

Prepared for
EG Funds Management Pty Ltd



Applicant Meeting with IPC – Redfern Mixed Use Co-living Development SSD-32275057

7 August 2024

Mecone



Developer and project background



- The proposal seeks to deliver **high quality co-living accommodation co-located with employment uses** (commercial tenancies).
- Communal, recreation and co-working spaces throughout will benefit on-site residents, with some accessible to the wider community.
- A **multi-purpose communal space** has been designed for use by external community organisations (such as indigenous groups, enterprises) as well as on-site residents.
- Since the **project first commenced in 2021**, **extensive consultation** has been undertaken with the community, Indigenous groups, City of Sydney Council and Government agencies.
- The design has **evolved significantly** since lodgement in October 2022 to incorporate feedback received from DPHI, SDRP, Council and the community.
- **EG** is a leading developer who strives to create high-quality, sustainable and cohesive urban spaces. EG's intention is to construct and manage the co-living development, with assistance from a co-living manager.
- The proposal has drawn from the ethos of the **Little BIG Foundation**, a **not-for-profit organisation** established by EG, which creates places, programs and events to help overcome loneliness, foster social connection and a genuine sense of community for on-site residents but also surrounding residents – as it does at EG's Flour Mill Development in Summer Hill and other assets.
- **Little BIG is proposed to operate within the development**, to help engender social connection amongst co-living residents, commercial tenants, and surrounding community.
<https://littlebigfoundation.org/about-us/>



Little BIG House
in Summer Hill –



Site location and context

- Site: 175-177 Cleveland Street and 1-5 & 6-8 Woodburn Street, Redfern
- Three street frontages:
 - North: Cleveland St
 - West: Eveleigh St
 - East: Woodburn St
- Existing development:
 - 175 Cleveland St (North-west): 1-2 storey part-vacant building
 - 177 Cleveland St (North-east): Open car park
 - 1-5 Woodburn St (East): Warehouse building with commercial uses
 - 6-8 Woodburn St (South-east): 5-storey residential apartment building
- Approx. 275m north-west of Redfern railway station, 750m south-west of Central Station and 900m north-west of the Waterloo Metro station
- Directly adjacent bus stops along Cleveland St providing connection to the surrounding suburbs



Overview



- Part five-part six storey mixed use co-living housing development with commercial use, comprising:
 - 200 co-living units (91 single and 109 double rooms)
 - Ground and first level commercial/retail, co-working and multipurpose spaces
 - 793.2m² of communal open space, including internal courtyard and rooftop terrace garden
 - 526.9m² of communal living areas
 - Parking for 15 car spaces, 13 motorcycle spaces and 235 bicycle spaces
 - Associated landscaping and publicly accessible courtyard/link
 - Indigenous public art opportunities
 - GFA/FSR breakdown:

	GFA (m ²)	FSR (n:1)
Residential	5,839.2	2.9
Commercial	778.2	0.39
Total	6,617.4	3.28



Site suitability and residential FSR variation



- The proposal would provide additional housing and employment opportunities, entirely consistent with the Redfern-Waterloo Built Environment Plan (Stage One) 2006 (RWBEP).
- Since adoption of the RWBEP, the **emerging land use character** of the area has transformed towards **predominantly residential**.
- Previously proposed residential Level 7 (16 rooms) has been deleted in response to Council-DPHI feedback.
- Proposed total FSR is slightly under the maximum permitted FSR of 3.3:1.
- Co-living housing is **commercially managed**, which is **far less intensive than traditional residential accommodation**.



Provision	Residential FSR Control	Proposed Residential FSR	Total FSR Control	Proposed total FSR
Eastern Harbour City SEPP	1:1	2.9:1	3:1	3.28:1
Housing SEPP	0.3:1 (10% bonus)	GFA: 5,839.2m ²	0.3:1 (10% bonus)	GFA: 6,617.4m ²
Total	1.3:1		3.3:1	

Site suitability and residential FSR variation (cont.)



- The proposed co-living and commercial uses **are compatible with the mixed-use character** of the locality
- The proposal would result in an **increase in number of jobs on site from 30 to 45.**
- **Provision of active street frontages** through the provision of commercial tenancies and a multi-purpose community space on ground/first level.
- The proposal has **acceptable** external impacts re **overshadowing and traffic.**
- The proposal would result in a high level **of residential amenity** (largely compliant with Housing SEPP controls with acceptable internal separation and shadowing impacts)
- Proposal and Approved development precedents (residential FSR):

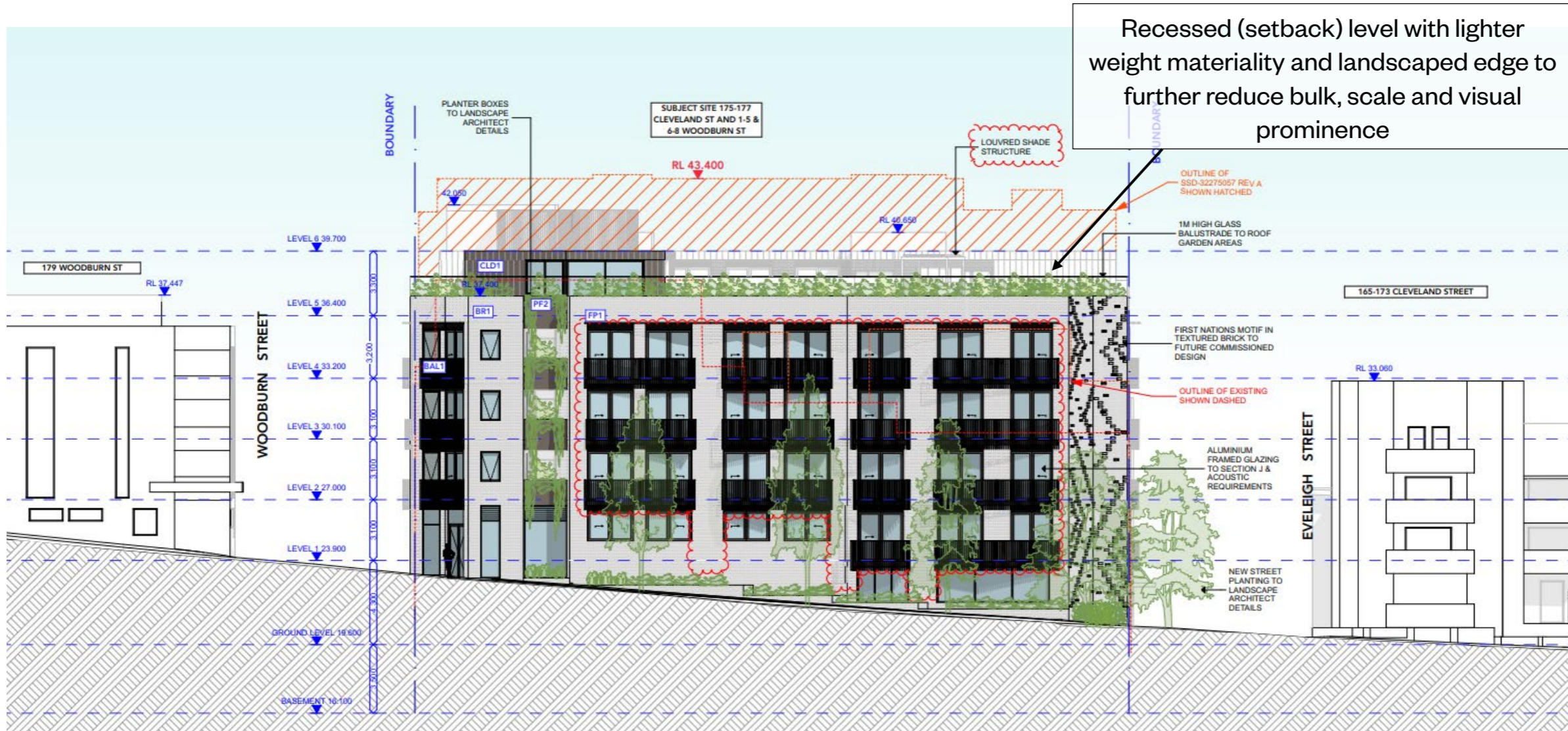
Project Approval	Permitted	Approved	Variation
SSD 7064 175-177 Cleveland St + 1-5 Woodburn St	1:1	1.36:1	36%
Subject Proposal	1.3:1	2.9:1	123%
SSD 6371 175-177 Cleveland St	1:1	2.98:1	198%
SSD 4949 Scape Redfern	1:1	3:1	200%
SSD 8135 Scape Pemulwuy Precinct	SEPP: 1:1 Concept approval: 2.9:1	6.95	SEPP: 595% Concept approval: 140%

