

20 April 2026

At the conclusion of the Community Services and Facilities
Committee

Transport, Heritage and Planning Committee

Agenda

- 1. Confirmation of Minutes**
- 2. Statement of Ethical Obligations and Disclosures of Interest**
- 3. Public Exhibition - Planning Proposal - 44-78 Rosehill Street, Redfern - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment and Sydney Development Control Plan 2012 Amendment - Student Accommodation**
- 4. Public Exhibition - Planning Proposal - 103-109 George Street, Redfern - Sydney Local Environmental Plan 2012 Amendment**
- 5. Fire Safety Reports**

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2. Public forums will be held from 2pm for up to one hour, with meetings of committees of the council to commence at 3pm.
3. Public forums are to be chaired by the Lord Mayor or their nominee.
4. To speak at a public forum, a person must first register with the Secretariat in accordance with the information on the City's website. Applications to speak at the public forum must be received by 12pm on the day on which the public forum is to be held, and must identify the item of business on the agenda of the committee meeting the person wishes to speak on, and whether they wish to speak 'for' or 'against' the item. The chairperson will determine the order of speakers at the public forum (generally by order of agenda item and registration), as required.
5. If there are no registrations to speak at a public forum at 12pm on the day on which the public forum is to be held, the public forum will not be required and this will be noted on the City's website.

6. Speakers should avoid repeating what previous speakers have said and focus on issues and information that the Council may not already know. If there is a large number of people interested in the same item speakers should try to nominate 3 representatives to speak on their behalf and to indicate how many people they are representing.
7. Each speaker will be allowed 3 minutes to address the council. Speakers at public forums must not digress from the item on the agenda of the meeting they have applied to address the council on. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard.
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13. Public forums are recorded and webcast live on the City of Sydney website. Livestreaming is undertaken in accordance with clauses 5.35 to 5.55 of the Code of Meeting Practice.

Item 1.

Confirmation of Minutes

Minutes of the following meetings of the Transport, Heritage and Planning Committee are submitted for confirmation:

Meeting of 16 March 2026

Item 2.

Statement of Ethical Obligations

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.

Public Exhibition - Planning Proposal - 44-78 Rosehill Street, Redfern - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment and Sydney Development Control Plan 2012 Amendment - Student Accommodation

File No: X095910

Summary

Rosehill Street Redfern is part of a well-connected mixed-use corridor anchored by Redfern Station and the emerging Waterloo Metro station. The area has strong links to major education, health and research institutions, established neighbourhood centres and the employment, cultural and innovation precincts at South Eveleigh. Ongoing investment in this area supports growth in student and worker populations and strengthens its role as an accessible education-focused hub.

A planning proposal has been prepared for 44–78 Rosehill Street, Redfern, following a request by the applicant to amend the planning controls for the site. The proposal seeks to amend the height of building and floor space ratio controls to enable a part-5, part-6 storey co-living housing development for student accommodation. The proposed height increase is modest and to accommodate the slope of the site, with the built form sitting largely within the existing 18-metre limit. These changes will support purpose-built student accommodation in a highly accessible location close to major transport and education facilities. The scheme is more modest than earlier proposals for the site and has been designed to respond to site constraints and to protect the amenity of neighbouring development and open spaces.

The applicant has submitted a public benefit offer to enter into a planning agreement. The offer includes the dedication of land to facilitate the widening of Margaret Street and an affordable housing monetary contribution equal to 17% of the additional residential floor space generated by the proposal (exclusive of any future 3% development application contribution), consistent with Council's recently exhibited draft Affordable Housing Program. A draft site-specific development control plan has been prepared to guide the built form, consistent with the planning proposal.

A separate amendment to the Sydney Development Control Plan 2012 is also proposed to introduce tailored provisions for student accommodation across the local government area. These updates respond to the distinct operational and design characteristics of purpose-built student housing and recent industry feedback.

This report recommends approval of the planning proposal for submission to the Department of Planning, Housing and Infrastructure seeking a Gateway Determination, followed by public exhibition. It also recommends that the draft development control plans are endorsed for exhibition and that a draft planning agreement is prepared based on the public benefit offer. It is proposed that all documents are exhibited concurrently.

Recommendation

It is resolved that:

- (A) Council approve Planning Proposal - 44-78 Rosehill Street, Redfern, as shown at Attachment A to the subject report, to be submitted to the Minister for Planning and Public Spaces with a request for Gateway Determination;
- (B) Council approve Planning Proposal - 44-78 Rosehill Street, Redfern, as shown at Attachment A to the subject report, for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;
- (C) Council seek authority from the Minister for Planning and Public Spaces to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposal - 44-78 Rosehill Street, Redfern;
- (D) Council approve the Draft Sydney Development Control Plan 2012 - 44-78 Rosehill Street, Redfern, as shown at Attachment B to the subject report, for public authority consultation and public exhibition concurrent with the Planning Proposal;
- (E) Council approve the Draft Sydney Development Control Plan 2012 - Student Accommodation, as shown at Attachment C to the subject report, for public exhibition;
- (F) authority be delegated to the Chief Executive Officer to make any variations to Planning Proposal - 44-78 Rosehill Street, Redfern, to correct any drafting errors or to ensure consistency with the Gateway Determination;
- (G) authority be delegated to the Chief Executive Officer to make any variations to Draft Sydney Development Control Plan 2012 - 44-78 Rosehill Street, Redfern and to Draft Sydney Development Control Plan 2012 - Student Accommodation, to correct any drafting errors or ensure it is consistent with the Planning Proposal following the Gateway Determination; and
- (H) Council note the Chief Executive Officer will prepare a draft planning agreement in accordance with the letter of offer dated 12 November 2025, shown at Attachment D to the subject report, and the requirements of the Environmental Planning and Assessment Act 1979, to be exhibited in accordance with the Act.

Attachments

- Attachment A.** Planning Proposal - 44-78 Rosehill Street, Redfern, and appendices
- Attachment B.** Draft Sydney Development Control Plan 2012 Amendment - 44-78 Rosehill Street, Redfern
- Attachment C.** Draft Sydney Development Control Plan 2012 Amendment - Student Accommodation
- Attachment D.** Public Benefit Offer - 44-78 Rosehill Street, Redfern

Background

1. A planning proposal request has been lodged for a site in Redfern, close to Redfern Station. The site is located at 44-78 Rosehill Street, Redfern and has frontages to Rosehill Street, Margaret Street and Cornwallis Lane, as shown in Figure 1.



Figure 1: Aerial image of subject site (in red) and immediate vicinity

2. The site has a total site area of approximately 2,544 square metres. Existing development on the site consists of a 2-storey concrete building with commercial tenancies and ground-level car parking.
3. The site is zoned MU1 Mixed Use, with a maximum building height of 18-metres and a maximum floor space ratio of 2:1. It is not a heritage item and is not in a heritage conservation area. The Redfern Estate Heritage Conservation Area (C56) is located approximately 70 metres to the east of the site, and the State-listed Eveleigh Railway Workshops are to the west.
4. Further details of the site and existing planning controls can be found in Section 1 and Section 2 of the Planning Proposal at Attachment A. An image of the existing building is shown at Figure 2, with the site context at Figures 3 and 4.



Figure 2: View of the existing building (site outlined in red)



Figure 3: Site context (site outlined in red)



Figure 4: View from Gibbons Street and Boundary Street towards the site (site outlined in red)

5. Mecone, on behalf of the applicant, lodged a request to prepare a planning proposal in December 2025.
6. The site has been subject to 2 previous planning proposal requests. In 2018, the City refused a proponent-led planning proposal seeking to increase the maximum floor space ratio (FSR) from 2:1 to 10.4:1 and the maximum building height from 18 metres to 99.6 metres. The reference design included 2 residential towers of 30 and 18 storeys. The proponent initiated a rezoning review following the refusal. The Independent Planning Commission also refused the proposal and supported the City's position.
7. In 2021, the City prepared a precinct-wide planning proposal for the Botany Road Precinct to increase development potential from Redfern Station to McEvoy Street. The proposal included the site and identified potential building heights up to 70 metres and floor space ratios up to 7.75:1 (8.525:1 with design excellence). During public exhibition, residents raised concerns about scale and amenity impacts. After reviewing submissions, the City removed several northern sites, including 44–78 Rosehill Street, from the proposal. Key concerns related to solar access impacts on the apartments along Gibbons Street and limited separation to apartments along Cornwallis Street.
8. The reference scheme that underpins the current planning proposal is significantly smaller in scale than the earlier proposals. It responds to previous concerns through building separation, a building envelope shaped to reduce overshadowing and a building height largely within the existing control. These matters are discussed in subsequent sections of this report.

Key implications

The proponent has requested increased height and floor space controls to enable a co-living housing development for student accommodation

9. The proponent has requested a planning proposal to facilitate the redevelopment of the site to include:
 - (a) a part 5, part 6-storey co-living building up to a maximum height of 20 metres;
 - (b) a total gross floor area of 8,837 square metres, representing an FSR of up to 3.5:1 including the non-discretionary bonus for co-living housing under the State Environmental Planning Policy (Housing) 2021 (Housing SEPP); and
 - (c) ground-floor communal space, communal rooftop open space of about 500 square metres, and approximately 327 student rooms.
10. Images prepared by the proponent of the indicative development scheme are shown in Figures 5, 6 and 7.



Figure 5: Indicative development concept - view at the corner of Margaret Street



Figure 6: Indicative development concept - view from Gibbons Street



Figure 7: Indicative development concept - at intersection of Rosehill Street and Gibbons Street

The City has prepared a planning proposal to increase the height and floor space for a co-living housing development for student accommodation

11. The planning proposal details the proposed amendments to the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) by inserting new site-specific provisions.

12. The provisions are to:
- (a) permit a maximum building height of 20 metres, an increase from the current control of 18 metres;
 - (b) provide a site-specific FSR bonus of 1.2:1 where the development is a co-living development used for student accommodation, enabling a total maximum FSR of 3.5:1 inclusive of the mapped FSR (2:1), the 10% bonus for co-living housing under Clause 68 of the Housing SEPP and site-specific bonus of 1.2:1; and
 - (c) exclude the ability for the consent authority to grant additional height or floor space for design excellence under clause 6.21D(3).
13. Further explanation of the provisions can be found in Section 4 of the Planning Proposal.

A site-specific Development Control Plan will guide the built form of the co-living housing development to protect local amenity

14. A draft site-specific development control plan (draft site-specific DCP) is at Attachment B and provides further guidance for development facilitated by this planning proposal. It contains site-specific provisions that include:
- (a) a defined building envelope, including required setbacks from all boundaries, upper-level step-backs, building articulation and maximum height in storeys (refer Figure 8);
 - (b) requirements to minimise impacts on neighbouring residential properties, including privacy measures, building breaks, and controls to maintain solar access to Daniel Dawson Reserve;
 - (c) deep-soil landscaping requirements along Cornwallis Lane and Margaret Street to support urban tree canopy and improve the public domain;
 - (d) access, loading and waste servicing controls, including no private vehicle parking and swept-path requirements for Council waste vehicles; and
 - (e) sustainability measures.



Changes to the Development Control Plan will provide tailored controls for student accommodation across the local area

15. A separate amendment to the DCP relating to co-living housing used as student accommodation (draft student accommodation DCP) is provided at Attachment C. This draft DCP contains additional provisions to apply across the local government area.
16. In June 2025, Council approved Policy and Housekeeping amendments to the Sydney Development Control Plan 2012 which included controls for boarding houses and co-living housing such as minimum private room dimensions and bicycle parking rates. As student accommodation is captured in the definition of co-living housing under the Sydney Local Environmental Plan 2012, these controls will also apply to student accommodation once the Policy and Housekeeping PP is finalised by the Department of Planning, Housing and Infrastructure. This is expected within the next couple of months.
17. The draft student accommodation DCP at Attachment C introduces tailored controls that reflect the distinct operational model, design needs and occupancy characteristics of purpose-built student accommodation. The additional provisions will operate alongside the new provisions for boarding house and co-living housing. The additional provisions include:
 - (a) new definitions to distinguish student rooms from other co-living rooms;
 - (b) adjusted design controls for student rooms, including a reduced minimum internal room dimension of 2.4 metres, recognising the different layouts commonly used in purpose-built student accommodation;
 - (c) modified requirements for in-room facilities, enabling smaller kitchens, bathrooms and laundries where high-quality communal facilities are provided;
 - (d) reduced wardrobe requirements for student rooms, reflecting shorter average residency duration and typical patterns of student occupation;
 - (e) tailored bicycle parking rates of one resident space per 5 rooms and one visitor space per 50 rooms in highly accessible locations; and
 - (f) reworded amenity standards for private rooms to improve clarity.
18. These provisions respond to feedback from student accommodation operators received following the approval of the Policy and Housekeeping Local Environmental Plan and Development Control Plan amendments. Operators highlighted that they have a distinct design model that places greater emphasis on high-quality communal facilities and compact private rooms and typically located close to university campuses and major public transport nodes. As a result, certain requirements in the broader co-living controls - particularly bicycle parking - were found to be disproportionate to actual demand. Surveys undertaken by operators and submitted to the City demonstrate consistently low utilisation of bicycle parking provided under the current DCP rates, supporting the need for tailored standards.
19. The City considers it appropriate to introduce these tailored controls for student accommodation to take effect when the Policy and Housekeeping amendments commence, avoiding the need for further amendment soon after their introduction.

The proposal is a good contextual fit and has site-specific merit

20. The proposed building envelope has been designed to respond to the site's context and maintain an appropriate scale within the surrounding mid-rise character. The proposal includes a modest increase to the maximum building height from 18-metres to 20-metres, to allow a consistent building form across the site.
21. The height increase provides flexibility for the building envelope to accommodate the slope of the site. As demonstrated in Figure 9, the envelope extends above the existing 18-metre controls only at the south-west corner of the site affected by a natural dip in the ground, which reaches approximately 1.5-metres at its deepest point. The remainder of the built form sits within the existing 18-metre height limit.
22. Elements that extend above the 18-metre height, aside from the south-west corner, relate to rooftop structures rather than habitable built form. These include plant rooms and lift overruns that support a green roof with communal open space. These rooftop elements may exceed the new 20-metre height in line with the City's forthcoming LEP provision for structures associated with green roofs. This provision aims to support green roofs where overshadowing and privacy impacts are minimal. It does not allow any gross floor area above the maximum height limit.
23. As shown in Figure 8 above, the site-specific DCP identifies the maximum height in storeys for the development, to ensure that future development on the site largely remains within the existing 18-metre limit.

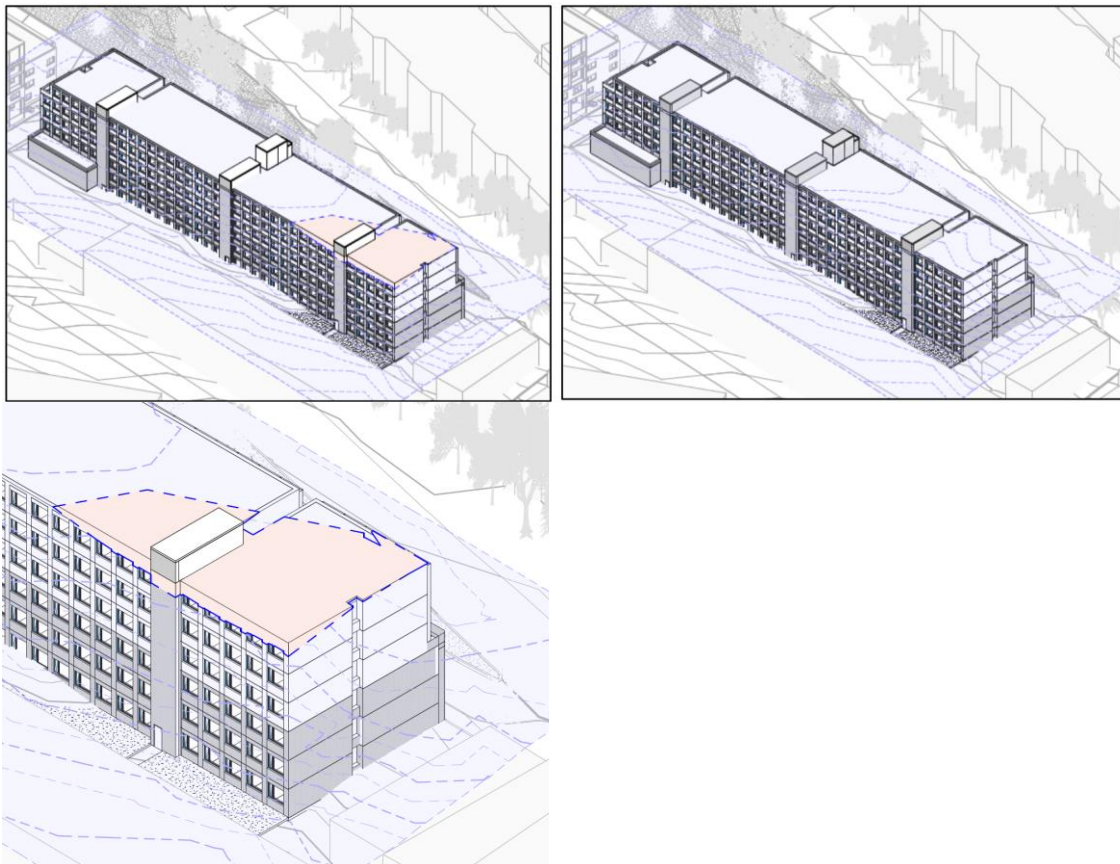


Figure 9: Analysis of building height - existing 18-metre height plan (left and extract at lower left) and proposed 20-metre height plane (right)

The proposed building envelope has been shaped to minimise overshadowing of nearby residential buildings and public open spaces.

24. Overshadowing of neighbouring residential buildings has been assessed in accordance with the Apartment Design Guide (ADG) and the City's guidelines. The analysis confirms that the envelope can comply with the requirements to minimise overshadowing at 15- 29 and 31-41 Cornwallis Street ('2' on Figure 10), the terraces at 80-88 Rosehill Street ('3' on Figure 10) and 39-61 Gibbons Street ('4' on Figure 10).
25. As shown in Figure 8 above, the site-specific DCP includes setbacks that ensure adequate building separation. In particular, it requires a 6-metre setback from the centre line of Cornwallis Lane to provide suitable separation between the site and the residential apartments to the west. This separation supports privacy, reduces visual bulk and contributes to acceptable amenity outcomes for neighbouring residents.
26. Testing for 15-29 Cornwallis Street (under construction) is based on analysis of available floor plans and should be updated at DA stage in case the internal layouts change. Any localised impacts can be assessed at development application stage, and any necessary mitigation can be resolved through detailed design responses.
27. For the 39-61 Gibbons Street apartments, Figure 12 shows 2 notches to the envelope ('clipping plane subtractions'), indicated with red crosses, that were originally included to achieve compliance with the ADG and the City's guidelines. A later review identified a minor modelling error in the assumed ground-floor levels of the apartments - which confirmed these units do not currently receive the minimum 2 hours of solar access required by the ADG. Accordingly, the 2 red-marked clipping planes are no longer required and do not form part of the proposed controls. Overshadowing impacts will be assessed further at the development application stage.
28. Overshadowing of public open spaces ('1' on Figure 10) has been assessed against the LEP sun access planes and the City's guidelines. The reference scheme includes a green-marked clipping plane subtraction, shown in Figure 11, which is retained to ensure no overshadowing of Daniel Dawson Reserve between 10am and 2pm, consistent with the sun access plane in the LEP. Minor overshadowing of Gibbons Street Reserve occurs between 1pm and 2pm and is limited to the narrowest and least functional part of the space, while the majority of the reserve continues to receive more than 4 hours of direct sunlight. Figure 12 illustrates the solar access outcomes for public open spaces.

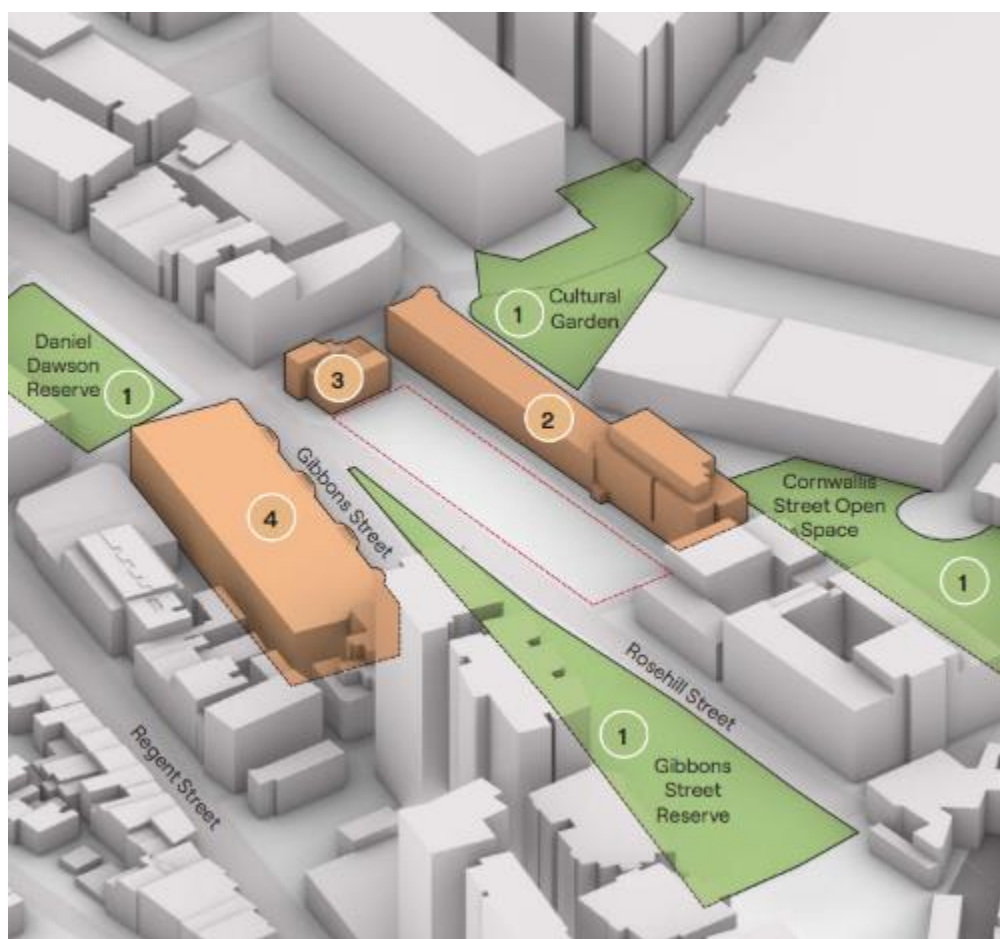


Figure 10: Surrounding buildings and open space tested for solar impact. Source: SJB Urban Design Report.

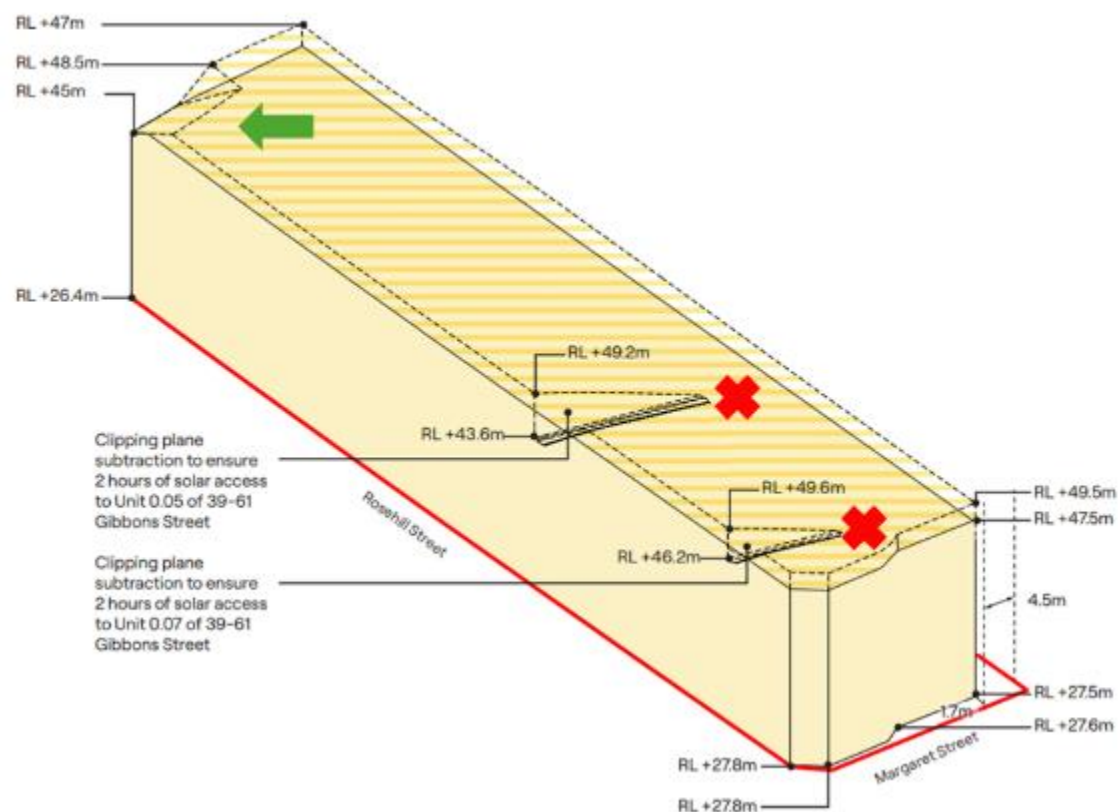


Figure 11: Proposed envelope with solar access clipping planes. Source: SJB Urban Design Report (red (no longer required) and green (required) indicators added).

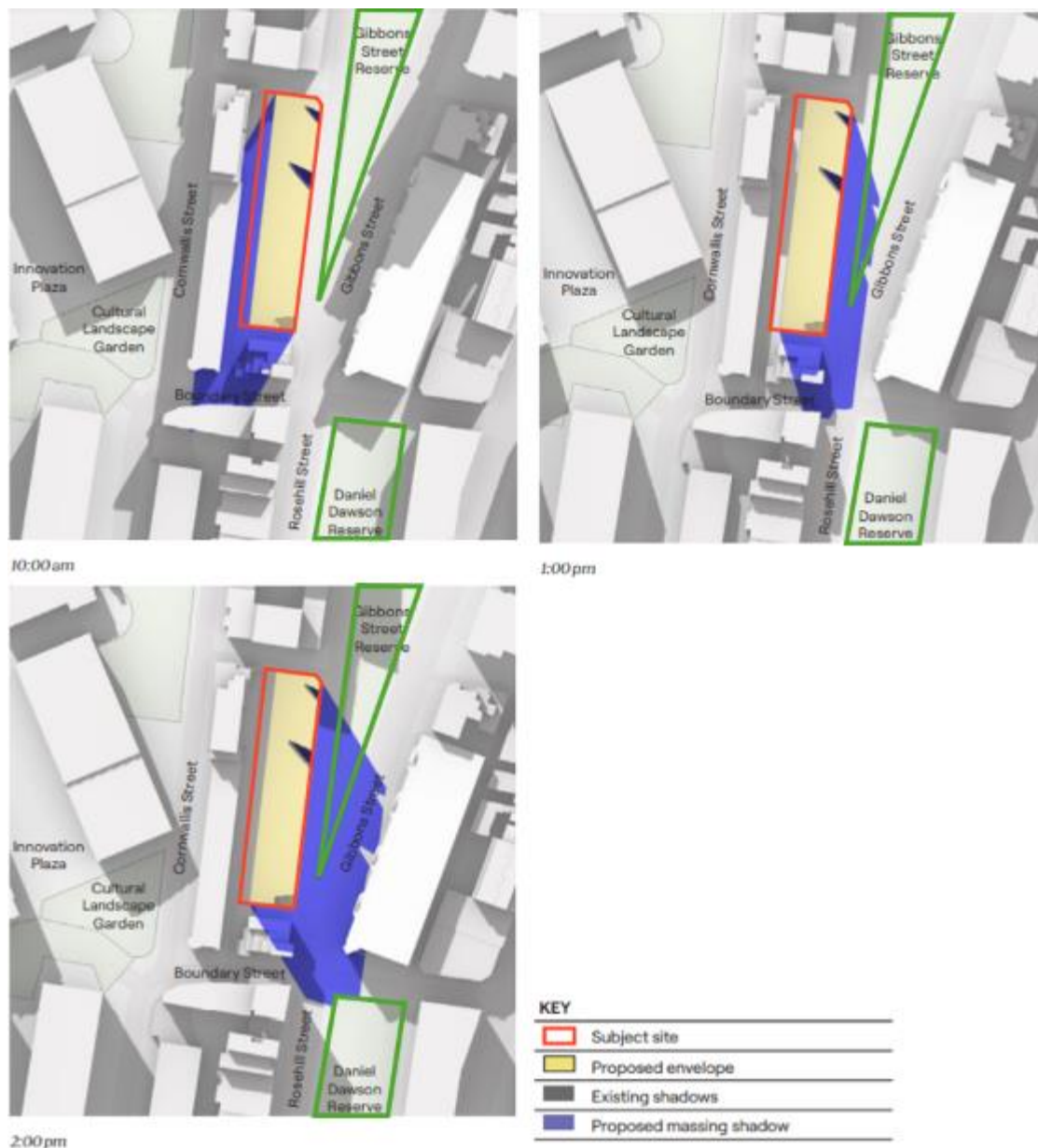


Figure 12: Shadow analysis to public open space. Source: SJB Urban Design Report (green outlines added).

29. The proposal will have minimal traffic impacts as no on-site car parking is provided, with any vehicle movements expected to be limited to taxis and rideshare services outside commuter peak periods. The reference scheme includes bicycle parking at a rate of one space per 5 rooms, with short-stay visitor parking at one space per 50 rooms, encouraging active transport for residents and visitors.

30. Waste and servicing arrangements have been designed to minimise impacts on the public domain and maintain activation along Rosehill Street. Consistent with the City's Guidelines for Waste Management in New Developments, the draft site-specific DCP requires a dedicated, enclosed waste storage room separate from the loading dock and bicycle parking areas, sized to accommodate the full bin volume generated by the development. Waste collection and servicing are to occur from Margaret Street, which provides a more functional location for a 10.6-metre Council waste vehicle to manoeuvre, subject to land dedication and road widening to be secured by the voluntary planning agreement. This approach keeps Rosehill Street free for active frontages and improves operational efficiency.
31. Further information on the urban design, heritage and environmental impacts of the planning proposal can be found in section 5.4 of the planning proposal.

A Voluntary Planning Agreement will deliver land for the widening of Margaret Street and contribute to affordable housing

32. The proponent has offered to enter into a Voluntary Planning Agreement (VPA) with Council to deliver public benefits as part of this planning proposal. The Environmental Planning and Assessment Act 1979 (the Act) allows the proponent to enter into a legally binding Voluntary Planning Agreement with Council. Voluntary Planning Agreements are voluntary and must be freely entered into by the public authority and a proponent. They are publicly exhibited and held on a publicly accessible register.
33. The letter of Offer from Kyanite Rosehill Landowner Pty Ltd, provided at Attachment D, outlines the public benefits. The City has accepted this letter of Offer. The Offer includes the dedication of land to enable the widening of Margaret Street and an affordable housing monetary contribution equal to 17% of the additional floor space generated by the planning proposal, which is consistent with the City's recently exhibited changes to the Affordable Housing Program. The widening of Margaret Street will provide a more suitable location for waste collection and servicing functions, reducing operational impacts on surrounding streets and improving access and manoeuvring for service vehicles.
34. This Offer does not offset local infrastructure contributions required under a contributions plan (section 7.11 of the Act) or housing and productivity contributions (division 7.1, subdivision 4 of the Act).
35. A draft VPA will be prepared and publicly exhibited with the planning proposal.

Planning Proposal is consistent with City's strategic vision

36. The City's Local Strategic Planning Statement, City Plan 2036, sets out the 20-year vision for land use planning in the City and the priorities and actions needed to achieve this vision. This planning proposal gives effect to the following priorities:
 - (a) infrastructure - the proposal locates new co-living housing in an area with excellent access to existing and planned transport infrastructure, services and major education facilities.
 - (b) liveability - the proposal contributes to a more diverse housing mix by providing purpose-built student accommodation close to universities and employment, supporting the City's objective to deliver new homes that meet the needs of different community groups.

37. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This plan is aligned with the following strategic directions and objectives:
- (a) Direction 5 - 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.
 - (b) Direction 6 - 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.
 - (c) Direction 9 - A transformed and innovative economy - Co-living can be considered as a compatible land use to help meet housing demands 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.
 - (d) Direction 10 - Housing for all - The proposal will support diverse housing options within the City.
38. Further information regarding the alignment with the strategic planning framework can be found in Section 5.3 of the Planning Proposal.

Risks

39. City staff have undertaken a thorough assessment of the planning proposal and found that it demonstrates strategic and site-specific merit in accordance with NSW Government guidelines. The planning proposal is consistent with City policies and strategies including City Plan 2036 and Sustainable Sydney 2030-2050 Continuing the Vision. Progressing the planning proposal is within the City's risk tolerance and appetite.
40. The planning proposal has demonstrated that development can be capable of complying with relevant environmental and planning laws, regulations and industry standards and is within the City's minimal appetite for non-compliance with environmental laws, regulations and industry standards.
41. Should Council and the Central Sydney Planning Committee endorse the attached planning proposal for public exhibition, it will be forwarded to the Department of Planning, Housing and Infrastructure in accordance with section 3.34 of the Act for Gateway Determination. Proceeding with the planning proposal will meet the City's minimal appetite for disruption to our regulatory functions as decisions will be within the timeframes set in the NSW Government's Statement of Expectations Order 2024.

Relevant Legislation

42. Environmental Planning and Assessment Act 1979.
43. Environmental Planning and Assessment Regulation 2021.

Critical Dates / Time Frames

44. Should Council and the Central Sydney Planning Committee endorse the attached planning proposal for public exhibition, it will be forwarded to the Department of Planning, Housing and Infrastructure in accordance with section 3.34 of the Act for Gateway Determination.
45. The Gateway Determination will provide the required date for the completion of the Local Environmental Plan amendment.
46. Following public exhibition, the outcomes will be reported back to Council and the Central Sydney Planning Committee.

Public Consultation

47. The public exhibition process for this planning proposal will be determined by the Department of Planning, Housing and Infrastructure. It is proposed that the public exhibition of the planning proposal, notification of the planning agreement, draft site-specific DCP and draft student accommodation DCP will run concurrently. Noting the draft student accommodation DCP has a broader application than the draft site-specific DCP, student housing providers that operate within the local area will be notified. The consultation will be in accordance with the requirements of:
 - (a) the Gateway Determination issued by the Department of Planning, Housing and Infrastructure under section 3.34 of the Act;
 - (b) the Environmental Planning and Assessment Regulation 2021;
 - (c) in relation to the Planning Agreement, section 7.5(2) of the Act; and
 - (d) the City of Sydney's Community Engagement Strategy and Participation Plan.
48. It is likely that the public exhibition period for the planning proposal would be a minimum of 20 working days.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Angela Smidmore, Specialist Planner

Attachment A

**Planning Proposal – 44-78 Rosehill Street,
Redfern**

Planning Proposal – 44-78 Rosehill Street, Redfern



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Executive Summary

This planning proposal has been prepared by the City of Sydney (the City) for 44–78 Rosehill Street, Redfern (the site), in response to a request from the landowner to change the planning controls in the Sydney Local Environmental Plan 2012 (LEP) and the Sydney Development Control Plan 2012 (Sydney DCP 2012) as they apply to the site.

The site

Located in Redfern within approximately 3 km of central Sydney, the site comprises a single rectangular lot with an area of around 2,540 m². Existing development includes a two-storey commercial building. It has frontages to Rosehill Street, Margaret Street and Cornwallis Lane. The site is highly accessible, situated approximately 150 metres from Redfern Station and 400 metres from the Waterloo Metro Station.

Existing development controls

The site is zoned MU1 Mixed Use in the Sydney LEP 2012 which permits a range of uses including residential, office, retail, and entertainment facilities. The site has a maximum building height of 18 metres and maximum floor space ratio of 2:1.

Intended outcome for development on the site

The proposed change to the planning controls will facilitate redevelopment with the following outcomes:

- a co-living housing development used as student accommodation in accordance with the State Environmental Planning Policy (Housing) 2021
- a building form that is compatible with surrounding development and able to comply with requirements for deep soil, waste and solar access to neighbouring development and nearby public open space
- delivery of public benefits including land dedication for the widening of Margaret Street and monetary affordable housing contributions.

The planning proposal – Sydney Local Environmental Plan 2012 controls

This planning proposal seeks to amend the Sydney Local Environmental Plan 2012 by:

- amending the height of building map from 18m to 20m
- inserting a new site-specific clause under Division 5 Site specific provisions to provide a site-specific FSR bonus of 1.2:1 where the development is a co-living development used for student accommodation, enabling a total maximum FSR of 3.5:1 inclusive of the mapped FSR (2:1), the 10% bonus for co-living housing under Clause 68 of the Housing SEPP and site-specific bonus of 1.2:1.

Draft site-specific Development Control Plan

The City has prepared a draft site-specific amendment to the Sydney DCP 2012 to provide detailed provisions for the development of the site where a development seeks to utilise the additional floor space ratio permitted by the proposed LEP clause. In these circumstances, the draft DCP provisions apply and override other provisions of Sydney Development Control Plan 2012 where there is an inconsistency. The draft DCP includes controls relating to built form, setbacks, deep soil, parking and waste.

1. Background

1.1. Site identification

The planning proposal relates to land at 44-78 Rosehill Street, Redfern (the site). The legal description of the site is Lot 1 in DP 79262 and as shown in below in Figure 1.

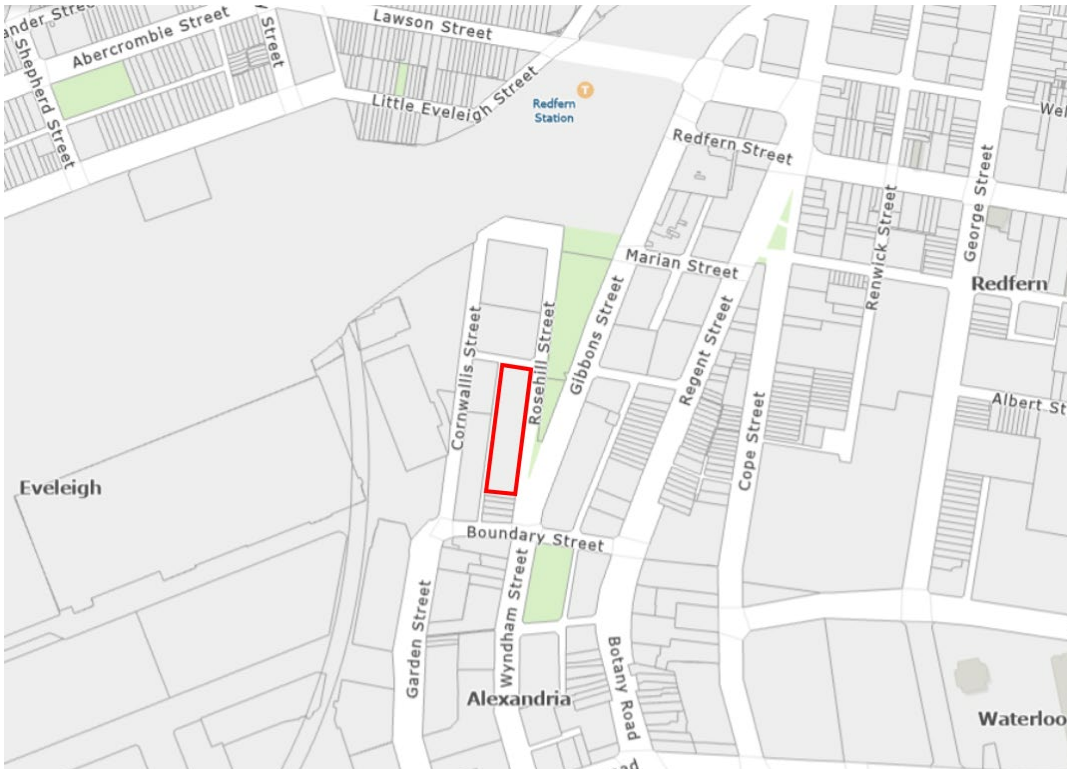


Figure 1. Land affected by this planning proposal.

1.2. Site location

The site is located in the suburb of Redfern. It is located approximately 3km south of Sydney's central business district.

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. To the east, several low- to mid-rise residential buildings provide a transition to the predominantly residential neighbourhood 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 Eveleigh Railway Workshops to the west and south-west of the site.

The site is close 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 150 metres north of the site. The Waterloo Metro Station is also within a 450-metre walk of the site. Bus routes also run close to the site along Wyndham and Regent Streets.

The site is also close to several smaller green spaces and a mix of uses along Regent and Redfern Streets. South Eveleigh, to the south-west of the site, provides grocery shopping, co-working spaces, and a variety of food and beverage premises. The site is also well connected to University of Sydney, the University of Technology Sydney and TAFE NSW Ultimo. The strategic context is shown in Figure 2.



Figure 2. Strategic context of the site. Source: SJB Urban Design Report.

1.3. Site characteristics

The site has an area of approximately 2,540m² and comprises a singular, rectangular lot. It has street frontages to Rosehill Street to the east, Margaret Street to the north and Cornwallis Lane to the west. The topography generally falls towards the south and west across the site. Existing development consists of a two-storey commercial building including ground level car parking. Vegetation on the site is minimal, with a single tree located in the north-eastern corner. Council-owned street trees are present along the Rosehill Street boundary. Street views of the site and surrounding area are shown below in Figure 3.



View from Gibbons Street and Boundary Street towards site View of existing development on the site



View from Margaret Street looking east with site on right to Street

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



View from Gibbons Street looking west towards the site

View from Rosehill Street looking southwest towards site

Figure 3. Street views of site and surrounding area. Source: Mecone Planning Proposal Report and SJB Urban Design Report.

2. Existing planning controls

2.1 Zoning

The site is zoned MU1 Mixed Use zone. All development is permitted with consent under the MU1 Mixed Use Zone, except *Extractive industries; Heavy industrial storage establishments; Heavy industries; Pond-based aquaculture*, which are prohibited.

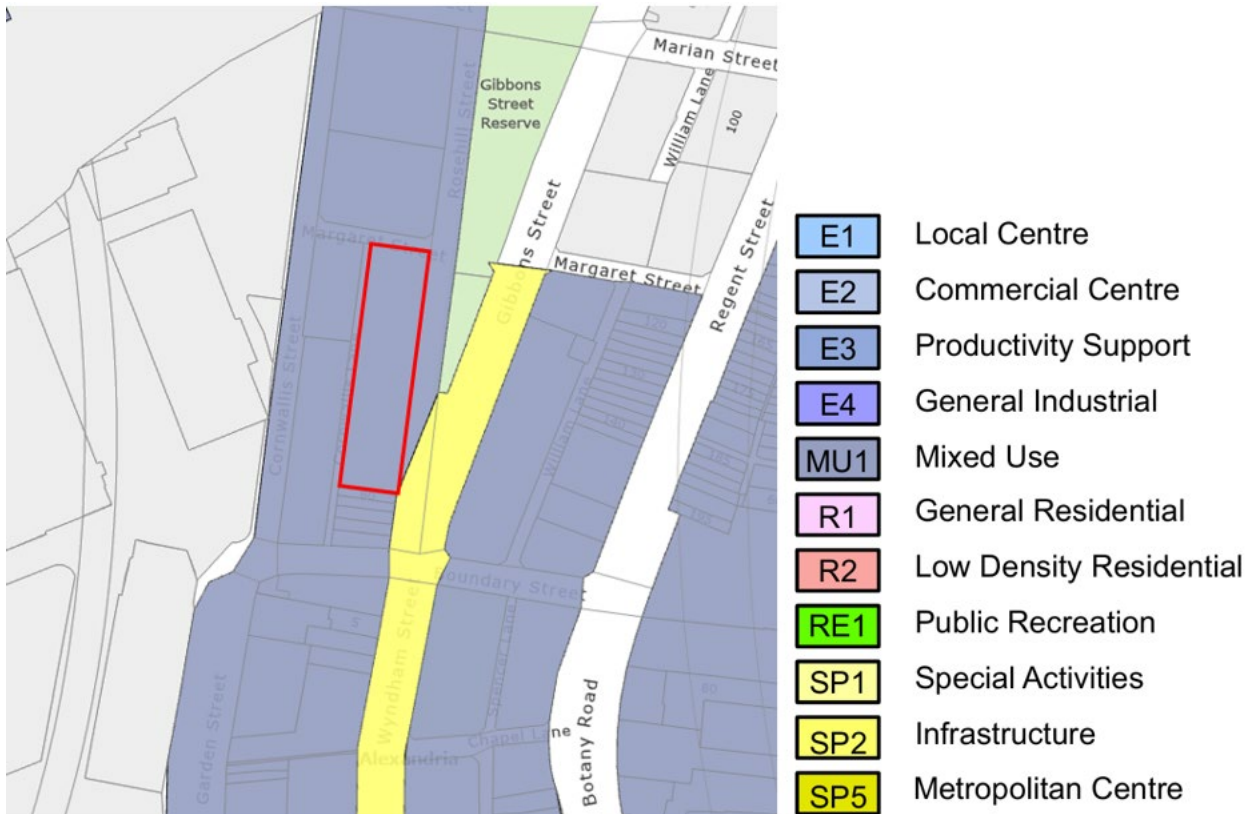


Figure 4. Zoning Map Sydney LEP 2012

2.2 Building height

The maximum height of buildings for the site is 18m.

The site is also affected by the Daniel Dawson Reserve Sun Access Plane, which protects sunlight to the reserve all year between 10am and 2pm, in accordance with Clause 6.17 Sun access planes of the LEP. Development must not project above the mapped sun access plane, to ensure no overshadowing of the reserve during the protected hours.

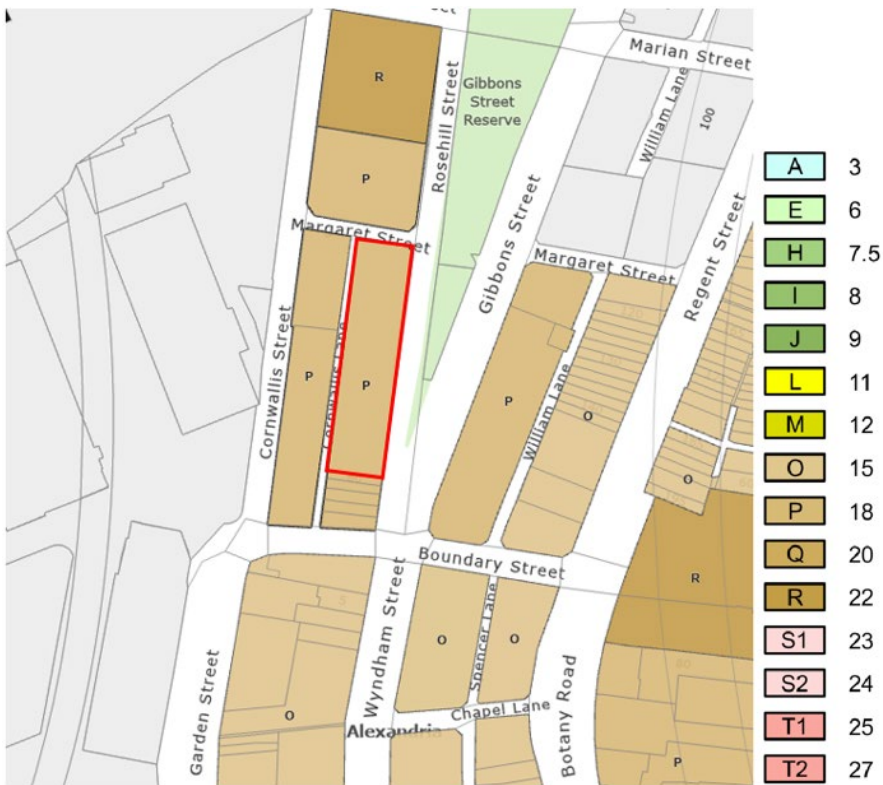


Figure 5. Building Height Map Sydney LEP 2012

2.3 Floor space ratio

The maximum mapped (base) FSR for the site is 2:1.

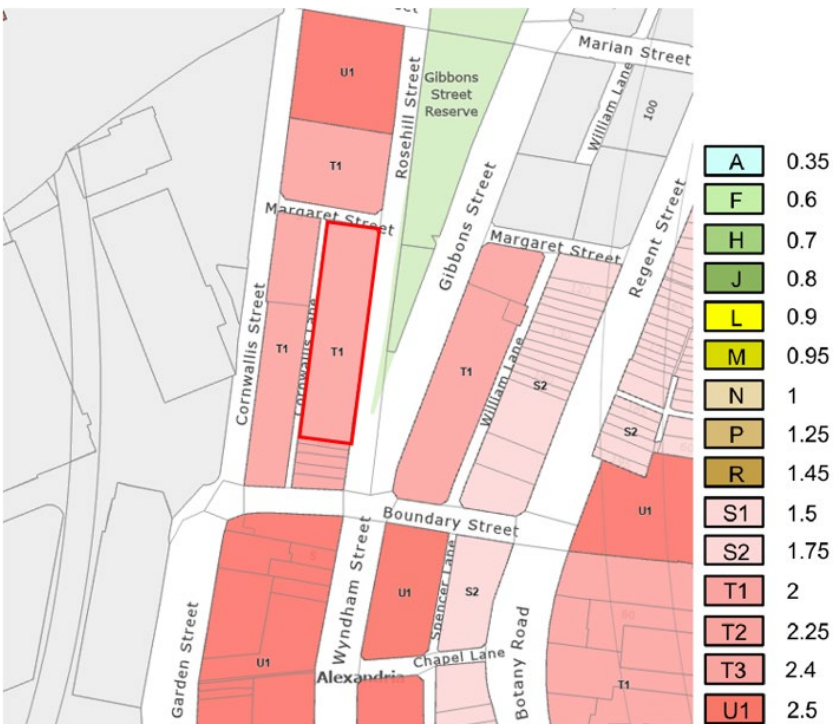


Figure 6. Floor Space Ratio Map Sydney LEP 2012

2.4 Heritage

The site is not identified as a heritage item and is not located in a heritage conservation area. The Redfern Estate Heritage Conservation Area (C56) is approximately 70 metres from the site to the east. The Eveleigh Railway Workshops State heritage listed items are to the west of the site.

An Aboriginal site (AHIMS ID 45-6-2597, referred to as the “Wynyard Street Midden”) is recorded in proximity to the broader precinct; however, multiple archaeological assessments prepared for the Botany Road Precinct Planning Proposal (AECOM 2020; Urbis 2020) indicate that the site card contains a naming error, and the reference to “Wynyard Street” is understood to be a mistaken reference to Wyndham Street. The assessments determine that the most likely location of the observation is the Gibbons Street Reserve. These assessments concluded that any shell material historically reported was probably contained within fill used to reinstate the reserve following major excavation works in the 1960s. No archaeological material was subsequently identified during site inspection.



Figure 7. Heritage Map Sydney LEP 2012

3. Objectives and intended outcomes

The objectives of this planning proposal are to amend the LEP and insert new site-specific provisions to increase the maximum height and allow for additional floor space to accommodate a new co-living housing development.

Specifically, the objectives and intended outcomes of the planning proposal are to:

- facilitate additional height and floor space in a well-located area to support a new co-living housing development
- accommodate students in an area with good access to public transport and universities
- facilitate a built form that responds sensitively to the surrounding development and minimises amenity impacts on adjoining properties and nearby open space, including the protection of solar access
- deliver high quality residential amenity and sustainability outcomes.

Draft site-specific amendments to the Sydney DCP 2012 accompanying this planning proposal provide detailed guidance for the future redevelopment of the site.

A planning agreement will be exhibited to secure monetary affordable housing contributions and land dedication for road widening of Margaret Street.

4. Explanation of provisions

4.1. Proposed amendments to Sydney LEP 2012

To achieve the objectives and intended outcomes, this planning proposal seeks to amend the Sydney Local Environmental Plan 2012 by:

- amending the height of building map from 18m to 20m;
- inserting a new site-specific clause under Division 5 - Site specific provisions to provide a site-specific FSR bonus of 1.2:1 where the development is a co-living development used for student accommodation, enabling a total maximum FSR of 3.5:1 inclusive of the mapped FSR (2:1), the 10% bonus for co-living housing under Clause 68 of the Housing SEPP and site-specific bonus of 1.2:1; and
- excluding the ability for the consent authority to grant additional height or floor space for design excellence under clause 6.21D(3), to ensure that no further uplift beyond the intended maximum 3.5:1 FSR and 20-metre building height can be granted through design excellence provisions.

4.2. Proposed amendments to Sydney DCP 2012

This planning proposal is supported by a draft amendment to the Sydney Development Control Plan 2012 (Sydney DCP). The draft DCP will be publicly exhibited with this planning proposal.

The proposed DCP amendments comprise two schedules:

a) Schedule 1 - Site-specific DCP provisions

These provisions will guide the future development of the site and ensure consistency with the objectives and intended outcomes of this planning proposal. The site-specific controls address matters including built form, height and massing, setbacks and environmental performance, to ensure a high-quality design outcome that responds appropriately to the surrounding context.

b) Schedule 2 - Amendments to upcoming DCP provisions for boarding houses and co-living housing to accommodate purpose-built student accommodation

In June 2025, Council approved amendments to the Sydney Development Control Plan 2012 which included controls for boarding houses and co-living housing such as minimum private room dimensions and bicycle parking rates. As student accommodation is captured in the definition of co-living housing under the Sydney Local Environmental Plan 2012, these controls also apply to student accommodation development once the Policy and Housekeeping Planning Proposal is finalised by the Department of Planning, Housing and Infrastructure. This is expected within the next couple of months.

This draft DCP proposes amendments to these upcoming provisions for boarding houses and co-living housing. The amendments respond to feedback from student accommodation providers and operational evidence showing that some existing co-living controls, including minimum private room widths and bicycle parking rates, do not reflect the specific characteristics of purpose-built student accommodation.

The amendments introduce new definitions to distinguish student rooms from other co-living rooms. They apply tailored design requirements that permit narrower room widths and fewer in-room facilities when supported by high-quality communal kitchens, study areas and social spaces. They also refine general private room amenity standards to enhance clarity and ensure controls operate as intended.

These changes provide a more proportionate and fit-for-purpose design guidance for student accommodation, while maintaining the Development Control Plan objectives to ensure good residential amenity and support sustainable transport outcomes.

5. Justification

This planning proposal amends the maximum height of building for the site and increases the floor space ratio for co-living housing development used as student accommodation. There is no change to the land use zoning.

This section provides justification for the planning proposal outlining strategic and site-specific merit, outcomes and process for implementation.

5.1. Landowner request

The proponent Kyanite Rosehill Landowner Pty Ltd, supported by Mecone, lodged a formal request to prepare a planning proposal for the site in December 2025.

The proposal is intended to deliver purpose-built student accommodation in accordance with the Housing SEPP. The development would include ground floor communal spaces facing Rosehill Street, communal rooftop open space and approximately 327 co-living units.

An indicative design of the proposed development for the site prepared by the proponent is at Figure 8.



Figure 8. Render of indicative design. Source: SJB Urban Design Report.

5.2. Need for the planning proposal

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

This planning proposal has been prepared in response to a request from the landowner to amend the planning controls applying to the site. It is not the result of an endorsed Local Strategic Planning Statement, strategic study or Council-led planning review.

The landowner has undertaken a number of studies in support of the request. These studies demonstrate that the proposal is consistent with the strategic vision of delivering diverse housing in highly accessible locations and that the site is capable of accommodating increased density without unacceptable impacts on surrounding amenity.

The following supporting documents commissioned by the applicant to support their request are attached to this planning proposal:

- Attachment A1 – Planning Proposal Report - Mecone
- Attachment A2 – Survey Plan - Landair
- Attachment A3 – Urban Design Report - SJB
- Attachment A4 – Traffic Report – JMT Consulting
- Attachment A5 – Ecologically Sensitive Development Report – ADP Consulting
- Attachment A6 – Site Specific DCP - Mecone
- Attachment A7 – Proposed Maps - Mecone

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

This planning proposal seeks to amend the Sydney LEP 2012 for the subject site. The proposed envelope has been assessed to ensure any future built form is appropriate to its context and will not result in any unacceptable impacts on adjoining properties or the public domain.

As the proposed changes are greater than those acceptable through an application to vary development standards via clause 4.6 of the Sydney LEP 2012, the planning proposal approach is the most appropriate option.

5.3. Relationship to the strategic planning framework

Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy?

A Metropolis of Three Cities is the NSW Government's overarching strategic plan for growth and change in Sydney. The 20-year plan identifies key challenges facing Greater Sydney, in particular delivering new jobs and housing to support the projected population increase. This planning proposal gives effect to the plan as summarised below.

A Metropolis of Three Cities - Greater Sydney Region Plan

- *Objective 4: Infrastructure use is optimised* - The proposal makes efficient use of existing infrastructure by locating co-living accommodation for students close to public transport, education and health facilities, public open space and established service networks.
- *Objective 7 – Communities are healthy, resilient and socially connected* - The proposal supports healthy communities by encouraging walking and cycling, provides bicycle parking on site and does not include car parking.
- *Objective 11 – Housing is more diverse and affordable* – The proposal delivers co-living accommodation that provides flexible, shared housing options and increases housing diversity and choice in Redfern.
- *Objective 13 – Environmental heritage is identified, conserved and enhanced* – The proposal has been designed to be sensitive to the adjacent Redfern Estate Heritage Conservation Area. The site is not identified as a heritage item. Given the Eveleigh Railway Workshops State heritage items located to the west of the site, referral to Heritage NSW at Gateway is recommended.
- *Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute city* - The proposal provides new housing in a highly accessible location within walking distance of Redfern Station, Waterloo Metro, Sydney University and the Sydney central area.

- *Objective 31: Public open space is accessible, protected and enhanced* - The proposal will protect solar access to Daniel Dawson Reserve, as confirmed through detailed solar testing and application of a solar access plane.
- *Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change* – The proposals proximity to public transport, exclusion of car parking space and provision of bicycle parking will contribute to a reduction of carbon emissions. The 5-star Greenstar building rating will support a low-carbon, climate-adapted built environment.

Eastern City District Plan

This planning proposal is consistent with the following planning priorities of the District Plan.

- *Priority E1: Planning for a city supported by infrastructure* – 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.
- *Priority E3: Providing services and social infrastructure to meet people's changing needs* – The proposal meets changing community needs by providing purpose-built co-living housing that supports access to education, offers flexible housing options and includes shared spaces for social connection and wellbeing.
- *Planning Priority E5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport* – this planning proposal will contribute to increased housing supply and diversity in a well-serviced location through the provision of student accommodation with good access to education institutions and to public transport.
- *Priority E8: Growing and investing in health and education precincts and the Innovation Corridor* – The proposal supports the Innovation Corridor by providing co-living accommodation close to universities and research facilities.
- *Priority E19: Reducing carbon emissions and managing energy, water and waste efficiency* - The proposal reduces emissions through its accessible location, no on-site car parking, provision of bicycle parking and high-performance building outcomes.

Draft Sydney Plan

This planning proposal is consistent with the following priority responses of the draft plan:

- *Increase housing diversity and choice* – the proposal provides a co-living model that offers flexible, shared housing options.
- *Secure the supply of affordable housing* – the proponent has offered to enter into a VPA with the City for a monetary affordable housing contribution applicable to 17% of new residential floor space achieved through the proposal.

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

Yes. This planning proposal is consistent with relevant local strategies and plans as summarised below.

Sustainable Sydney 2030-2050

The planning proposal supports following Sustainable Sydney strategic directions:

- *Direction 5 - 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.
- *Direction 6 - 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.

- *Direction 10 Housing for all* – The proposal will support diverse housing options within the City. It delivers student accommodation close to universities, and through a planning agreement will make a financial contribution to the development of additional affordable housing off-site.

City Plan 2036: Local Strategic Planning Statement

This planning proposal gives effect to the following priorities of City Plan 2036:

Infrastructure

- *I1: Movement for walkable neighbourhoods and a connected city* - The proposal locates co-living housing close to existing and new public transport, local services, and education facilities, and prioritises pedestrian and cyclist access within and around the site. Private vehicle parking has not been provided on the site and bicycle parking has been provided to encourage residents to utilise public and active transport methods.
- *I2: Align development and growth with supporting infrastructure* - The proposal responds to growth in the student and young adult population by delivering housing in a well-served location.

Liveability

- *L3: New homes for a diverse community* – The proposal contributes to housing diversity by providing purpose-built student housing. Sustainability
- *S2: Creating better buildings and places to reduce emissions and water and use water efficiently* – The proposal reduces environmental impacts through measures to minimise energy, water use and waste.

Housing for All: City of Sydney local housing strategy

The City's local housing strategy establishes priorities, objectives and actions for future housing delivery to 2036 in line with the housing related priorities of the Eastern City District Plan. This planning proposal aligns with the following priorities of the strategy:

- *Priority H1 – Facilitating more homes in the right locations* – this planning proposal would deliver additional dwellings in a well-established area that is close to public transport, social infrastructure and public facilities.
- *Priority H3 – Increasing diversity and choice in housing* – this planning proposal would contribute to increased housing diversity and affordability with the provision of co-living housing with flexible options including shared living and student accommodation.

Is the planning proposal consistent with applicable State Environmental Planning Policies?

This planning proposal is consistent with all applicable State Environmental Planning Policies (SEPPs), as summarised in Table 2

Table 2: Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Biodiversity and Conservation) 2021	Consistent
SEPP (Housing) 2021	Consistent. The proposed reference scheme has been designed to be compliant with Chapter 3, Part 3 of this SEPP which relates to Co-living development. The scheme incorporates the non-discretionary additional 10% floor space ratio permitted under Clause 68(2)(ii), which allows an extra 10% FSR where that additional

State Environmental Planning Policy	Comment
	floor space is used exclusively for co-living housing.
SEPP (Industry and Employment) 2021	Consistent
SEPP (Planning Systems) 2021	Consistent
SEPP (Precincts–Eastern Harbour City) 2021	Consistent
SEPP (Resilience and Hazards) 2021	Consistent. With reference to Chapter 4 Remediation of Land, no change in permissible land uses is facilitated by this planning proposal. Further investigation regarding potential contamination will be undertaken as part of any future development application process.
SEPP (Resources and Energy) 2021	Consistent
SEPP (Sustainable Buildings) 2022	Consistent. 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	Consistent

The following SEPPs are not applicable to this planning proposal:

- SEPP (Precincts – Central River City) 2021, SEPP (Precincts – Regional) 2021, SEPP (Precincts – Western Parkland City) 2021, SEPP (Primary Production) 2021

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

This planning proposal is consistent with all applicable Ministerial Directions issued under section 9.1 of the Environmental Planning and Assessment Act 1979, as summarised in Table 3.

Table 3: Consistency with Ministerial Directions

Ministerial Direction	Comment
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	Consistent. This proposal supports the Region Plan, as discussed in detail under Question 3 (above).
1.3 Approval and Referral Requirements	Consistent. This planning proposal does not include concurrence, consultation or referral provisions or identify any developments as designated development.
1.4 Site Specific Provisions	Consistent. The planning proposal does not restrict the permitted uses on the land. The

Ministerial Direction	Comment
	planning proposal provides additional FSR for co-living housing. This is consistent with strategic priorities established in the relevant regional and district plan and LSPS. Development that does not make use of the additional FSR provided by the planning proposal can continue to make use of the full range of uses permitted in the MU1 Zone.
1.4A Exclusion of Development Standards from Variation	Consistent. This planning proposal does not propose to exclude a development standard from variation under clause 4.6
Focus area 3: Biodiversity and Conservation	
3.1 Conservation Zones	Consistent. The planning proposal will not adversely impact the conservation of environmentally sensitive areas.
3.2 Heritage Conservation	Consistent. The planning proposal will not adversely impact the ongoing conservation of heritage items.
3.5 Recreation Vehicle Areas	Consistent. The site is not being developed for the purpose of a recreation vehicle area.
3.9 Sydney Harbour Foreshores and Waterways Area	This planning proposal is consistent. The site is not located within the Foreshores and Waterways Area.
Focus area 4: Resilience and Hazards	
4.1 Flooding	Consistent. The site is not identified as flood prone land.
4.2 Coastal Management	Consistent. The site is not on land within the coastal zone.
4.4 Remediation of Contaminated Land	Consistent. No change in land use is facilitated by this planning proposal. Detailed contamination assessment of the site will be further undertaken at the development application stage in accordance with the City's contamination management policy.
4.5 Acid Sulfate Soils	Consistent. The site is mapped as Class 5 Acid Sulfate Soils in the City of Sydney sheet map, which means acid sulfate soils are not typically found. Detailed investigation and the need for an Acid Sulfate Soils Management Plan will be addressed through any future development application.

Ministerial Direction	Comment
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Consistent. The proposal will support access to housing, jobs, services by walking, cycling and public transport. Private vehicle parking has not been provided on the site and bicycle parking has been provided to encourage residents to utilise public and active transport methods.
5.3 Development Near Regulated Airports and Defence Airfields	Not applicable. The proposal is not near regulated airports and defence airfields.
Focus area 6: Housing	
6.1 Residential Zones	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. The provision of diverse housing through co-living housing, will be enabled by this planning proposal. Requirements for the land to be adequately serviced are included in the planning proposal.
6.2 Caravan Parks and Manufactured Home Estates	Consistent.
Focus area 7: Industry and Employment	
7.1 Employment Zones	Consistent. The planning proposal will retain the existing MU1 zoning.

The following Directions are not applicable to this planning proposal:

- Ministerial Direction 1.2 Development of Aboriginal Land Council Land, 1.4A Exclusion of Development Standards from Variation, 1.5 Parramatta Road Urban Transformation Strategy, 1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan, 1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan, 1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan, 1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor, 1.10 Implementation of the Western Sydney Aerotropolis Plan, 1.11 Implementation of Bayside West Precincts 2036 Plan, 1.12 Implementation of Planning Principles for the Cooks Cove Precinct, 1.13 Implementation of St Leonards and Crows Nest 2036 Plan, 1.14 Implementation of Greater Macarthur 2040, 1.15 Implementation of the Pyrmont Peninsula Place Strategy, 1.16 North West Rail Link Corridor Strategy, 1.17 Implementation of the Bays West Place Strategy, 1.18 Implementation of the Macquarie Park Innovation Precinct, 1.19 Implementation of the Westmead Place Strategy, 1.20 Implementation of the Camellia-Rosehill Place Strategy, 1.21 Implementation of the South West Growth Area Structure Plan, 1.22 Implementation of the Cherrybrook Station Place Strategy, 3.3 Sydney Drinking Water Catchments, 3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs, 3.6 Strategic Conservation Planning, 3.8 Willandra Lakes Region, 3.10 Water Catchment Protection, 4.3 Planning for Bushfire Protection, 4.6 Mine Subsidence and Unstable Land, 5.3 Development Near Regulated Airports and Defence Airfields, 5.4 Shooting Ranges, 5.5 High Pressure Dangerous Goods Pipelines,

7.2 Reduction in non-hosted short term accommodation period, 7.3 Commercial and Retail Development along the Pacific Highway, North Coast, 8.1 Mining, Petroleum Production and Extractive Industries, 9.1 Rural Zones, 9.2 Rural Lands, 9.3 Oyster Aquaculture, 9.4 Farmland of State Regional Significance on the NSW Far North Coast.

5.4. Environmental, social and economic impact

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

The planning proposal and the accompanying specialist technical studies do not identify any critical habitat or threatened species, populations or ecological communities, or their habitats on this site. As a result, it is highly unlikely that there would be any adverse impact on a critical habitat or threatened species, population or ecological community to take place as a result of this proposal.

The site is largely free from vegetation. There is a singular Golden Robinia tree located on the site in the north-eastern corner. The indicative reference scheme proposes its removal. This will be subject to further detailed assessment at the development application stage.

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

The planning proposal has been informed by urban design analysis, overshadowing studies, and a detailed reference scheme, which together demonstrate that the proposed FSR and building height controls can deliver a well-resolved built form without causing unacceptable environmental impacts on adjoining properties, the public domain or surrounding heritage and open space. The reference scheme confirms that development under the proposed controls can comply with the Apartment Design Guide, including relevant flexibility provisions under the Housing SEPP.

Floor space ratio

The site is currently subject to a maximum FSR of 2:1 under the Sydney LEP 2012. The planning proposal seeks to introduce a site-specific clause allowing an FSR bonus of 1.2:1 where the development is a co-living development used for student accommodation, enabling a total maximum FSR of 3.5:1 inclusive of the mapped FSR (2:1), the 10% bonus for co-living housing under Clause 68 of the Housing SEPP and site-specific bonus of 1.2:1. An assessment of built form and context demonstrates that this additional density is appropriate and consistent with the emerging built form character of the surrounding precinct.

The site sits within a precinct undergoing transition from a medium-density to a higher-density, mixed-use neighbourhood supported by excellent access to public transport. Recent development includes residential buildings of up to 18 storeys along the northern edge of Gibbons Street, with further high-density development planned along Regent Street. Adjacent adaptive reuse projects – such as the large-scale commercial and retail uses at the South Eveleigh precinct and the Eveleigh Railway Workshops – further illustrate the ongoing trend toward intensification.

The development will provide a diverse housing type that responds to the needs of the growing student population. The site is accessible, located close to public transport services and major education institutions, making it suitable for increased residential density. The additional FSR will only be available where the development is for co-living housing used for student accommodation, as required by the proposed site-specific clause.

Maximum building height

Although the existing building on the site is only 2 storeys, the site is already subject to an 18-metre height control under the LEP. The proposal includes a modest increase to the maximum building height from 18-metres to 20-metres, to allow a consistent building form across the site.

The height increase provides flexibility for the building envelope to accommodate the slope of the site. As demonstrated in Figure 9, the envelope extends above the existing 18-metre controls only at the south-west corner of the site affected by a natural dip in the ground, which reaches approximately 1.5-metres at its deepest point. The remainder of the built form sits within the existing 18-metre height limit.

Elements that extend above the 18-metre height, aside from the south-west corner, relate to rooftop structures rather than habitable built form. These include plant rooms and lift overruns that support a green roof with communal open space. These rooftop elements may exceed the new 20-metre height in line with the City's forthcoming LEP provision for structures associated with green roofs. This provision aims to support green roofs where overshadowing and privacy impacts are minimal. It does not allow any gross floor area above the maximum height limit.

As shown in Figure 10, the site-specific DCP identifies the maximum height in storeys for the development, to ensure that future development on the site largely remains within the existing 18-metre limit. To the north, the site addresses Margaret Street and adjoins a five-storey residential flat building. To the east, the site adjoins Rosehill Street and is separated from the residential and commercial development along Gibbons Street and Regent Street by Gibbons Street Reserve. The Redfern Estate Heritage Conservation Area is located approximately 80 metres east of the site, and the proposed height does not result in adverse impacts on its setting or significance.

To the west, the site adjoins Cornwallis Lane and a three-storey residential flat building at 15–41 Cornwallis Street. The proposal includes a primary rear setback of 3 metres along Cornwallis Lane, which increases building separation and reduces amenity and privacy impacts to adjoining residential properties. Along the southern boundary, the site adjoins a row of two-storey brick terraces, which represent the most sensitive interface. These properties are also subject to an 18 m height control. The shift from 18 m to 20 m can be effectively managed through detailed design responses at the development application stage.

Overall, the proposed height is well-integrated with surrounding development, and consistent with the intended urban outcomes articulated in the site-specific DCP.

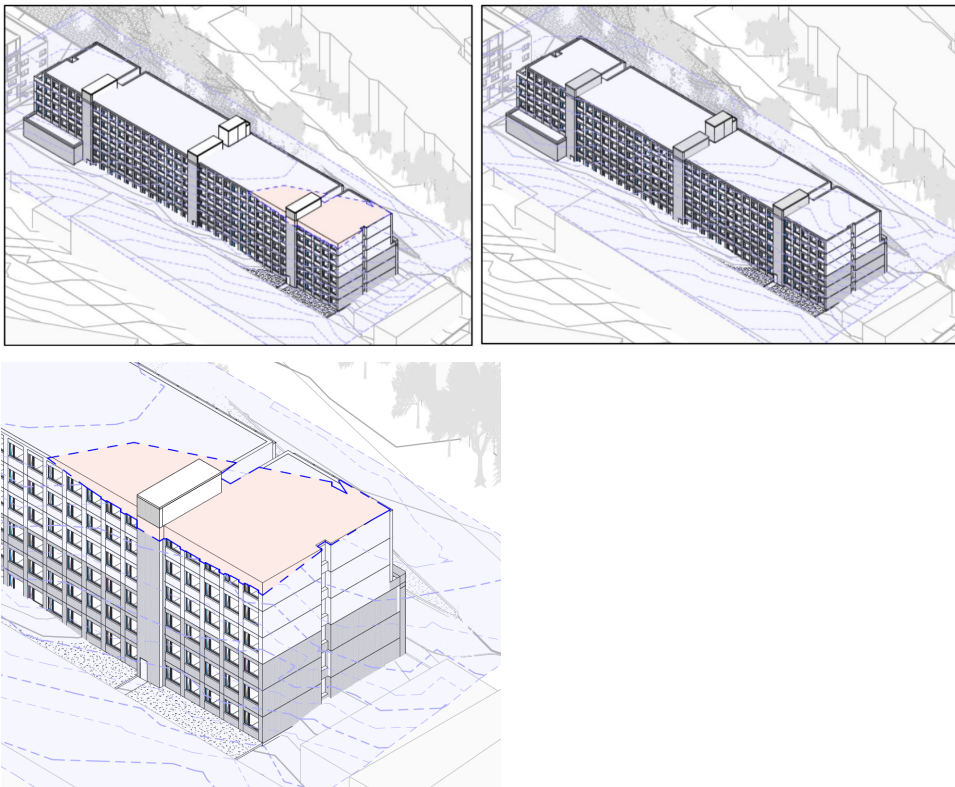


Figure 9. Building height - existing 18-metre height (left and extract lower left) and proposed 20-metre height plane (right)



Figure 10. Setbacks and height in storeys diagram from site-specific DCP.

Overshadowing

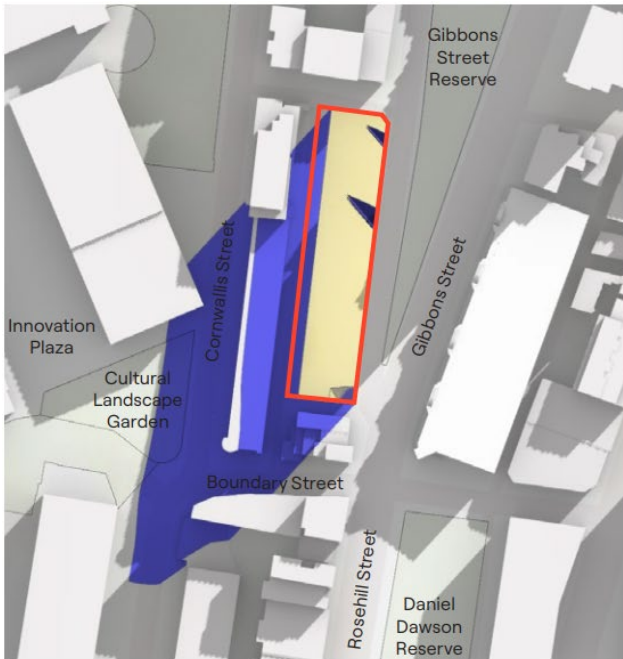
The proposed building envelope minimises overshadowing impacts to nearby public open space and surrounding residential development. The proposed envelope has been designed to comply with the solar access requirements of the Apartment Design Guide, the City's DCP and Clause 6.17 of the LEP with regard to protecting sun to Daniel Dawson Reserve.

Public open space

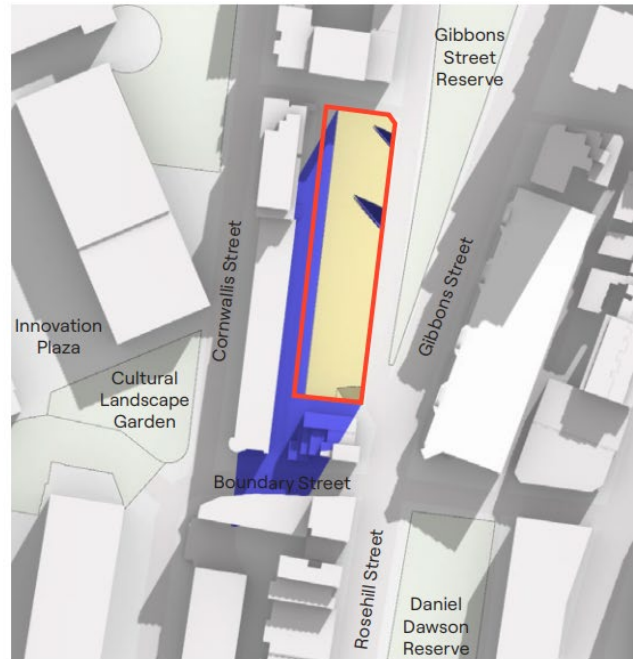
Figure 11 demonstrates that the proposal protects sun access to Daniel Dawson Reserve at any time of the year between 10am and 2pm, consistent with the sun access plane in the LEP. To achieve this outcome, a notch has been incorporated into the southern corner of the building envelope. This notch – shown as the solar plane in purpose on Figure 12 – reduces the building mass in that location to ensure sun access to the is maintained.

In relation to Gibbons Street Reserve, minor overshadowing is observed between 1pm and 2pm, limited to the narrowest and least functional portion of the space. The majority of the reserve receives more than 4 hours of direct sunlight and the overshadowing impacts are consistent with a building envelope under existing LEP controls.

