space and neighbouring residential developments,
- Visual privacy, building separation and solar access to existing residential developments,
- Wind Impacts,
- Compatibility of future development with existing character,
- Insufficient open space and infrastructure, and
- Traffic impacts on Rosehill Street and the surrounding area.

Following consideration of submissions, Council recommended that the proposed incentive heights and FSR be removed from all northern opportunity sites (inclusive of the site) for the following reasons:

- Substantial concerns from residents about displacement and desire for community to stay where they are.
- Suggestion that the existing strata residential buildings would likely not redevelop.
- Solar access non-compliance for 39-61 Gibbons Street with respect to design criteria of the Apartment Design Guidelines (**ADG**).
- Amenity impacts onto existing residential buildings which were unlikely to take up incentive provisions proposed.

With regard to the site, Council provided that “*the strategic attributes of the site are acknowledged, however there are other sites in the precinct which can contribute to Council’s objectives* (for business space and affordable housing in the Precinct)”¹.

The site had previously been identified and supported by Council for a higher density development, with potential for significant uplift through both the abovementioned planning proposals. However, the earlier proposals were not supported due to site-specific constraints identified through the assessment process noting many existing residential developments were not going to be redeveloped as originally envisaged.

The current PP builds upon the previous planning investigations and outcomes, presenting a design that responds to and addresses the identified constraints while maintaining alignment with the broader planning intent for the area. The proposed scheme results in a significantly smaller development than previous proposals intended, ultimately delivering an outcome that is appropriate in scale for the surrounding context and preserves the amenity of neighboring developments.

1.1.2 Scoping Meeting

Following a meeting held with Council on 6 August 2025 to discuss the proposal, written advice from Council pertaining to the current design approach was provided on 27 August 2025 which identified the following key items to be addressed and the Planning Proposal’s response to these items.



Table 1: Response to Council Advice – August 2025

Council Advice	Planning Proposal Response
Height and overshadowing <i>The City notes the proposal incorporates the Design Advisory Panel's setback recommendations however, the proposal has also been amended to increase the height above the 18-metre maximum building height control in the Sydney LEP.</i> <i>It is better to explore other ways to retain the floor space. A change to the current maximum building height control is unlikely to be supported. It is recommended the additional seventh floor (fronting Cornwallis Lane) be redistributed. For example, the floor space could be redistributed in the building envelope towards Rosehill Street by taking a detailed approach to the street setback.</i> <i>Maintaining existing solar access to the Gibbons Street apartments may require slightly lower building heights, but only at certain points along Rosehill Street. While the documentation submitted to date does not allow for a comprehensive assessment, managing this impact through localised articulation appears achievable. Regarding the additional height requested for roof top services and activities, the recently adopted green roof allowance does provide flexibility to exceed the height control where criteria in the provision is met.</i> <i>It is noted that the above recommendations may reduce the FSR proposed in the scoping statement, although it appears it would remain within the range proposed in the material provided to the City in October 2024.</i>	The proposal largely maintains a maximum building height of 18m with exception for a small portion at the southern extent of the site caused by topographical constraints and incomplete survey data due to the existing built-up environment. This minor exceedance is negligible in nature and would typically be resolved via a 4.6 variation request, however noting the proposal is subject to a PP, this is to be resolved via a minor increase to the maximum building height of 2m (20m total) which has previously been discussed with Council as being acceptable in this instance. Notwithstanding, the proposal is mostly consistent with the existing 18m building height. Please note that the communal rooftop and rooftop plant have been considered in accordance with Council's Housekeeping amendments and introduction of <i>structures associated with green roofs</i> clause which enables a building to exceed the height of building map if the consent authority is satisfied that the proposal provides access to a communal and green rooftop. At the time of writing, the housekeeping amendments were in the process of being finalised.
Room sizes <i>In relation to reducing the minimum room sizes in certain locations, any reduction to minimum room sizes set out in the State Environmental Planning Policy (Housing) 2021 (SEPP) cannot be supported through the planning proposal process and is unlikely to be supported via a Clause 4.6 variation request at the development application stage. Minimum room areas exclude bathrooms and kitchens and 600mm wide area in front of the kitchen.</i> <i>It is noted the reference scheme shows some "cluster rooms" that do not meet the minimum requirements of the SEPP. However, there may be some opportunity to expand the depth of the building into the setback to Rosehill Street to meet these requirements without impacting on yield.</i>	Room sizes have been designed to comply with the minimum floor area requirements under <i>State Environmental Planning Policy (Housing) 2021</i>.
Room dimensions <i>The Draft Sydney Development Control Plan 2012 – Policy and Housekeeping Amendments (draft DCP), soon to come into effect, establishes a 3.5-metre minimum room dimensions for co-living development.</i>	Internal dimensions achieve minimum 2.4m internal dimensions.



Noting the bespoke needs of students, the City is currently considering an amendment specific to purpose-built student housing to facilitate a minimum internal dimension of 2.4 metres, where consistency with performance objectives can be demonstrated. Ensure this minimum width.

Waste management

Preliminary assessment by the City's waste team confirms that on-site waste collection is required, with access for a 10.6m Council waste vehicle on-site. Kerbside collection is not supported due to the scale of the development and associated amenity impacts. As the development is classified as residential and may be subject to Council waste collection in the future, the design must accommodate a Council vehicle and demonstrate that on-site loading is achievable. This appears to be achievable.

The loading design must comply with the controls set out in Section 3.11.13 of the Sydney DCP, and two loading bays (one for a medium rigid vehicle and one for a van) are to be provided in accordance with the adopted DCP amendments. It is noted the surrounding streets are not busy and that a reversing manoeuvre may be supportable.

Waste storage areas must also comply with the City's updated waste generation rates of 60L per occupant for both general waste and recycling, as outlined in the City's updated Waste Management Guidelines.

Bicycle parking

The Sydney Development Control Plan 2012, at section 3.11.3 requires bike parking for residential development (including co-living) to be provided at a rate of 1 space per room. This is maintained in the draft DCP, soon to come into effect.

However, given the student user profile and the proximity of the site to the train station, the City will consider a reduced rate for bike parking of about 1 space per 5 bedrooms, with further reduction where a formal bike share scheme is proposed as part of the development.

The reference plan must clearly indicate the location and dimensions of bicycle parking in accordance with Australian Standards.

Reference scheme

The reference scheme provided with the scoping statement should be amended to show:

- *a revised maximum building height and any reallocation of floor space, consistent with the City's advice above*
- *rooms achieving the minimum room size*
- *waste storage rooms and on-site loading area*

The proposal is also accompanied by an initial public benefit offer to enter into a Planning Agreement with Council to enable the widening of Margaret Street by way of land dedication (refer to **Appendix 5**). This will ensure a suitable swept path can occur for Council's 10.6m waste vehicle via reversing manoeuvre.

The loading design has been design with consideration of Section 3.11.13 of the Sydney DCP with waste storage areas accommodating general waste and recycling waste generation rates of 60L per occupant.

Provision for bicycle parking within the reference scheme has been provided within lower ground area at a rate of 1 in 5.

Reference scheme has been amended to reflect these changes as discussed above.



- *on-site bike parking.*

Solar analysis

The solar access analysis submitted with the planning proposal will need to be updated to align with the City of Sydney's guidelines, specifically:

- *measurement frequency must align with the City's requirements, including the use of 15-minute intervals; and*
- *solar access must be measured to living room windows, not bedrooms, in accordance with the relevant definitions and assessment criteria.*

Solar access analysis has been prepared by SJB has been provided in **Appendix 2** in accordance with Council's draft guidelines including use of 15 min intervals and measurement to living room windows.

Bike parking

A utilisation survey of bike parking in existing co-living projects would be useful in supporting any proposed amendment to the current bike parking rates.

Noted. This will be explored as part of the future DA application.

2 Site Description

2.1 The Site

The site is located at 44-78 Rosehill Street, Redfern and is legally described as Lot 1 in DP 792628. It has a total site area of approximately 2,544m². The site is located within the Sydney local government area (**LGA**) and is approximately 3km south of Sydney's central business district (**CBD**). Redfern Station and Waterloo Metro station are approximately 300m and 450m north and northeast of the site respectively.

The site contains a two-storey concrete building with commercial tenancies and ground level car parking. It has frontages to Rosehill Street to the east, Margaret Street to the north and Cornwallis Lane to the west and abuts two storey brick terraces along the southern boundary.

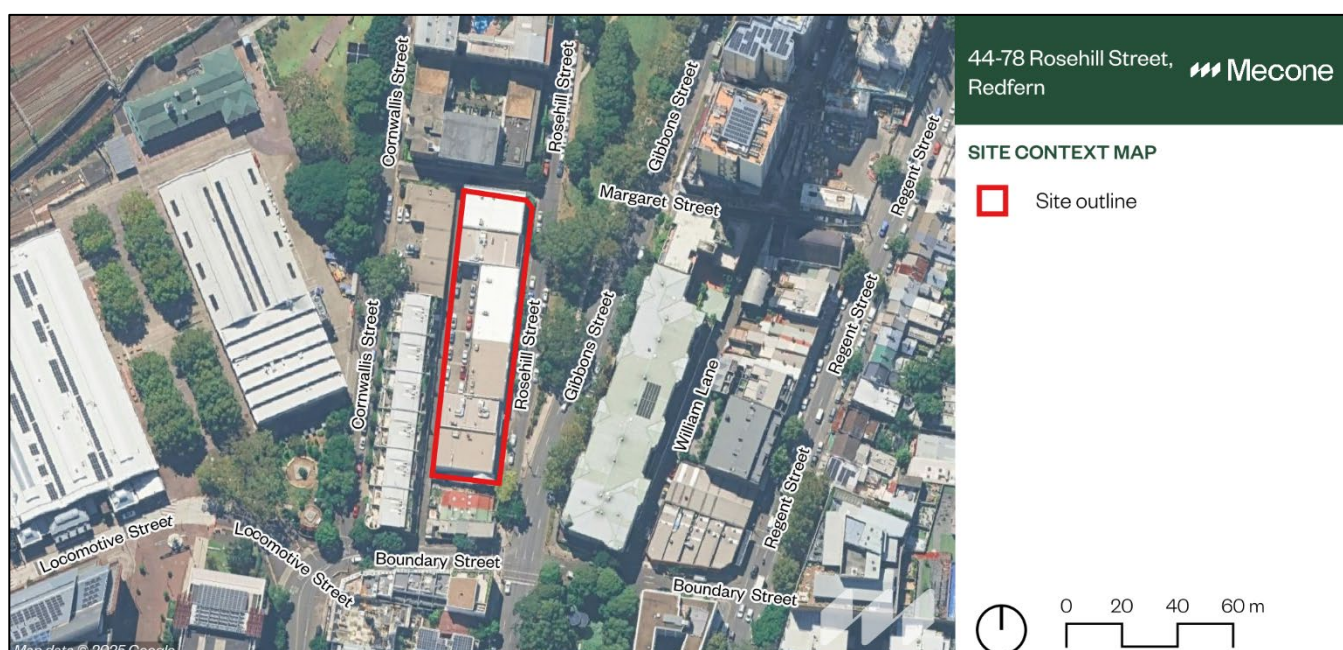


Figure 1: Site Location

Source: Mecone (October 2025)

Table 2: Summary of Key Features

Item	Description
Address	44-78 Rosehill Street, Redfern
Legal Description	Lot 1 in DP 792628
Total Site Area	2,544m ²
Description of the site	The site contains a two-storey concrete building with commercial tenancies and ground level car parking. There is a singular tree located on the site in the north-eastern corner. Otherwise, the site is largely free from vegetation in its existing state, noting there are existing council-owned street trees along the boundary to Rosehill Street.
Topography	The site comprises a rectangular shape with surface levels across the site falling away towards south and west of the site.



Local Context	The surrounding area includes a mix of commercial, food and beverage and residential development, as well as the Redfern Train Station approximately 200m to the north of the site.
Surrounding uses and development	• North: The site immediately adjoins Margaret Street to and a 5-storey residential flat building to the north. Further north of this, is the train line and Redfern Train Station. • East: The site immediately adjoins Rosehill Street and Rosehill Street Park to the east. Further east of this is Gibbons and Regent Streets, which contain a mix of residential and commercial uses. The Redfern Estate HCA is located approximately 80m east of the site. • West: The site immediately adjoins Cornwallis Lane and a three-storey residential flat building to the west. Further west of this is South Eveleigh and the train line. • South: The site immediately adjoins a series of two storey brick terraces along the southern boundary. Further residential development is located to the south of the site.
Transport and access	The site is in close proximity to major local and arterial roads, such as Botany Road and Redfern Street, which connect the site to the Sydney CBD, Sydney Airport and Eastern Suburbs. The site is well serviced by public transport, with Redfern Train Station located approximately 210m north of the site. The Waterloo Metro Station is also within an 450m walking distance of the site to the south. There are also a series of bus routes which run within proximity to the site along Wyndham and Regent Streets.

2.2 Site Context

The surrounding area comprises a mix of residential, light industrial, and commercial uses, with pockets of retail and food and beverage establishments along Redfern Street and nearby Regent Street. Directly to the east, several low- to mid-rise residential buildings provide a transition to the predominantly residential precinct of Redfern.

The site sits at the interface between the more traditional residential grid of Redfern's streets to the east and the irregular lot patterns and industrial remnants associated with former tram sheds and warehouses to the west and south-west of the site.

Contextually, the site is in a highly pedestrian-oriented locale, being within close proximity to both Redfern Train Station and the Waterloo Metro Station, as well as several smaller green spaces and the key mixed-use corridor that defines the character along Regent and Redfern Streets.

South Eveleigh, located to the south-west of the site, further enhances local amenity by providing a range of amenities including grocery shopping, co-working spaces, and a variety of food and beverage premises.