Height of Building variation

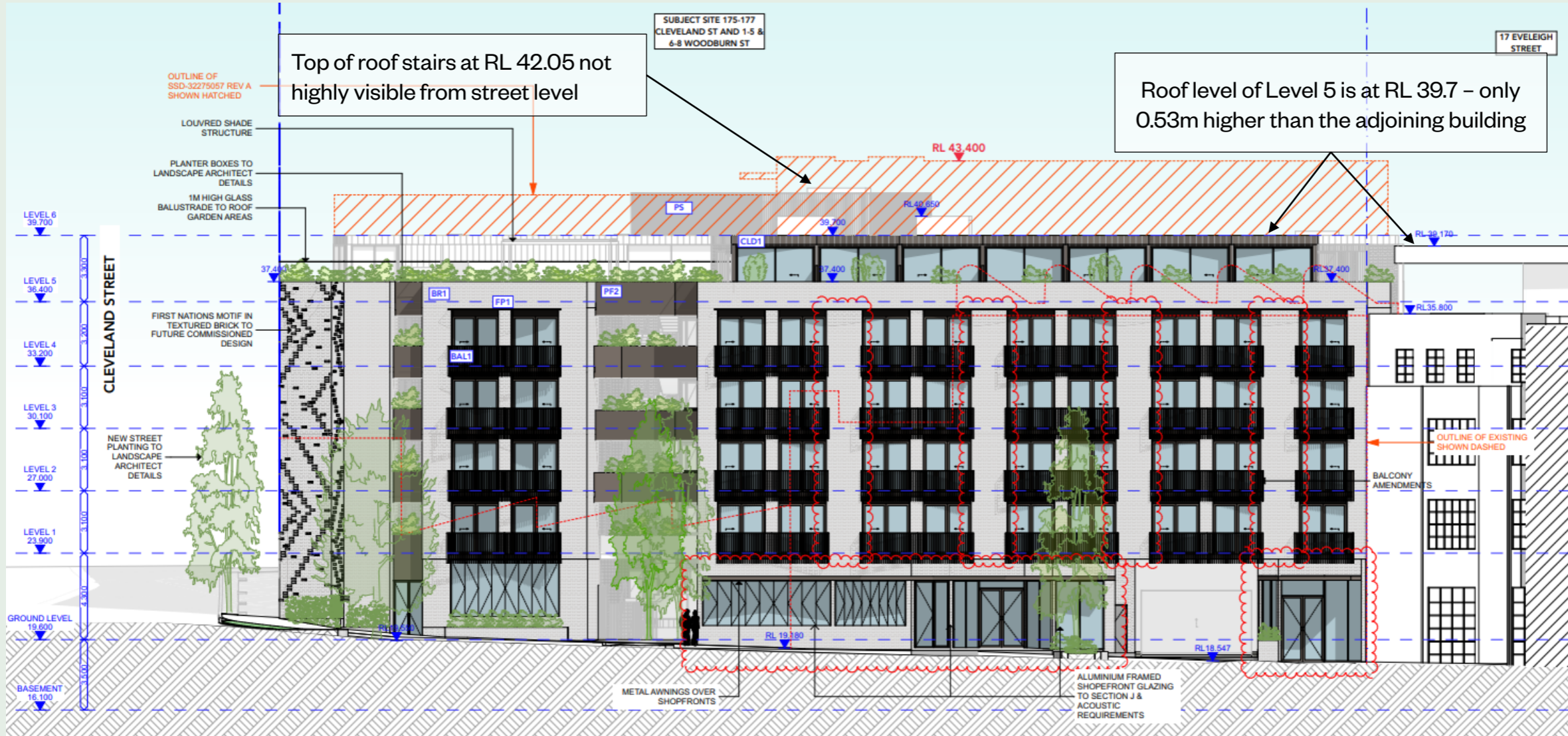


- The building height has been **reduced from 7 storeys to part 5-part 6 storeys** in response to Council's submission.
- The revised top level (5th-6th level) has been **well set back** and is of **lighter materiality** to significantly **reduce the overall bulk and scale**.
- The top level provides an **appropriate transition by stepping down** the building and **following the site topography**.
- From Woodburn St, and when moving west along Cleveland St, the building presents as 4 storeys with recessed 5th level (4+1).
- The recessed 6th storey is partially visible at the north-western and western site frontages only (along Cleveland and Eveleigh Streets). It is **at a similar height to the adjoining building to the south**, being a converted warehouse built c1910.
- The proposal is predominantly 20.1m in height (max height 22.45m), which is similar to a 5-storey commercial scheme with a 20m height (typical 4m FtF height).