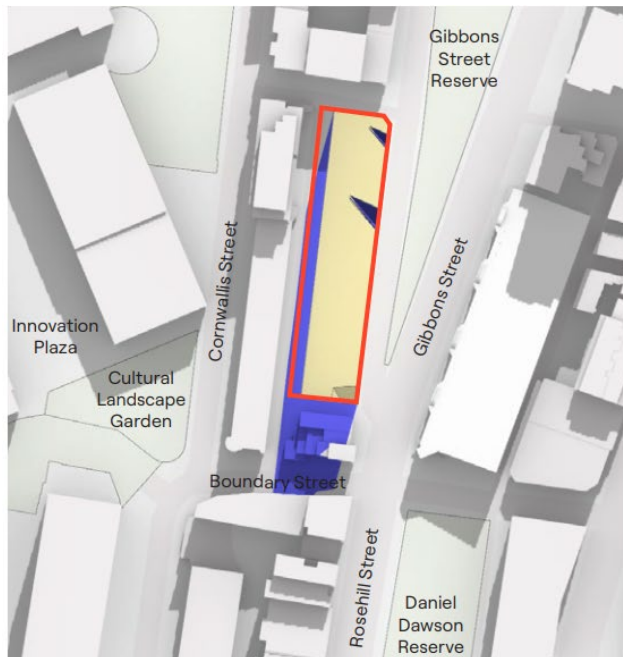
Planning Proposal – 44-78 Rosehill Street, Redfern



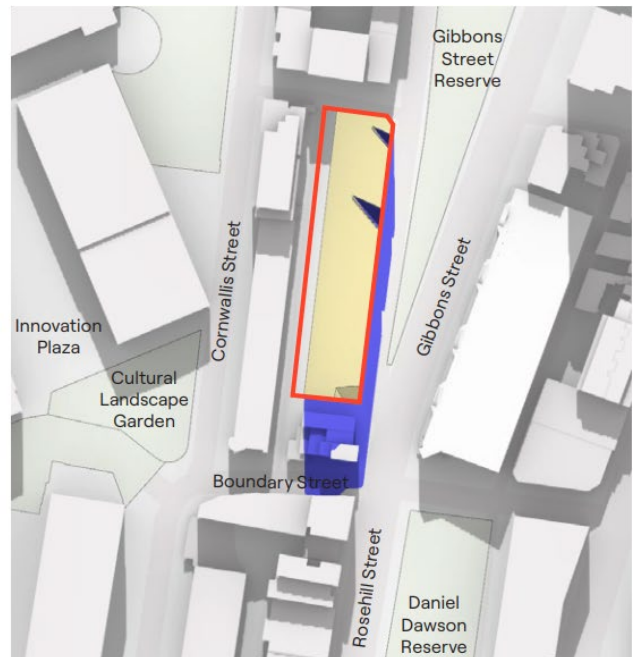
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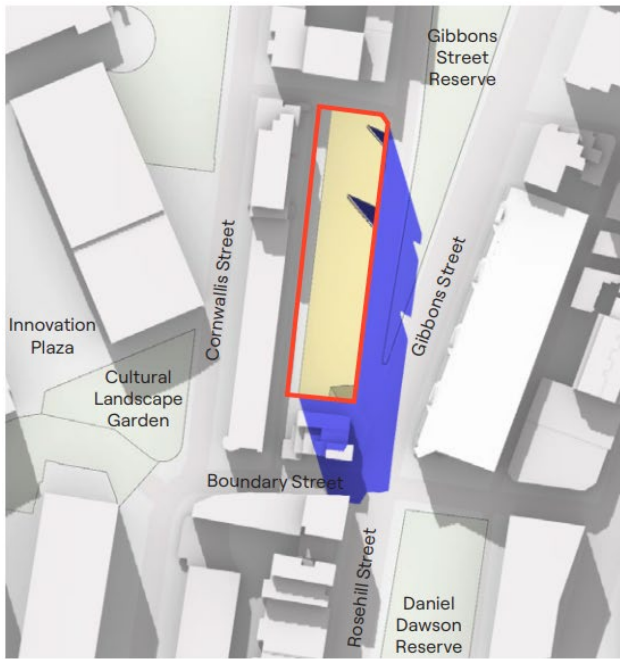
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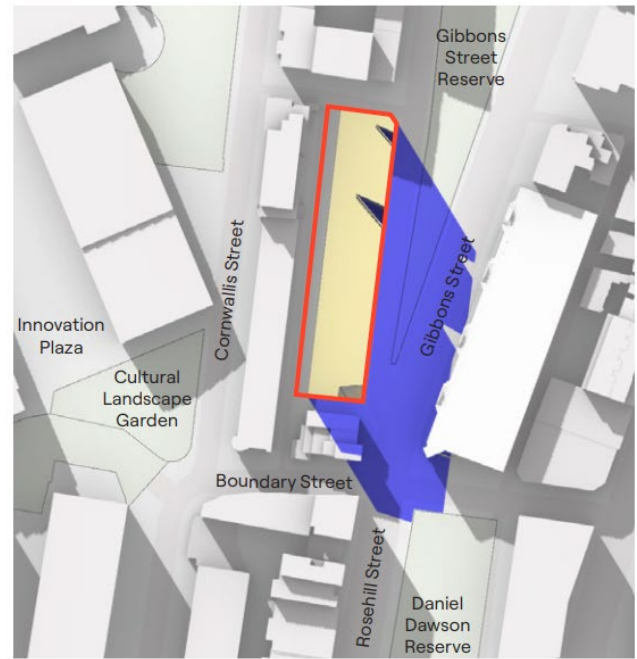
11:00 am



12:00 pm



1:00 pm



2:00 pm



3:00 pm

KEY

	Subject site
	Proposed envelope
	Existing shadows
	Proposed massing shadow

Figure 11. Shadow analysis to public open space for 21 June. Source: SJB Urban Design Report.

Neighbouring residential developments

For assessing impacts on neighbouring residential developments, the analysis was undertaken in accordance with the Apartment Design Guide (ADG) and the City's *Minimising overshadowing of neighbouring apartments* guidelines.

15-41 Cornwallis Street, Redfern – residential developments

All principal living rooms in 15-29 and 31-41 Cornwallis Street appear to face Cornwallis Street, with all rooms facing Cornwallis Lane identified as either bedroom or secondary living spaces. As the ADG requires solar access protection only for principal living rooms, the proposal complies.

Testing for 15–29 Cornwallis Street (under construction) is based on analysis of available floor plans and should be updated at DA stage in case the internal layouts change.

80-88 Rosehill Street, Redfern – terraces

The existing terraces at 80–88 Rosehill Street, Redfern are positioned to the south of the site. The shadow analysis in Figure 11 indicates that, even with the proposed building envelope, the terraces receive sunlight to their front façades between 9am and 11am, and then receive sunlight to their rear elevations between 12pm and 3pm.

39-61 Gibbons Street, Redfern – residential flat building

The solar analysis testing identifies potential overshadowing impacts to 39-61 Gibbons Street, Redfern. The analysis confirms that the number of apartments receiving 2 hours or more of solar access during the winter solstice remains unchanged from existing conditions, and that the proportion of apartments receiving less than 15 minutes of solar access does not exceed 15%, consistent with the ADG.

In the initial analysis, two notches were added to the building envelope to protect sunlight access to apartments at 39-61 Gibbons Street (indicated with red crosses on Figure 12). These notches were intended to reduce building mass in specific locations to allow the required level of sun access to reach the lower-level apartments. During the review of the solar modelling, a minor error was identified in the assumed floor levels of the ground-floor apartments, which resulted in these units being modelled as receiving more solar access than they do under existing conditions. When corrected, the analysis confirms that the ground-floor units do not currently achieve the ADG minimum two hours of solar access. Consequently, the notches shown in Figure 12 are not required to satisfy ADG solar protection requirements and do not form part of the proposed planning controls.

Overshadowing impacts will be subject to further analysis at the development application stage.

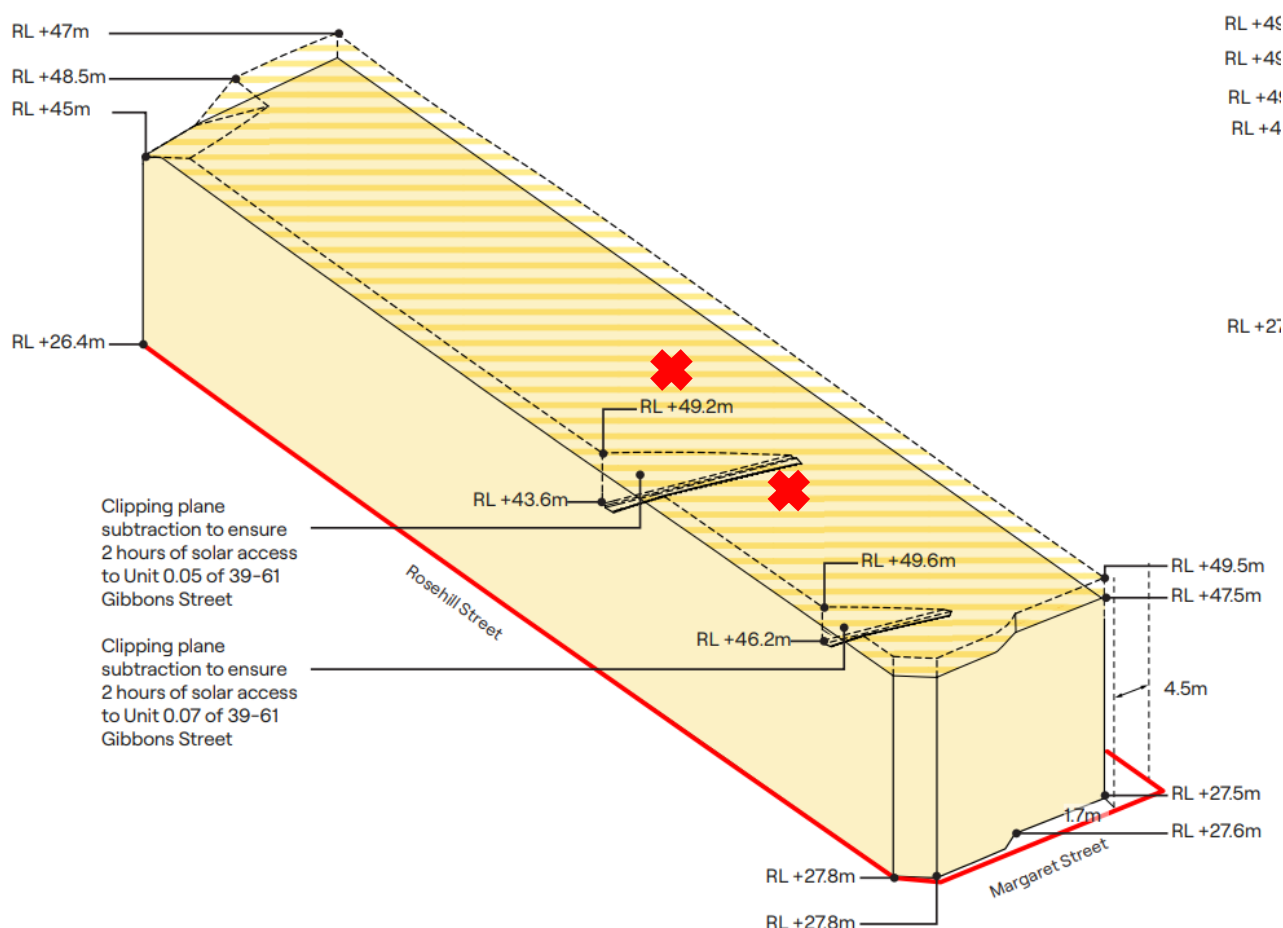


Figure 12. Proposed envelope with notches (not included in controls). Source: SJB Urban Design Report (red crosses added).

Sustainability

The sustainable design objectives for the proposed development are informed by an Ecologically Sustainable Development Opportunities Report by ADP Consulting. The proposed development has a commitment to achieve a 5-star Green Star Buildings rating. This is embedded in the draft site-specific DCP, which requires the development to achieve a minimum 5 Star Green Star rating.

Traffic and transport

A Traffic and Transport Report prepared by JMT Consulting, appended to this planning proposal, provides a traffic assessment of the proposed development and impacts to the adjacent roads. As the project does not provide for any on-site car parking, along with its excellent location with respect to nearby public transport, traffic impacts arising from the development are considered to be negligible.

The reference scheme includes the provision of bicycle parking at a rate of 1 space per 5 rooms, consistent with the proposed DCP rate for co-living used for student accommodation. In accordance with the DCP changes, the development will also need to provide short-stay visitor bicycle parking at a rate of 1 space per 50 rooms. The site is also within proximity to both pedestrian and cycling infrastructure promoting the use of active transport methods.

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

The future development will have positive social and economic benefits by providing additional housing choice in a highly accessible inner-city location, supporting the growing student and young

adult population. The proposal will also contribute to local economic activity through increased residential population and improved utilisation of existing transport and services.

Heritage

No change is proposed to current heritage provisions in the Sydney LEP 2012. The site is not identified as a heritage item and is not located in a heritage conservation area. The Redfern Estate Heritage Conservation Area (C56) is approximately 70 metres from the site to the east. The Eveleigh Railway Workshops State heritage listed items are to the west of the site.

The review of the heritage items mentioned above confirms the proposed changes to the planning controls is not likely to impact these nearby heritage items.

An Aboriginal site (AHIMS ID 45-6-2597, referred to as the “Wynyard Street Midden”) is recorded in the wider area. Archaeological assessments prepared for the Botany Road Precinct Planning Proposal (AECOM 2020; Urbis 2020) indicate that the site card likely contains a naming error, and that “Wynyard Street” was intended to refer to Wyndham Street, with the probable location being within the Gibbons Street Reserve. These assessments concluded that any shell material previously reported was probably contained within fill used to reinstate the reserve following major excavation works in the 1960s. No archaeological material was subsequently identified during site inspection. Based on these findings, no further Aboriginal archaeological investigation is required for this planning proposal. It is recommended, however, that the planning proposal be referred to Heritage NSW at Gateway for advice on any potential implications for nearby State-listed heritage items and registered Aboriginal sites.

5.5. State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

The site is well serviced by existing public infrastructure, including public transport, roads and utilities. The planning proposal leverages established infrastructure capacity by locating development close to Redfern Station, Waterloo Metro, education institutions and local services, and does not require new State or Commonwealth infrastructure to support the proposed development.

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

The gateway determination will advise the public authorities to be consulted as part of this planning proposal process. Any issues raised will be incorporated into this planning proposal following consultation in the public exhibition period.

6. Mapping

Height of Building Map

This planning proposal is to amend Height of Buildings Map (Sheet 10) to 20m in the Sydney LEP 2012, as show below at Figure 12.



Figure 13. Proposed change to Height of Buildings Map

7. Community consultation

This planning proposal is to be exhibited in accordance with the Gateway Determination once issued by the Department of Planning, Housing and Infrastructure.

It is anticipated the Gateway Determination will require public exhibition for a period of not less than 20 working days consistent with a 'Standard' planning proposal in *the Local Environmental Plan Making Guideline* dated August 2023.

The public consultation will be undertaken in accordance with the City's Community Participation Plan and the principles in the City's Community Engagement Strategy.

Notification of the public exhibition will be via the City of Sydney website. Exhibition material will be made available on the City of Sydney website.

Consultation with relevant NSW agencies, authorities and other relevant organisations will be undertaken in accordance with the gateway determination.

8. Project timeline

The anticipated timeline for completion of this planning proposal as follows:

Stage	Timeframe
Commencement / gateway determination	April – July 2026
Government agency consultation	July – August 2026
Public exhibition	July – August 2026
Review of issues raised in submissions	September – October 2026
Post-exhibition reporting	October – November 2026
LEP drafting	December 2026
LEP made	December 2026 – January 2027
LEP notification	January 2027

Attachment A1

Proponent Planning Proposal Request - Report
--

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.

Project Director

Tom Cook

Director

Contributors

Jack Rixon

Associate

Paige Matthews

Senior Planner

Revision	Revision date	Status	Authorised: Name & Signature	
1	12/11/2025	Draft	Jack Rixon	
2	14/11/2025	Final	Tom Cook	

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

This document has been reviewed by the Project Director.

Contact

MECONE

Suite 1204b, Level 12, 179 Elizabeth Street
Sydney, New South Wales 2000

info@mecone.com.au
mecone.com.au

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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.

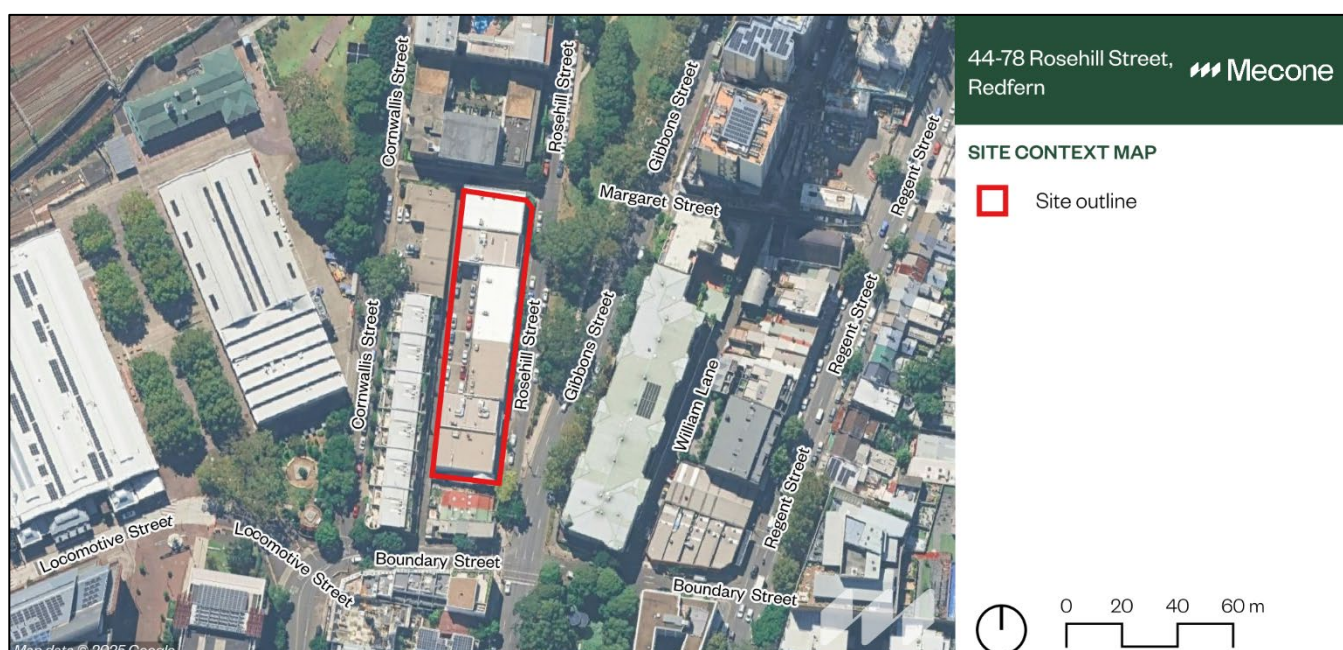


Figure 1: Site Location

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.

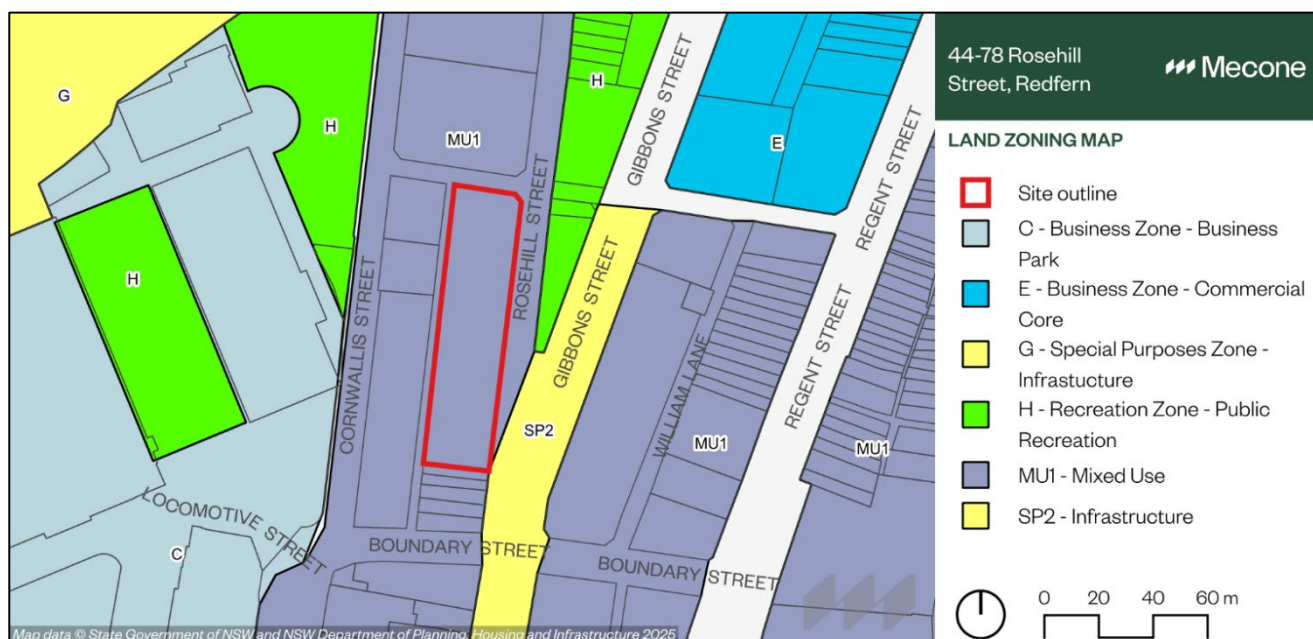


Figure 8: Existing Land Use Zones

Source: Mecone

4.1.2 Building Height

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

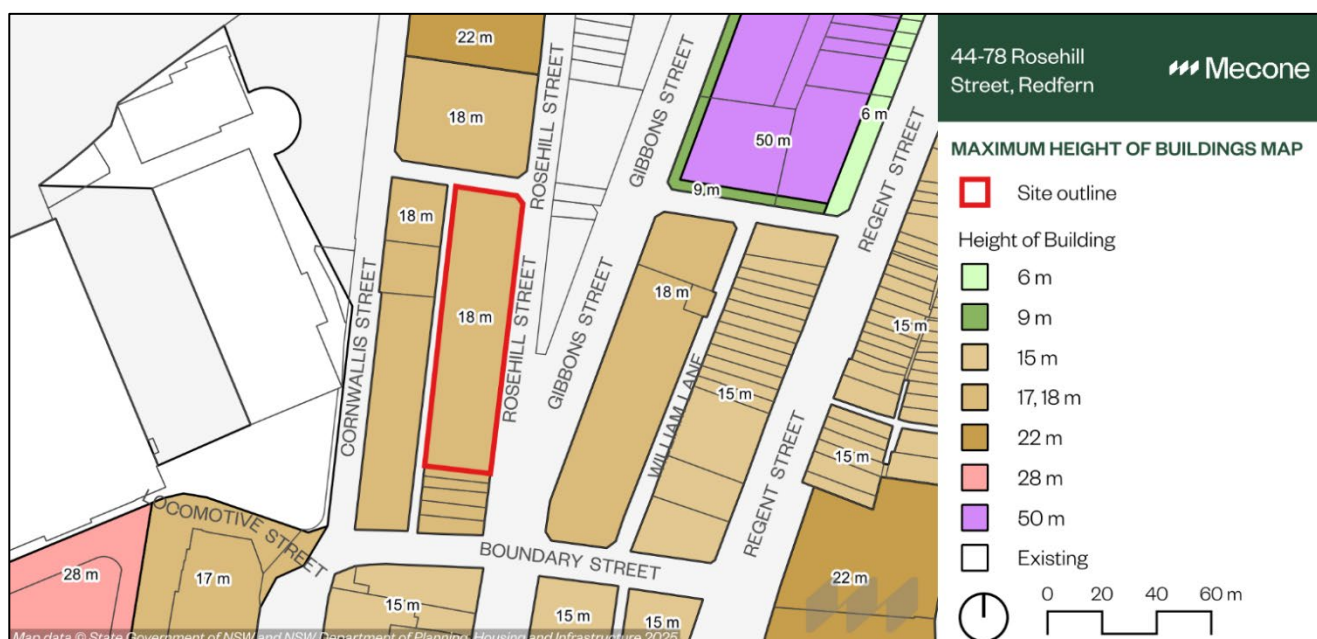


Figure 9: Maximum Height of Buildings Control

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.

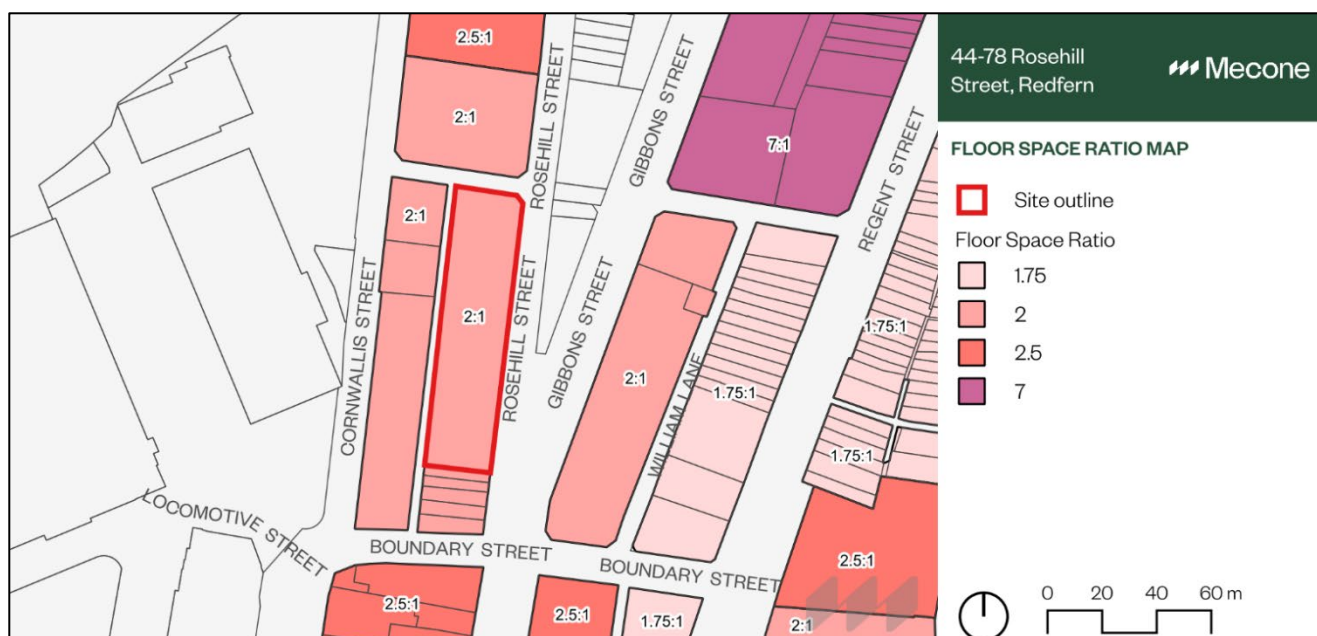


Figure 10: Existing FSR controls

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.

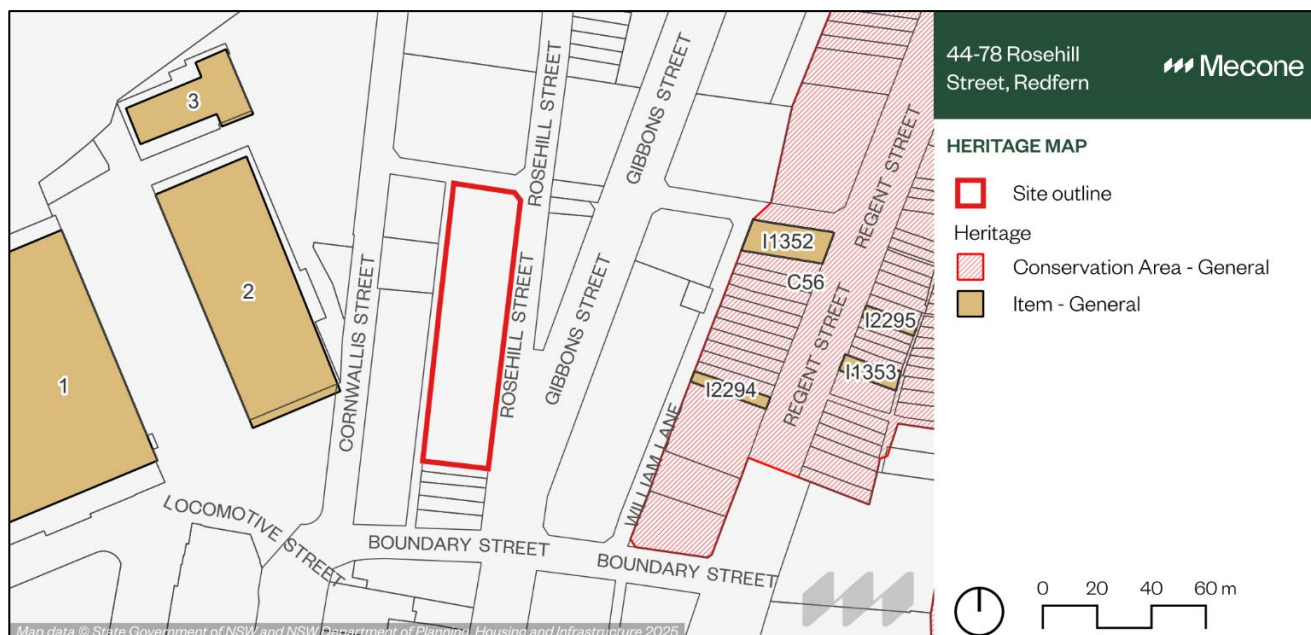


Figure 11: Existing Heritage Items

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.

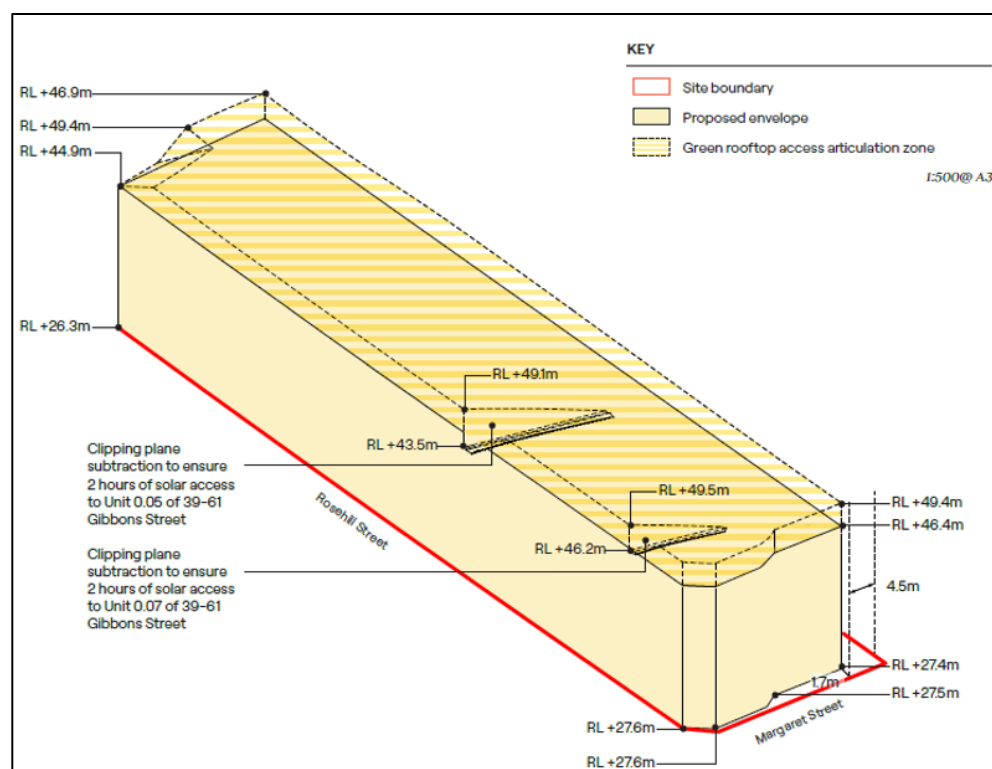


Figure 13: Proposed Building Envelope – Northeast isometric view

Source: SJB

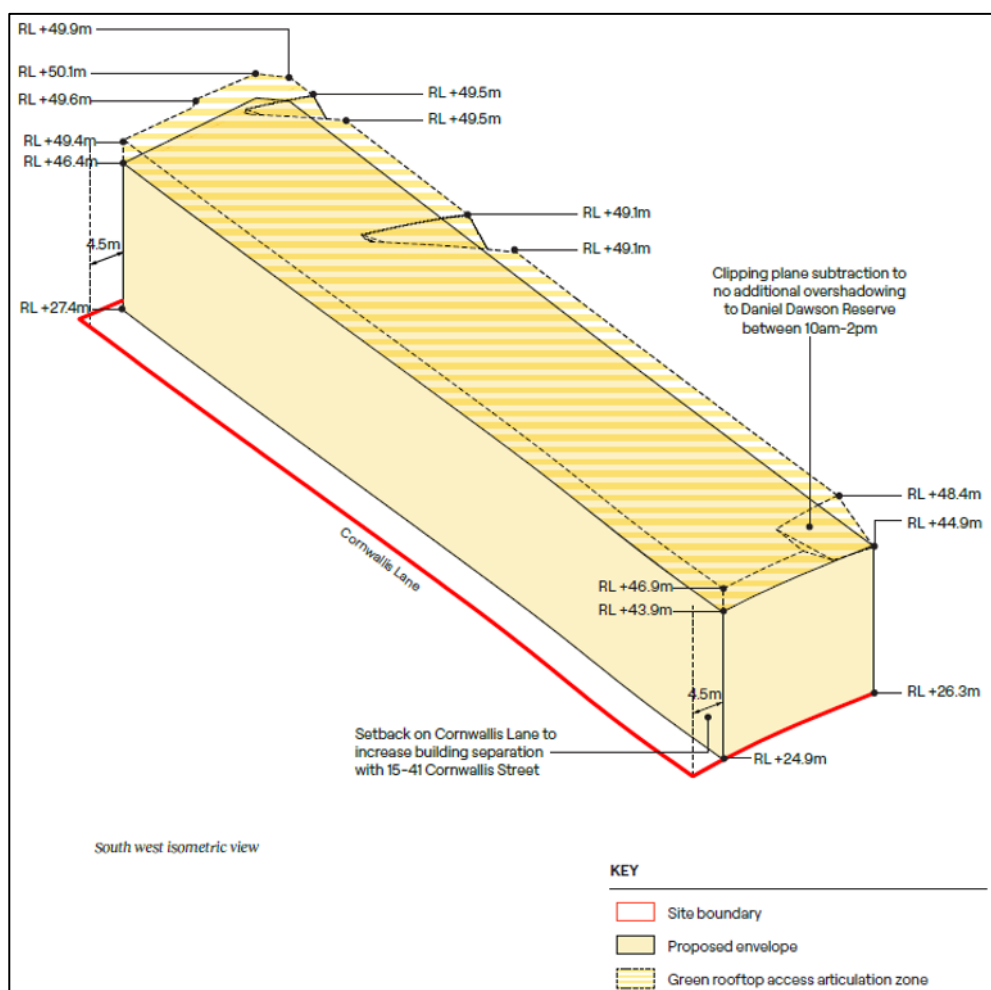


Figure 14: Proposed Building Envelope

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**.

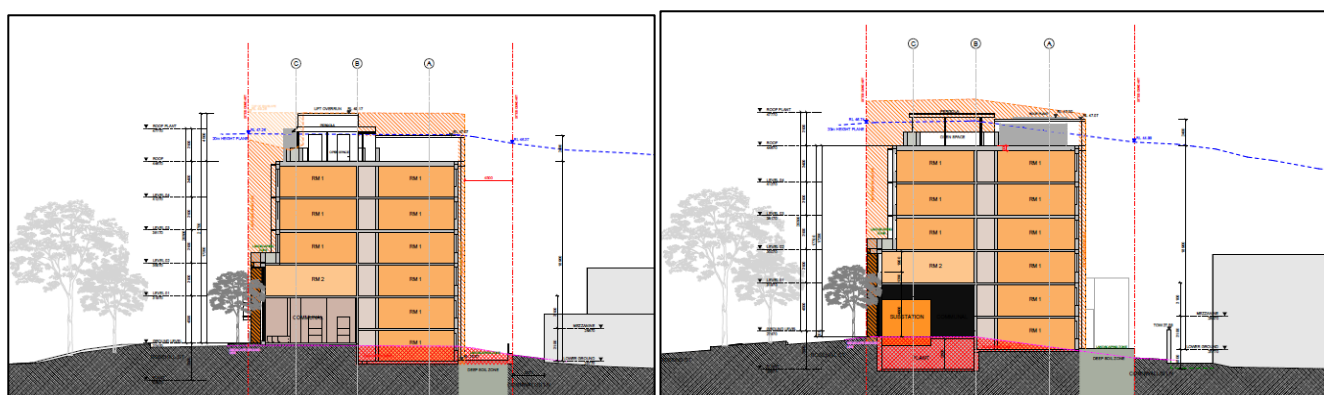


Figure 15: Reference Design – Northern Section (Left), Southern Section (Right)

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.

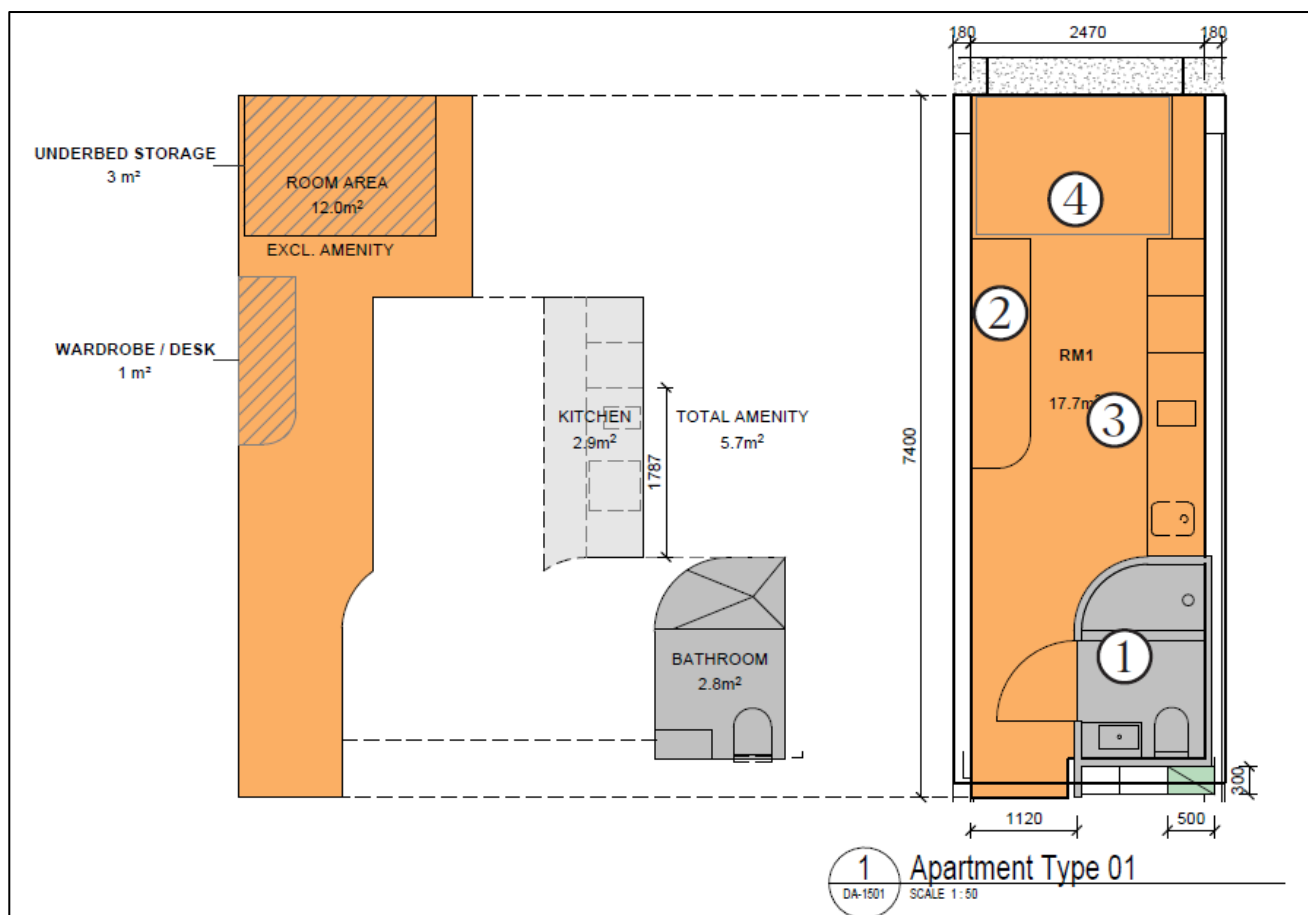


Figure 16: Typical Co-living unit

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).

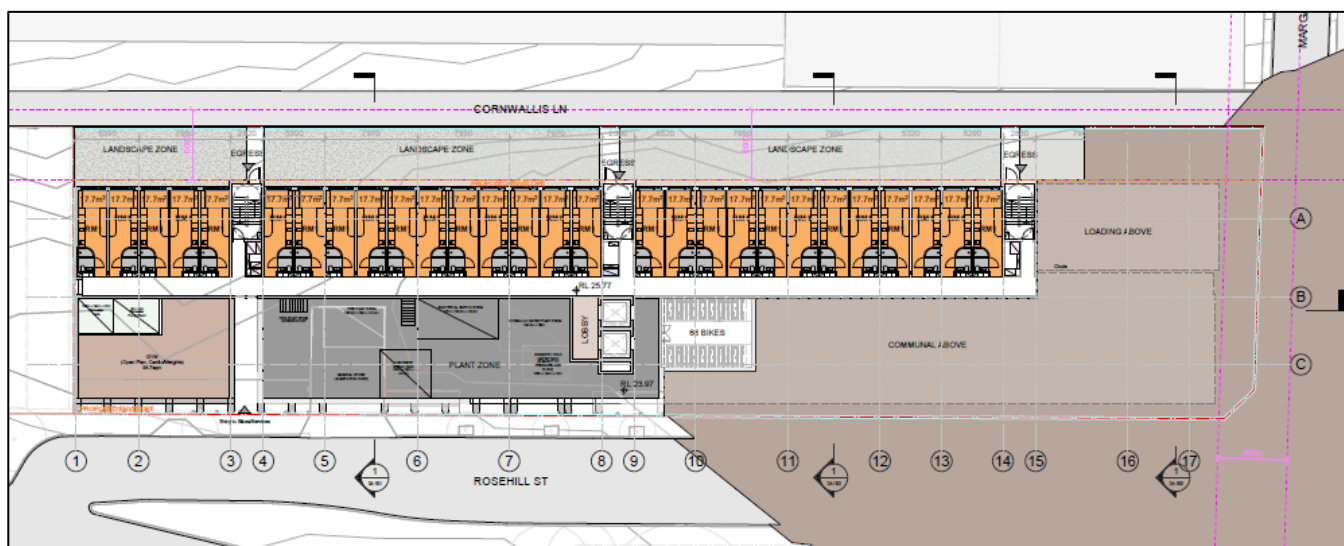


Figure 17: Lower Ground Level

Source: SJB



Figure 18: Ground Floor Level

Source: SJB

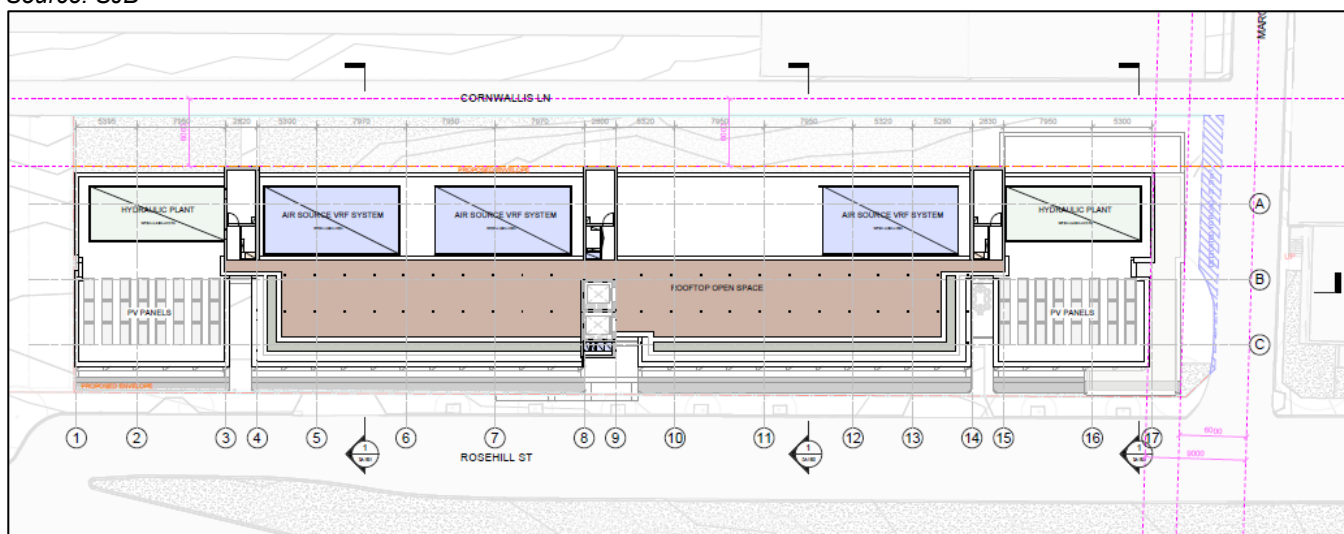


Figure 19: Rooftop Level

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.
SEPP (Resilience and Hazards) 2021	Yes	The site is not located in a coastal environment area or a coastal use area. 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.

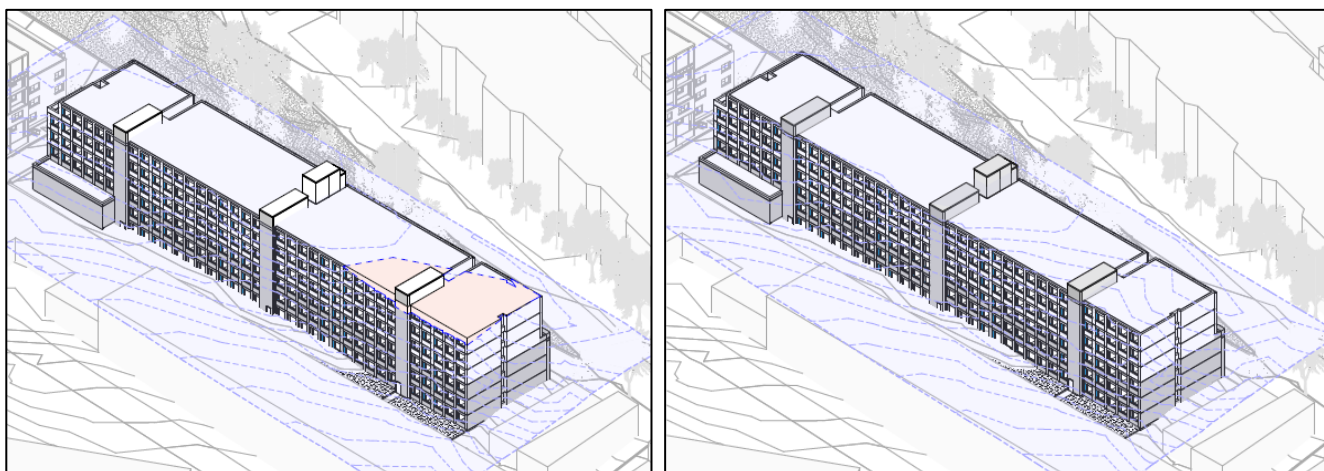


Figure 20: Height of Building Analysis – Existing 18m height plane (left), Proposed 20m height plane (right)
Source: SJB

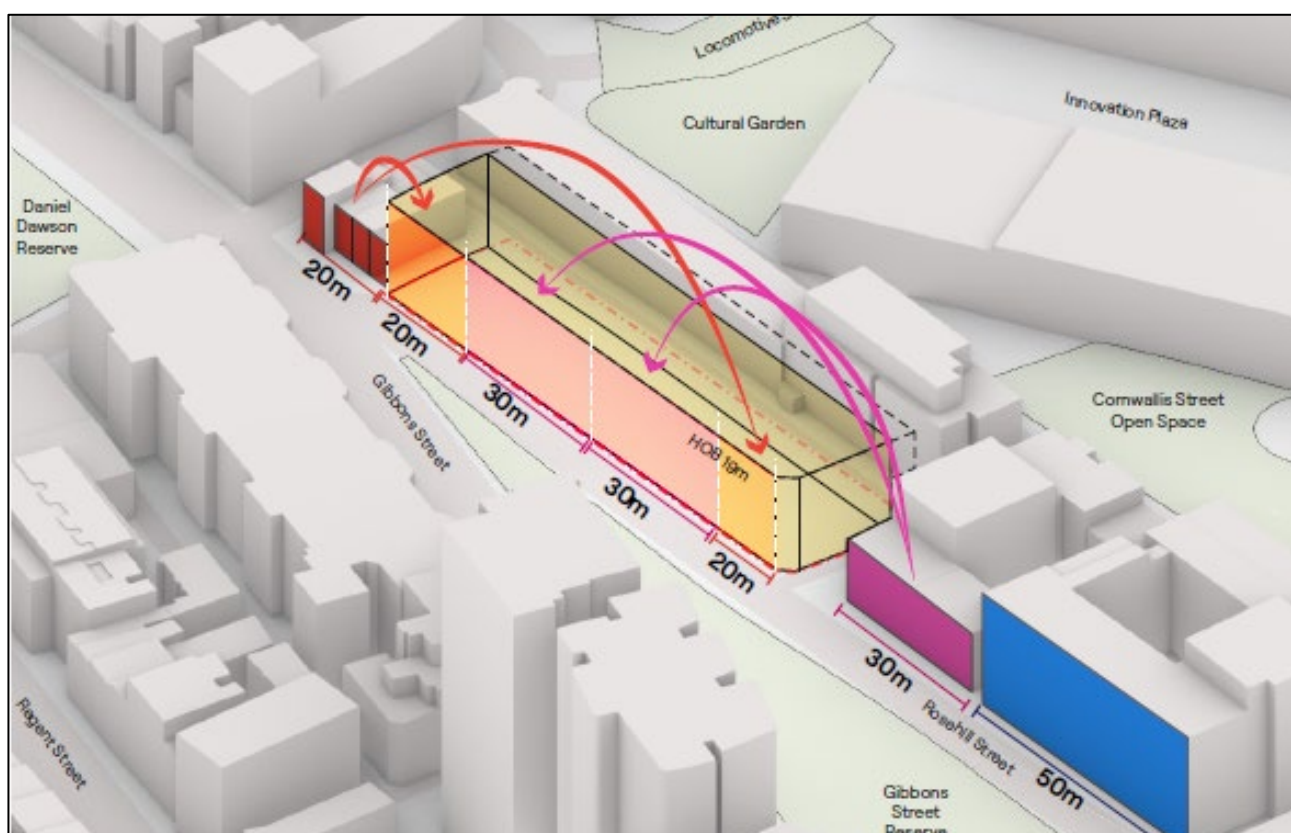


Figure 21: Rosehill Façade Articulation
Source: SJB

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

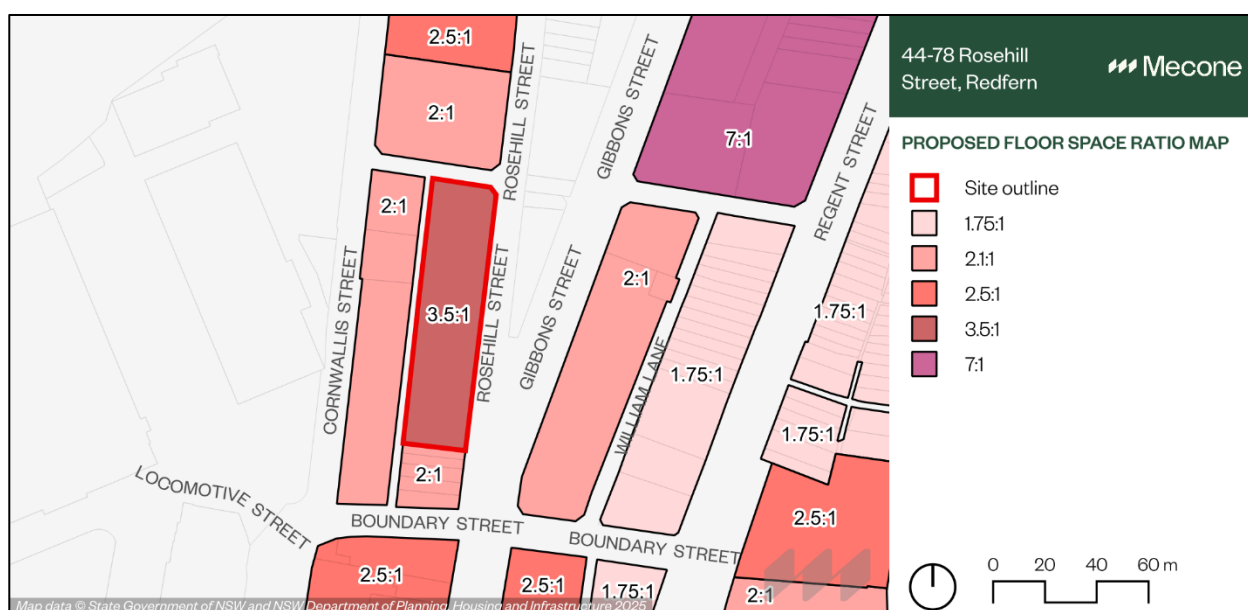


Figure 22: Proposed FSR

Source: Mecone

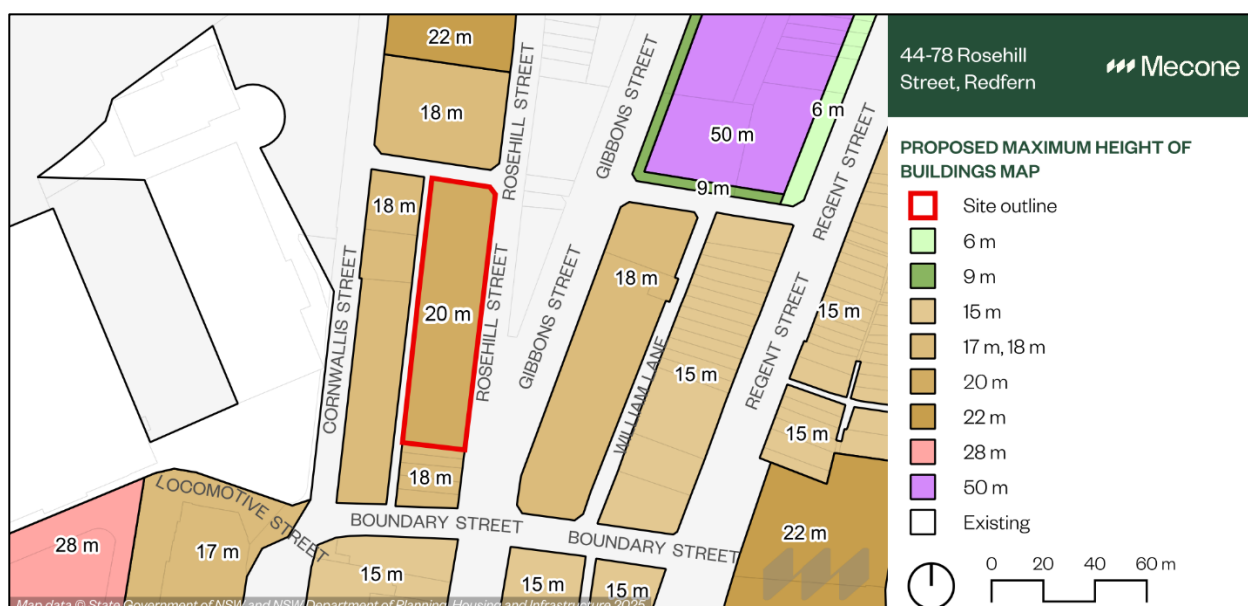


Figure 23: Proposed Height of Building

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.

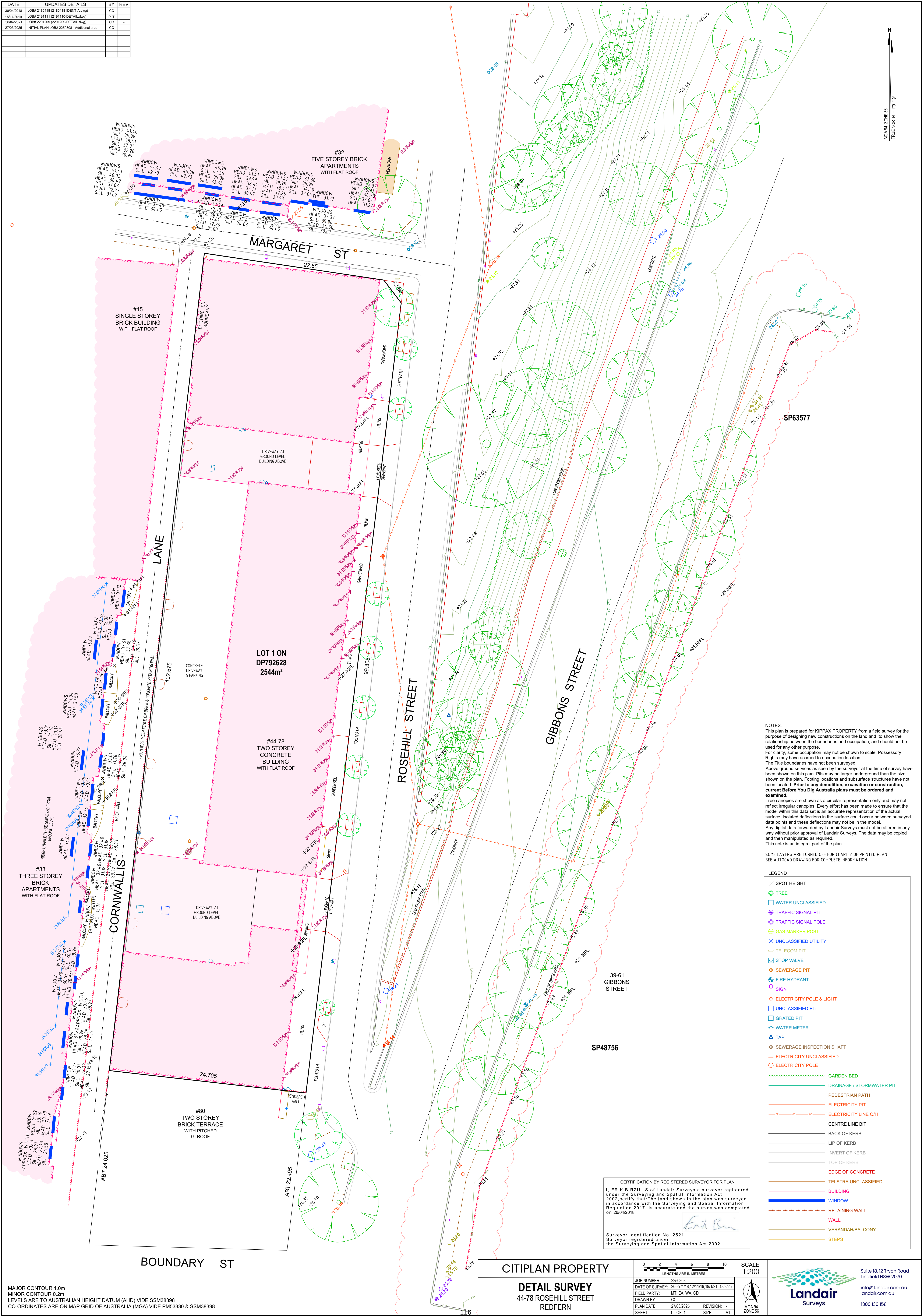
The proposal is consistent with the aims and objectives of the relevant strategic and statutory plans and policies. It is therefore considered that the proposal satisfies both the strategic and site-specific merit tests. It is therefore requested that Council forward this planning proposal to DPHI for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



mecone.com.au
info@mecone.com.au
02 8667 8668

Attachment A2

Proponent Planning Proposal Request – Survey Plan

[illegible]

Attachment A3

**Proponent Planning Proposal Request – Part
A – Urban Design Study**

44-78 Rosehill Street, Redfern



Urban Design Report V2



Prepared for
Journal Student Living Pty Ltd

Brookfield Pty Ltd

Issued
November 2025

Gadigal Country
Level 2, 490 Crown Street
Surry Hills NSW 2010

T 61 2 9380 9911
E sydney@sjb.com.au
W sjb.com.au

SJB acknowledges the Traditional Custodians of the lands, waters, and skies, and their perpetual care and connection to Country where we live and work. We support the Uluru Statement from the Heart and accept its invitation to walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people towards a better future.

We believe that inequity enshrined in our society continues to significantly disadvantage our First Nations colleagues, friends, and community. Following the referendum, we are personally and professionally recommitting our support of Aboriginal and Torres Strait Islander people. We will continue to strive for (re)conciliation by acting with integrity and passion, in an effort to address this imbalance in our country and create lasting generational change.

Issued	
v01	14.11.2023
v02	18.11.2023

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Executive summary

This urban design report has been prepared by SJB on behalf of Journal Student Living Pty Ltd in support of the Planning Proposal for 44-78 Rosehill Street, Redfern, which seeks amendments to the current Sydney Local Environmental Plan (LEP) 2012 controls. The report provides the design rationale underpinning the proposed built form, including changes to Floor Space Ratio (FSR), Height of Buildings (HOB) and associated urban design outcomes.

The purpose of this report is to demonstrate that the proposed amendments are well-considered, contextually responsive, and consistent with the strategic vision for the area. It sets out how the proposal contributes to the evolution of the Innovation Corridor as a vibrant, well-connected mixed-use precinct, aligning with both state and local strategic planning objectives.

The report provides all relevant information required to support the Planning Proposal, including:

- An introduction to the site, its context and the strategic drivers in the local area
- A detailed understanding of the local context and analysis of the design implications, summarised in an opportunities and constraints diagram.
- 121 Key design principles that respond to the existing street character and inform the future character, quality of the proposed development and underpin the building design
- A reference scheme that illustrates how a building could be realised under the proposed planning controls, demonstrating the feasibility and design integrity of the proposed amendments.

Together, these components establish a clear urban design framework that ensures the proposed changes deliver a high-quality built form outcome, enhance the public domain, and contribute positively to the character and functionality of the surrounding precinct.



Artist’s impression of the proposal. View from Rosehill Street looking north

Introduction

The study area

The subject site is located at 44-78 Rosehill Street, Redfern, within the City of Sydney Local Government Area (LGA). It is situated within a transitioning urban context, between the large-scale commercial and dining precinct of South Eveleigh and the fine-grain residential area of Redfern. The immediate surrounds comprise a diverse mix of building typologies and land uses, reflecting the area’s evolving character within the broader Innovation Corridor.

The site is currently occupied by light industrial and commercial uses operating within several two-storey, large-scale buildings. It is located amongst a variety of terraces and low-rise residential apartments along Cornwallis Street and Margaret Street, contributing to a fine-grain streetscape.

To the east, Gibbons Street defines a more urban edge, characterised by mid-rise residential apartment buildings along the south and recent high-rise mixed-use developments.

This mix of built forms signifies the areas potential to accommodate redevelopment, spurred on by the area’s strategic growth and proximity to key transport nodes.

The site benefits from excellent connectivity, with multiple public transport options within walking distance, including Redfern Station (300 metres north) providing direct rail access to the Sydney CBD and surrounding suburbs, and Waterloo Metro Station (600 metres south) enhancing access to the broader metropolitan network.

Pedestrian and cycling links along Gibbons and Cornwallis Streets further strengthen local accessibility and integration with nearby open spaces, including Gibbons Street Reserve and Daniel Dawson Reserve.

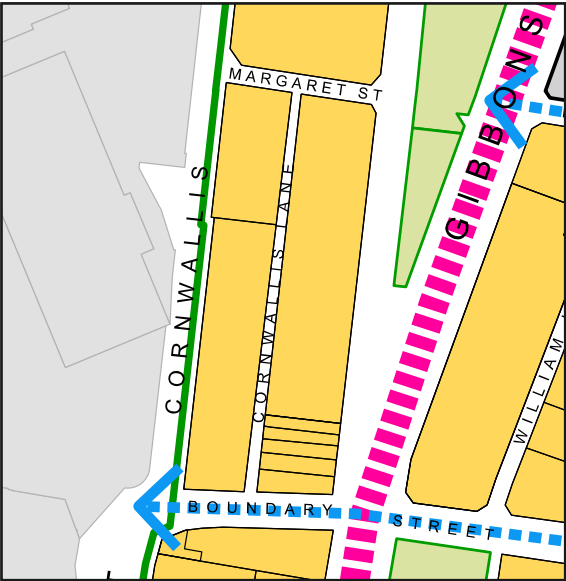
Overall, the site’s location positions it as a critical interface within a significant urban renewal area, offering an opportunity to reinforce the corridor’s role as a vibrant, well-connected, and mixed-use precinct within the inner south of Sydney.



Location plan

Structure of this report

This Planning Proposal seeks to amend the existing planning controls applying to 44-78 Rosehill Street, Redfern, with the aim of unlocking the site’s development potential in a way that is contextually responsive and strategically aligned with the broader vision for the precinct.



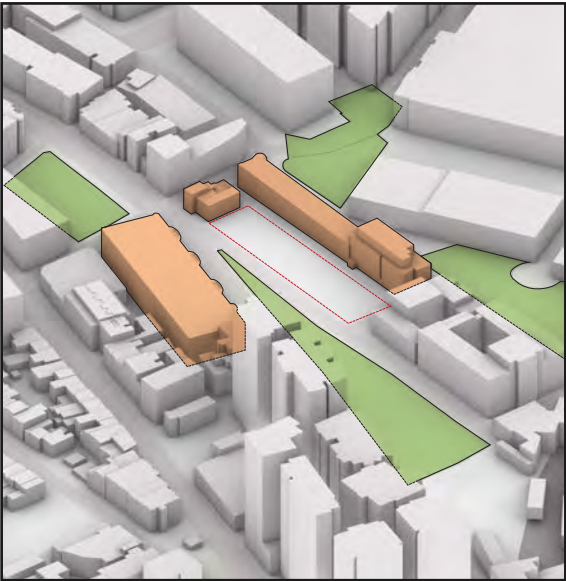
123 Strategic context and site analysis

The site’s position within the Redfern Innovation Corridor and proximity to transport, education, and employment hubs informed a design that leverages these connections. The analysis identified opportunities for increased density, activation, and improved connectivity, guiding a contextually responsive built form aligned with the Botany Road Precinct Urban Strategy.



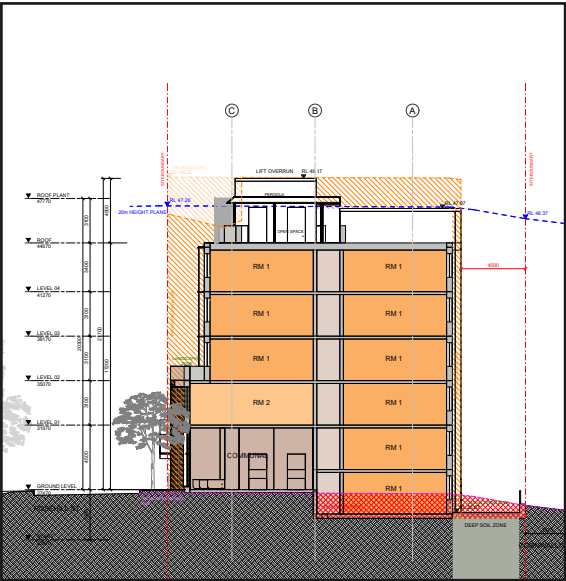
Design response

The proposed framework responds to the site’s context, opportunities, and constraints through active frontages, green rooftops and appropriate setbacks, achieving a balanced, place-based outcome that enhances the public domain.



Solar testing

Comprehensive solar testing, including Eye-of-Sun analysis, confirms the proposal minimises overshadowing to surrounding properties and open spaces while optimising solar access and amenity within the site.



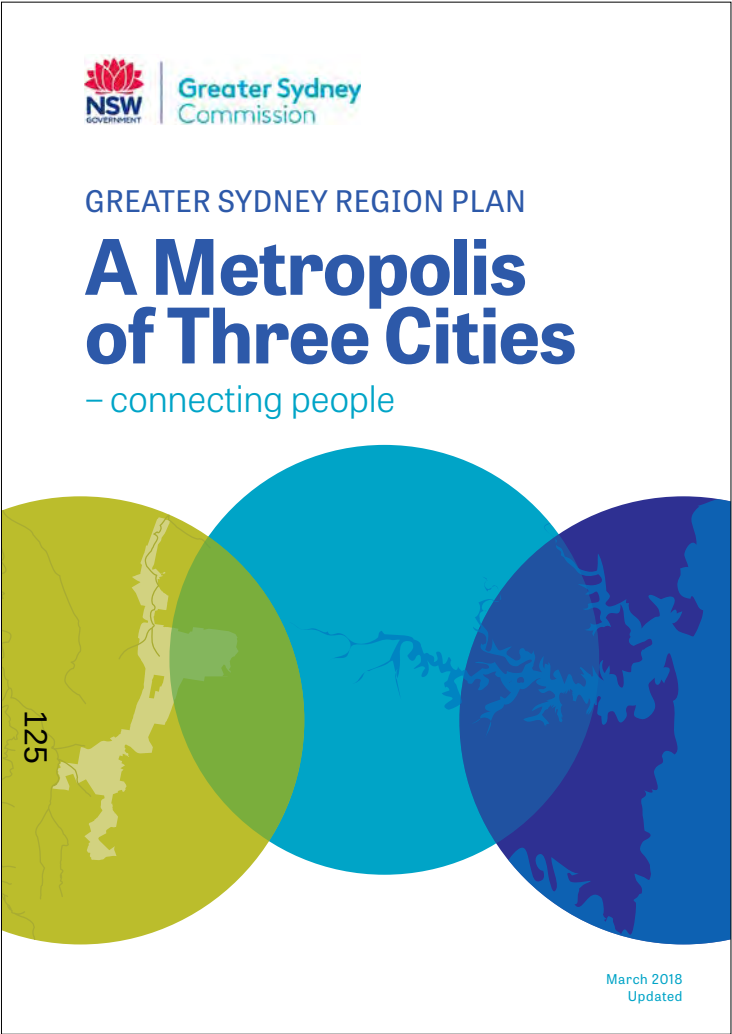
Proposed scheme

A reference scheme demonstrates the feasibility and design quality of the proposed controls, illustrating how the revised envelope delivers a high-quality, contextually appropriate development aligned with the precinct’s strategic vision.



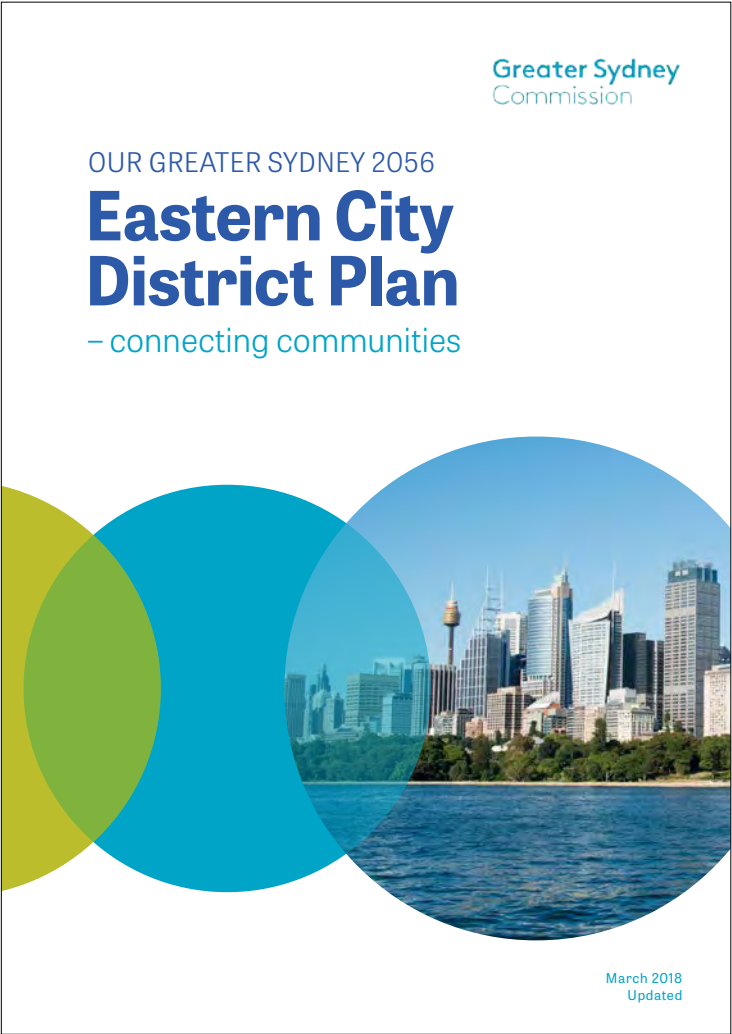
Recommendations

- Ultimately, this Planning Proposal is seeking an amendment of existing planning controls. The recommended changes to the controls are as follows:
- An increase in FSR from 2:1 to 3.5:1 across the gross site area.
 - An increase in maximum building height from 18 metres to 20 metres.



Greater Sydney Region Plan

- The plan envisages Greater Sydney is built on a vision for three integrated and connected Cities where most residents live within 30 minutes of jobs, education and health facilities, services and great places.
- One of the three cities, ‘the Eastern Harbour City’, aims to build on its recognised economic strength and address liveability and sustainability.
- Redfern is located within the ‘Innovation Corridor’ which supports the growth of tertiary education and research sectors.
- Objective 11, ‘Housing is more diverse and affordable’ advocates for purpose-built accommodation close to jobs, education and services, specifically for students.
- Objective 18, ‘Harbour CBD is stronger and more competitive’ includes the surrounds of the Sydney CBD as a hub for tertiary education and innovation, reinforcing demand for nearby student housing.



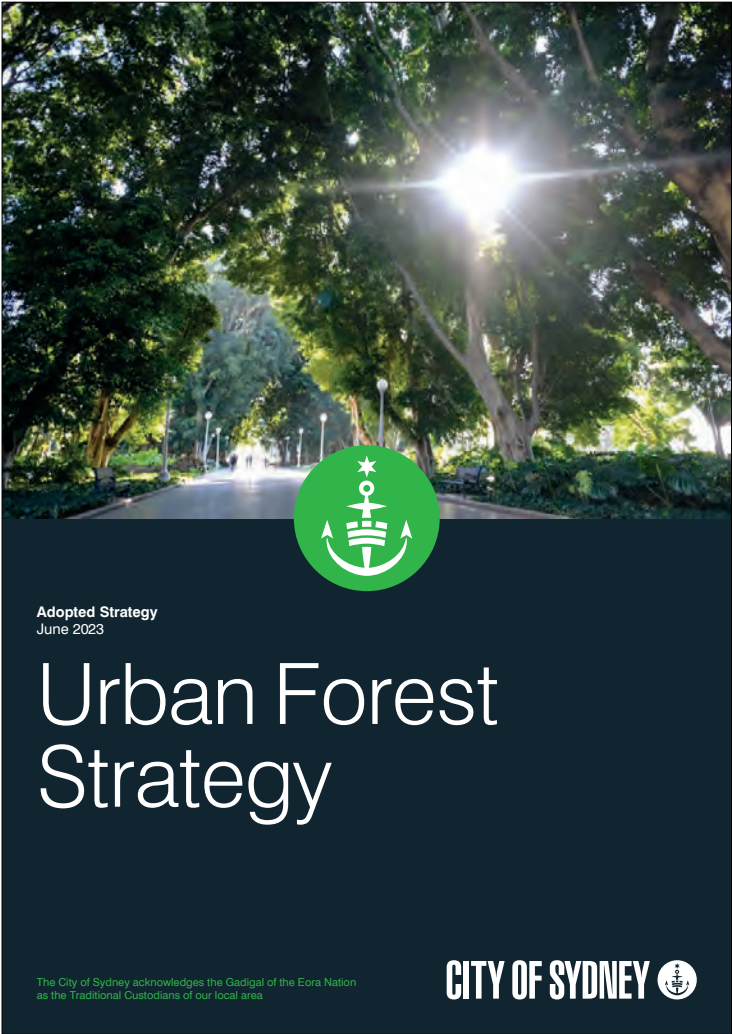
Eastern City District Plan

- The City Plan expands on the Region Plan with Planning priority E5: ‘Providing housing supply, choice and affordability, with access to jobs, services and public transport’. The Plan promotes higher density housing near transport hubs, such as Redfern Station, to reduce travel times and support sustainable transport.
- Planning priority E7: ‘Growing a stronger and more competitive Harbour CBD’ considers the Camperdown-Ultimo health and education precinct and focusses on supporting its growth.



City of Sydney Local Strategic Planning Statement

- The LSPS sets out the 20 year vision for land use planning in the city and the planning priorities and actions needed to achieve the vision.
- The site is located in the ‘City Fringe’ and south of Central Sydney. It is within the Redfern Street village which features a range of historic residential areas and new high-density residential developments.
- Significant capacity for development has been identified for the Redfern Street village, which can be supported by the existing infrastructure in the area, such as Redfern and Waterloo Stations.



City of Sydney Urban Forest Strategy

- The City of Sydney Urban Forest Strategy outlines the city’s approach to enhancing its urban forest through increased tree canopy cover, enhanced tree diversity, equitable distribution and sustainable management.
- Locating deep soil planting zones within private sites can accommodate large canopy trees and contribute to achieving citywide canopy targets of 23% by 2030.
- Explore opportunities for rooftop greening to supplement canopy in high density areas.

Case for change

This proposal seeks an increase to the FSR and Height of Buildings controls to enable the delivery of purpose-built student accommodation (PBSA) in a highly accessible and strategically significant location.

Need for Purpose-Built Student Housing

Sydney faces a well-documented shortage of affordable, high-quality student housing. The site's proximity to major tertiary institutions - including the University of Sydney, UTS, and TAFE NSW Ultimo — makes it ideally suited for PBSA. Increasing the FSR will allow for an efficient, viable development that delivers a meaningful supply of student dwellings while maintaining strong design and amenity outcomes.

Strategic Location and Connectivity

The site benefits from exceptional public transport access, located 300m from Redfern Station and 600m from the future Waterloo Metro Station. This connectivity supports sustainable, car-free living and aligns with State and Local objectives for higher-density development around key transport nodes.

Access to Amenity and Open Space

The site is well-served by nearby shopping, dining, and community facilities along Regent and Redfern Streets, and is within walking distance of Gibbons Street Reserve, Daniel Dawson Reserve, and Prince Alfred Park. These amenities create a liveable environment well-suited to student needs.

Alignment with Strategic Vision

Located within the Innovation Corridor, the site supports the City of Sydney's vision for a diverse, mixed-use precinct that fosters education, innovation, and creative industries. The proposed increase in FSR optimises land use in a growth area, contributing to housing diversity, urban vitality, and the evolution of Redfern as a well-connected, inclusive precinct.