Figure 2: Local Context

Source: Mecone



Figure 3: View from Gibbons Street and Boundary Street towards site

Source: SJB



Figure 4: View from Rosehill Street looking southwest towards site

Source: SJB



Figure 5: View from Gibbons Street looking West towards the site

Source: SJB



Figure 6: View from Cornwallis Lane looking north with site located on right of lane

Source: SJB



Figure 7: View from Margaret Street looking East with site on right to Street
Source: Google Streetview



3 Planning Context

3.1 State Planning Policies

3.1.1 A Metropolis of Three Cities – The Greater Sydney Region Plan

A Metropolis of Three Cities sets a 40-year vision (**Region Plan**) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The Region Plan is underpinned by a suite of five District Plans, which drill down into more specific detail at a district level and act as a bridge between regional and local planning.

The vision for Greater Sydney is underpinned by the aspiration for most residents to live within 30 minutes by public transport of their jobs, education and health facilities, services and great places. The 30-minute city aspiration will guide future land use decision-making and brings new thinking to land use and transport patterns to boost liveability, productivity, and sustainability benefits.

The Region Plan identifies that opportunities for urban renewal need to be considered by location and capacity of existing and proposed infrastructure. Optimising development near existing and future mass transit nodes improves access to jobs, housing, schools and services and maximises utilisation of this infrastructure.

The Region Plan has a focus on encouraging diverse housing types in inner-city areas, like Redfern, particularly through redevelopment of underutilised sites. It is noted in the Region Plan that a well-connected city is key, which reinforces the role of the Redfern Train Station interchange as a major public transport node connecting residents in Redfern to jobs and education, indicative of the benefit to having co-living in a walkable distance to key transport modes.

The Region Plan also supports broader strategic directions for the creation of walkable, mixed-use neighbourhoods that contribute to local character and deliver high-quality public domain outcomes within the Eastern Harbour City.

3.1.2 Eastern District Plan

The Eastern City District Plan (**District Plan**) was released by the then Greater Sydney Commission in 2018. The District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

The planning priorities within the District Plan are focused on achieving a liveable, productive and sustainable future for the District. Relevant objectives, strategies and actions from *A Metropolis of Three Cities* are embedded in each of the planning priorities, including the underpinning vision of a 30-minute city.

The objectives of the District Plan identify Redfern as part of the Harbour CBD and Innovation Corridor, which is a key focus area for renewal, housing diversity, and knowledge-based employment. The Plan encourages higher-density, transit-oriented development in locations well-served by public transport, such as the site's proximity to Redfern Station and the Waterloo Metro.

Additionally, the site forms part of the Camperdown-Ultimo health and education precinct, which is part of the Innovation Corridor along the western and southern fringes of the Harbour CBD. The health and education precinct contributes to the *internationally competitive economic sectors and precincts; support changing technologies; grow knowledge-intensive jobs; and help create a 30-minute city.*



In facilitating health and education precincts, the District Plan identifies the following actions:

- a) *create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts*
- b) *have high levels of accessibility*
- c) *attract associated businesses, industries and commercialisation of research*
- d) ***facilitate housing opportunities for students and workers within 30 minutes of the precinct.***

(Emphasis added)

The proposal aligns with the identified actions for the Innovation Corridor and Camperdown-Ultimo health and education precinct and contributes to the diversity of rental housing within the area.

3.2 Local Planning Policies

3.2.1 City Plan 2036: Local Strategic Planning Statement

The City of Sydney's City Plan 2036: Local Strategic Planning Statement (**LSPS**) sets out a 20-year land use vision that aims to balance the need for housing and economic activities while protecting and enhancing local character, heritage, public places and spaces.

With projected increases in the student population identified in the LSPS, there is an intention to continue to respond to student growth by providing co-living options, within the radius to key universities, education hubs and transport nodes, such as Redfern.

Urban Design and Placemaking

The LSPS seeks to ensure that new residential development contributes positively to the City's urban character and liveability. Developments are expected to respect local heritage and built form character, while achieving design excellence and environmental sustainability.

New housing should promote high amenity living environments, with access to sunlight, ventilation, and green space. The LSPS also places importance on retaining diversity in the housing stock, discouraging the replacement of smaller, more affordable dwellings with fewer, larger apartments.

Infrastructure

A central priority of the LSPS is to align residential growth with infrastructure provision. New housing must be supported by sufficient amenity including transport, open space, and community facilities. The LSPS emphasises a coordinated approach between local and state agencies to ensure that population growth does not outpace the delivery of supporting infrastructure.

New developments are expected to contribute to this objective by improving pedestrian and cycling connections, enhancing access to public transport, and delivering high-quality public domain outcomes.

Location of Growth

The LSPS highlights Redfern as an area experiencing ongoing change, where historic residential neighbourhoods are intersected by new higher-density housing and mixed-use development. Community consultation undertaken for the LSPS found that residents particularly value the area's heritage, built form and accessibility, underscoring the importance of managing growth in a way that preserves local identity.



As such, future residential development in Redfern is expected to balance renewal opportunities with the conservation of its established urban fabric and the enhancement of its public domain.

Environment and Sustainability

The protection and enhancement of the natural environment for a resilient city is a key priority of the LSPS. The LSPS acknowledges there are opportunities to implement canopy cover through the implementation of street trees and potentially through avenues such as site-specific planning proposals. It notes that planning proposals provide an opportunity to strategically reconfigure spaces to achieve both development and landscaping and canopy cover in deep soil areas.

The LSPS articulates that canopy cover and landscaping can also be realised through planting vegetation in the public realm. The City has a focus on working with other stakeholders to reprioritise space for pedestrians and to that effect, the LSPS notes that the City will identify opportunities to increase landscaping and canopy along streets, particularly on key pedestrian and cycling routes that require high amenity.

The LSPS notes that given space is limited, additional vegetation can be provided on the roofs and walls of buildings. It states that green roofs and walls can improve air quality, support biodiversity, better insulate buildings, reduce the heat island effect and improve stormwater management. They also create additional recreation space for people, beautify the city and promote physical and mental wellbeing.

3.2.2 Sustainable Sydney 2030 – 2050: Continuing the Vision

The Sustainable Sydney 2030-2050 (**SS**) establishes the broad Sydney 2030 vision of a green, global, connected city. It is a blueprint for a city that is environmentally, economically, socially and culturally sustainable and establishes 10 ambitious targets for sustainability.

Of relevance to this planning proposal, the SS identifies:

- An ambitious strategy to achieve **net zero emissions by 2035**.
- A **minimum overall green cover, including 27% tree canopy cover** by 2050 including the use of innovation and design to create more planting opportunities.
- By 2036, there will be at least **17,500 non-private dwellings**, including co-living
- By 2030 every resident will be around a **10-minute walk to what they need for daily life**.
- By 2050, 9/10 people working in the city centre and 2/3 people working in the rest of the local area will **use public transport, walk or cycle when travelling to and from work**.

The SS identifies the opportunities for developments to contribute towards the City's net zero energy targets and ensuring the city grows sustainably and with good design.

The site is well located within a 400m radius of both Redfern station and Waterloo Metro station which will support the continued optimal use of existing and planned transport infrastructure. The proposal will support diversity in the housing market and support the growing need for this form of accommodation in the city. Compatible land use to help meet the post pandemic rental housing shortage while not compromising the long-term viability of other forms of commercial development. When market cycles again see high demand for income-producing space, potential reuse or conversion of the site to other uses is not constrained by individual strata owners.



3.2.3 Housing for All: City of Sydney Local Housing Strategy

The Housing for All: City of Sydney Local Housing Strategy (**LHS**) has been developed as a response to the Region and District Plans, detailing how the City will meet the housing related priorities of these plans.

Local housing targets have historically focused on private dwellings, with non-private dwellings, such as co-living, traditionally not be counted in housing stock. Co-living has grown rapidly, with over 2,800 additional rooms between 2016 and 2019, and is projected to increase to around 13% of total housing by 2029 under favourable planning conditions. Boarding houses, which also house students and other low-income residents, are expected to grow as well.

Recognising non-private dwellings is essential to accurately plan for housing, infrastructure, and services. Accordingly, they have been incorporated into the City's housing targets to reflect the full diversity of the population.

The proposal responds to a change of circumstances caused by the current housing crisis. Non-private dwellings, such as co-living, are identified in the LHS as providing additional diversity in the rental market which continue to meet an important need in the inner city and wider rental market.

3.2.4 City of Sydney PP-2024-497

PP-2024-497 introduces new planning controls in the Central Sydney area to incentivise co-living housing and build-to-rent housing. For co-living housing, the changes include a temporary floor space bonus (an accommodation floor space incentive) for co-living in a specific area (Haymarket / Area 4).

While just outside of Haymarket locality, the proposal supports the objectives of PP-2024-497 in delivering co-living housing within a highly accessible area and in close to established universities.

4 Statutory Planning Framework

4.1 Sydney Local Environmental Plan 2012

The SLEP 2012 is the principal environmental planning instrument that applies to the site. The key applicable development standards are outlined below.

4.1.1 Land Use Zone

The site is zoned MU1 Mixed Use Zone.

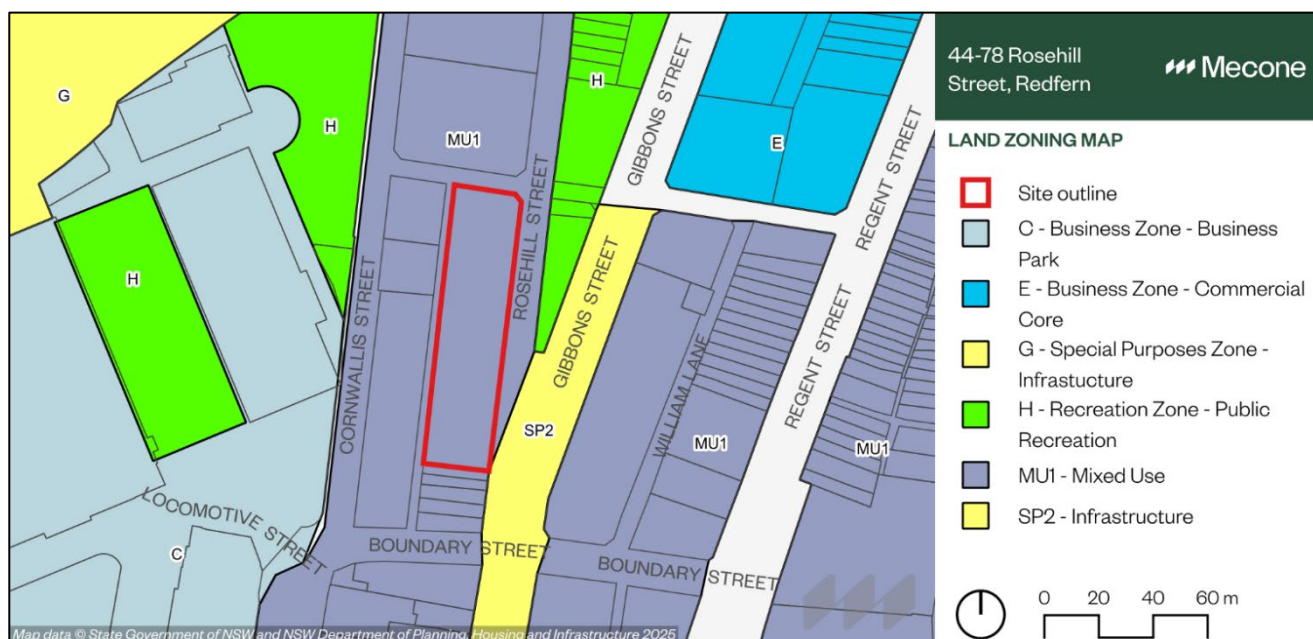


Figure 8: Existing Land Use Zones

Source: Mecone

4.1.2 Building Height

The site is currently subject to a maximum height of building control of 18m.

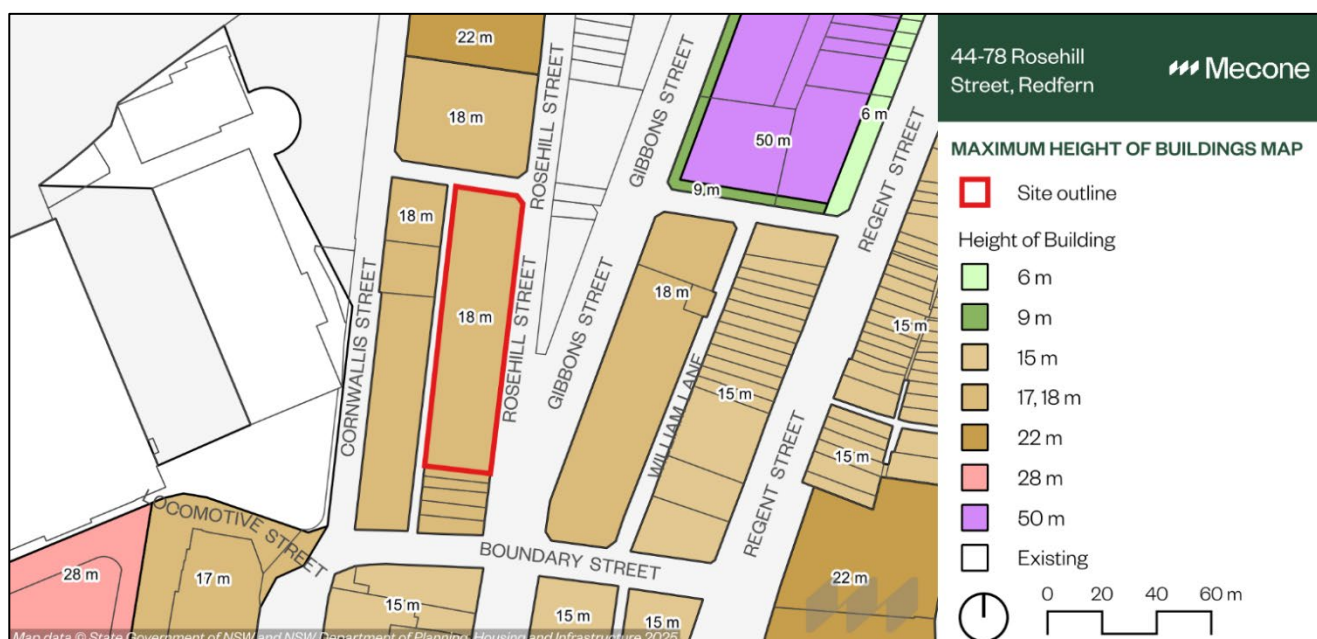


Figure 9: Maximum Height of Buildings Control

Source: Mecone

The site is also affected by Clause 6.17 – Sun Access Planes and Clause 7.16 – Airspace Operations of the SLEP 2012. As demonstrated in the Urban Design Report prepared by SJB at **Appendix 2**, testing confirmed that no additional overshadowing would occur from the proposed envelope, achieved via the projection of a solar access plane to Daniel Dawson Reserve, in alignment with Clause 6.17.