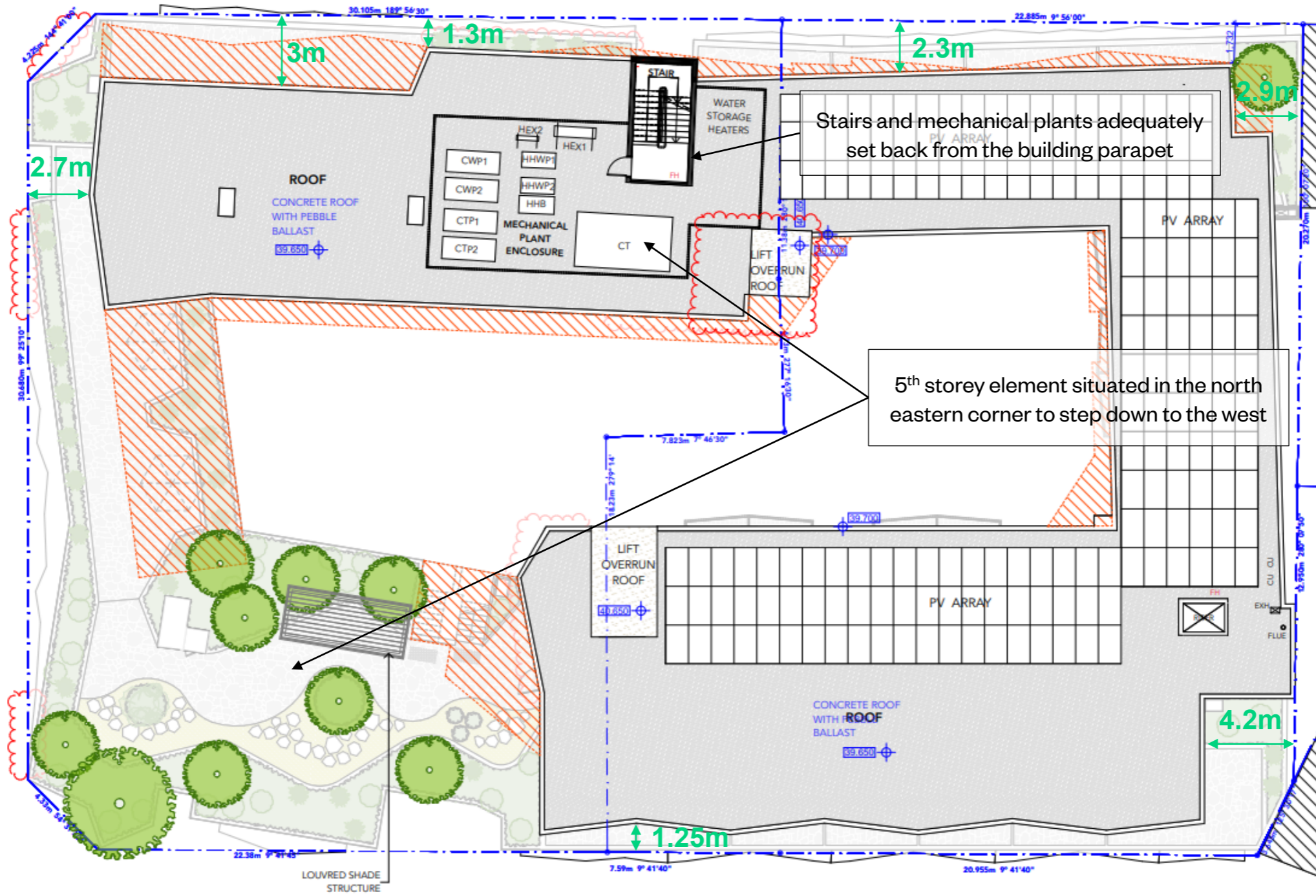
Provision	Control	Proposed
Eastern Harbour City SEPP Clause 21(1)	Max 5 storeys	5-6 storeys



CLEVELAND STREET ELEVATION



EVELEIGH STREET ELEVATION



ROOF PLAN

Height of Building variation



In summary, the proposed building height:

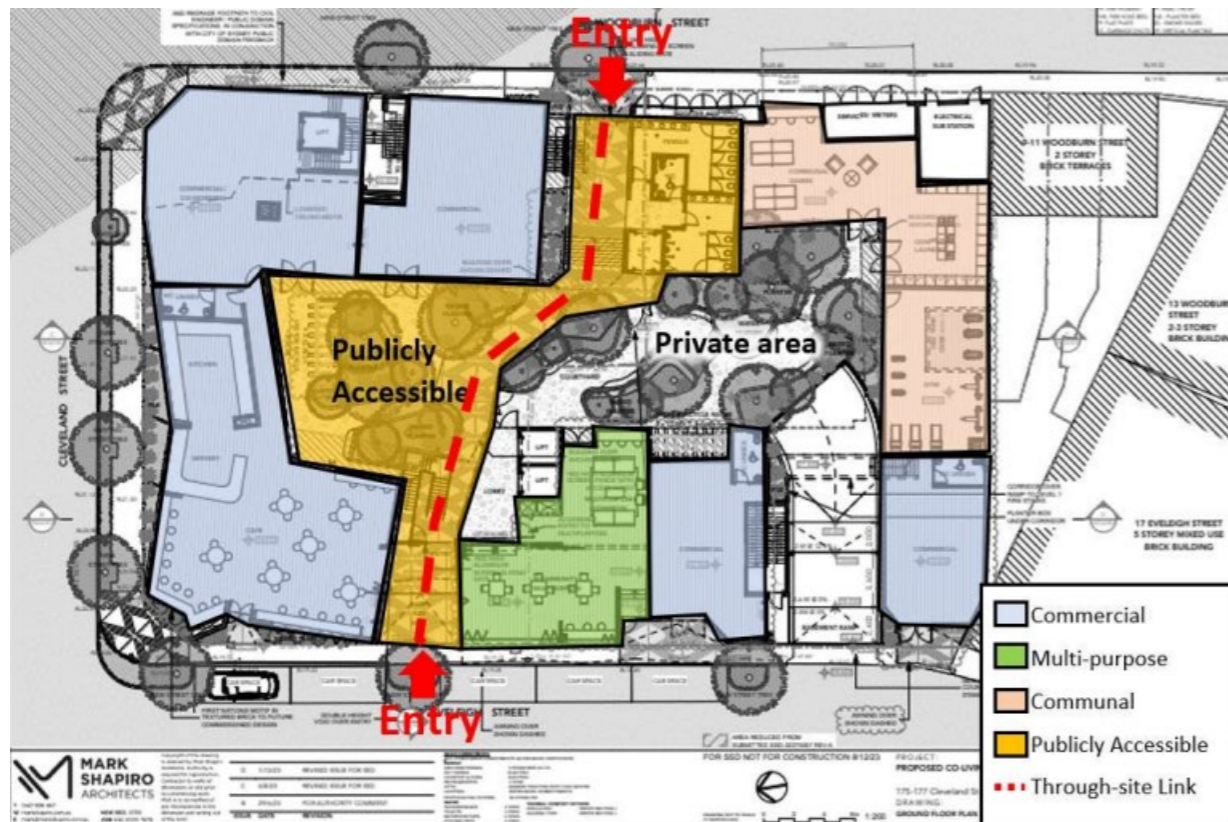
- is **compatible with the existing streetscape** by maintaining a 4-5-storey appearance when viewed from surrounding vantage points
- **will not create any excessive visual bulk, view loss, overshadowing or adverse visual impacts**
- **responds to the site topography**, which has a crossfall of 4.5m
- **complies with the maximum total FSR standard**
- allows for the **better distribution of floor space**, supporting **high levels of residential amenity**
- **will meet the anticipated demand for co-living housing and increase tenuous housing options** in Redfern
- **will enhance the mixed-use character** and facilitate the **co-location of co-living housing and commercial uses** in an accessible location
- will have **negligible traffic impacts** on the surrounding road network