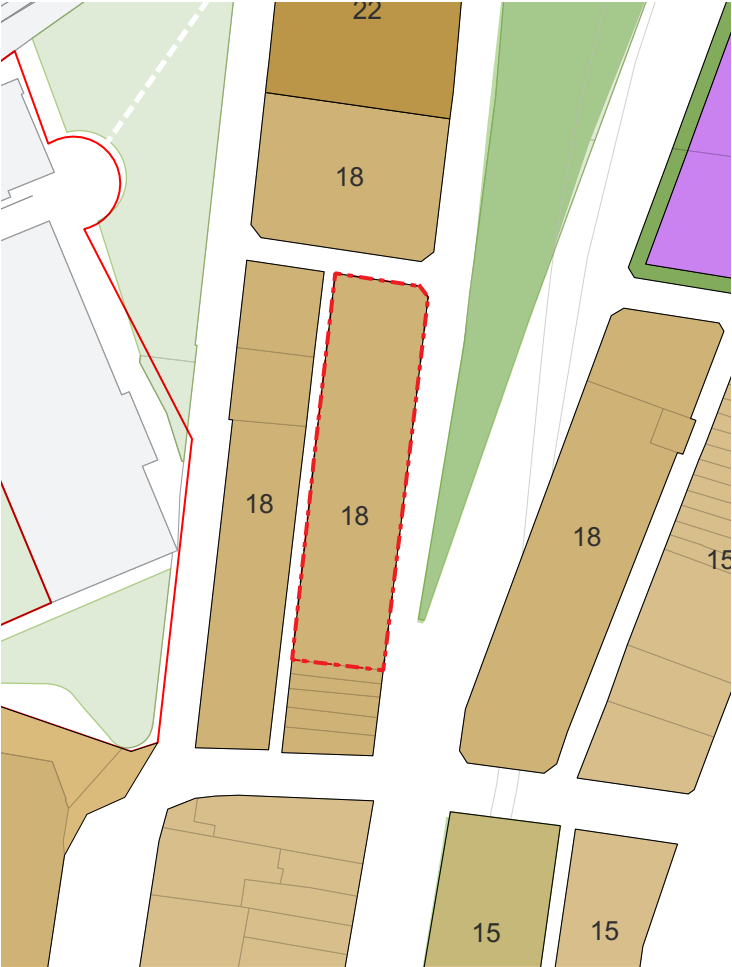




Land Zoning

KEY

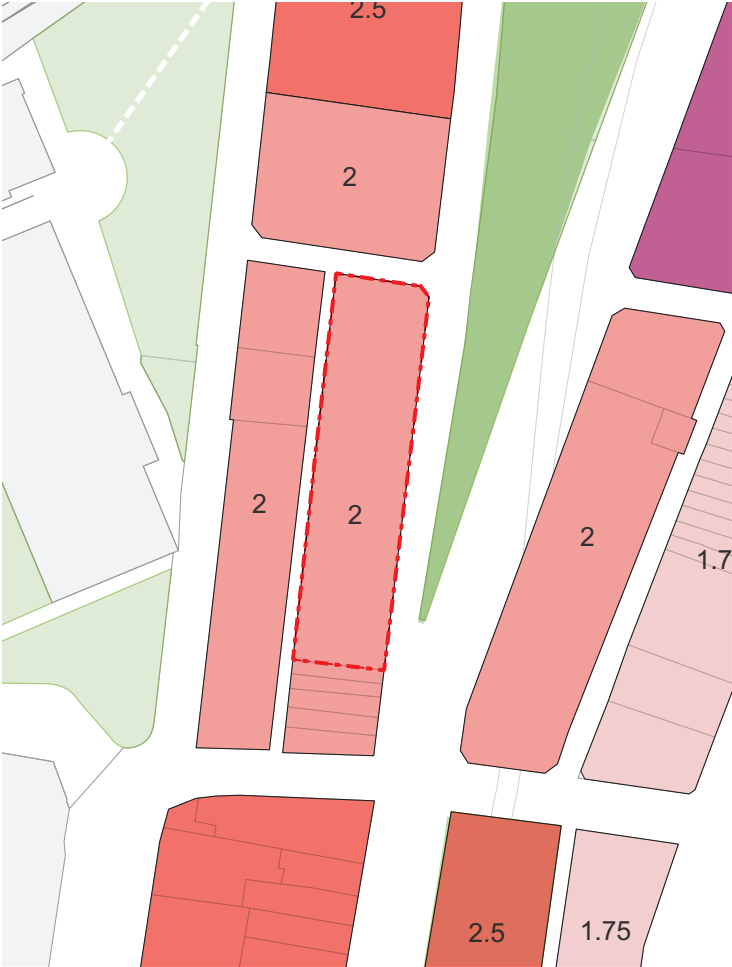
- MU1 - Mixed use
- H - Recreation
- SP2 - Infrastructure
- E - Business Zone/Park
- C Business Zone Commercial Core



Height of Buildings

KEY

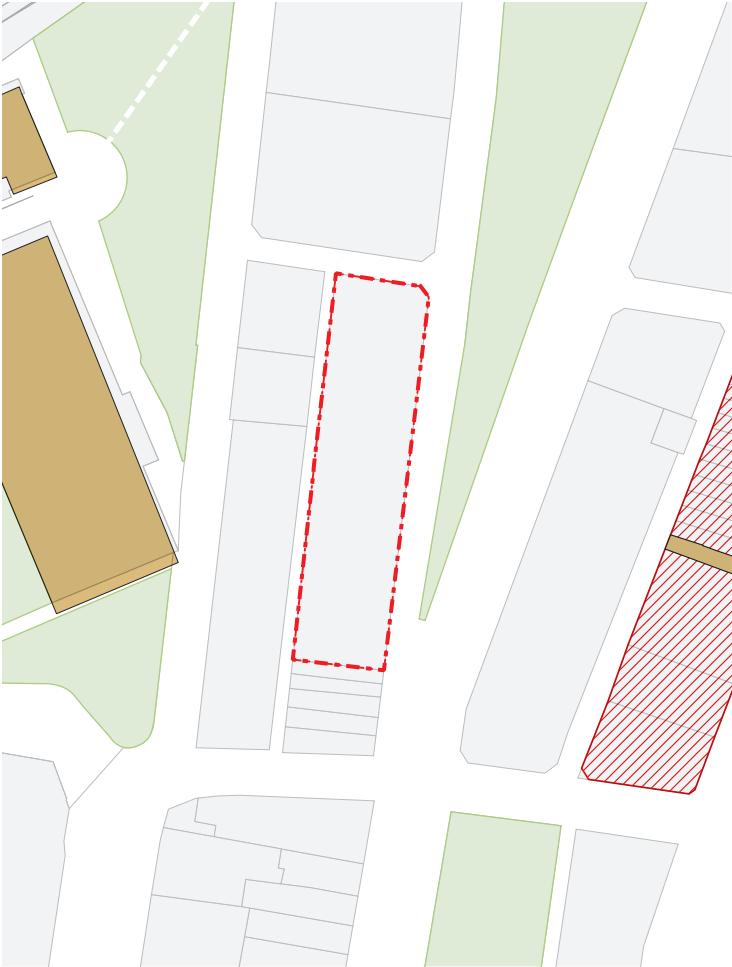
- O - 15m
- P - 18m
- R - 22m
- Y - 50m



Floor Space Ratio

KEY

- 1.75:1
- 2:1
- 2.5:1
- 7:1



Heritage

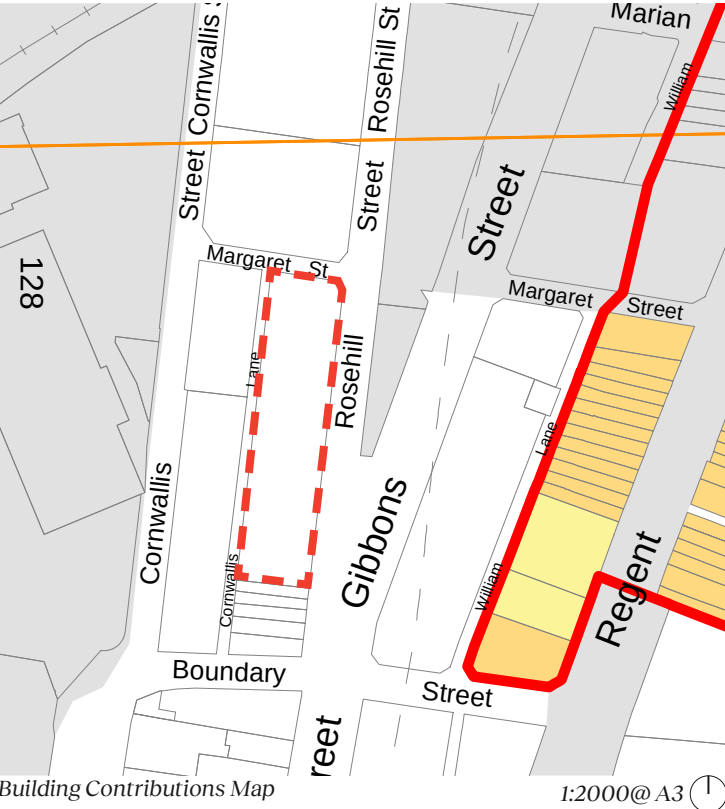
KEY

- Heritage item
- Conservation area

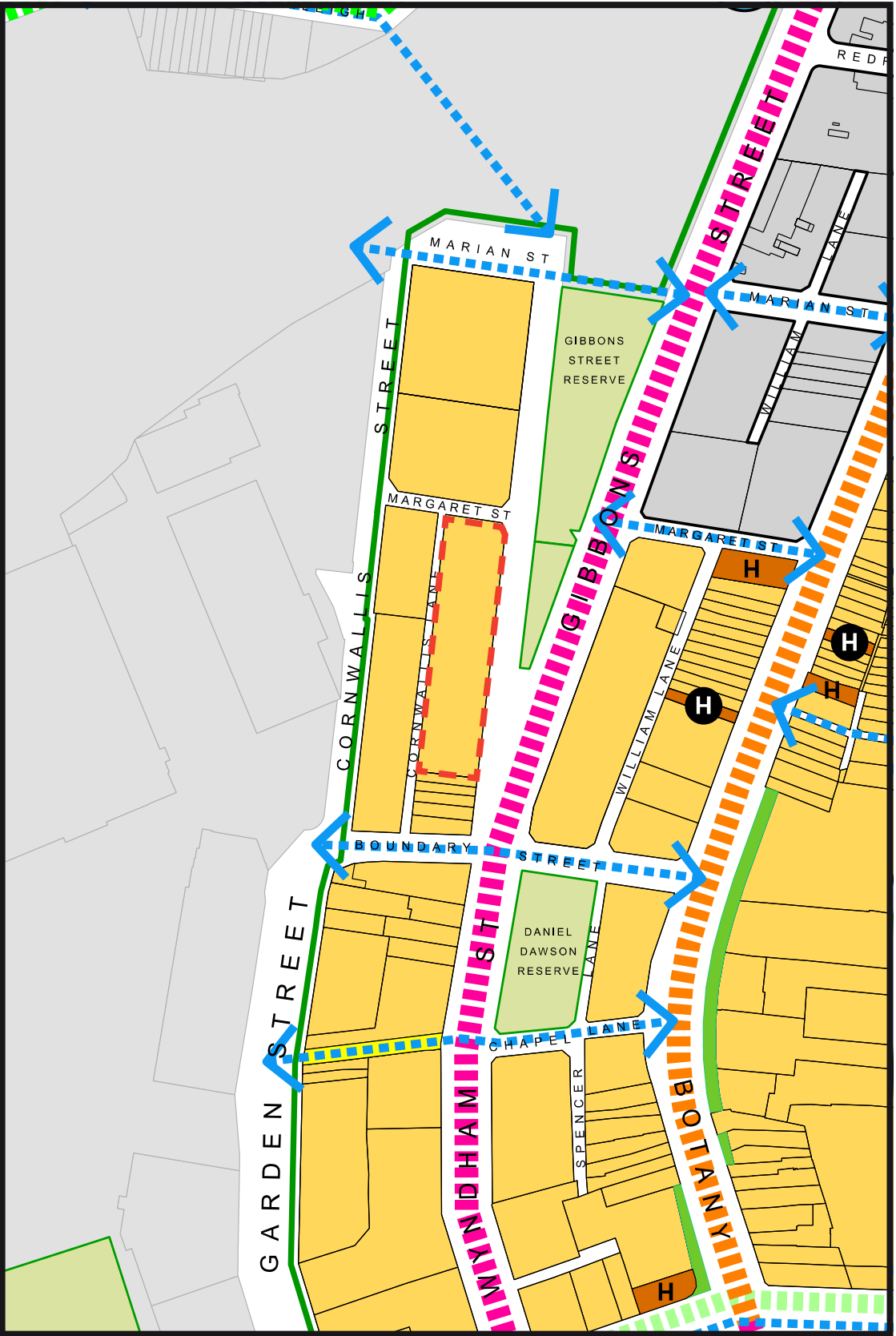
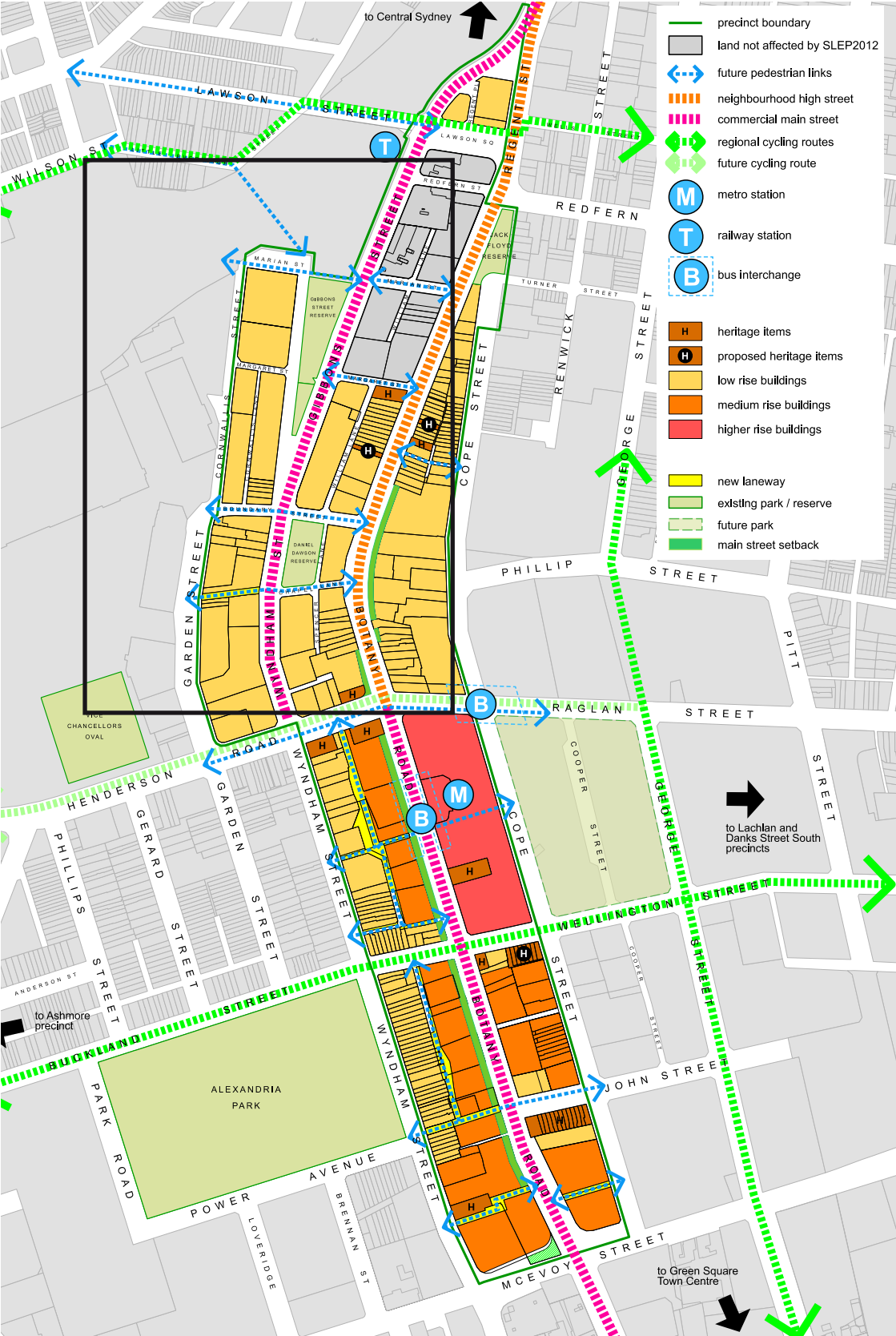
Applicable DCP controls

The site is within the Botany Road Precinct, guided by the Sydney DCP 2012, which seeks to create a vibrant, mixed-use corridor with active street frontages, improved pedestrian amenity, and design excellence. While most detailed controls apply to land south of the site between Henderson Road and McEvoy Street, the precinct framework highlights connectivity, employment growth, and high-quality public domain outcomes.

Located approximately 300m south of Redfern Station and 600 metres north of the Waterloo Metro Station, the site benefits from enhanced accessibility, which has already triggered significant urban renewal and residential uplift, positioning it to contribute to the precinct’s vision for a connected, sustainable, and vibrant urban environment.



- KEY**
- Site boundary
 - Conservation area
 - Land excluded from this DCP
 - Contributing
 - Detracting
 - Neutral



Planning envelope

Development Potential under Current LEP Controls

The site is subject to a 2:1 Floor Space Ratio (FSR), which permits a maximum Gross Floor Area (GFA) of approximately 5,050 m².

The maximum building height permitted under the LEP is 18 metres, which sets the upper limit for built form on the site.

Issues identified with the LEP Envelope

- Laneway interface:

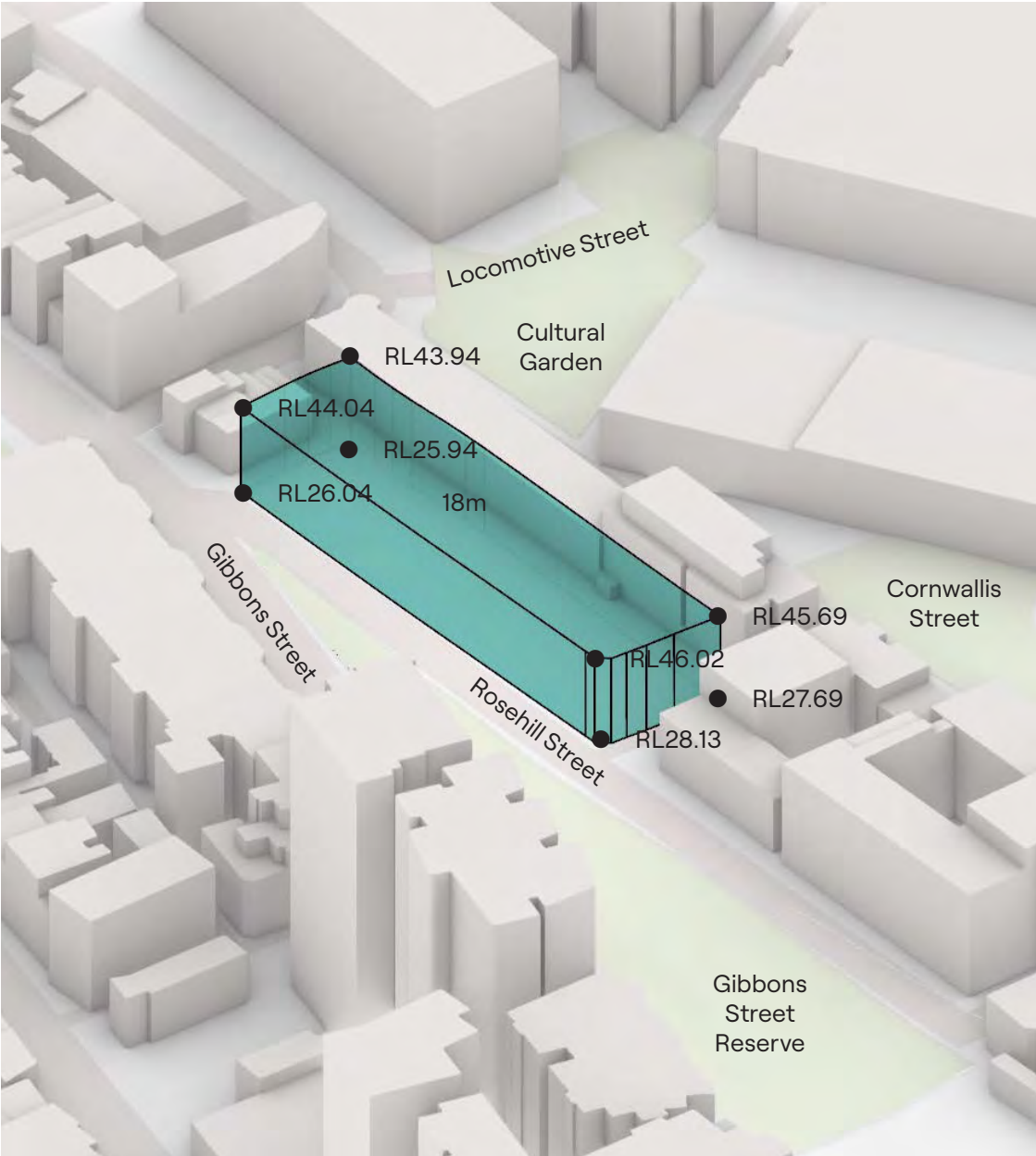
The current LEP envelope does not provide a setback from Cornwallis Lane which is a narrow laneway along the western boundary. This proximity compromises visual privacy and reduces solar access to the adjoining residential building, limiting the amenity of neighbouring properties.

- Built form character:

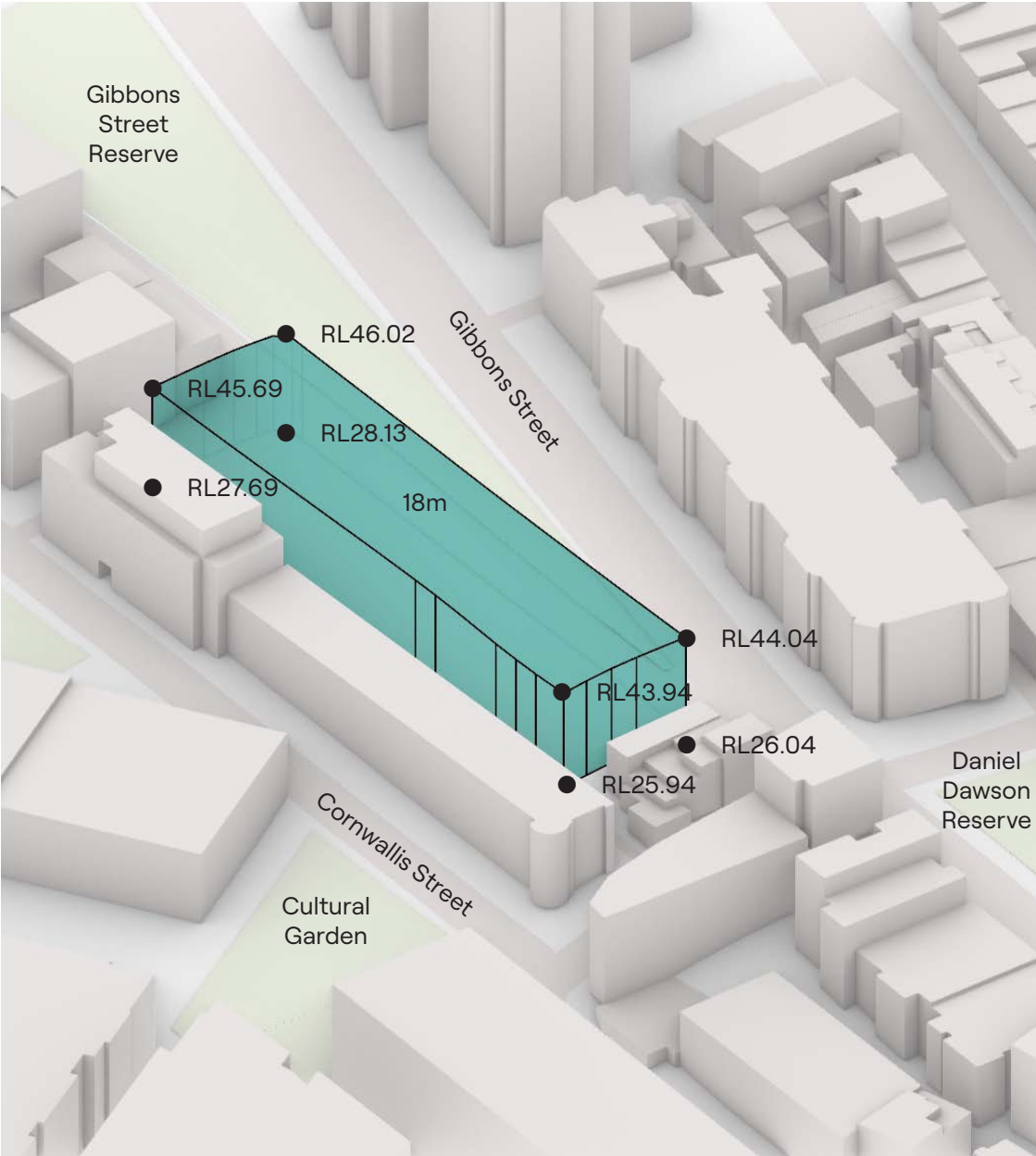
The envelope exhibits limited height variation and lack of frontage articulation, resulting in reduced opportunities to achieve a contextually responsive design.

- Development capacity:

The current controls restrict the site's ability to fully realise its development potential, particularly for uses such as purpose-built student accommodation, which require a greater GFA to achieve viable, well-designed outcomes.



North East

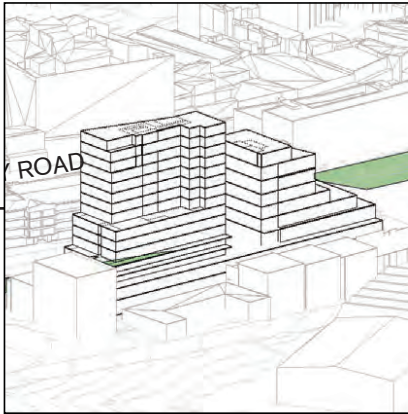


South West

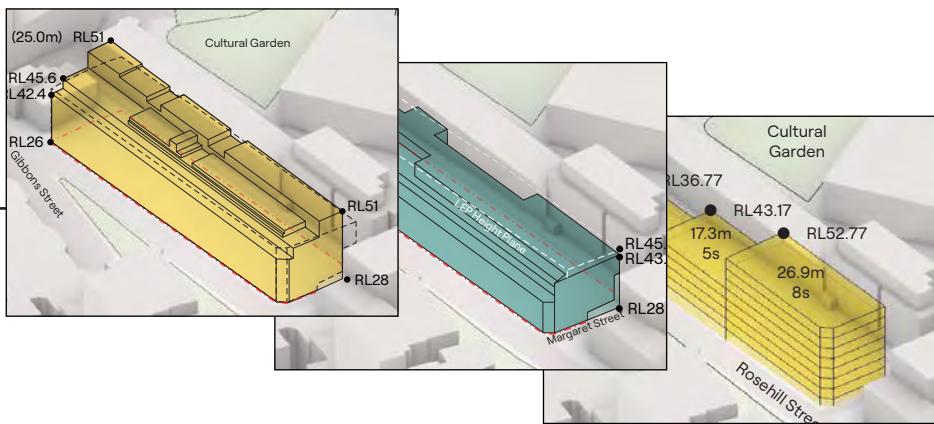
Project evolution



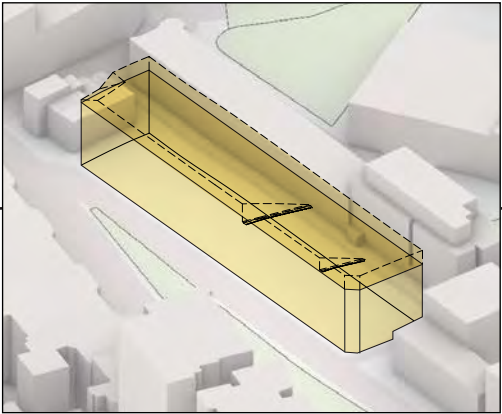
2018



2023



2024



2025

Previous proposals

Previous planning proposals for the site were not supported by Council, primarily due to concerns regarding building height, bulk, and scale. Feedback from Council emphasised the need to better address solar access, amenity impacts, and the relationship of the built form to its surroundings.

Key issues identified included:

- Overshadowing of open space
- Building separation
- Solar impact on neighbouring properties
- Land use
- Built form and streetscape character
- Deep soil and landscaping

Our previous options

During the Scoping Report stage, discussions between the proponent and Council resulted in several iterations of the proposed planning envelope. The initial concept explored concentrating additional height to the north of the site; however, following Council feedback, minimising overshadowing impacts on surrounding properties and open spaces became the key design priority.

In response, the envelope was refined and shrink-wrapped to the reference scheme, balancing the desired building height with reduced overshadowing and improved amenity outcomes.

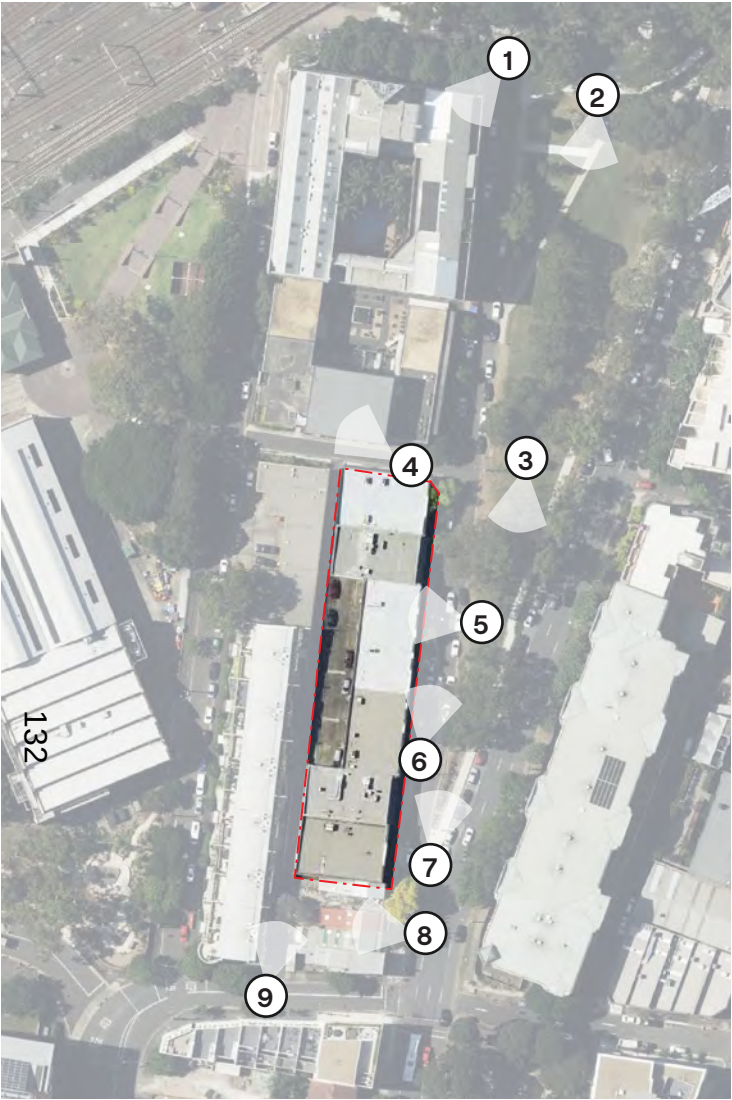
Throughout this iterative process, multiple configurations were tested to address Council’s key concerns, which centred on:

- Building height and overshadowing
- Room sizes and internal dimensions
- Waste management and servicing
- Bicycle parking provision

Proposed envelope

In response to Council’s pre-lodgement advice, the proposed envelope has been amended with a 20m building envelope, identification of a 2m green roof zone (clipped to protect and ensure the solar access to neighbouring apartments and open space.), and further refinement of room sizes/ dimensions, waste management and bicycle parking.

Site analysis



Location plan

Character

Rosehill Street has a diverse mixed-use character, combining residential, commercial, and light industrial uses. The streetscape features a blend of heritage terraces, adaptive reuse, and contemporary infill, creating a fine-grain, layered urban character that reflects Redfern’s evolving identity.

Commercial



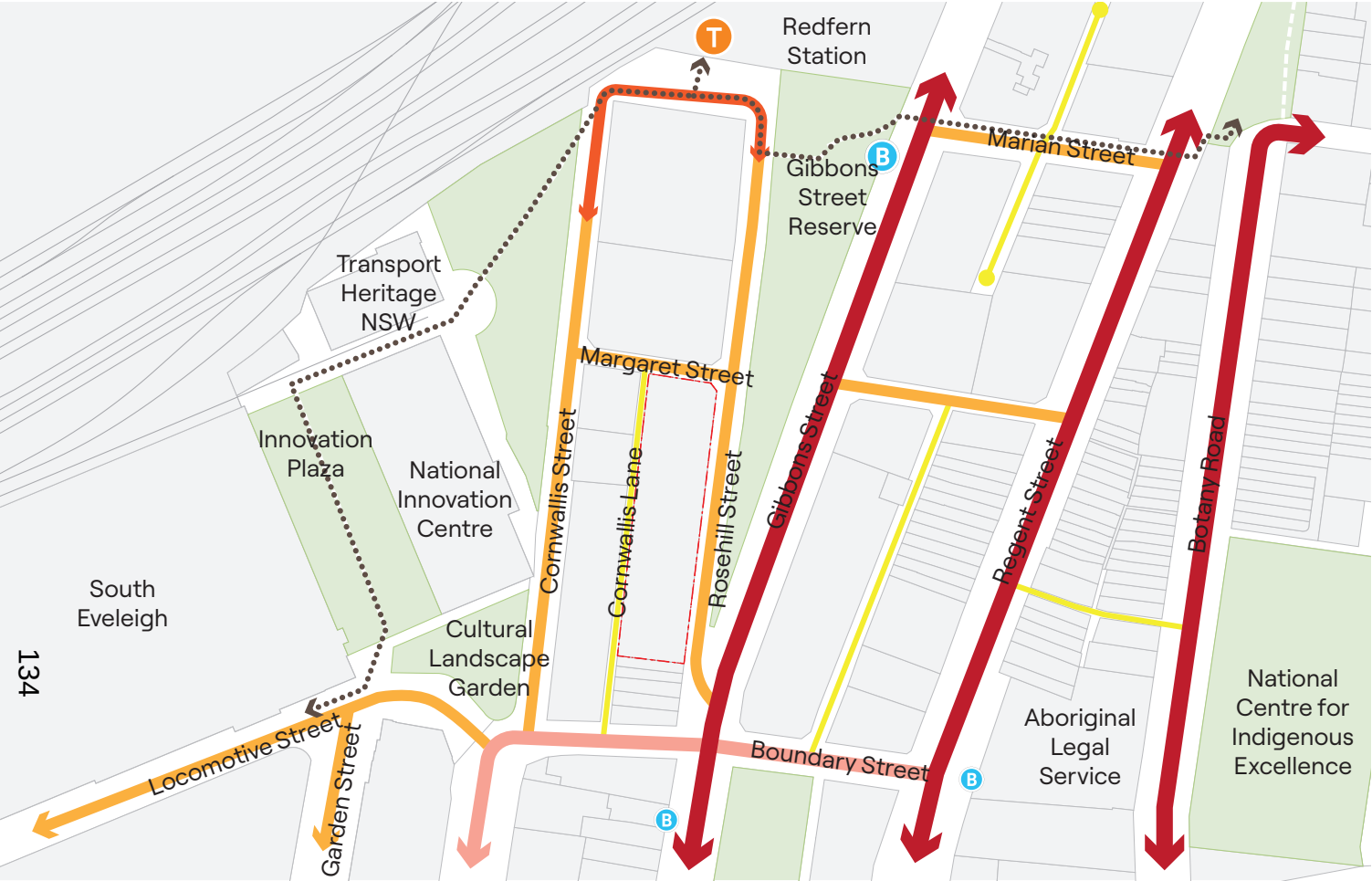
Residential area



Mixed use zone



Movement and access



Movement and access diagram

The site fronts Rosehill Street, a local road serving residential and light industrial uses. To the north, it connects with Cornwallis Street, forming a shared pedestrian and vehicle zone that provides safe access to Redfern Station and supports local walkability.

To the south, Rosehill Street links to Gibbons Street, a high-capacity arterial route that runs parallel to Botany Road and Regent Street, key north-south corridors through the Redfern-Waterloo area. Service lanes provide vehicular access to rear properties, helping maintain active frontages along these main streets.

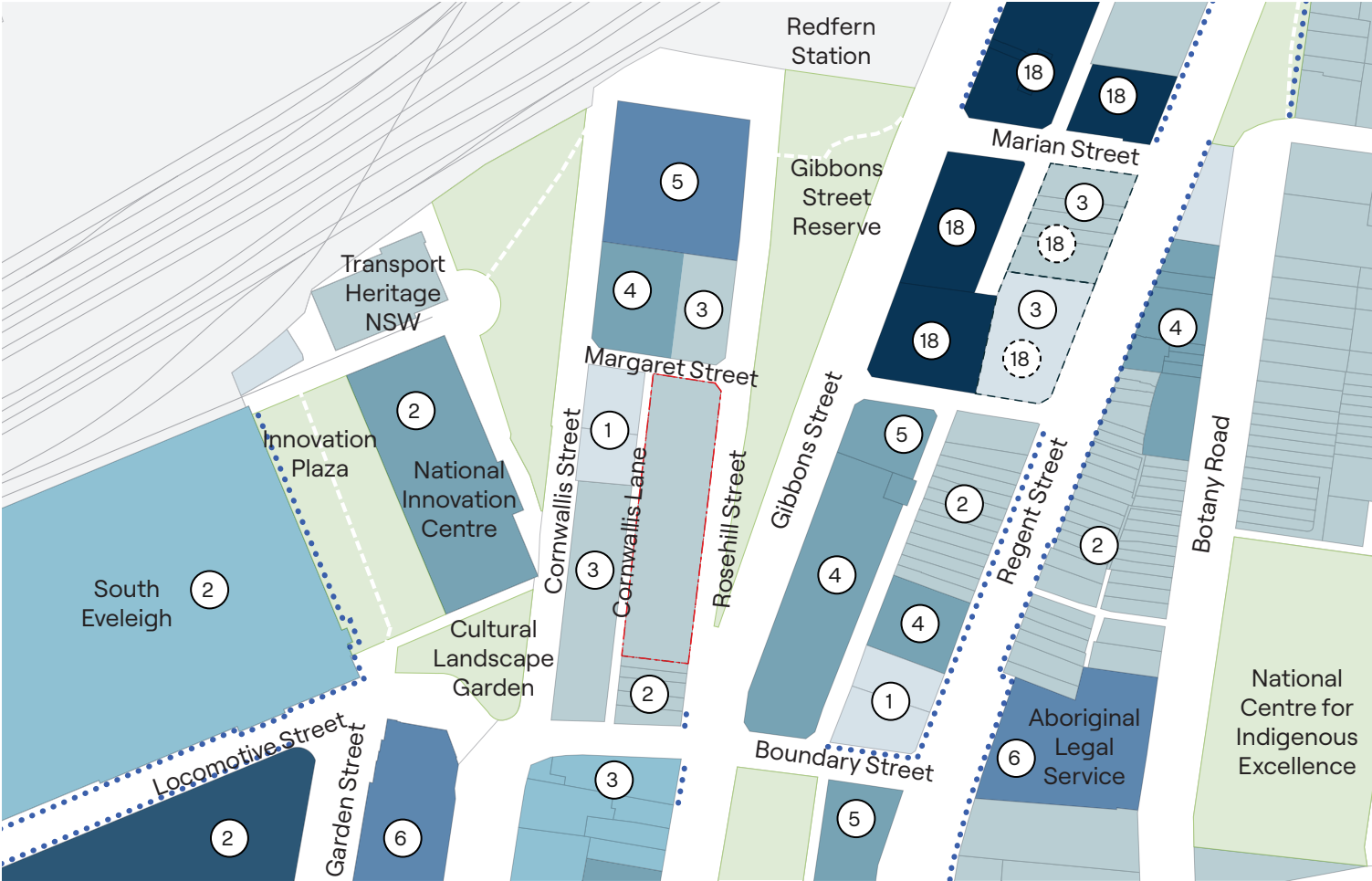
To the west, the network transitions toward South Eveleigh, where slower traffic speeds and improved pedestrian conditions support access to employment and residential areas.

This connected and fine-grain street network promotes multimodal access and supports transit-oriented development.

KEY

- Site boundary
- Train station
- Bus stop
- Main road
- Main street
- Local street
- Service street
- Shared way
- Main pedestrian routes

Height and built form



Existing building heights and active frontages diagram

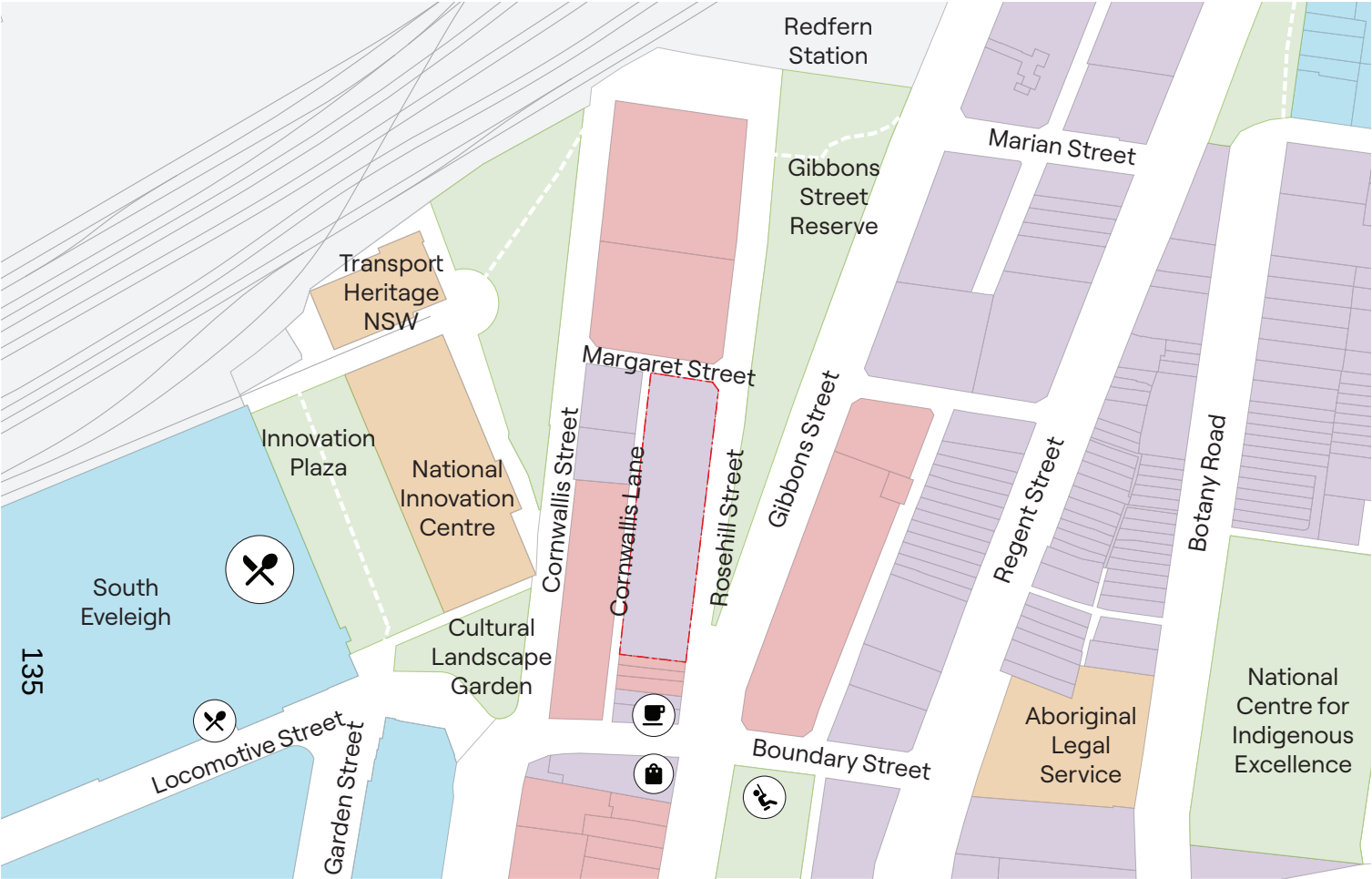
The area is undergoing a significant transition from a medium-density residential neighbourhood to a high-density, mixed-use precinct that supports increased housing near major transport nodes. Recent developments include 18-storey residential towers along the northern edge of Gibbons Street, with similar projects planned along Regent Street. Mid-rise apartment buildings of 4-6 storeys are interspersed throughout the precinct, contributing to an emerging urban scale.

In contrast, heritage terraces, particularly along Regent Street, reflect the area's historic fine-grain character. To the east, adaptive reuse projects, such as the former locomotive workshops, have been transformed into large-scale commercial and retail spaces, reinforcing the precinct's evolving blend of heritage fabric and contemporary development.

KEY

- Site boundary
- 4m HOB
- 7m HOB
- 15m HOB
- 18m HOB
- 20-25m HOB
- 30-35m HOB
- 60m+ HOB
- Planned future development
- Active frontage
- Height in storeys
- Planned future height in storeys

Land use



Land use diagram

The surrounding area comprises a mix of residential, commercial, and employment uses consistent with the evolving character of the Redfern-Eveleigh Innovation Corridor.

To the west, the South Eveleigh Precinct accommodates offices, innovation hubs, and adaptive reuse of industrial buildings.

To the east, medium-density residential development fronts Gibbons Street, supported by local retail and services.

Along Rosehill Street, a transitional character exists, with residential and small-scale commercial uses marking the shift from former industrial land to a mixed-use, transit-oriented environment.

KEY

Site boundary

Residential

Mixed use

Commercial/retail

Civic/community

Open space

Topography



Topography and flooding diagram

The site is located within a gently undulating part of the Redfern-Eveleigh corridor, where the topography generally falls from north to south, descending gradually away from Redfern Station.

Minor level variations occur along Rosehill Street and its adjoining streets, reflecting the transition from the higher ground near Redfern Station to the lower elevations along Gibbons Street to the west. The terrain becomes steeper along Boundary Street, sloping down to both the east and west, with the intersection of Boundary and Gibbons Streets forming one of the few relatively flat areas within this locality.

The south-west corner of the site presents a notable dip of approximately 1.5m, evident particularly from Cornwallis Lane.

KEY

Site boundary

0.5m contours

2m contours

Overland flow direction

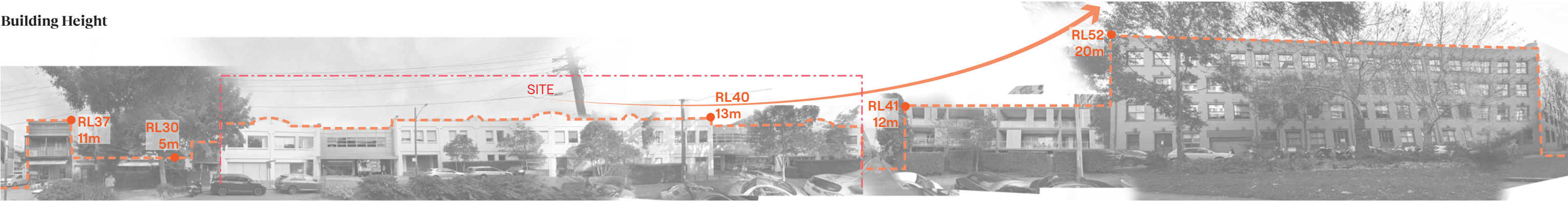
Site analysis

Streetscape analysis

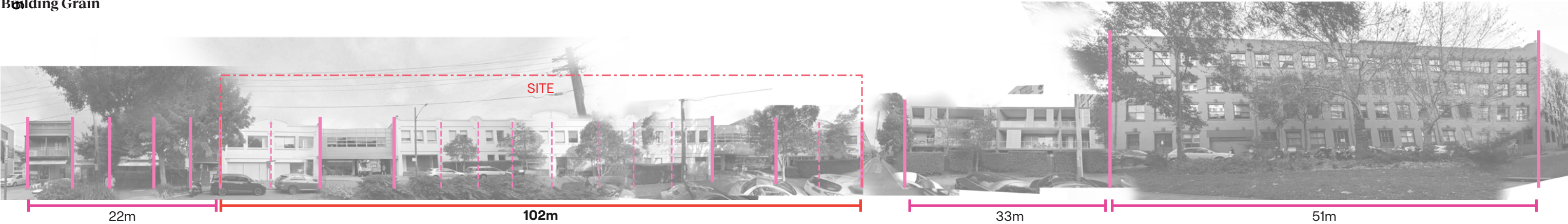
Analysis of the street elevation informs the urban response to street wall, grain and articulation.

- Street wall height increases from south to north with one storey residential frontages leading into two storey commercial frontages.
- Building grain begins along the south as relatively fine, varying from 5-7m along the terraces. The site features a long street frontage resulting from its commercial uses.
- Building articulation is evident in the punched out window openings, typical of masonry construction.

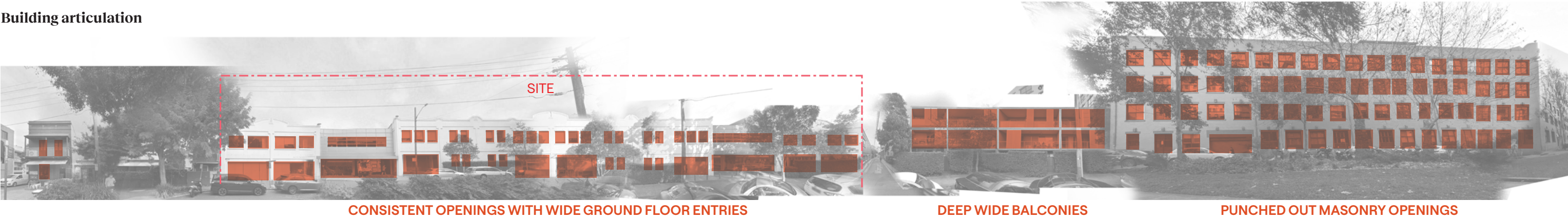
Building Height



Building Grain



Building articulation

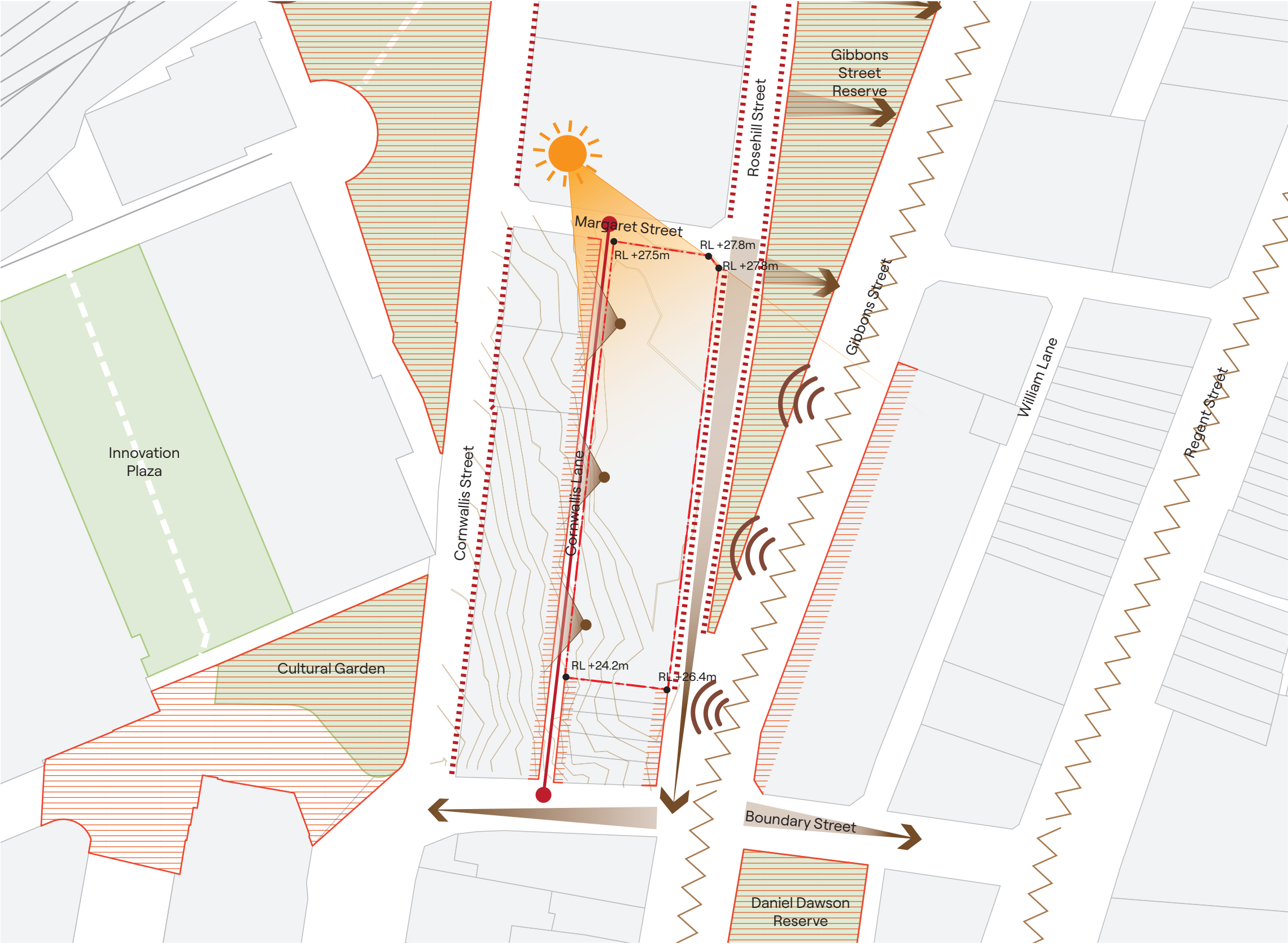


Constraints

- Development must carefully mitigate overshadowing impacts to surrounding residential properties and adjacent open spaces, particularly along 39-61 Gibbons Street, where solar access is a key concern for Council.
- The interface with 15-41 Cornwallis Street, which is built to the boundary, creates potential visual privacy impacts that will require thoughtful building orientation and setbacks.
- The site adjoins the narrow Cornwallis Lane, which primarily serves as a service and access route. Development must respond appropriately to this interface to maintain safety, amenity, and visual quality.
- High traffic volumes along Gibbons Street and Regent Street generate noise and air quality impacts, requiring acoustic mitigation and appropriate building design to ensure internal amenity.
- The sloping terrain along Rosehill Street and Boundary Street presents potential overland flow and stormwater management challenges, necessitating careful site planning and water-sensitive design strategies.
- Given the site's transitional urban context, future development must reconcile varied building scales and typologies, ensuring a cohesive interface between emerging high-density forms and existing fine-grain character.
- A natural dip in the ground located of approximately 1.5 metres at the south-west corner of the site limits the potential to accommodate an 18m high reference scheme. For this reasons an additional 2m to the Height of Buildings (HOB) control are required to ensure full compliance for the small portion of the building affected by the dip.

KEY

- Site boundary
- Noise
- Slope
- Busy main road
- Threat to visual privacy
- Overshadowing
- Rear laneway
- Street parking
- 0.5m contours



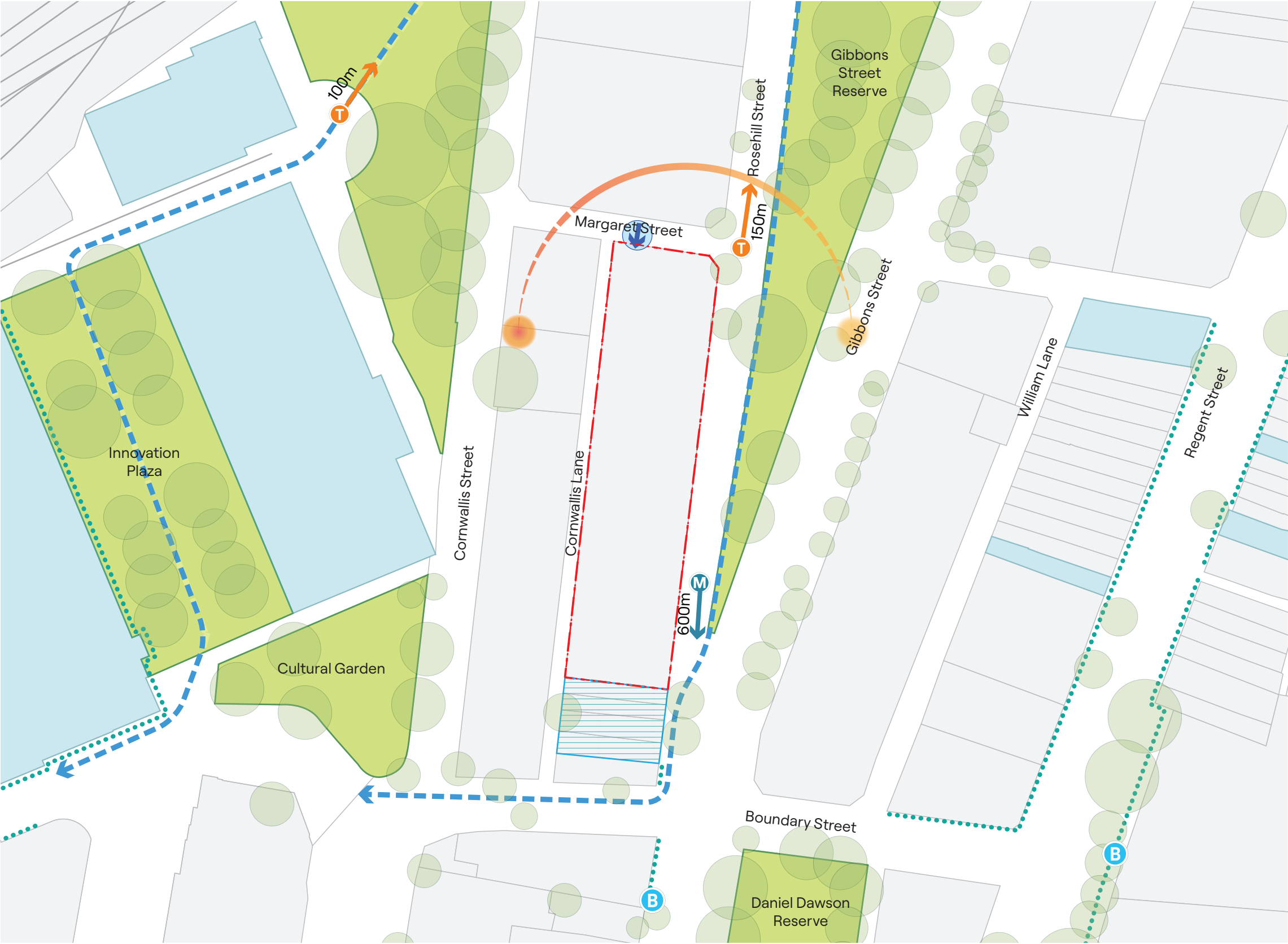
1:1,000@ A3 1

Opportunities

- The site is highly accessible, located approximately 150 metres from Redfern Station and 600 metres from Waterloo Metro Station, providing direct connections to key employment, education, and innovation precincts across Sydney.
- Surrounding heritage items and character buildings contribute to a distinctive local identity, offering opportunities to enhance and complement the historic built fabric through sensitive design.
- Margaret Street provides an opportunity for discrete servicing and basement access, allowing Rosehill Street to function as a primary pedestrian-focused frontage with minimal vehicle conflict.
- Active ground-floor uses contribute to a lively day and night-time economy, supporting street activation and passive surveillance.
- Mature street trees and established landscaping provide leafy streetscapes that reinforce green infrastructure.
- A variety of local open spaces, including Gibbons Street Reserve and Daniel Dawson Reserve, serve the recreational and social needs of future residents.
- The absence of built form along the eastern edge of the site enables excellent solar access
- The dilapidated terraces to the south of the site offer opportunity for renewal, supporting the broader transition of the precinct to a higher-density mixed-use character.

KEY

- Site boundary
- Train station
- Bus stop
- Sun path
- Heritage
- Dilapidated terraces
- Open space
- Tree canopy
- Pedestrian route
- Vehicle access



Planning and place summary

					
Overshadowing of Open Space	Building separation	Solar impact on neighbouring properties	Land use	Built form and streetscape character	Deep soil/Landscaping
Review overshadowing impacts to: — Daniel Dawson Reserve — Gibbons Street Reserve — Indigenous Landscape Cultural Garden at Australian Technology Park — Open Space in Cornwallis Street and Locomotive Street	Consider building separation and preliminary visual privacy treatments to: — 32 Rosehill Street, Redfern — 15-41 Cornwallis Street, Redfern — 80-88 Rosehill Street, Redfern	Impacts to the following key residential developments are to be reviewed: 1. 39-61 Gibbons Street, Redfern 2. 80-88 Rosehill Street, Redfern	DCP requires: — Ground floor and first floor uses are to be non-residential uses — Residential use is permitted where it does not undermine the employment generating function of the precinct.	Analysis to be provided on the compatibility of proposal in context of surrounding locality - Bulk, scale, height, etc. DCP requires: — 18m height limit — Justification of transition heights to neighbouring developments, noting surrounding 5-6 storeys — Maximum street frontage length to Rosehill Street of 40m requires frontage design to reduce appearance of one continuous façade.	DCP requires the following for residential flat buildings and non-residential development: — Deep soil is to be 10% of the site area at a minimum. — For lots greater than 1,000sqm, the deep soil area is to be consolidated with a minimum dimension of 10m. — All remaining deep soil areas are to have a minimum dimension of 3m. — Where site conditions allow, deep soil is to be consolidated as one area to assist with the ease of drainage and allow for effective deep soil planting.
Response					
Analysis of overshadowing impact of existing conditions and testing for the proposed envelope to ensure compliance with DCP objectives.	Assessment of current laneway conditions and streets has informed testing of privacy setbacks in accordance with ADG.	Analysis of overshadowing impact of existing conditions and testing for the proposed envelope to ensure compliance with ADG requirements.	Analysis of surrounding building uses and activity to inform land use allocation. Rosehill Ground floor frontage has non-residential uses including entertainment areas, study rooms, lobby and library.	Alignment of built form to the streetscape character.	Allocating zones in appropriate areas for deep soil and landscaping.



Existing LEP envelope

The proposed design refines the existing LEP envelope to deliver a more contextually responsive and high-amenity built form. The current controls, while establishing a clear height and density framework, present several constraints relating to laneway interface, articulation, and overall development capacity.

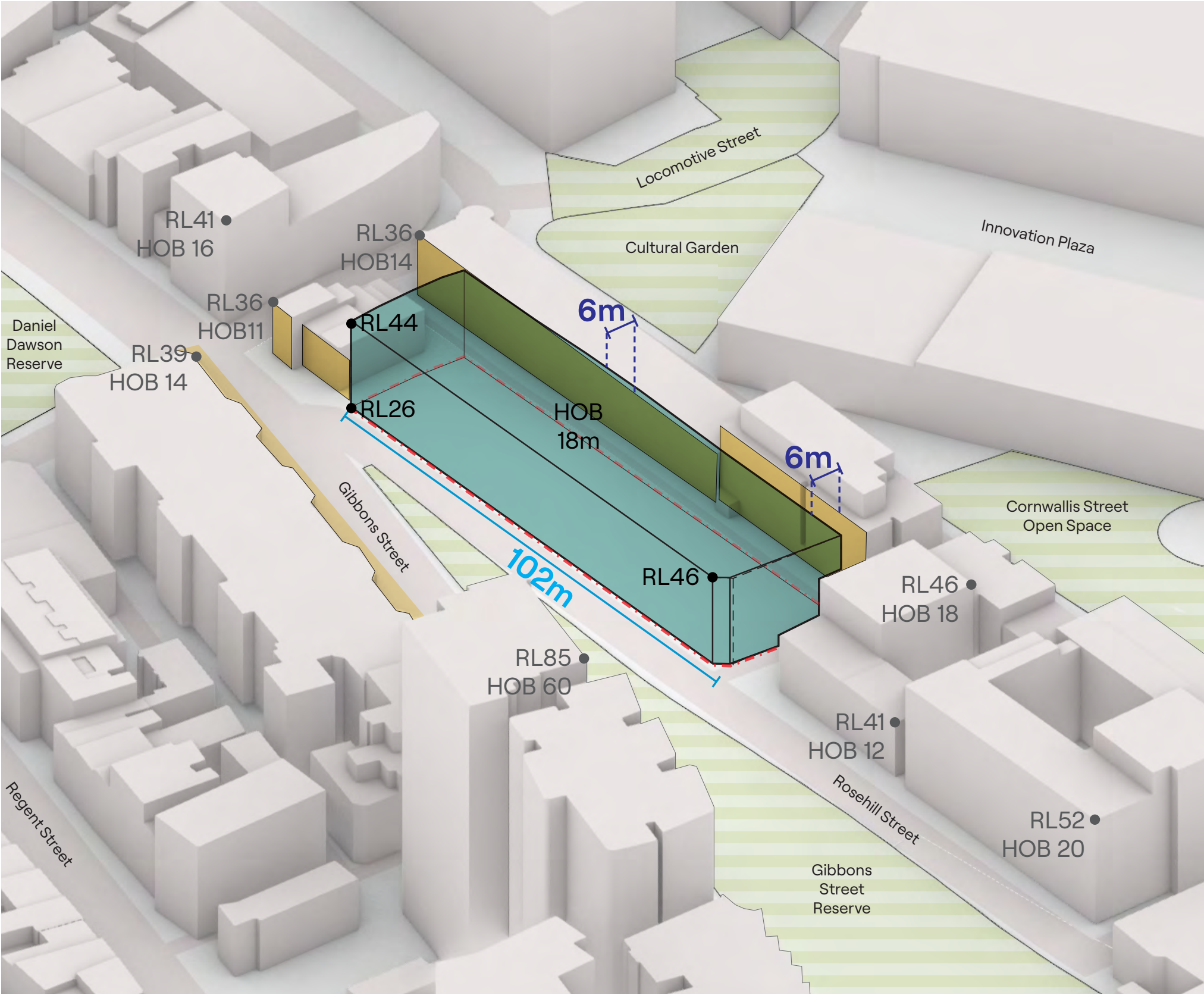
Through targeted design moves, the proposal addresses concerns regarding visual privacy and solar access to adjoining residences. It also reflects the streetscape modulation to better reflect the evolving character of the precinct, and optimises the envelope to support a viable and well-planned built form outcome.

Collectively, these adjustments enable a design that achieves improved amenity, urban quality, and alignment with strategic planning objectives.

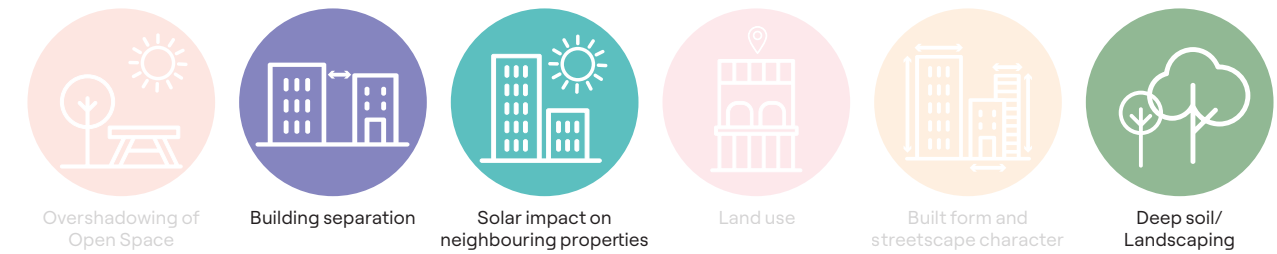
141

KEY

- Overshadowing consideration - open space
- Overshadowing consideration - neighbours
- LEP Envelope



Key moves



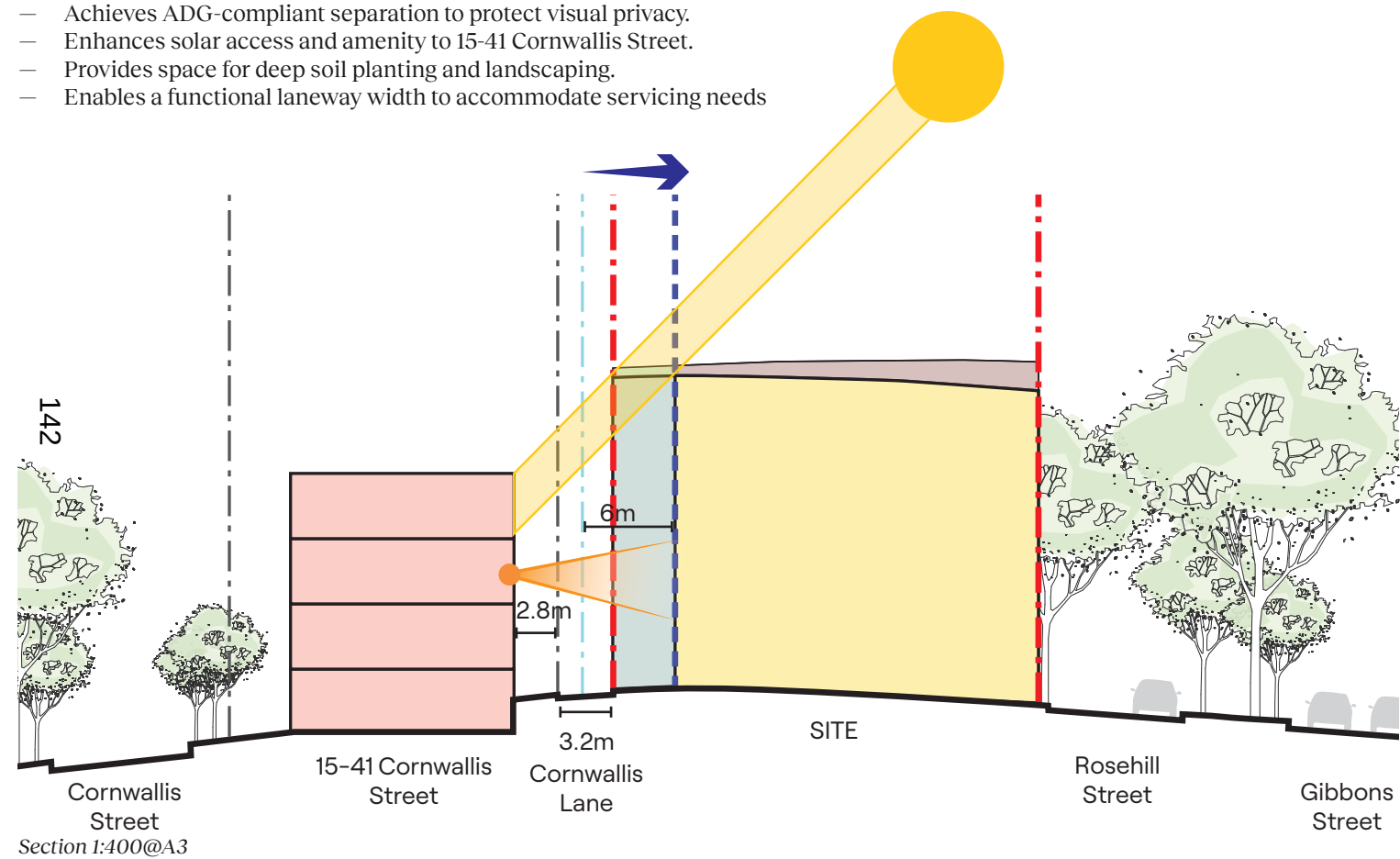
Increase height by 2 metre and introduce a rear setback to create a functional laneway

Design moves:

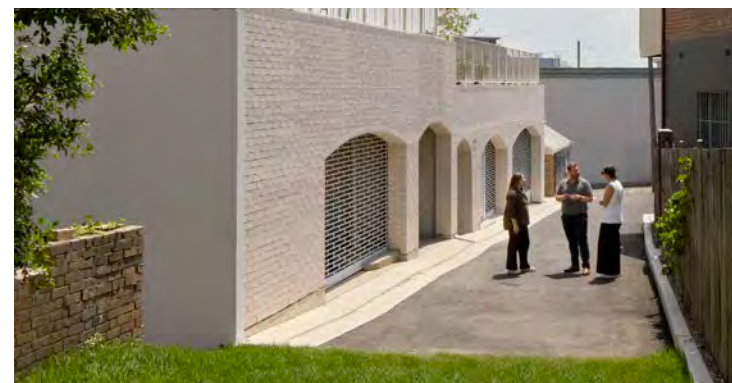
- Increasing the height control by 2 metres
- Introduce a primary rear setback of 3 metres along Cornwallis Lane.

Rationale:

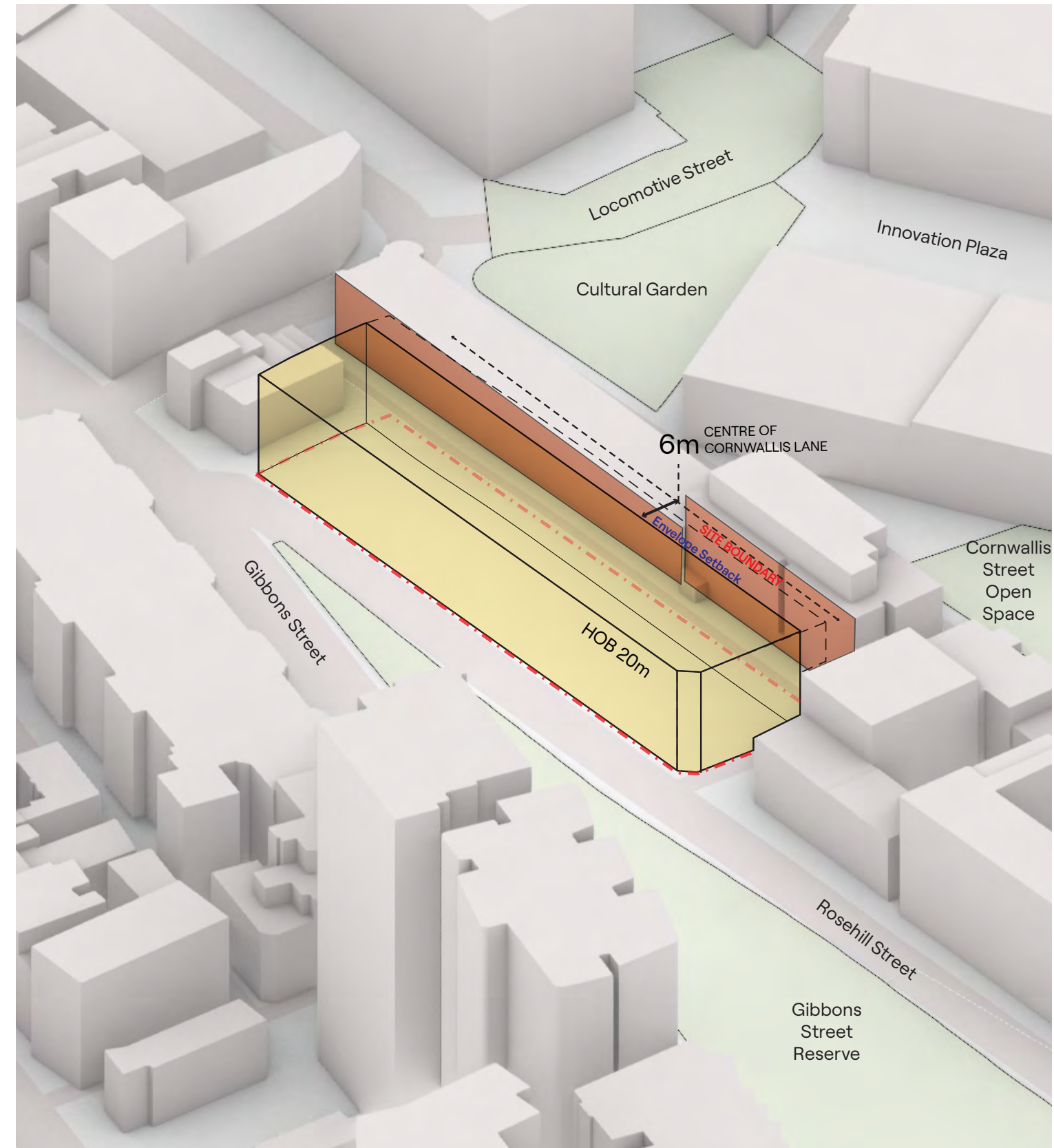
- The increased height is a response to the site's natural ground and ensure the generated height plane is feasible for development.
- Achieves ADG-compliant separation to protect visual privacy.
- Enhances solar access and amenity to 15-41 Cornwallis Street.
- Provides space for deep soil planting and landscaping.
- Enables a functional laneway width to accommodate servicing needs



Increased building separation improves the functionality of service laneways and offers safer links for people to walk and cycle.



Establish a quality interface between developments that facilitates both functionality and landscaping of deep soil zones.



Key moves



Divide mass to reflect streetscape rhythm

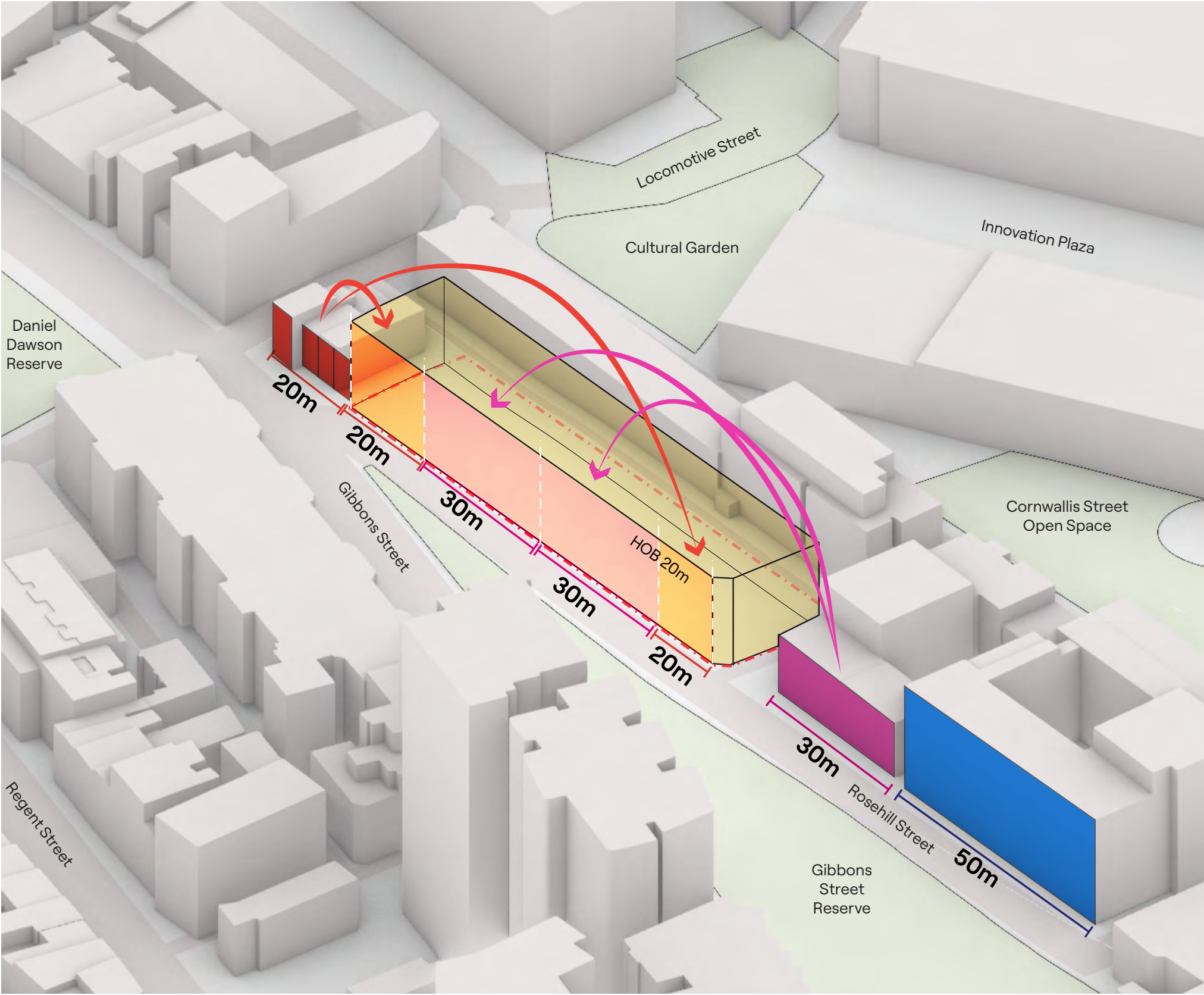
- Design moves:
- Break down the 100m building frontage into smaller, contextually scaled segments that respond to the existing streetscape pattern.
- Rationale:
- Introduces articulation and visual relief along the building length.
 - Enhances the pedestrian interface and address along Rosehill Street
 - Reinforces the established rhythm and fine-grain character of the surrounding streetscape.



Creating rhythm through building separation and articulation reduces perceived bulk and adds visual interest to the building.



Building articulation should be informed by the surrounding streetscape and incorporate elements of architectural features to present a cohesive frontage.