4.1.3 Floor Space Ratio

The site is currently subject to a maximum FSR control of 2:1.

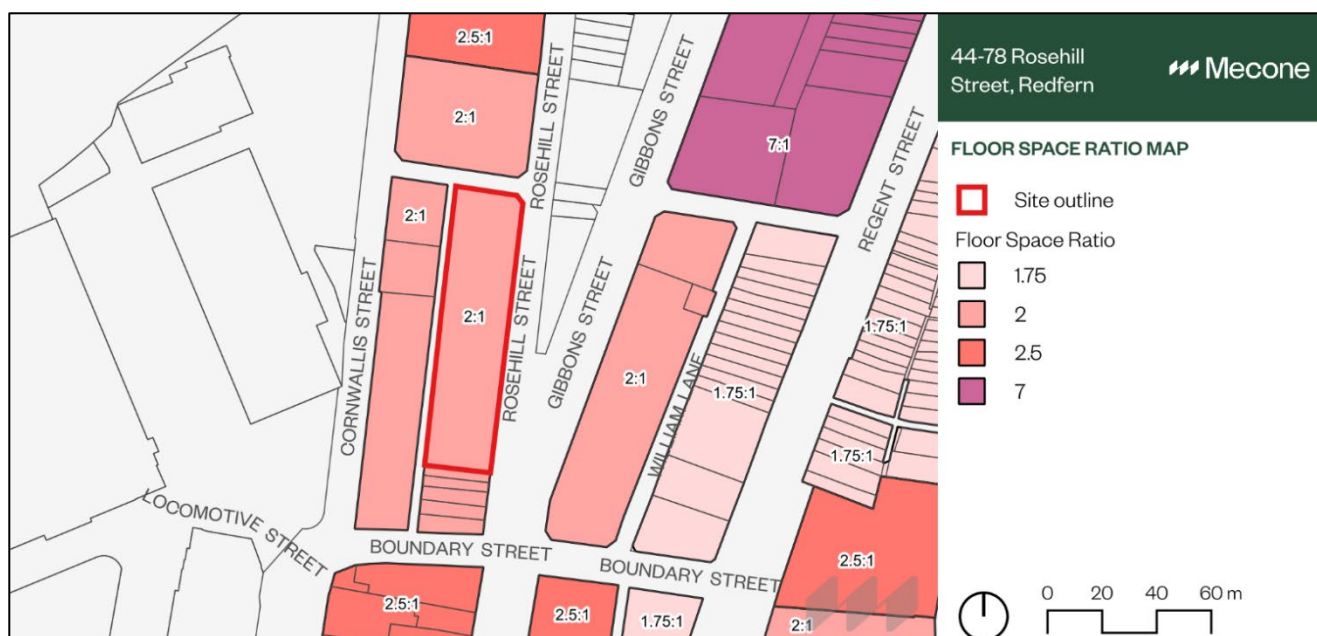


Figure 10: Existing FSR controls

Source: Mecone

4.1.4 Heritage

The site is not encumbered by any heritage item or heritage conservation area. However, several heritage items are in the surrounding area, including the State heritage listed New Locomotive Workshop to the south-west, and the Redfern Estate Heritage Conservation Area approximately 70 metres from the site to the east.

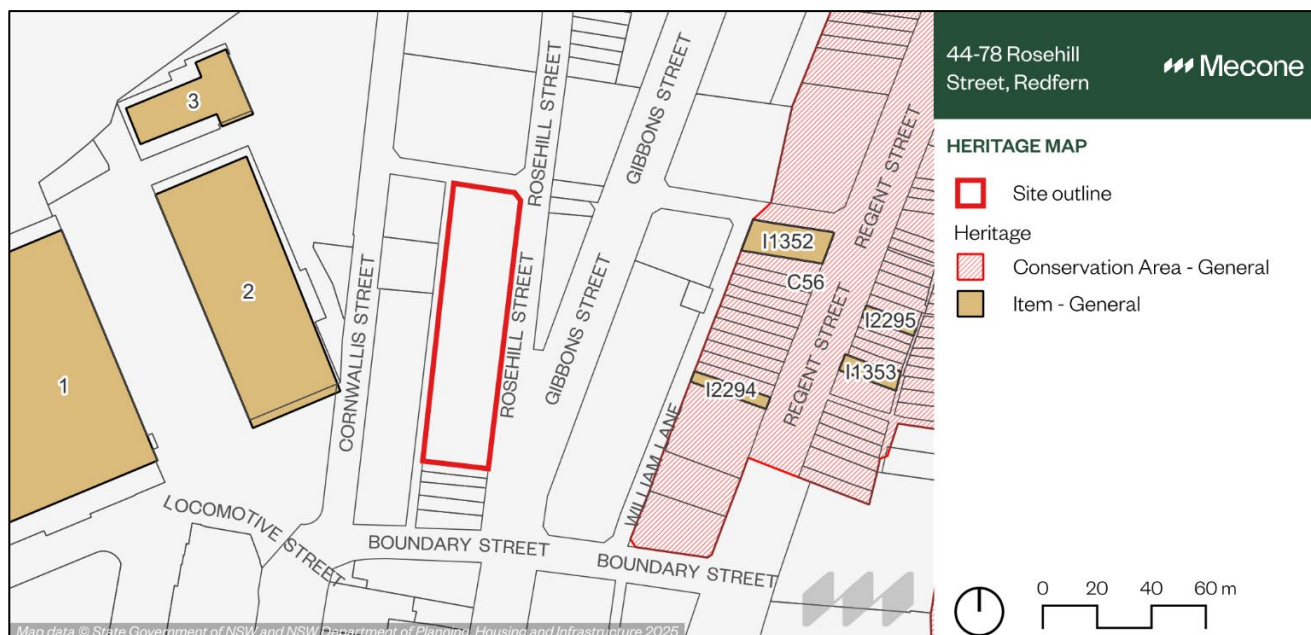


Figure 11: Existing Heritage Items

Source: Mecone

5 Project Vison

Journal intends to deliver a 327-bed student accommodation development at the site, creating a vibrant and high-quality co-living environment that supports students' academic and social experience in one of Sydney's most connected and rapidly evolving urban precincts.

This next-generation co-living offering will provide:

- A 5-Star Green Star-rated building, demonstrating leading sustainability credentials,
- An exceptional high-quality product, with strong emphasis on design, wellbeing and community,
- A future-focused approach to student living, tailored to the lifestyle of a modern student cohort, diversity of spaces, common facilities and services.

Journal is a vertically integrated developer and manager of high-quality purpose built student accommodation (PBSA) assets. Journal, and the PBSA assets it delivers and manages, are owned by leading global asset manager Brookfield and a long-standing private business. Journal is currently delivering a new portfolio of more than 2,500 beds across Melbourne and Brisbane, comprising one completed asset and two under construction. Previously, Journal delivered and operated over 1,400 beds in Melbourne, which have since been divested. In all, Journal has secured development approval for approximately 4,000 PBSA beds, underpinned by a track record of quality, community impact, and operational excellence.



Figure 12: Reference Design – 3D Perspective

Source: SJB

6 Proposal Description and Reference Scheme

A building envelope and reference scheme has been prepared within the Urban Design Report prepared by SJB to illustrate the co-living development which is intended to be facilitated by the PP controls. A copy of the building envelope and reference scheme is provided in **Appendix 2** and Figure 13 to below.

Key elements of the proposed reference scheme include:

- Demolition of existing buildings and structures.
- Construction of part 5 and part 6 storey co-living development including:
 - Ground floor communal spaces facing Rosehill Street,
 - Communal rooftop open space and landscaping,
 - Approximately 327 co-living units from Lower Ground floor to Level 04.
- Loading/Waste dock situated on Margaret Street, designed to accommodate a medium rigid vehicle and van.
- Landscape setbacks to Cornwallis Lane with 390m² of deep soil (15.4% of site area).

The above-mentioned elements are subject to a future DA however are used to inform the proposed amendments to the SLEP 2012 as well as the associated planning and environmental impact assessment required for the PP. The building envelope is proposed to be incorporated into the site-specific DCP to set the building parameters for the site.

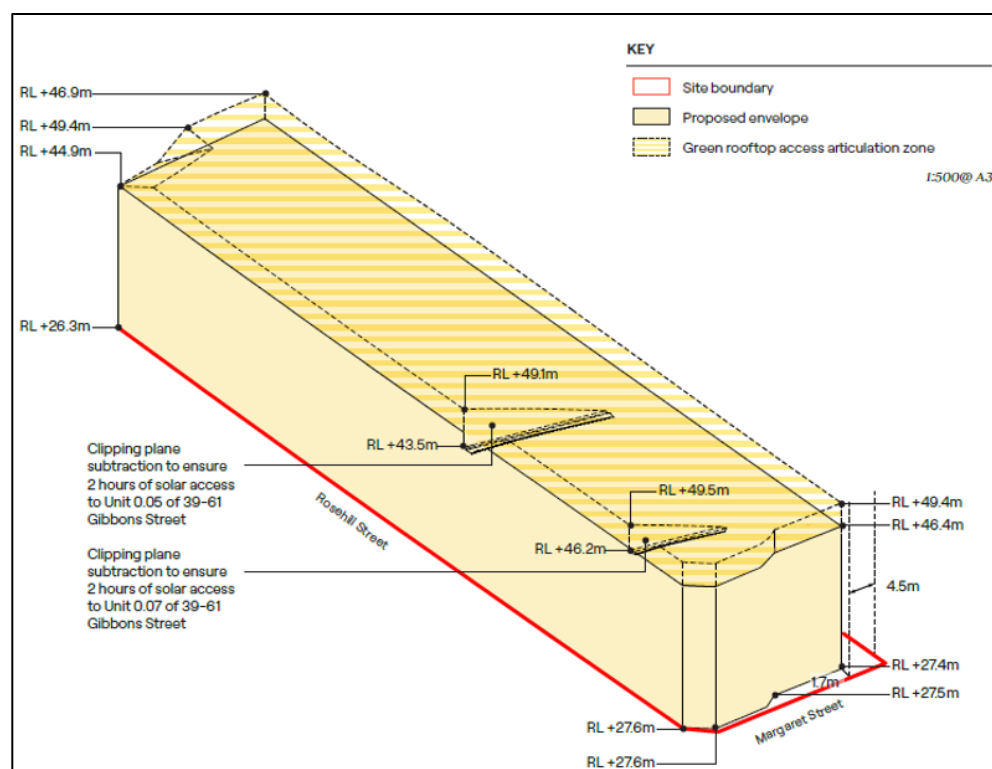


Figure 13: Proposed Building Envelope – Northeast isometric view

Source: SJB

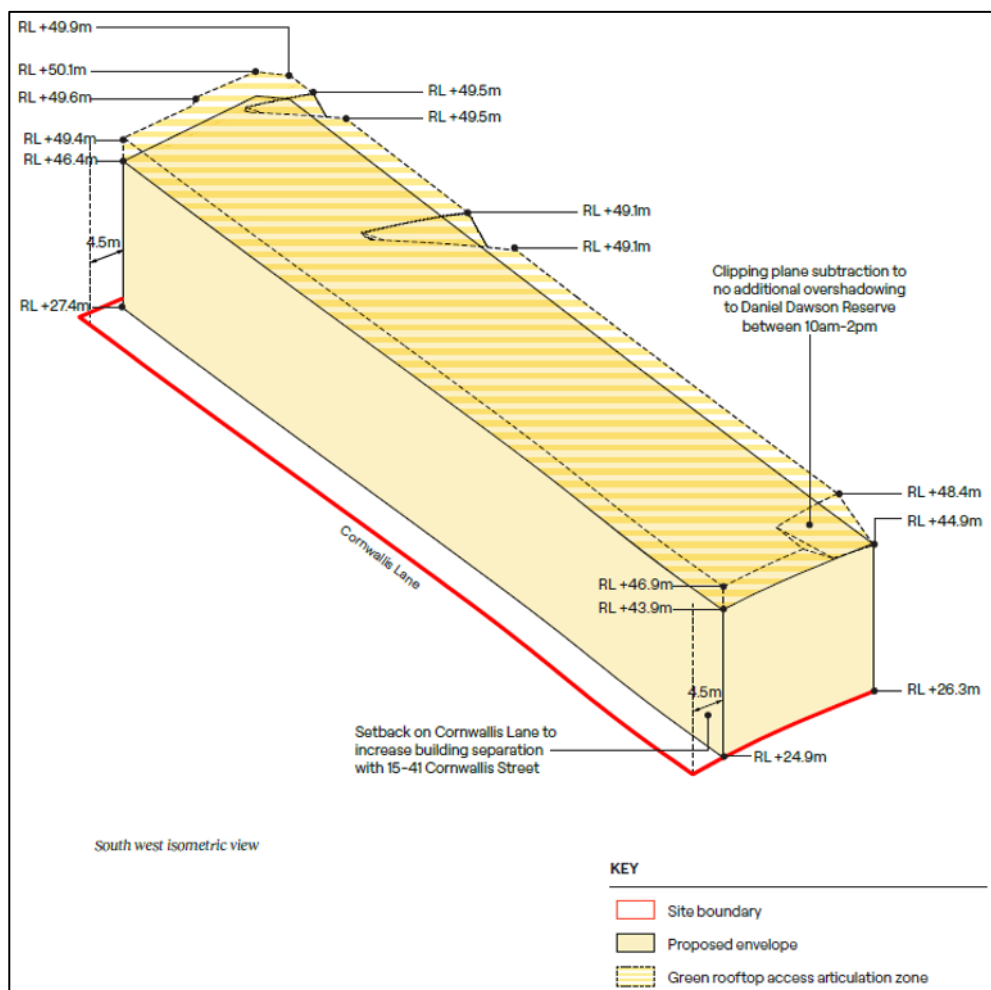


Figure 14: Proposed Building Envelope

Source: SJB

6.1 Built form

The proposed built form and massing have been designed with consideration of the sites context and prevailing character, with a building height generally consistent with existing LEP building envelope and neighbouring developments. Setbacks in accordance with the ADG have also been accommodated within the design in accordance with 3F-1 of the ADG.