Publicly accessible courtyard



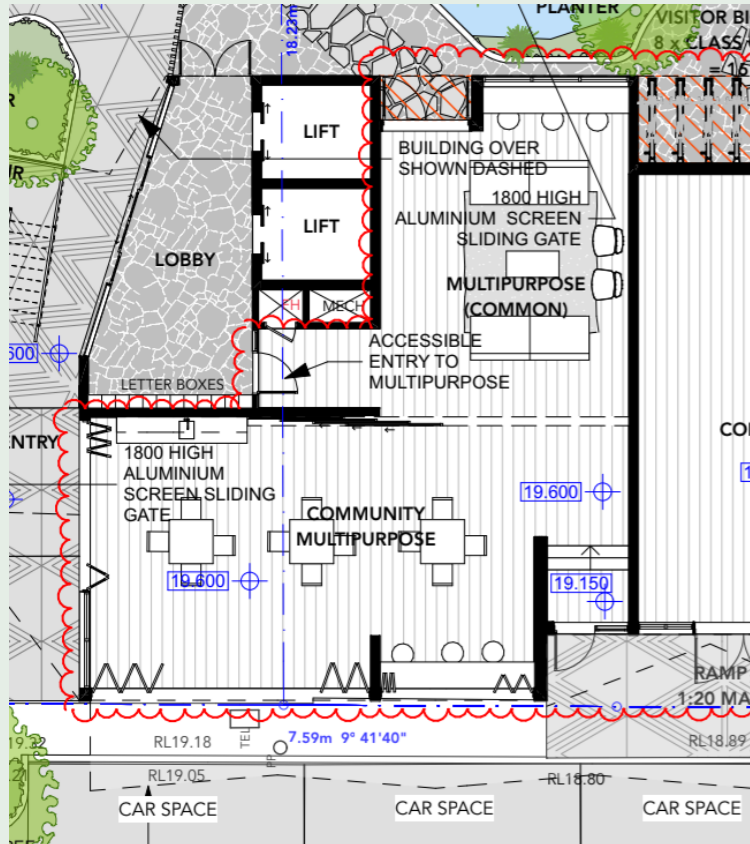
- The publicly accessible space is not intended to act as a public through site link, nor is it required under the Sydney DCP
- The proposal seeks to create a more open, inviting publicly accessible space during daytime and early evening, enabling greater permeability between Eveleigh and Woodburn Streets.
- The proposed public access seeks to support the co-living/co-working model of the proposal.
- The pedestrian link has been reconfigured to improve line of sight and legibility.



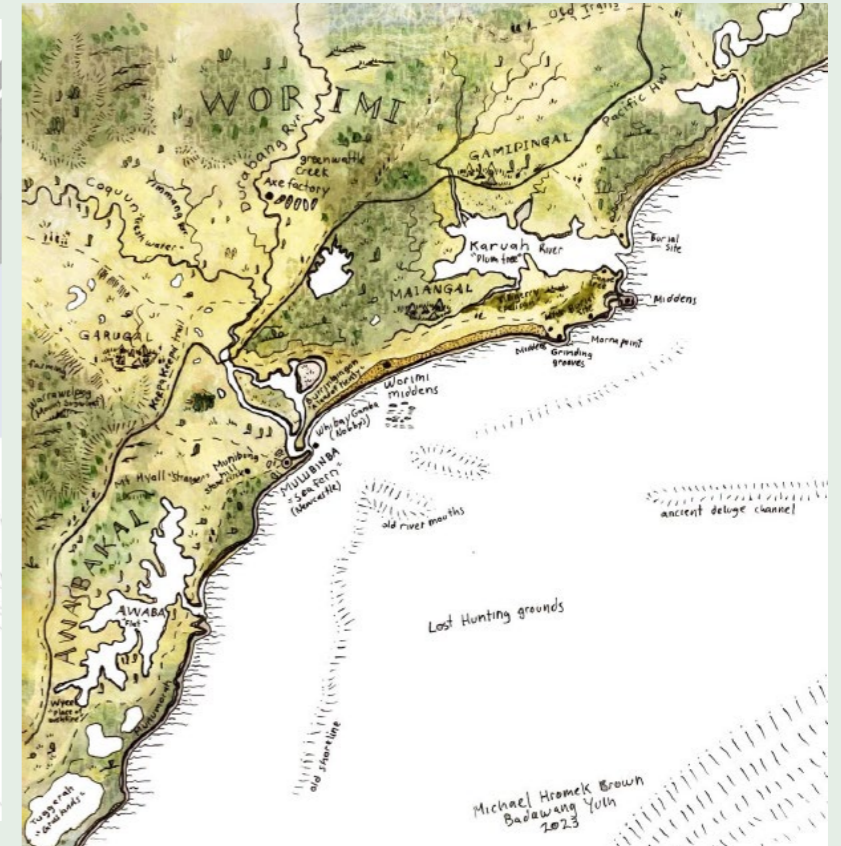
Community (Multi-purpose) space



- The revised proposal includes a **multi-purpose space** (now along the Eveleigh St frontage) to provide a **communal space** for on-site residents but also local community organisations and groups.
- Use by local Indigenous community groups and Aboriginal enterprises will be encouraged and prioritised.
- Indigenous inspired artwork is provided within the community space.



Relocation of existing Greg Inglis mural into the community space



Example of cultural mapping to be provided on a separate wall to the GI mural

Connecting to Country / Public art



The following Connecting to Country motifs have been incorporated into the building design:

- Gadigal tree carving motif at the corner of Cleveland and Eveleigh Streets.
- Incorporation of inlaid paving treatment artwork at pedestrian entries.
- Integrate concepts of waterway in the courtyard through incorporating water features and native landscaping.
- Public Art Strategy to be prepared and agreed in consultation with local Indigenous artists and City of Sydney.
- Opportunities for public art for further development with selected First Nations artist.