Key moves



Enhance amenity and protect privacy

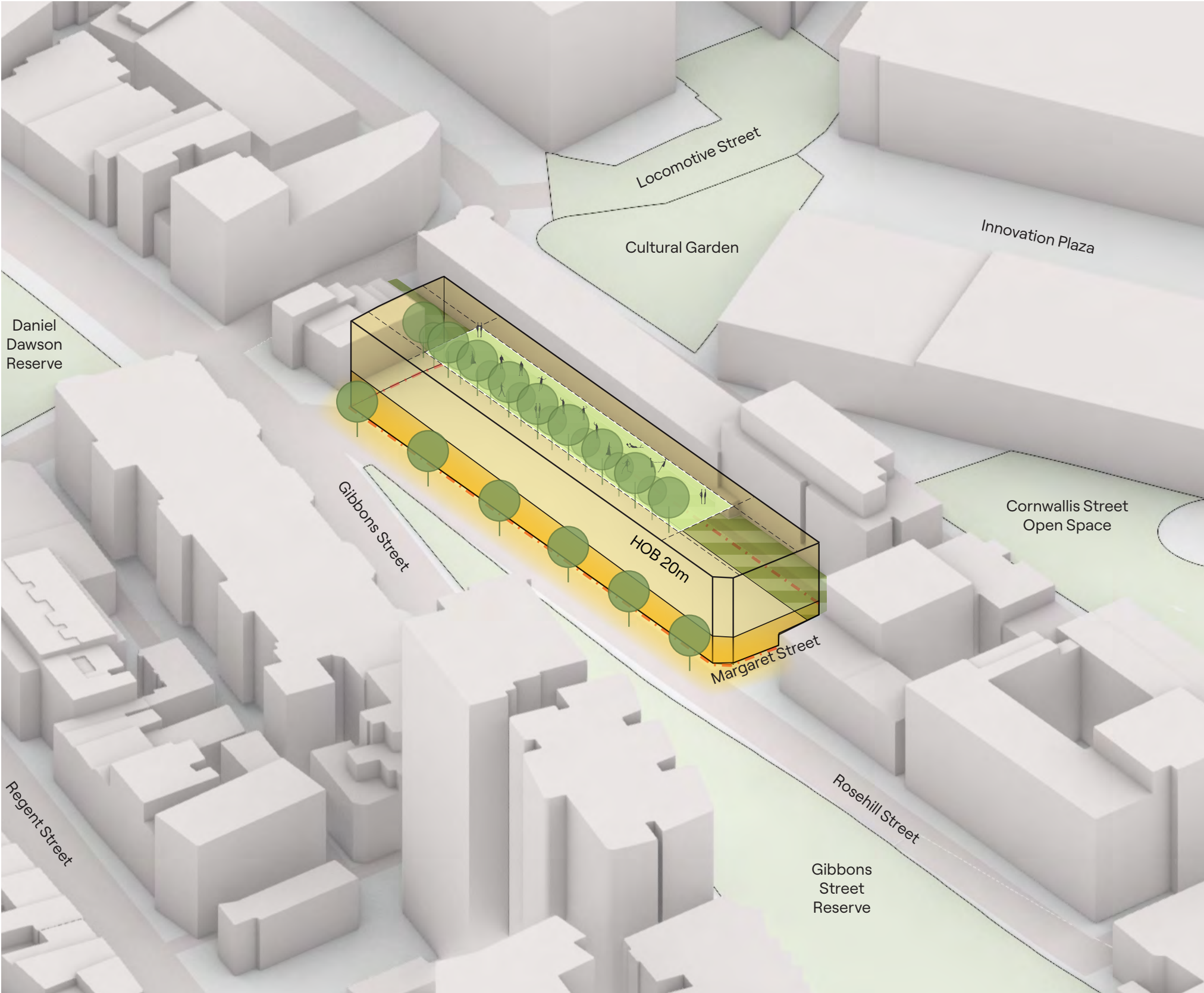
- Design moves:
- Locating communal areas at ground level along the Rosehill Street frontage
 - Landscape the laneway to deliver deep soil zones and communal open spaces
 - Integrate accessible rooftop terraces with planters and screening to provide usable open space while maintaining privacy
- Rationale:
- Cultivates an active and engaging streetscape along Rosehill Street.
 - Enhances residential amenity by offering a variety of communal open spaces.
 - Contributes to best-practice design outcomes for student accommodation by supporting social connection, landscape integration, and privacy protection.



Non-residential uses are visible from the streetscape and facilitate activity along the street frontage, such as a retail tenancy, offering an active transition zone for people to linger and interact.



Create accessible rooftops to ensure solar access to communal open spaces and improves amenity for residents.



Key moves



Position green rooftop articulation zone to minimise impacts

Design moves:

- Provide additional flexibility through a 2m green rooftop articulation zone

Rationale:

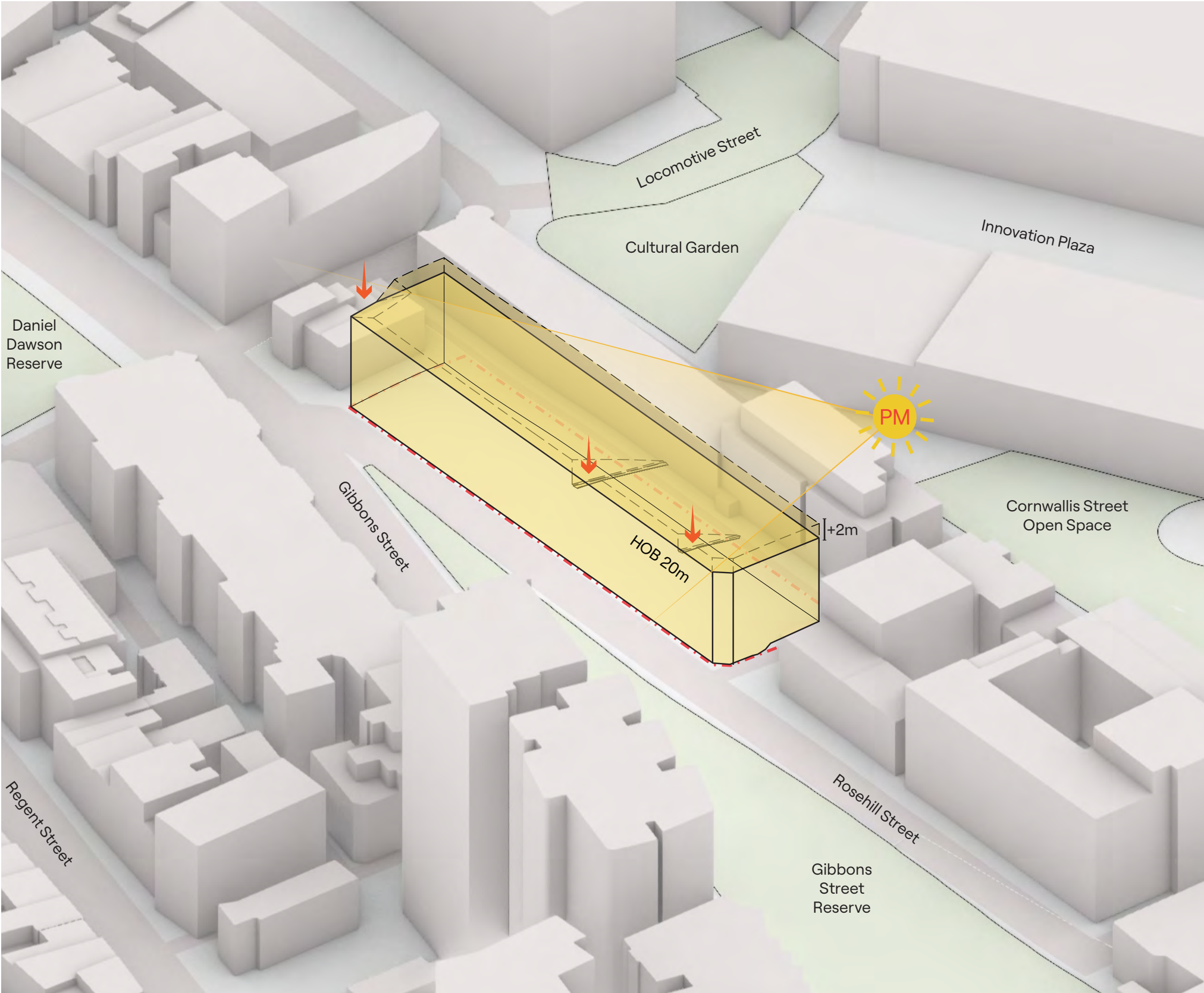
- Allows for plant rooms and lift overruns within a controlled height zone.
- Minimises overshadowing impacts on neighbouring properties and open spaces.
- Enables an accessible, landscaped rooftop to contribute to urban greening and reducing heat island effects.



Continuing the existing datum of the streetscape anchors the development within its surroundings.



Gradation in height and grain creates a more cohesive transition between land uses and density.



Key moves

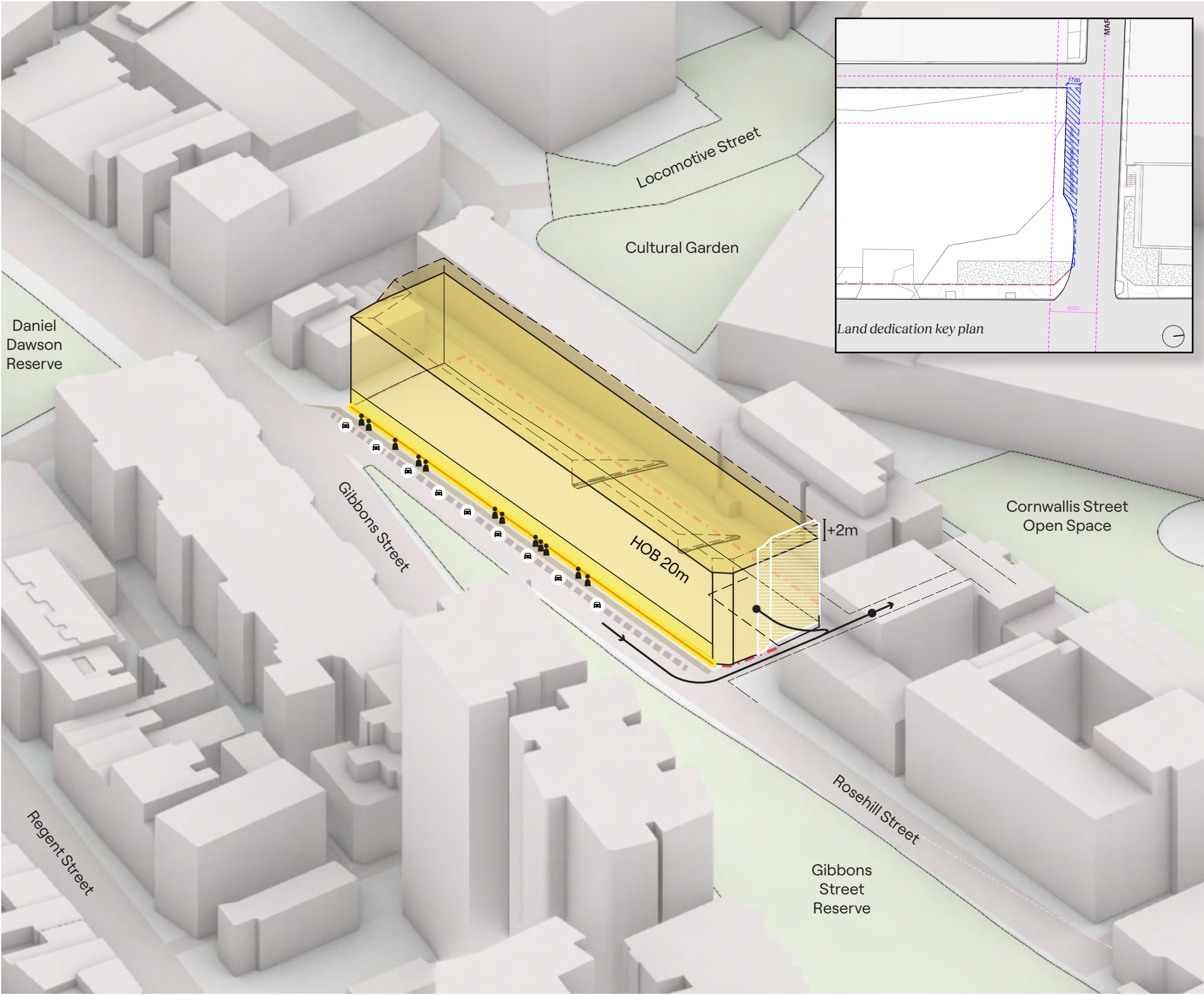


Position loading dock along Margaret Street

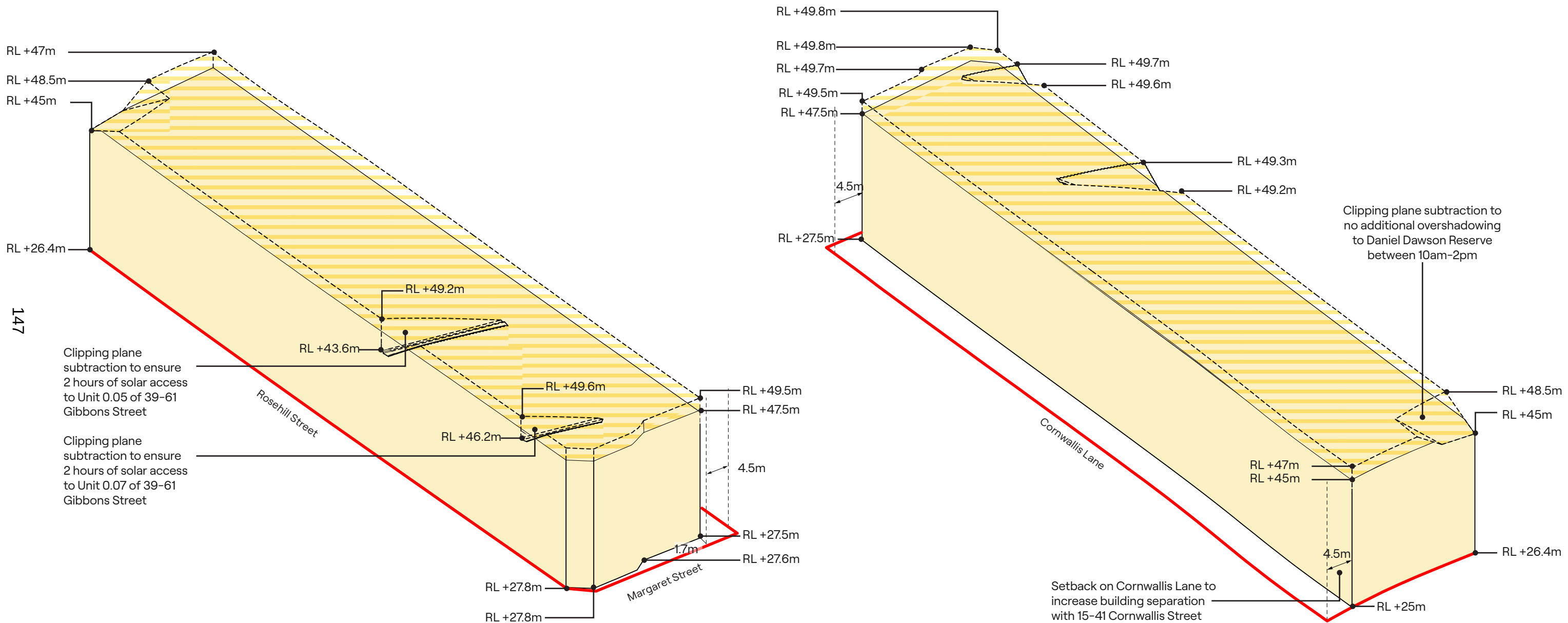
- Design moves:
- Maximise activation of Rosehill Street and optimise Margaret as service lane for waste and loading activities.
 - Widen Margaret Street through a 1.7 land dedication to service all required vehicle movements at the north west corner.
- Rationale:
- Minimise use of wide blank and inactive interface at the ground on primary street frontage (Rosehill Street)
 - Prioritisation of pedestrian movements and avoidance of wide vehicle crossover on Rosehill Street, consistent with Sydney DCP pedestrian priority map. In comparison, Margaret Street functions as a quiet laneway with very little pedestrian movements.
 - Reduce loss of on-street car parking on Rosehill Street. In comparison, Margaret Street has no on-street car parking.



Artist’s impression of the Rosehill Street and Margaret Street intersection demonstrating activation along Rosehill Street.



Proposed envelope



North east isometric view

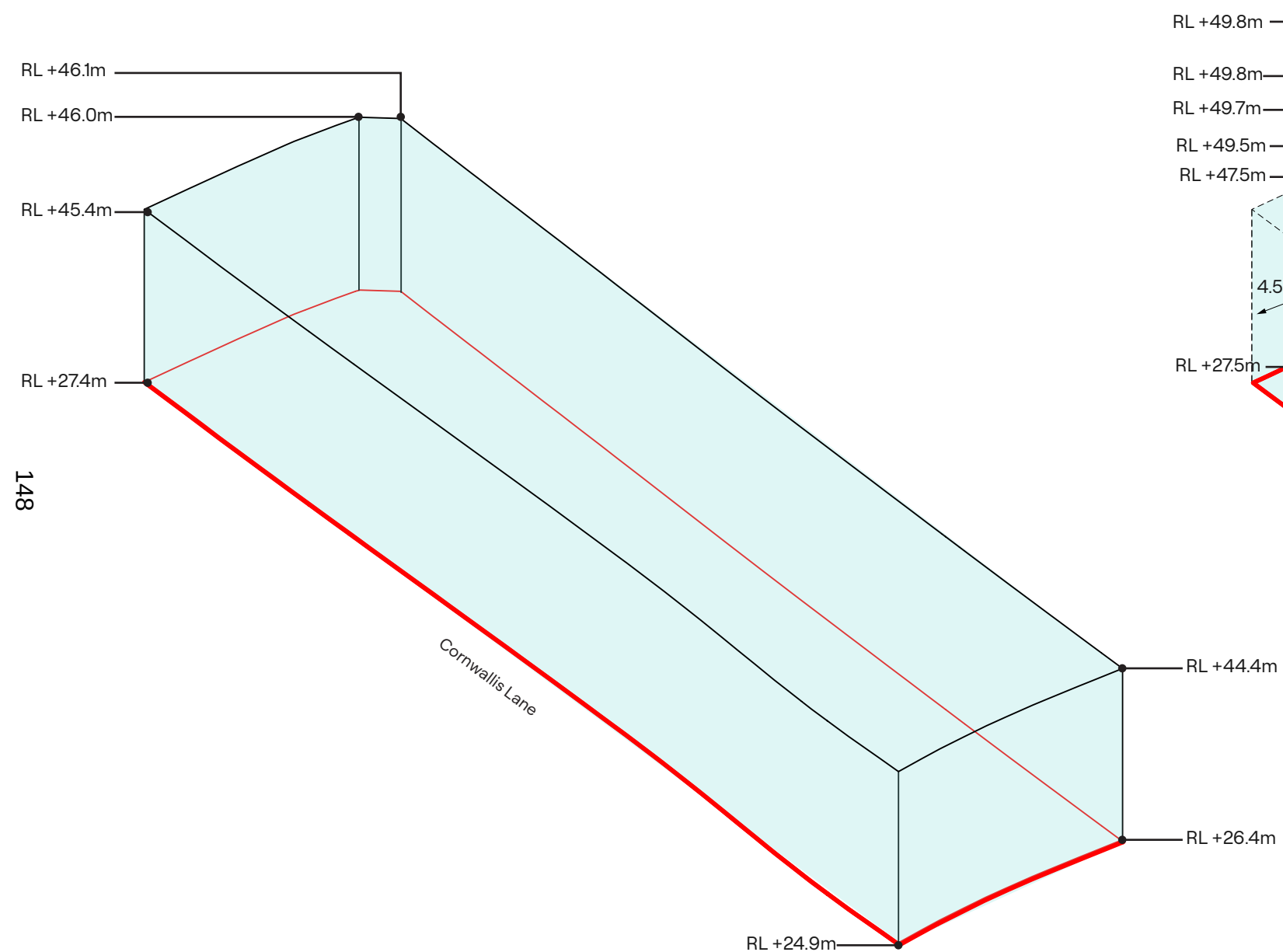
South west isometric view

KEY

- Site boundary
- Proposed envelope
- Green rooftop access articulation zone

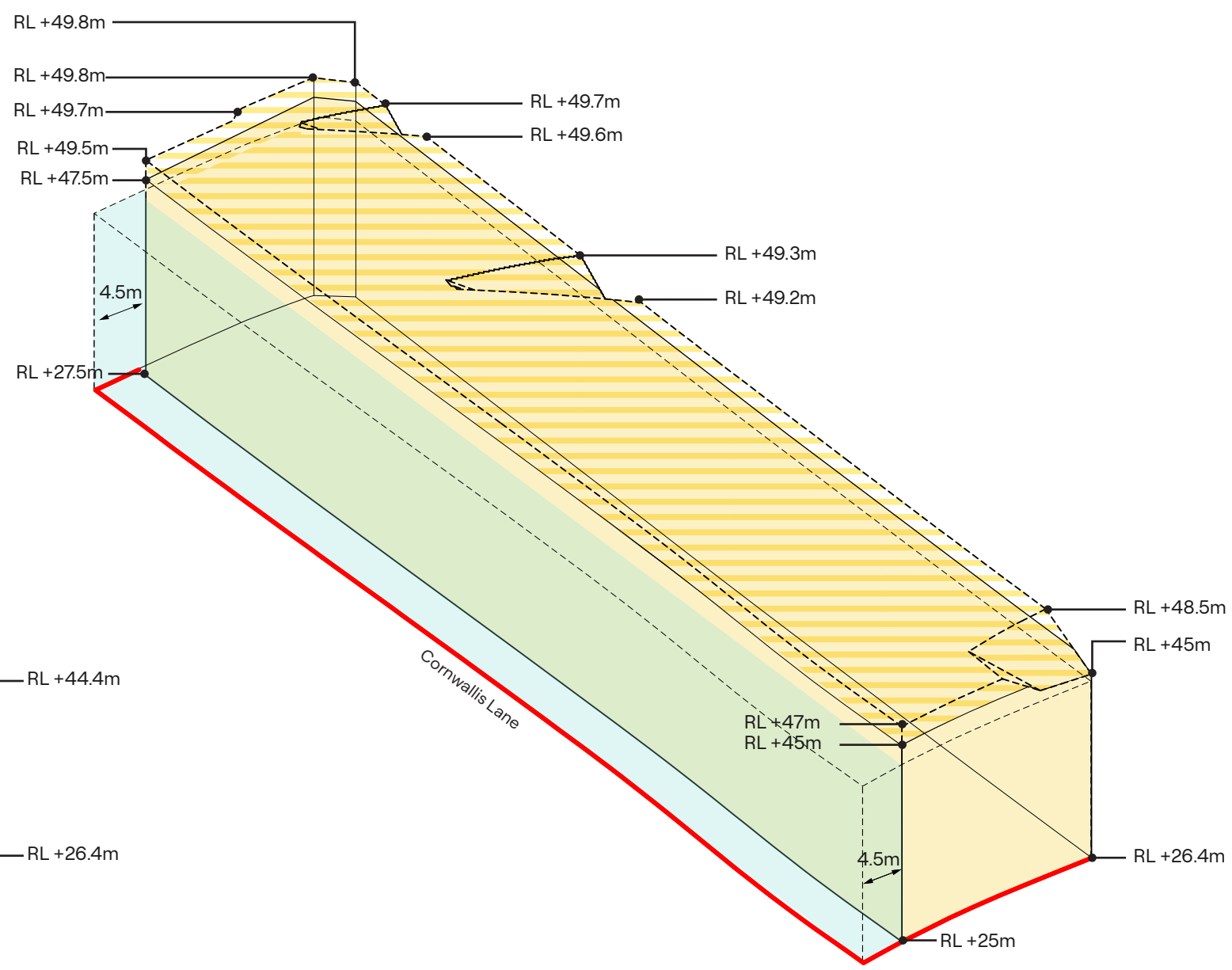
Comparison of envelopes

LEP envelope



South west isometric view

Proposed envelope



South west isometric view

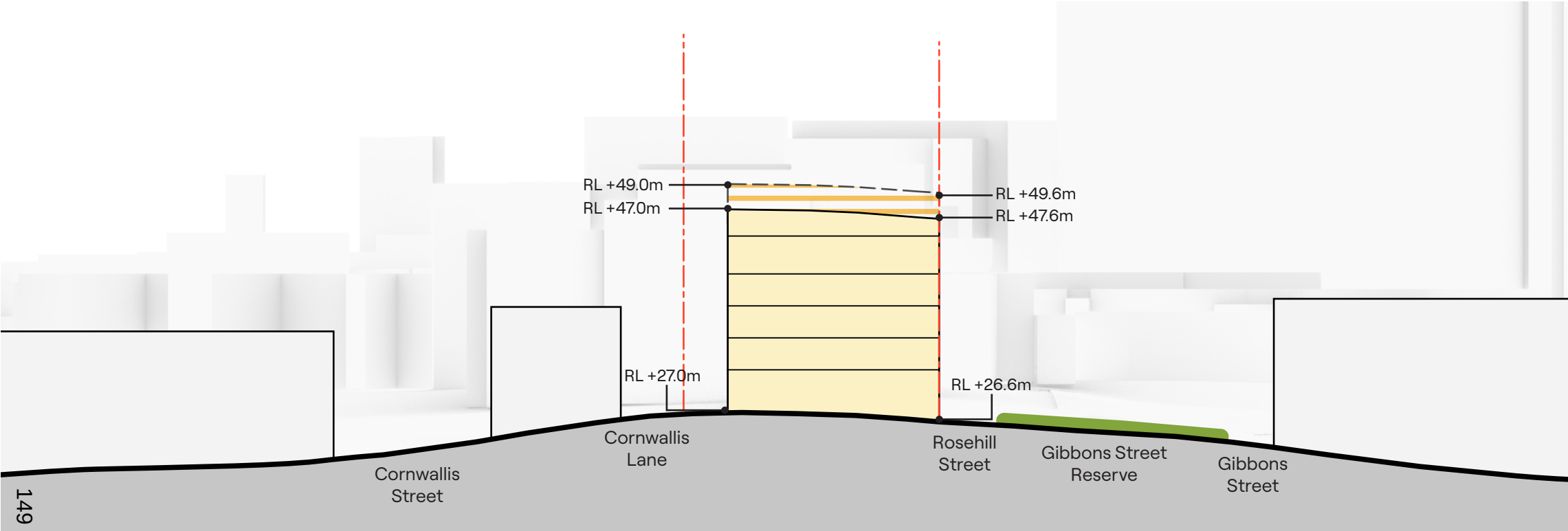
KEY

- Site boundary
- LEP envelope
- Proposed envelope
- Green rooftop access articulation zone

PROPOSED
GFA
8,837m²

PROPOSED
FSR
3.5:1

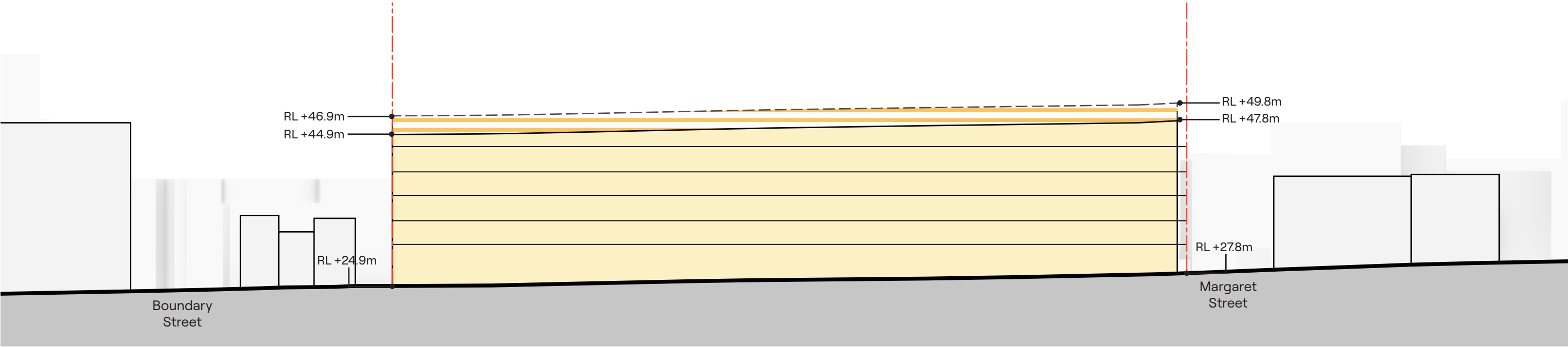
Envelope sections



- KEY
- Site boundary
 - Proposed envelope
 - Green rooftop access articulation zone

AA' - East west section

1:500@ A3



BB' - North south section

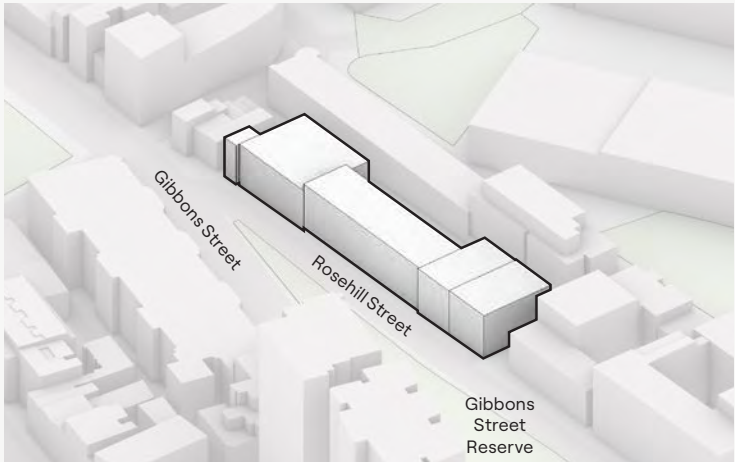
1:500@ A3

Solar impact on surroundings

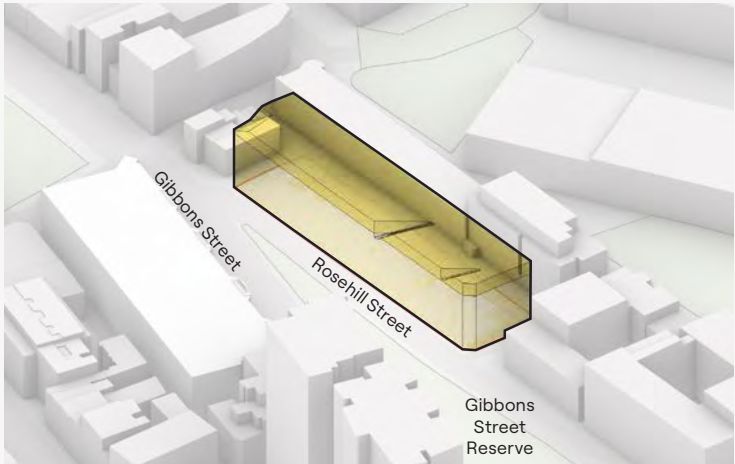
The proposed envelope has been designed to comply with the solar access requirements of the ADG and the City of Sydney DCP. A series of solar insolation studies were undertaken to assess and minimise potential overshadowing impacts.

An initial shadow study identified key areas of concern, which were subsequently examined in greater detail through solar insolation and eye of sun testing to verify outcomes and confirm compliance with relevant solar access provisions.

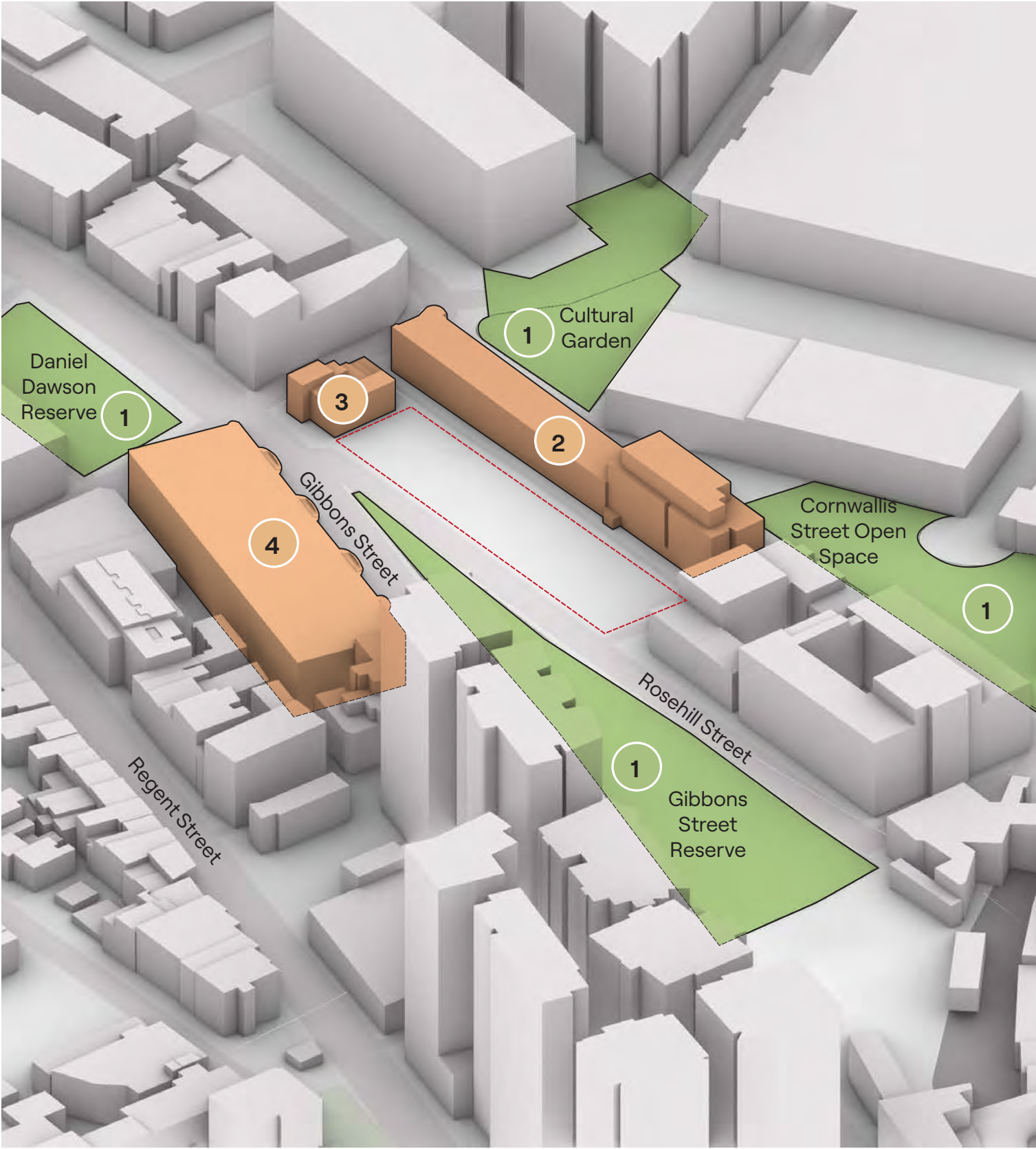
The overshadowing impacts of the following conditions are compared throughout testing:

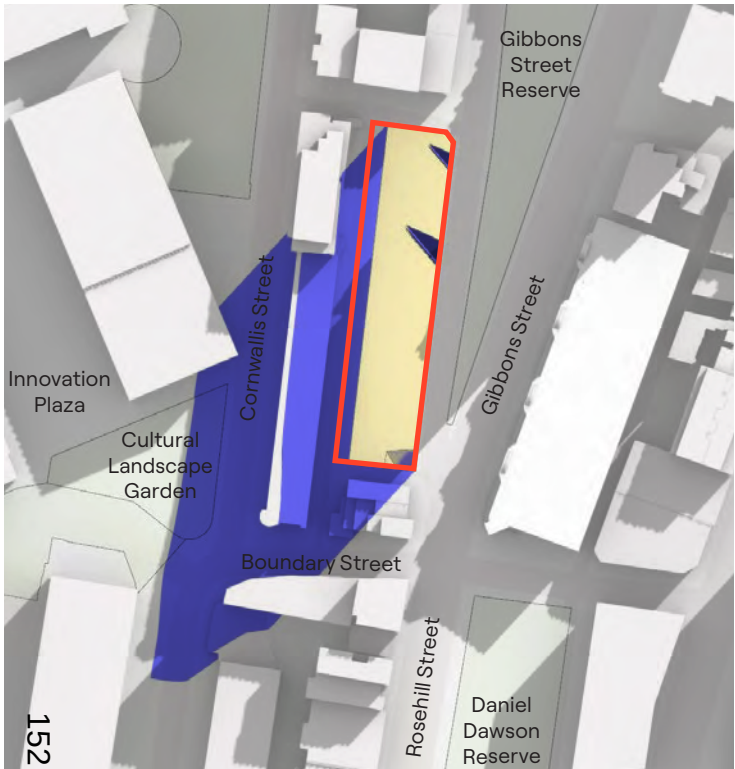


Existing conditions

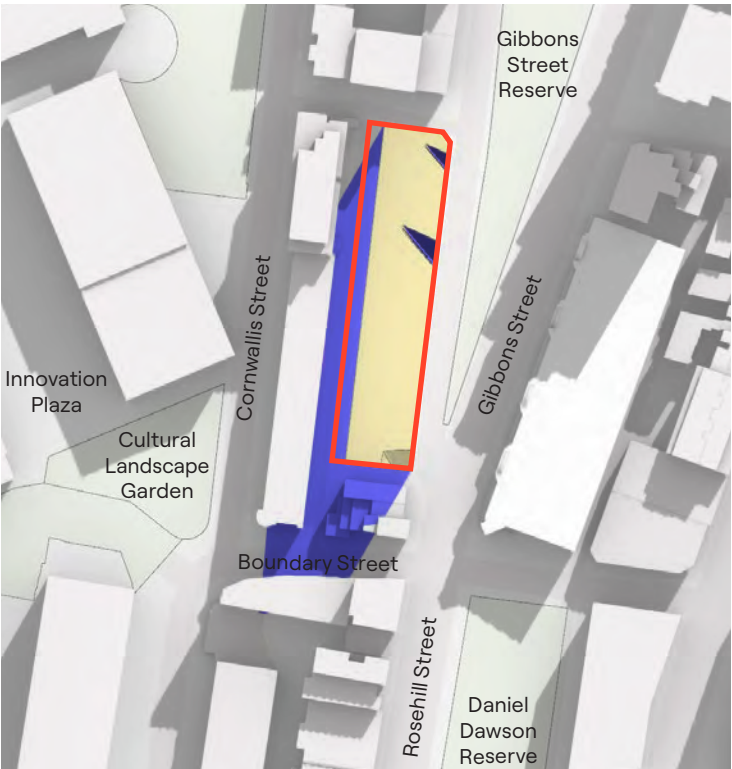


Proposed envelope

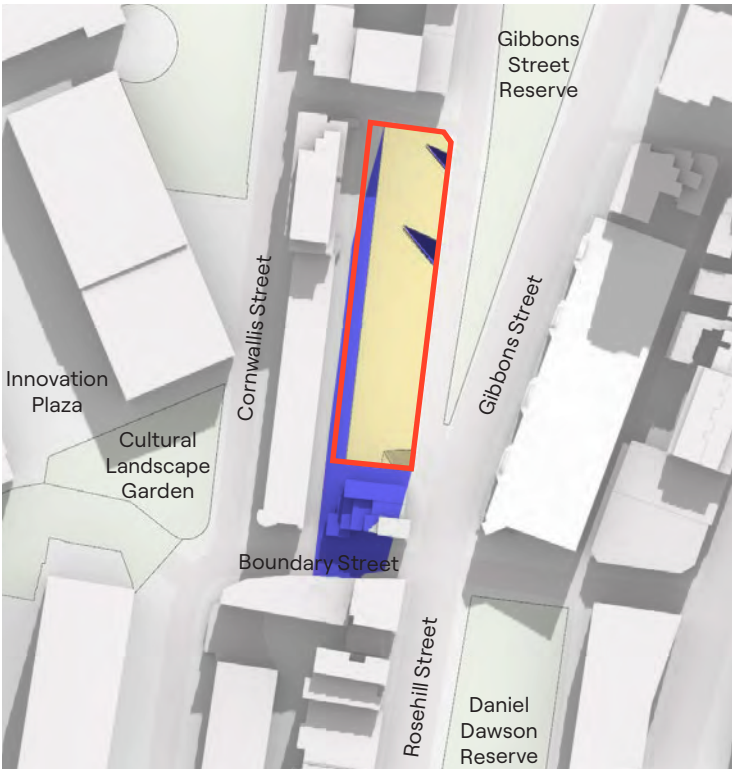




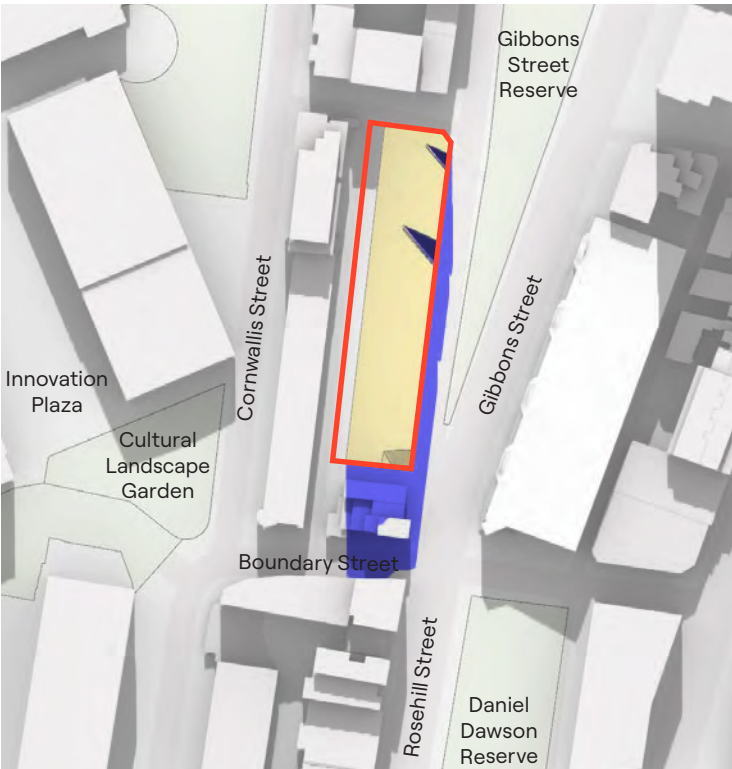
9:00 am



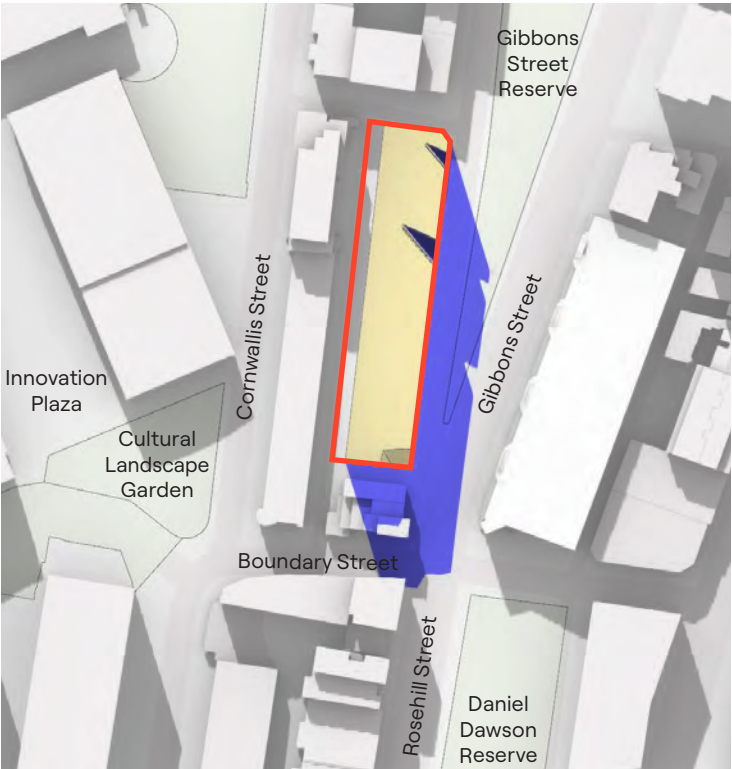
10:00 am



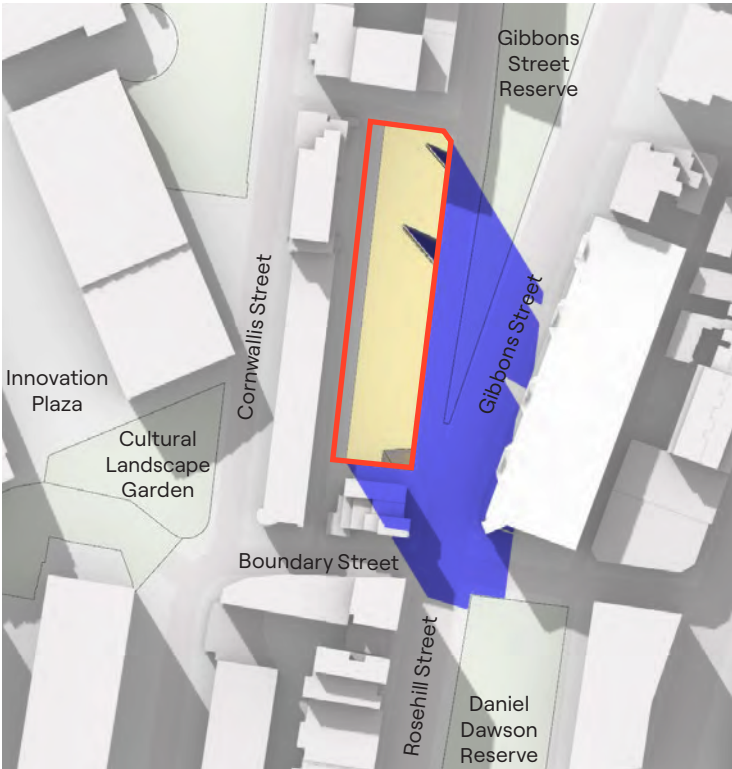
11:00 am



12:00 pm



1:00 pm



2:00 pm



3:00 pm

KEY	
	Subject site
	Proposed envelope
	Existing shadows
	Proposed massing shadow



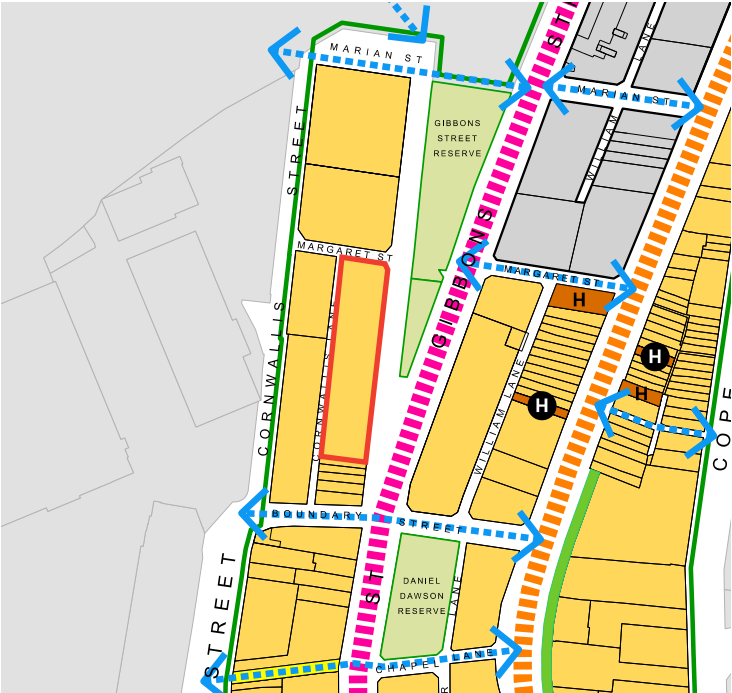
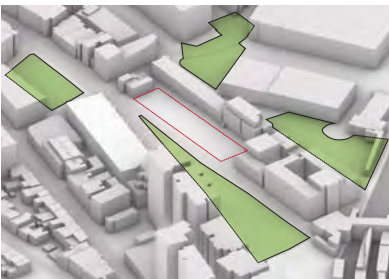


Figure 5.253 Botany Road Precinct Urban Strategy

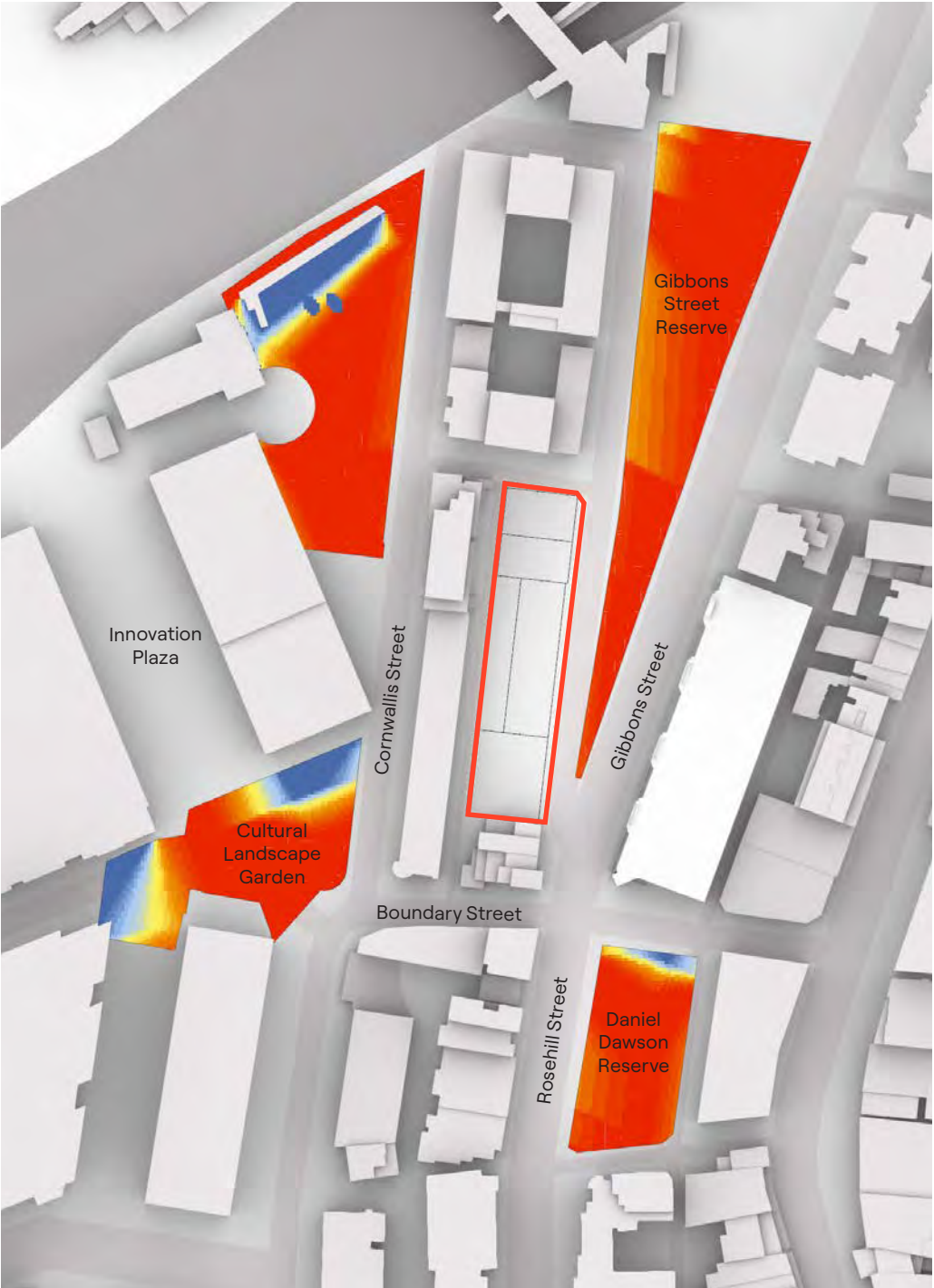
Provision 5.10.4.1(3) of the City of Sydney DCP states that “development is to minimise overshadowing to parks and other identified open space in Figure 5.253 Botany Road Precinct Urban Strategy between 10 am and 2pm at the winter solstice.”

As identified in Figure 5.253, the open spaces relevant to this assessment include Gibbons Street Reserve and Daniel Dawson Reserve. Although Innovation Plaza and the Cultural Landscape Garden are excluded from this provision, analysis confirms that the proposed development does not affect these areas.

The proposal achieves no additional overshadowing of Daniel Dawson Reserve. To ensure this outcome, a solar access plane was projected at 2pm mid-winter, and the proposed envelope was clipped accordingly, a refinement verified through eye of sun testing.

In relation to Gibbons Street Reserve, minor overshadowing is observed between 1pm and 2pm, limited to the narrowest and least functional portion of the space. The primary active and usable areas remain unaffected, preserving the reserve’s overall amenity and access to sunlight.

While complete avoidance of overshadowing to Gibbons Street Reserve was not feasible without compromising development viability, the proposed envelope balances solar access protection with practical development outcomes in accordance with DCP objectives.



Existing conditions

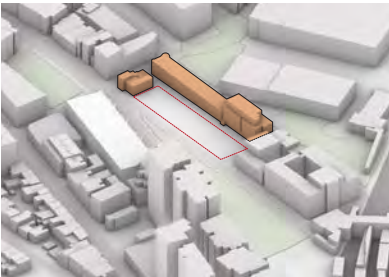


Proposed envelope

Impact on adjoining properties

The proposed envelope complies with solar access requirements in relation to adjoining properties. The interface with 15-41 Cornwallis Street occurs primarily along bedroom façades, as confirmed through floorplan analysis and on-site verification. Since the ADG requires solar access protection only for living rooms, the proposal is compliant.

The properties at 80-88 Rosehill Street still maintain good solar access. Moreover, the buildings are in poor condition and likely to be redeveloped in the future.



84-86 Rosehill Street



88 Rosehill Street



80-84 Rosehill Street

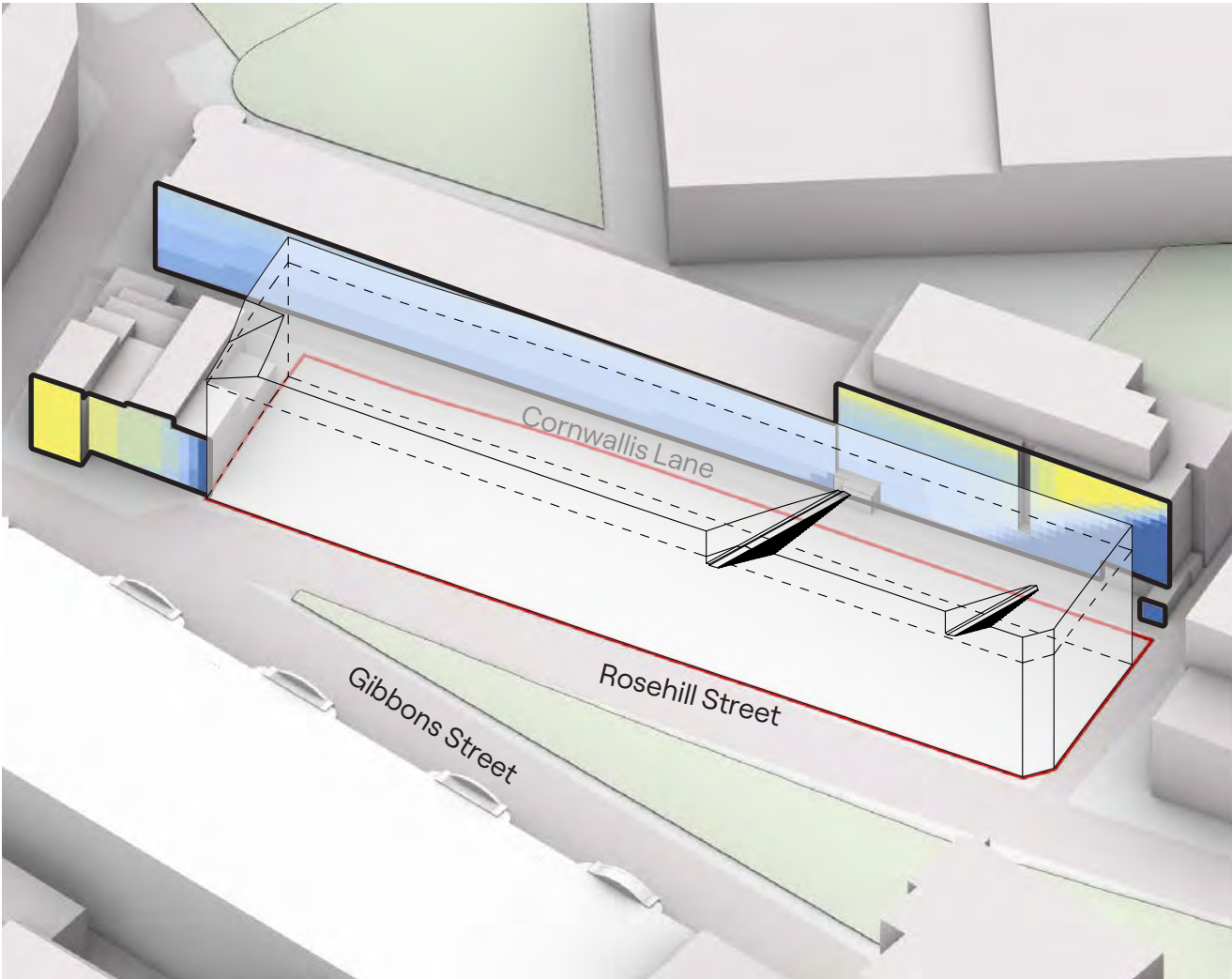


Rear of 15-41 Cornwallis Street

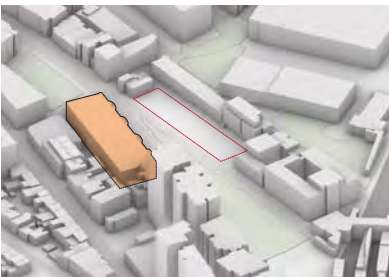


Rear of 15-41 Cornwallis Street

Proposed envelope



Floorplan of apartments at 15-41 Cornwallis Street



Interpreting guidelines

‘Minimising overshadowing of neighbouring apartments’ guidelines

The City of Sydney has published draft guidelines to provide a framework for categorising the solar access of neighbouring apartments based on the amount of direct sunlight received. These guidelines use a consistent testing parameter of 1 square metre of direct sunlight to living areas and private open spaces.

Although the table is titled “Living Areas and Private Open Space,” the categorisation has been applied with additional nuance to enhance amenity for neighbouring properties, ensuring a more considered assessment of solar access.

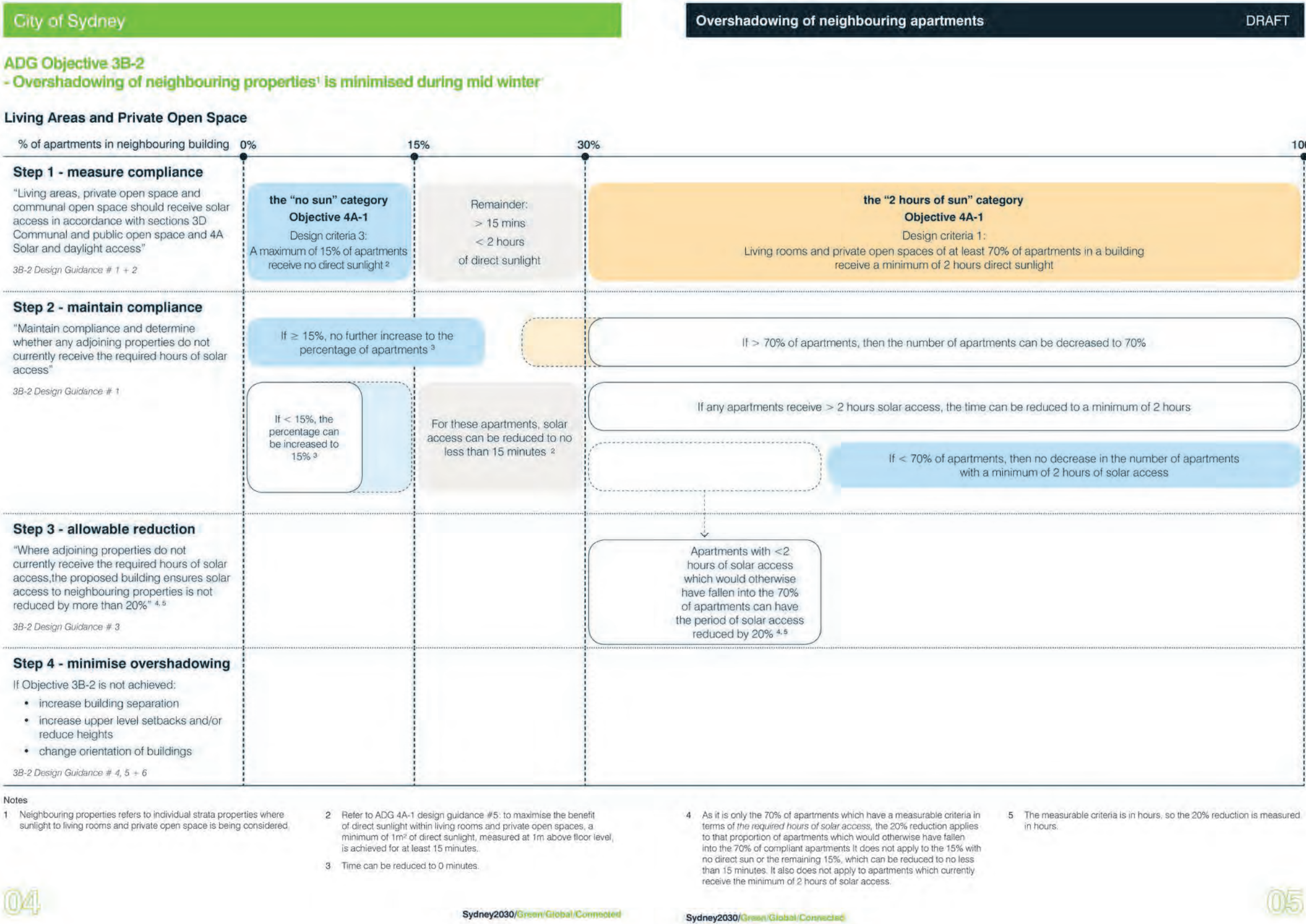
Interpretation of Categories

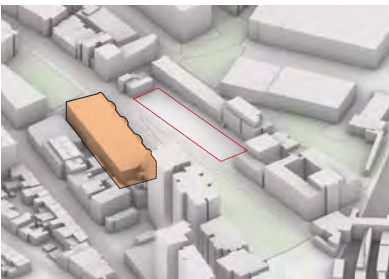
- 2 hours of direct sunlight:
 - BOTH living area AND private open space receive at least 2 hours of direct sunlight to 1 m² between 9 am and 3 pm (mid-winter).
- 15 minutes to 2 hours of direct sunlight:
 - EITHER living area OR private open space receives less than 2 hours, but BOTH receive more than 15 minutes of direct sunlight to 1 m².
- No direct sunlight:
 - EITHER living area OR private open space receives less than 15 minutes of direct sunlight to 1 m².

Application of Methodology

Using detailed Eye-of-Sun testing, each apartment within is classified into one of the above categories. A baseline condition is first established to assess solar access under existing circumstances.

The proposed building envelope is then tested and refined to ensure that it maintains compliance with these categories and adheres to the allowable reductions set out in the guidelines.





Analysis of existing conditions

Testing methodology

A solar insolation test is first conducted to produce a visual representation of the solar access to each apartment. Eye of sun testing is then used to validate these findings and determine whether 1 square metre is visible of either private open spaces and living areas. This then informs the categorisation of each apartment and informs the allowable reductions that can be made.

The results are documented on the following page.

Note: On-site investigation has identified the subdivision of Unit 0.01, resulting in the additional apartment Unit 0.65.

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KEY

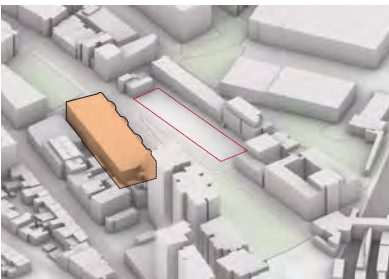
- ≥ 2 hours of direct sunlight to living area and private open space
- 15mins to 2hrs of direct sunlight to living area or private open space
- No direct sunlight to living area or private open space



Solar access of apartments under existing conditions



Solar insolation diagram of the Gibbons Street facade under existing conditions



Solar impact under proposed conditions

Allowable reductions

The property at 39-61 Gibbons Street comprises 67 apartments.

As the number of apartments that receive 2 hours of solar access is below 70% of the total number of apartments, the total number of apartments receiving 2 hours cannot to be reduced.

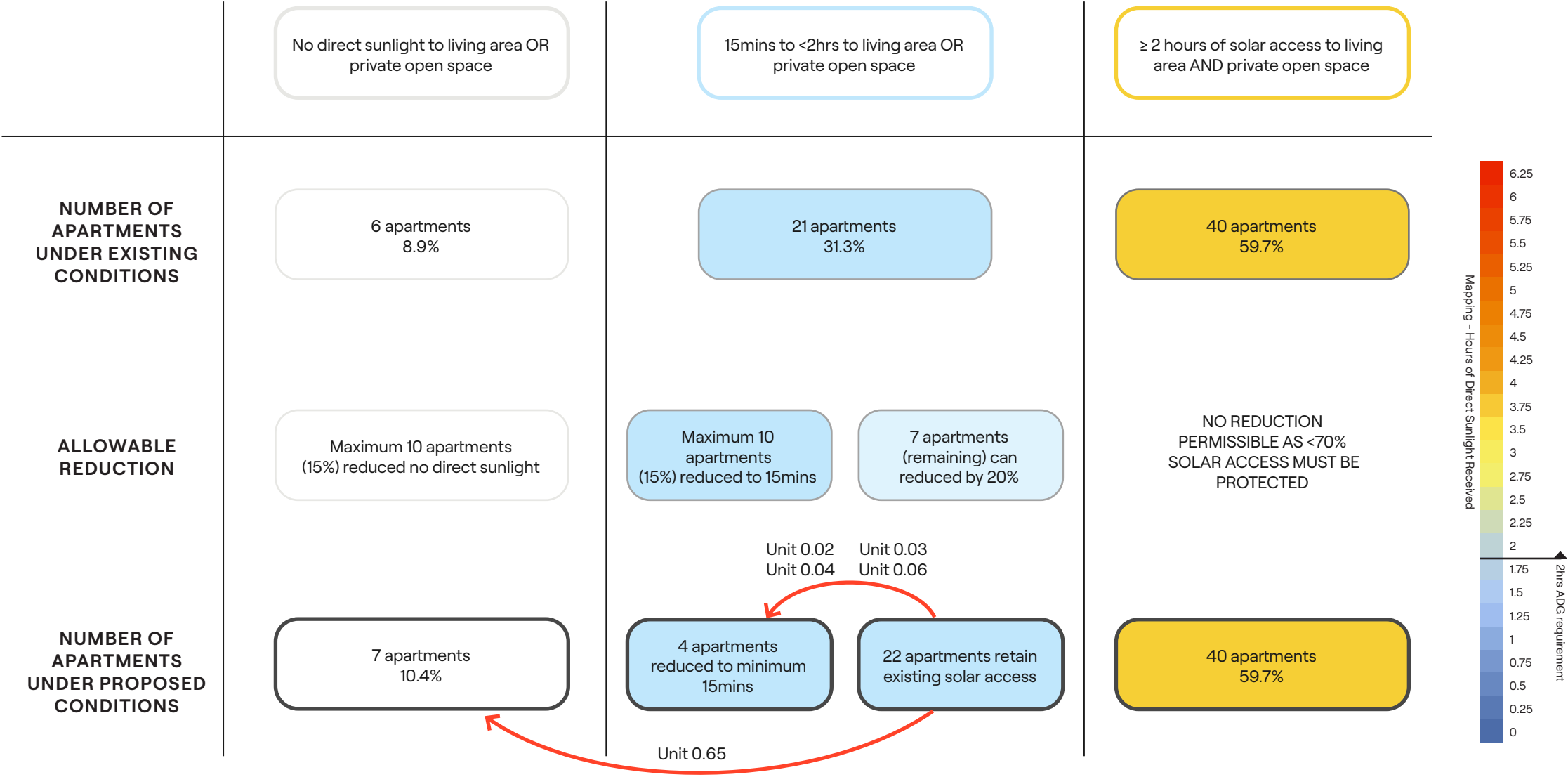
Within the ‘no direct sunlight’ category, a maximum of 15% of apartments can receive no direct sunlight. Under existing conditions, 6 apartments receive no direct sunlight, equating to less than 15%. This means that, under the proposed envelope, an additional 4 apartments can fall within this category without breaching the guideline.

Solar impact

The proposed development only impacts the Gibbons Street facade of 39-61 Gibbons Street. The solar insolation diagram below documents the extent of impact of the proposed envelope along this facade. This has been verified using eye of sun testing and is documented in Appendix 1.

Findings

- The analysis demonstrates that the proposed envelope maintains compliance with the allowable overshadowing parameters:
- The number of apartments receiving two or more hours of direct solar access remains unchanged.
 - Five apartments in the 15 minutes-2 hours category will experience a reduction in solar access. Of these, four apartments continue to receive more than 15 minutes of sunlight, while one apartment (Unit 0.65) will receive less than 15 minutes.
 - The total number of apartments receiving less than 15 minutes of solar access remains below 15% of all apartments, and therefore complies with the City of Sydney guidelines.



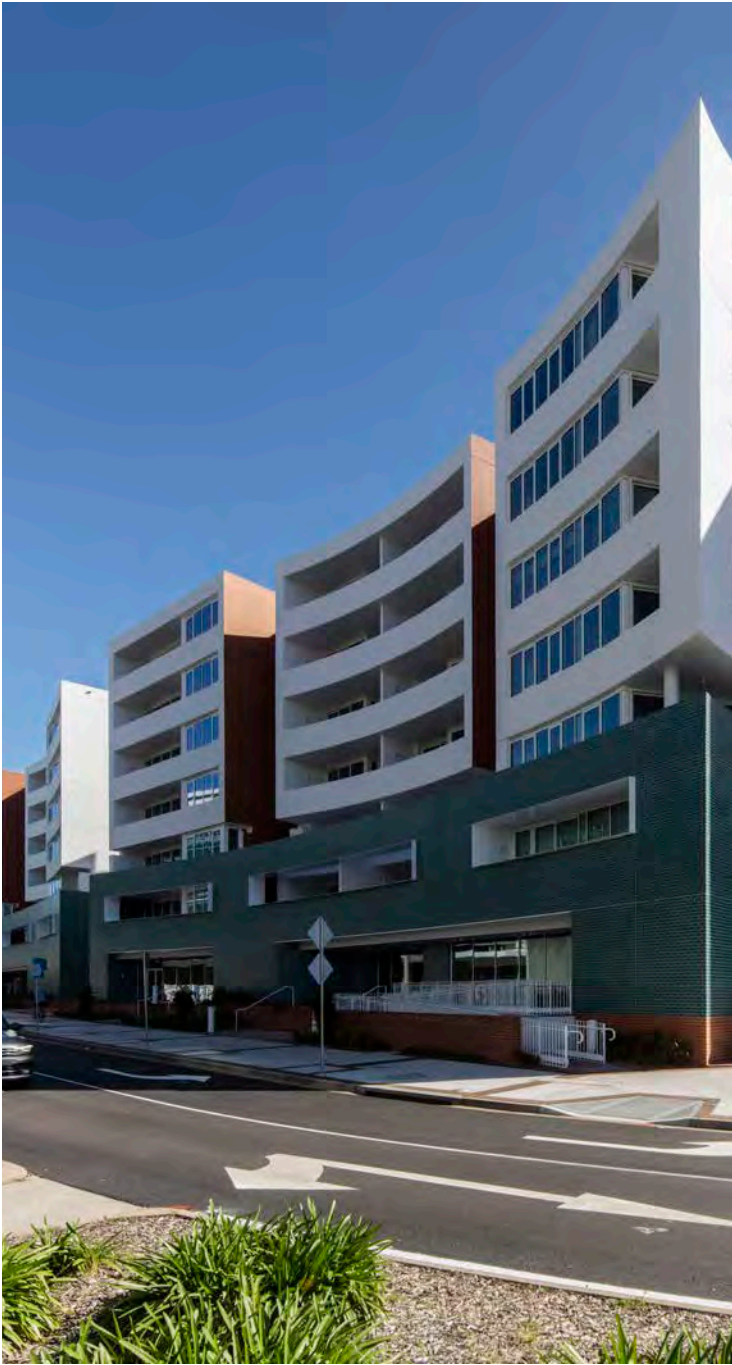
Solar insolation diagram of the Gibbons Street facade under proposed envelope

Architectural concept

Building form

Built form has been influenced by the surrounding heritage buildings with masonry facades and punched window openings. Adjacent precedent imagery demonstrates different approaches to those two principles.

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Artist's impression of the proposal at the corner of Margaret Street



Artist's impression from Gibbons Street



Artist's impression at the intersection of Rosehill Street and Gibbons Street

Facade materiality, colour and detailing is reflective of the heritage character of the surrounding buildings. Simple detailing with the colour of the brick celebrated is a key concept in this reference scheme. Adjacent imagery demonstrates precedent imagery with a similar approach to detailing and materiality.