Additionally, the building envelope has been designed to manage solar impacts to public open spaces and neighbouring residential development to ensure suitable solar access is maintained (refer to Section 8.2.1 for further discussion).

6.2 Height

The PP predominately seeks an increase in FSR to support a co-living development as evidenced in the reference scheme. However, a minor increase in the building height from 18m to 20m is also sought to accommodate a minor exceedance from the existing LEP height control. The additional height increase is only relevant to a portion of the site within the southern extent of the building envelope resulting from a sloping topography from Rosehill Street to Cornwallis Lane and Margaret Street towards 80 Rosehill Street, as well as incomplete survey data owing to the existing built-up environment.

Overall, the proposed building height results in a negligible increase from existing height controls and remains commensurate with adjoining land uses and built form controls which currently apply to the site.

The communal rooftop and rooftop plant sits above the proposed building envelope and incorporates communal open space, landscaping and plant. The design of this rooftop space has been considered in accordance with Council's policy and housekeeping amendments which includes the introduction of the *structures associated with green roofs* clause (amendment 2) which enables a building to exceed the height of building map if the consent authority is satisfied that the proposal provides access to a communal and green rooftop.

At the time of writing, the housekeeping amendments were in the process of being finalised. The area identified for the green roof zone has been clearly differentiated in the proposed building envelope shown in **Appendix 2**.

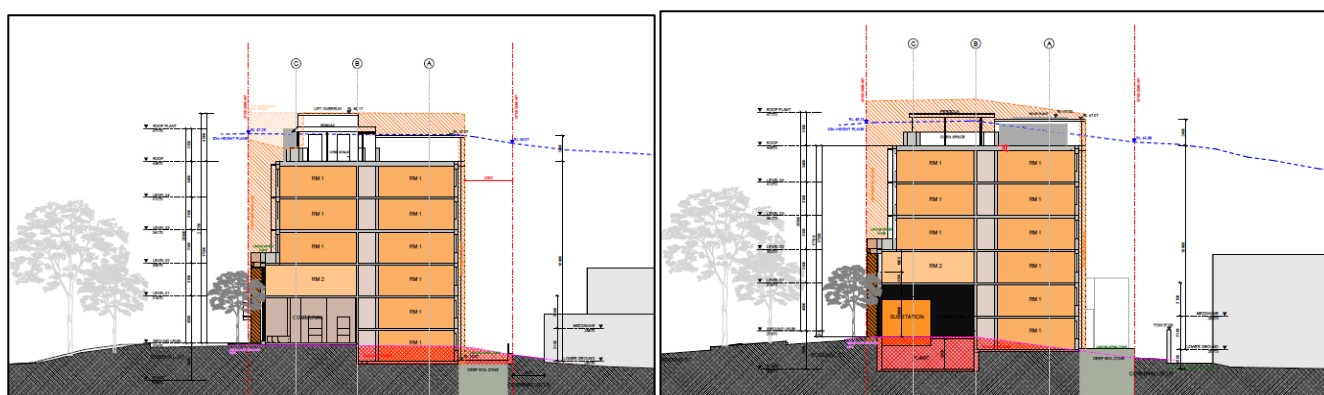


Figure 15: Reference Design – Northern Section (Left), Southern Section (Right)

Source: SJB

6.3 Co-living housing

The co-living housing in the reference scheme has been designed in accordance with the *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)* and the Sydney DCP.

Each room includes double bed, kitchenette, ensuite bathroom, study area and storage facilities with room sizes varying from 17.2m² to 24m², and minimum width of 2.4m.

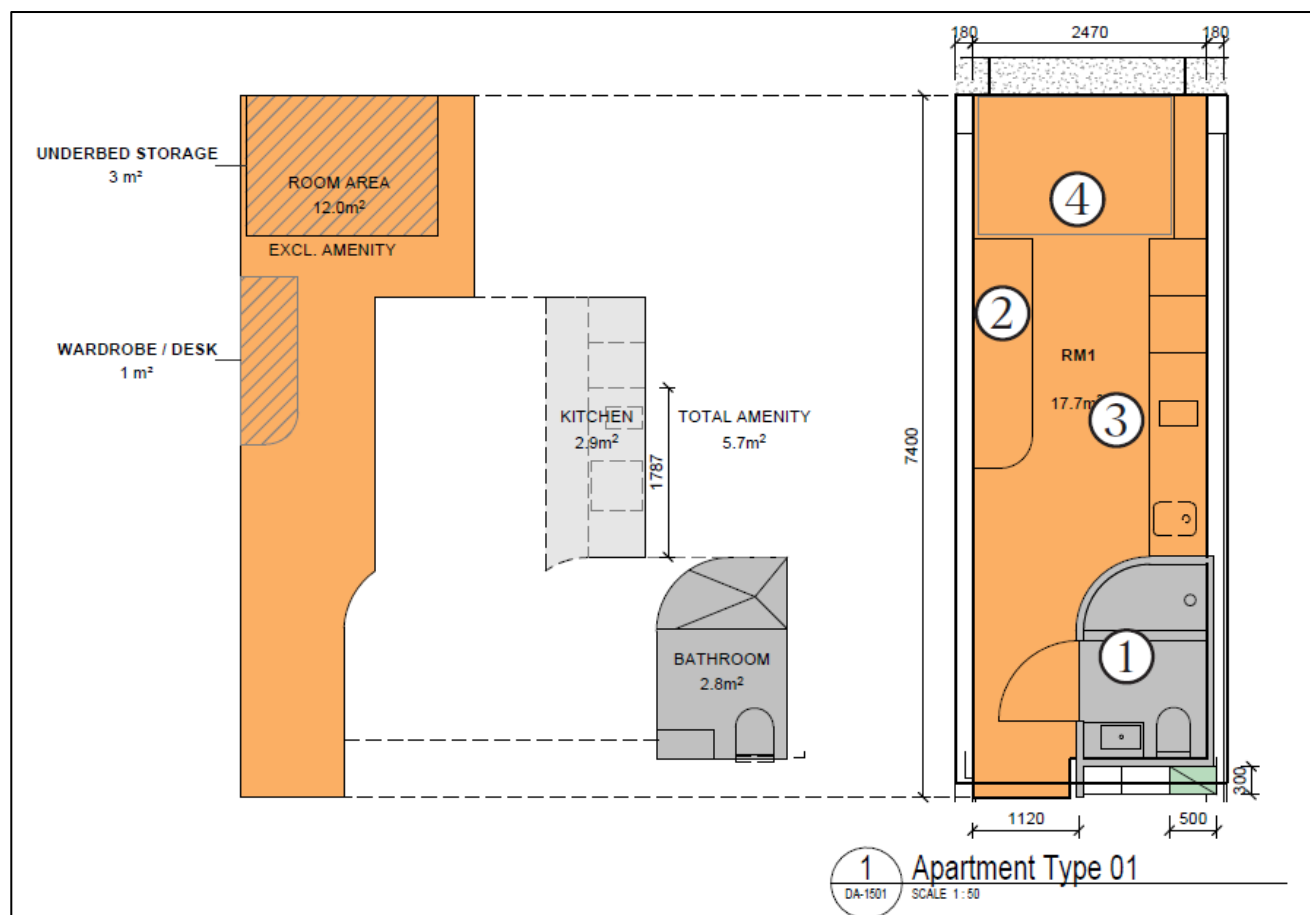


Figure 16: Typical Co-living unit

Source: SJB

6.4 Communal Spaces

Ground floor and Lower Ground floor levels include a mix of communal spaces including gym, lounge, study rooms, library, kitchens, games and TV entertainment rooms, laundry facilities and bike parking facilities.

Communal open space is also provided on the rooftop level with a total area of ~500m² (20% of total site area). This area will be accessible from each vertical circulation core (stairs and lifts).

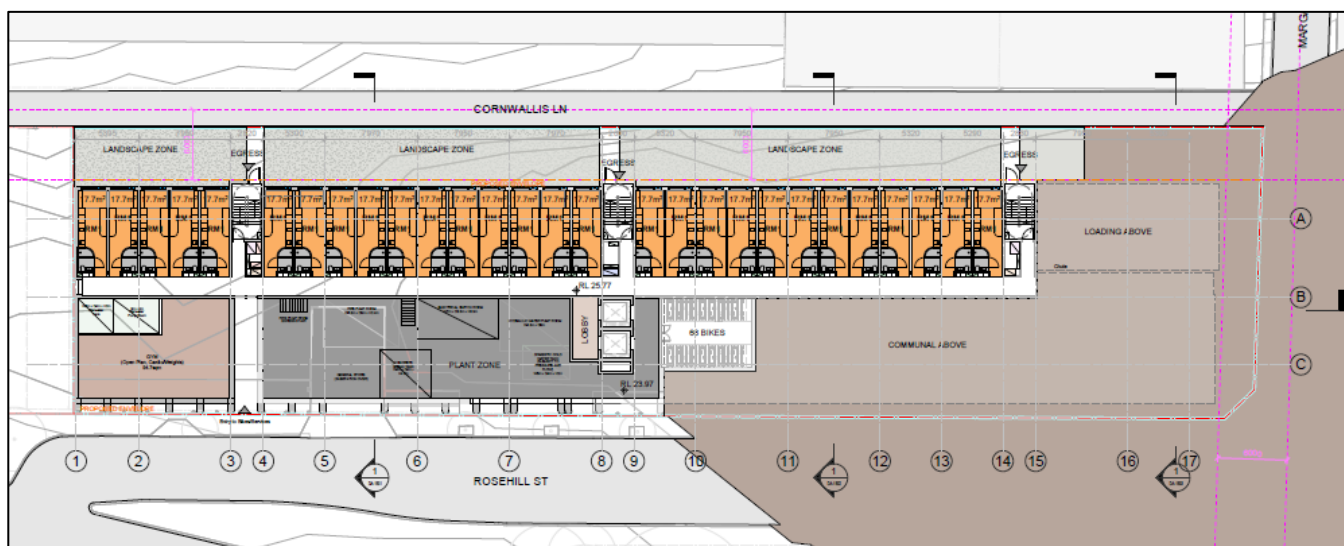


Figure 17: Lower Ground Level

Source: SJB



Figure 18: Ground Floor Level

Source: SJB

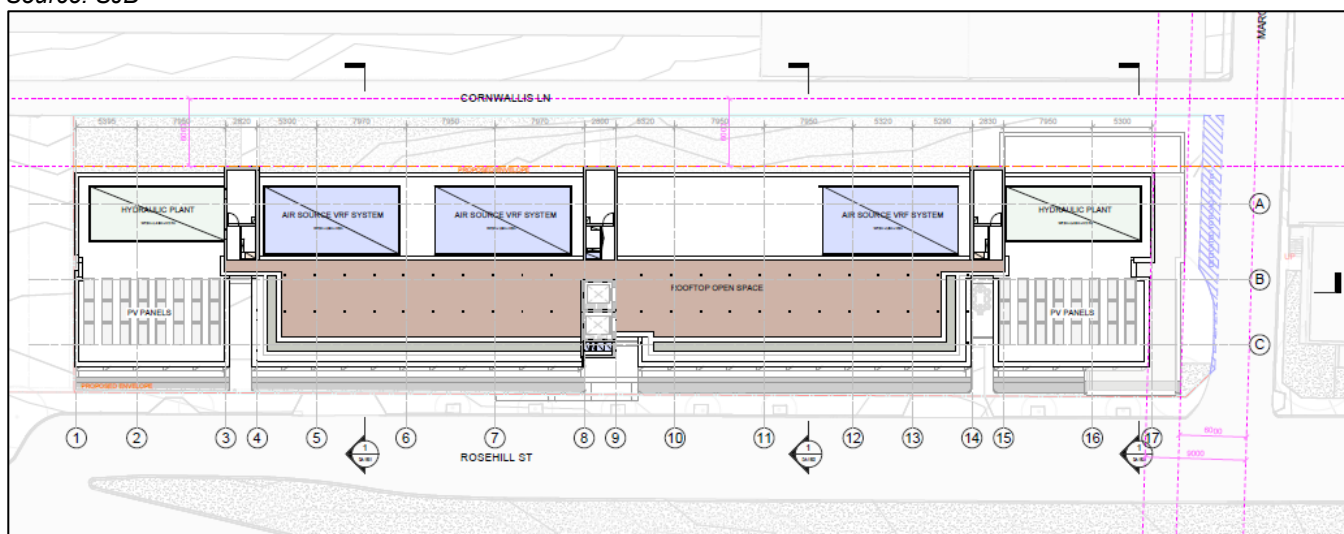


Figure 19: Rooftop Level

Source: SJB



6.5 Waste and Loading

The proposed waste loading dock location within the reference scheme is identified on Margaret Street which functions primarily as a service lane to adjacent development.

Road widening of Margaret Street is proposed by way of land dedication via a Planning Agreement which will ensure suitable swept paths for a Council waste vehicle (10.6m in length) can be accommodated (Refer to Traffic Report in **Appendix 3**).

Two loading bays (one for a medium rigid vehicle and one for a van) are identified within the loading bay in accordance with the adopted DCP amendments.

Waste storage has also been designed to accommodate waste generation rates of 60L per occupant for both general waste and recycling in accordance with Council's updated Waste Management Guidelines.

6.6 Initial Public Benefit Offer

The PP is supported by an initial public benefit offer (**Appendix 5**) which explains the proponents intent to enter into a Planning Agreement as part of the future redevelopment of the site to:

- Provide a monetary contribution equivalent to 17% affordable housing contribution levy (Clause 7.13 SLEP), applicable to new residential floor space above existing FSR, and
- Land dedication to support the road widening of Margaret Street.

It is noted that all existing poles or lighting infrastructure impacted by the proposed road widening will be removed or relocated as required by public authorities, including any associated costs.