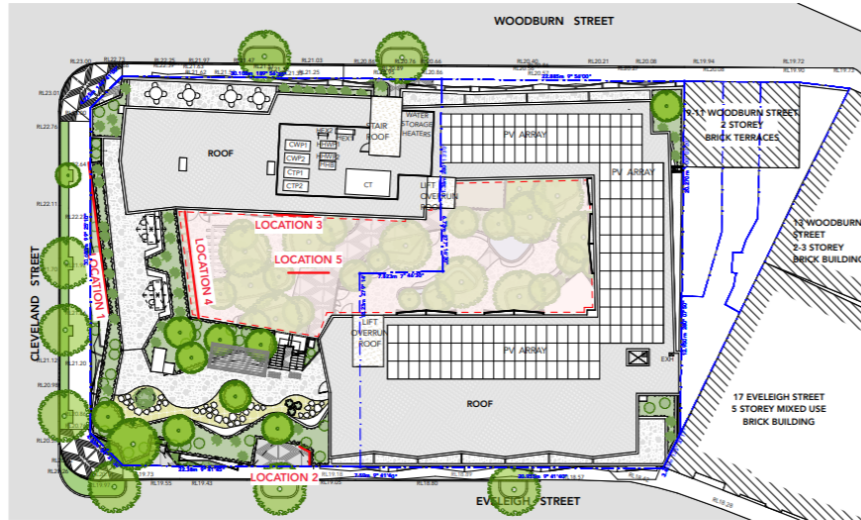
LOCATION 1
Street level masonry wall on Cleveland Street, roughly 12m wide x 2.5m high. Visible to all pedestrians and passing traffic on Cleveland Street.



LOCATION 2
Main pedestrian entry on Eveleigh Street, roughly 6m wide x 18m high. Visible to passing pedestrians on Cleveland and Eveleigh Streets, public accessing the site-through link, and glimpses visible to traffic on Cleveland Street and passing traffic on Eveleigh Street. Additional views from higher levels offered to building residents.



LOCATION 3
Courtyard facing masonry wall, roughly 4m wide x 13m high. Visible glimpses through the main Eveleigh Street entry and public cafe, public accessing the site-through link, and residents. Additional views from higher levels offered to building residents.



LOCATION 4
Courtyard facing planter boxes, roughly 12m wide x 10m high (split across levels). Visible glimpses through the Eveleigh Street public cafe, public accessing the site-through link, and residents. Additional views from higher levels offered to building residents.



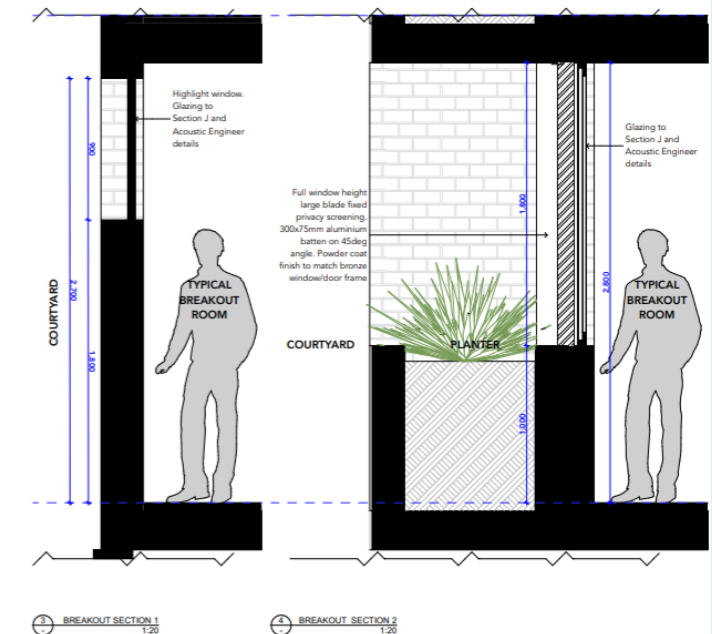
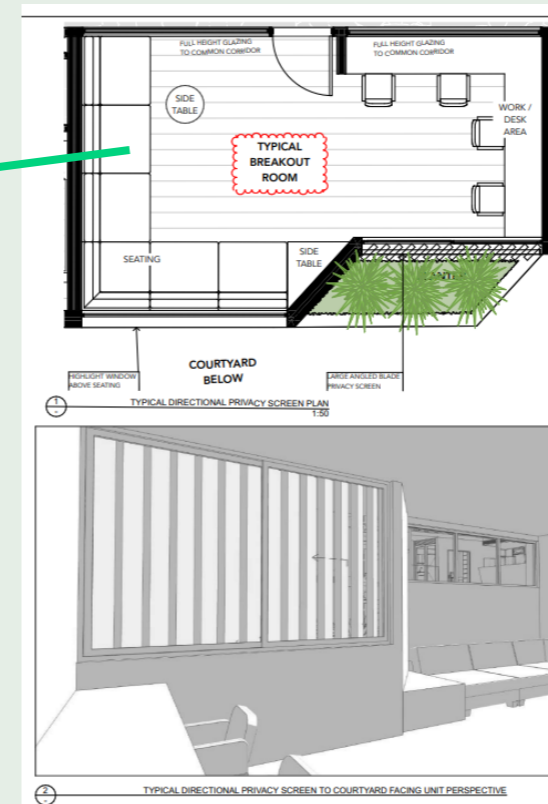
LOCATION 5
Courtyard planting, paving treatments and site-through link, roughly 40m long x 12m wide, to landscape architect details. Visible glimpses through the Eveleigh Street entry and public cafe, public accessing the site-through link, and residents. Additional views from higher levels offered to building residents.