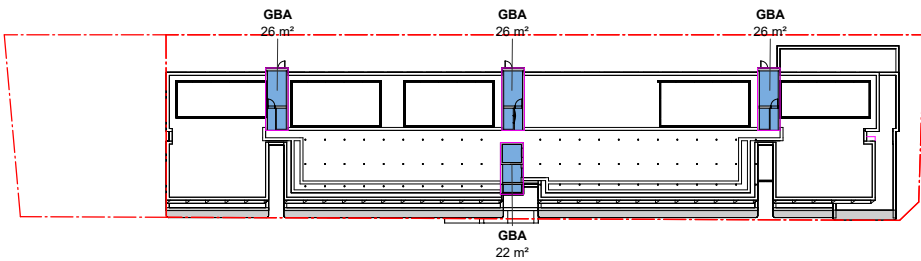
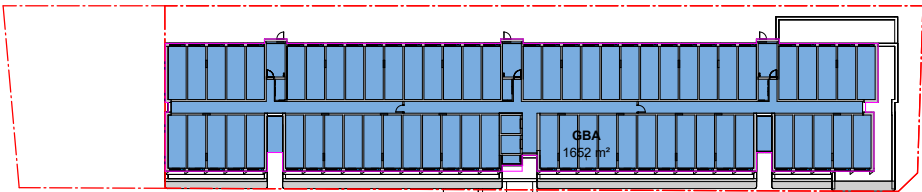
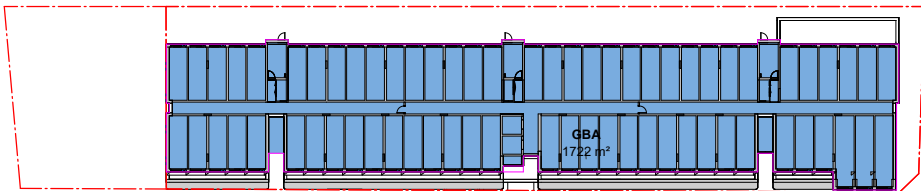
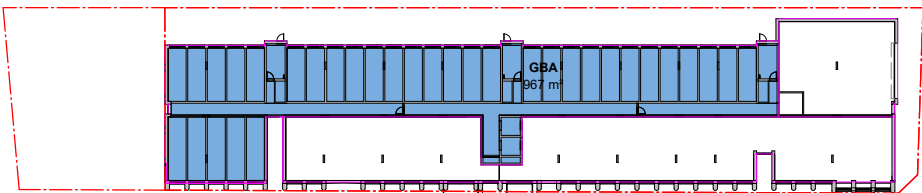
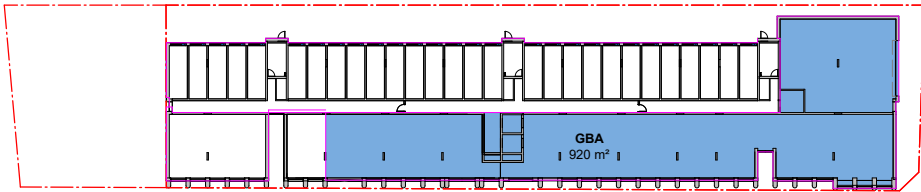
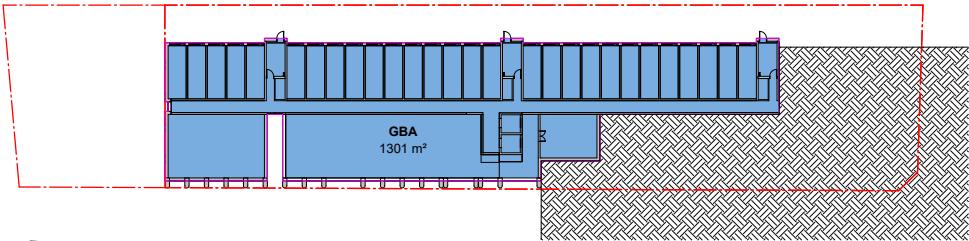


Attachment A3

**Proponent Planning Proposal Request – Part
B – Urban Design Study**

GBA breakdown

166

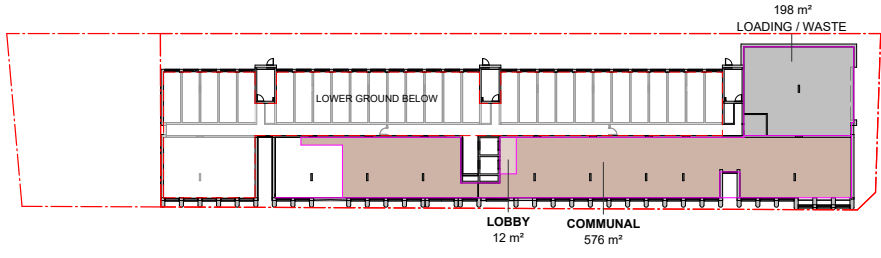
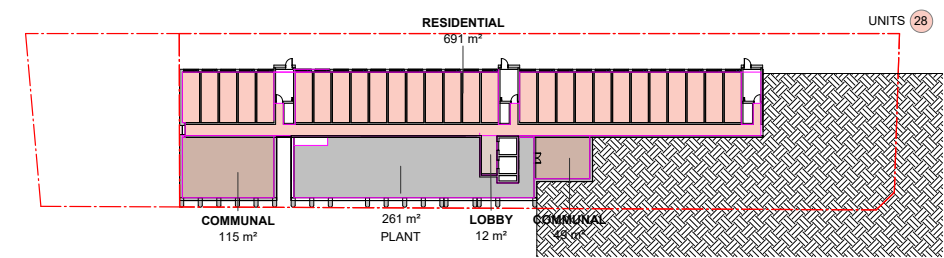


GBA

Area Schedule (Gross Building)	
Level	Area
LOWER GROUND	1301 m²
GROUND LEVEL	920 m²
MEZZANINE	967 m²
LEVEL 01	1837 m²
LEVEL 02	1722 m²
LEVEL 03	1722 m²
LEVEL 04	1652 m²
ROOF	26 m²
ROOF	26 m²
ROOF	22 m²
ROOF	26 m²
	10220 m²

GFA breakdown

167



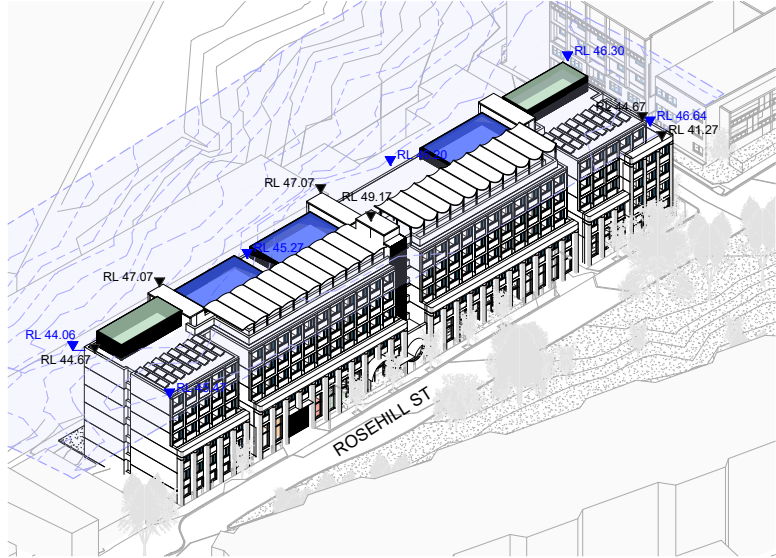
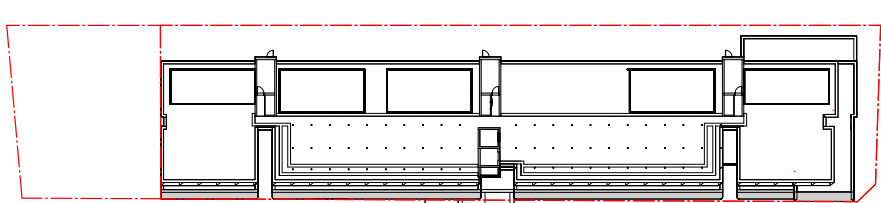
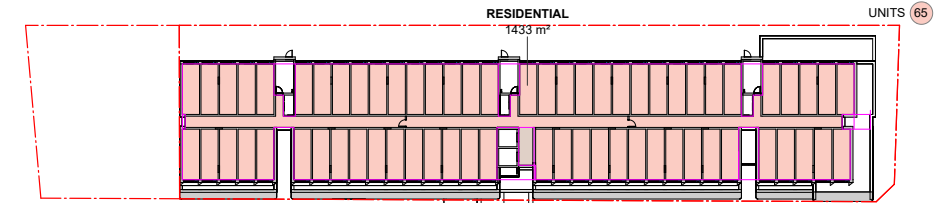
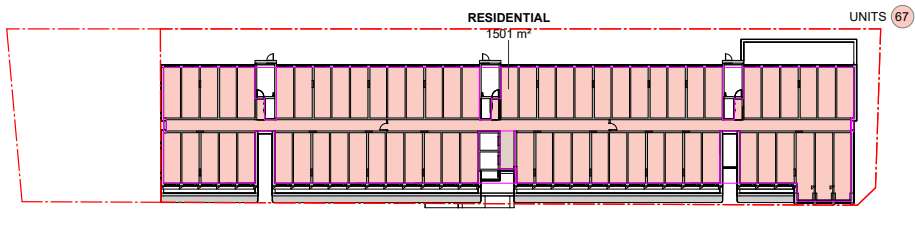
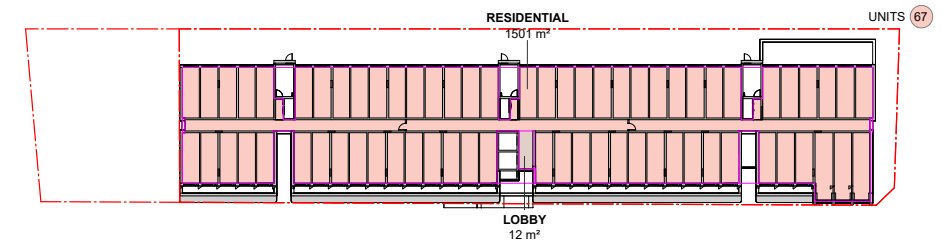
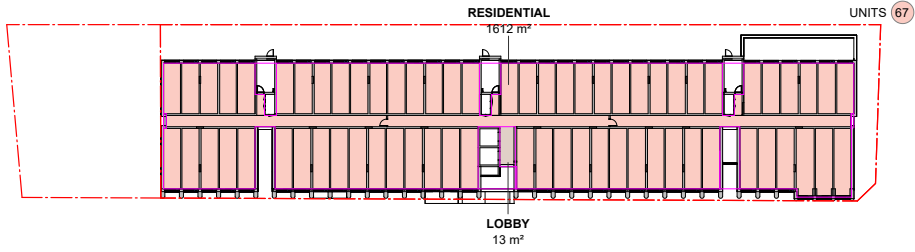
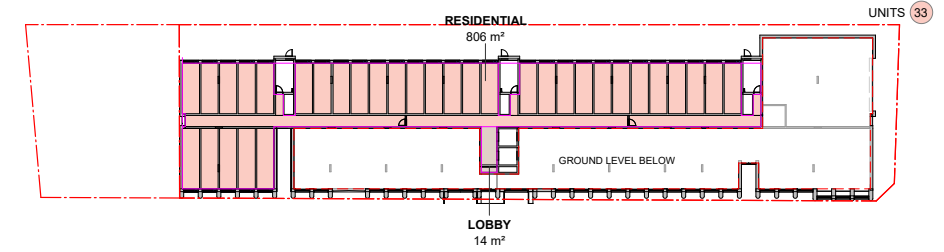
Area Schedule (GFA)		
Level	Name	Area
LOWER GROUND	COMMUNAL	164 m²
GROUND LEVEL	COMMUNAL	576 m²
		740 m²
LOWER GROUND	LOBBY	12 m²
GROUND LEVEL	LOBBY	12 m²
MEZZANINE	LOBBY	14 m²
LEVEL 01	LOBBY	13 m²
LEVEL 02	LOBBY	12 m²
LEVEL 03	LOBBY	12 m²
LEVEL 04	LOBBY	12 m²
		87 m²
LOWER GROUND	RESIDENTIAL	691 m²
MEZZANINE	RESIDENTIAL	806 m²
LEVEL 01	RESIDENTIAL	1612 m²
LEVEL 02	RESIDENTIAL	1501 m²
LEVEL 03	RESIDENTIAL	1501 m²
LEVEL 04	RESIDENTIAL	1433 m²
		7544 m²
		8371 m²

- RESIDENTIAL
- COMMUNAL SPACE
- LOBBY

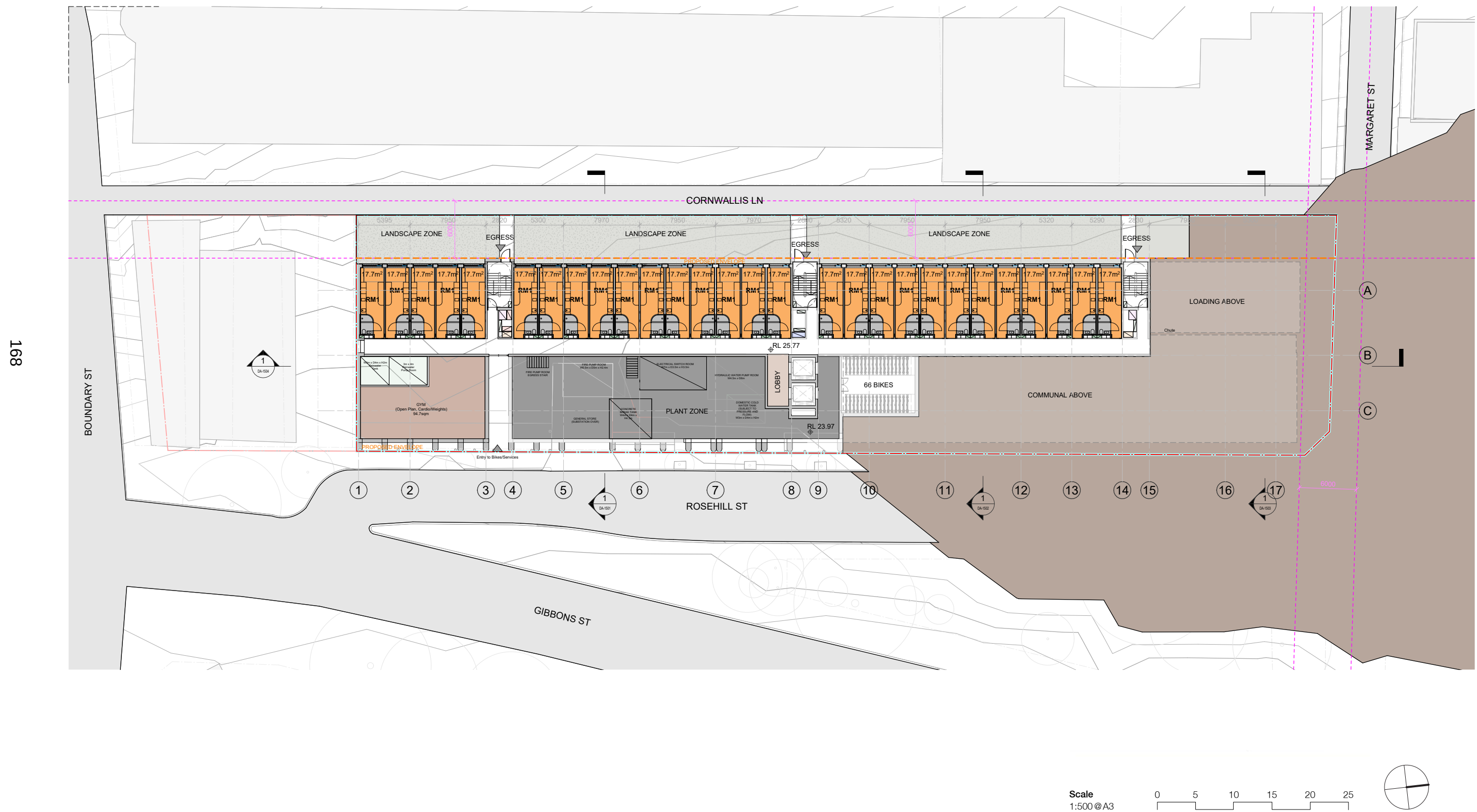
SERVICES / STORAGE
Not included in GFA

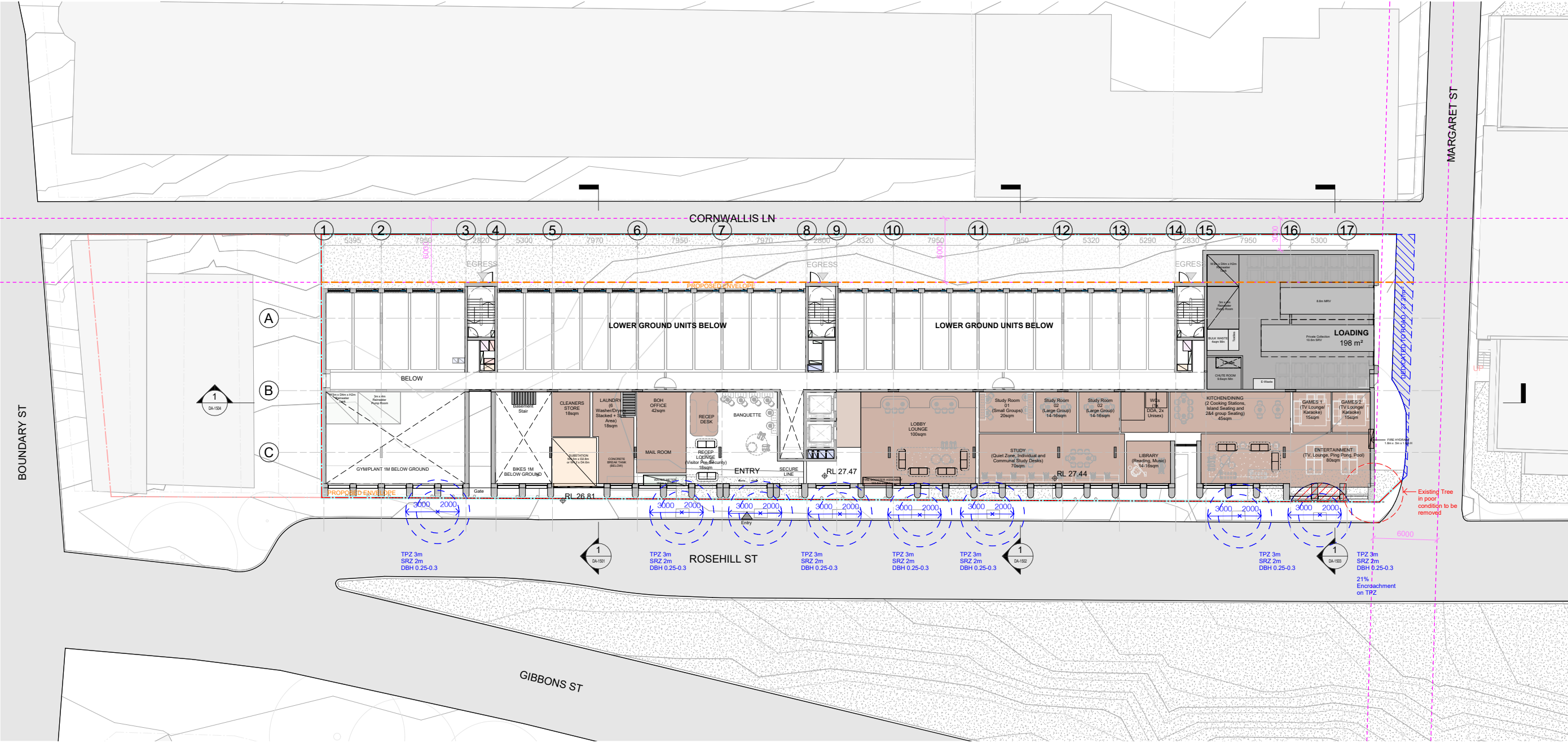
RESI COMMUNAL SPACE
BASE 30m²
of UNITS (over 6) 327 (- 6)
2m² per Unit over 6 642m²
AREA REQUIRED 672m²

SITE AREA	2525m²
FSR	3.32:1
UNITS	327



Indicative lower ground floor plan





Reference imagery from recently opened Journal Student Living asset in Melbourne



LIBRARY



LOBBY



ENTERTAINMENT LOUNGE



MUSIC ROOM



GYM



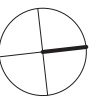
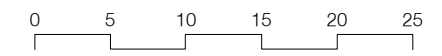
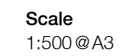
ROOFTOP TERRACE

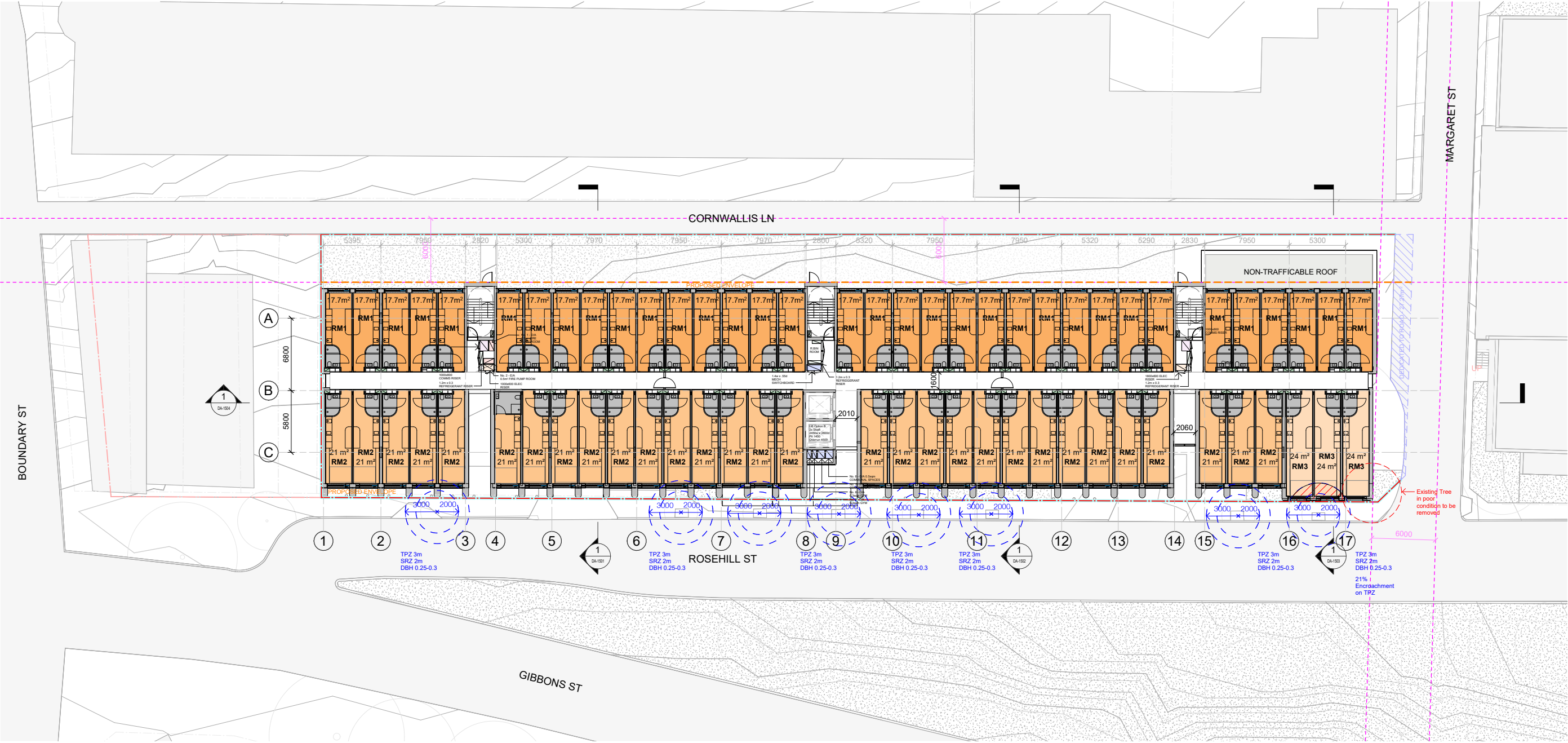


STUDY AND SEATING

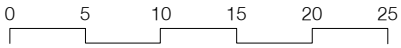


STUDY AND SEATING

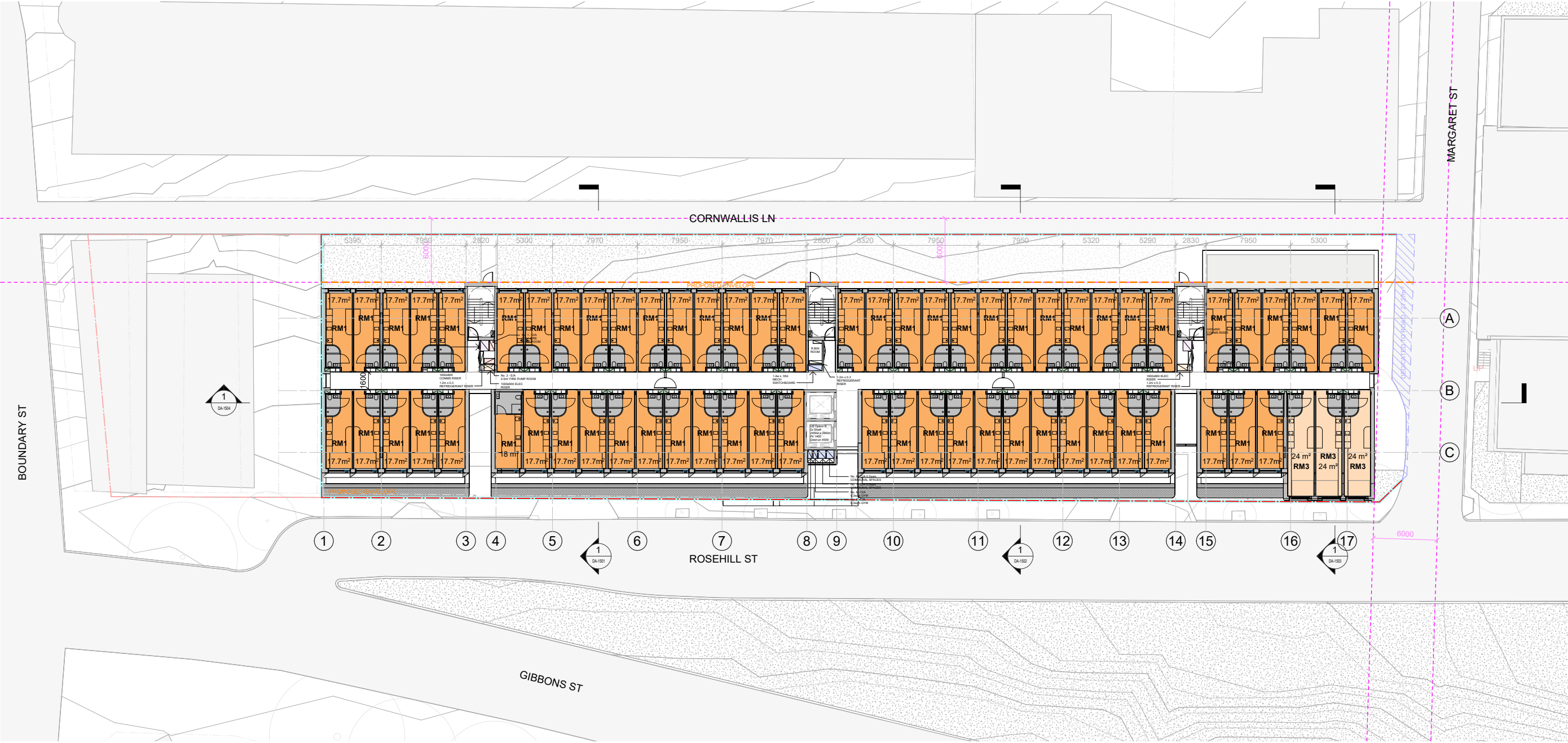




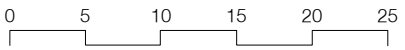
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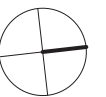


173

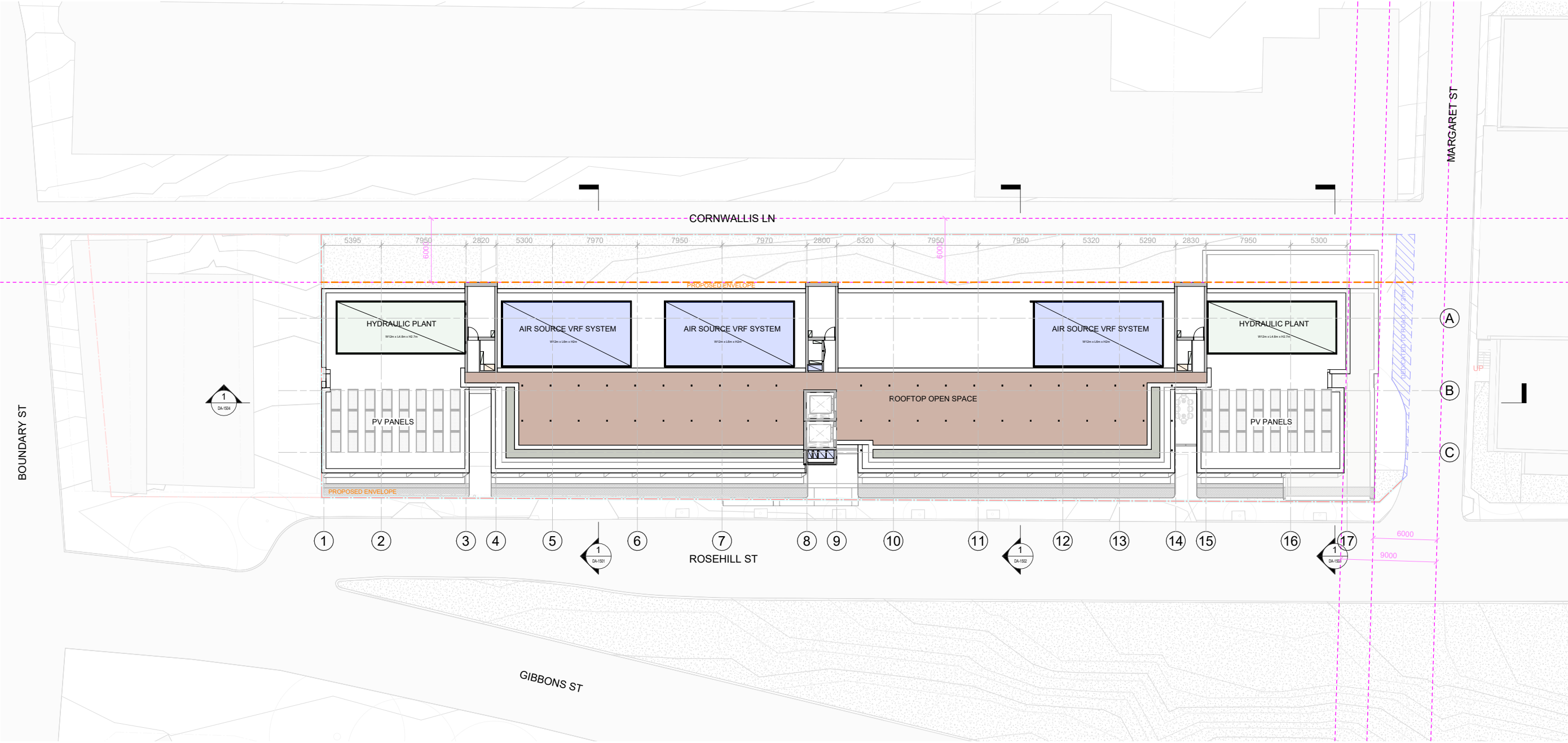


Scale
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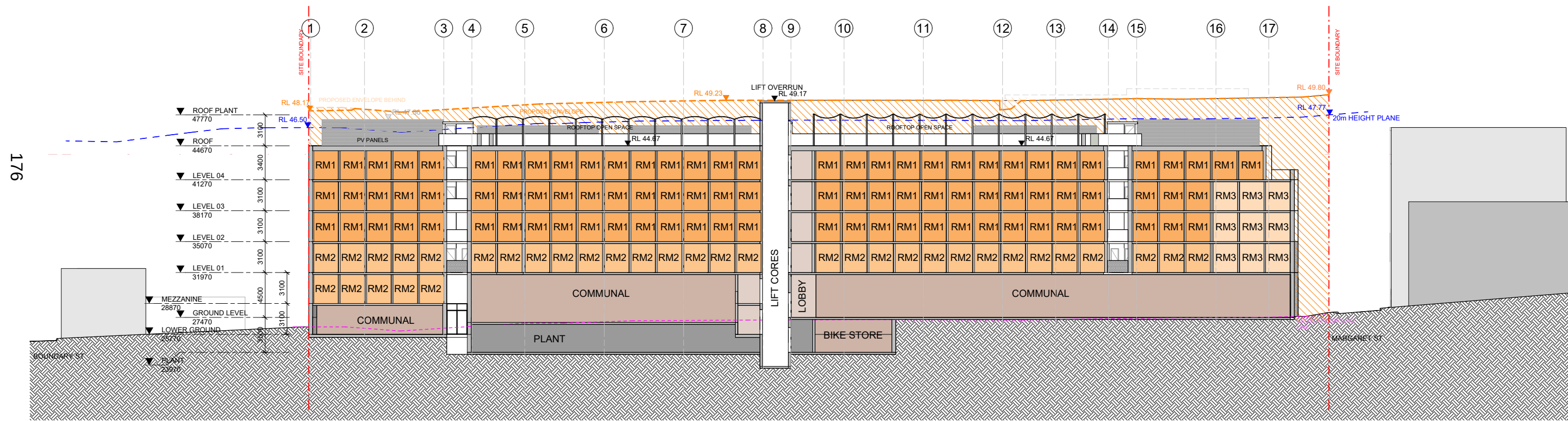




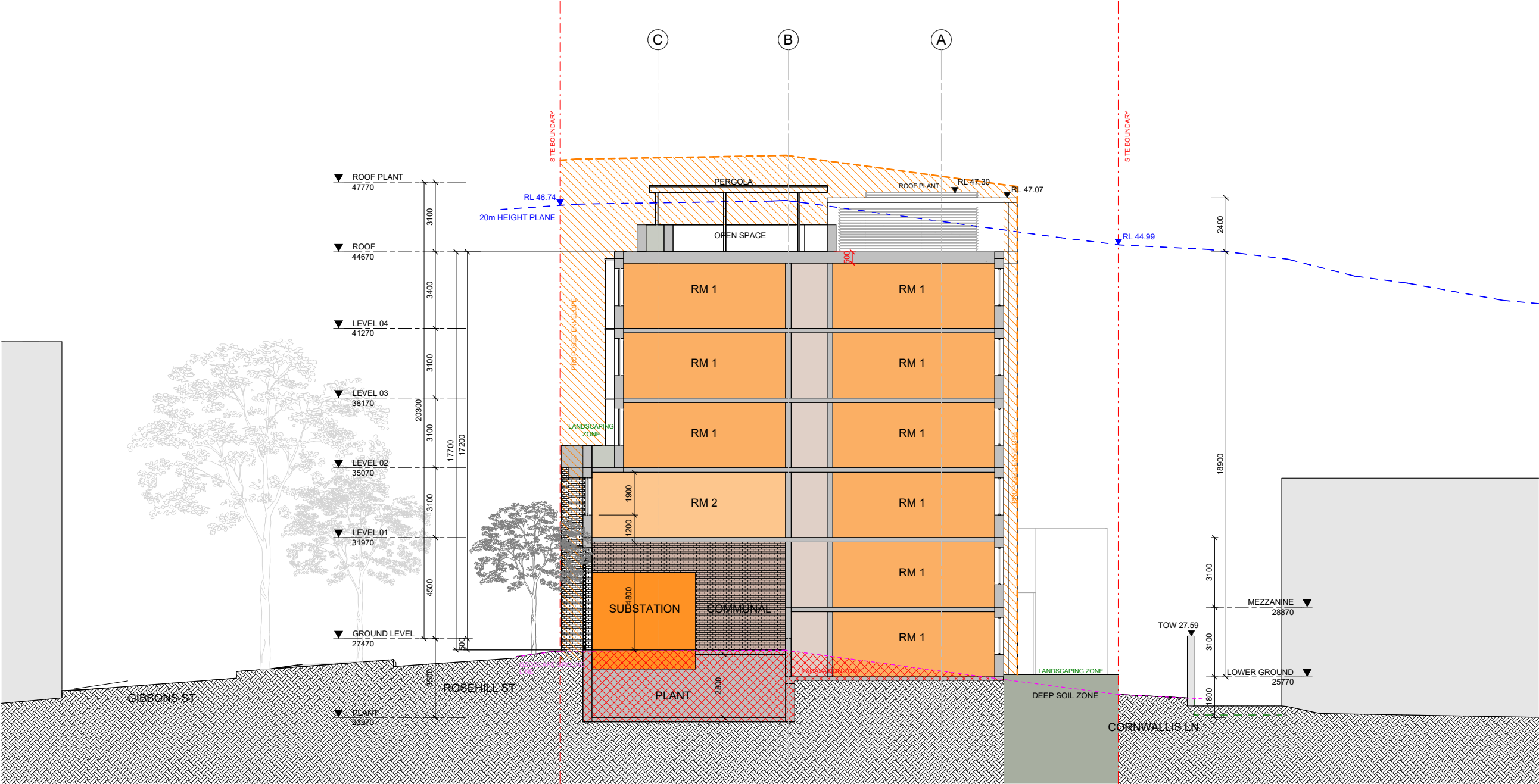
175

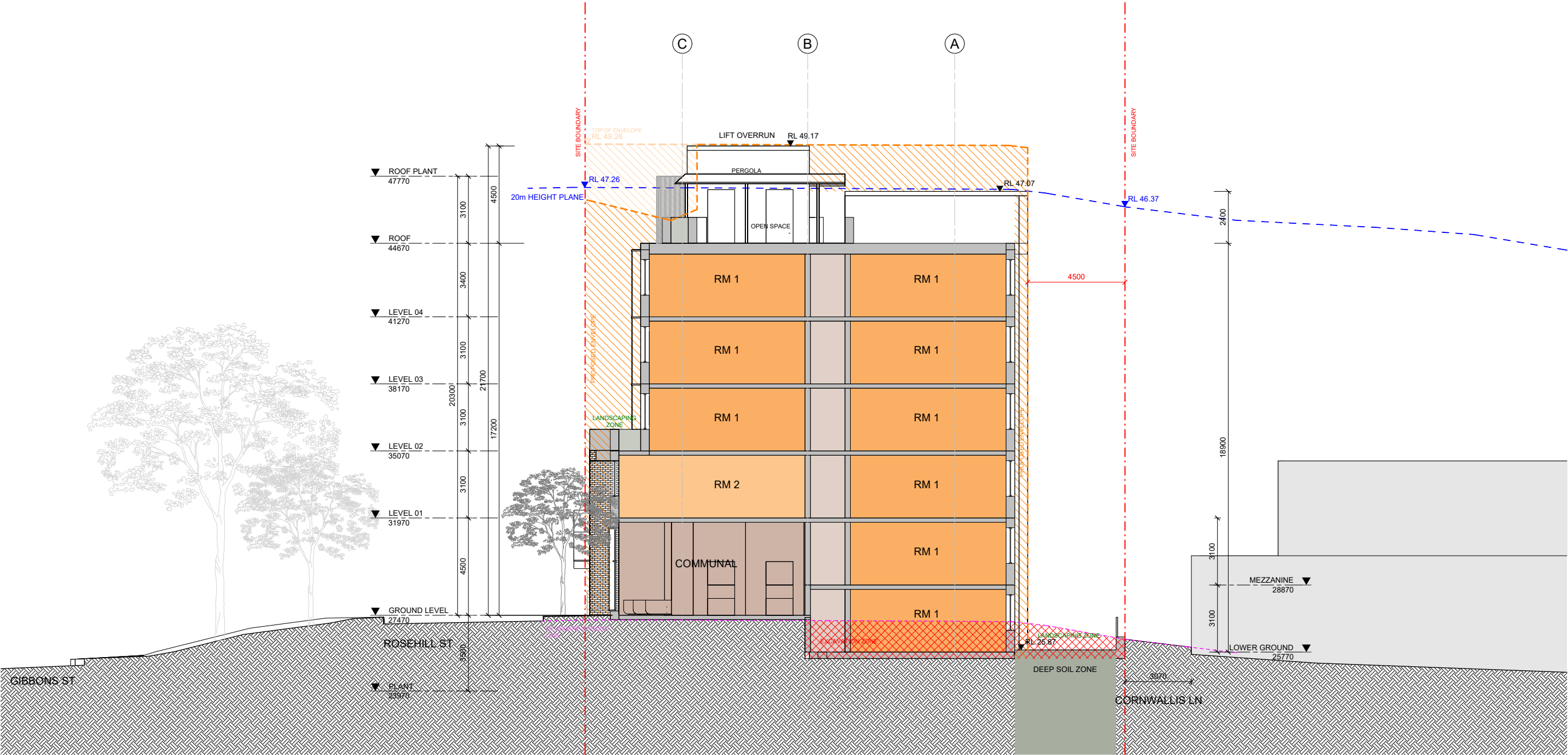


Indicative north-south section

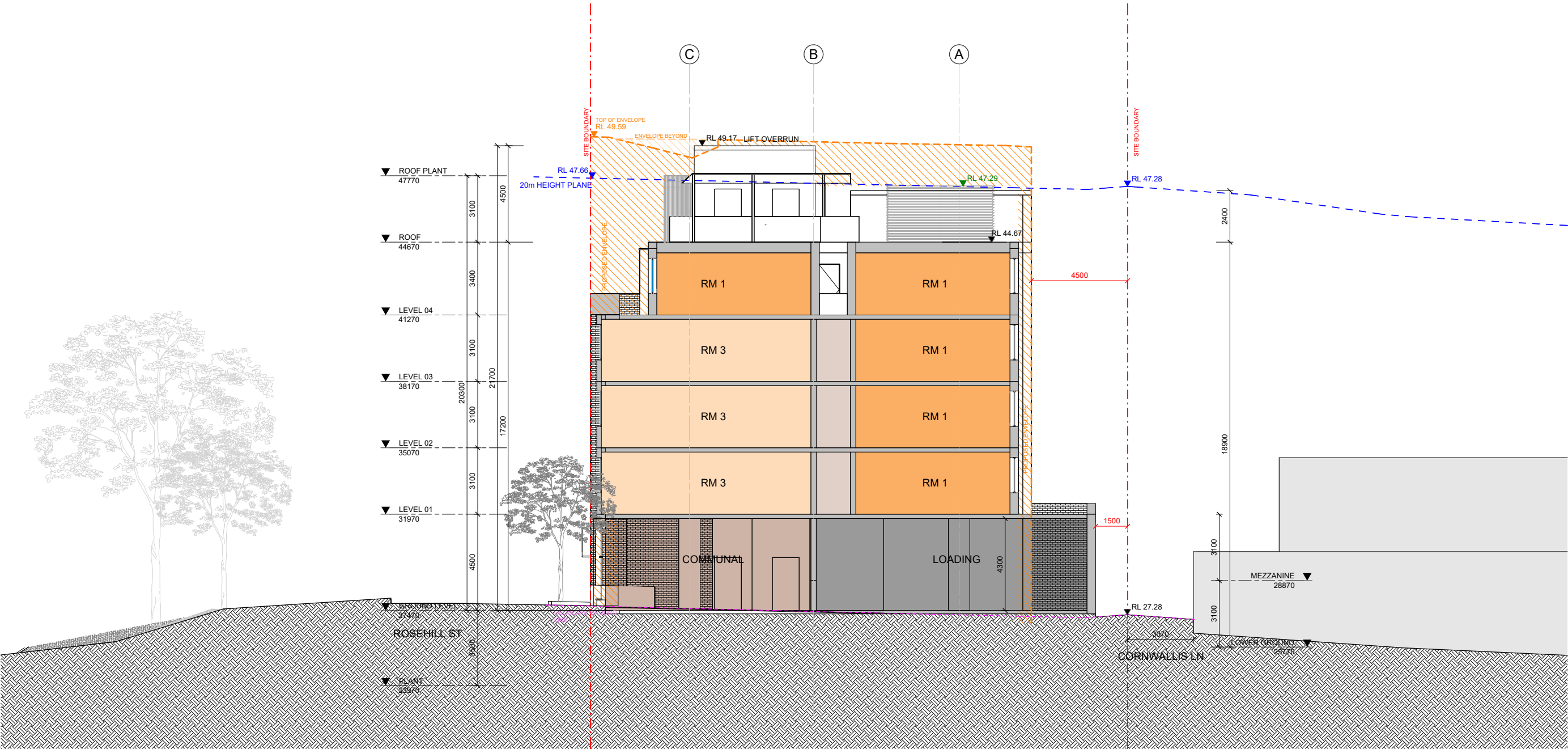


177

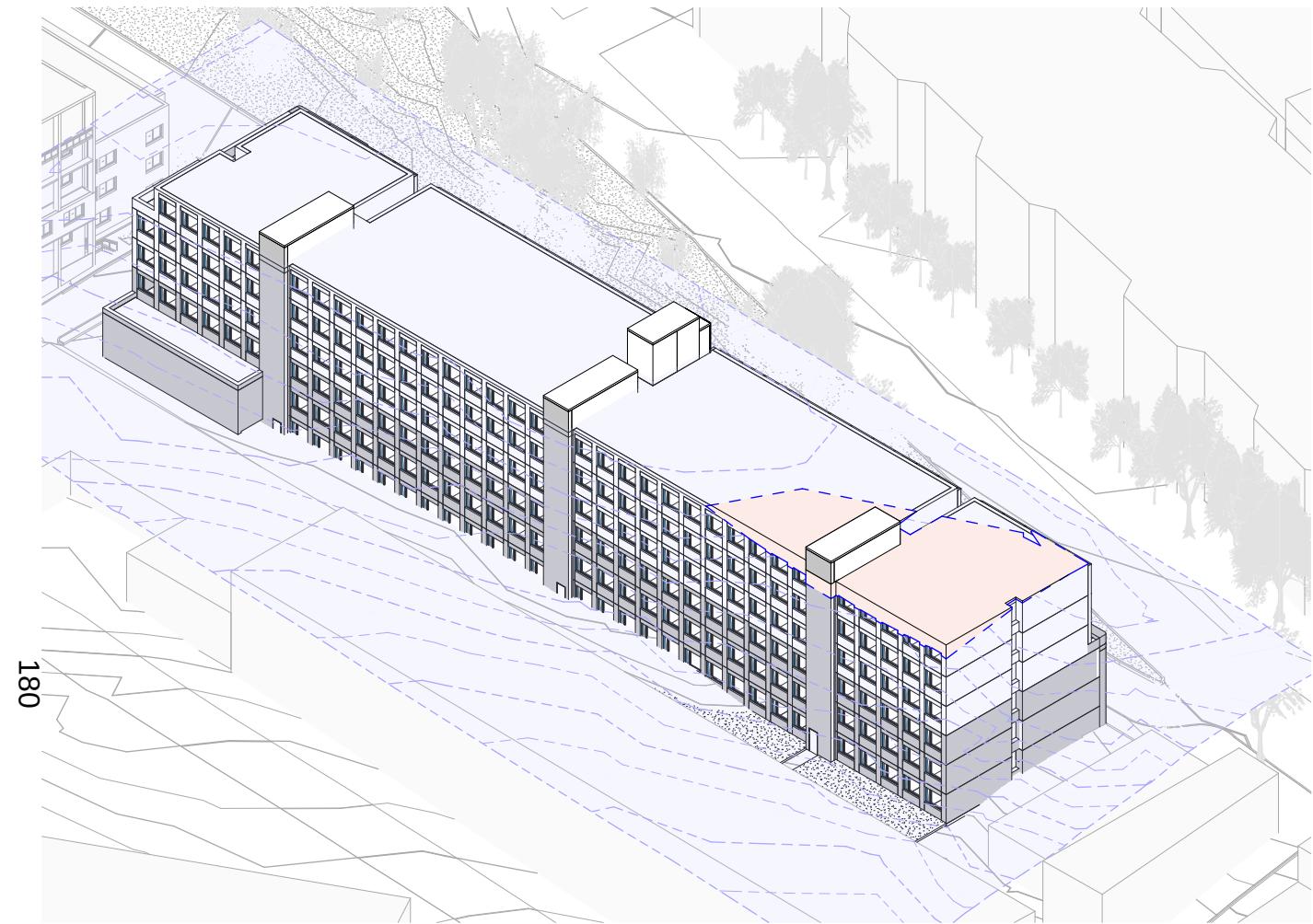




179



Height of building analysis

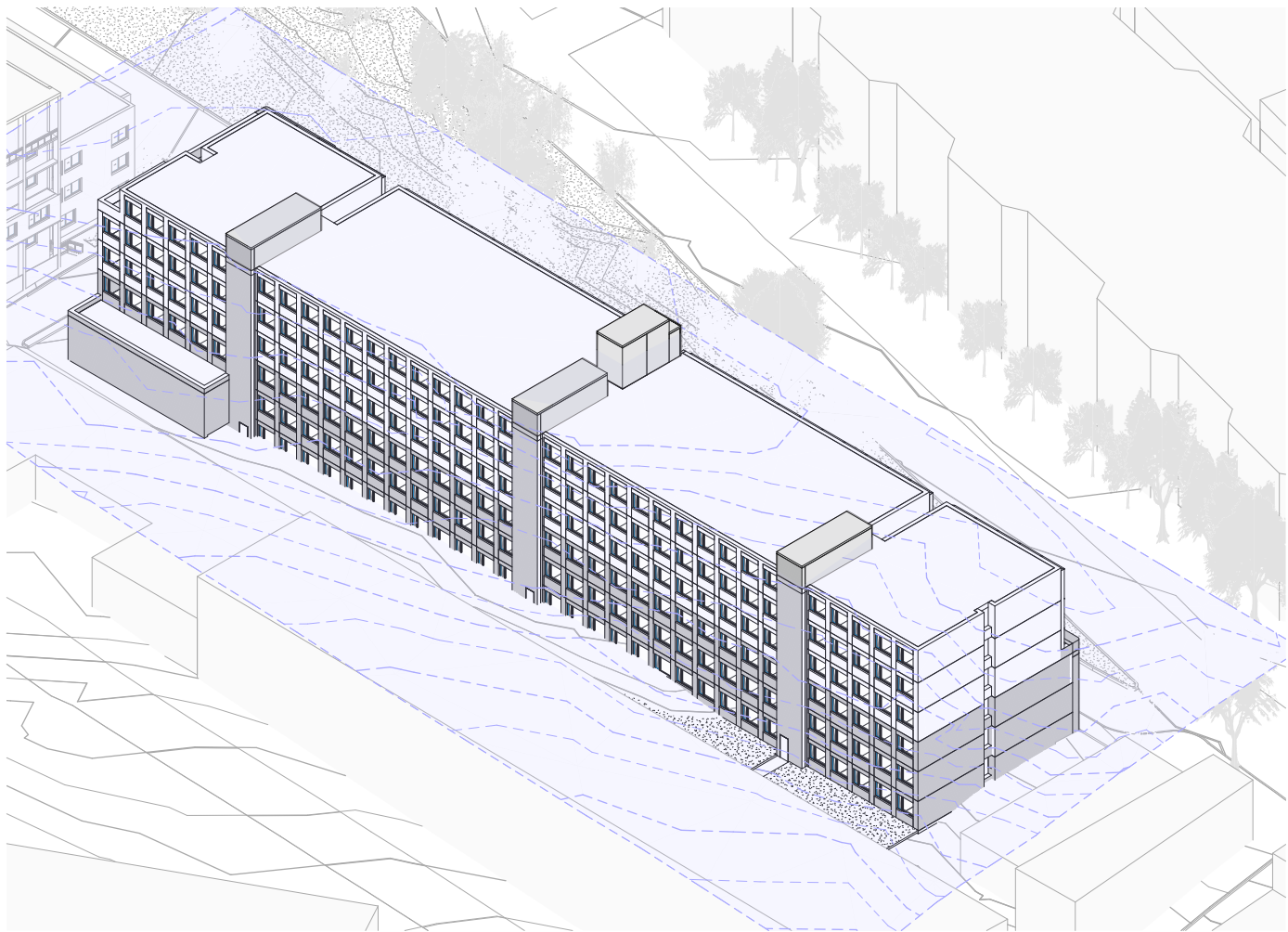


18m Height Plane

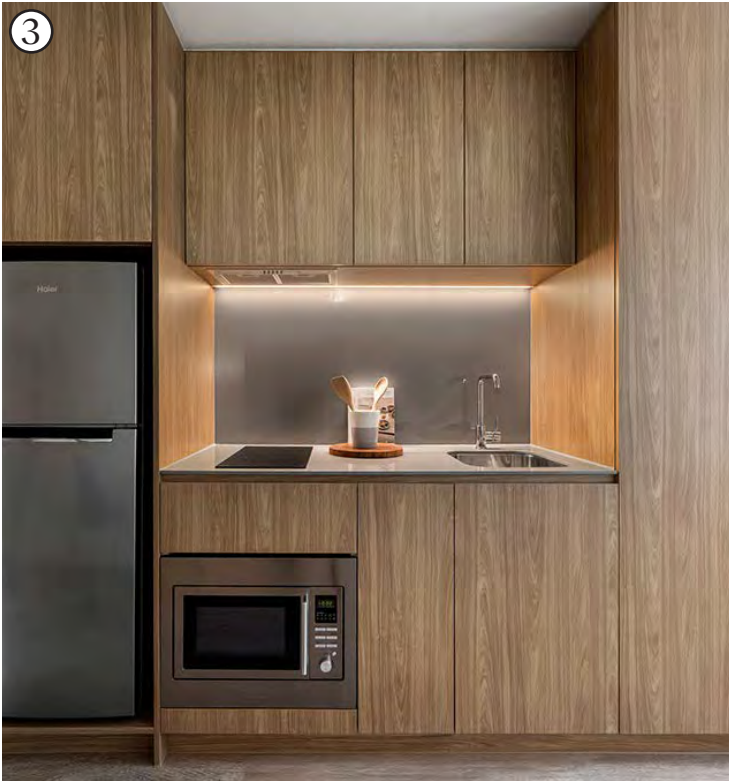
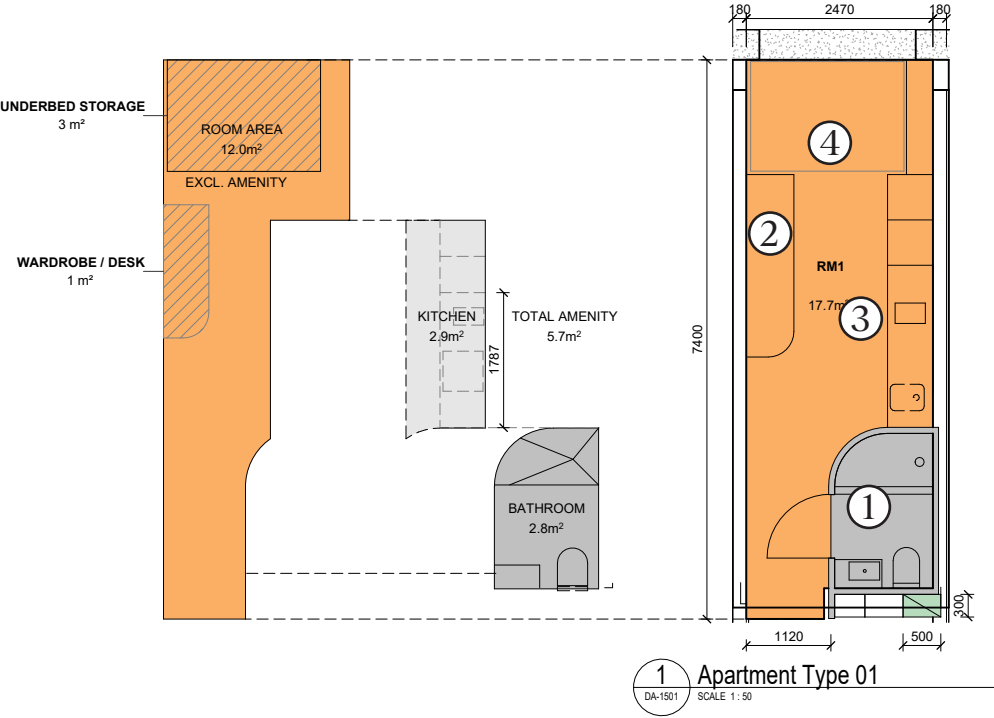
The diagram illustrates the volume of the reference scheme that exceeds the 18-metre height plane stipulated by the current LEP provision. This encroachment is minimal and confined to the portion of the site affected by a natural dip in the ground, which reaches approximately 1.5 metres at its deepest point.

To address this, the proposal seeks a modification to the Height of Buildings (HOB) provision, requesting an additional 2 metres. This adjustment would ensure full compliance of the reference scheme, while also accommodating a further 2 metres for a green roof zone. The green roof zone would support lift overruns, pergolas, and other elements necessary for functional access and use of the rooftop space.

The adjacent diagram demonstrates full compliance with the proposed 20-metre height plane.



20m Height Plane



Deep soil and landscape

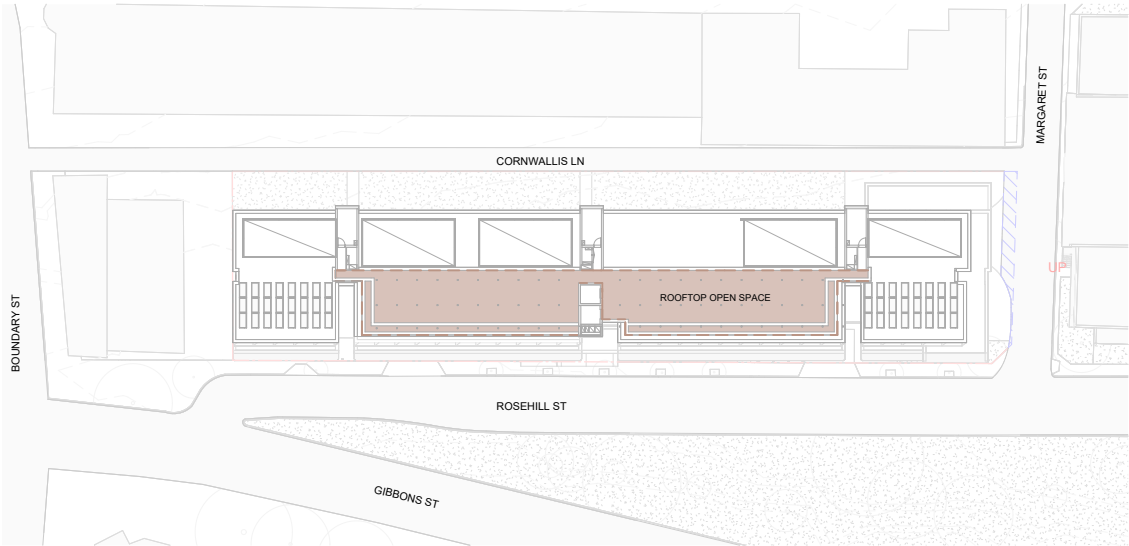
182

COMMUNAL OPEN SPACE SCHEDULE		
Level	Comments	Area

ROOF	COMMUNAL	510 m²
		510 m²
		510 m²

SITE AREA		2525m²
COMMUNAL OPEN SPACE		510m²

20.2%



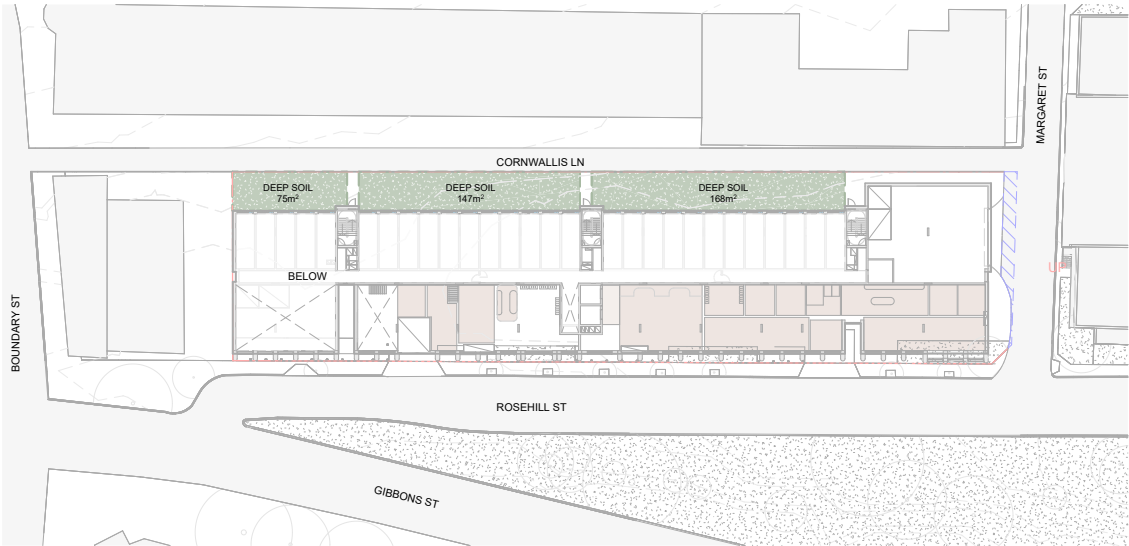
ROOF LEVEL

DEEP SOIL SCHEDULE		
Level	Comments	Area

LOWER GROUND	DEEP SOIL	75 m²
LOWER GROUND	DEEP SOIL	147 m²
LOWER GROUND	DEEP SOIL	168 m²
		390 m²
		390 m²

SITE AREA		2525m²
DEEP SOIL		390m²

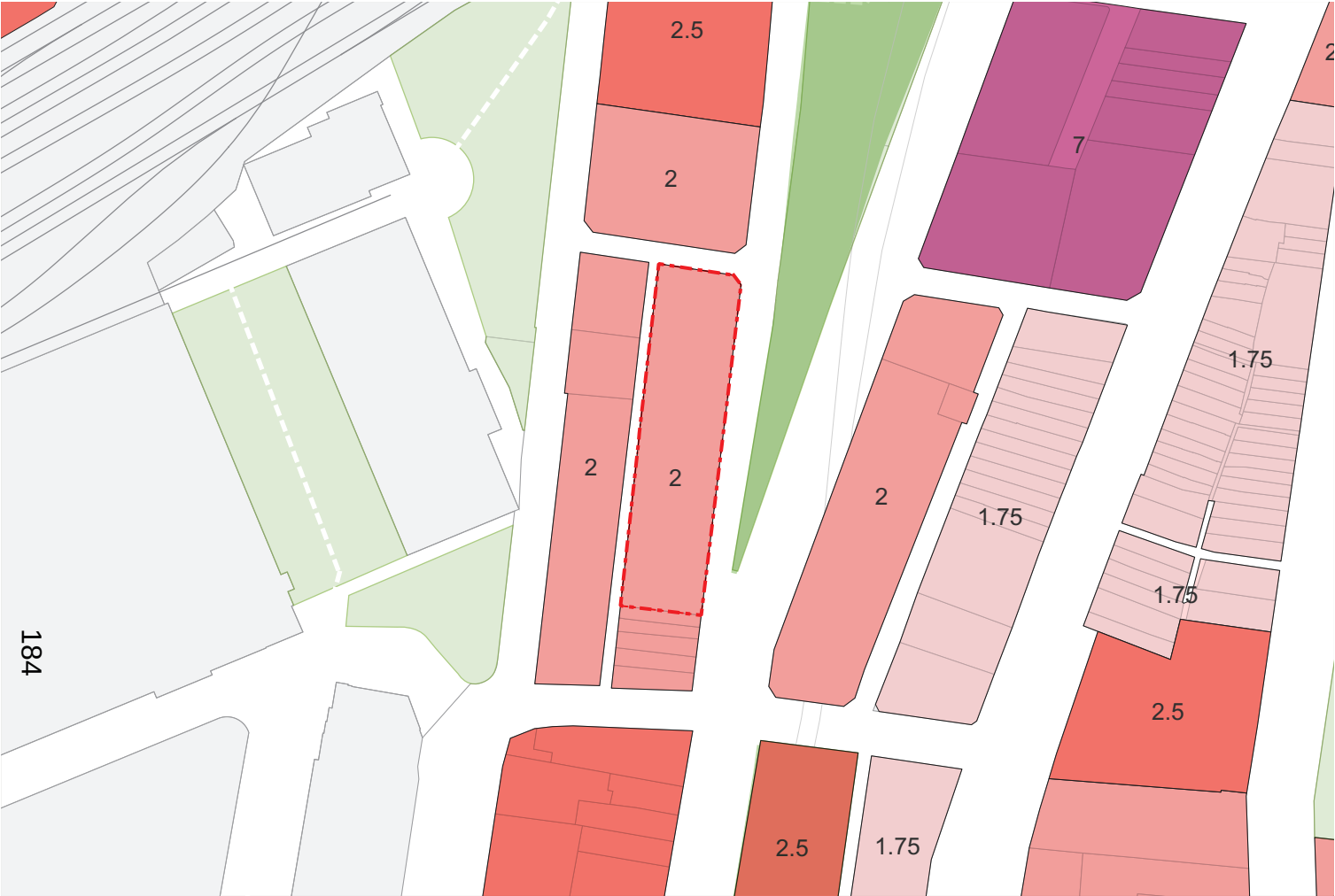
15.4%



GROUND LEVEL

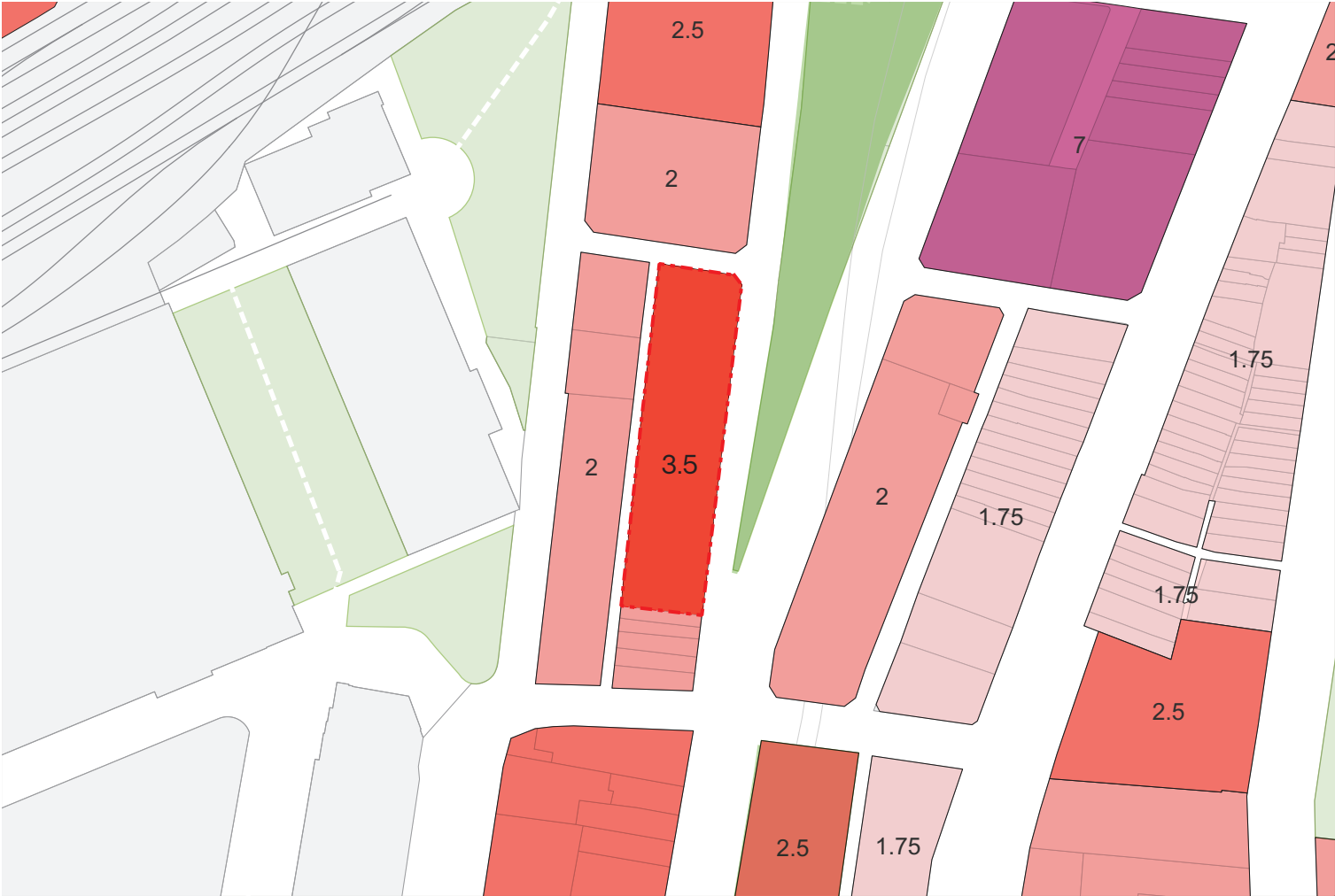
Proposed LEP amendments

Proposed amendments to LEP Floor Space Ratio Controls



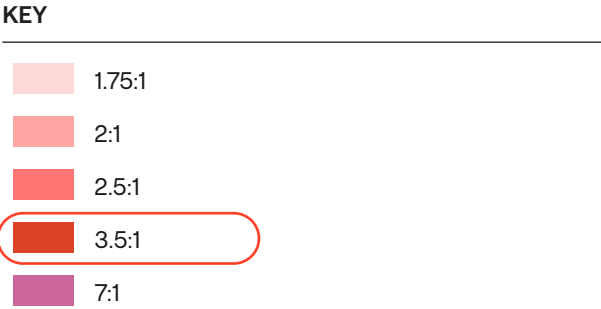
Existing Floor Space Ratio Map (FSR)

The existing controls for the subject site are 2:1.

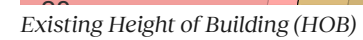


Proposed Floor Space Ratio Map (FSR)

An increase in the permissible FSR for the subject site from 2:1 to 3.5:1.

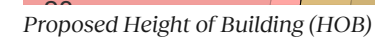
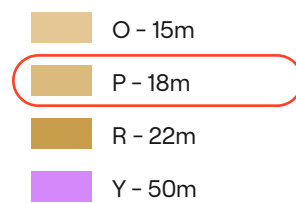


Proposed amendments to LEP Height of Building Controls



The existing controls for the subject site is 18m.

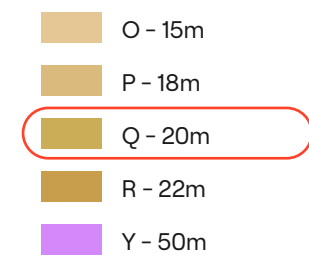
KEY



An increase in the permissible height for the subject site from 18m to 20m.

An increase of 2 metre to the Height of Building control in response to the site's natural ground that presents a dip of approximately 1.5m in the south-west corner of the site.

KEY



Eye of sun study

An initial eye of sun analysis was undertaken using a 3D digital terrain and building model sourced from MetroMap to identify potential overshadowing impacts. The study confirmed that any overshadowing from the proposed envelope is confined to the western façade of 39-61 Gibbons Street.

To ensure precision, the Gibbons Street façade was reconstructed with high geometric accuracy using a combination of survey data, detailed façade elevations, point cloud information, and on-site verification, thereby minimising modelling assumptions and improving analytical reliability.

The design and orientation of 39-61 Gibbons Street enables compliance with solar access requirements for apartments on Levels 1-3 along the Gibbons Street façade. However, as the ground floor apartments are recessed, they require targeted, high-resolution assessment.

As the objective of the study is to determine the duration of direct solar access to living areas, a minimum of 1m² of glazing to each living room was required to be visible within the eye of sun analysis. This condition occurs after 12:30 pm for the ground floor apartments, which has been examined in detail.

The results of this analysis are presented on the following pages.

187



9:00 am



10:00 am



11:00 am



12:00 pm



1:00 pm



2:00 pm



3:00 pm

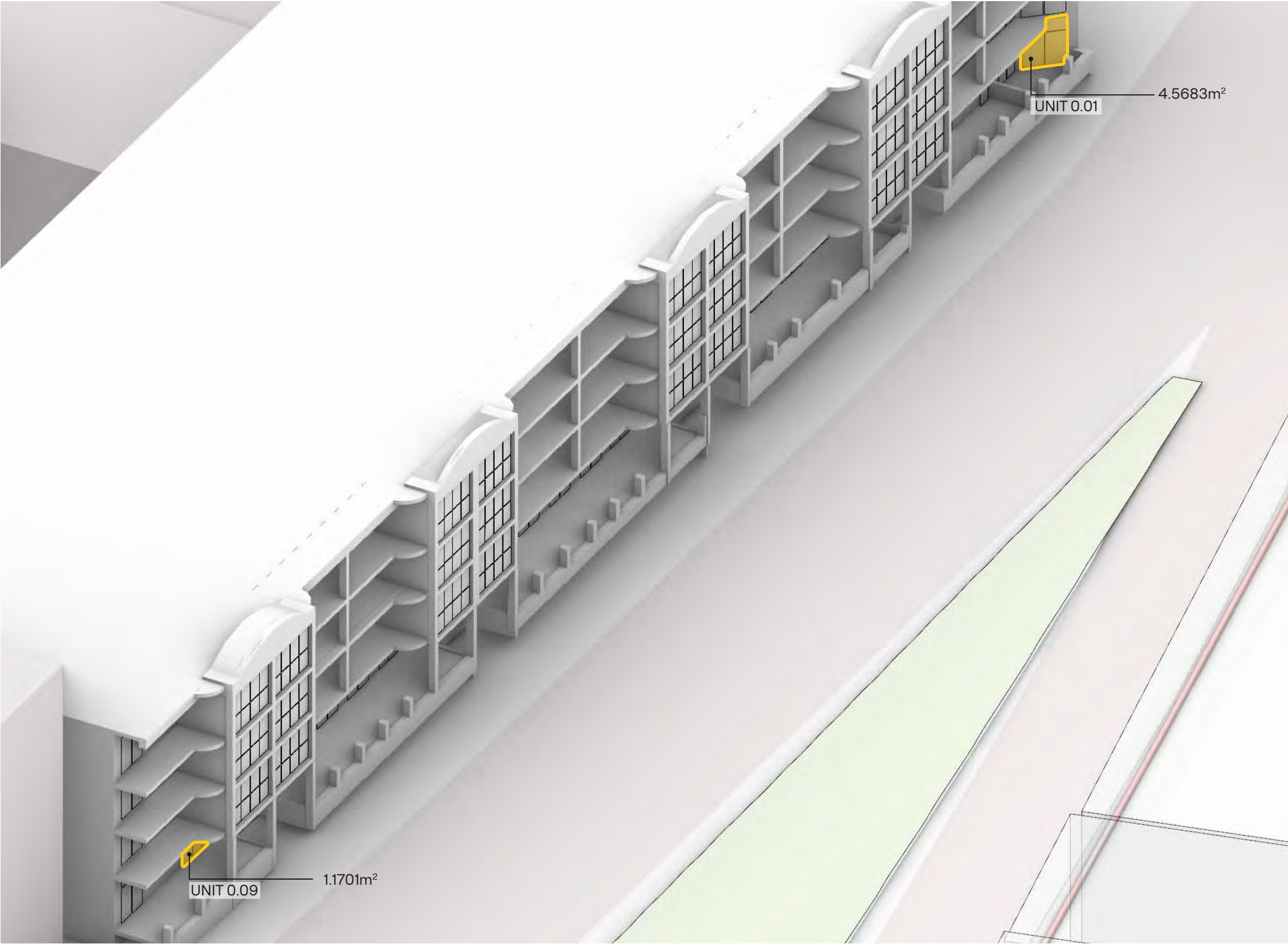
12:30pm

188

KEY

<1sqm

≥ 1sqm



KEY

- <1sqm
- ≥ 1sqm



Existing conditions

1:00pm

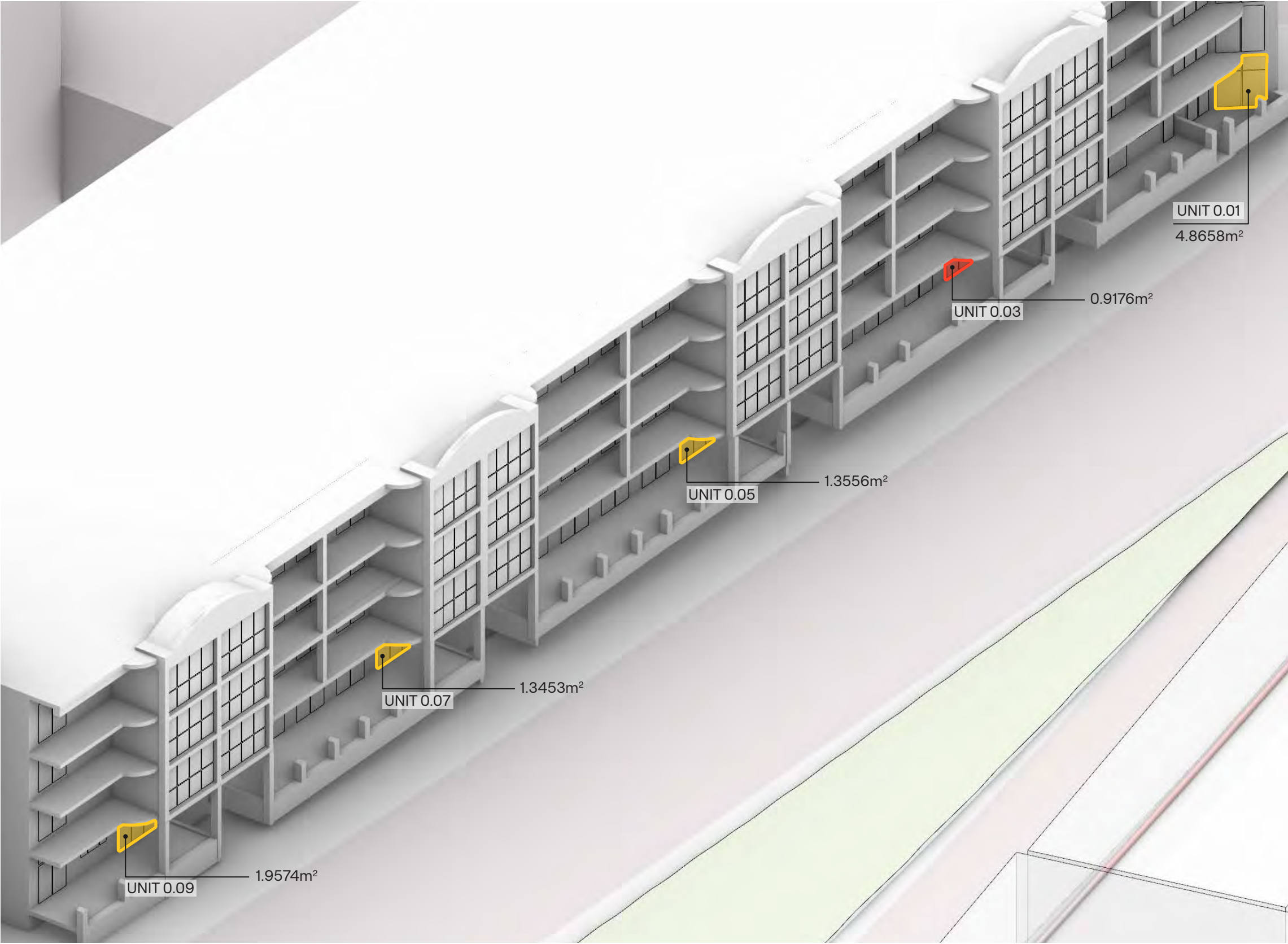
Apartments where 1 m² of glazing to the living area is not exposed to direct sunlight at 1:00 pm will not satisfy the ADG requirement for a minimum of two hours of solar access between 9:00 am and 3:00 pm.

Accordingly, Unit 0.03 does not fall within this category.