6.7 Site Specific DCP

The PP is supported by proposed site specific development controls which aim to support the redevelopment of the site as identified in the proposed reference scheme and to give effect to proposed LEP amendments.

The proposed draft Site Specific DCP amendment is provided at **Appendix 6** which aim to address the following items:

- **Building Envelope** – to ensure consistency in the building typology with respect to existing solar analysis already completed.
- **Waste/Loading** – to reflect the proposed waste/loading design and required land dedication as discussed above.
- **Private Open Space** – Provision for private open space is not required subject to the provision of 20% or more of site area as communal open space.
- **Bike Parking** – to be provided at a rate of 1 space per 5 beds unless otherwise justified by traffic report that a lower parking rate is suitable for the site, supported by survey data of other comparable developments.



Part B – Planning Proposal

7 The Proposal

7.1 Part 1 – Objectives and Intended Outcomes

7.1.1 Objective

To amend the SLEP 2012 to enable redevelopment of the site.

7.1.2 Intended Outcomes

- Facilitate the delivery of diverse and inclusive housing types in inner-city areas like Redfern, including co-living models, to meet a range of diverse housing needs.
- Optimise development near public transport to improve access to jobs, education, services, and housing while maximising existing transport and social infrastructure use.
- Ensure future development achieves and maintains a high level of environmental and residential amenity.

7.2 Part 2 – Explanation of the provisions

7.2.1 Amendments to the Sydney Local Environmental Plan 2012

The Planning Proposal involves the following amendments to the SLEP 2012:

- Amend the Height of Building Map (LEP digital map) for 44-78 Rosehill Street, Redfern, from 18m to 20m.
- Amend the Floor Space Ratio Map (LEP digital map) for 44-78 Rosehill Street, Redfern, from 2:1 to 3.5:1.



8 Part 3 - Justification of strategic and site – specific merit

This section of the report provides a detailed assessment of the proposal's strategic and site-specific merit. It also considers the interaction between these findings and demonstrates that the proposal will align with the strategic planning framework and context and have any environmental, social, or economic impacts.

8.1 Strategic merit

8.1.1 Section A – Need for the planning proposal

Q1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The site is not the result of an endorsed LSPS, strategic study or report, but rather a response to a change in circumstances brought about by the current housing crisis, a key Government priority of the NSW Government.

The site is identified in the LSPS as being within the Botany Road Corridor, which is recognised as an opportunity area for expanding the Eveleigh node of the Camperdown–Ultimo Health and Education Precinct and strengthening connections to the future Waterloo Metro Station.

Whilst not reflected in the LSPS, an action within the Eastern District Plan identifies that in facilitating the health and education precinct should also facilitate “*housing opportunities for students and workers within 30 minutes of the precinct*”¹. The proposal aligns with this action by contributing to the diversity of rental housing within the area.

As identified in Section 1.1.1 of this PP, the findings of the corridor review culminated in the preparation of the Botany Road Precinct PP which sought to amend the planning controls to incentivise commercial and affordable housing within the corridor.

Following public exhibition of the PP and review of public submissions, Council resolved for the proposed incentive heights and FSR to be removed from all northern opportunity sites (inclusive of the site) with Council stating that “*the strategic attributes of the site are acknowledged, however there are other sites in the precinct which can contribute to Council's objectives*”². Accordingly, the site is no longer required to deliver additional commercial floor space noting the potential amenity impacts to neighbouring strata subdivided residential buildings which were unlikely to be redeveloped in the near future.

¹ Eastern District Plan, NSW Government, Planning Priority E8 Growing and investing in health and education precincts and the Innovation Corridor (pg 67)

² Post Exhibition - Planning Proposal – Botany Road Precinct – Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment (Item 193)



Since the preparation of the Botany Road Precinct PP, demand for commercial floor space has declined following the COVID-19 pandemic coupled with a major shift in workplace practices which are now more favourable to remote working arrangements.

Furthermore, Sydney's ongoing housing crisis has significantly increased the demand for housing supply which remains a key priority of the NSW Government. In August 2023, the National Cabinet agreed to an ambitious new national target to build 1.2 million new well-located homes over five years, from 1 July 2024. The NSW share will be 377,000 (77,400 dwellings per year) over the next five years, twice as many as the state had previously forecasted to deliver under Greater Sydney Commission housing targets.

Accordingly, the proposal responds to a change in circumstances caused by the current housing crisis and supports the NSW Governments priority for well-located and diverse housing. Analysis of the key matters identified under the Botany Road Precinct PP have been considered and adequately addressed by this PP.

Furthermore, this co-living development is compatible within its existing residential context and will not compromise the long-term viability of commercial development within the Botany Road Precinct.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the PP represents the best means of achieving the objectives and outcomes for the site and realising additional height and floor space. The intended outcomes of the proposal cannot be delivered under the current planning framework and therefore, a PP is required.

8.1.2 Section B – Relationship to the strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plan or strategies)?

The PP will give effect to the objectives and outcomes of the applicable regional/district plans or strategies, as outlined in **Table 3**, **Table 4** and **Table 5**.

Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Regional Plan 2056 was published in March 2018 and sets out a vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney. The Plan outlines 10 overarching directions supported by 40 objectives which aim to provide interconnected infrastructure, productivity, liveability and sustainability benefits to all residents. The Planning Proposal's consistency with the key relevant objectives is discussed in the following table:

Table 3: Consistency with the Greater Sydney Region Plan

Objective	Topic / Theme	Consistency with Objective
Objective 1 – Infrastructure supports the three cities.	Infrastructure and collaboration	The proposal is located within proximity to public transport services, Sydney CBD (which includes employment, health and education, retail and other services) and open space. The proposal seeks to utilise new transport infrastructure in the Sydney Metro City accessible via Waterloo Station. The site will also utilise the existing heavy rail accessible from Redfern Train Station



Objective	Topic / Theme	Consistency with Objective
Objective 2 – Infrastructure aligns with forecast growth – growth infrastructure compact.	Infrastructure and collaboration	The proposal aligns with the identified need for purpose-built co-living in proximity to universities and key employment hubs. The site's proximity to major tertiary institutions - including the University of Sydney, UTS, and TAFE NSW Ultimo makes it ideally suited for co-living. Increasing the FSR will allow for an efficient, viable development that delivers a meaningful supply of dwellings while maintaining strong design and amenity outcomes.
Objective 3 – Infrastructure adapts to meet future needs.	Infrastructure and collaboration	The proposal does not include provision of infrastructure, but the proposal will leverage its location within proximity to transport and social infrastructure.
Objective 4 – Infrastructure use is optimised.	Infrastructure and collaboration	The proposal will locate co-living within proximity to transport infrastructure, key education and health hubs, open space, social and road infrastructure.
Objective 6 - Services and infrastructure meet communities' changing needs.	Liveability	The proposal is within a highly accessible location which will assist in optimising the delivery and use social infrastructure. The proposal has been subject to discussion and collaboration with Council in relation to realising the vision for the site and providing an outcome that is consistent with the directions of strategic planning.
Objective 7 - Communities are healthy, resilient and socially connected.	Liveability	The proposal will encourage pedestrian and cyclist movement to and around the site, supported by surrounding transport infrastructure. Bicycle parking will be provided on the lower ground floor, and no on-site car parking spaces are proposed to discourage private vehicle use and reduce traffic congestion.
Objective 8 - Greater Sydney's communities are culturally rich with diverse neighbourhoods.	Liveability	The proposal aims to enhance the richness of Redfern's existing heritage and cultural diversity. Co-living inherently encourages a social and community-based approach to living, with residents from diverse backgrounds able to gather and socialise in the proposed communal spaces.
Objective 9 - Greater Sydney celebrates the arts and supports creative industries and innovation.	Liveability	The proposal is committed to achieving design excellence and will investigate opportunities for creative and artistic expression as part of the future development application.
Objective 10 – Greater housing supply	Liveability	The proposal delivers a substantial number of co-living units on an underutilised site, increasing housing diversity and capacity in Redfern. Located near Redfern Station and Waterloo Metro, the development supports infill growth that maximises existing transport and social infrastructure, aligns with inner-city urban renewal priorities, and helps meet the Region Plan's targets for additional housing supply in well-connected, high-demand areas.



Objective	Topic / Theme	Consistency with Objective
Objective 11 – Housing is more diverse and affordable	Liveability	As noted above, the proposal provides co-living accommodation that offers flexible, shared housing options. This adds diversity to the housing mix in Redfern, increases the supply of more affordable rental options in the inner city, and aligns with strategic objectives to broaden housing choice while responding to current demand pressures.
Objective 12 - Great places that bring people together	Liveability	As noted above, co-living inherently encourages a social and community-based approach to living, with residents from diverse backgrounds able to gather and socialise in the proposed communal spaces.
Objective 13 - Environmental heritage is identified, conserved and enhanced.	Liveability	The proposal has been designed so that it is respectful to and will not adversely impact the Redfern Estate Heritage Conservation Area adjacent to the site.
Objective 14 - A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	Productivity	The proposal provides housing near public transport services. The site is within a walkable distance to Redfern Station and Waterloo Metro, as well as Sydney University and the Sydney CBD.
Objective 15 - The Eastern, GOP and Western Economic Corridors are better connected and more competitive	Productivity	The proposal contributes to better connecting and enhancing the competitiveness of the Eastern, GOP, and Western Economic Corridors by delivering purpose-built co-living near major education and employment hubs. By housing students and young professionals, the development supports workforce development, facilitates access to education and research opportunities, and promotes economic growth within these key corridors.
Objective 17 - Regional connectivity is enhanced	Productivity	The proposal will support increased connectivity of people across Greater Sydney by situating renewal within walking distance of major transport infrastructure.
Objective 18 - Harbour CBD is stronger and more competitive	Productivity	Not applicable.
Objective 22 - Investment and business activity in centres	Productivity	The proposal seeks to optimise its location within close proximity to the CBD, noting it is well serviced by public transport and co-located with major trip generating activities (such as retail, hospitality, offices, health and education, community and administrative services).
Objective 27 - Biodiversity is protected, urban bushland and remnant vegetation is enhanced	Sustainability	The proposal seeks to enhance urban bushland and protect the urban biodiversity through the integration of deep soil landscaping, planting native vegetation and introducing a green roof.
Objective 28 - Scenic and cultural landscapes are protected.	Sustainability	The proposal supports a considerate built form which protects the cultural heritage significance of the surrounding area.
Objective 30 - Urban tree canopy cover is increased	Sustainability	The proposal includes tree canopy improvements to the streetscape and greening of the laneway to the rear.



Objective	Topic / Theme	Consistency with Objective
Objective 31 - Public open space is accessible, protected and enhanced.	Sustainability	Careful consideration and considerable solar testing have been given to the proposal's impact on the nearby public open spaces. Testing confirmed that no additional overshadowing would occur from the proposed envelope, achieved via the projection of a solar access plane to Daniel Dawson Reserve. Through contributions the proposal will contribute to improve the amenity, safety and accessibility of surrounding public spaces which will greatly enhance these spaces.
Objective 32 - The Green Grid links parks, open spaces, bushland and walking and cycling paths	Sustainability	The proposal will encourage and support links to surrounding open spaces and walking and cycling paths.
Objective 33 - A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.	Sustainability	The proposal is located directly southeast of Redfern Station and north of the new Waterloo Metro Station. The sites proximity to the public transport will promote the use of public transport, ultimately contributing to a total reduction to carbon emission contributions The exclusion of car parking spaces from the proposal will encourage residents to utilise active modes of transport or the aforementioned public transport lines. Additionally, the proposal is pursuing a 5-star Greenstar building rating which supports a low-carbon, climate-adapted built environment.
Objective 34 - Energy and water flows are captured, used and re-used.	Sustainability	The proposal will be seeking to address the relevant sustainability measures as outlined in the Ecologically Sustainable Development Report (Appendix 4). These sustainability targets will be developed further as part of the detailed design development of the proposal as part of a future Development Application.
Objective 35 - More waste is re-used and recycled to support the development of a circular economy	Sustainability	The proposal will ensure appropriate waste and recycling streams are established to support a circular economy. This detail will be provided as part of a detailed Development Application at a later stage.
Objective 36 - People and places adapt to climate change and future shocks and stresses.	Sustainability	As noted above, the proposal is targeting a 5-star Green star building rating which aims to reduce greenhouse gas emissions, increase resilience to climate impacts, and support long-term environmental sustainability. These sustainability targets will also be developed as part of the detailed design development of the proposal as part of a future Development Application.

The Region Plan is supported by a suite of five District Plans, including the Eastern City District Plan. A summary of the planning proposal's consistency with the Eastern City District Plan priorities is provided in **Table 4**.

Table 4: Consistency with the Eastern City District Plan



Objective number / ref	Topic / Theme	PP Consistency with the objective
Planning Priority E1 Planning for a city supported by infrastructure	Infrastructure and collaboration	The proposal supports a city supported by infrastructure by locating co-living within walking distance of major transport, education, and service hubs, optimising the use of existing infrastructure and public transport networks.
Planning Priority E3 Providing services and social infrastructure to meet people's changing needs	Liveability	The proposal will contribute to meeting the changing needs of the community by providing purpose-built co-living that supports access to education, offers affordable and flexible housing options, and includes communal facilities that foster social connection and wellbeing amongst residents.
Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities	Liveability	The proposal supports the objective of fostering healthy, creative, culturally rich and socially connected communities by delivering co-living that brings together residents from diverse backgrounds in a setting designed to encourage interaction between residents. The inclusion of communal spaces and shared amenities promotes social connection, wellbeing, and a vibrant student community that contributes to the cultural richness of Redfern.
Planning Priority E6 Creating and renewing great places and local centres, and respecting the district's heritage	Liveability	The proposal supports the objective of creating and renewing great places and local centres while respecting the district's heritage by revitalising an underutilised site in Redfern with a well-designed co-living development. The design responds to the existing character and heritage context through appropriate scale, articulation, and materials, while enhancing the public domain by addressing the prevailing pattern of the streetscape.
Planning Priority E7 Growing a stronger and more competitive Harbour CBD	Productivity	The proposal delivers co-living in proximity to major universities and employment hubs (such as the Sydney CBD). By supporting access to education and providing housing for students, the development reinforces the Harbour CBD's role as a centre for innovation and economic activity.
Planning Priority E8 Growing and investing in health and education precincts and the Innovation Corridor	Productivity	The proposal supports the growth of health and education precincts and the Innovation Corridor by providing co-living close to universities and research facilities, helping to strengthen the area's contribution to the innovation corridor.
Planning Priority E13 Supporting growth of targeted industry sectors	Productivity	The proposal supports the growth of targeted industry sectors by providing co-living that enables access to universities and employment hubs, helping to sustain a skilled future workforce.
Planning Priority E15 Protecting and enhancing bushland and biodiversity	Sustainability	The proposal supports the protection and enhancement of bushland and biodiversity through the incorporation of landscaped areas and native planting that improves the existing habitat and promotes biodiversity in and around the site.
Planning Priority E16 Protecting and enhancing	Sustainability	The proposal contributes to protecting and enhancing scenic and cultural landscapes through sensitive design



scenic and cultural landscapes

that responds to heritage values, preserves visual amenity, and incorporates landscaping that reinforces the area's cultural identity and public realm.