Residential amenity – Internal separation/visual privacy



- The residential levels have been reconfigured to enhance residential amenity:
 - 12m separation is achieved for the northern rooms, therefore compliant with ADG
 - The break out rooms incorporate highlight windows and large blade privacy screen with planters
 - The south western internal rooms are angled to avoid directly facing each other
 - Landscaping is incorporated along the internal corridors to minimise privacy impacts on adjacent rooms and improve outlook

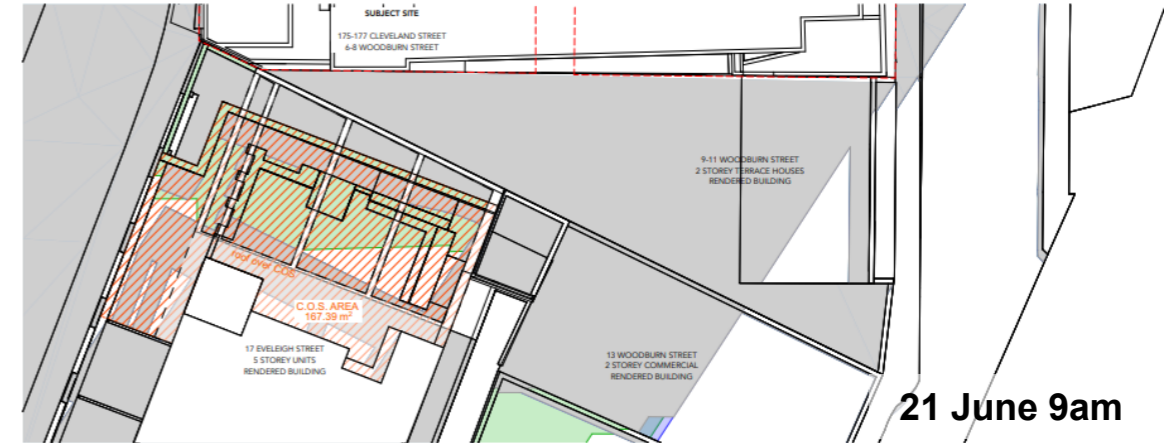


Residential amenity – Solar access



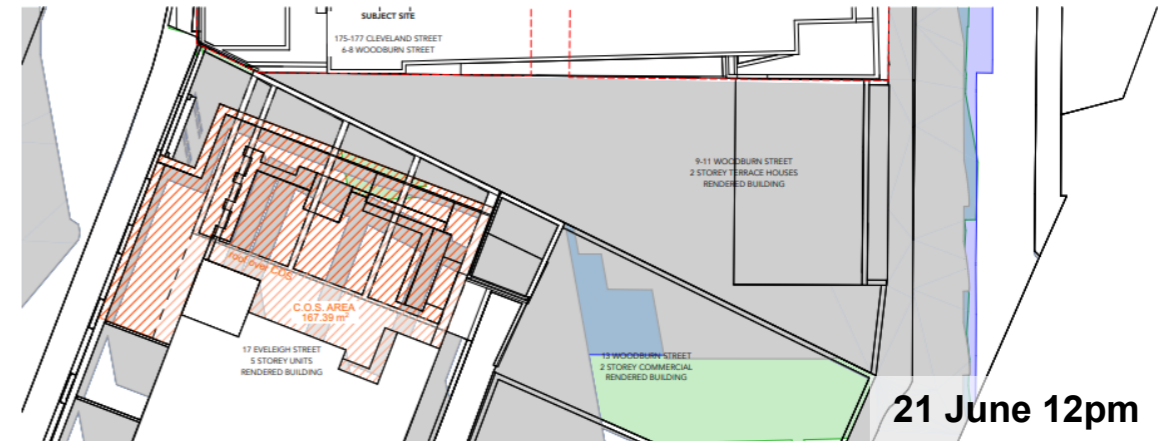
To the west (2-8 Eveleigh St):

- There will be **negligible to no additional shadowing impacts** on the adjacent residential property **when compared to a compliant height scheme**
- Solar access of the adjacent property to the west (2-8 Eveleigh St) is **only impacted between 9-10am in mid-winter** under both proposed and compliant scheme



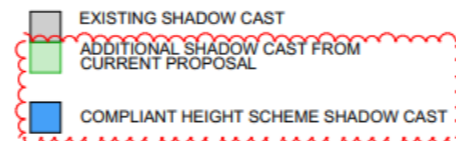
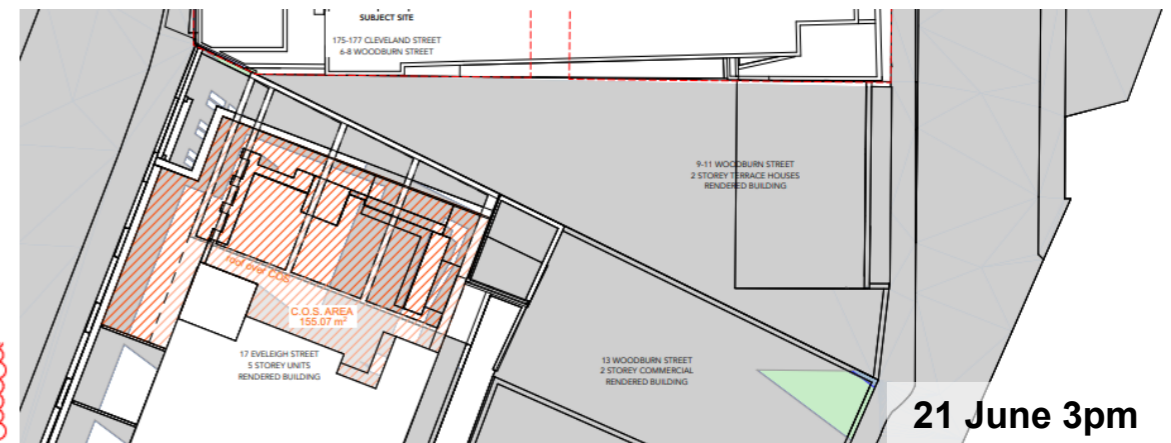
To the south (Terraces at 9-11 Woodburn St):

- **The terraces are already largely overshadowed by the existing 4-5-storey development at the site** during mid-winter given their orientation being immediately south of the site.
- The Shadow Diagrams show that **the overshadowing impacts would not materially change** compared to the existing development.



To the south (13-17 Eveleigh St):

- Despite additional overshadowing, **more than 50% of the adjoining communal open space continues to receive solar access for more than 3 hours in mid-winter**, exceeding the minimum ADG requirement of 2 hours.






Residential amenity – Ventilation



- An extensive comparative analysis of four ventilation strategies has been undertaken – cross flow natural, single sided natural, mechanical only and hybrid natural and mechanical
- The analysis concludes that **the hybrid natural and mechanical ventilation option provides the best balance between management of acoustic performance whilst maintaining access to natural ventilation**
- This option involves the use of **mechanical ventilation as the primary source of ventilation** whilst providing **openable doors and windows for natural ventilation at the choice of resident**
- Air will be delivered to each room via a ducted reticulation system and will be filtered and delivered at a rate suitable to achieve compliance with AS-1668.2 and the NCC
- **Full cross flow natural ventilation** would **compromise the acoustic comfort** of the co-living rooms, particularly **for rooms facing Cleveland and Woodburn Streets. Acoustic treatment measures** will be necessary to achieve acceptable internal acoustic levels, which **will significantly compromise the natural ventilation pathways and system performance**. – This option is thus **not feasible**.
- The hybrid approach allows **high ambient acoustic levels to be isolated by closing windows** and ensures **appropriate ventilation is achieved when ambient conditions are not suitable for natural ventilation**.