190

KEY

- <1sqm
- ≥ 1sqm

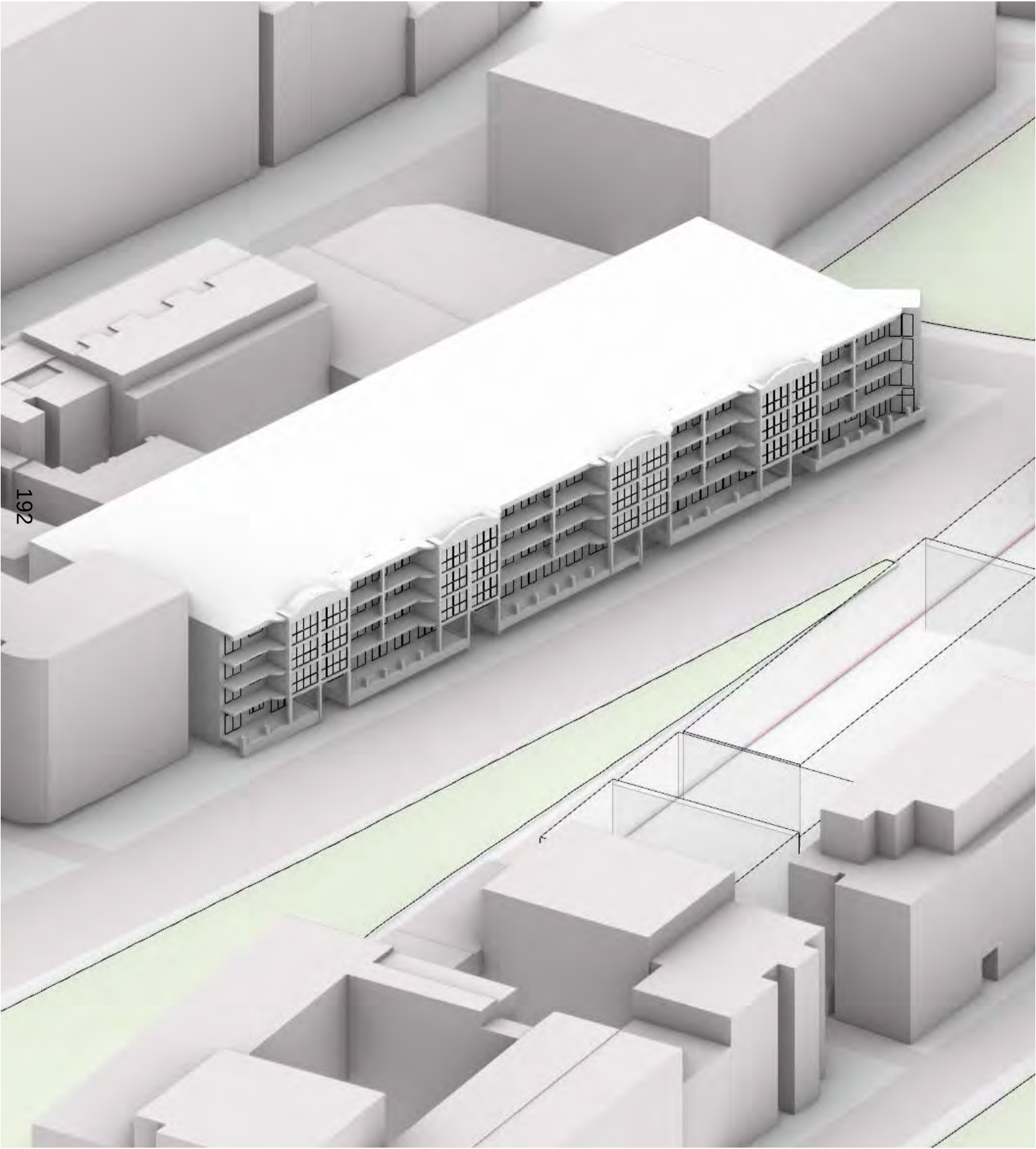


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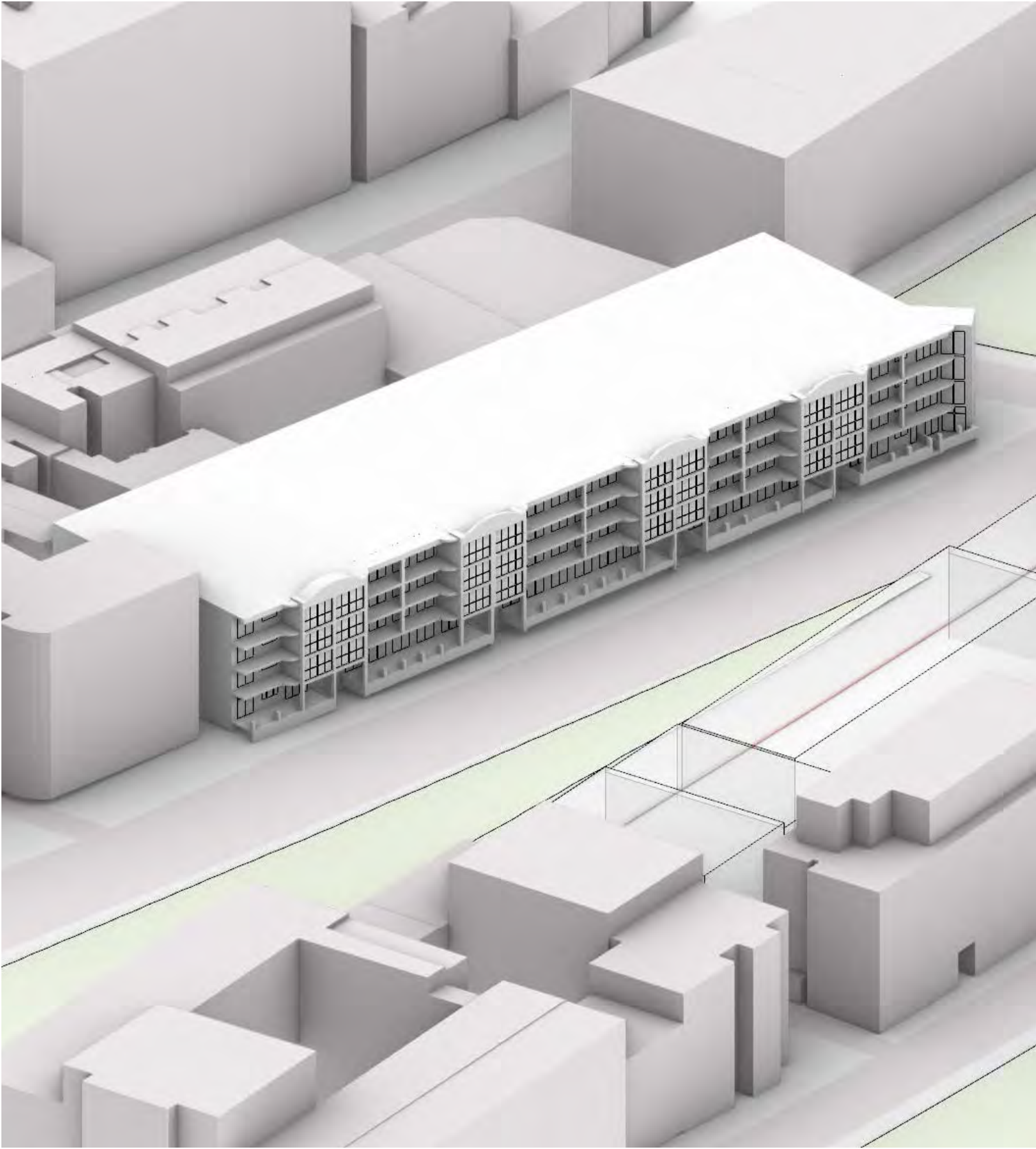
- <1sqm
- ≥ 1sqm



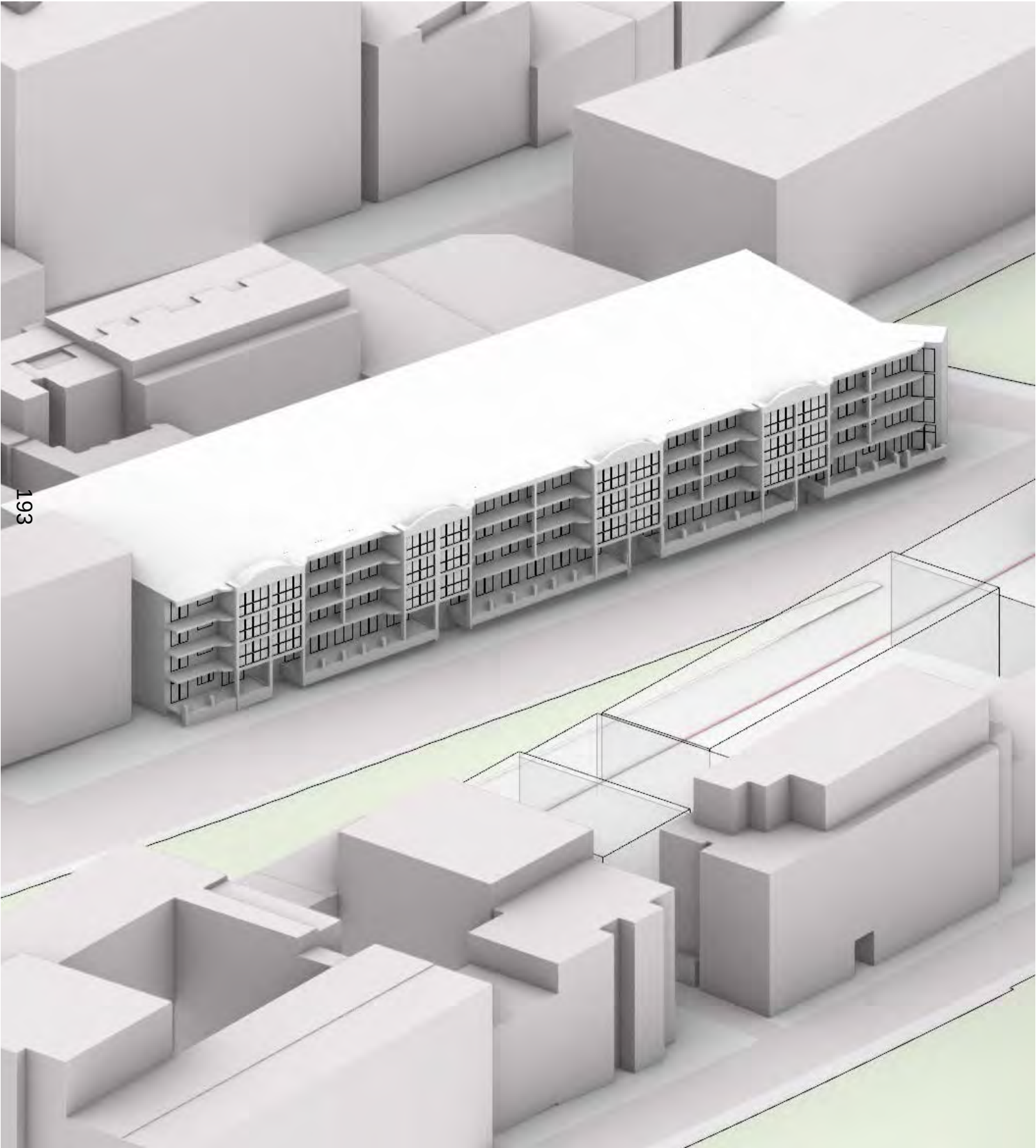
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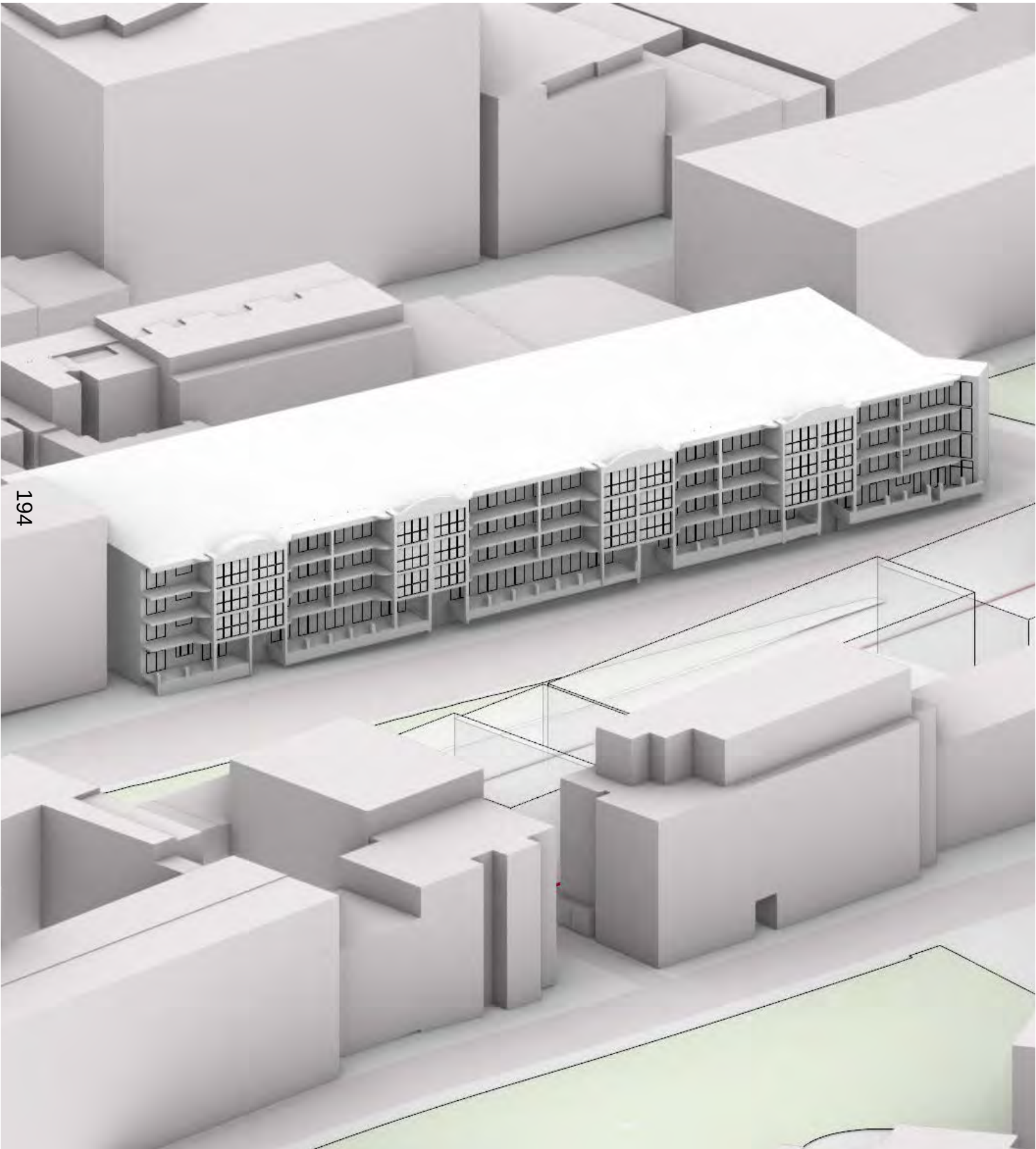
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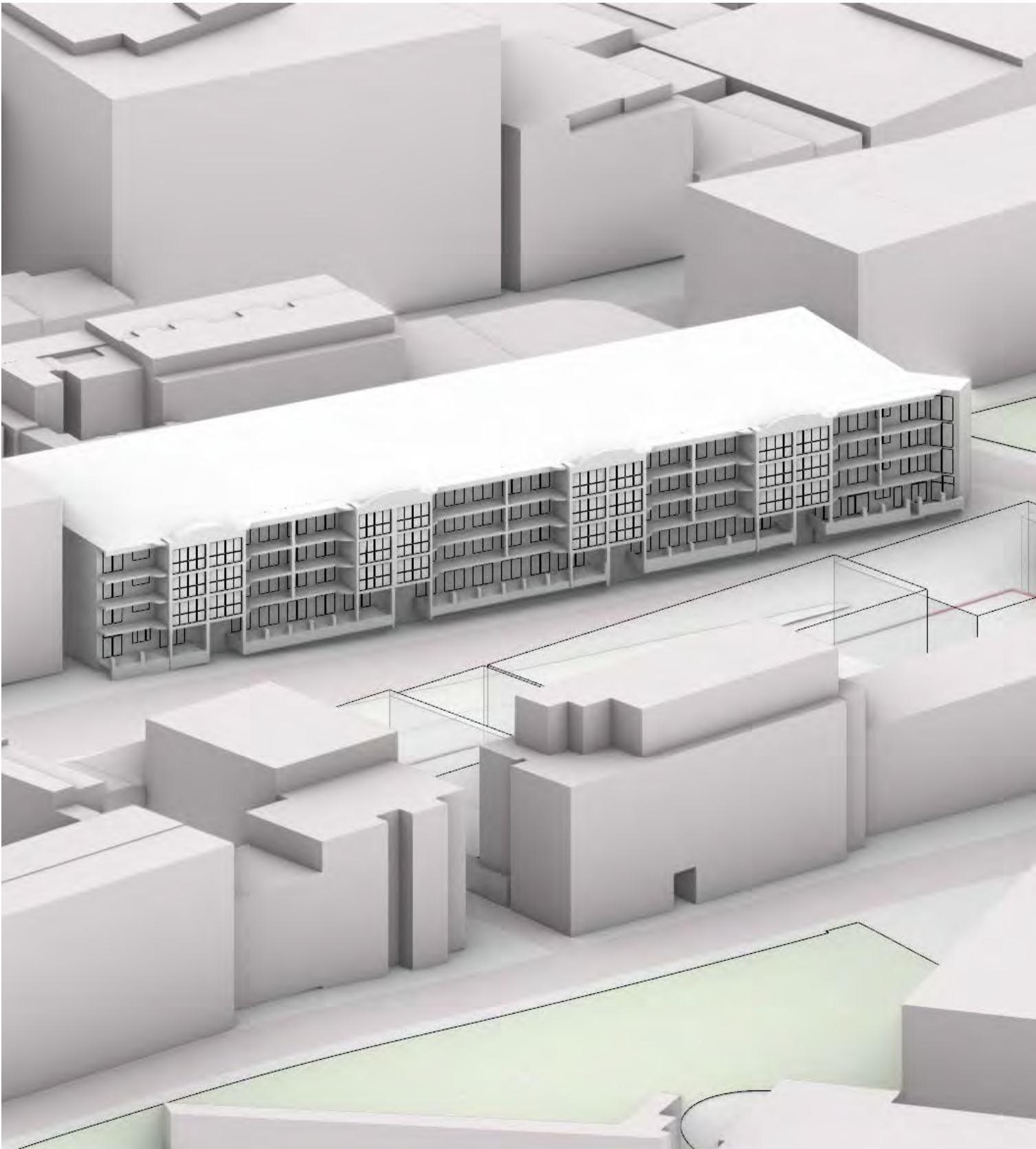
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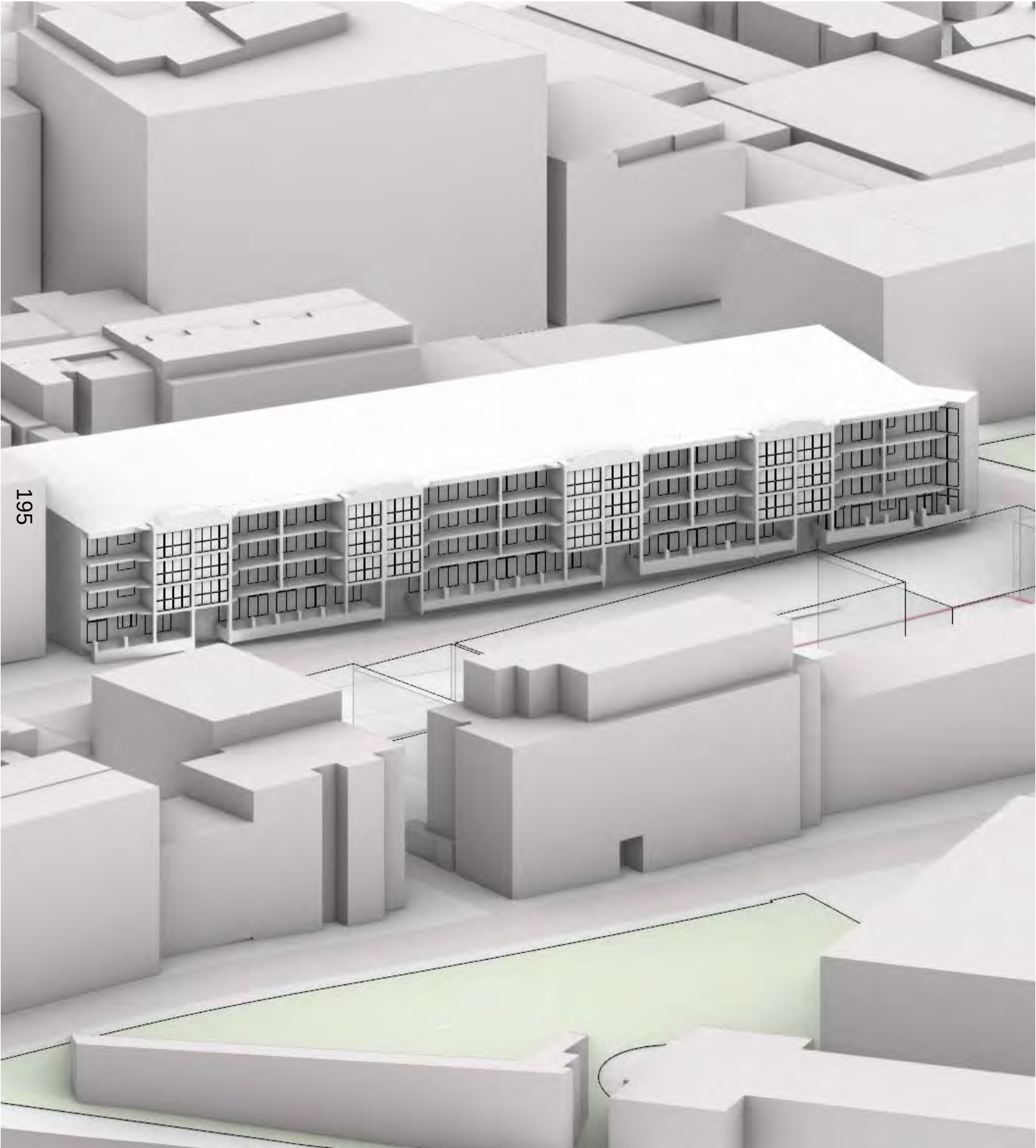


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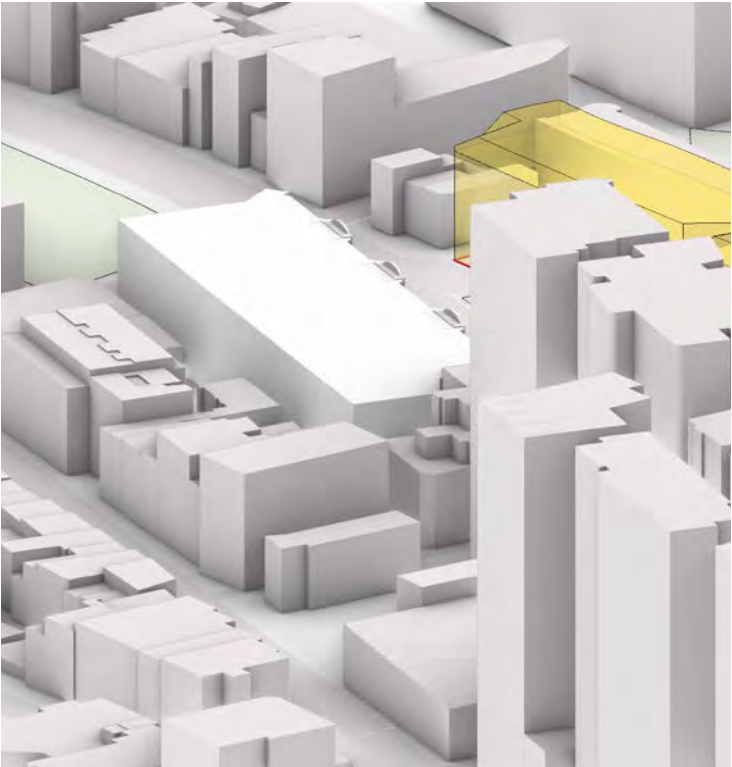




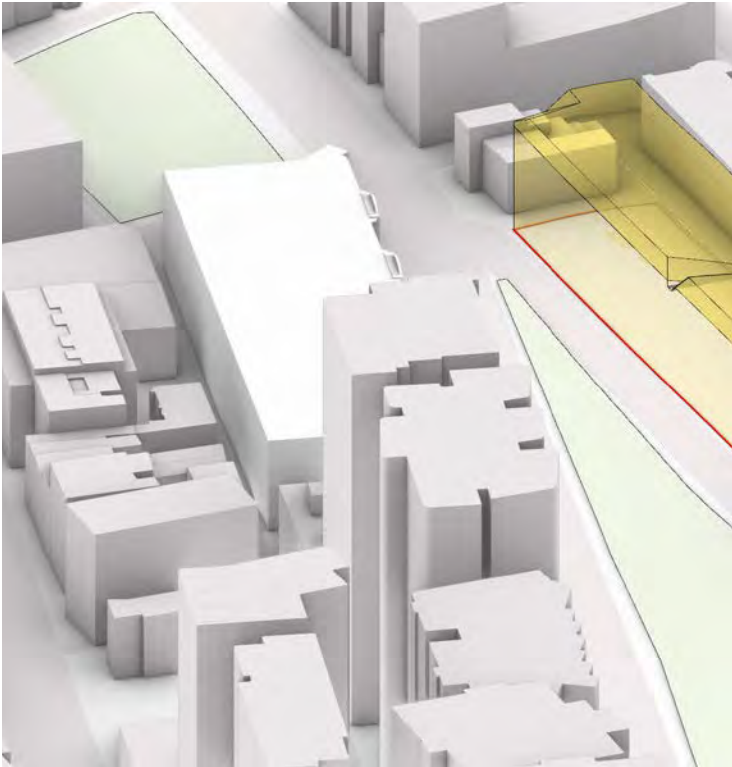
Eye of sun study

The eye of sun analysis for the proposed envelope indicates that overshadowing impacts occur after 1:00 pm. However, as discussed in Chapter 5 - Solar testing, these impacts remain compliant with the allowable reductions specified in the City of Sydney's 'Minimising Overshadowing of Neighbouring Apartments' guideline.

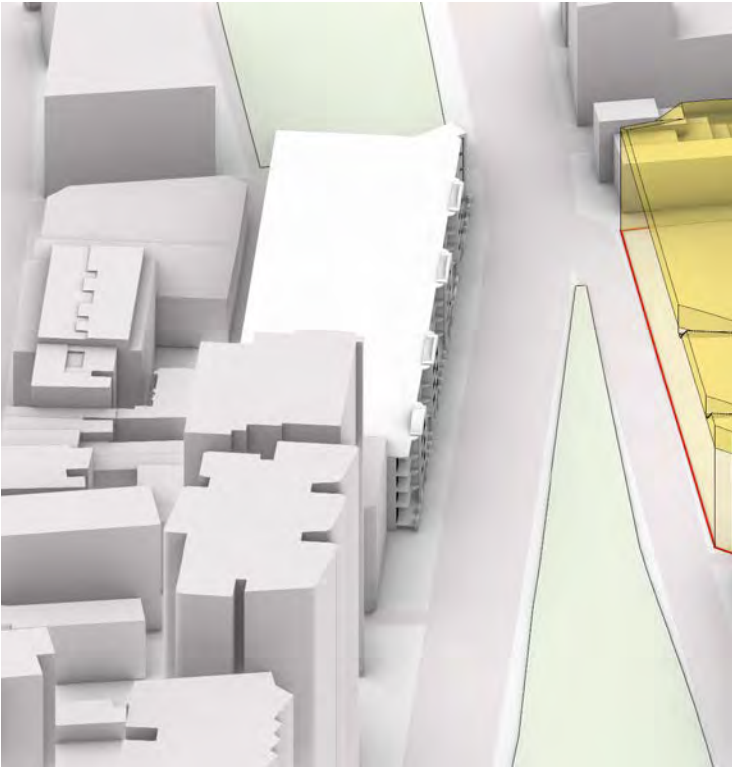
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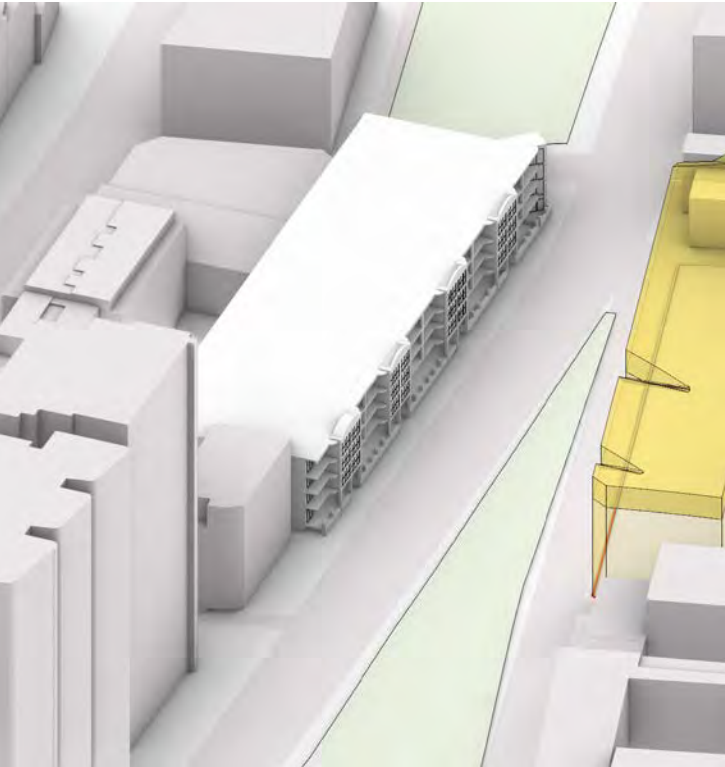
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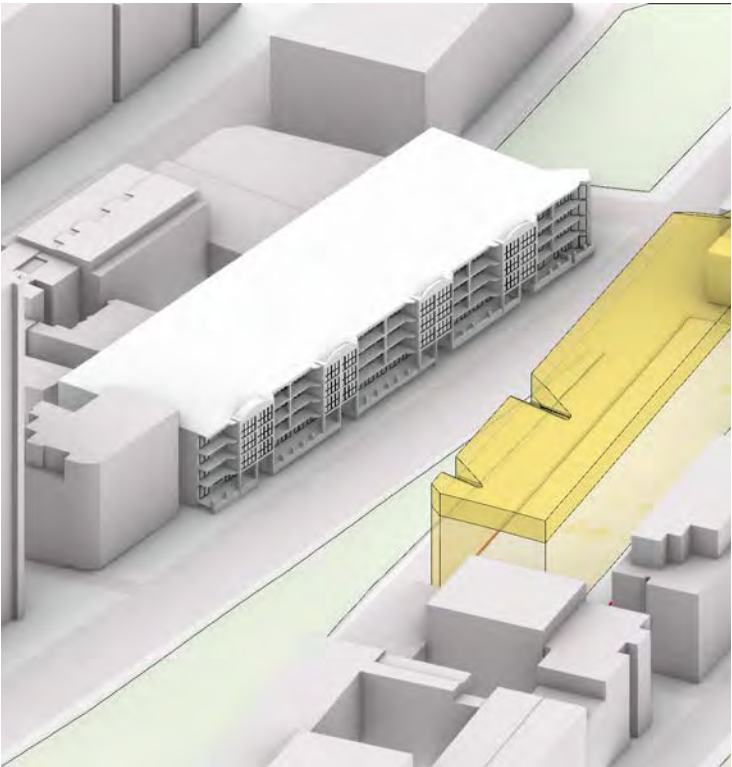
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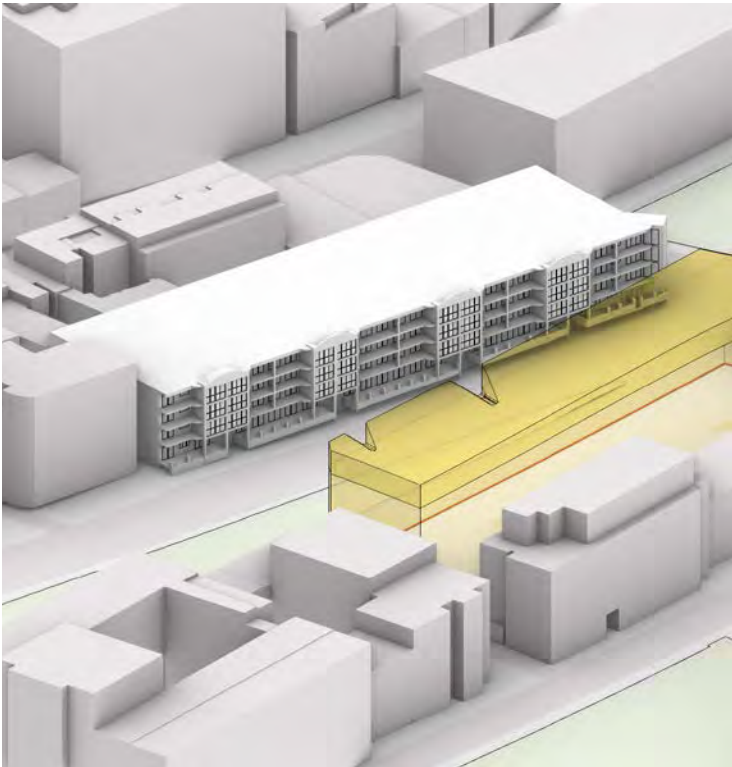
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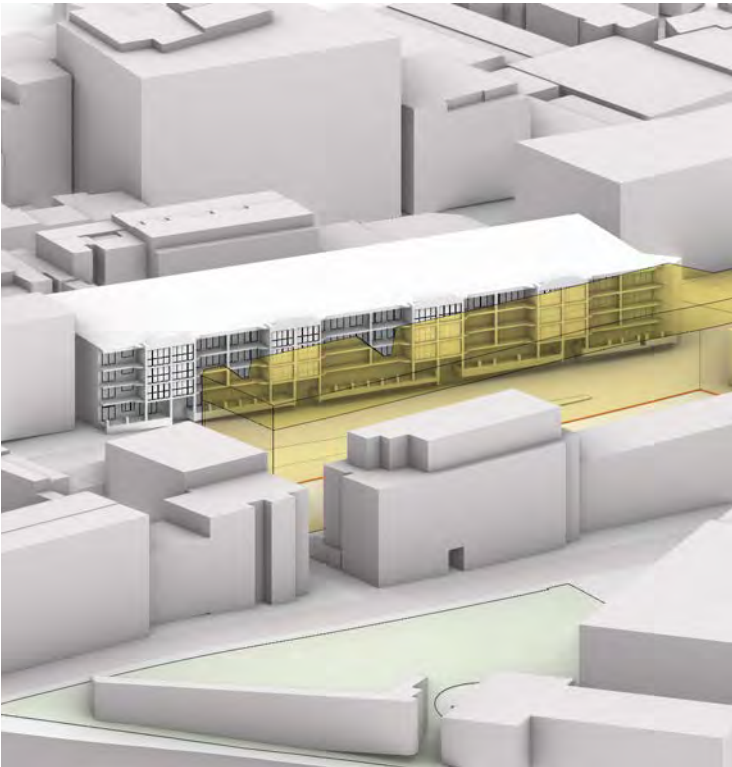
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1:00 pm

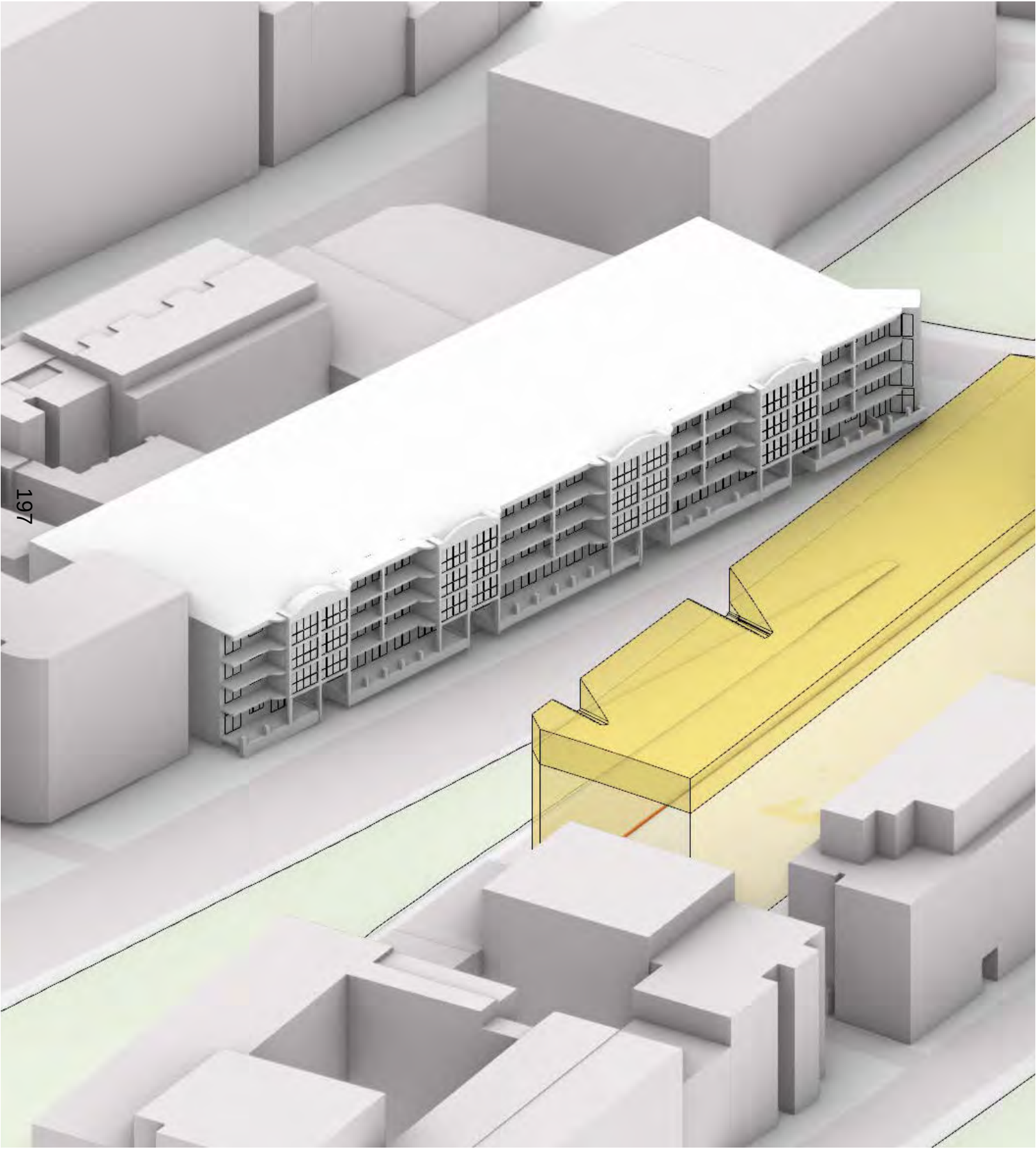


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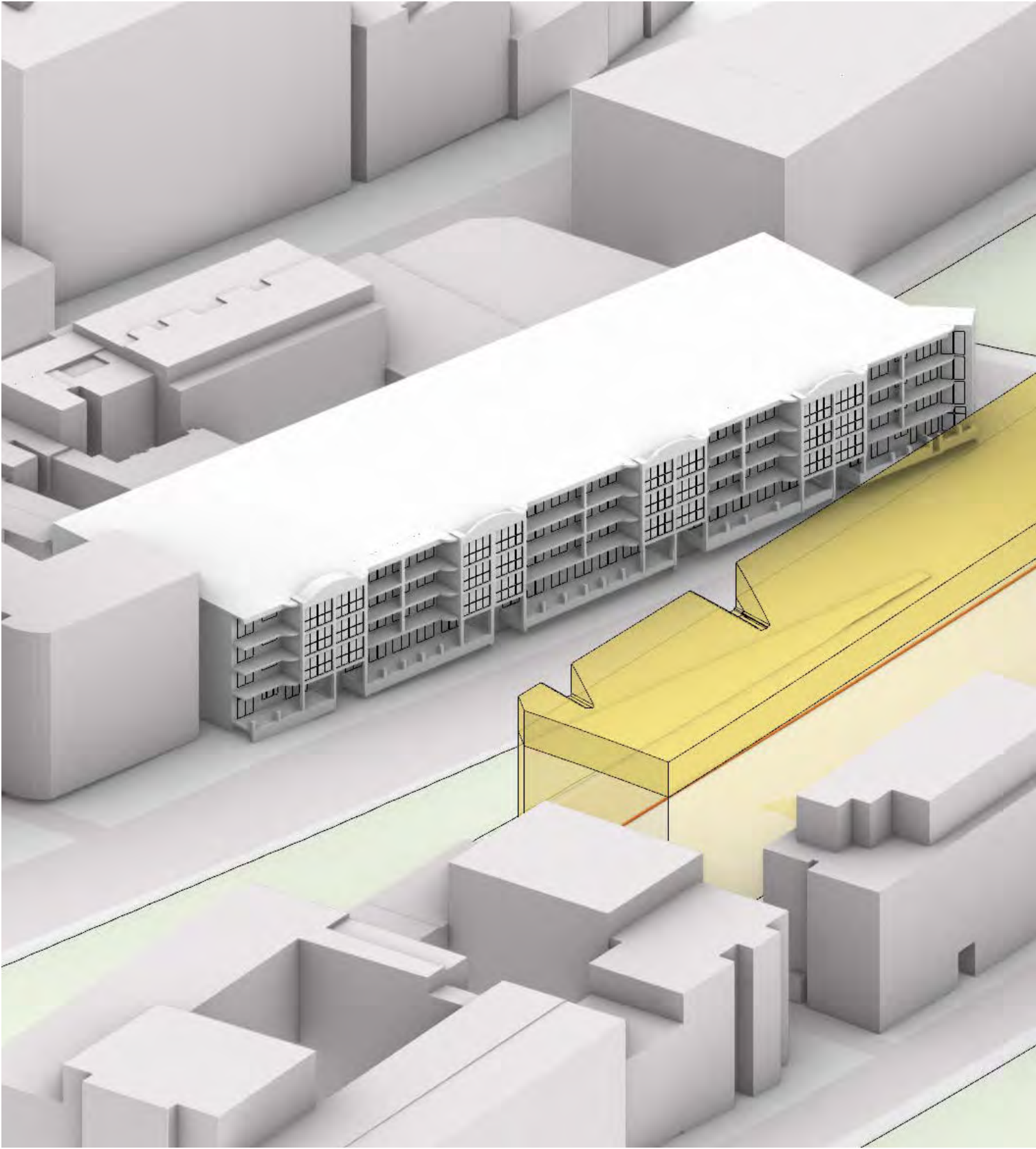


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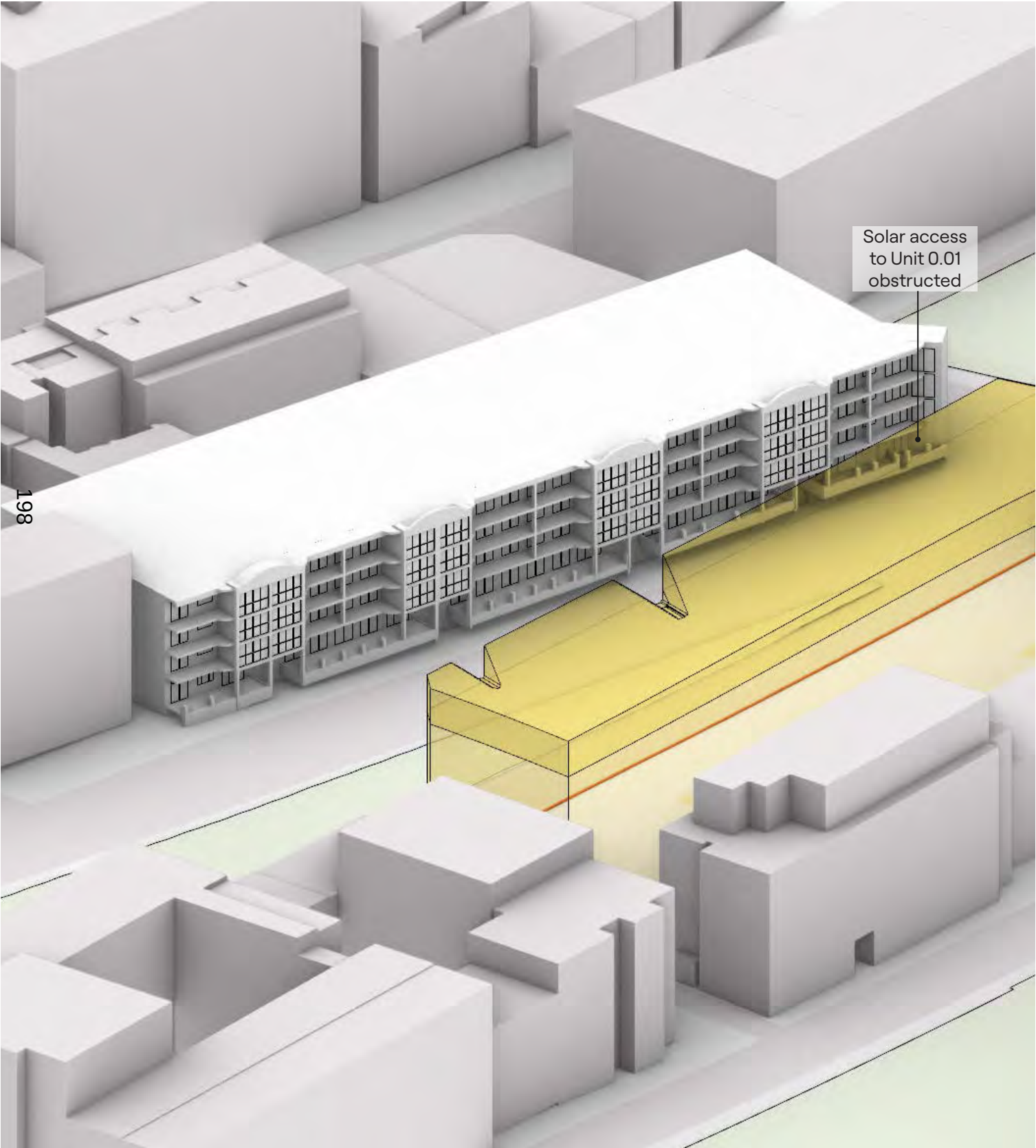
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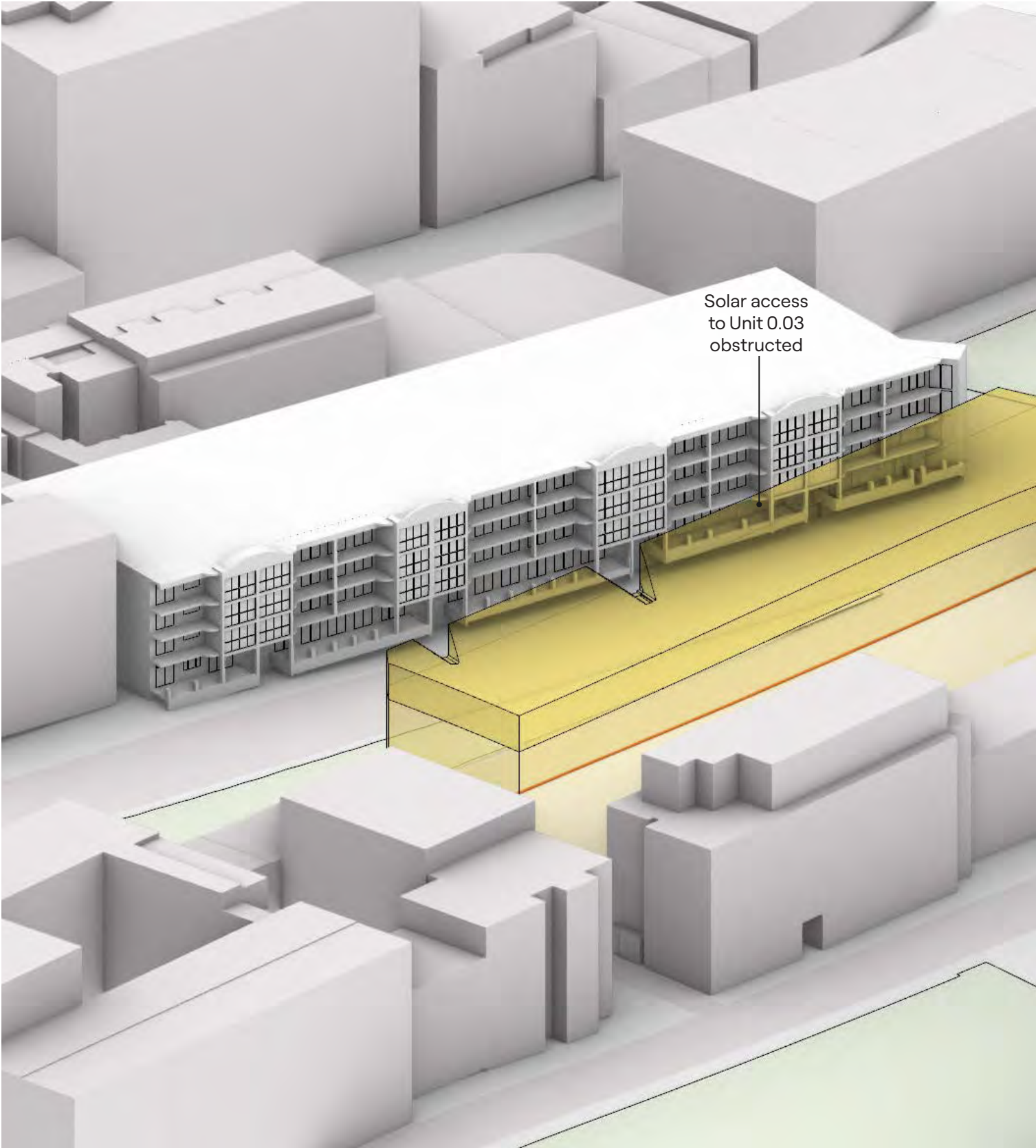
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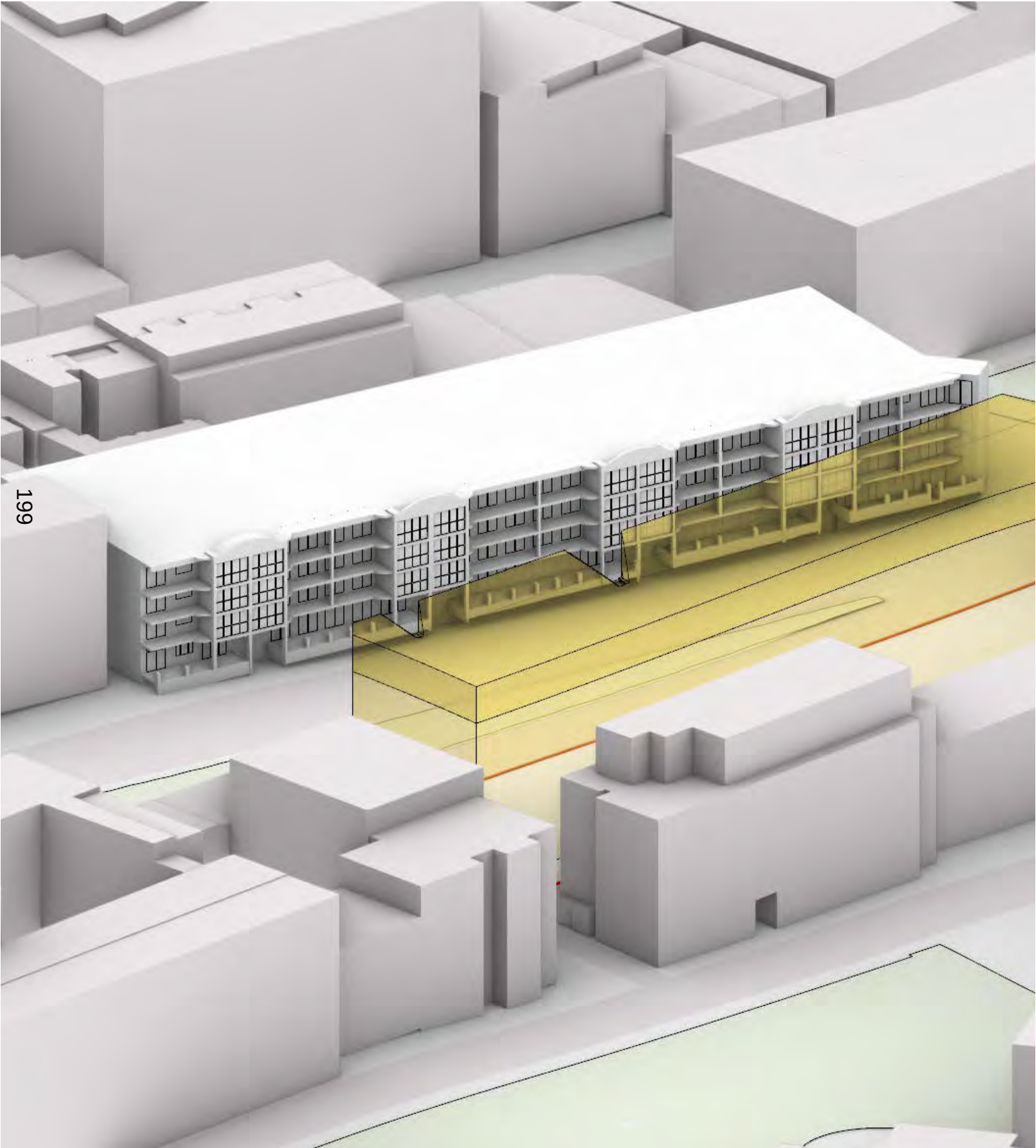
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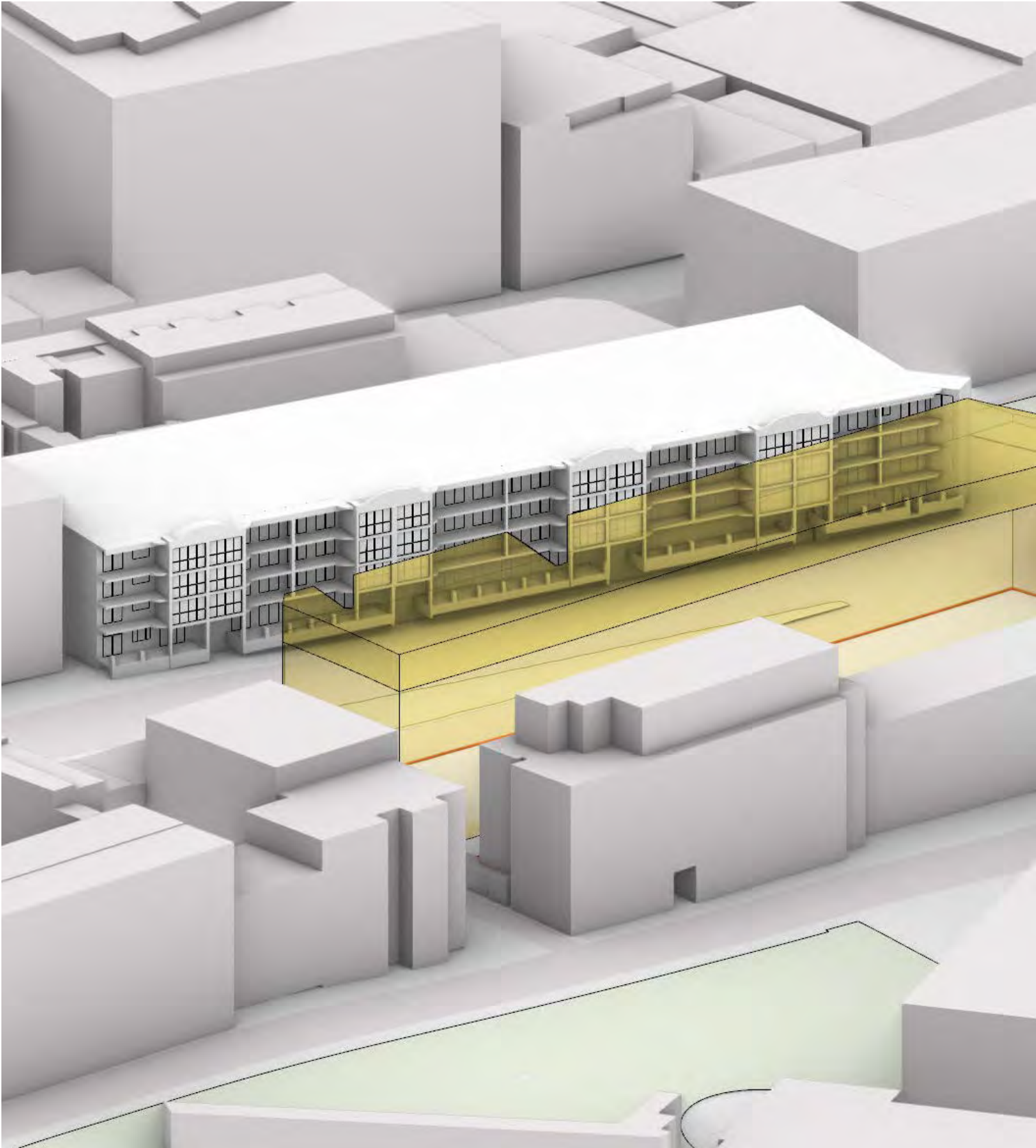
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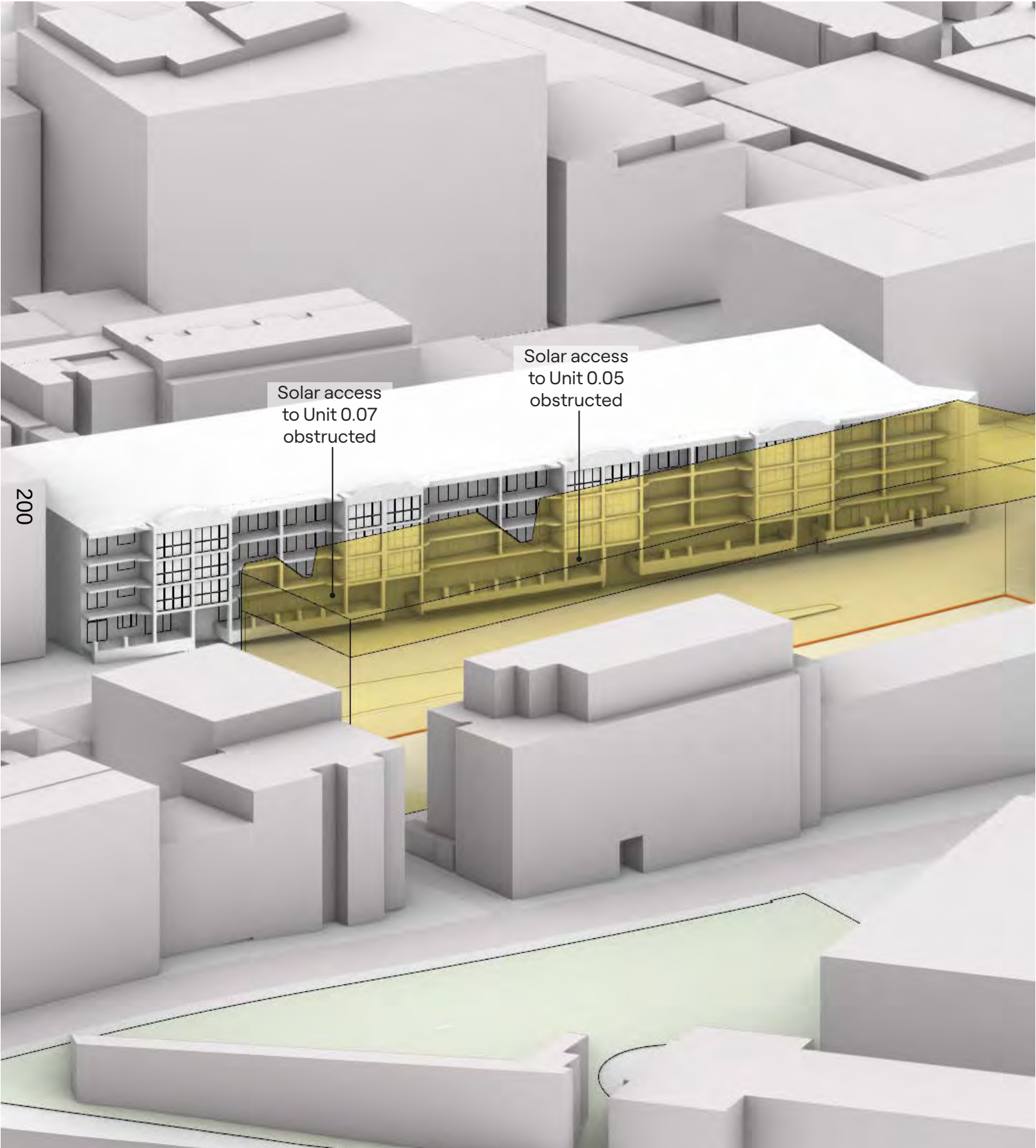


2:30pm



2:45pm





SJB is passionate about the possibilities of architecture, interiors, urban design and planning. Let's collaborate.



Gadigal Country
Level 2, 490 Crown Street
Surry Hills NSW 2010

T 61 2 9380 9911
E sydney@sjb.com.au
W sjb.com.au

Attachment A4

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

Transport Impact Assessment

Prepared for: **Journal Student Living Pty Ltd**

6 November 2025

City of Sydney Council

6 November 2025

Dear Sir / Madam

44 - 78 Rosehill Street, Redfern– Transport Impact Assessment

1. Introduction

Background

JMT Consulting has prepared this document to support a Planning Proposal for the site at 44 - 78 Rosehill Street, Redfern. The Planning Proposal seeks to amend the Sydney Local Environmental Plan (LEP) 2012 controls, seeking an increase in FSR to enable the delivery of purpose-built student accommodation (PBSA) in a highly accessible and strategically significant location. The reference scheme developed by SJB for the site contemplates approximately 327 rooms, with this number to be confirmed at the time of the detailed development application for the site.

Site context and description

The subject site is located at 44-78 Rosehill Street, Redfern, within the City of Sydney Local Government Area (LGA). The site is currently occupied by light industrial and commercial uses operating within several two-storey, large-scale buildings. The site has frontage to both Rosehill Street and Margaret Street and is located approximately 300m south of Redfern Station and 600 metres north of the Waterloo Metro Station - therefore offering strong levels of connectivity to the surrounding public transport network.



Figure 1 Broader site context

Source: SJB



Figure 2 *Site aerial image*

Source: SJB

Report purpose

This transport assessment has been prepared in support of the Planning Proposal and considers the following items:

- Existing road network
- Potential waste collection arrangements
- Bicycle parking numbers
- Motorbike parking numbers
- Car parking numbers

2. Transport Impact Assessment

Public transport network

The site is highly accessible by public transport and benefits from having Redfern train station and Waterloo metro station within easy walking distance. Redfern train station is approximately 300m to the north of the site and provides access to the heavy rail network, with direct connections to key destinations such as Central, Town Hall and North Sydney. Waterloo metro station is approximately 600m to the south of the site and provides for high frequency metro services throughout the day, with services operating at intervals of four minutes during peak periods.

In addition to train and metro services the site also benefits from a number of bus stops providing access to a range of bus services. High frequency bus services run along Gibbons Street immediately adjacent to the site and include the following bus routes:

- Route 305 (Redfern <> Mascot)
- Route 306 (Redfern <> Mascot)
- Route 308 (Marrickville Metro <> Central Station)
- Route 309 (Port Botany <> Redfern)
- Route 310 (Botany <> Railway Square)
- Route 392 (Little Bay <> Redfern)

The public transport network surrounding the site is shown in the following figure.

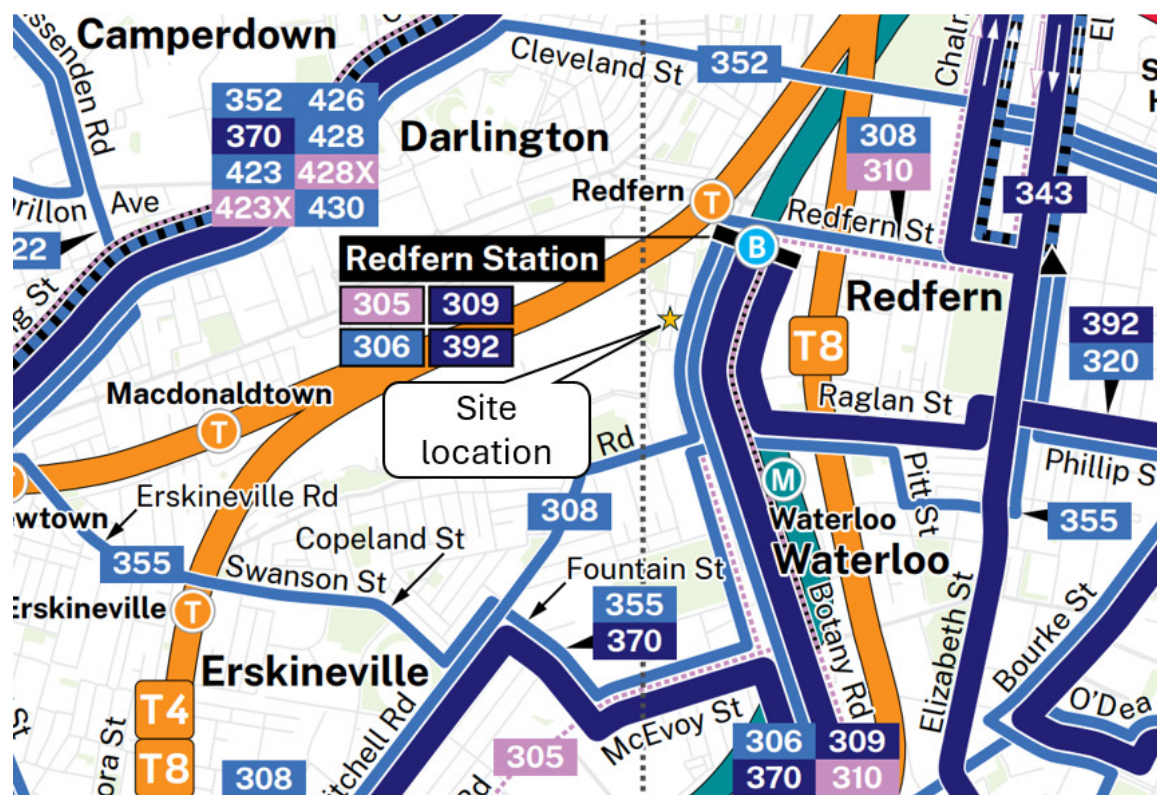


Figure 3 Existing public transport network

Existing road network

To manage the extensive network of roads for which councils are responsible under the Roads Act 1993, Transport for NSW (TfNSW) in partnership with local government established an administrative framework of State, Regional, and Local Road categories. State Roads are managed and financed by TfNSW and Regional and Local Roads are managed by Councils.

Both Rosehill Street and Margaret Street fronting the site are local roads under the control of City of Sydney Council. The nearest State classified roads are Gibbons Street and Regent Street.

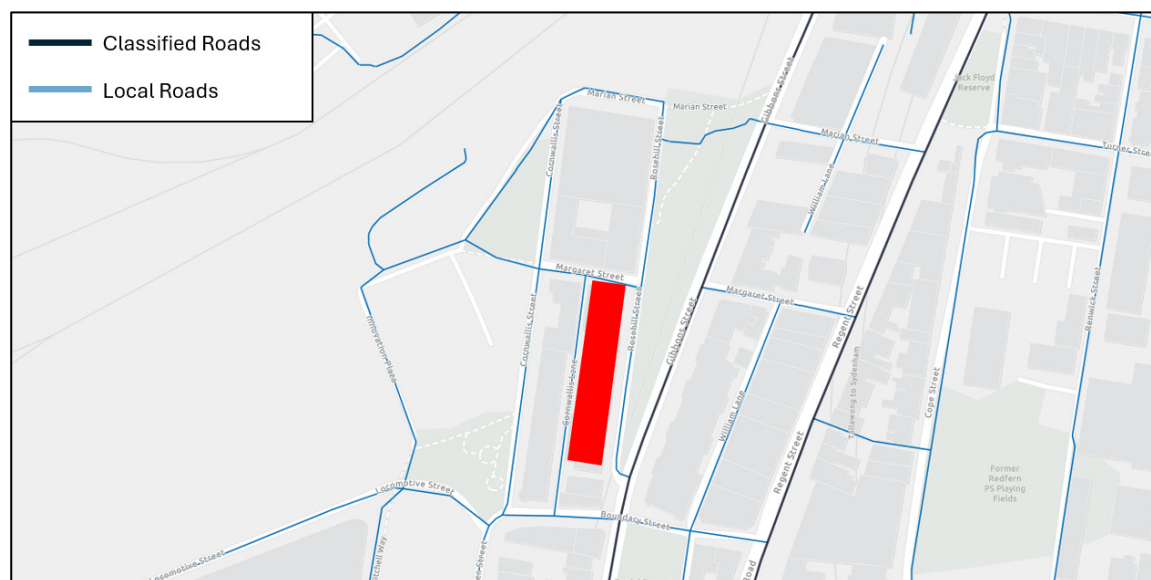


Figure 4 Existing road network surrounding the site

Car parking

The City of Sydney Local Environment Plan (LEP) provides for maximum car parking rates (with no minimums) for all land uses within the City of Sydney LGA. Given the site's proposed use as a student accommodation premises, and on the basis of the very strong public transport access provided, no car parking is proposed as part of a future development. This approach is consistent with recently approved student accommodation projects in the City of Sydney LGA, including:

- Iglu Central, 1 Regent Street Sydney
- Urbanest, Quay Street Sydney
- Urbanest, Cleveland Street Sydney
- Iglu Redfern
- Iglu Broadway
- Scape Abercrombie
- Urbanest Darling Harbour Stage 1 & Stage 2

Car Share

Car share schemes are a flexible, cost effective alternative to car ownership and is a convenient and reliable way for residents to use a car when they need one. Notably, the City of Sydney Council has reported that *“a single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking”*.

There are numerous car share spaces, operated via different service providers, in close proximity of the site as indicated in Figure 5. These car share spaces could be utilised by residents of the subject site should they need to drive somewhere – negating the need for on-site car parking. Special privileges are also provided by certain car share operators such as GoGet for students, for example no application fee and reduced monthly fees.

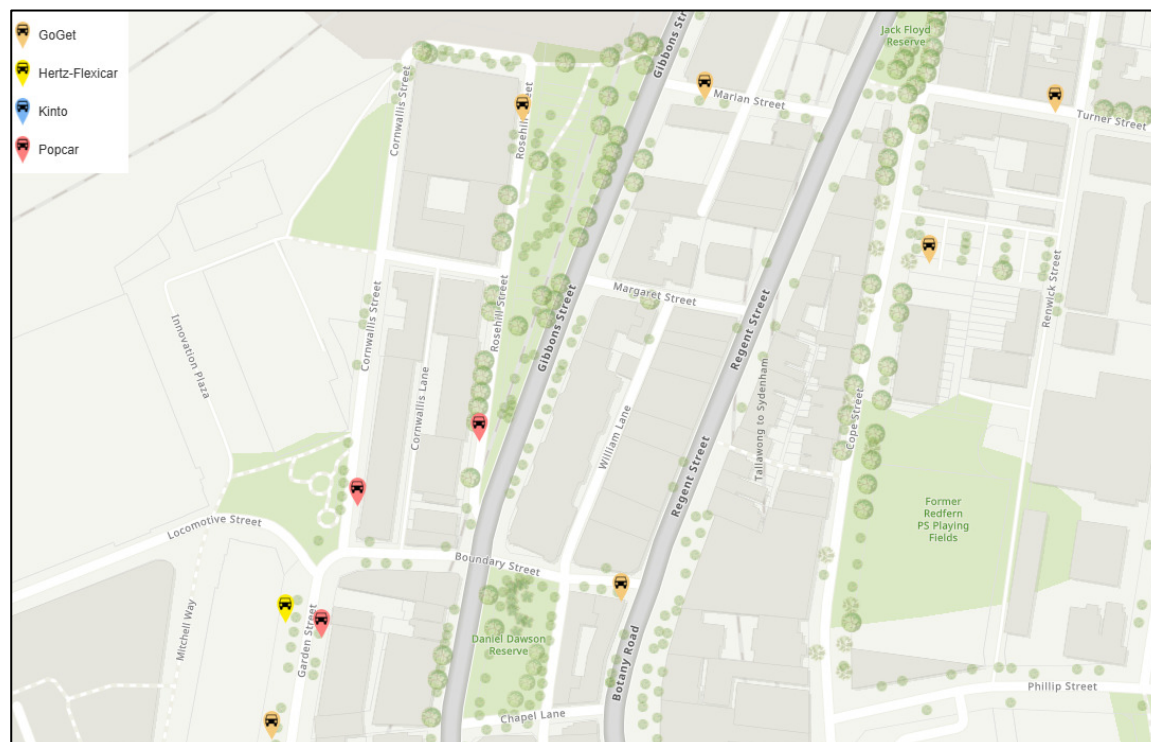


Figure 5 Nearby car share locations

Source: City of Sydney Council

Deliveries and waste collection

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 with dimensions of 10.6m long by 4.0m high. The loading dock has also been sized to concurrently accommodate a small delivery van.

The reference design makes 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 is presented in Figure 6, noting the final design and swept paths will be subject to a subsequent detailed development application for the site. A more detailed image of the swept path is provided as Appendix A of this document.

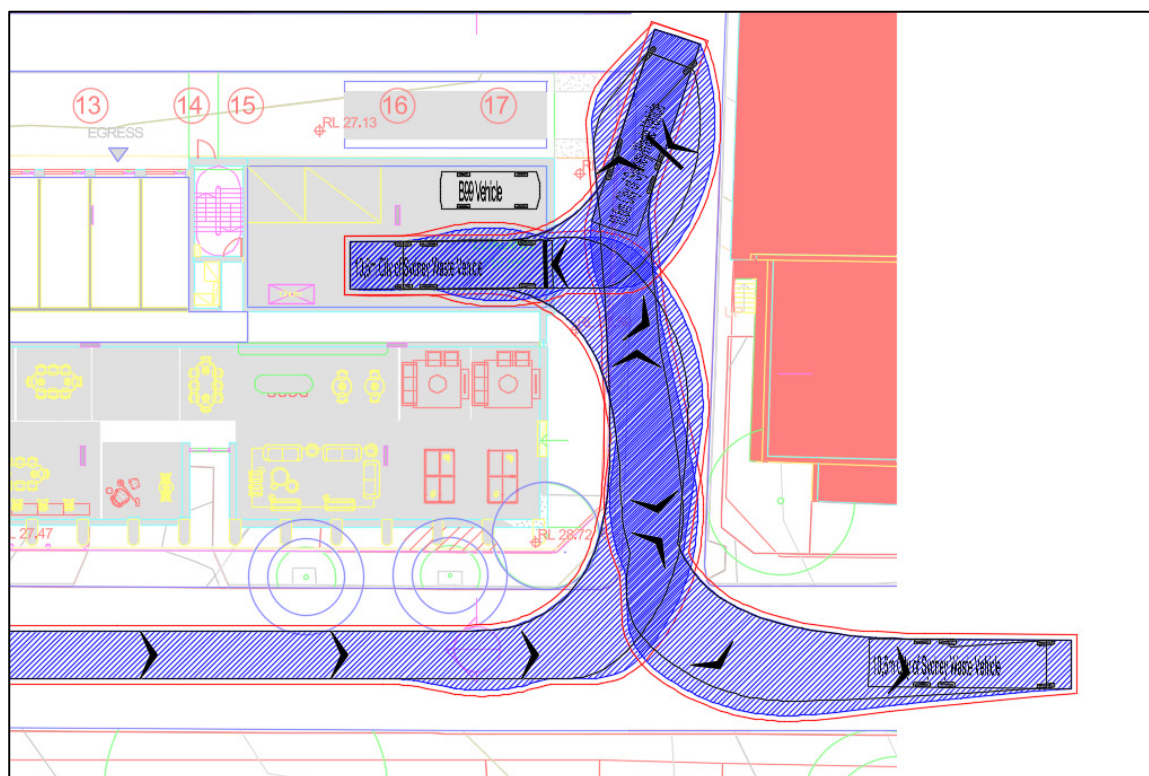


Figure 6 Waste collection arrangements – reference scheme

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

Bicycle demand is likely to be moderate because of the walkability to the nearby adjacent public transport, shopping and potential employment. Residents are also likely to make use of various bike share operators that exist in the area.

It is noted that the current City of Sydney DCP does not prescribe a specific bicycle parking rate for student accommodation or co-living uses. The DCP recommends a rate of 1 space per dwelling for residential accommodation and 1 space per 10 beds for backpackers accommodation. A rate of 1 bicycle parking space per 10 rooms is also noted as being recommended for boarding houses in the NSW Planning Guidelines for Walking and Cycling document.

The reference scheme for the Planning Proposal includes provision of on-site bicycle parking at a rate of 1 space per 5 rooms – significantly exceeding the above requirements. 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.

Motorcycle parking

The City of Sydney DCP only requires motorcycle parking to be provided at the rate of 1 space for every 12 car parking spaces. As no car parking is anticipated for the site then no motorcycle parking is considered required. The Housing SEPP 2021 does not prescribe a parking rate for motorcycles.

Traffic impacts

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

3. Summary

This transport assessment has been prepared in support of a Planning Proposal to City of Sydney Council for the site at 44 - 78 Rosehill Street, Redfern. Key findings arising from the assessment are as follows:

- The site is highly accessible by public transport, with Redfern train station, Waterloo metro station and a number of bus stops located within a short walk of the site. The highly accessible nature of the site makes it suitable for the proposed student accommodation use.
- No car parking would be provided on the site as part of the Planning Proposal, with this approach assisting in managing the traffic impacts of the proposal. Providing for zero car parking is also consistent with the maximum parking controls in place under the City of Sydney LEP.
- Multiple car share spaces are located within a short walk of the site which could be utilised by residents if required.
- The reference scheme supporting the Planning Proposal makes provision for an on-site loading area capable of accommodating a 10.6m long Council waste collection vehicle.
- Bicycle parking for building residents would be provided as part of any future detailed development application for the site.
- As the project does not provide for any on-site car parking, along with its excellent location with respect to nearby public transport, traffic impacts arising from the development are considered to be negligible.

In the above context the traffic and transport impacts of the proposal are considered acceptable.

Regards

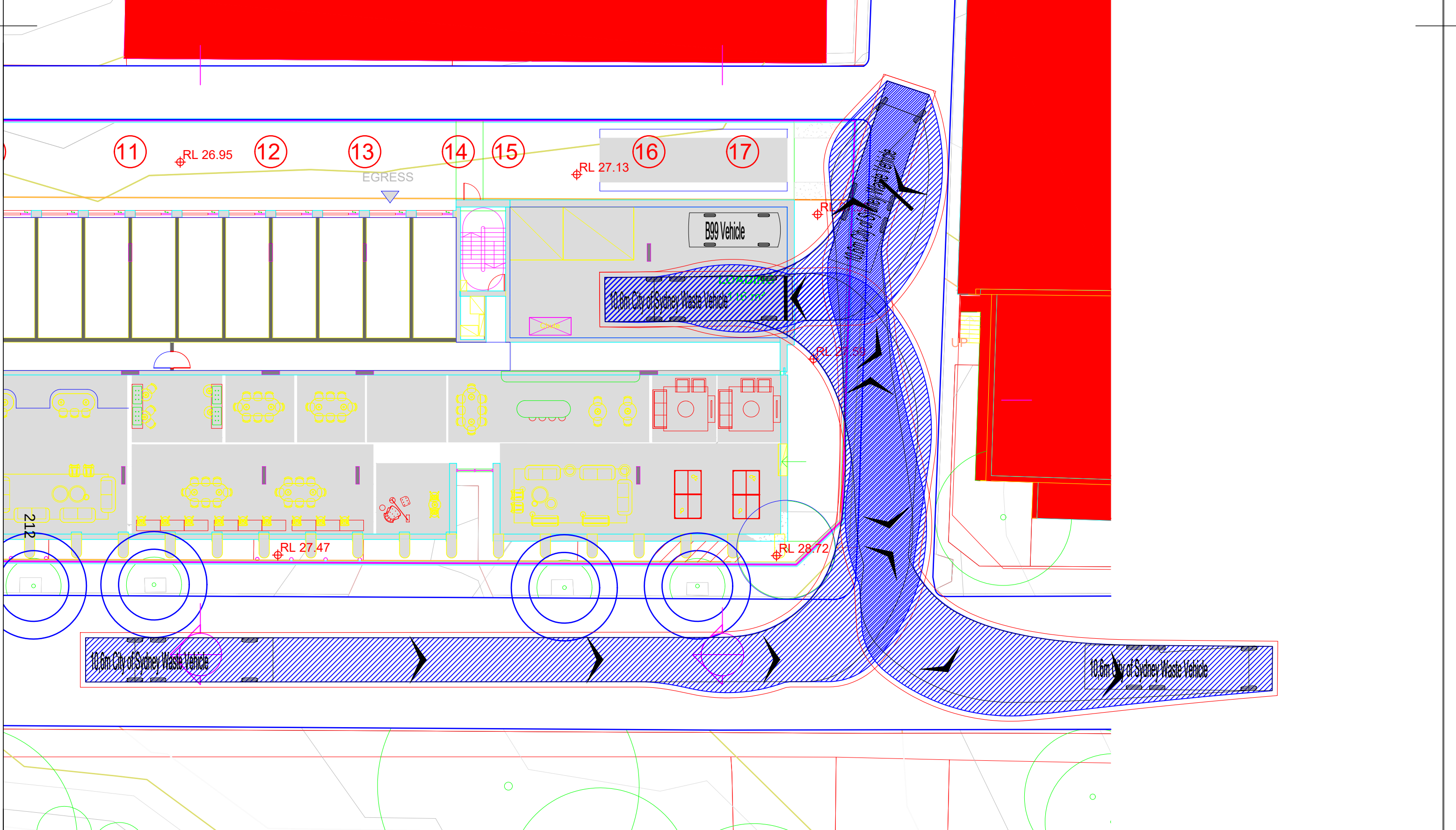


Josh Milston

Director | JMT Consulting

MIEAust CPEng

APPENDIX A – SWEPT PATH ANALYSIS



Job Title
44-78 Rosehill Street, Redfern

Client
Journal Student Living

JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 199, Kingsford NSW 2032

Drawing Title
Turning Paths

Drawing No
2545_03

Date
29.10.25

Legend

- Body Envelope
- 300mm Envelope
- Wheel Envelope

Job No
2545

Scale at A3
1:200

Vehicle type(s)

10.6m City of Sydney Waste Vehicle	10.600m
Overall Length	2.500m
Overall Width	3.800m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock-to-lock time	10.500m
Curb to Curb Turning Radius	

Attachment A5

Proponent Planning Proposal Request – ESD Report
--

44-78 Rosehill Street

44-78 Rosehill St, Redfern

Prepared for Journal Student Living and
Brookfield Property Group Australia (BPGA)

Project No. SYD3749

Date 13 November 2025

Revision 3



Project	44-78 Rosehill Street
Location	44-78 Rosehill St, Redfern
Prepared by	ADP Consulting Pty Ltd 33 Erskine St Sydney NSW 2000
Project No	SYD3749
Revision	3
Date	13 November 2025

Rev	Date	Description	Author	Technical Review	Authorisation & QA
Draft	24/10/24	Draft for Review	Jacob Delailoa		Borris Boschman
01	06/11/24		Jacob Delailoa	Hoda Shah Nazari	Borris Boschman
02	12/11/24		Jacob Delailoa	Hoda Shah Nazari	Borris Boschman
03	13/11/24		Jacob Delailoa	Hoda Shah Nazari	Borris Boschman

Project Team	
Client / Principal	Journal Student Living and Brookfield Property Group Australia (BPGA)
Architect	SJB Architects
Town Planner	Mecone

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[1] Introduction

This ESD Opportunities Report has been prepared by ADP Consulting on behalf of Journal Student Living and Brookfield Property Group Australia (BPGA) (the applicant) for 44-78 Rosehill Street (the project) at 44-78 Rosehill St, Redfern (the site).

The proposed development will serve as *Co-living Space* and will be operated by Journal Student Living.

[1.1] Report Overview

Journal Student Living and Brookfield Property Group Australia (BPGA) have mandated a sustainability options/ESD opportunities report that outlines how the project can, and is planning to enhance environmental performance, reduce operational impacts, and align with relevant sustainability standards and best practice. One key way the project will do this is via pursuit of a **5-Star Greenstar Buildings** rating, a framework the project team has a proven track record in achieving, see section [1.6] - Case Studies.

The assessment considers site-specific conditions, regulatory requirements, and client objectives to ensure the project delivers long-term sustainability through energy efficiency, water conservation, and improved occupant wellbeing.

This report also details potential initiatives across key sustainability categories, outlining ways the project can support compliance, innovation, and resilience within the built environment.

Highlighting the projects aim 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.

Following a more in-depth review of the project brief, site location and architectural drawings, ADP propose the 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**

Subsection [1.5] - Key Opportunities outlines each of these areas in detail as well as highlights points of alignment with the Greenstar Buildings framework, noting again that Greenstar will form a major part of the project's sustainability pathway.

[1.2] Project Details

[1.2.1] Building Description

The proposed development involves the construction of a new 6-story Co-Living building (Class 3). The building contains 327 rooms. There will be a community spaces, study rooms, gym, entertainment areas etc. The building also includes lower ground stories with bike parking spaces.

[1.2.2] Building context

The site is located at 44-78 Rosehill St, Redfern. It is in the City of Sydney Local Government Area (LGA).



Figure 1: Proposed Development Site

[1.3] Relevant Policies and Guidelines

The following were used to guide the development of the ESD opportunities and recommendations for the proposed development:

- 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

[1.4] Greenstar Buildings

Green Star Buildings is seen as the latest standard in sustainability best practice, with its aim to meet international carbon emission reduction targets and deliver 'net-zero' building impact outcomes. It also provides a pathway for building owners to address carbon emissions over time. It has been developed to rate the design and construction of any building, and aims to:

- Deliver a new definition of a sustainable building
- Meet the Paris Agreement targets
- Respond to sustainability mega trends such as resilience and human health and wellbeing in buildings
- Drive opportunities for supply chain transformation
- Create clear expectations for new buildings

Green Star Buildings features eight new categories representing the issues that will define the next decade of the built environment. All Green Star buildings are required to meet the minimum expectations within each

category to achieve a Green Star rating. Green Star has also realigned its point scoring benchmarks to the following:

- 4-star – Best Practice – 15 points
- 5-star – Australian Excellence – 35 points
- 6-star – World Leadership – 70 points

This rating tool provides a much more holistic approach to sustainable development, not only raising the bar in expectations of energy and water efficiency but applying a much greater focus on social sustainability, through elements of placemaking and designing for inclusion.