Planning Priority E17
Increasing urban tree canopy cover and delivering Green Grid connections

Sustainability

The proposal contributes to increasing urban tree canopy cover and delivering Green Grid connections by incorporating deep soil landscaping and canopy that biodiversity and urban amenity.

Planning Priority E18
Delivering high quality open space

Sustainability

The proposal delivers high-quality open space by providing communal areas, including a rooftop communal space, that enhance amenity, encourage social interaction, and contribute to the quality of the public realm.

Planning Priority E19
Reducing carbon emissions and managing energy, water and waste efficiently

Sustainability

The proposal is located directly southeast of Redfern Station and north of the new Waterloo Metro Station. The sites proximity to the public transport will promote the use of public transport, ultimately contributing to a total reduction to carbon emission contributions

The exclusion of car parking spaces from the proposal will encourage residents to utilise active modes of transport or the aforementioned public transport lines.

Additionally, the proposal is targeting a 5-star Green star building rating which aims to reduce greenhouse gas emissions, increase resilience to climate impacts, and support long-term environmental sustainability.

These sustainability targets will also be developed as part of the detailed design development of the proposal as part of a future Development Application.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or another endorsed local strategy or strategic plan?

Council's Local Strategic Planning Statement (**LSPS**) sets out a 20-year land use vision that aims to balance the need for housing and economic activities while protecting and enhancing local character, heritage, public places and spaces. This is further discussed in **Section 3.2.1** of this report.

Table 5 provides an overview of the LSPS planning priorities and the PP's consistency with each priority.

Table 5: Consistency with the City Plan 2036: Local Strategic Planning Statement

Objective / Priority number / ref	Topic / Theme	PP Consistency with the priority / objective
I1 – Movement for walkable neighbourhoods and a connected city	Infrastructure	The proposal supports movement for walkable neighbourhoods and a connected city by locating co-living close to existing and new public transport, local services, and education facilities, and by prioritising pedestrian and cyclist access within and around the site. Private vehicle parking has not been provided on the site to encourage residents to utilise public and active transport methods.



I2 – Align development and growth with supporting infrastructure	Infrastructure	The proposal aligns development and growth with supporting infrastructure by providing co-living close to existing public transport, education facilities, and local services, leveraging the use of current infrastructure within proximity to the site without requiring significant additional investment.
I3 – Supporting community wellbeing with social infrastructure	Infrastructure	The proposal supports community wellbeing by providing communal spaces, shared facilities, and access to numerous local services, fostering social interaction and a sense of community for residents.
L1 – A creative and socially connected city	Liveability	The proposal contributes to a creative and socially connected city by providing communal spaces that encourage interaction, collaboration, and cultural exchange among residents from diverse backgrounds.
L2 – Creating great places	Liveability	The proposal contributes to creating great places by providing a landscaped communal rooftop area and enhances the public realm interface, through the design of the built form and integration of landscaping, ultimately improving amenity and the quality of the neighbourhood.
P2 – Developing innovative and diverse business clusters in City Fringe	Productivity	The proposal supports innovative and diverse business clusters in the City Fringe by accommodating students and key workers close to education and education hubs, fostering a skilled talent pool that can contribute to nearby businesses and innovation hubs.
S1 Protecting and enhancing the natural environment for a resilient city	Sustainability	The proposal protects and enhances the natural environment by incorporating green, landscaping, and native plantings that improve biodiversity, support ecological resilience, and contribute to environmental sustainability.
S2 Creating better buildings and places to reduce emissions and waste and use water efficiently	Sustainability	The proposal has been designed to reduce its impacts on the environment, with a goal to minimise waste and water usage. This will be explored in further detail as part of the detailed DA for a future development on the site.
S3 – Increasing resilience of people and infrastructure against natural and urban hazards	Sustainability	The proposal supports resilience by incorporating robust building design and infrastructure that ensures safety, durability, and long-term functionality for residents.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Housing for All: City of Sydney Local Housing Strategy

The Housing Strategy has been developed as a response to the Region and District Plans, detailing how the City will meet the housing related priorities of these plans.

Recognising non-private dwellings is essential to accurately plan for housing, infrastructure, and services. Accordingly, they have been incorporated into the City's housing targets to reflect the full diversity of the population.



Table 6 provides an overview of the seven targets aimed to measure progress within the Housing Strategy.

Table 6: Consistency with Sustainable Sydney 2030-2050

Target	Response
Priority H1 Facilitating more homes in the right locations	The proposal facilitates additional housing in an inner-city location close to public transport, education facilities, and services, optimising accessibility and supporting sustainable urban growth.
Priority H2 Coordinating housing growth with the delivery of infrastructure	The proposal aligns growth with existing infrastructure by providing co-living in an area well-served by public transport, utilities, and community facilities, minimising the need for additional infrastructure investment.
Priority H3 Increasing diversity and choice in housing	The proposal increases housing diversity by providing co-living, offering an alternative and tailored model to traditional, residential apartments, and accommodating residents with varied cultural and educational backgrounds.
Priority H4 Increasing the diversity and number of homes available for lower-income households	By delivering co-living, the proposal contributes to housing options for students who typically have lower income while studying concurrently, helping broaden housing accessibility in Redfern and in proximity to tertiary institutions.
Priority H5 Increasing the amount of social and supported housing	While primarily co-living, the proposal provides shared living environments that include communal spaces and professionally managed facilities, contributing to supportive housing outcomes.
Priority H6 Improving NSW Government controlled site outcomes	The proposal demonstrates best-practice residential outcomes by integrating high-quality design, sustainable infrastructure, and amenity-rich communal areas, supporting efficient use of land and high-quality housing delivery. Refer to Urban Design package at Appendix 2 for further detail on this.
Priority H7 Increasing liveability, sustainability and accessibility through high-quality residential design	The proposal enhances liveability through well-designed communal and landscaped spaces, sustainability through the green roof, and landscaping, and accessibility by prioritising pedestrian and cycling connections and proximity to transport and services.

Sustainable Sydney 2030 – 2050 Continuing the Vision

The SS establishes the broad Sydney 2030 vision of a green, global, connected city. It is a blueprint for a city that is environmentally, economically, socially and culturally sustainable and establishes 10 ambitious targets for sustainability.

Table 7 provides an overview of some of the 10 targets aimed to measure progress within the SS.



Table 7: Consistency with Sustainable Sydney 2030-2050

Target	Response
1. By 2035 we will achieve net zero emissions in the City of Sydney local area.	The proposal will be seeking to address the relevant sustainability measures. These sustainability targets will also be developed as part of the detailed design development of the proposal as part of a future Development Application.
2. By 2050 there will be a minimum overall green cover of 40%, including 27% tree canopy cover.	The proposal will be seeking to employ a series of measures to encourage the greening of the site and enhancement of canopy cover. This is addressed through the inclusion of a green roof and deep soil landscaping along the interface with the laneway. This will be addressed in detail as part of a future detailed Development Application.
3. By 2030 residential potable water use will be reduced to 170 litres a person a day in the City of Sydney local area. Non-residential potable water use will be reduced by 10% (measured per square metre) from 2018/19 levels.	The proposal will seek to provide efficiencies in the use of water. The efficient use of water will also be developed as part of the detailed design development of the proposal as part of a future Development Application.
4. By 2030 there will be a 15% reduction in waste generated by each person based on 2015 levels. And by 2030 there will be 90% recycling and recovery of residential waste, commercial and industrial waste, and construction and demolition waste, which will be maintained at that level to 2050.	The proposal will seek to reduce the waste generated on the site and enhance the recycling and recovery of residential waste. These waste measures will also be developed as part of the detailed design development of the proposal as part of a future Development Application.
5. By 2036 there will be approximately 700,000 jobs in the City of Sydney local area including 200,000 new jobs compared to 2017. An increased proportion of all jobs will be secure jobs.	The key objective of the proposal is to provide a diverse housing option of students and/or young professionals within close proximity to education and employment hubs. This will support the creation and retention of key workers in the City of Sydney LGA.
8. By 2050 people will use public transport, walk or cycle to travel to and from work. This includes 9 out of 10 people working in the city centre and 2 out of 3 people working in the rest of the local area.	The proposal is located directly southeast of Redfern Station and north of the new Waterloo Metro Station. The sites proximity to the public transport will promote the use of public transport, ultimately contributing to a total reduction to carbon emission contributions The site is also within proximity to both pedestrian and cycling infrastructure promoting the use of active transport methods. The exclusion of car parking on site also aligns with this target as it will also encourage the use of public transport by residents.



Q6. Is the planning proposal consistent with applicable SEPPs?

The proposal is consistent with all relevant Environmental Planning Policies (**SEPPs**). The following outlines the intent of the relevant SEPPs and consistency of the Planning Proposal.

Table 8: Consistency with State Environmental Planning Policies

SEPP	Consistent?	Assessment
SEPP (Biodiversity and Conservation) 2021	Yes	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	N/A	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Housing) 2021	Yes	The proposed reference scheme has been designed to be generally compliant with Chapter 3, Part 3 of this SEPP which relates to Co-living development.
SEPP (Industry and Employment) 2021	Yes	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Planning Systems) 2021	Yes	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Precincts – Eastern Harbour City) 2021	N/A	Site located outside of Bays West Precinct and Darling Harbour area identified in the SEPP. The site is not located in a coastal environment area or a coastal use area.
SEPP (Resilience and Hazards) 2021	Yes	With reference to Chapter 4 Remediation of Land, no change in land use is facilitated by this planning proposal. Further investigation regarding potential contamination will be undertaken as part of any future development application process.
SEPP (Sustainable Buildings) 2022	Yes	An Ecologically Sustainable Development report has been prepared in support of the PP and reference scheme and confirms that the proposal is capable to address the requirements of this SEPP as part of a future development application.
SEPP (Transport and Infrastructure) 2021	Yes	As the site is located on a road that connects to a classified road, the proposal is considered to be traffic-generating development under 1.22 of the SEPP. Notwithstanding, no on-street parking is identified for the site, traffic impacts are considered to be negligible. This will be addressed as part of any future development application.



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

The planning proposal is consistent with the applicable Section 9.1 Ministerial Directions as detailed in **Table 9**.

Table 9: Consistency with Ministerial Directions

Ministerial Direction	Consistent?	Comments
Focus area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The Planning Proposal is consistent with the Region Plan and Eastern District Plan as evidenced in Section 7.1.2.
1.2 Development of Aboriginal Land Council land	N/A	
1.3 Approval and Referral Requirements	Yes	No new concurrence provisions are required.
1.4 Site Specific Provisions	Yes	The planning proposal will not result in any unnecessarily restrictive site-specific planning controls The proposal is also accompanied by a site-specific development control plan to guide future development on the site. Further detail is provided at Appendix 6 .
1.4A Exclusion of Development Standards from Variation	N/A	
Focus area 1: Planning Systems – Place-based		
	N/A	No place-based strategies are applicable to the site. The site forms part of wider planning strategies for the whole area more broadly.
Focus area 2: Design and Place		
	N/A	[This Focus Area was blank when the Directions were made]
Focus area 3: Biodiversity and Conservation		
3.1 Conservation Zones	N/A	The site is not within a conservation zone.
3.2 Heritage Conservation	Yes	The proposal appropriately considers heritage conservation and is consistent with this Ministerial Direction



3.3 Sydney Drinking Water Catchments	N/A	The site is not located within the Sydney Drinking Water Catchment.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Site is not located in Far North Coast or zoned C2 or C3.
3.5 Recreation Vehicle Areas	N/A	The site is not sensitive land or land with significant conservation values that is intended to be used by recreational vehicles
3.6 Strategic Conservation Planning	N/A	The site is not identified as a conservation zone.
3.7 Public Bushland	Yes	The proposal is consistent with the objectives of this direction and seeks to enhance the biodiversity environment within the public domain and on the proposed development.
3.8 Willandra Lakes Region	N/A	The site is not located in the Willandra Lakes Region
3.9 Sydney Harbour Foreshores and Waterways Area	N/A	The proposal is located outside of the Foreshores and Waterways Area as defined in the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> .
3.10 Water Catchment Protection	Yes	The proposal is consistent with the objectives of the direction and is not likely to have an adverse impact on natural waterbody, or terrestrial, aquatic or migratory animals or vegetation.

Focus area 4: Resilience and Hazards

4.1 Flooding	Yes	The site is not identified as flood prone land.
4.2 Coastal Management	N/A	Site is not located within a coastal zone.
4.3 Planning for Bushfire Protection	N/A	The site is not identified as Bushfire Prone Land.
4.4 Remediation of Contaminated Land	Yes	No change in land use is facilitated by this planning proposal. Further investigation regarding potential contamination will be undertaken as part of any future development application process.
4.5 Acid Sulfate Soils	Yes	The site is identified as Class 5 Acid Sulfate Soils. It is anticipated any relevant technical studies can be provided at the DA stage
4.6 Mine Subsidence and Unstable Land	N/A	The site is not within a declared mine subsidence district.