Traffic and Parking



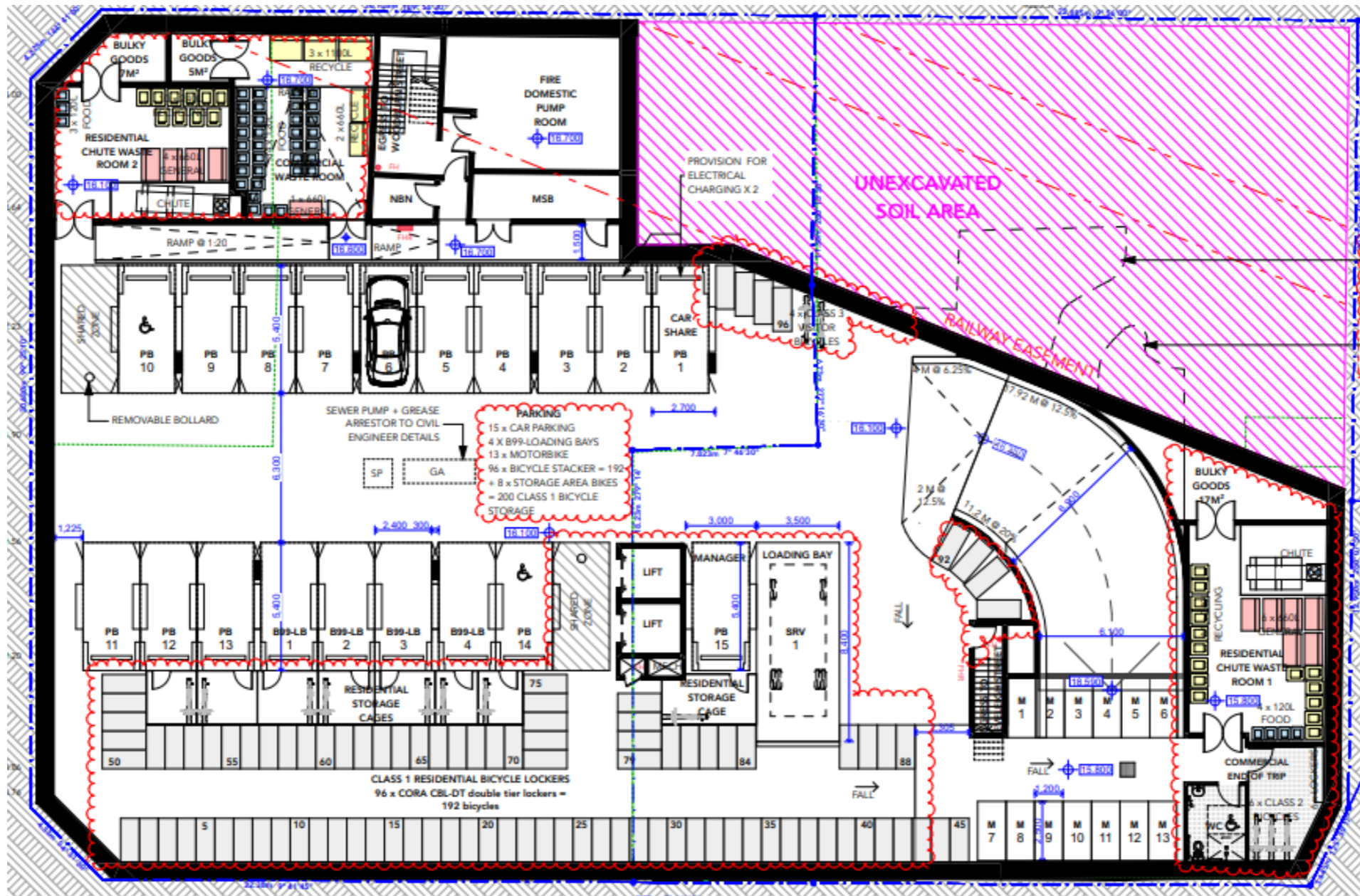
- The proposal would generate approx. 2 vehicles per hour trips during the AM and PM commuter peak periods, which would be a net reduction in traffic generation compared to the existing and previously approved development on site. Therefore, there would not be any unacceptable traffic impacts.
- The proposal provides:
 -  15 car parking spaces
 -  13 motorcycle spaces
 -  235 bicycle spaces
- The limited carparking provision is supported by Council given the site's location in a highly accessible area with bus and rail transport available within a short walkable distance
- The proposal is compliant with the Sydney DCP bicycle requirements. The bicycle spaces will be provided in accordance with DPHI's recommended conditions.