[1.4.1] 5-star Green Star Commitment

Although any specific proposed pathway may change throughout the design process this project is commitment to a 5-star Green Star Buildings rating. This means that credits not mentioned within this report may be considered and implemented to increase a points buffer for the project, or to alleviate challenging credits.

[1.5] Key Opportunities

The following opportunities have been identified to be key areas of focus with the most potential upside considering the specific building context. ADP have identified 4 key opportunities as below:

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

We provide further detail with regard to these items in this section as well as noting points of alignment with the Greenstar Buildings framework as this will form a major part of the project's sustainability pathway.

[1.5.1] Façade design for thermal performance and occupant comfort

Building fabric design impacts the ability of a building to maintain temperature and humidity, maintain air quality, and improve occupant comfort.

Every building has a unique nature and design constraints which will mean design should focus on specific aspects when trying to optimise the thermal performance and occupant comfort. For 44-78 Rosehill Street these are:

- Large façades vs footprint (it's a skinny tall building as opposed to a large flat one)
- Sides with larger surface area are facing East and West respectively
- Many small rooms with reasonable window sizing

Environmental and surrounding factors include;

- Direct and low sun to East and west sides in the mornings and afternoons
- High sun to the north during mid day
- No large shading structures in the form of large buildings or trees nearby.

Ways the project will do this are as follows:

- Focus on Window and Wall thermal performance (vs roof performance) due to high façade to roof ratio.
- Focus on screen and vertical shading on East and West sides to shade from low morning and afternoon sun
- Focus on horizontal shading on the north to shade from high north midday sun
- Optimise window opening size for thermal performance and lighting



Figure 2: example for screens on an apartment building

The high façade to roof ratio means the most savings are generated when focusing on optimising the façade. The project can achieve this through:

- Reduce window-to-wall ratio (WWR)
 - Walls have superior thermal performance compared to windows; hence more wall area will reduce heat loss in winter and heat gain in summer.
- Selection of efficient glazing
 - Provision of high-performing window systems to help reduce heat loss in winter and heat gain in summer.
 - The provision of glazing with a low solar heat gain coefficient to reduce unwanted heat gain from the morning (east) and evening (west) sun, optimising the thermal comfort levels and reducing the energy required to cool the space.
- Select façade and roof materials for low solar absorptance (SA), low-maintenance and long life
 - Materials with low SA are lighter coloured; through this they reflect more solar radiation and absorb less heat, resulting in a cooler surface temperature and lower overall building temperature.
- Provision of high levels of insulation to the external walls, roof, and exposed floors that form part of the building envelope.

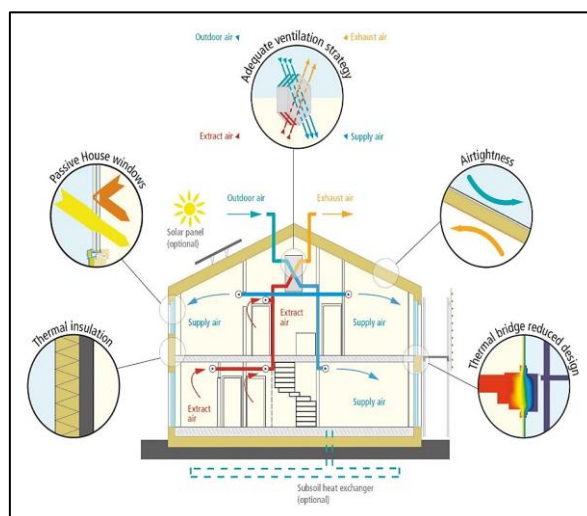


Figure 3: Passive design strategies for dwellings. Source: Passive House Institute

Designing in this way also heavily aligns with the Greenstar principles in the “Healthy” and “positive” categories:



Healthy

Promotes actions and solutions that improve the physical and mental health of occupants.



Positive

Encourages a positive contribution to key environmental issues of carbon, water, and the impact of materials.

Noting the project is targeting compliance with the Greenstar Energy Credit requiring reductions in emissions vs a baseline. This credit heavily relies on optimal thermal performance as described above.

[1.5.2] Design for circular economy and modularity

The proposed development presents an opportunity to embed circular economy principles and modularity into its design and construction. These strategies assist in reducing waste, optimising resource use, and extending the useful life of various building components, contributing to lower embodied carbon and improved adaptability over time.

One of the major reasons 44-78 Rosehill Street is so well suited to design towards this is the repetitive nature of its internal layout and proposed use case. Some of these key ways include:

- **Modular Construction**
The design will consider modular building systems for repetitive elements such as bathrooms, and in-built furniture. Modular components can be prefabricated off-site, reducing construction waste, improving efficiency of construction which reduced embodied carbon.
- **Material Selection with Circular Principle**
Prioritise materials with high recycled content and those certified under credible schemes. Where possible, select products that can be returned to manufacturers under “product-as-a-service” models, ensuring accountability for reuse and recycling, an example of this could be furniture in shared spaces. Lounges, pot plants, rugs etc.
- **Optimised Structural Design**
Design structural systems to allow flexibility for future adaptation, such as converting spaces for alternative uses without significant reconstruction. This supports long-term resilience and reduces the need for new materials later.
- **Waste Minimisation During Construction**
Implement a Construction Waste Management Plan that prioritises material segregation and recycling. Aim for a minimum 90% recovery of construction and demolition waste, in line with best practice guidelines and Greenstar Responsible Construction credit (Credit Achievement).

Designing in this way also heavily aligns with the Greenstar principles in the “Responsible” and “positive” categories.



Responsible

Recognises activities that ensure the building is designed, procured, built, and handed over in a responsible manner.



Positive

Encourages a positive contribution to key environmental issues of carbon, water, and the impact of materials.

Noting the project is targeting compliance with the Greenstar upfront carbon Credit requiring reductions in embodied carbon vs a baseline. This credit heavily relies on material selection and overall design for low embodied carbon as described above.

[1.5.3] Design for climate resilience and biodiversity

In response to a warming climate and future biodiversity loss, the project should aim to create a cooler and more resilient development while also benefiting the local biodiversity.

The project site is 3-6 degrees warmer than rural areas due to the Urban Heat Island Effect (UHIE). It is situated between larger heat islands in all directions, adding to the future heat stress residents will face.

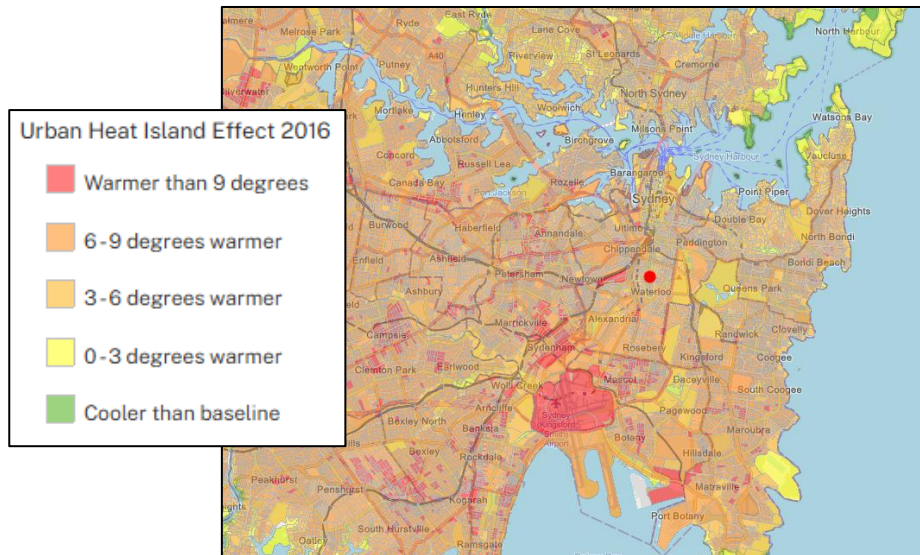


Figure 4: Sydney Urban Heat Island Map

However, the project site is also surrounded by areas which can be used for greenspace. The west side has a provision for deep soil planting, benefiting water retention and plant growth.



Figure 5: Ground level showing nominated deep soil planting area in Green

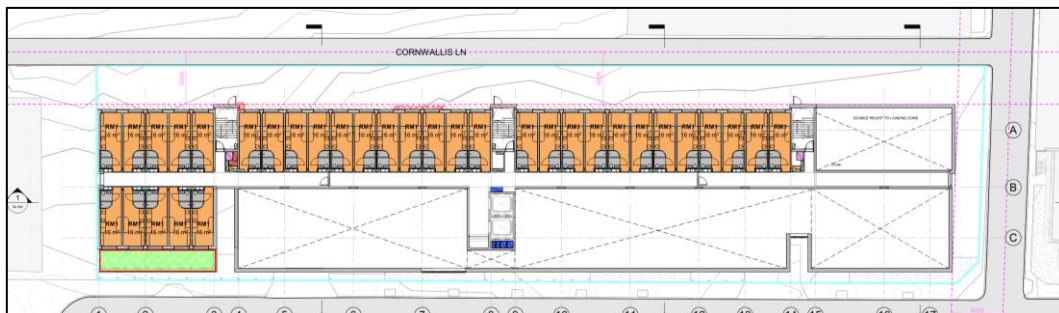


Figure 6: Level 2 showing nominated planting area in Green

This potential greenspace can be leveraged to achieve a more resilient development through the following strategies:

- Retaining healthy established and well-structured trees to provide canopy cover that will provide shade
- Landscape design to give preference to mixed planting of differently sized plants (groundcover, shrubs, trees) to provide a well-shaded and “vertically layered” greenspace.
 - Mixed and layered planting will provide three-dimensional shading to create a cool communal space for residents to seek refuge on a hot day.
 - Stratified or “vertically layered” planting will support animals living in each “layer”, creating more habitat and boosting biodiversity.
- Utilize landscape design with preference for native flora species of this bioregion, offering lower maintenance costs and water input.
- Reduce hardscape cover and utilize Water Sensitive Urban Design (WSUD):
 - Remove impermeable hardscape and where paving is necessary choose permeable options. This will reduce overland water flow, reducing burden on drainage systems & stormwater flow to neighbouring properties in heavy rainfall.
 - Water that’s absorbed into the deep soil zone charges groundwater levels, which means less watering is required for plants.
 - Less hardscape reduces upfront carbon emissions
- Retaining/implementing habitat features such as fallen logs, rocks and leaf litter within planted areas to provide habitat and source of forage for animals
- Implement green infrastructure such as bird baths to attract wildlife



Figure 7: Cooling & biodiverse landscape design

NSW is also at risk of half of all threatened species in the state going extinct by 2050. Hence, the development should aim to maximise biodiversity and provide habitat for future wildlife populations. Even in an urban area with little natural vegetation, landscaping design can boost local biodiversity, particularly in birds and invertebrates, which are both in decline.

Project will consider opportunities to mitigate heat and climate risks through use of low-SRI roofing and hardscape materials, along with vegetation on the east and west facades where possible which can assist in mitigating urban heat island effects.

Use of landscaping in this way also supplements the key objective of “Façade design for thermal performance and occupant comfort” as it will provide natural shading elements and helps reduce high temperate extremes in the vicinity of the building.

Designing in this way also heavily aligns with the Greenstar principles in the “Nature”, “Healthy”, “positive”, “Resilient” and “Places” categories.



Nature

Encourages active connections between people and nature and rewards creating biodiverse green spaces in cities.



Positive

Encourages a positive contribution to key environmental issues of carbon, water, and the impact of materials.



Healthy

Promotes actions and solutions that improve the physical and mental health of occupants.



Resilient

Encourages solutions that address the capacity of the building to bounce back from short-term shocks and long-term stresses



Places

Supports the creation of safe, enjoyable, integrated, and comfortable places.

[1.5.4] Designing for sustainable transport

A large part of the environmental impact of a building is how people interact with that building once complete, with a large portion of that being how people come and go from the building. It is also important to consider the end user demographic, likely preferred transportation method and affordability.

For 44-78 Rosehill Street, it is very well-connected given the proximity to community amenities and the walkable distance between public transport options. Thus, the development should focus on optimising for use of these sustainable transport options by the future occupants.

The project will explore this by:

- Implementing secure bicycle storage/parking for the building visitors
- Other bicycle infrastructure, like paths, ramps etc into projects walkways
- Infrastructure for micromobility (accessibility), like room for mobility aids like scooters
- Implementing recommended social initiatives (e.g. universal design principles)
- Appropriate signage guiding occupants to appropriate public transport options
- Design to encourage more social traction, for example through appropriate entry/exits
- The project should motivate transport options that are also affordable.

Encouraging transportation of this type is beneficial also as they are cheap and affordable for most, while being an active form of transport that allows residents to exercise. These initiatives are also in line with the City of Sydney Development Control Plan (DCP) 2012, contributing to a positive domain for residents.

The project is well-suited for this because of the train station located within 2 minute walk of the project site.

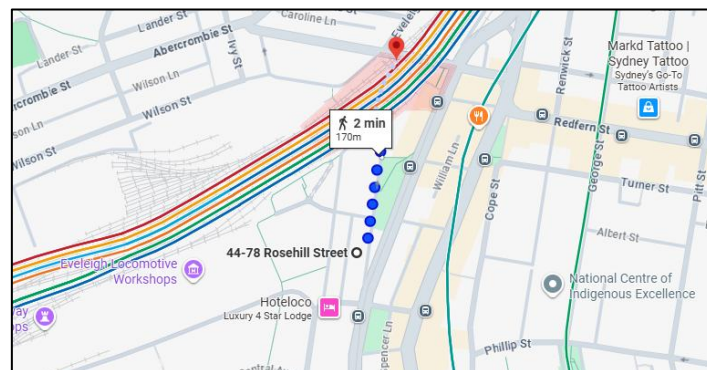


Figure 8: Google Earth Image – Project Site to closest Train Station

Additionally, bike storage areas are already within the design of the project.

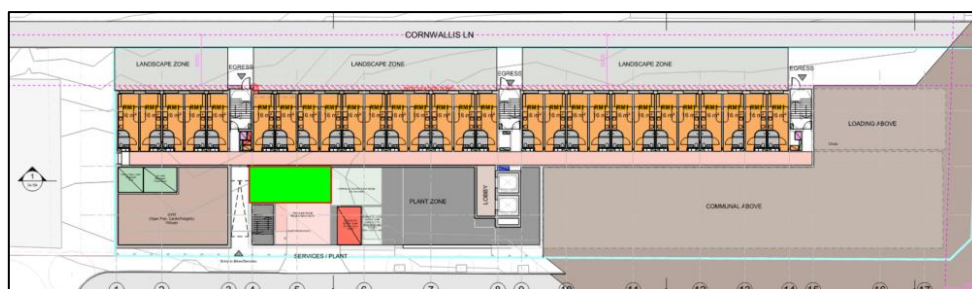


Figure 9 Proposed Bike Store highlighted in green

Implementing these design features also heavily aligns with the Greenstar principles in the “Healthy” and “places” categories.



Healthy

Promotes actions and solutions that improve the physical and mental health of occupants.



Places

Supports the creation of safe, enjoyable, integrated, and comfortable places.

Noting the project, with the inclusion of these amenities will be able to target compliance with the Greenstar Movement and Place Credit and Amenity and Comfort credit.

[1.6] Case Studies

With a proven track record of delivering a 5-Star Green Star buildings:

- 5-Stars – Journal Campus House - 172 Bouverie Street, Carlton (**Complete**)
- 5-Stars – Journal Garden Place - 240 Margaret Street, Brisbane (Under Construction)
- 5-Stars – Journal Market Way - 100 Franklin Street, Melbourne (Under Construction)

Having opened in Melbourne in July this year, 172 Bouverie Street, Carlton – Journal Campus House has recently been awarded the 5-Star rating and successfully delivered the following points:

- **Recycling:** of 90% construction and demolition waste from the construction of the building.
- **Responsible finishes and structure:** 50% of all structural materials and 60% of all internal building finishes have been sourced with recognised product certification schemes, which ensures the manufacturer has considered the climate, environmental and health impacts of their products.
- **Outdoor air:** Non-residential spaces are providing a 50% improvement of outdoor air required by AS 1668.2:2012.
- **Daylight amenity:** Daylight modelling has been undertaken to demonstrate high levels of natural daylight in bedrooms - 97% of bedrooms are meeting GS daylight standards.
- **Acoustic:** acoustic comfort strategy has been developed to reduce maximum internal noise levels, impact noise transfer and provide acoustic separation.
- **Low VOC products:** paints, adhesives, sealants and carpets and engineered wood products are low in TVOC/non-toxic.
- **Indoor planting:** indoor planting has been provided to foster a connection to nature for building occupants.
- **Urban heat island reduction:** the external finishes have been selected with high solar reflectance (SRI) to reduce heat island effect.
- **Upfront carbon emissions:** building materials (finishes and structural materials) have been prioritised to demonstrate a 13% reduction in upfront carbon emissions.
- **Energy efficient building:** the building has been modelled against a standard practise, NCC compliant building to demonstrate a 38% reduction in energy use.
- **Reduced potable water use:** efficient fittings have been selected to demonstrate a 21% reduction in potable water use compared to standard practise building.
- **Bike facilities:** bike facilities have been included to reduce private vehicle use and associated emissions.

44-78 Rosehill St, Redfern will aim to deliver in line with the precedent set on these other Journal Student Living projects. Leveraging the experience gained from their ongoing and successful completion to deliver a sustainable development and achieving a Greenstar Buildings rating.

[2] Environmentally Sustainable Design Opportunities

[2.1] General

This section outlines Environmentally Sustainable Design (ESD) measures outside of the above Key opportunities that are still in line with requirements outlined in the introduction. Many measures are already embedded into the design, others are additional opportunities that can be considered during the detailed design stage of the project to support sustainability ambitions and targets.

Initiatives below will address external drivers such as the sustainable buildings SEPP and internal and Council sustainability ambitions.

Following a review of these requirements, site location and architectural drawings, we propose the following areas of sustainability to be explored during the design, construction, and operation of the proposed development:

- Energy & Greenhouse Gas Emissions
- Net Zero Operational Carbon Emissions
- Water Efficiency & Conservation
- Low Carbon Materials
- Waste Management Practice
- Healthy Indoor Environment Quality
- Recommended Social Initiatives
- Biodiversity
- Sustainable Transport
- Sustainable Management Practices

[2.2] Energy efficiency and Compliance

The proposed will be designed in line with the NCC 2022 Section J Energy Efficiency provisions and will consider energy efficient building services and optimised façade performance.

In addition to this, the heating, ventilation, and air-conditioning systems will be developed with a view to minimise the operational energy consumption of the proposed development, whilst providing the building occupants with a thermally comfortable space.

Compliance will be achieved in line with the minimum Deemed-to-Satisfy (DTS) provisions as follows:

- All window and insulation selections will meet DTS compliance with Parts J1 to J3, establishing the minimum performance requirements for the building fabric.
- All building services will meet DTS compliance Parts J5 to J8 and establish the minimum performance for mechanical and electrical systems (including fan and pump efficiency), lighting and ancillaries.

[2.3] Energy & Greenhouse Gas Emissions Reduction

The project team are exploring opportunities to reduce the buildings greenhouse gas emissions impact, through the development of energy saving or energy generating design measures. The following section discusses design aspects of the building that are focused on energy efficiency in operation.

[2.3.1] Heating, Ventilation, & Air Conditioning (HVAC) Design

The HVAC design affects mainly the ongoing energy use and air quality of the building, the below items outline how the project will make the HVAC system more efficient.

- Allow for operable windows for apartments and other spaces that are occupied by people to reduce the need for mechanical ventilation and air conditioning. Install ceiling fans in residential apartments, helping to offset/supplement AC system usage and improve ventilation.
- Select high-efficiency HVAC systems for conditioned spaces:
 - Individual heating and cooling systems (1-phase air-conditioning) with an EER/COP of 3.0-3.5
 - a. Air conditioning systems to be day-night zoned

[2.3.2] Lighting Design

Along with HVAC design, lighting design is one of the main ongoing energy users in a building. Ensuring the underlying design has considered efficiency is important for the ongoing operational costs of the project, the initiatives below are being implemented in the design phase:

- Building orientation and form to be optimized for passive design (cooling in the summer and passive heating in the winter) and natural lighting. Reduce the need for artificial lighting by introducing sunlight through sufficiently size glazed windows and clerestory windows where applicable.
- Select high-efficiency LED lights to provide adequate lighting levels and colour rendering with minimal energy expenditure.
- Consider impacts such as maintenance costs and access for easy maintenance in practice may also be considered.
- Lighting controls are customised to occupancy patterns

[2.3.3] Domestic Hot Water

An area which affects both energy usage as well as water usage, the project will consider the below:

- Provide hot water via a central electric heat pump (air-sourced) with high efficiency i.e., $3.5 < \text{COP} \leq 4.0$
- Insulate pipes to reduce heat loss as the hot water is distributed, ensuring less energy for heating water is required.

[2.3.4] Facilities

To reduce the energy consumption and corresponding greenhouse gas emissions, the project will be designed to be all-electric with the initiatives below:

- Induction cooktops and electric ovens
- Central electric hot water system

[2.3.5] Onsite Renewables

On-site solar photovoltaic (PV) generation will be explored to enable greater reductions in greenhouse gas emissions, reduce the demand from the electricity grid, and to offset associated operational greenhouse emissions. The project will consider:

- Photovoltaic (PV) cells and system to be installed on the roof. The current output of the PV system is TBC, pending receipt of the frozen architectural set.
- We will consider a combination of different options, layouts, and orientations to optimise performance whilst considering the constrained space, orientation, maintenance, and aesthetics of the project.



Figure 10 **Example of rooftop solar installation**

[2.3.6] Metering & Monitoring

An important aspect for any new development, metering, and monitoring allow building owners to measure and quantify operational efficiency metrics, as well as a feedback mechanism on sustainability initiatives. The project can consider:

- Energy and water monitoring at the distribution level to identify main consumption factors and any building components that are associated with leakage/wastage.
- The metering strategy will aim to monitor the following major systems:
 - Incoming electrical and water mains supply
 - Electrical supply and thermal meters to distinct areas and uses
 - Metering for energy and water for individual dwelling units
 - Common area lighting systems

[2.4] Net Zero Operational Carbon Emissions

In line with the NSW Net Zero Plan by 2050, the project has the opportunity to reduce its greenhouse gas emissions generated by its operational energy use. The following strategy has been proposed as a pathway for the development to achieve net zero:

Measure: At a minimum, annual review of the building monitoring system and services efficiencies.

Reduce: ESD initiatives explored in Section 2 – reduce operational energy and water consumption, encourage behaviour changes to reduce operational waste

Generate: Generating energy on-site will decarbonise the project and supply carbon-neutral electricity in the long-term

Offset: Future Consideration

Certify: Future Consideration

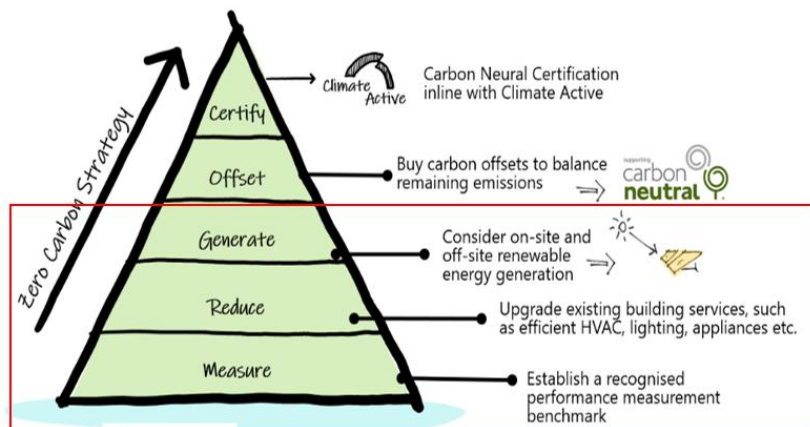


Figure 11 Net-zero Pathway – the biggest impacts are in the bottom three rungs

[2.5] Water Efficiency & Conservation

The project will explore opportunities to reduce water consumption and optimise reuse.

- To reduce potable water use, the project can consider installing highly efficient WELS rated fittings and fixtures, and appliances.
 - All within 1 star of highest available WELS rating

[2.6] Low Carbon Materials

The project has considered reducing its environmental impact through the following responsible materials initiatives:

- Design the building and consider construction methodologies for optimum reuse and recyclability of building components.
- Select materials for low-maintenance and long life to minimise compounding material impacts through repairs and refurbishments over the building's lifetime.
- Ensure the buildings structure, envelope, systems, and finishes are comprised of responsibly sourced products.
- Optimise design for most efficient use of materials to lower upfront carbon impacts.

[2.7] Waste Management Practice

The project will develop waste management strategies that prioritise avoiding or reducing waste production and providing options to divert waste from landfill as shown in the waste hierarchy below:



Figure 12 Waste Hierarchy – prioritising strategies from the top of the pyramid.

The project will be supported by two waste management plans developed with best practice guidelines, as follows:

- A Construction & Demolition Waste Management Plan to reduce the total amount of waste being sent to landfill when compared against a typical building of its type.
- An Operational Waste Management Plan to reduce operational/occupancy waste, including:
 - Identifying the waste streams relevant to the different operational components of the building, and the individual roles responsible for implementation.
 - Methods for encouraging the separation of waste streams, such as bins, storage areas, or recycling facilities in public areas as required.
 - Identifying storage areas for all waste streams and outline best practice safety and access requirements for their collection.
 - Identifying safe methods for vehicle access and transfer of waste.

[2.8] Healthy Indoor Environmental Quality

The project team will consider design initiatives that support the provision of a healthy, activated, and comfortable indoor environments that focus on improving the health and wellbeing of its occupants many of these are related to consideration around HVAC and building fabric design. The design will explore:

- Façade configurations that provide optimal levels of natural daylight
- Glazing selections that allow for high levels of Visual Light Transmission (VLT), flooding spaces with useful daylight levels throughout the day
- Glare mitigation measures through optimising the design for fixed or operable shading devices (including blinds) appropriate to the space.
- The HVAC system will be designed to mitigate the entry of outdoor pollutants and will provide access points for ease of maintenance and cleaning. The project will ensure that all relevant vents/diffusers will be cleaned prior to occupation and use.
- Responsible material selections will be considered to minimise exposure to harmful indoor pollutants such as Volatile Organic Compounds (VOC's), formaldehyde from engineered wood and PVC.

[2.9] Recommended Social Initiatives

As part of an ongoing sustainability vision, it is important to also consider social sustainability initiatives. Initiatives that are being embedding into the project are:

- Engagement with Traditional Custodians to consider Designing with Country and possible interpretation sites within the project

Additionally, the project can consider:

- Responsible and inclusive contractors, with understood and ethical supply chains – e.g., responsible procurement and modern slavery requirements.

[2.10] Sustainable Management Practices

The project team has considered initiatives to deliver best practice environmental management across the design and construction of the project. Initiatives that are being embedded into the project are:

- Design and implementation of Crime Prevention Through Environmental Design (CPTED) principles to increase the safety of occupants and visitors.

Additionally, the project can consider:

- Opportunities to set environmental targets, such as energy, water, waste, or indoor environmental quality.
- Development of a best practice Construction Environmental Management Plan (CEMP) for the demolition and construction phases of the project.

Appendices

Appendix A – City of Sydney Design for Environmental Performance Template

Advanced plans will be required to complete this form

Many of the design elements referenced within the form need to be illustrated on the accompanying architect's drawings, civil engineering drawings, or landscape plans.

The form does not prevent applicants from submitting supporting environmental design documentation if you are proposing novel or innovative design or technology.

Topics covered in this form

The form contains questions on familiar environmental design themes. These cover energy efficiency, greenhouse gas emissions abatement, design for building envelope thermal performance, renewable energy opportunity, design for resilience to climate change, water conservation, stormwater quality, sustainable transport, circular economy, embodied emissions, waste avoidance and resource recovery, and city greening.

Where applicable, the questions direct you to sections of the City of Sydney's planning policies.

Section 2 - General information about the development application and person completing the form

Site address*	44 - 78 Rosehill Street, Redfern
Postcode*	2016
Is this the first version of the form submitted for this development proposal?*	Yes
Development type*	Boarding House/Student Accommodation (4 storey or greater)
If the development involves alterations, enlargement or extension of existing for any of the development types selected above, does development have a capital investment value of \$10million or more?	Yes
Is the subject application associated with a previously approved site-specific development control plan (DCP) and/or concept approval?	No
If your application relates to either a site-specific development control plan (DCP) and/or previous concept approval, please provide the relevant section number and name within the Sydney Development Control Plan and/or concept approval reference number. Response – For example D / 2018 / 999 Ashmore estate site specific DCP, Section 5.5 of the Sydney DCP*	N/A
Summarise the environmental performance targets/technologies that must be met by the controls or consents listed above. *	N/A

Section 3 – BASIX

Is this application BASIX affected development?*	No
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Section 4 - Energy efficiency and greenhouse gas emissions abatement

Does the application propose a NABERS Energy Commitment Agreement?*	No
Does the application propose an industrial use?*	No
Briefly describe the predominant artificial light technology that will be installed within buildings, outdoors, and for specific significant areas. For example, basement car parking or public domain.*	TBC
Briefly describe the predominant HVAC technology/technologies that will be installed *	TBC
Briefly describe all water heating technologies that will be installed *	TBC
Briefly describe how the design choices have considered a reduction in peak demand for electricity, including use of energy efficient technology, and how the development will minimise the consumption of onsite fossil fuels.	TBC
Briefly describe any metering or sub-metering strategy that will enable end-use metering and monitoring of energy consumption. Including the design and implementation of any Building Management Control System (BMCS).*	TBC

Section 5 - Passive design for thermal performance -building envelope design

Is this application subject to NatHERS?*	No
Briefly describe how the proposal has incorporated passive design to avoid high dependence on mechanical HVAC for internal comfort and reduced the reliance on artificial lighting technology.*	TBC

Section 6 - On site renewable energy generation and storage

Please specify all renewable energy generation and/or energy storage technologies included in the application. Any renewable energy solutions not included in the table below should be described in Section 14 of this form.*	
Photovoltaic systems*	Yes
Solar thermal systems for domestic hot water*	No
Heat pump systems for domestic hot water*	No
Battery storage linked to onsite renewable energy generation*	No
Each renewable energy generation/storage technology nominated 'Yes' above is identified on the architectural plans*	Yes
Please indicate the combined Kilowatt Peak Capacity (kWp) of any photovoltaic systems shown on plans, and reference relevant plan sheet(s).*	TBC

Section 7 - Design for resilience to climate change

Please identify whether any specific design responses to address climate change resilience and/or a dedicated climate change plan or statement is provided?

An action plan or resilience plan has been developed as part of a registered Green Star Rating process	Yes
An action plan, strategy or resilience plan has been developed but is not Green Star-driven	No
Elements of the action plan, strategy, resilience plan or implementation reporting are reflected in the architectural plans	Yes
No action plan, strategy or resilience plan but some specific design/technology inclusions responses to climate change are within the design and reflected in the plans	No
No overt design elements (above base compliance) to address climate change resilience are included in this proposal	Yes
Briefly describe specific designs/technology elements identified in the plans that address resilience to climate change and reference relevant plan sheet(s).*	TBC

Section 8 - Design for mains potable water savings and water efficiency

Confirm which of the following water recycling/water efficiency measures are included in the design. *	
Does the development connect to a precinct-scale recycled water scheme? (Currently Green Square town centre only) *	No
Is dual plumbing supplied to 1 or more in-building end-uses – for example cooling towers, toilet, laundry? If 'Yes' must be shown on plans. *	No
Rain/stormwater capture, storage (water tanks) and re-use onsite is provided, but only for 'outdoor' purposes: irrigation, car-washing and/or wash down of paved areas and is shown on plans. *	Yes
Rain/stormwater capture, storage (water tanks) and reuse onsite is provided, for at least 1 outdoor use and for 1 or more in-building end-uses, for example cooling towers, toilet, laundry, and is shown on plans.*	No
Does the development provide efficiency strategies for water consumption for testing of fireprotection systems? *	Yes
Is a building management control system for water efficiency provided? *	No
Is sub-metering of major water end-uses (such as pools, cooling towers, irrigation) provided? *	Yes
All water supply fixtures (taps, showerheads, toilet flushing systems) are within 1 star of highest WELS Star rating commercially available*	Yes
Please indicate any on-site rainwater and/or stormwater storage capacity (retention only, excluding detention volumes) in the application, and reference on which plans rain/storm water retention infrastructure is shown.*	TBC

Section 9 - Stormwater quality

Which of the following stormwater quality design elements / technologies, if any, are proposed for this development? *	
Complies with the water quality treatment targets set in clause 3.7.3 of the SDCP*	Yes

Underground detention and/or retention tank(s) *	No
Above-ground detention and/or retention tank(s) *	No
Buffer strips *	No
Constructed wetland, raingardens, detention pond(s) *	Yes
Swales/bioretention swales *	No
Infiltration trenches *	No
On site gross pollutant traps *	No
In-pit litter capture 'baskets' *	No
Filter / treatment cartridges *	No
Green roofs *	No
Pervious pavement *	No
Other WSUD design solutions *	No
Briefly describe specific designs/technology elements identified above that address stormwater quality. Description should include the size/depth of any design elements identified above, along with the type, brand and model of any technologies installed.	TBC

Section 10 - City greening

Does the development provide deep soil zones in line with: *	
For industrial development: Section 5.8.2.5.1 of the SDCP 2012? *	N/A
For all development except industrial: Section 4.2.3.6 of the SDCP 2012? *	Yes
For residential apartment development: NSW Government Apartment Design Guide: Objective 3E-1? *	N/A
Does the landscape plan demonstrate that development will provide at least 15% canopy coverage of the site within 10 years of completion of the development? Evidence of compliance with tree canopy cover must be illustrated on the landscape plans. Make reference to specific page / plan sheet numbers of landscape plans. *	No
Please identify the number of trees (greater than 5 metres in height) proposed to be retained within the site boundary. *	0
Please identify the number of trees (greater than 5 metres in height) proposed to be removed from within the site boundary. *	1
Please identify the number of trees (greater than 5 metres in height at maturity) proposed to be added within the site boundary. *	0 (7 to public domain)
Identify the number of street trees proposed to be removed from the public domain. *	0
Does the application provide a green roof or green wall? (Green roofs are defined as covering 30% or more of the roof area of any single building) *	No

Section 11 - Promoting active transport and reducing transport emissions

Please indicate whether the development complies with the City of Sydney's sustainable transport controls.*		
	Required under DCP	Provided
Number of bike parking spaces *	28	30
Number of visitor bike parking spaces*		
Number of bike lockers*		
Number of showers*		
Number of car parking spaces*		
Number of car share spaces*		
Number of electric vehicle charging spaces provided*		
Number of service vehicles spaces / loading docks*		

Section 12 - Materials, embodied carbon and circularity

Which of the following sustainable materials practices apply to this development proposal? *	
Existing building(s)/parts of building(s) will be retained for re-use as part of the (re) development*	No
A circular economy framework or similar commitment has been developed as part of this (re) development*	No
Circular principles been considered in building design and/or materials selection. Examples: selection of materials with high recycled content; materials substitution; building elements designed for easy disassembly and re use; procuring products as a service; and other circular design strategies as described in the NSW government's Circular design guidelines for the built environment.*	Yes
A waste management plan addresses the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials*	Yes
Embodied emissions of development building(s) have been measured and quantified*	No
Steps have been taken to reduce embodied emissions, as compared to reference building(s) *	Yes
Some construction materials used in the development are certified under a credible Environmental Certification and/or Environmental Product Disclosure scheme*	No
Briefly describe specific design considerations identified in supporting documents that address the minimisation of waste from associated demolition and construction, including building retention, material choices and reuse of building materials. *	TBC
Briefly describe specific design considerations identified in plans or supporting documentation that address embodied emissions, circular principles and/or material certifications.*	TBC

Section 13 - Waste management and resource recovery

Which of the following waste management and resource recovery elements apply to this development proposal?	
A commitment and associated waste management plan is in place to achieve 90% recovery of construction and demolition waste	Yes
An operational waste management plan been prepared by a suitably qualified waste consultant.	Yes
All predicted operational waste streams have been identified and adequate space has been allocated for source separated management, storage and collection.	Yes
The development will incorporate infrastructure or facilities that enable building occupants to reduce resource consumption. Examples: Return and earn machine, shared dishwashing facilities for food courts or developments with food and beverage premises, public recycling, designated space for re-use and share economy initiatives.	No
Briefly describe specific design considerations identified in plans or supporting documentation that address best practice waste management and seek to maximise resource recovery.	TBC

Section 14 - Third party certification and design, construction or technology innovations

If applicable, state any third party certification (whole building) that this development proposal is committed to achieving other than NABERS Energy rating	
	Third party certification
NABERS Water	No
NABERS Waste	No
Green Star Buildings	Yes - 5 Star (Buildings)
Green Star Performance	No
Living Building Challenge	No
WELL Building Standard	No
Earth check (hotels/tourism)	No
Other, please specify	No
Are any innovative design, construction and/or technology elements included in this proposal that will deliver environmental performance gains.	TBC

Attachment A6

**Proponent Planning Proposal Request – Site
Specific DCP**

Site-Specific Development Control Plan (DCP) – 44-78 Rosehill Street, Redfern

1. The Purpose of this Development Control Plan

The purpose of this plan is to amend *Sydney Development Control Plan 2012* to provide objectives and provisions to inform future development on 44-78 Rosehill Street, Redfern.

This Plan is to be read in conjunction with draft Planning Proposal: 44-78 Rosehill Street, Redfern.

2. Citation

This plan may be referred to as the 44-78 Rosehill Street, Redfern Amendment.

3. Land covered by this plan

This plan applies to land identified as 44-78 Rosehill Street, Redfern – which is legally described as Lot 1/DP792628 as specified in this document.

4. Relationship of this plan to Sydney Development Control Plan 2012

This plan amends *Sydney Development Control Plan 2012* in the manner set out below.

Amendment to Sydney Development Control Plan 2012 – Section 6 – Specific Sites

[1] Figure 6.1

Amend Figure 6.1: Specific Sites Map to include 44-78 Rosehill Street, Redfern.

Amend Height in Storeys Map Sheet 010 to enable building height up to 6 storeys.

[2] Section 6.3 Specific site controls prepared for the Planning Proposal

The following objectives and provisions apply to any Development Application for co-living development at 44-78 Rosehill Street, Redfern – as shown in Figure 6.1 Specific Sites map.

Objectives

- (a) Facilitate redevelopment of the site to achieve high quality-built form that achieves an acceptable relationship with other buildings.
- (b) Protect the amenity of existing residential development with regard to solar access and privacy.
- (c) To prioritise pedestrian movements and reduce points of conflict between pedestrians and vehicles

1. Provisions

- (1) Building massing, height, footprint and setbacks are to be generally consistent with Figure 1 for 44-78 Rosehill Street, Redfern.
- (2) Development must not exceed the building envelope height expressed in RLs in Figure 1.
- (3) Notwithstanding (2), communal open space (including awning structure), landscaping, lifts and service plant located on the roof may exceed the building envelope, however, must not exceed the green rooftop access and articulation zone shown in Figure 1.
- (4) Waste and loading dock may be provided off Margaret Street via reversing manoeuvre, subject to development confirming adequate swept path for 10.6m Council waste vehicle.
- (5) Notwithstanding provision 4.4.1.4(5), the provision of private open space for co-living units is not applicable subject to the site providing at least 20% communal open space of site area.
- (6) Bike parking spaces are to be provided at a rate of at least 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.

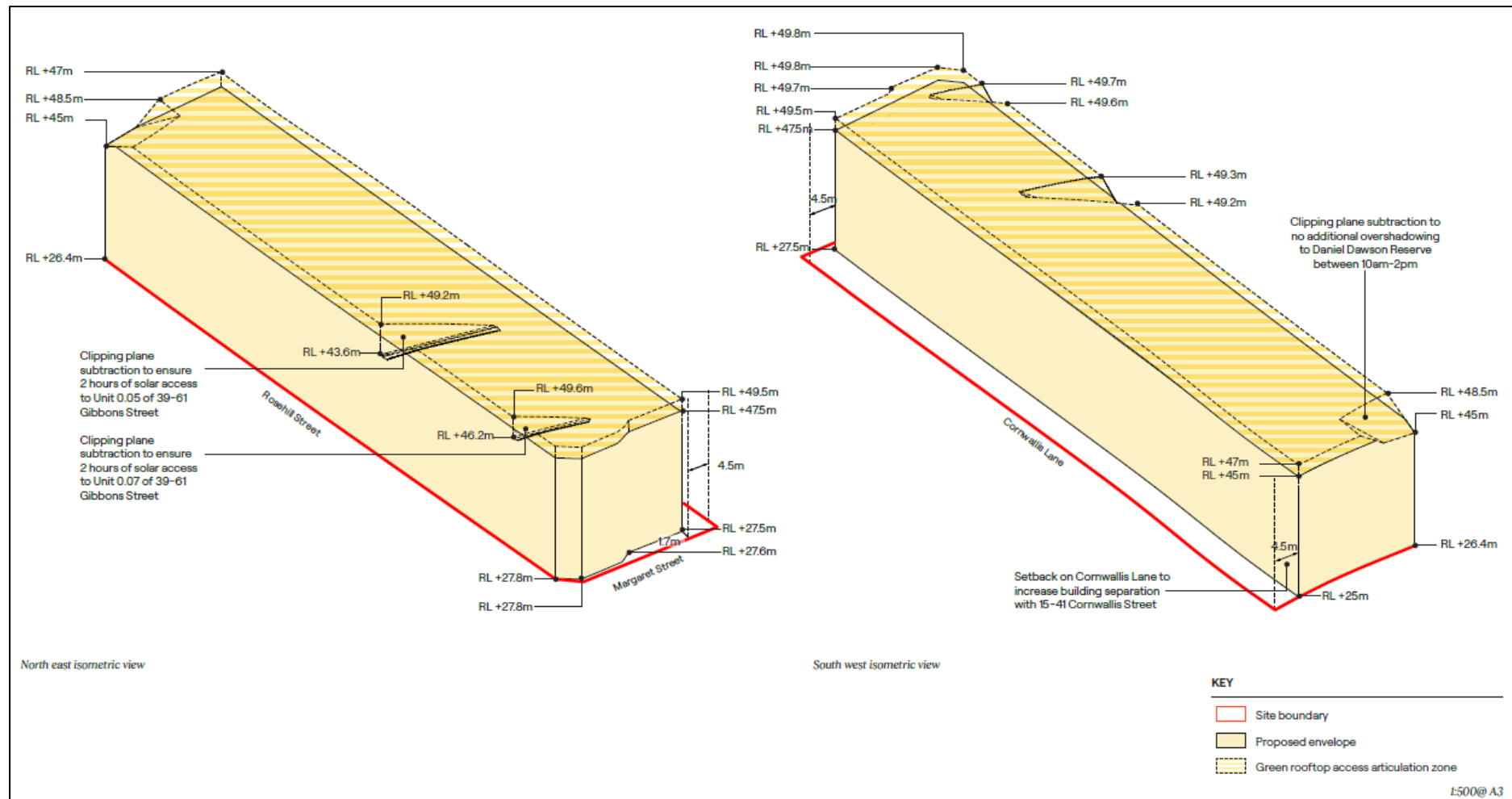


Figure 1 – Building Envelope – 44-78 Rosehill Street, Sydney

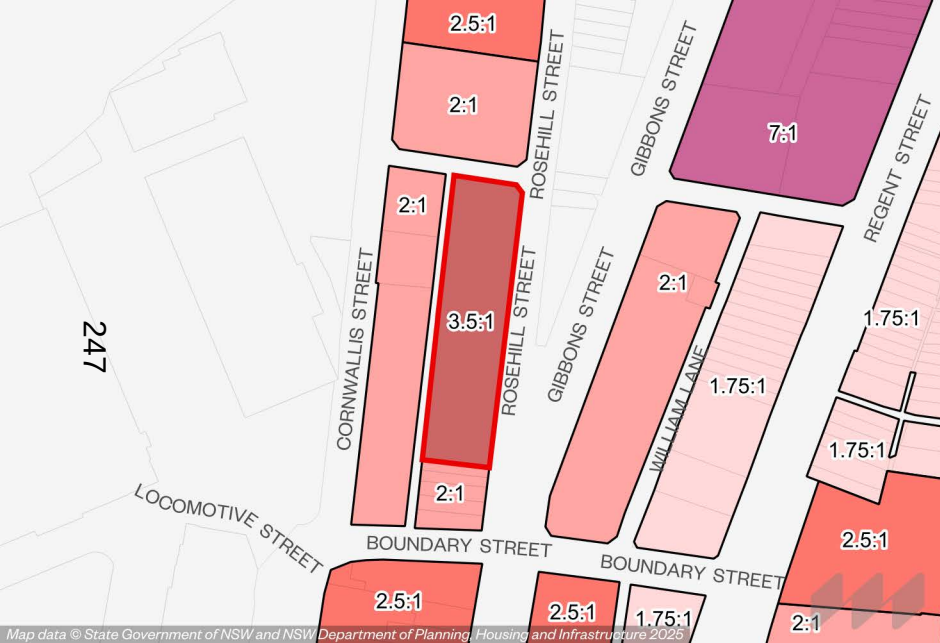
Attachment A7

**Proponent Planning Proposal Request –
Proposed Maps**

44-78 Rosehill
Street, Redfern



PROPOSED FLOOR SPACE RATIO MAP





	Site outline
	6 m
	9 m
	15 m
	17 m, 18 m
	20 m
	22 m
	28 m
	50 m
	Existing



0 20 40 60 m



Attachment B

**Development Control Plan – 44-78 Rosehill
Street, Redfern**

Development Control Plan – 44-78 Rosehill Street, Redfern



Purpose of this Development Control Plan

The purpose of this Development Control Plan (DCP) is to amend *Sydney Development Control Plan 2012*, which was adopted by Council on 14 May 2012 and came into effect on 14 December 2012.

The amendment provides site-specific objectives and provisions to guide the future development at 44-78 Rosehill Street, Redfern.

This plan is to be read in conjunction with draft Planning Proposal – 44-78 Rosehill Street, Redfern

Citation

This amendment may be referred to as *Sydney Development Control Plan 2012 – 44-78 Rosehill Street, Redfern*

Land covered by this plan

This amendment applies to land identified as 44-78 Rosehill Street, Redfern - Lot 1 in DP 792628.

Relationship of this plan to Sydney Development Control Plan 2012

This plan amends the *Sydney Development Control Plan 2012* by inserting site-specific objectives and development controls to guide redevelopment of land at 44–78 Rosehill Street, Redfern.

Amendment to Sydney Development Control Plan 2012

This plan amends Sydney Development Control Plan 2012 by:

1. Amending Figure 6.1 Specific maps to include 44-78 Rosehill Street, Redfern
2. Inserting a new section 6.3.X 44-78 Rosehill Street, Redfern
3. Updating figure numbers as required.

Amendment to Section 6

Amend Figure 6.1: Specific sites map to include 44-78 Rosehill Street, Redfern.

Amendment to Section 6.3

Insert a new section after Section 6.3.# with the following text:

6.3.# 44-78 Rosehill Street, Redfern

If a development at 44-78 Rosehill Street, Redfern (as shown in Figure 6.1 Specific sites map) seeks to utilise additional floor space ratio permitted by clause 6.## of the LEP, then the provisions in this section also apply to the proposed development and override other provisions in the DCP where there is an inconsistency.

Objectives

- a. Ensure building setbacks and separation are sufficient to provide acceptable levels of solar access to adjoining public and private open spaces and minimise overlooking of neighbouring dwellings.
- b. Ensure articulation and breaks in massing reduce perceived bulk and provide a clear transition in scale to surrounding development.
- c. Provide urban tree canopy with deep-soil landscaping, green roofs and well-designed ground-level interfaces.
- d. Ensure servicing, loading and waste management can be safely accommodated on site without adverse impacts on pedestrian movement, the public domain or adjoining residential properties.

Provisions

6.3.X.1 Built form and setbacks

1. Building footprint and setbacks are to be consistent with 'Figure 6.xx 44-78 Rosehill Street, Redfern – setbacks and height in storeys. The 6-metre setback along the western boundary to Cornwallis Lane is to be provided as deep soil.
2. Notwithstanding (1), at ground level only, at the northern end of the site, a reduced setback is permitted solely to accommodate loading functions. No dwellings, habitable rooms, communal spaces or other occupied uses are permitted within this area.
3. The western façade of the building is to be designed to minimise direct overlooking of existing residential dwellings to the west, including the use of building breaks, window placement, screening or other suitable privacy-protection measures.
4. Provide a minimum 2.4m setback on the Rosehill Street frontage above level 2 and on the Margaret Street frontages above level 4 as shown in 'Figure 6.xx – 44-78 Rosehill Street,

Development Control Plan –44-78 Rosehill Street, Redfern

Redfern – setbacks and height in storeys' to reduce bulk and improve the massing relationship to existing neighbouring development.

5. Building articulation and breaks in apparent bulk and massing are to reflect the grain of the surrounding streetscape and provided on both the eastern and western frontages, consistent with 'Figure 7.xx: Rosehill Street, Redfern – articulation'. This is intended to reduce perceived building length when viewed from Rosehill Street, Margaret Street and Cornwallis Lane and to avoid the appearance of a continuous built form.
6. The south-eastern part of the site is to be designed to ensure solar access is provided to Daniel Dawson Reserve and the neighbouring houses to the south.



Figure 6.xx 44-78 Rosehill Street, Redfern – setbacks and height in storeys

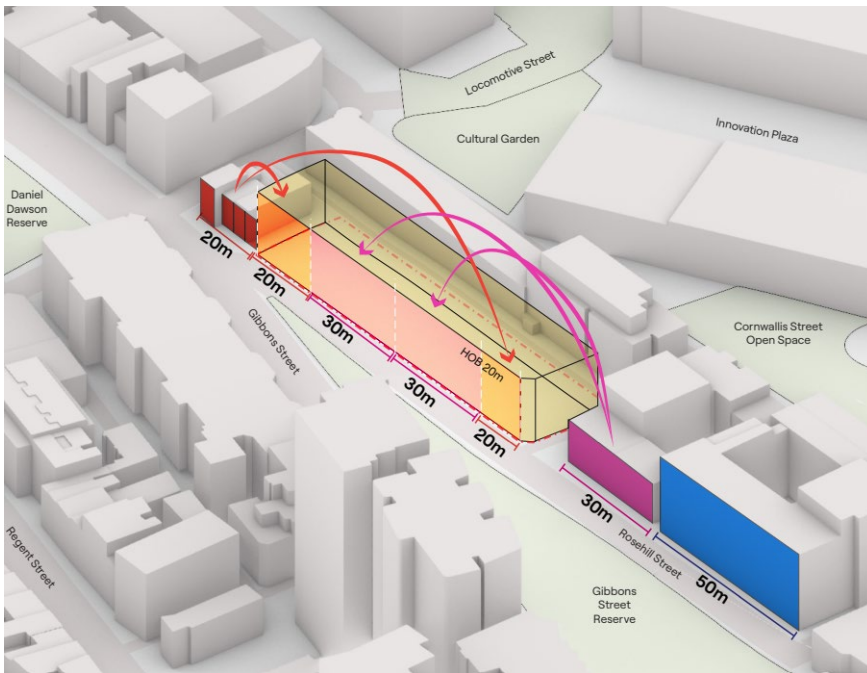


Figure 7.xx 44-78 Rosehill Street, Redfern – articulation

6.3.X.2 Access and waste

1. Site servicing, loading and delivery is to be as follows:
 - a. no private vehicle parking is to be provided due to the site's high level of accessibility by public transport services and active transport.
 - b. waste collection is to be located on site, with access from Margaret Street subject to demonstrating an adequate swept path for a 10.6 metre Council waste vehicle, supported by land dedication and road widening to prevent encroachment on the footpath or adjoining properties.
 - c. waste storage and servicing are to accommodate the required bin volume within a dedicated, enclosed waste room – separate from the loading dock, bicycle parking and other service functions – without impeding the manoeuvring of the 10.6 metre Council waste vehicle.

6.3.X.3 Sustainability

1. Development is to be designed to achieve 5 Star or higher Green Star Design & As Built certification.

Attachment C

Development Control Plan – Student Accommodation
--

Development Control Plan – Student Accommodation



Purpose of this Development Control Plan

The purpose of this Development Control Plan (DCP) is to amend *Sydney Development Control Plan 2012*, which was adopted by Council on 14 May 2012 and came into effect on 14 December 2012.

The amendment introduces new general provisions applying to co-living housing used for student accommodation across the City of Sydney local government area, to better reflect the distinct operational model and resident profile of student housing.

Citation

This amendment may be referred to as *Sydney Development Control Plan 2012 –Student Accommodation*

Land covered by this plan

This amendment applies to land within the City of Sydney local government area.

Relationship of this plan to Sydney Development Control Plan 2012

This plan amends the *Sydney Development Control Plan 2012* to insert new provisions applying to co-living housing used for student accommodation across the City of Sydney local government area. It also refines general private room amenity standards to enhance clarity and ensure controls operate as intended.

These amendments are to operate once the imminent Policy and Housekeeping amendments to the Sydney Development Control Plan 2012 take effect, providing more tailored guidance where student accommodation is proposed.

Amendments to the existing DCP sections as exhibited are shown with deletions in ~~striketrough~~ and replacement or new text in underline.

Amendment to Sydney Development Control Plan 2012

Amend section 4.4.1 of Sydney Development Control Plan 2012 with text to be inserted shown as underlined and text to be deleted shown as strikethrough.

4.4.1 Boarding houses and co-living housing

Boarding houses contain rooms which provide affordable housing and are managed by a registered community housing provider.

Co-living housing as defined in the Sydney LEP comprises 6 or more private rooms. Co-living can also include purpose-built student accommodation. ~~and may also be used as student accommodation.~~

Both housing types have shared facilities and provide a principal place of residence for at least 3 months in a boarding or private room.

State Environmental Planning Policy (Housing) 2021 (the Housing SEPP) includes requirements for boarding houses and co-living housing.

This section applies to all boarding house and co-living development. It applies Housing SEPP standards to areas of the City of Sydney where the Housing SEPP does not apply (see clause 1.9 Sydney LEP 2012). It also provides minimum standards that apply throughout the City of Sydney.

Definitions

Private room means a boarding room in a boarding house or a private room in a co-living housing development.

Purpose built student accommodation is a form of co-living housing and refers to development built exclusively for the purpose of providing accommodation for students.

Student room means a private room provided in purpose-built student accommodation.

Note: A student room is a type of private room. Except where this section provides a specific alternative standard for student rooms, all provisions applying to private rooms also apply to student rooms.

4.4.1.2 Private rooms

Objectives

- (a) Ensure private rooms are of sufficient size and proportion to enable a good level of amenity and liveability.
- (b) Ensure private rooms receive adequate access to daylight.
- (c) Ensure private rooms achieve adequate protection from noise.
- (d) Ensure any personal facilities provided in private rooms do not reduce the functionality and enjoyment of the liveable space.
- (e) Ensure private rooms can achieve natural light, ventilation and cooling without reliance on artificial lighting, mechanical ventilation or air conditioning.
- (f) Ensure private rooms are sized appropriately to fit furnishings and allow circulation.
- (g) Ensure student rooms are supported by adequate communal spaces.

Provisions

- (1) No private room is to be occupied by more than 2 adult residents.
- (2) Private rooms are to be located away from significant noise sources or incorporate adequate sound insulation to insulate from external noise sources.

(3) No private room, excluding any area used for the purposes of private kitchen (including circulation) or bathroom, is to have a gross internal floor area exceeding 25 square metres or less than:

- (a) 12 square metres for a room intended to be used by a single resident, or
- (b) 16 square metres in all other circumstances.

(4) If a bathroom, kitchen or laundry is provided in a private room, they are to meet or exceed the following minimum clear dimensions:

- (a) for any kitchen: 2.9 square metres including a minimum 600 millimetres clear space in front of the kitchen bench provided for circulation space.
- (b) for any bathroom: 2.1 square metres (including 0.8 square metres for a shower).
- (c) for any laundry: 1.1 square metres.

(5) If a kitchen is provided in a student room, the dimensions set out in (4) may be reduced where adequate kitchen spaces are provided.

(6) The minimum dimension of a private room is to be 3.5 metres.

(7) Despite the requirement set out in (6), the minimum dimension of a student room may be 2.4 metres.

(8) Furniture layouts in private rooms must demonstrate unimpeded clear internal circulation.

(9) ~~Wardrobe space of at least 1.5 square metres is to be provided in addition to the minimum required private room area~~ is to be provided as follows:

- (a) private rooms: a minimum of 1.5 square metres in addition to the minimum required private room area
- (b) student rooms: a minimum of 0.8 linear metres

(10) Each private room is to have sufficient space to provide a bed, sofa and a chair and table with at least 600 millimetres clearance between furniture.

(11) Any student room ~~or living private room being used as off-campus student accommodation~~ is to provide sufficient space for a workspace, including chair and desk.

(12) Kitchens included in private rooms are to be provided with a refrigerator, cooktop, microwave, cupboards and shelves as a minimum. This may not be required in a student room where adequate communal kitchen appliances and storage is provided.

~~(13) Bathrooms included in private rooms are to be provided with a shower, hand basin and toilet as a minimum.~~ Where a bathroom is provided within a private room, it must include a shower, toilet and hand basin, all located within the bathroom.

(14) Laundries included in private rooms are to be provided with a wash tub and washing machine.

(15) Each private room is to have access to natural light from windows with a minimum aggregate area of 10 per cent of the floor area of the room. Skylights are not to be the sole source of natural light.

(16) A window in an external wall is to be visible from every point in a private room excluding bathrooms.

(17) All private rooms are to be naturally ventilated. Natural ventilation is to be by windows with operable sashes on an external wall not facing a common circulation area. Windows are to include insect screens. The effective openable area of window openings is to be equal to at least 5 per cent of the floor area of the room.

(18) Private rooms are to be provided with one ceiling fan per room.

(19) Private rooms are to have a minimum floor-to-ceiling height of 2.7 metres, excluding bathrooms.

(18) 30 percent of all private rooms are to have access to private open space with a minimum area of 4 square metres in the form of a balcony or terrace area. ~~This requirement may be waived if the provision of balconies or private open space conflicts with the retention of a heritage item.~~

(19) The requirement set out in (18) for access of private rooms to private open space may be reduced or waived where:

(a) the provision of balconies or private open space has an unacceptable impact on the significance of a heritage item; or

(b) for purpose-built student accommodation where a sufficient quantum of high quality communal open space is provided.

(20) In boarding houses classified as Class 3 by the Building Code of Australia, each private room is to meet the fire safety standards of a sole occupancy unit under the Building Code, whether or not it is intended to be a sole occupancy.

Amend section 3.11.3 of Sydney Development Control Plan 2012 with text to be inserted shown as underlined and text to be deleted shown as strikethrough.

3.11.3 Bike parking and associated facilities

Objectives

- (a) Support active transport as a sustainable and efficient transport mode.
- (b) Ensure development provides cycling access arrangements, bike parking facilities and amenities that are of sufficient quantity to meet demand, are convenient and meet the needs of all users.

Provisions

- (1) All bike parking facilities are to be designed in accordance with Austroads Research Report AP-R527-16 'Bike Parking Facilities: Guidelines for Design and Installation' and Australian Standard AS2890.3:2015 'Part 3: Bicycle parking'. Where there is an inconsistency between the two documents, the Austroads Research Report prevails.
- (2) New development must provide bike parking in accordance with the minimum rates by land use and bike parking type in Table 6.
- (3) Bike parking for residents or staff is to be provided in bicycle parking facilities designed according to Level B parking in Austroads and Class B in the Australian Standard. Class B bicycle parking facilities are to include power supply for charging electric bicycles.
- (4) Bike parking for short term visitors is to be provided as bicycle racks outside cages, designed according to Level C parking in Austroads and Class C in the Australian Standard. Class C bicycle racks are to be provided in an accessible on-grade location near the primary pedestrian entrance to the building.
- (5) For mixed-use development, Class B bicycle parking facilities for residential dwellings and non-residential uses are to be provided separately. Facilities for multiple different non-residential uses may be combined if appropriate.
- (6) Class B bicycle parking facilities are to be provided in an area that provides easy access to the street, primary lifts or stairs to residences or workplaces, and to any cycling-related facilities such as lockers and showers.
- (7) Cycling access to Class B bicycle parking facilities is to be provided by a well signposted, minimum 1.8m wide path with no steps, sharp corners or other obstructions.
- (8) Where a proposed use is not listed, the amount of bike parking provided for staff and visitors must be capable of supporting mode share targets for trips by bicycle in the latest City of Sydney cycling strategy, with reference to anticipated staff and visitor numbers of the land use.
- (9) Where the number calculated in accordance with Table 6 is not a whole number, the number is to be rounded to the nearest whole number.

1. Minimum bike parking requirements by land use

Land use	Residents or staff (Class B bike parking)	Short term visitors (Class C bike parking)
Residential accommodation or serviced apartments (including co-living and boarding houses)	1 per dwelling	1 per 10 dwellings
<u>Co-living used for student accommodation</u>	<u>1 per 5 student rooms</u>	<u>1 per 50 student rooms</u>
Tourist and visitor accommodation (excluding serviced apartments)	1 per 1,000 sqm GFA	1 per 20 rooms or 1 per 10 beds, whichever is greater
Office premises or business premises	1 per 150 sqm GFA	1 per 400 sqm GFA
Specialised retail premises	1 per 600 sqm GFA	1 per 1,000 sqm GFA
Retail premises (excluding food and drink premises)	1 per 500 sqm GFA	Lot area 650 sqm or more: 1 per 90 sqm GFA
Food and drink premises or artisan food and drink industry	1 per 250 sqm GFA	Lot area under 650 sqm: No requirement
Entertainment facility or place of public worship	1 per 1,000 sqm GFA	1 per 40 sqm GFA
Industry or warehouse or distribution centre (excluding artisan food and drink industry)	1 per 1,000 sqm GFA	No requirement
Child care centre	1 per 400 sqm GFA	1 per 100 sqm GFA
Health services facility	1 per 400 sqm GFA	
Information and education facility	1 per 1,000 sqm GFA	1 per 200 sqm GFA
Recreation facility (indoor)	1 per 400 sqm GFA	
Outdoor swimming pool	1 per 1,000 sqm GFA	1 per 10 sqm of pool area
Supported and short-term emergency housing	On merit	No requirement

Note: For serviced apartments, “dwelling” may refer to a serviced apartment and “resident” may refer to guests of the serviced apartments.

Note: The bicycle parking rate for co-living used for student accommodation applies only where the site is within LUTI Category A or B under the Sydney LEP 2012. Developments outside LUTI Categories A and B are to provide bicycle parking at the rate applying to co-living.

(10) For non-residential uses, lockers and facilities are to be provided at the following rates of staff bike parking provision, as a minimum:

- (a) 1.25 personal lockers for each staff bike parking space
- (b) 1 shower and change cubicle per 10 staff bike parking spaces

(11) In existing developments car parking spaces may be converted to up to three bicycle parking spaces by following B6 'Car park space conversion' in AS 2890.3-:2015.

Note: Installation of a bicycle parking device (a bike rack, rail or locker) is exempt development under schedule 2 of the LEP.

(12) Short term visitor parking for child care centres is to be designed to accommodate larger bikes and side access, allowing at least 2 metres between adjacent bike racks and spaces at least 2.75 metres long.

Attachment D

**Public Benefit Offer – 44-78 Rosehill Street,
Redfern**

12th November 2025

Monica Barone
Chief Executive Officer
City of Sydney
GPO Box 1591
Sydney NSW 2000

Journal Student Living Pty Ltd
Level 1A, 54 Wellington Street
Collingwood 3066
Australia
+61 3 9001 0675
journalstudentliving.com.au

ATTN: Tamara Bruckshaw

Dear Ms Barone

44-78 ROSEHILL STREET, REDFERN – PLANNING AGREEMENT LETTER OF OFFER

Journal Student Living Pty Ltd acts as Development Manager on behalf of Kyanite Rosehill Landowner Pty Ltd as trustee for Kyanite Rosehill Landowning Trust (**proponent**) in relation to the proposed future redevelopment of the 44-78 Rosehill Street, Redfern (**the site**) for co-living housing which is made in connection with:

- a) A planning proposal to amend the Floor Space Ratio (**FSR**) and height of building development standards applicable to the site from 2:1 to 3.5:1 and 18m to 20m respectively; and
- b) A future development application for a co-living housing development.

In accordance with Section 7.4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**), we are committed to entering into a Planning Agreement with the City of Sydney Council (**Council**) as detailed in Table 1 and summarised below:

- Construction and dedication of approximately 27.27m² of land to enable the widening of Margaret Street; and
- 17% affordable housing monetary contribution - applicable to new residential floor space achieved through the planning proposal.

Please note that the intention of this letter of offer is *not* to exclude the operation of Section 61 of *City of Sydney Act 1988* and Section 7.12 of the EP&A Act, which requires monetary contributions towards local infrastructure. These will be considered as part of the future development application for the site.

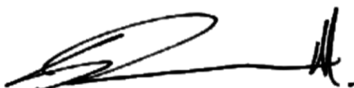
Additionally, it is recognised that monetary contributions in accordance with Clause 7.13 of the *Sydney Local Environmental Plan 2012* will also be payable for the total gross floor area as part of the future development application.

Please do not hesitate to contact Jack Rixon for further information and details on 0431 332 495 or via jrixon@mecone.com.au.

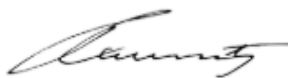
Yours sincerely,

Journal Student Living Pty Ltd

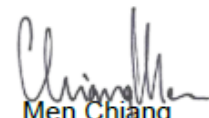
Kyanite Rosehill Landowner Pty Ltd

A handwritten signature in black ink, appearing to read 'Saul Davidoff'.

Saul Davidoff
Director

A handwritten signature in black ink, appearing to read 'Ruban Kaneshamoorthy'.

Ruban Kaneshamoorthy
Director

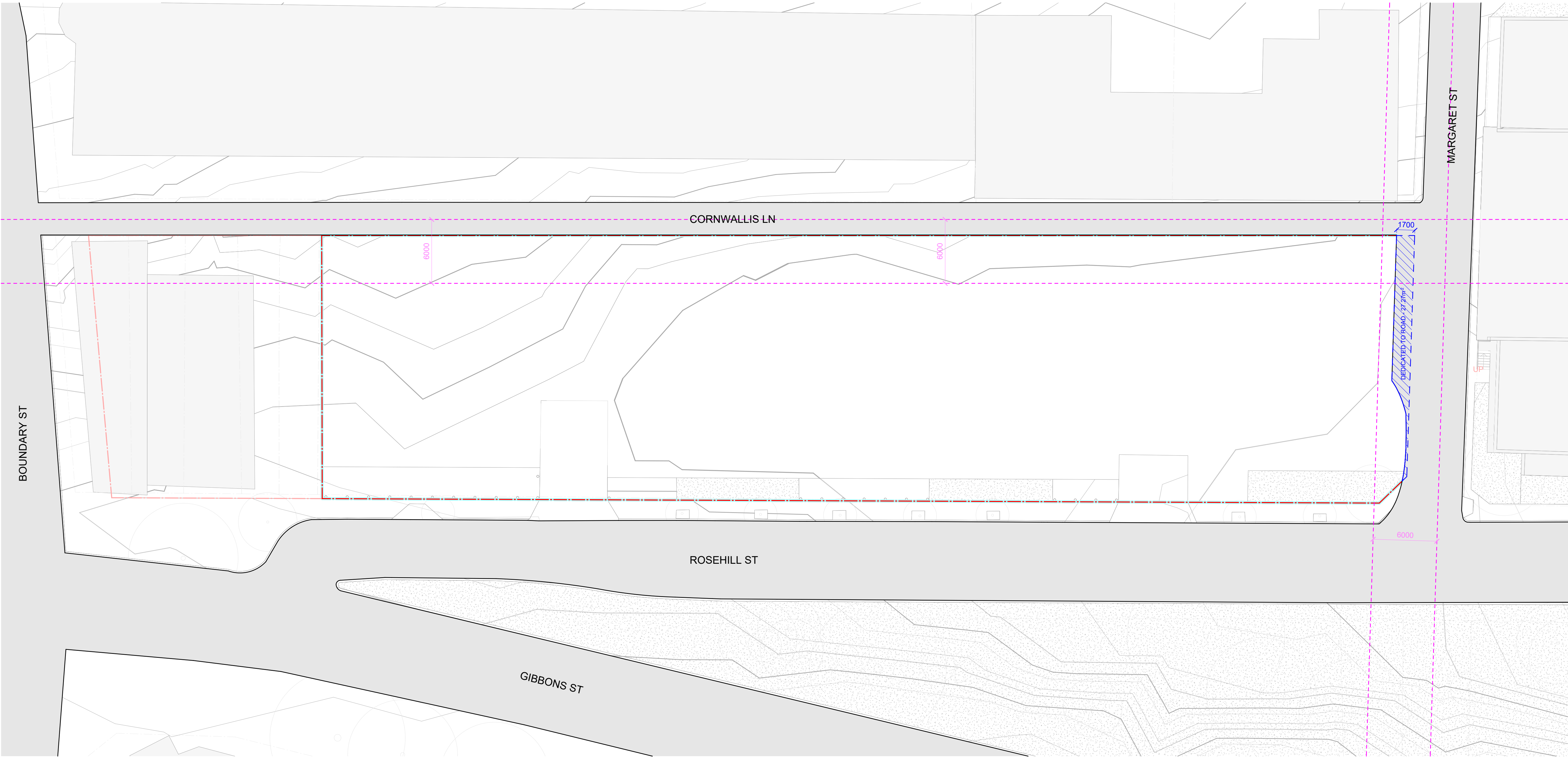
A handwritten signature in black ink, appearing to read 'Men Chiang'.

Men Chiang
Director / Secretary

Table 1 – Letter of Offer Terms

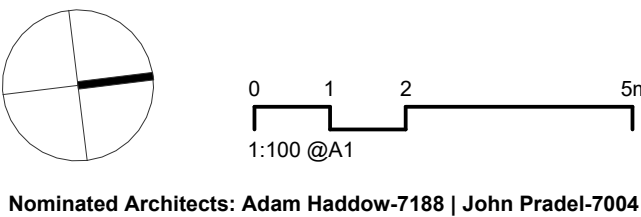
Item	Terms
Parties	City of Sydney Council, and Kyanite Rosehill Landowner Pty Ltd as trustee for Kyanite Rosehill Landowning Trust as proponent. See landowner consent annexed.
Land	Lot 1 in Deposited Plan 792628 known as 44-78 Rosehill Street, Redfern
Planning Proposal / Development Application	Co-living housing development comprising approximately 327 rooms.
Monetary Contribution	Monetary contribution applicable to 17% of new residential floor space achieved through the planning proposal. Equivalent Monetary Contribution Amount will be that which applies at the time payment in accordance with the City of Sydney Affordable Housing Program. Monetary contribution to occur prior to the issue of the first Construction Certificate for the Development.
Land Dedication	Construction and dedication of approximately 27.27m ² for Margaret Street road widening works as indicatively shown in drawing DA-8009, provided in Appendix 1. All existing poles or lighting infrastructure impacted by the proposed road widening will be removed and/or relocated as required by public authorities, including any associated costs. Works and dedication of land to occur prior to final occupation certificate.

Appendix 1 – Proposed Road Dedication Drawing



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FOR INFORMATION



Nominated Architects: Adam Haddow-7188 | John Pradel-7004

Rev	Date	Revision	By	Chk.
1	07.11.2025	FOR INFORMATION	MM	SH

Client

CITIPLAN
PROPERTY

Project

Student Accomodation
44-78 Rosehill Street, Redfern NSW 2016

Drawing Name

COMPLIANCE DRAWINGS - ROAD DEDICATION

Date	Scale	Sheet Size
07.11.2025	1 : 200	A1
Drawn	Chk.	Job No.
MM	SH	6911
Drawing No.	Revision	
DA-8009	/ 1	

SJB Architects
Level 2, 490 Crown Street
Sunny Hills NSW 2010
T 61 2 9380 9911
www.sjb.com.au



NOT FOR CONSTRUCTION

**ASIC**

Australian Securities & Investments Commission

Forms Manager

Registered Agents

Company: KYANITE ROSEHILL LANDOWNER PTY LTD ACN 691 447 337**Company details**

Date company registered 30-09-2025
Company next review date 30-09-2026
Company type Australian Proprietary Company
Company status Registered
Home unit company No
Superannuation trustee company No
Non profit company No

Registered office

'BROOKFIELD PLACE' LEVEL 19 , 10 CARRINGTON STREET , SYDNEY NSW 2000

Principal place of business

'BROOKFIELD PLACE' LEVEL 19 , 10 CARRINGTON STREET , SYDNEY NSW 2000

Ultimate holding company

BROOKFIELD CORPORATION
691447346
Incorporated in CANADA

Officeholders

HOLLOWAY, SCOTT ALAN
Born 22-04-1987 at GOSFORD NSW
UNIT 76 , 41 ROCKLANDS ROAD , WOLLSTONECRAFT NSW 2065
Office(s) held: Director, appointed 30-09-2025

CHIANG, MEN
Born 27-09-1968 at BEIJING CHINA
140 CORNELIA ROAD , TOONGABBIE NSW 2146
Office(s) held: Secretary, appointed 30-09-2025

KANESHAMOORTHY, RUBAN
Born 24-03-1983 at HONG KONG HONG KONG
4 PEARL BAY AVENUE , MOSMAN NSW 2088
Office(s) held: Director, appointed 30-09-2025

Company share structure

Share class	Share description	Number issued		Total amount paid	Total amount unpaid
ORD	ORDINARY	270	10	10.00	0.00

Members

BROOKFIELD AUSTRALIA INVESTMENTS 'BROOKFIELD PLACE' LEVEL 19 , 10 CARRINGTON STREET ,
PTY LTD ACN 008 687 063 SYDNEY NSW 2000

Share class	Total number held	Fully paid	Beneficially held
ORD	10	Yes	Yes

Document history

These are the documents most recently received by ASIC from this organisation.

Received	Number	Form Description	Status
30-09-2025	6EKG1875	201 APPLICATION FOR INCORPORATION (DIVN 1)	Processed and imaged

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Item 4.

Public Exhibition - Planning Proposal - 103-109 George Street, Redfern - Sydney Local Environmental Plan 2012 Amendment

File No: X129829

Summary

A planning proposal has been prepared for 103-109 George Street, Redfern, following a request by the proponent to amend the planning controls for the site. The proponent is Colliers Urban Planning (formerly Ethos Urban) on behalf of Telstra Corporation Limited (Telstra) the owner of the subject site.

The proposal seeks to amend Schedule 5 of Sydney Local Environmental Plan 2012 (SLEP 2012) and the accompanying heritage map (HER_016) to remove the heritage listing (Item No. I1318) currently on the subject site. The existing listing has been applied based on a former and larger land parcel that once included both 103-109 George Street and the adjoining property at 117A Redfern Street – the original Redfern Telephone Exchange. The heritage item is currently mapped across both properties.

The buildings at 103-109 George Street are concrete framed telephone exchange buildings; one is 7-storeys constructed in 1957 and the other is 3-storeys and completed c1974. These were built to supplement and later supersede the original 1913 building. A heritage assessment has found that these later buildings do not meet the threshold for heritage listing.

This report recommends approval of the planning proposal for submission to the Department of Planning, Housing and Infrastructure seeking a Gateway Determination, followed by public exhibition and referral to government agencies for comment. After this consultation, the planning proposal and any issues raised in submissions will be reported back to Council and the Central Sydney Planning Committee.

Recommendation

It is resolved that:

- (A) Council approve Planning Proposal - 103-109 George Street, Redfern, shown at Attachment A to the subject report, for submission to the Department of Planning, Housing and Infrastructure with a request for a gateway determination;
- (B) Council approve the Planning Proposal - 103-109 George Street, Redfern as shown at Attachment A for public authority consultation and public exhibition in accordance with any conditions imposed under the gateway determination;
- (C) Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposal - 103-109 George Street, Redfern; and
- (D) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - 103-109 George Street, Redfern to correct any drafting errors or to ensure consistency with the gateway determination.

Attachments

- | | |
|----------------------|---|
| Attachment A. | Planning Proposal - 103-109 George Street, Redfern - Sydney Local Environmental Plan 2012 Amendment |
| Attachment B. | Design 5 Architects - Redfern Telephone Exchange - 103-109 George Street, Redfern - Modification of Heritage Listing – Item No. I1318 |
| Attachment C. | Brunskill McClenahan and Associates Pty Ltd - Plan of Proposed Subdivision Lot 2 DP 776807 (Approved 24 May 2013) |

Background

1. Colliers Urban Planning on behalf of Telstra have submitted a request for a planning proposal to remove the heritage listing of the property at 103-109 George Street, Redfern (the subject site).
2. The NSW Department of Planning, Housing and Infrastructure have advised that a planning proposal was necessary rather than an expedited minor amendment, given the extent of the required mapping change and the need to publicly exhibit a heritage report confirming the appropriateness of this proposed change.
3. This report includes a planning proposal to amend Schedule 5 of Sydney Local Environmental Plan 2012 (SLEP 2012) and the accompanying heritage map (HER_016) to remove the heritage listing (Item No. I1318) currently on 103-109 George Street, Redfern.
4. Currently, both 103-109 George Street and 117A Redfern Street are included as Item No. I1318 in Schedule 5 of SLEP 2012, described as *Redfern Telephone Exchange including interior*.



Figure 1: 103 (left) – 109 (right) George Street, Redfern. Source: <https://www.commercialrealestate.com.au/news/redfern-telephone-exchange-inner-sydney-redevelopment-potential-as-telstra-moves-on-1350901/>



Figure 2: 117A Redfern Street, Redfern. Source: <https://www.facebook.com>



Figure 3: Extract from Heritage map in the SLEP 2012 Item No. I1318. The boundary of the heritage item (comprising the two separate properties) is outlined in red. The separate lots are divided by the green line with 117A Redfern Street to the north, and 103-109 George Street to the south.

5. The subject site is part of a larger site that prior to 1988 comprised the Redfern Post Office and the 3 buildings that comprised the telephone exchange. This entire site was owned by the Commonwealth of Australia.
6. On 5 August 1988, the site was subdivided into 2 lots by the registration of DP 776807. Lot 1 contained the Redfern Post Office and Lot 2 contained the telephone exchange buildings.
7. On 24 April 2013, Lot 2 was subdivided again into 2 lots – Lots 201 and 202 DP 1186468, as shown at Attachment C.
8. Lot 201 DP 1186468 has frontages to George and Turner Streets and contains the 3 storey and 7 storey exchange buildings, retained for telecommunication uses by Telstra. Lot 201 is known as 103-109 George Street, Redfern.
9. Lot 202 has a frontage to Redfern Street and contains the small historic 2 storey exchange building, which was the original Redfern Telephone Exchange. This site was subsequently disposed by Telstra and is now owned and used by the Aboriginal Medical Service Co-Operative Ltd and known as 117A Redfern Street, Redfern.
10. A heritage assessment by Design 5 Architects of the combined sites (103-109 George Street and 117A Redfern Street) attached at Attachment B concluded that Item I1318 should be revised to exclude the property at 103 -109 George Street, Redfern (Lot 201), as the extant buildings on Lot 201 do not meet the threshold for local listing.
11. This assessment confirms that the former telephone exchange at 117A Redfern Street, Redfern (Lot 202) continues to meet the threshold for local listing.
12. The City concurs with the conclusions of Design 5 Architects' heritage assessment. The site and building at 103-109 George Street do not meet the threshold for local listing and therefore the existing heritage listing should be removed. These buildings are already listed as detracting buildings within the heritage conservation area, and as such an amendment to their contribution status in Sydney DCP 2012 is not required.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

13. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 1 - Responsible governance and stewardship - revising the existing heritage listing is responsible governance.

Risks

14. Proceeding with changes to Schedule 5 of the SLEP 2012 to revise existing heritage items is within the City's risk appetite. The proposal is within the City's risk appetite. The risk appetite statement says we have minimal appetite for change that detrimentally impacts on the cultural or heritage properties of significant items, structures or buildings. A heritage assessment has been prepared and reviewed by staff which finds that the removal of the listing will not affect significant heritage fabric.