Focus area 5: Transport and Infrastructure



5.1 Integrating Land Use and Transport	Yes	The proposal will support access to housing, jobs, services by walking, cycling and public transport in proximity to the Sydney CBD. It provides limited opportunities for on-site parking and therefore will foster the use of public transport and reduce the reliance on private vehicles.
5.2 Reserving Land for Public Purposes	Yes	The proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.
5.3 Development Near Regulated Airports and Defence Airfields	N/A	The proposal is not near regulated airports and defence airfields.
5.4 Shooting Ranges	N/A	The proposal does not affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.
Focus area 6: Housing		
6.1 Residential zones	Yes	The proposal does not change the permissibility of residential development on the site or contain provisions that reduce the permissible residential density on the site.
6.2 Caravan Parks and Manufactured Home Estates	N/A	The proposal does not alter provisions that permit development for the purposes of a caravan park.
Focus area 7: Industry and Employment		
7.1 Employment Zones	Yes	The proposal will retain the MU1 zoning which is designed to allow employment uses to coexist with residential and other compatible uses
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	The site is not within the Byron Shire Council local government area.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	The site is not within the relevant council areas between Port Stephens Shire Council and Tweed Shire Council.
Focus area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	The proposal will not prohibit or permit mining, petroleum production and extractive activities.
Focus area 9: Primary Production		
9.1 Rural Zones	N/A	The site is not located within a rural zone.
9.2 Rural Lands	N/A	The site is not located within rural lands.



9.3 Oyster Aquaculture	N/A	The proposal does not relate to oyster aquaculture.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	The site is not located on the NSW Far North Coast.

8.2 Site-specific merit

8.2.1 Section C – Environmental, Social and Economic Impact

8.2.1.1 Environmental Effects

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

There are no critical habitat or threatened species, populations or ecological communities, or their habitats on or around the site that will be affected by this Planning Proposal.

Q9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Built Form and Massing

The proposed built form and massing has been designed in response to the prevailing context to be of compatible bulk and scale with neighbouring and surrounding developments.

The height of the proposed building remains largely consistent with the existing 18m building height, with exception for a small portion at the southern extent of the site due to topographical constraints and assumed survey information owing to the existing built-up environment (refer to Figure 21 below).

This encroachment is minimal and confined to the southern portion of the site affected by a natural dip in the ground, which reaches approximately 1.5 metres at its deepest point.

The minor exceedance is to be addressed by a modest 2m height variation to the existing maximum height of building control under the SLEP. Notwithstanding the minor height variation, the overall building envelope achieves a suitable height that is commensurate with adjoining development and the envisaged development outcomes of current LEP controls.

The scale and massing of the proposed building envelope is consistent with the existing building typology along Rosehill Street which are defined by a low-medium scale developments with a continuous built form.

Articulation of the Rosehill Street frontage maintains a consistent rhythm with adjacent buildings with three clear breaks east-west, which also assists in bringing natural light and air into the central corridor spines (refer to Figure 20 below).

Overall, the proposed built form and massing is appropriate within the existing context.

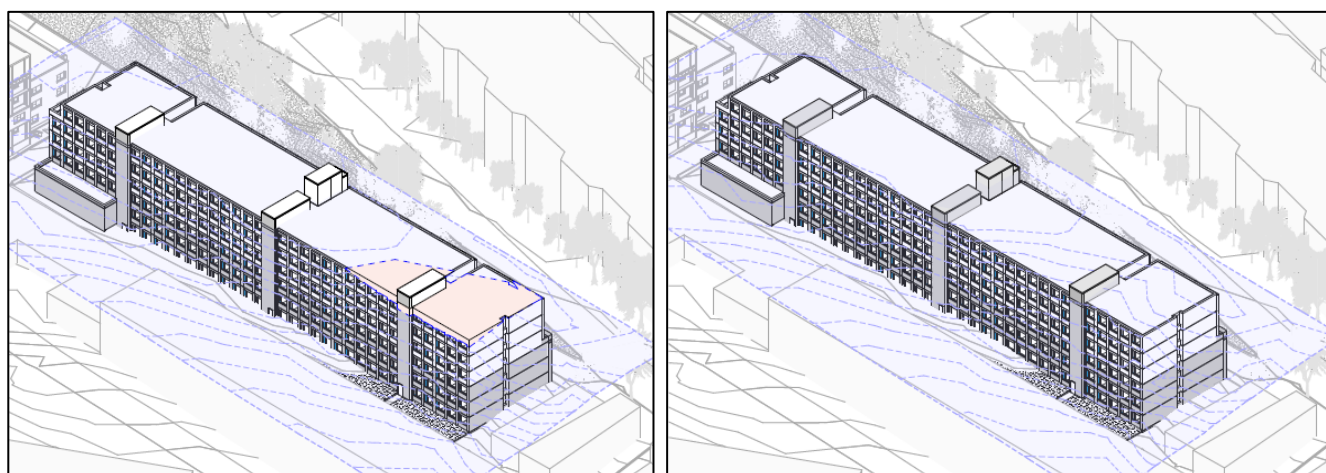


Figure 20: Height of Building Analysis – Existing 18m height plane (left), Proposed 20m height plane (right)
Source: SJB

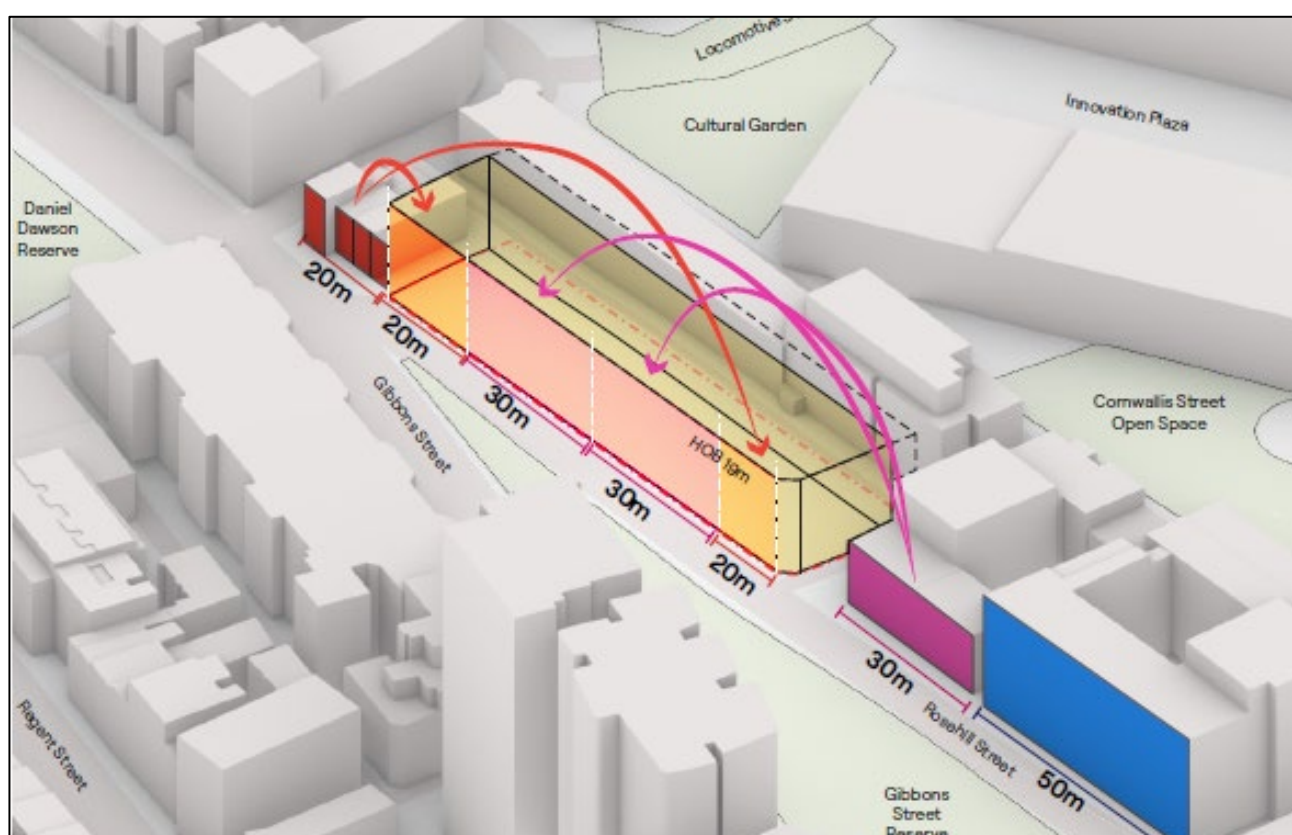


Figure 21: Rosehill Façade Articulation
Source: SJB

Overshadowing of Public Open Space

Clause 6.17 of the SLEP requires solar access to be maintained to Daniel Dawson Reserve between 10am-2pm. Additionally, 5.10.4 of the Sydney DCP requires *development is to minimise overshadowing to parks and other identified open space in Figure 5.253 Botany Road Precinct Urban Strategy between 10 am and 2pm at the winter solstice.*

Overshadowing impacts to public open spaces has been undertaken by SJB in **Appendix 2**. Based on SJBs analysis, no solar impacts to Daniel Dawson Reserve and Cultural Landscape Garden are identified between 10am and 2pm.



Minor overshadowing to Gibson Street Reserve is identified by the proposal. Notwithstanding, this minor overshadowing is considered to be acceptable in this instance noting:

- The majority of the Gibson Street Reserve receives more than 4 hours of direct sunlight during mid-winter.
- Impacts are limited to the southern point of the Gibson Street Reserve.
- Overshadowing impacts are consistent with a building envelope under existing LEP controls.

As such, the proposed building envelope is considered to have acceptable overshadowing impacts to nearby public open space areas.

Overshadowing of Neighbouring Residential Developments

A solar analysis has been undertaken within the Urban Design Report prepared by SJB (**Appendix 2**) in accordance with the Apartment Design Guidelines and Council's *Draft Minimising overshadowing of neighbouring apartments*.

Based on SJB's solar analysis, the proposal has potential to overshadow the following neighbouring residential developments:

- 31-41 Cornwallis Street, Redfern – Residential Flat Building
- 80-88 Rosehill Street, Redfern – Attached Dwellings (Terraces)
- 39-61 Gibbons Street, Redfern – Residential Flat Building

Solar Analysis Criteria and Assessment

The ADG provides useful consideration of overshadowing impacts to neighbouring residential flat buildings and has been analysed as part of the Hassell's solar analysis for neighbouring residential buildings (**Appendix 2**).

Objective 3B-2 of the ADG, provides the following design guidance in relation to overshadowing impacts to neighbouring residential properties:

Living areas, private open space and communal spaces should receive solar access in accordance with sections 3D Communal and public open space and 4A Solar and daylight access

Solar access to living rooms, balconies and private open spaces of neighbours should be considered,

Where an adjoining property does not currently receive the required hours of solar access, the proposed development ensures solar access to neighbouring properties is not reduced by more than 20%.

For the purposes of satisfying the design criteria above, *4A Solar and daylight access* provides the following relevant design criteria:

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 (Sydney Metropolitan Area), and

A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter



A review of the proposed envelopes impacts to neighbouring residential developments in accordance with above criteria is provided below.

1. 31-41 Cornwallis Street, Redfern – Residential Flat Building

Each apartment at 31-41 Cornwallis Street, Redfern have dual outlooks to Cornwallis Street and Cornwallis Lane. All principal living rooms and balconies face Cornwallis Street with all rooms, balconies and courtyards facing Cornwallis Lane identified as either bedroom or secondary living/private open spaces. As such, solar compliance for apartments at 31-41 Cornwallis Street in accordance with the ADG are unaffected by the proposal which is situated directly east of 31-41 Cornwallis Street.

2. 80-88 Rosehill Street, Redfern

The existing terraces at 80–88 Rosehill Street, Redfern are positioned to the south of the site. These terraces have been built predominantly to the street line with 0m side setbacks.

Solar access to the terraces remains relatively unchanged from existing conditions noting the existing setback conditions to the primary frontage of the building.

Moreover, the proposed 4.5m setbacks to the rear of the proposed building envelope will improve solar access to the rear of these terraces.

3. 39-61 Gibbons Street, Redfern

SJB's solar analysis testing identifies potential overshadowing impacts to 39-61 Gibbons Street, Redfern between 1:30pm – 3pm. An assessment of the potential overshadowing impacts of the proposed envelope in accordance with the ADG are provided in **Table 10** below.

Table 10 – ADG solar compliance

	Existing	Proposed	Change
Apartments receiving 2 hrs or more solar access	40/67 (59.7%)	40/67 (59.7%)	No change
Apartments receiving 15 mins to <2hours	21/67 (31.3%)	20/67 (29.89%)	Five apartments experience a reduction in solar access. Four of these apartments maintain 15mins or more of solar access, whilst 1 apartment would receive less than 15mins.
Apartments receiving less than 15mins	6/67 (9%)	7/67 (10.4%)	Total number of apartments receiving less than 15mins is less than 15%, consistent with ADG.

As identified in the above assessment, the number of apartments receiving 2 hours or more solar access does not change from existing conditions, and the number of apartments receiving less than 15 mins does not exceed 15%. Accordingly, potential solar impacts to 39-61 Gibbons Street is compliant with the ADG.

Solar Conclusion

As demonstrated in the above assessment and SJB's solar analysis (**Appendix 2**), the proposed building envelope will not have adverse solar effects on neighbouring residential development and is therefore acceptable.



Traffic and Parking

A Traffic Report (**Appendix 3**) has been prepared by JMT in support of the PP.

The site is identified as being within a highly accessible area in close proximity to Redfern station and Waterloo Metro station.

In accordance with Council's alternative transport initiatives, no car parking has been proposed for the PP noting the sites highly accessible location. It is noted that numerous car share spaces, operated via different service providers, in close proximity of the site which could be utilised by residents of the site should they need to drive somewhere – negating the need for on-site car parking. Special privileges are also provided by certain car share

The reference scheme prepared for the Planning Proposal includes provision for on-site loading and waste collection, with access via Margaret Street. This includes access for a City of Sydney Council waste collection vehicle and a small delivery van. Provision for road widening along Margaret Street on the northern frontage of the site to accommodate the swept path manoeuvre of Council's waste truck from Rosehill Street.

Waste vehicles would drive up Margaret Street and reverse back into a future site loading dock. Vehicles exiting the loading dock would do so in a forwards manner and then drive out back onto Rosehill Street. Swept paths of this movement of waste collection vehicles are presented in **Appendix 3**. A reversing manoeuvre into the site loading dock via Margaret Street is considered acceptable given:

- Waste collection takes place relatively infrequently and typically in the early mornings prior to peak traffic and pedestrian periods; and
- Margaret Street is a very quiet laneway that does not carry high levels of pedestrian or vehicular traffic. It does not form a critical part of the surrounding road or footpath network and therefore any impacts of reversing vehicles into the loading dock would have very minor impacts.

Bicycle parking has been identified in the reference scheme at a rate of 1 space per 5 rooms. The final quantum of bicycle parking, based on the final building design and expected user demands, will be confirmed at the time of the detailed development application for the site.

As the project does not provide for any on-site car parking, along with it's excellent location with respect to nearby public transport, traffic impacts arising from the development are considered to be negligible. Additional vehicles may comprise of rideshare or taxis however these will typically be out of commuter peak hours.

Ecologically Sustainable Development

An Ecologically Sustainable Development Report (**Appendix 4**) has been prepared by ADP consulting in support of this PP.

This report details potential initiatives across key sustainability categories, outlining ways the project can support compliance, innovation, and resilience within the built environment, with guidance from the following:

- Sustainable Buildings State Environmental Planning Policy (SEPP) 2022 - NSW Department of Planning
- Section J provisions of the NCC 2022 Building (BCA) Code of Australia
- City of Sydney Development Control Plan (DCP) 2012
- City of Sydney Local Environmental Plan (LEP) 2012
- Greenstar Buildings Guidelines



Although any specific proposed pathway may change throughout the design process, the proposal is committed to achieving a 5-star Green Star Buildings rating. Additionally, it is intended for the future redevelopment of the site to:

- Divert 90% of construction and demolition waste away from landfill,
- Source responsible materials with recognised product certification schemes (EPD's etc),
- Maximise internal planting,
- Support Urban Heat Island reduction through building and landscape design.
- Maximise deep soil planting,
- Maximise on-site generation (Solar PV)
- Implement sustainable transportation initiatives (Bike Share programs)
- Maximise occupant comfort through lighting and acoustic strategies

All these being in alignment with the Greenstar Buildings framework.

ADP also propose the following key opportunities to be explored during the design, construction, and operation of the proposed development to be:

- Façade design for thermal performance and occupant comfort
- Design for climate resilience and biodiversity
- Design for circular economy and modularity
- Designing for sustainable transport

These opportunities are discussed in further detail in **Appendix 4**.

Overall, future redevelopment of the site is able to meet and exceed the Ecologically Sustainable Development requirements for the proposed co-living land use.

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

8.2.1.2 Social Effects

The site is well-serviced by a range of local social and community infrastructure within an 800 m walking distance and a wider 2 km catchment. Nearby facilities include childcare centres, primary and secondary schools, a library, community centres, medical services, parks and open spaces, sports fields, places of worship, and local shops.

The site is also within proximity to major transport connections, including Redfern Station and Waterloo Metro, providing residents with convenient access to broader regional amenities, education, and recreational opportunities, supporting a well-connected and liveable urban neighbourhood.

Co-living inherently encourages a social and community-based approach to living, with residents from diverse backgrounds able to gather and socialise in the proposed communal spaces, including the green communal space on the roof and communal amenity areas.

8.2.1.3 Economic Effects

The proposed development will provide positive economic effects by creating jobs during construction, supporting local businesses through increased demand, and attracting a skilled and diverse workforce, who are desire living within proximity to education and employment hubs. Redevelopment of the underutilised site encourages investment and urban renewal, while its proximity to transport and services optimises infrastructure use. Additionally, flexible co-living housing enhances long-term



economic resilience by maintaining a consistent rental supply and contributing to the broader local economy.

The proposal is also accompanied by an initial public benefit offer to enter into a Voluntary Planning Agreement in the form of affordable housing contributions and land dedication for road widening of Margaret Street (refer **Appendix 4**). This will support the development of affordable housing elsewhere in the LGA, supporting the delivery of affordable and diverse housing types, in addition to the proposal itself.

This planning proposal provides an opportunity for the redevelopment of the site for co-living accommodation which will allow for positive social and economic effects including increasing of diverse housing typologies in the LGA.

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

Q11. Is there adequate public infrastructure for the Planning Proposal?

The existing brownfield site is very well serviced by public transport, including buses, trains and the metro service.

A substation is proposed within the building envelope on the ground floor to Rosehill Street. This substation is proposed to meet the electricity demand of the increased housing to be provided on the site, supporting the future growth of the site.

All utility services including electricity, telecommunications, water, sewer and stormwater are currently available for the site. If required as part of a future detailed development application, the developer will upgrade these services to support the proposed development.

8.2.3 Section E – State and Commonwealth Interests

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

Consultation with State and Commonwealth agencies will be undertaken once the Gateway Determination has been issued, which is likely to include, but not limited to:

- Transport for NSW
- Sydney Trains
- Sydney Water
- Ausgrid

9 Part 4 – Maps

The table below outlines the proposed amendments to the SLEP 2012 maps. Refer to **Appendix 7** for the draft amended maps.

Table 11: Schedule of Amended Maps

Map	Current Control	Proposed Control
Floor Space Ratio Map FSR_010	2:1	3.5:1
Height of Buildings Map HOB_010	18m	20m

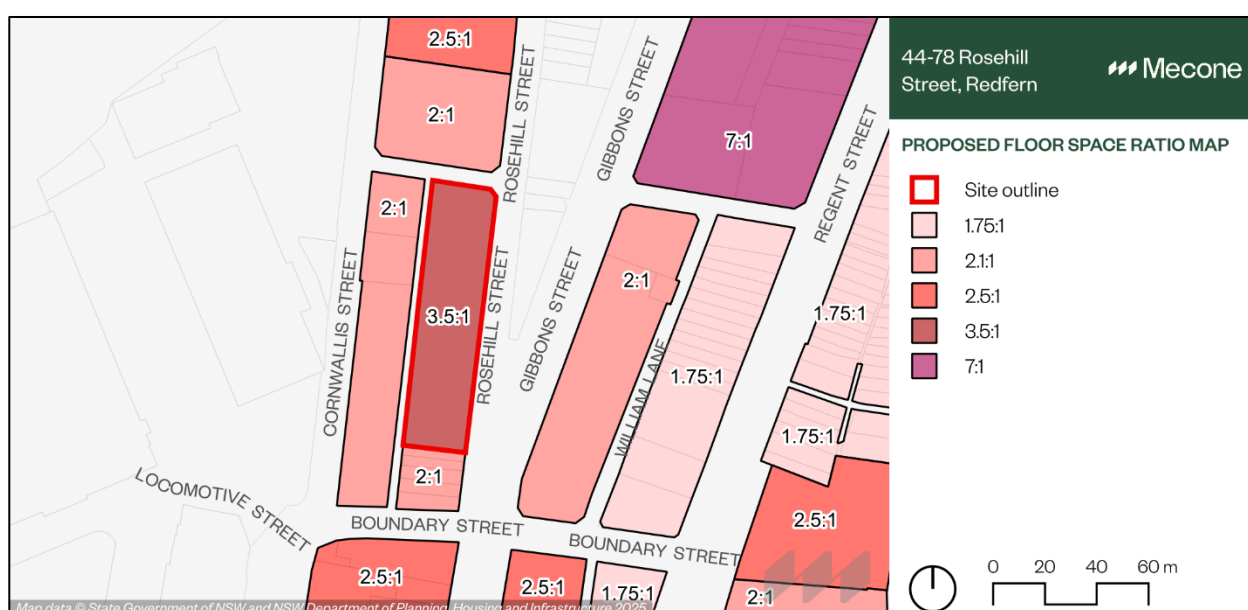


Figure 22: Proposed FSR

Source: Mecone

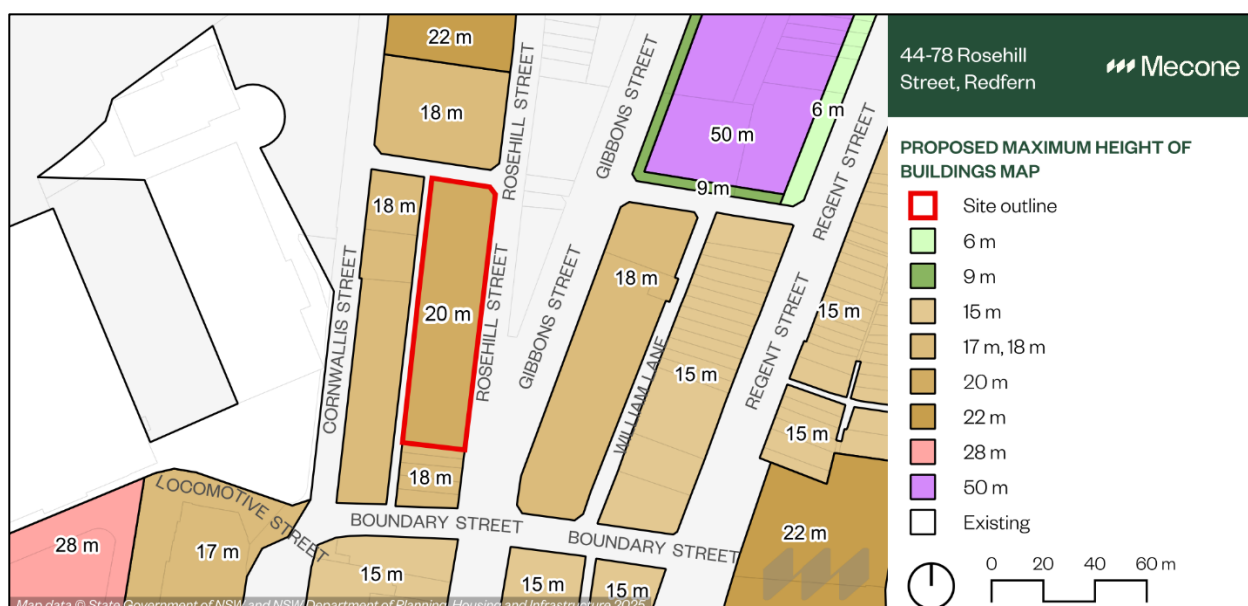


Figure 23: Proposed Height of Building

Source: Mecone



10 Part 5 – Community consultation

Schedule 1, Clause 4 of the EP&A Act requires the relevant planning authority to consult with the community.

Subject to the provision of a Gateway Determination from DPHI, the planning proposal will be placed on public exhibition. Confirmation of the public exhibition period and requirements for consultation will be detailed as part of the Gateway Determination.

The planning proposal will be publicly exhibited for at least 28 days in accordance with DPHI's Local Plan Making Guidelines. Consideration will also be given to the City of Sydney's Community Participation Plan.

At a minimum, the notification of the public exhibition of the planning proposal is expected to involve:

- Written correspondence to owners and occupiers of adjoining and nearby properties.
- Public notice on Council's website and a local newspaper.

11 Part 6 – Project timeline

An indicative project timeline is set out in the following table.

Table 12: Indicative Project Timeline

Stage	Timeframe and/or date
Lodgement of the Planning Proposal	November 2025
Consideration by Council	November 2025 – January 2026
Council and Central Sydney Planning Committee decision	February 2026
Issue to DPHI for Gateway Determination	March 2026
Gateway determination	April 2026
Pre-exhibition	May 2026
Commencement and completion of public exhibition period	June - July 2026
Consideration of submissions	July – August 2026
Post exhibition review and additional studies	August - September 2026
Council and Central Sydney Planning Committee decision	October – November 2026
Submission to the Department for finalisation	December 2026
Gazettal of LEP amendment	January 2027



12 Conclusion

This PP has been prepared to support future redevelopment of the site for co-living purposes. Amendments to the LEP requested under this PP relate to an increase in FSR from 2:1 to 3.5:1 and a nominal increase in building height from 18m to 20m to address topographical constraints and existing built-up environment.

The strategic attributes of the site are well established. Situated within the Camperdown-Ultimo health and education precinct within the Eastern District Plan, the proposal facilitates housing opportunities for students and workers within the precinct. The site is also within a highly accessible mixed-use precinct within 300m of Redfern station, and 450m from the Waterloo Metro station and will support the continued optimal use of existing and planned transport infrastructure and Greater Sydney's vision for a 30-minute City.

The proposal also aligns with the NSW Government's priorities by increasing the supply of well-located housing. The LHS asserts that developments, such as co-living, provide additional diversity in the rental market which continue to meet an important need in the inner city and wider rental market.

To ensure the proposed PP adequately addresses site specific merit considerations, analysis of the key matters identified within previous PPs relevant to the site have been taken into account for the proposed scheme. These key considerations include:

- A significant reduction in height and built form, consistent with existing built form context,
- Ensuring suitable solar access to public open spaces and neighbouring residential developments is achieved under existing circumstances,
- Achieving adequate building separation and privacy to neighbouring developments,
- No off-street parking proposed by the application, and
- Provision for deep soil and landscaping to the rear lane.

Additionally, the proposal:

- Supports a land use that is compatible with the existing residential context and will not compromise the long-term viability of commercial development within the Botany Road Precinct (noting co-living cannot be subdivided).
- Proposes bike storage facilities with no car parking recognising the sites highly accessible location.
- Ensures solar compliance of public open space and neighbouring buildings can be achieved.
- Maximises Rosehill frontage with communal uses with waste and loading suitably located on Margaret Street made possible by way of land dedication.
- Contributes to affordable housing through the delivery of diverse a diverse housing typology and proposed monetary contribution via a voluntary planning agreement.

The proposal is consistent with the aims and objectives of the relevant strategic and statutory plans and policies. It is therefore considered that the proposal satisfies both the strategic and site-specific merit tests. It is therefore requested that Council forward this planning proposal to DPHI for Gateway Determination.



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