Relevant Legislation

15. Environmental Planning and Assessment Act 1979
16. Environmental Planning and Assessment Regulation 2021

Public Consultation

17. Should the planning proposal at Attachment A be approved, it will be forwarded to the Department of Planning, Housing and Infrastructure with a request for a gateway determination to allow public exhibition.
18. The public consultation process for the planning proposal will be subject to the conditions of the gateway determination issued by the Department of Planning, Housing and Infrastructure. Exhibition documents will be made available to the public for viewing and comment on the City's Have Your Say website.

GRAHAM JAHN AM

Chief Planner / Executive Director, City Planning Development and Transport

Matt Devine, Senior Specialist Planner Heritage

Attachment A

**Planning Proposal – 103-109 George Street,
Redfern – Sydney Local Environmental
Plan 2012 Amendment**

Planning Proposal – 103-109 George Street, Redfern



Contents

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Cover image: <https://www.commercialrealestate.com.au/news/redfern-telephone-exchange-inner-sydney-redevelopment-potential-as-telstra-moves-on-1350901/>

Executive summary

The City of Sydney (the City) has prepared this planning proposal for 103-109 George Street, Redfern (the site) in response to a request from Colliers Urban Planning (formerly Ethos Urban) on behalf of Telstra Corporation Limited (Telstra) for the City to prepare a planning proposal for the site.

The proposal seeks to amend Schedule 5 of Sydney Local Environmental Plan 2012 (SLEP 2012) and the accompanying heritage map (HER_016) to remove the heritage listing (Item No. I1318) currently on the subject site. The existing listing boundary is based on a former and larger land parcel that once included both 103-109 George Street and the adjoining property at 117A Redfern Street – the original Redfern Telephone Exchange. The heritage item is currently mapped across both properties.

The buildings at 103-109 George Street are concrete framed telephone exchange buildings; one is 7-storeys constructed in 1957 and the other is 3-storeys and completed c1974. These were built to supplement and later supersede the original 1913 building. A heritage assessment has found that these later buildings do not meet the threshold for heritage listing.

This planning proposal explains the intent and justification for the proposed amendments to the Sydney Local Environmental Plan 2012 (LEP) as it applies to the site. This planning proposal has been prepared by the City in accordance with clause 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning, Housing and Infrastructure's 'Local Environmental Plan Making Guideline'.

1. Background

1.1 History

Colliers Urban Planning on behalf of Telstra have submitted a request for a planning proposal to remove the heritage listing of the property at 103-109 George Street, Redfern (the subject site).

The NSW Department of Planning, Housing and Infrastructure, have advised that a planning proposal, was necessary, rather than an expedited minor amendment, given the extent of the required mapping change and the need to publicly exhibit a heritage report confirming the appropriateness of that change.

This report includes a planning proposal to amend Schedule 5 of Sydney Local Environmental Plan 2012 (SLEP 2012) and the accompanying heritage map (HER_016) to remove the heritage listing (Item No. I1318) currently on 103-109 George Street, Redfern.

Currently, both 103-109 George Street and 117A Redfern Street are included as Item No. I1318 in Schedule 5 of SLEP 2012, described as *Redfern Telephone Exchange including interior*.

The subject site is part of a larger site that prior to 1988 comprised the Redfern Post Office and the 3 buildings that comprised the telephone exchange. This entire site was owned by the Commonwealth of Australia.

On 5 August 1988, the site was subdivided into 2 lots by the registration of DP 776807. Lot 1 contained the Redfern Post Office and Lot 2 contained the telephone exchange buildings.

On 24 April 2013, Lot 2 was subdivided again into 2 lots – Lots 201 and 202 DP 1186468, as shown at Attachment C.

Lot 201 DP 1186468 has frontages to George and Turner Streets and contains the 3 storey and 7 storey exchange buildings, retained for telecommunication uses by Telstra. Lot 201 is known as 103-109 George Street, Redfern.

Lot 202 has a frontage to Redfern Street and contains the small historic 2 storey exchange building, which was the original Redfern Telephone Exchange. This site was subsequently disposed by Telstra and is now owned and used by the Aboriginal Medical Service Co-Operative Ltd and known as 117A Redfern Street, Redfern.

A heritage assessment by Design 5 Architects of the combined sites (103-109 George Street and 117A Redfern Street) attached at Appendix B concluded that Item I1318 should be revised to exclude the property at 103-109 George Street, Redfern (Lot 201), as the extant buildings on Lot 201 do not meet the threshold for local listing.

This assessment confirms that the former telephone exchange at 117A Redfern Street, Redfern (Lot 202) continues to meet the threshold for local listing.

1.2 Site identification

This planning proposal relates to the following land and structures:

- 103-109 George Street, Redfern - Lot 201 DP 1186468
- 117A Redfern Street, Redfern - Lot 202 DP 1186468

The



Location of Lot 201, 103-109 George Street, Redfern. (Source: Six Maps)



Location of Lot 202 117A Redfern Street, Redfern. (Source: Six Maps)

Figure 1. Locations of Lots 201 and 202 DP 1186468. Source: Design 5 Heritage Assessment.

103-109 George Street, Redfern – Redfern Telephone Exchange

The relevant structures, Lot and DP boundaries subject to this planning proposal are detailed in Figures 1, 2 and 3.

The property at 103-109 George Street contains 2 exchange buildings. Facing George Street and adjacent to the former Redfern Post Office is a 7-storey brick and concrete building dating from 1957. This was originally clad in pebblecrete panels, but was reclad in 2021 with fire-safe, compliant, non-combustible mineral-core aluminium panels in a champagne-coloured metallic finish. On the corner of George and Turner Streets is a 3-storey brick and concrete structure with dark brown brick facades and strip windows, built in 1974.

The City concurs with the conclusions of Design 5 Architects heritage assessment that these buildings do not meet the threshold for local listing. These buildings are already listed as detracting buildings within the heritage conservation area, and as such an amendment to their contribution status in Sydney DCP 2012 is not required.



Figure 2. 103 (left) – 109 (right) George Street, Redfern. Source: <https://www.commercialrealestate.com.au/news/redfern-telephone-exchange-inner-sydney-redevelopment-potential-as-telstra-moves-on-1350901/>

117A Redfern Street, Redfern – Redfern Telephone Exchange

The building at 117A Redfern Street is a two-storey building in the Victorian Italianate style, dating from 1913, built to replace a small exchange in the adjacent post office. It was decommissioned after 1974 when the third exchange building was added to the site. It was subdivided from the rest of the Redfern Exchange site in 2013 and subsequently sold.

The City concurs with the conclusions of Design 5 Architects heritage assessment that this building continues to meet the threshold for local listing and as such the existing heritage listing is proposed to be retained.



Figure 3. 117A Redfern Street, Redfern.
Source: <https://www.facebook.com>

2. Planning context

Land Zoning

The subject site at 103-109 George Street occupies E1 – Local Centre.

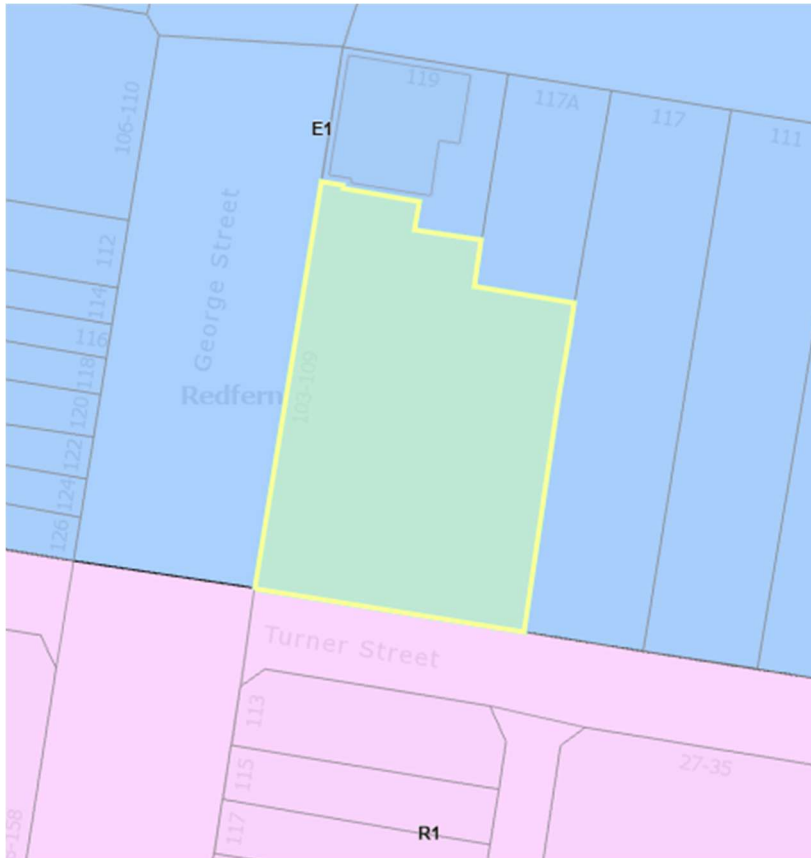


Figure 4. Extract from Zoning map in the SLEP 2012 showing zoning controls for 103-109 George Street and 117A Redfern Street. The property at 103-109 George Street is highlighted.

Heritage context

The properties at 103-109 George Street and 117A Redfern Street are jointly identified as Item No. I1318 in Schedule 5 of the SLEP 2012 as shown outlined in red in Figure 5.

It is also in the vicinity of several individually listed items on the SLEP 2012 as follows:

- Redfern Post Office including interior, 119 Redfern Street (I1349)
- St Vincent's Roman Catholic Church group church building, presbytery and school building, including interiors, 111–117 Redfern Street (I1348)

The site is also located within the C56 Redfern Estate Conservation Area.



Figure 5. Extract from Heritage map in the SLEP 2012 Item No. I1318. The boundary of the heritage item (comprising the two separate properties) is outlined in red. The separate lots are divided by the green line with 117A Redfern Street to the north, and 103-109 George Street to the south.

Review of heritage significance

In late 2024, Colliers Urban Planning on behalf of Telstra commissioned a review of the heritage significance of the subject site from Design 5 Architects. (Refer to Appendix B).

This review inspected all buildings that comprise Item No. I1318 - both 103-109 George Street and 117A Redfern Street, Redfern and recommended that:

*“the heritage listing **Item no. I1318** be modified to include only **Lot 202, at 117A Redfern Street, Redfern.**”*

City staff have reviewed the Design 5 report and agree with this recommendation, noting that the buildings on 103-109 George Street do not meet the threshold for local listing and that the former telephone exchange at 117A Redfern Street, Redfern (Lot 202) continues to meet the threshold for local listing.

3. Objectives & intended outcomes

The objectives of this planning proposal are to recognise that the heritage significance of 103-109 George Street does not meet the threshold for local heritage listing and that only 117A Redfern Street should be included as the Item No. I1318 in Schedule 5 of SLEP 2012.

4. Explanation of provisions

To achieve the proposed outcomes, this planning proposal includes amendments to the SLEP 2012.

4.1 SLEP 2012 Heritage Schedule Amendments

The planning proposal seeks to amend the SLEP 2012, Schedule 5, Part 1 by inserting the following items as shown below in **Table 1**.

Text to be deleted is shown ~~crossed-out~~.

Text to insert is shown as **bold underline**.

Table 1: Proposed amendments to Schedule 5, Environmental heritage, Part 1, Heritage items.

Locality	Item Name	Address	Property Description	Significance	Item no.
Redfern	Redfern Telephone Exchange including interior	103-109 George Street <u>117A Redfern Street</u>	Lot 2, DP 776807 <u>Lot 202 DP 1186468</u>	Local	11318

The buildings at 103-109 George Street, Redfern are already listed as detracting buildings within the heritage conservation area, and as such an amendment to their contribution status in Sydney DCP 2012 is not required.

5. Justification

Section A – Need for the planning proposal

Q.1 Is the planning proposal a result of any strategic study or report?

Yes.

The planning proposal is a result of a review of the heritage significance of the subject site by Design 5 Architects (attached at Appendix B).

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

Yes.

Regular reviews of heritage listings are appropriate, particularly after subdivision and sale of parts of a site. This planning proposal is the appropriate way to achieve the intended outcomes.

Section B – Relationship to strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

Yes.

See comments below.

Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan, completed in March 2018, is the Greater Sydney Commission's vision for a Greater Sydney of three cities where most residents live within 30 minutes of their jobs and services. City of Sydney is situated within the Eastern Harbour City.

This planning proposal is consistent with the Plan's high-level directions and objectives and addresses the liveability great places direction objective:

Objective 13: Environmental heritage is identified conserved and enhanced

By reviewing the existing heritage item and recommending an appropriate change on the SLEP 2012, this planning proposal will fulfill this objective.

Eastern City District Plan

The Eastern City District Plan completed by the Greater Sydney Commission in March 2018 is a 20-year plan to manage growth in the context of economic, social and environmental matters. This planning proposal gives effect to the following key planning priority and actions:

Liveability Planning Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage Action 26 - Identify, conserve and enhance environmental heritage by:

(a) engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place

(b) applying adaptive re-use and interpreting heritage to foster distinctive local places

(c) managing and monitoring the cumulative impact of development on the heritage values and character of places.

The review of the existing heritage item ensures the retention of physical, social, cultural and historic values that may have significance to the community. The removal of the listing for 103-109 George Street strengthens the existing listing as it applies to 117A Redfern Street. The merit-based heritage provisions that will continue to apply in Council's LEP and DCP provide capacity for Council and any proponent to appropriately consider heritage and other matters when and if development is proposed.

Q4. Is the planning proposal consistent with council's local strategy or other local strategic plan?

Yes.

Sustainable Sydney 2030 – 2050 Community Strategic Plan

The City of Sydney's Sustainable Sydney 2030 Strategic Plan is the vision for the sustainable development of the City to 2050 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This planning proposal is consistent with the key directions of Sustainable Sydney 2030 – 2050, particularly Direction 4 'Design excellence and sustainable development.'

Local strategic planning statement

The City Plan 2036 Local Strategic Planning Statement was completed in March 2020. This statement is the 20-year vision for land use planning in the city.

The review of the existing heritage item ensures the retention of physical, social, cultural and historic values that may have significance to the community.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

This planning proposal is consistent with applicable State Environmental Planning Policies (SEPPs) as summarised in Table 2 and detailed in the following section. In this table, consistent means that the planning proposal does not contradict or hinder the application of the relevant state environmental planning policy.

Table 2: Consistency with State Environmental Planning Policies.

State Environmental Planning Policy	Comment
SEPP (Biodiversity and Conservation) 2021	Consistent - amendments in this planning proposal will continue to support the biodiversity and conservation in the local government area
SEPP (Building Sustainability Index: BASIX) 2004	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Housing) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Industry and Employment) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Planning Systems) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.

SEPP (Precincts–Central River City) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Precincts–Eastern Harbour City) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Precincts–Regional) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Precincts–Western Parkland City) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Primary Production) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Resilience and Hazards) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Resources and Energy) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP No 65 - Design Quality of Residential Flat Development	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Transport and Infrastructure) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Housing) Amendment (Transport Oriented Development) 2024	Consistent - no amendments in this proposal will hinder the application of this SEPP.

Q6. Is the planning proposal consistent with applicable ministerial directions?

This planning proposal is consistent with all Ministerial Directions issued under section 9.1 of the *Environmental Planning and Assessment Act 1979*, as summarised in Table 3.

Table 3: Consistency of the planning proposal with ministerial directions.

Ministerial Direction	Comment
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	Consistent. No amendments in this proposal will hinder the implementation of Regional Plans
1.2 Development of Aboriginal Land Council land	Not applicable
1.3 Approval and Referral Requirements	Consistent. No amendment includes concurrence, consultation or referral provisions or identify any designated development.
1.4 Site Specific Provisions	Consistent – see discussion below.

Ministerial Direction	Comment
1.4A Exclusion of Development Standards from Variation	Consistent. This planning proposal does not propose to exclude a development standard from variation under clause 4.6

Focus area 1: Planning Systems – Place-based

1.6 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
1.7 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
1.8 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.9 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.10 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
1.11 Implementation of the Western Sydney Aerotropolis Plan	Not applicable
1.12 Implementation of Bayside West Precincts 2036 Plan	Not applicable
1.13 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable
1.14 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable
1.15 Implementation of Greater Macarthur 2040	Not applicable
1.16 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable
1.17 North West Rail Link Corridor Strategy	Not applicable
Focus area 2: Design and Place	No directions in place

Focus area 3: Biodiversity and Conservation

3.1 Conservation Zones	Consistent. Amendments in this planning proposal will continue to support the protection and
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Ministerial Direction	Comment
	conservation of environmentally sensitive areas in the local government area
3.2 Heritage Conservation	Consistent. Amendments in this planning proposal will continue to conserve the significant fabric at 117A George Street, Redfern.
3.3 Sydney Drinking Water Catchments	Not applicable
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
3.5 Recreation Vehicle Areas	Not applicable
Focus area 4: Resilience and Hazards	
4.1 Flooding	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.2 Coastal Management	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.3 Planning for Bushfire Protection	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.4 Remediation of Contaminated Land	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.5 Acid Sulfate Soils	Consistent. Amendments in this planning proposal are proposed for land classified as Class 5 and will not hinder the implementation of this local planning direction
4.6 Mine Subsidence and Unstable Land	Not applicable
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
5.2 Reserving Land for Public Purposes	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
5.3 Development Near Regulated Airports and Defence Airfields	Not applicable

Ministerial Direction	Comment
5.4 Shooting Ranges	Not applicable
Focus area 6: Housing	
6.1 Residential Zones	Consistent. This planning proposal supports and aligns with this local planning direction, particularly objectives (a) and (b).
6.2 Caravan Parks and Manufactured Home Estates	Not applicable
Focus area 7: Industry and Employment	
7.1 Business and Industrial Zones	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
7.2 Reduction in non-hosted short-term rental accommodation period	Not applicable
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
Focus area 8: Resources and Energy	
8.1 Mining, Petroleum Production and Extractive Industries	Not applicable
Focus area 9: Primary Production	
9.1 Rural Zones	Not applicable
9.2 Rural Lands	Not applicable
9.3 Oyster Aquaculture	Not applicable
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable

Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No.

The planning proposal will not adversely affect any critical habitat or threatened species, populations or ecological communities or their habitats.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No.

It is unlikely that the proposed amendments to Schedule 5, Part 1 of SLEP 2012 will result in development creating any environmental effects that cannot be readily controlled.

Q9. How has the planning proposal adequately addressed any social and economic effects?

The review of the existing heritage item ensures the retention of physical, social, cultural and historic values that may have significance to the community. No changes to current zoning controls are proposed. The merit-based heritage provisions provide capacity for Council and any proponent to consider these matters when development is proposed.

Section D – State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

Yes.

The SLEP 2012 amendment will not generate demand for infrastructure.

Q11. What are the views of State and Commonwealth public authorities consulted in the gateway determination?

If required by the Gateway Determination, the Heritage Council of NSW will be consulted during the public exhibition period. The review of this heritage item is consistent with Heritage Council of NSW standards.

6. Mapping

The Heritage Map tile HER_016 will be updated to reflect the revised heritage item as shown in Figure 6 below. The area marked blue is proposed to be removed from Item No. I1318

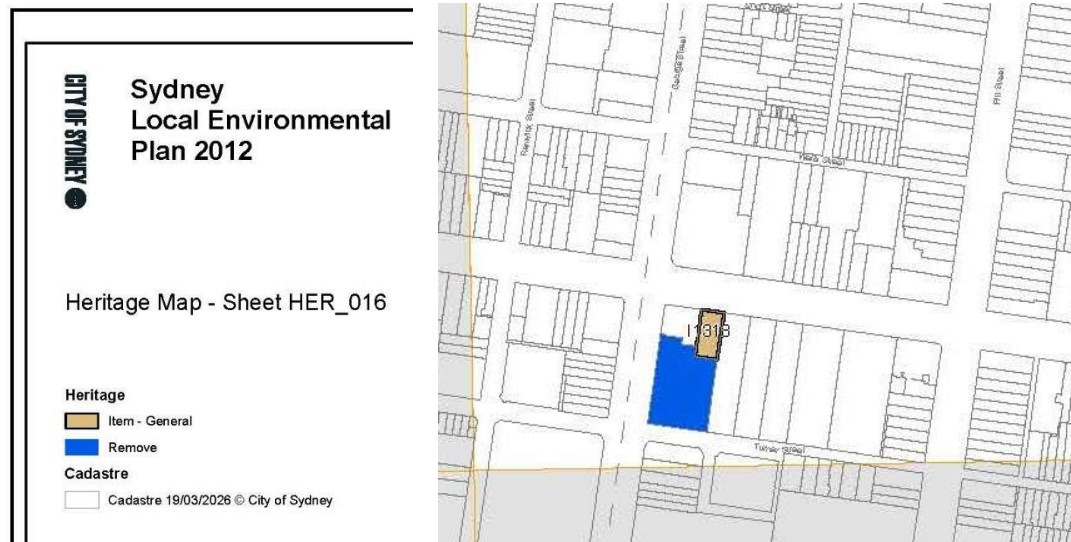


Figure 6: Detail from SLEP Heritage Map – Sheet HER_016 showing proposed removal of part of Item No. I1318.

7. Community consultation

5.1 Public Exhibition

This planning proposal shall be exhibited in accordance with the requirements of gateway determination once issued by the Department of Planning, Housing and Infrastructure.

The public exhibition of the documents will be on the City of Sydney website and carried out in accordance with the City's Community Participation Plan.

Consultation with the necessary NSW agencies, authorities and other relevant organisations will be undertaken as required by the conditions contained within the Gateway Determination.

8. Project timeline

The anticipated timeline for the completion of the planning proposal is as follows:

Stage	Timeframe
Gateway request	April 2026
Public exhibition & government agency consultation	June 2026
Consideration of submissions	September 2026
Post exhibition consideration of proposal	October 2026
Draft and finalise LEP	December 2026

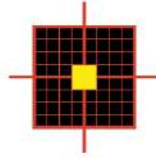
Appendices

- Appendix B** **Design 5 Architects, Redfern Telephone Exchange, 103 – 109 George Street, Redfern, Modification of Heritage Listing – Item No. I1318**
- Appendix C** **Brunskill McClenahan & Associates Pty Ltd, Plan of Proposed Subdivision Lot 2 DP 776807 (Approved 24 May 2013)**



Attachment B

**Design 5 Architects - Redfern Telephone
Exchange, 103 – 109 George Street,
Redfern: Modification of Heritage Listing –
Item No. I1318**



DESIGN 5

A R C H I T E C T S

Yvette Carr
Ethos Urban
Director – Planning

21 November 2024

ycarr@ethosurban.com

Dear Yvette

**REDFERN TELEPHONE EXCHANGE
103 – 109 GEORGE STREET, REDFERN**

MODIFICATION OF HERITAGE LISTING – ITEM NO. I1318

Further to our recent correspondence, we write to provide formal heritage advice with regard to the current local heritage listing for 103-109 George Street, Redfern (subject property). We recommend that the subject property be removed from the heritage listing on the Local Environmental Plan.

As you are aware, the property at 103–109 George Street (subject site) is listed on Schedule 5, Part 1 of the City of Sydney Local Environmental Plan 2012 as follows:

- **Redfern Telephone Exchange, including interior, 103–109 George Street, Redfern. Lot 2 DP 776807. Item no. I1318**

As per the above, the relevant listing (I1318) applies to Lot 2 DP 776807, which was the former reference for Lots 201 (103-109 George Street, Redfern) and 202 (117A Redfern Street, Redfern) before the site was subdivided in 2013 (D/2012/1946).

Design 5 Architects inspected the subject property and the neighbouring site at 117A Redfern Street on 11 November 2024.

It is my assessment as a suitably qualified heritage architect that the modification of the LEP heritage listing I1318 to exclude the property at 103-109 George Street, Redfern (Lot 202) can be supported.

We refer to the following brief report setting out reasons and evidence to modify the listing.

Please do not hesitate to contact me should you require additional information.

Yours sincerely,

Robert Gasparini
for DESIGN 5 - Architects Pty Ltd

**REDFERN TELEPHONE EXCHANGE
103 – 109 GEORGE STREET, REDFERN**

HERITAGE REVIEW

1. THE SITE

The subject site includes Lot 201 (103-109 George Street, Redfern) and Lot 202 (117A Redfern Street, Redfern), to which the LEP heritage listing (I1318) applies. The location of these properties is shown on the aerials below:

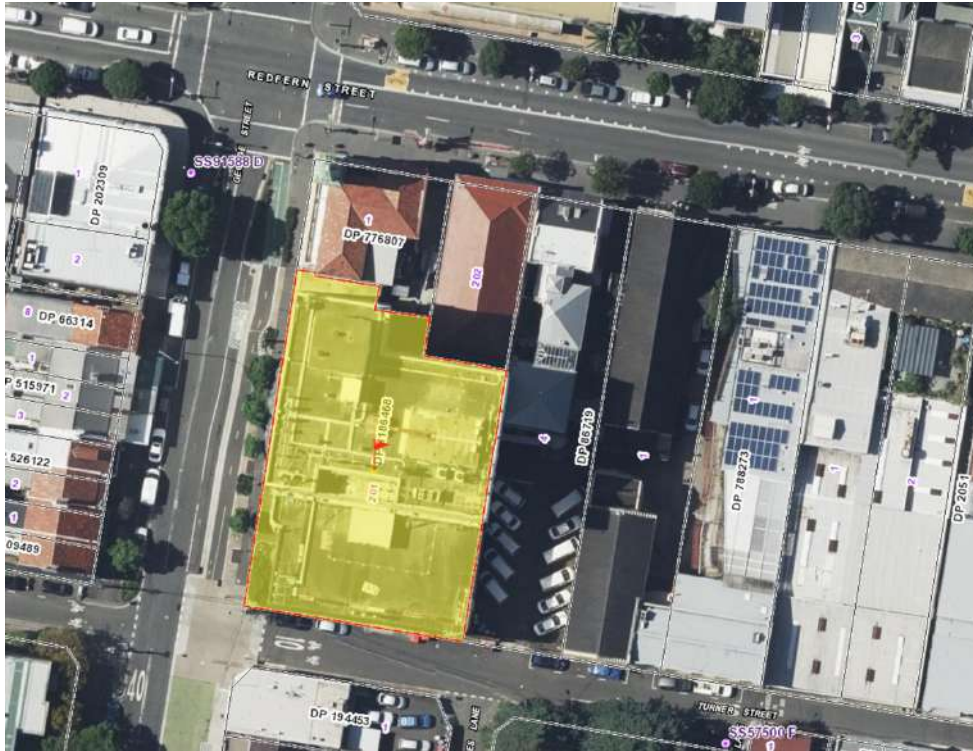


Figure 1: Location of Lot 201, 103-109 George Street, Redfern. (Source: Six Maps)

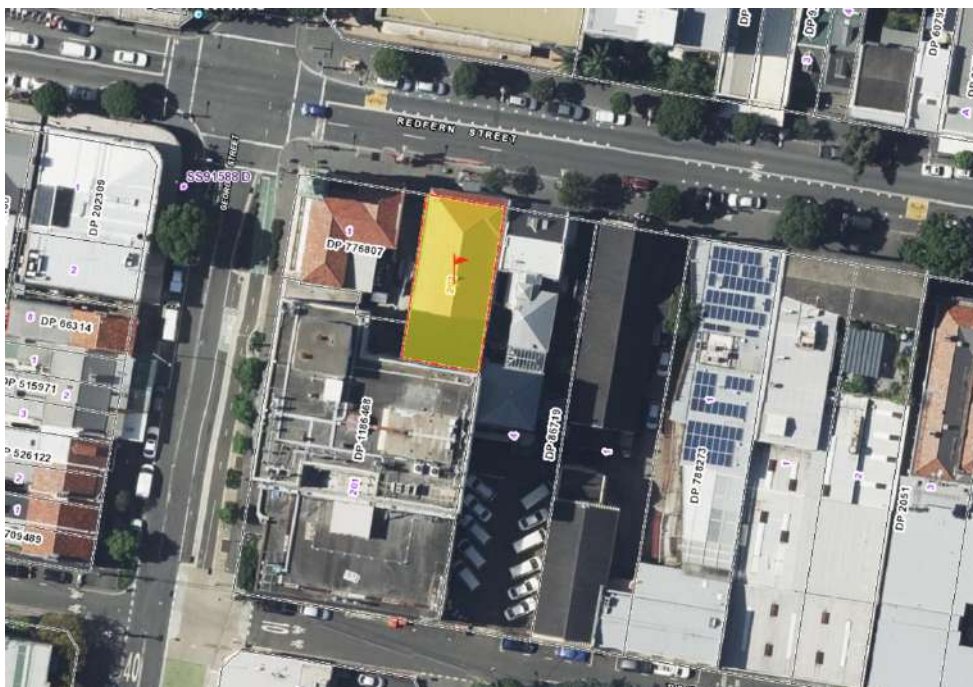


Figure 2: Location of Lot 202 117A Redfern Street, Redfern. (Source: Six Maps)

Lot 201 comprises an area of 1260m² with frontages to George Street and Turner Street. It contains two telephone exchange buildings – a seven-storey brick and concrete building facing George Street, constructed in 1957, and a three-storey brick and concrete building on the corner of George and Turner Streets, built in c1974. Both buildings are currently still in operation for telecommunication uses. These buildings have no known heritage significance.

Lot 202 comprises an area of 277m² with a frontage to Redfern Street. It contains the original two-storey brick telephone exchange building built in 1913 which stands alone. The building was decommissioned with the opening of the third exchange building in 1974. This building does have heritage significance.

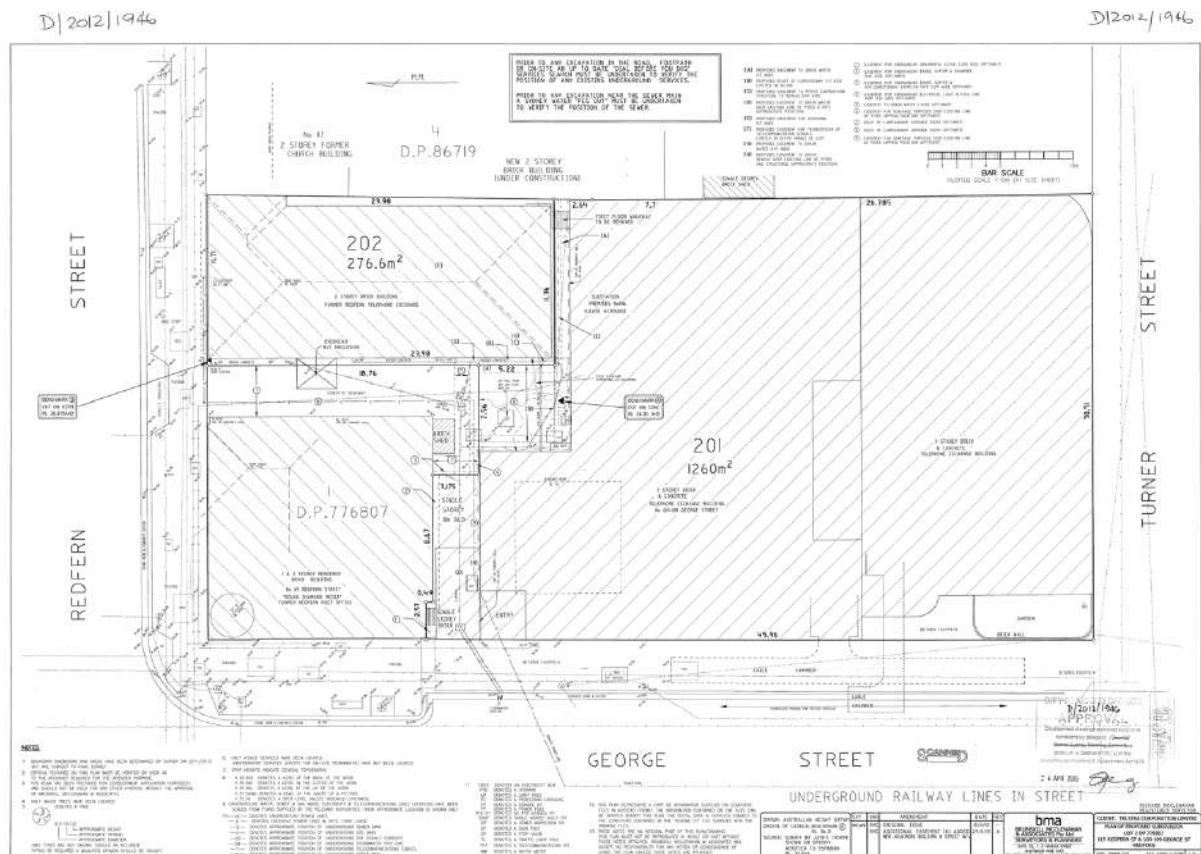


Figure 3: Survey included in the 2013 DA to subdivide the subject site into two lots. (Source: City of Sydney DA Tracker)



Figure 4: Photo taken from the corner of George and Turner Street showing the 1957 telephone exchange building on the left and the 1974 building on the right.



Figure 5: Photo taken from Turner Street showing the 1974 telephone exchange building and the neighbouring St Vincents church building to the right rear.



Figure 6: Photo taken from Redfern Street showing the original 1913 telephone exchange building in the centre, the neighbouring St Vincents Church building to the left and the Redfern Post Office building on the right.



Figure 7: Photo taken from the corner of Redfern and George Street showing the Redfern Post Office building in the centre, the original 1913 telephone exchange building on the left and the 1957 telephone exchange building on the right.

2. HERITAGE LISTING

The subject site is a listed item of local significance in the City of Sydney LEP heritage register – I1318. The listing applies to Lot 2 DP 776807 – the former reference for Lots 201 (103-109 George Street, Redfern) and 202 (117A Redfern Street, Redfern) before the site was subdivided in 2013 (D/2012/1946).

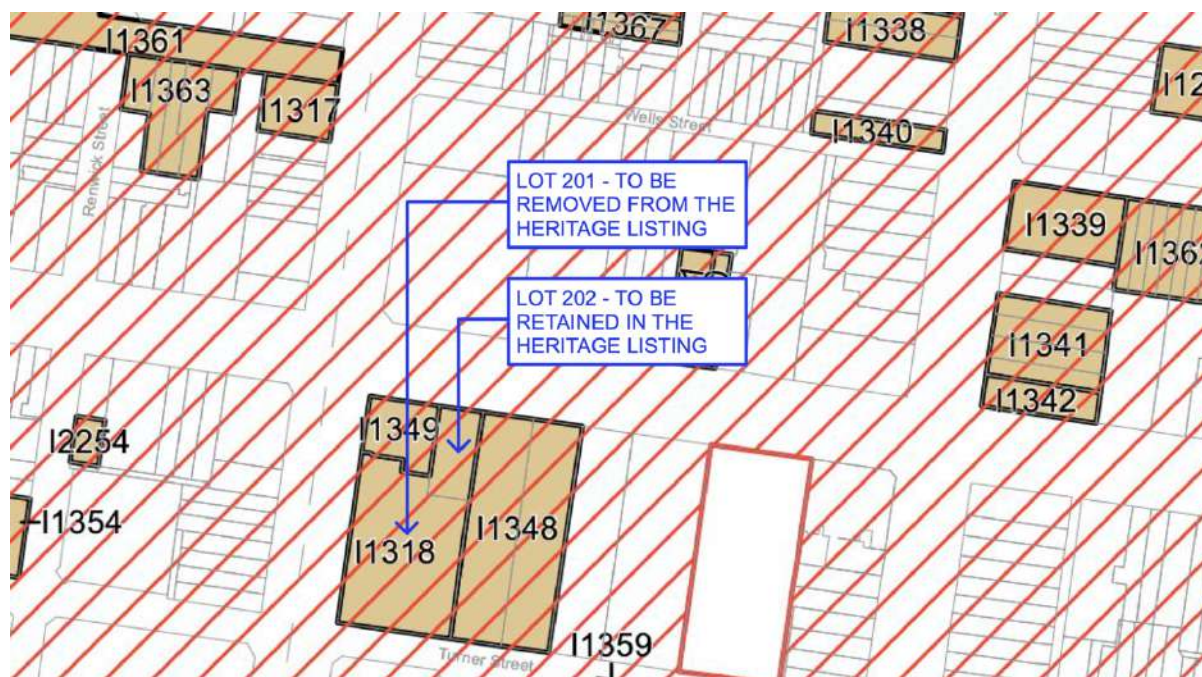


Figure 8: Extract of the City of Sydney LEP (2012) showing the area the heritage listing covers.

The cultural significance of the site has been assessed in the heritage register as follows:

Statement of Significance

The former Redfern Telephone Exchange building is significant for its historic association with telecommunications as well as its individual aesthetic qualities and contribution to an important civic group. Completed in 1913, it was one of the earliest of eight main exchanges in Sydney and was the centre of communications for the local community for over sixty years. It continued the exchange services initially provided by the Redfern Post Office. It provides an insight into the development of telecommunications throughout NSW. It also provides an insight into the development of Redfern and the Sydney area and evokes a sense of place for the community. The former Redfern Telephone Exchange is a fine example of public architecture designed in the Italianate architectural style during the late Federation period to complement and visually link to the adjacent Post Office. It is a prominent building in an important civic group which includes the Redfern Post Office (identified as having State

heritage significance), the adjacent St Vincent de Paul Catholic Church group and the Court House. It is representative of the work by the NSW Government Architect, Walter Liberty Vernon.

The historical narrative of the telephone exchange in Redfern begins with the Redfern Post Office, constructed in 1883, which was modified to include a new telephone exchange room in 1904. The small exchange room was supplanted by the opening of a dedicated Redfern Telephone Exchange building adjacent to the Post Office in 1913 to meet growing demands. The subsequent construction of the 1957 telephone exchange building on the same site was to supplement operations within the original building, which had reached capacity. The original 1913 building was decommissioned in 1974 following the opening of the third telephone exchange building.

The subject site was formerly part of a larger site that comprised of the Redfern Post Office and the three telephone exchange buildings. In 1988 the site was subdivided into two lots – one containing the post office and the other the three telephone exchange buildings. Redfern Post Office is an item of State Heritage significance – I1349. The subject site was further subdivided in 2013 into two lots – one containing the original 1913 telephone exchange building and the other containing the later two exchange buildings. The site was gazetted on the heritage register in 2012, prior to the subdivision.

The subject site was granted statutory heritage protection for the historical and aesthetic significance of the original 1913 building and its rarity as an early purpose-built telecommunication facility. There is no known heritage significance of the later 1957 and 1974 exchange buildings. Furthermore, the two later buildings comprising Lot 201 are deemed to be ‘detracting’ as assessed in the City of Sydney DCP 2012 Buildings Contributions Map (Sheet 016).



Figure 9: Extract of the City of Sydney DCP (2012) Buildings Contributions Map (Sheet 016) showing the original 1913 Redfern Telephone Exchange building as ‘contributing’ and the later exchange buildings as ‘detracting’.

2. CONCLUSION

For the reasons detailed in this report, it is recommended that the heritage listing **Item no. I1318**, be modified to include only **Lot 202, at 117A Redfern Street, Redfern**.

The listing should remove reference to Lot 201, 103–109 George Street, Redfern, as this property has no heritage significance that would justify a local listing.

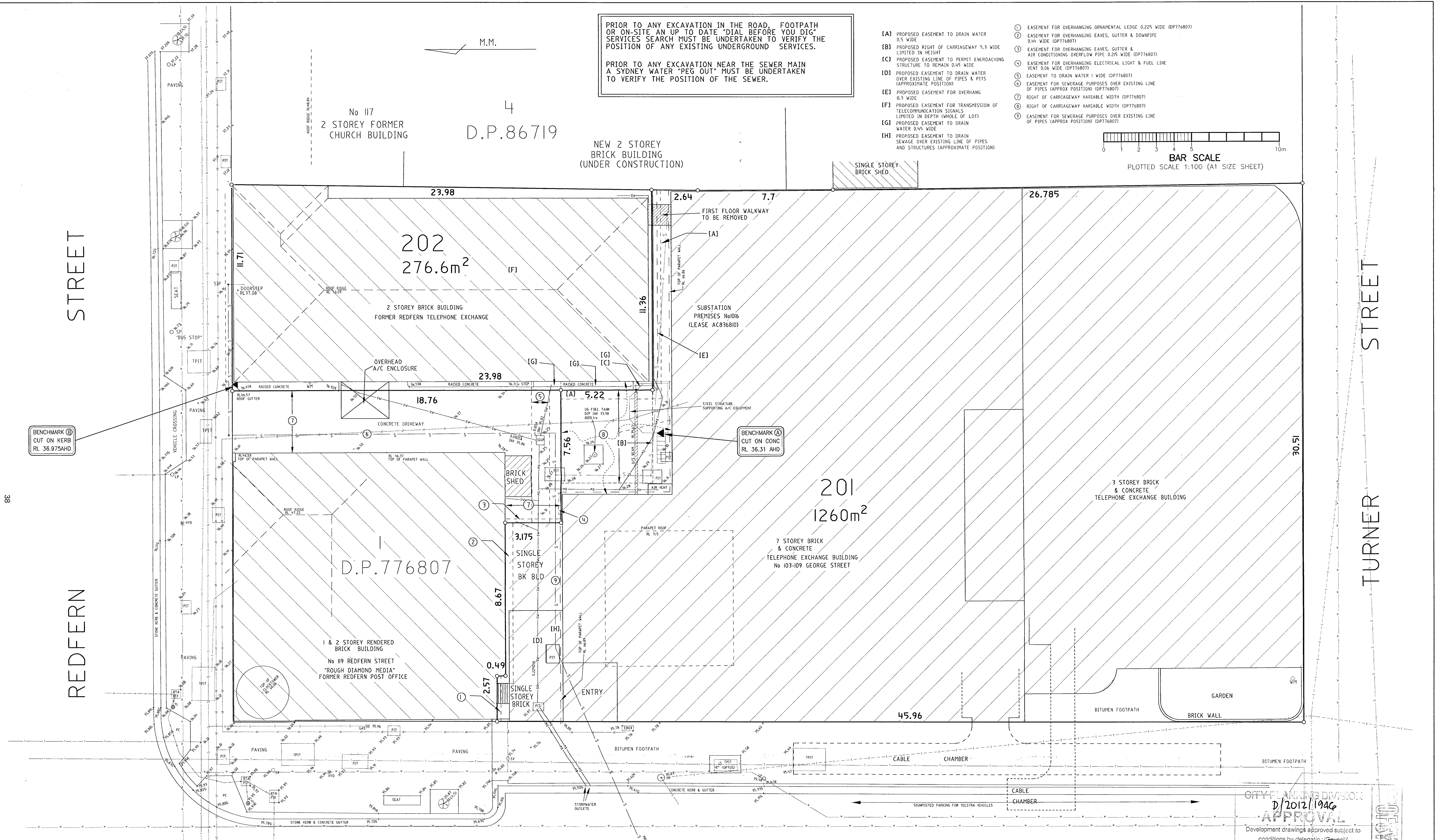
Modification of the listing will remove confusion and unnecessary restrictions on the property at 103–109 George Street. The modified listing will better acknowledge the original 1913 Redfern Telephone Exchange as set out in the Statement of Significance.

Attachment C

**Brunskill McClenahan & Associates Pty
Ltd, Plan of Proposed Subdivision Lot 2 DP
776807 (Approved 24 May 2013)**

D/2012/1946

D/2012/1946

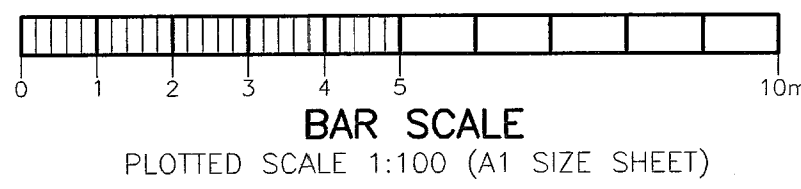


- NOTES**
- BOUNDARY DIMENSIONS AND AREAS HAVE BEEN DETERMINED BY SURVEY ON 2/11/2012 BUT ARE SUBJECT TO FINAL SURVEY
 - CRITICAL FEATURES ON THIS PLAN MUST BE VERIFIED BY USER AS TO THE ACCURACY REQUIRED FOR THE INTENDED PURPOSE
 - THIS PLAN HAS BEEN PREPARED FOR (DEVELOPMENT APPLICATION PURPOSES) AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE WITHOUT THE APPROVAL OF BRUNSKILL MCLENNAN & ASSOCIATES
 - ONLY MAJOR TREES HAVE BEEN LOCATED
 - ONLY VISIBLE SERVICES HAVE BEEN LOCATED
 - UNDERGROUND SERVICES (EXCEPT FOR ON-SITE STORMWATER) HAVE NOT BEEN LOCATED
 - SPOT HEIGHTS INDICATE GENERAL TOPOGRAPHY
 - + 35.56K DENOTES A LEVEL AT THE BACK OF THE KERB
+ 35.56G DENOTES A LEVEL IN THE GUTTER OF THE KERB
+ 35.56L DENOTES A LEVEL AT THE LIP OF THE KERB
+ 35.56INV DENOTES A LEVEL AT THE INVERT OF A PIT/PIPE
+ 35.56 DENOTES A SPOT LEVEL UNLESS INDICATED OTHERWISE
 - UNDERGROUND WATER, SEWER & GAS MAINS, ELECTRICITY & TELECOMMUNICATIONS LINES LOCATIONS HAVE BEEN SCALED FROM PLANS SUPPLIED BY THE RELEVANT AUTHORITIES; THEIR APPROXIMATE LOCATION IS SHOWN ONLY
 - UG — DENOTES UNDERGROUND POWER LINES
— E — DENOTES OVERHEAD POWER LINES & OPTIC FIBRE CABLE
— S — DENOTES APPROXIMATE POSITION OF UNDERGROUND SEWER MAIN
— G — DENOTES APPROXIMATE POSITION OF UNDERGROUND GAS MAIN
— W — DENOTES APPROXIMATE POSITION OF UNDERGROUND WATER MAIN
— SW — DENOTES APPROXIMATE POSITION OF UNDERGROUND STORMWATER PIPE LINE
— T — DENOTES APPROXIMATE POSITION OF UNDERGROUND TELECOMMUNICATIONS CABLES
— W — DENOTES APPROXIMATE POSITION OF UNDERGROUND WATER MAIN
 - EBOX DENOTES AN ELECTRICITY BOX
HYD DENOTES A HYDRANT
LP DENOTES A LIGHT POLE
PC DENOTES A PEDESTRIAN CROSSING
PIT DENOTES A SERVICE PIT
RTA PIT DENOTES A RTA SIGNALS PIT
SCGP DENOTES A SINGLE GRATED GULLY PIT
SIP DENOTES A SEWER INSPECTION PIT
SP DENOTES A SIGN POST
SV DENOTES A STOP VALVE
TL DENOTES A TRAFFIC LIGHT POLE
TPIT DENOTES A TELECOMMUNICATIONS PIT
WM DENOTES A WATER METER

PRIOR TO ANY EXCAVATION IN THE ROAD, FOOTPATH OR ON-SITE AN UP-TO-DATE "DIAL BEFORE YOU DIG" SERVICES SEARCH MUST BE UNDERTAKEN TO VERIFY THE POSITION OF ANY EXISTING UNDERGROUND SERVICES.

PRIOR TO ANY EXCAVATION NEAR THE SEWER MAIN A "SYDNEY WATER 'PEG OUT'" MUST BE UNDERTAKEN TO VERIFY THE POSITION OF THE SEWER.

- (A) PROPOSED EASEMENT TO DRAIN WATER 0.5 WIDE
- (B) PROPOSED RIGHT OF CARRIAGEWAY 5.3 WIDE LIMITED IN HEIGHT
- (C) PROPOSED EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN 0.45 WIDE
- (D) PROPOSED EASEMENT TO DRAIN WATER OVER EXISTING LINE OF PIPES & PITS (APPROXIMATE POSITION)
- (E) PROPOSED EASEMENT FOR OVERHANG 0.3 WIDE
- (F) PROPOSED EASEMENT FOR TRANSMISSION OF TELECOMMUNICATION SIGNALS LIMITED IN DEPTH (WHOLE OF LOT)
- (G) PROPOSED EASEMENT TO DRAIN WATER 0.45 WIDE
- (H) PROPOSED EASEMENT TO DRAIN SEWAGE OVER EXISTING LINE OF PIPES AND STRUCTURES (APPROXIMATE POSITION)
- ① EASEMENT FOR OVERHANGING ORNAMENTAL LEDGE 0.225 WIDE (DP776807)
- ② EASEMENT FOR OVERHANGING EAVES, GUTTER & DOWNPIPE 0.44 WIDE (DP776807)
- ③ EASEMENT FOR OVERHANGING EAVES, GUTTER & AIR CONDITIONING OVERFLOW PIPE 0.225 WIDE (DP776807)
- ④ EASEMENT FOR OVERHANGING ELECTRICAL LIGHT & FUEL LINE VENT 0.06 WIDE (DP776807)
- ⑤ EASEMENT TO DRAIN WATER 1 WIDE (DP776807)
- ⑥ EASEMENT FOR SEWAGE PURPOSES OVER EXISTING LINE OF PIPES (APPROX POSITION) (DP776807)
- ⑦ RIGHT OF CARRIAGEWAY VARIABLE WIDTH (DP776807)
- ⑧ RIGHT OF CARRIAGEWAY VARIABLE WIDTH (DP776807)
- ⑨ EASEMENT FOR SEWAGE PURPOSES OVER EXISTING LINE OF PIPES (APPROX POSITION) (DP776807)



CITY PLANNING DIVISION
D/2012/1946
APPROVAL
Development drawings approved subject to conditions by delegate of Council
Sydney City Council
pursuant to Section 81 (1) (a) of the Environmental Planning & Assessment Act 1979

24 APR 2013

GEORGE STREET

STREET

UNDERGROUND RAILWAY LINES IN STREET

DATUM: AUSTRALIAN HEIGHT DATUM ORIGIN OF LEVELS: BENCHMARK (A) RL 36.31 SOURCE: SURVEY BY JAMES THORPE SHOWN ON DP10144 VERIFIED TO SSM68184 RL 32.048		SVY RMC/ABP	DRN RMC	AMENDMENT ORIGINAL ISSUE ADDITIONAL EASEMENT (H) ADDED NEW ADJOINING BUILDING & STREET No's	DATE 19/11/12 29/11/12	REV -- A	bma BRUNSKILL MCLENNAN & ASSOCIATES Pty Ltd SURVEYORS & PLANNERS SUITE 22, 1-3 HAMILTON STREET CHATEAUX NSW 2007 Ph: (02) 9415 1118 Fax: (02) 9415 1476	REGISTERED SURVEYOR CLIENT: TELSTRA CORPORATION LIMITED PLAN OF PROPOSED SUBDIVISION LOT 2 DP 776807 115 REDFERN ST & 103-109 GEORGE ST REDFERN REF: 94060-7/A FILE: 94060-7-ADWG 1 of 1
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Item 5.

Fire Safety Reports

File No: S105001.002

Summary

The City of Sydney (the City) regularly receives building reports from Fire and Rescue NSW in relation to inspections carried out by Fire and Rescue NSW Authorised Officers. These inspection reports are to be brought to Council and Council is required to determine whether to exercise its power to issue fire safety orders under Division 9.3 and Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act).

In response to Fire and Rescue NSW reports, City staff undertake inspections to ensure fire safety measures are in full operation and that building exits are clear and unimpeded. Fire and Rescue NSW inspections reveal fire safety concerns that require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

Fire and Rescue NSW has powers under the Act to carry out inspections of buildings and it is required to forward its findings to the City.

Fire and Rescue NSW reports received by the City are required to be tabled before Council.

Attached are details of 3 reports received by the City from Fire and Rescue NSW. The attachments deal with 3 properties and include the Fire and Rescue NSW reports and the findings (preliminary or final) by City staff, along with other documentation relevant to that property.

Recommendation

It is resolved that Council:

- (A) note the contents of the Fire Safety Reports Summary Sheet, as shown at Attachment A to the subject report;
- (B) note the inspection reports by Fire and Rescue NSW, as shown at Attachments B to D to the subject report;
- (C) note the contents of Attachment B and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 19 Ralph Street, Alexandria at this time;
- (D) note the contents of Attachment C and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 63-65 Flinders Street, Surry Hills; and
- (E) note the contents of Attachment D and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 95 Victoria Street, Potts Point at this time.

Attachments

- Attachment A.** Fire Safety Reports Summary Sheet
- Attachment B.** Inspection Report - 19 Ralph Street, Alexandria
- Attachment C.** Inspection Report - 63-65 Flinders Street, Surry Hills
- Attachment D.** Inspection Report - 95 Victoria Street, Potts Point

Background

1. The City receives inspection reports and recommendations from Fire and Rescue NSW in relation to inspections carried out on buildings located within the City's local area.
2. Under the Environmental Planning and Assessment Act 1979, (the Act), Fire and Rescue NSW has the power to carry out inspections of buildings to determine if the building has adequate provision for fire safety and/or is compliant with legislation.
3. On average, the City receives approximately 50 such reports each year. They can be prompted by reports from the Police or others who have a concern relating to fire safety in a building.
4. The inspection is undertaken to ensure fire safety measures are in full operation and that building exits are clear and unimpeded.
5. When Fire and Rescue NSW carries out such an inspection, a report and any recommendations must be provided to the City.
6. Under the Act, Council is then required to table the report and make a determination as to whether it will exercise its power to issue a Fire Safety Order 1 or 2 in Schedule 5, Part 2 of the Act.
 - (a) Fire Safety Order 1 requires a person to do or stop doing certain specified things to improve fire safety.
 - (b) Fire Safety Order 2 requires a person to cease conducting an activity on premises where that activity constitutes, or is likely to constitute, a life-threatening hazard or a threat to public health or public safety.
7. Attached are the details of the reports received from Fire and Rescue NSW, including recommendations for further action. The properties have also been reviewed by City staff.

Risks

8. This approach is within the City's risk appetite, which states:
 - We are committed to conducting our activities in full compliance with applicable laws, regulations and relevant industry standards.

Relevant Legislation

9. Environmental Planning and Assessment Act 1979

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Andrew Thomas, Executive Manager Planning and Development

Attachment A

Fire Safety Reports Summary Sheet
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Fire Safety Reports Summary Sheet

Total number of properties tabled: 3

Report – April 2026

Att.	Premises Specifics	Actions/ Recommendation
A	Not applicable – Summary Sheet	Summary of clause 17, Schedule 5 matters tabled at Council meeting.
B	19 Ralph Street, Alexandria	Premises inspected; matters raised have been rectified; no further action required.
C	63-65 Flinders Street, Surry Hills	Premises inspected: owners have been issued with a Notice of Intention to give a Fire Safety Order; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
D	95 Victoria Street, Potts Point	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.

Attachment B

**Inspection Report
19 Ralph Street, Alexandria**

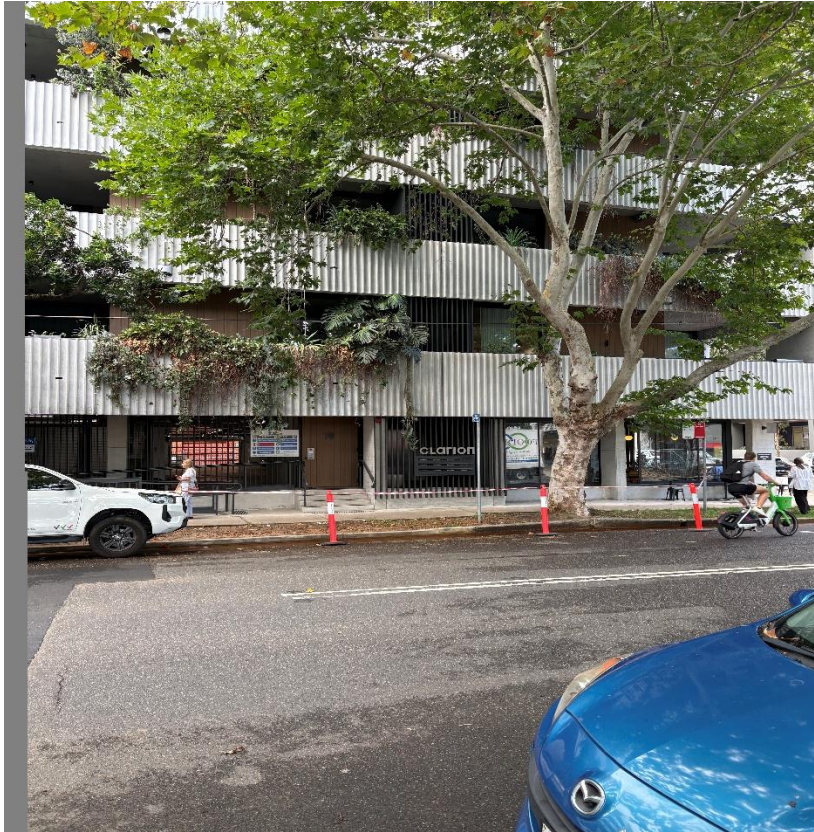


Figure 1: 19 Ralph Street, Alexandria, viewed from the west

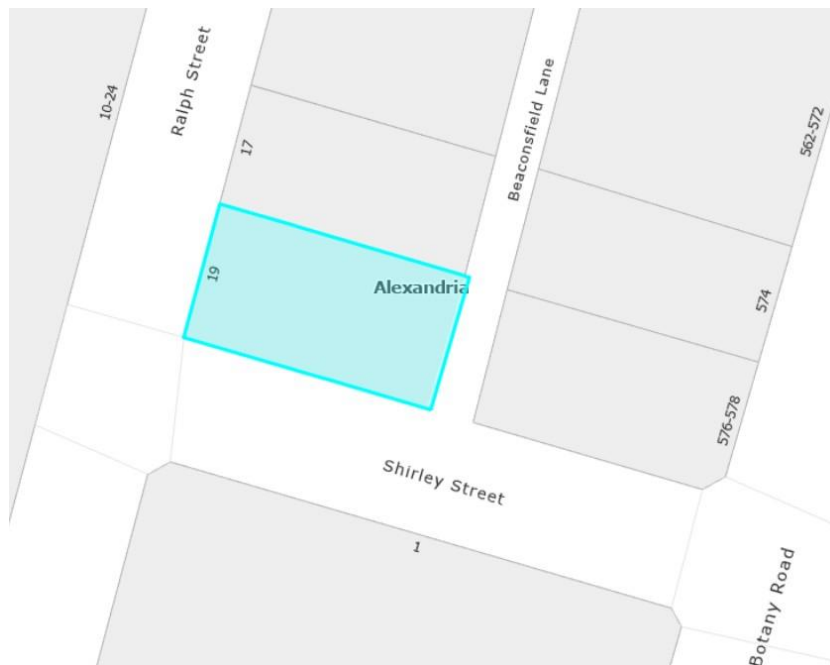


Figure 2: Location map of 19 Ralph Street, Alexandria

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Luke Jeffree

Date: 17 February 2026

Premises: 19 Ralph Street, Alexandria

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 19 December 2025 with respect to matters of fire safety.
2. The premises consists of a six storey building used for residential apartments, ground level retail and carpark.
3. The City inspected the premises on 16 February 2026, accompanied by the building manager and the owner's accredited fire safety practitioner. This inspection found that fire safety was adequately provided.

Chronology

Date	Event
19 December 2025	FRNSW correspondence received.
28 January 2026	The City contacted the building owners requesting access to the premises.
16 February 2026	The City inspected the premises and found fire safety was being adequately provided.

Fire and Rescue NSW Report

4. FRNSW conducted an inspection of the subject premises on 5 November 2025.

Issues

5. The report from FRNSW detailed issues as shown in the table below.

Ref.	Issue	City response
	Provisions for Fire Safety	
	Fire Hydrant System	
1.	Pump room ventilation duct alleged to be dislodged from the fire damper/grill, potentially affecting compliance.	The City's inspection on 16 February 2026 observed ductwork connected and secured. No evidence of dislodgement or non-compliance, addressing this issue.
	Fire Seals Protecting Openings	
2.	Services penetrating floor slabs within electrical cupboards not suitably fire-stopped.	The City's inspection on 16 February 2026 found service penetrations within electrical cupboards to be adequately fire-stopped. Installations bore labelling identifying installation by a specialist passive fire contractor and reference to relevant Australian Standards, addressing this issue.
	Fire Safety Statements	
	Regulatory Requirements	
3.	Annual Fire Safety Statement (AFSS) displayed at premises dated September 2024, not current.	The City's inspection on 16 February 2026 confirmed a current AFSS was prominently displayed at the premises, addressing this issue.
	Other Matters	
4.	Storage of building material within private carparking alleged to be hindering evacuation in the event of fire	The City's inspection on 16 February 2026 found no stored building materials or obstructions to egress. The building manager advised that the previously stored building materials had been removed, addressing this issue.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. As a result of site inspection undertaken by the Council investigation officer on 16 February 2026, it is recommended Council not exercise its powers to give a fire safety order at this time. The deficiencies identified in the report by FRNSW have been addressed. The City's investigation officer did not find any other fire safety issues.
8. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

OFFICIAL



File Ref. No: FRN20/2295 – BFS25/3424 - 8000042807
TRIM Ref. No: D2025/152531
Contact: Matthew Warbrick

19 December 2025

General Manager
Council of the City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
CLARION APARTMENTS
19 RALPH STREET ALEXANDRIA ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence concerning the adequacy of the provision for fire safety in connection with 'the premises'. The concerns stated in part:

- *Storage of building materials within private car parking spaces is a hindering evacuation in the event of a fire.*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 5 November 2025.

COMMENTS

The following items were identified in relation to the provisions for fire safety:

Provisions for Fire Safety

Fire Hydrant System

1. A ventilation duct penetrating the external fire rated wall from within the pumphouse has been dislodged from the fire damper/grill and may be affecting the ventilation requirements in accordance with Clause 6.4.1 of AS 2419.1-2005.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

www.fire.nsw.gov.au

Page 1 of 3

OFFICIAL

OFFICIAL

Fire Seals Protecting Openings

2. Services passing through the floor slabs within electrical cupboards do not appear to be suitably protected by a compliant tested fire stopping system, contrary to the requirements of Clause C4D13, C4D15 & Specification 13 of the National Construction Code 2022 – Volume 2.

Regulatory Requirements

Fire Safety Statements

3. The Annual Fire Safety Statement displayed at the premises was dated September 2024 and no longer current, contrary to the requirements Section 89 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.

Other Matters

4. Authorised Officers of FRNSW were unable to gain access to the ground floor carpark at the time of the inspection and therefore were unable to validate the nature of the concern.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 4 of this report and conduct an inspection.
- b. Address any other deficiencies identified on the premises.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. FRNSW refers this matter to the Council as the appropriate regulatory authority and awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

LIMITATIONS

The items listed in the comments of this report are based on the following limitations:

- FRNSW's inspection of the premises may have been conducted without having the development consent and / or approved plans as a reference.
- FRNSW's inspection of the premises was a non-invasive visual inspection.
- FRNSW authorised fire officers may not have been able to access all areas of the premises at the time of inspection.

OFFICIAL

Please do not hesitate to contact Matthew Warbrick of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434. If you have any questions or concerns regarding the above matters. Please ensure that you refer to file reference FRN20/2295 – BFS25/3424 - 8000042807 for any future correspondence concerning this matter.

Yours faithfully



Matthew Warbrick
Acting Senior Building Surveyor
Fire Safety Compliance Unit

Attachment C

**Inspection Report
63-65 Flinders Street, Surry Hills**



Figure 1: 63-65 Flinders Street, Surry Hills, viewed from the east



Figure 2: Location map of 63-65 Flinders Street, Surry Hills

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Muhammad Hassan

Date: 14 March 2026

Premises: 63 - 65 Flinders Street, Surry Hills

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to 63 - 65 Flinders Street, Surry Hills (the premises) dated 16 December 2025 with respect to matters of fire safety.
2. The premises consists of a four storey building used as a pub with levels above ground that are currently vacant.
3. The City inspected the premises on 22 January 2026, accompanied by the licensee of the pub. This inspection identified deficiencies in fire safety. To address this, a Notice of Intention to issue a fire safety order was issued on 4 March 2026 under the Environmental Planning and Assessment Act 1979 NSW.

Chronology

Date	Event
16 December 2025	FRNSW correspondence received
22 January 2026	The City inspected the premises. The inspection revealed that the building contained the following egress, construction and fire safety deficiencies: 1. The building has timber floors which have little resistance to the vertical spread of fire; 2. Pipes and miscellaneous services penetrate ceilings and are not adequately sealed to prevent the vertical or horizontal spread of fire; 3. Entry doors to bedrooms on the second-floor level are not constructed of suitable fire resistive construction and lack self-closing devices which could prevent the spread of fire and smoke from a bedroom to the public corridor;

Date	Event
	4. A number of fanlights located above doors to bedrooms on the second-floor level of the building do not appear to be constructed of suitable fire resistive construction which could prevent the spread of fire and smoke from a bedroom to the public corridor; 5. Lightweight walls enclosing two bedrooms on the second-floor level do not appear to be constructed of suitable fire resistive construction that would prevent the spread of fire from the bedrooms to the public corridor; 6. Doors opening onto to the exit stair landings are not constructed of suitable fire resistive construction that would prevent the spread of fire and smoke to the exit stair and assist in the safe evacuation of the occupants in the event of a fire emergency; 7. The location of the fire exit on the second-floor level is considered too remote for occupants to reach safely and to safely evacuate the building in the event of a fire emergency; 8. The main exit stair is not enclosed with appropriate fire/smoke resisting elements of construction and consequently would not provide occupants with a safe evacuation haven/passage in the event of a fire emergency within this building; 9. The space below the main exit stair is used for storage purposes which if were involved in a fire could render this stair redundant and subsequently cut off the only means of escape for persons using the upper floors of the building; 10. The building does not have appropriate measures in place which would alert occupants of the building of a fire so that they may evacuate with a degree of safety before conditions become untenable or life threatening; 11. The building lacks facilities which provide automatic detection and alarm of an outbreak of fire to Fire and Rescue NSW which would assist in co-ordinating early Fire and Rescue NSW intervention during a fire emergency in the building; 12. The building is not provided with a sufficient quantity of exit signage or emergency evacuation lighting which helps occupants locate the building's fire exits during a fire emergency situation.

Date	Event
3 March 2026	The City inspected the external parts of the building to determine if there was adequate protection to window openings near the boundary and if the street hydrant coverage was acceptable. The City was of the view that the window openings did not require protection and that the street hydrant coverage was acceptable.
4 March 2026	A Notice of Intention to give a Fire Safety Order was issued on the owners of the premise to address the abovementioned deficiencies.

Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 20 October 2022.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
1.	Services and Equipment	
1A.	Automatic Smoke Detection and Alarm System and Building Occupant Warning System (BOWS)	
A.	An external strobe light was not provided to indicate an alarm condition.	The City's inspection on 22 January 2026 revealed that an external alarm bell was provided to indicate an alarm condition. The smoke detection and alarm system in the building was installed to Australian Standard 1670.1-1995. This year of the standard only required an alarm bell. It would be unreasonable replacing the alarm bell with a strobe light when the alarm bell is a requirement of the existing alarm system.
2.	General	

Ref.	Issue	City response
2A.	A current Annual Fire Safety Statement was not displayed in a prominent location within the building or provided to FRNSW.	The City's inspection on 22 January 2026 found a current Annual Fire Safety Statement was displayed in a prominent location within the building, addressing this issue.
3.	Services and Equipment	
3A.	Alarm Signalling Equipment	
A.	The building incorporated Class 3 accommodation greater than 2 storeys above ground level, however, the automatic fire detection and alarm system was not monitored with alarm signalling equipment.	The City's inspection on 22 January 2026 confirmed that the third floor contained hotel rooms. All of these rooms were vacant at the time of inspection and have remained unused since 2018. To ensure they are not used as hotel accommodation, a Fire Safety Order will require that these rooms be used solely as caretakers' or managers' quarters. Considering that the rooms will be no longer permitted to operate as hotel rooms, it would be unreasonable to require the installation of alarm signalling equipment.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. Following inspections by Council's investigation officers, several fire safety concerns have been identified within the building. A Notice of Intention to Issue a Fire Safety Order (NOI) under the Environmental Planning and Assessment Act 1979 NSW was issued on 4 March 2026. The NOI had a response period of 21 days. If an adequate response has not been provided by the owners of the building, it is recommended that a Fire Safety Order be issued to rectify the fire safety deficiencies identified in earlier inspections.
8. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

Unclassified



File Ref. No: FRN22/661 - BFS25/8686 - 8000047020
TRIM Ref. No: D25/145799
Contact: Ryan Maestri

16 December 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
THE FLINDERS
63-65 FLINDERS STREET, SURRY HILLS ("the premises")**

An inspection of 'the premises' on 20 October 2022 was conducted by Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW), pursuant to the provisions of Section 9.32(1)(b) of the *Environmental Planning and Assessment Act 1979* (EP&A Act). NSW Police Force were also present during the inspection.

In this instance, the inspection revealed fire safety concerns that may require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

In this regard, the inspection was limited to the following:

- A visual inspection of the essential Fire Safety Measures as identified in this report only.
- A conceptual overview of the building, where an inspection had been conducted without copies of the development consent or copies of the approved floor plans.

On behalf of the Commissioner of FRNSW, the following comments are provided for your information in accordance with Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

www.fire.nsw.gov.au

Page 1 of 3

Unclassified

COMMENTS

Please be advised that this report is not an exhaustive list of non-compliances. The proceeding items outline concerns in general terms, deviations from the fire safety provisions prescribed in Section 9.32(1)(b) of the EP&A Act and Clause 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021).

The following items were identified as concerns at the time of the inspection:

1. Services and Equipment
 - 1A. Automatic Fire Detection and Alarm System
 - A. An external strobe light was not provided to indicate an alarm condition, contrary to the requirements of Clause 3.8 of AS 1670.1-2004 (assumed edition).
2. General
 - 2A. A current Annual Fire Safety Statement was not displayed in a prominent location within the building or provided to FRNSW contrary to the requirements of Section 89 of the EPAR 2021.

FRNSW is therefore of the opinion that the fire safety provisions prescribed for the purposes of 9.32(1)(b) of the EP&A Act, have not been complied with.

ADDITIONAL COMMENTS

In addition to the items identified above, relating to the Fire Safety Provisions prescribed by Clause 112 of the EPAR 2021, the following items were also identified as concerns at the time of the inspection and it would be at council's discretion as the appropriate regulatory authority to conduct its own investigation and consider the most appropriate action.

3. Services and Equipment
 - 3A. Alarm Signalling Equipment (ASE)
 - A. The building incorporated Class 3 accommodation greater than 2 storeys above ground level, however, the automatic fire detection and alarm system was not monitored with ASE, contrary to the requirements of Clause S20C8 of Specification 20 of the National Construction Code Volume 1 2022 (NCC).

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Inspect and address items 1 and 2 of this report.

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- b. Give consideration to the other deficiencies identified on 'the premises' identified in item 3 of this report.
- c. Ensure the fire safety measures serving the premises are being regularly maintained and that an Annual Fire Safety Statement is being provided to both the Council and FRNSW.

This matter is referred to Council as the appropriate regulatory authority. FRNSW therefore awaits Council's advice regarding its determination in accordance with Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Should you have any enquiries regarding any of the above matters, please do not hesitate to contact Ryan Maestri of FRNSW's Fire Safety Compliance Unit on (02) 9742 7434. Please ensure that you refer to file reference FRN22/661 - BFS25/8686 - 8000047020 for any future correspondence in relation to this matter.

Yours faithfully



Ryan Maestri
Senior Building Surveyor
Fire Safety Compliance Unit

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Attachment D

**Inspection Report
95 Victoria Street, Potts Point**



Figure 1: 95 Victoria Street, Potts Point viewed from the east

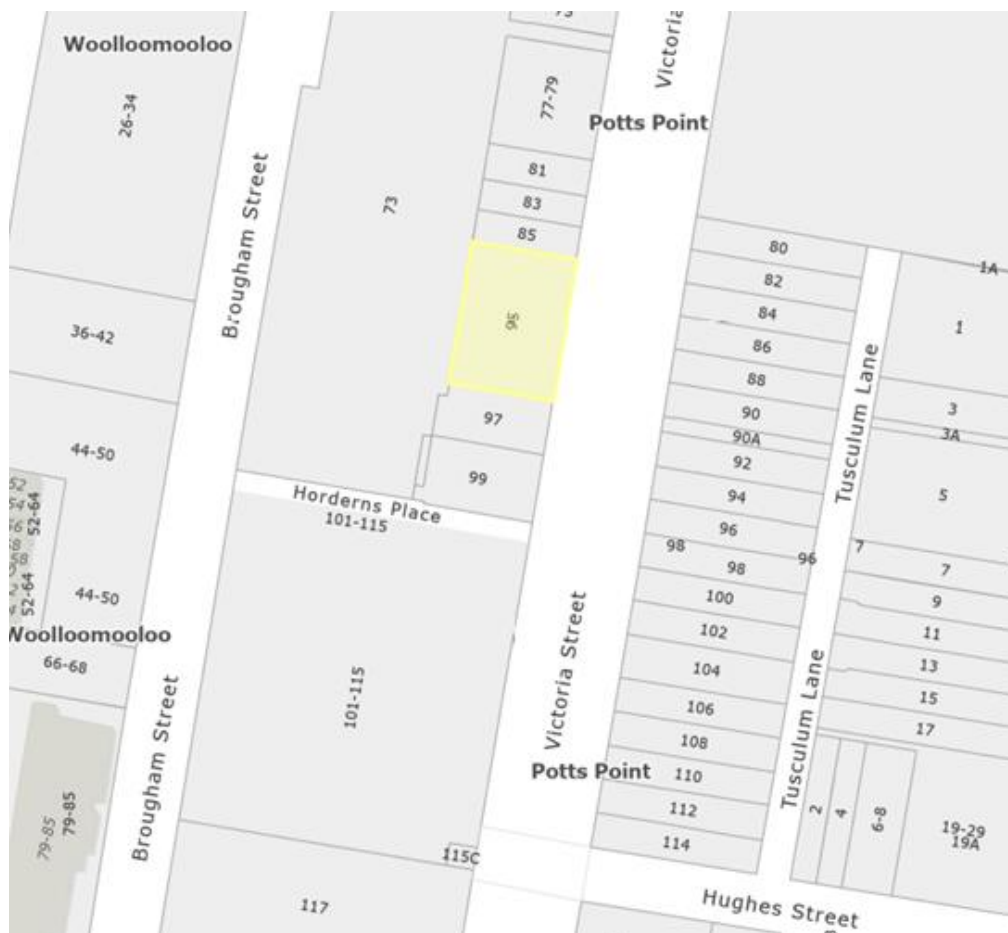


Figure 2: Location map of 95 Victoria Street, Potts Point

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Lutfor Rahman

Date: 2 March 2026

Premises: 95 Victoria Street, Potts Point

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 17 February 2026 with respect to matters of fire safety.
2. The premises consists of a three storey building used for commercial purposes on the ground floor and residential purposes on the upper two floors. The rear common area and the basement level is shared with 73 Victoria Street forming part of the united building complex.
3. The City inspected the premises on 26 February 2026. This inspection identified fire safety provisions requiring maintenance, which can be addressed by a corrective action letter issued by the City on 2 March 2026.

Chronology

Date	Event
17 February 2026	FRNSW correspondence received.
26 February 2026	The City inspected the premises identifying fire safety provisions requiring maintenance, which can be addressed under the City's instruction.
2 March 2026	A corrective action letter was issued requiring works to be completed by 30 May 2026.

Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 4 February 2026.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
	Essential Fire Safety Measures	
Fire Resistance		
1	Security doors and gates have been installed on the outside of multiple SOU entry doors throughout the premises. FRNSW are of the opinion that screen doors and security gates promote the occupants to 'chock open' the SOU entry fire door.	The City's inspection on 26 February 2026 found security screen doors and security grills were installed on the outside of multiple units. The City issued a corrective action letter on 2 March 2026 requiring removal of all the security screen doors and security grills by 30 May 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions.
2	The fire door from the basement storage area was chocked open and not capable of self-closing.	The City's inspection on 26 February 2026 could not verify the identified items as access to the basement was restricted at time of inspection. To ensure the matter is resolved, a corrective action letter was issued on 2 March 2026 requiring the fire door to be rectified by 30 May 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions.
Services and Equipment		
3	The exit sign at the ground floor exit gate was not illuminated.	The City's inspection 26 February 2026 confirmed the exit sign at the ground floor exit gate was not illuminated. A corrective action letter was issued on 2 March 2026 requiring exit signage to be rectified by 30 May 2026.

Ref.	Issue	City response
		Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions.
4	The emergency light at the rear of the ground floor south retail appeared to have no power to it and failed to operate when FRNSW tested the light.	The City's inspection on 26 February 2026 identified that no power to the emergency light. A corrective action letter was issued on 2 March 2026 requiring emergency lighting be provided by 30 May 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions.
Smoke Detection and Alarm Systems		
5	A zone block plan of the SDAS was not installed at the main Fire Indicator Panel (FIP).	The City's inspection on 26 February 2026 observed the zone block plan was not provided at the Fire Indicator panel. A corrective action letter was issued on 2 March 2026 requiring signage be provided by 30 May 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions.
6	External alarm indication was not installed with the red strobe light at the entry to the building. In this regard, the word 'FIRE' was not marked on or adjacent to the strobe in lettering not less than 25mm.	The City's inspection on 26 February 2026 observed the word 'FIRE' was not marked adjacent to the strobe. A corrective action letter was issued on 2 March 2026 requiring signage be provided by 30 May 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. As a result of site inspections undertaken by the Council investigation officer, a corrective action letter was issued on 2 March 2026 to the building owners to address the fire safety deficiencies identified by the City and FRNSW. It is not considered necessary to issue a Notice of Intention to Issue a Fire Safety Order at this stage.
8. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

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File Ref. No: FRN26/373 - BFS26/399 - 8000047875
TRIM Ref. No: D26/21925
Contact: Station Officer David Weekes

17 February 2026

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT
RESIDENTIAL AND RETAIL BUILDING
95 VICTORIA STREET POTTS POINT ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 20 January 2026 concerning the adequacy of the provision for fire safety in or in connection with 'the premises'.

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 4 February 2026.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

www.fire.nsw.gov.au

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COMMENTS

FRNSW could not gain access to the basement storage area or any residential Sole Occupancy Units (SOU) during the inspection.

The following items were identified during the inspection:

Provisions for Fire Safety

Fire Resistance

1. Security doors and gates have been installed on the outside of multiple SOU entry doors throughout the premises. FRNSW are of the opinion that screen doors and security gates promote the occupants to 'chock open' the SOU entry fire door, which is in contravention of Clause C4D12 of the National Construction Code 2022, Volume 1 Building Code of Australia (NCC) which requires a doorway in a Class 2 Sole Occupancy Unit (SOU) to be protected by a self-closing fire door.
2. The fire door from the basement storage area was chocked open and not capable of self-closing contrary to the requirements of C4D6 of the NCC.

Services and Equipment

3. The exit sign at the ground floor exit gate was not illuminated, contrary to the requirements of Clause E4D8 of the NCC.
4. The emergency light at the rear of the ground floor south retail appeared to have no power to it and failed to operate when FRNSW tested the light contrary to the requirements of Clause E4D4 of the NCC.

Smoke Detection and Alarm System (SDAS)

5. A zone block plan of the SDAS was not installed at the main Fire Indicator Panel (FIP) contrary to the requirements of Clause 3.10 of Australian Standard (AS) 1670.1-2004.
6. External alarm indication was not installed with the red strobe light at the entry to the building. In this regard, the word 'FIRE' was not marked on or adjacent to the strobe in lettering not less than 25mm contrary to the requirements of Clause 3.8 of AS 1670.1-2004.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 6 of this report and conduct an inspection.

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- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Station Officer David Weekes of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN26/373 - BFS26/399 - 8000047875 regarding any correspondence concerning this matter.

Yours faithfully



Ryan Maestri
Senior Building Surveyor
Fire Safety Compliance Unit