Loading and servicing

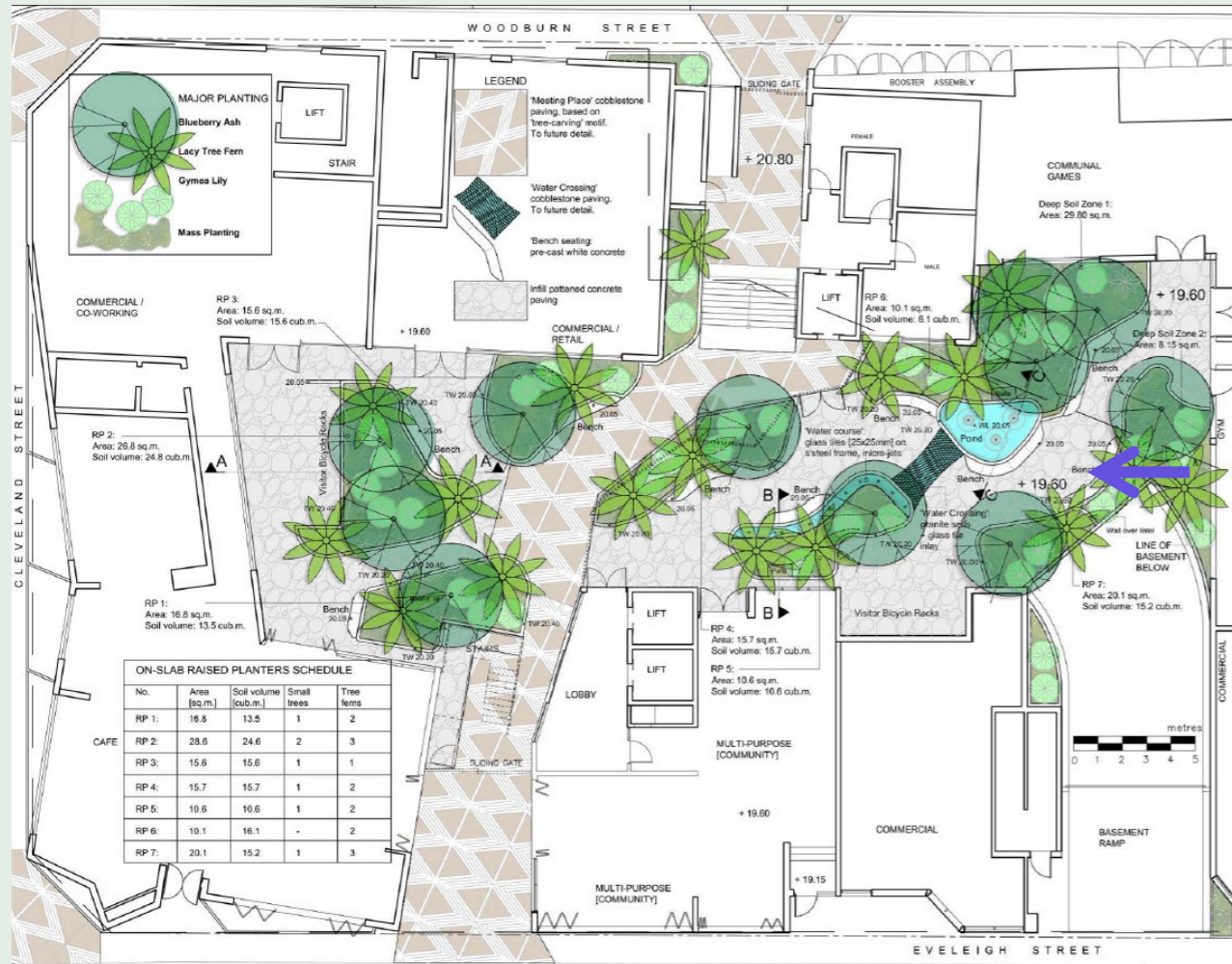


- Numerous attempts were made to accommodate Council's waste truck by **investigating 3 options**:
 1. Basement collection and loading
 2. Waste collection on Eveleigh St frontage with a turntable
 3. Waste collection on Eveleigh St frontage via reverse entry
- It was determined that private waste collection in the basement with a reduced height 6.4m SRV would allow for forward entry and exit whilst delivering the best design outcome.
- Private waste collection is considered suitable for the proposal because:
 - Consistent with Section 4.4.1.6 of the *Sydney DCP 2012* and Section 2.9.2 of the *City of Sydney Boarding Houses DCP 2004*, which specifically requires such developments to 'make private contracting arrangements for garbage disposal'.
 - The co-living housing would be collectively and commercially serviced rather than managed by individual residents
 - It is less disruptive than using Council's 9.25m long waste truck
 - It would increase the extent of active frontage along Eveleigh St and provides an additional commercial tenancy in the south western portion
 - It was deemed appropriate and accepted for the approved co-living development at 90-116 Regent St (SSD-10382 & 12618001) with over 800 beds
 - The privately managed method of waste collection for a co-living development is no different to most commercial buildings, serviced apartments and short term (hotel) accommodation.

Loading and servicing

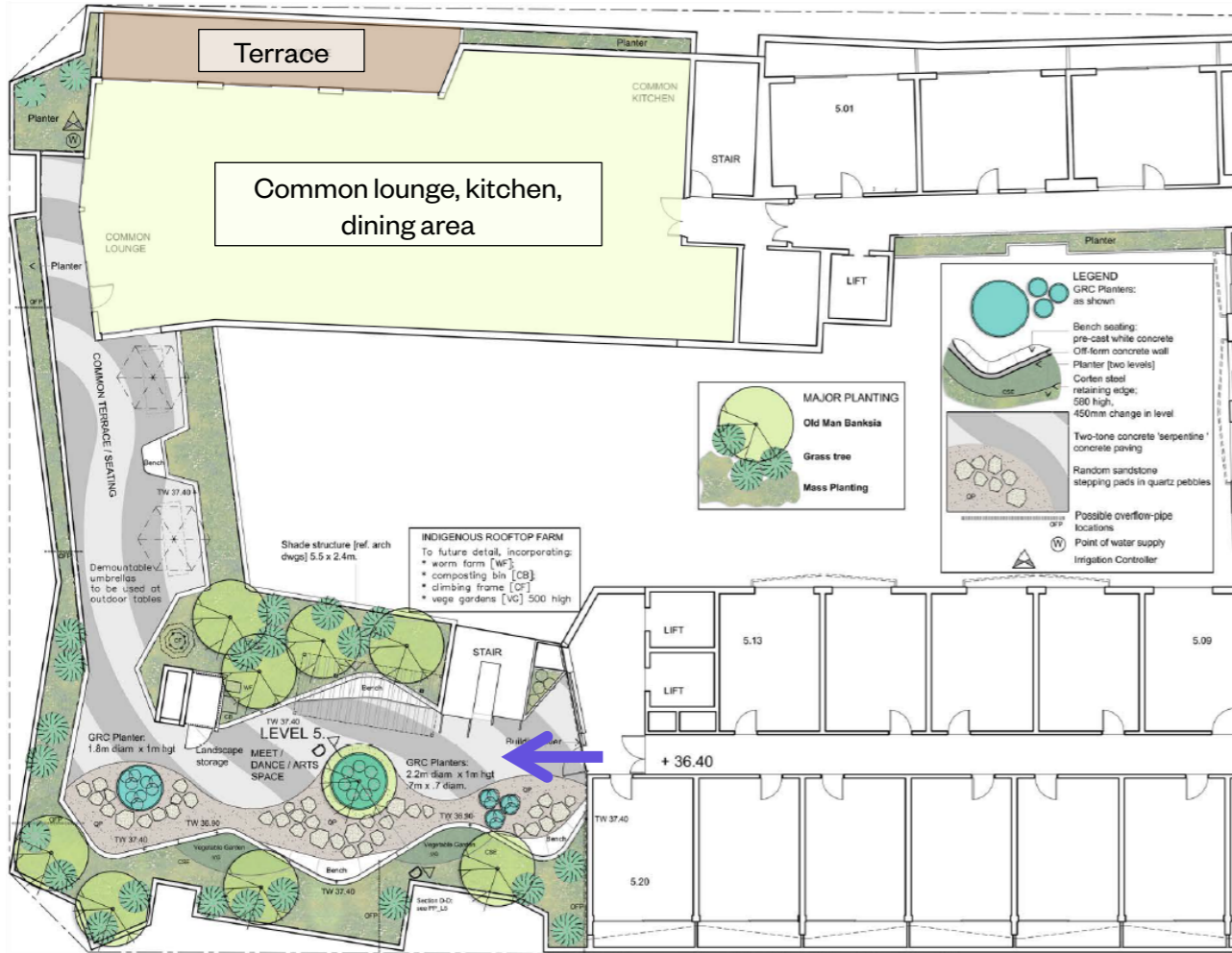


Landscape



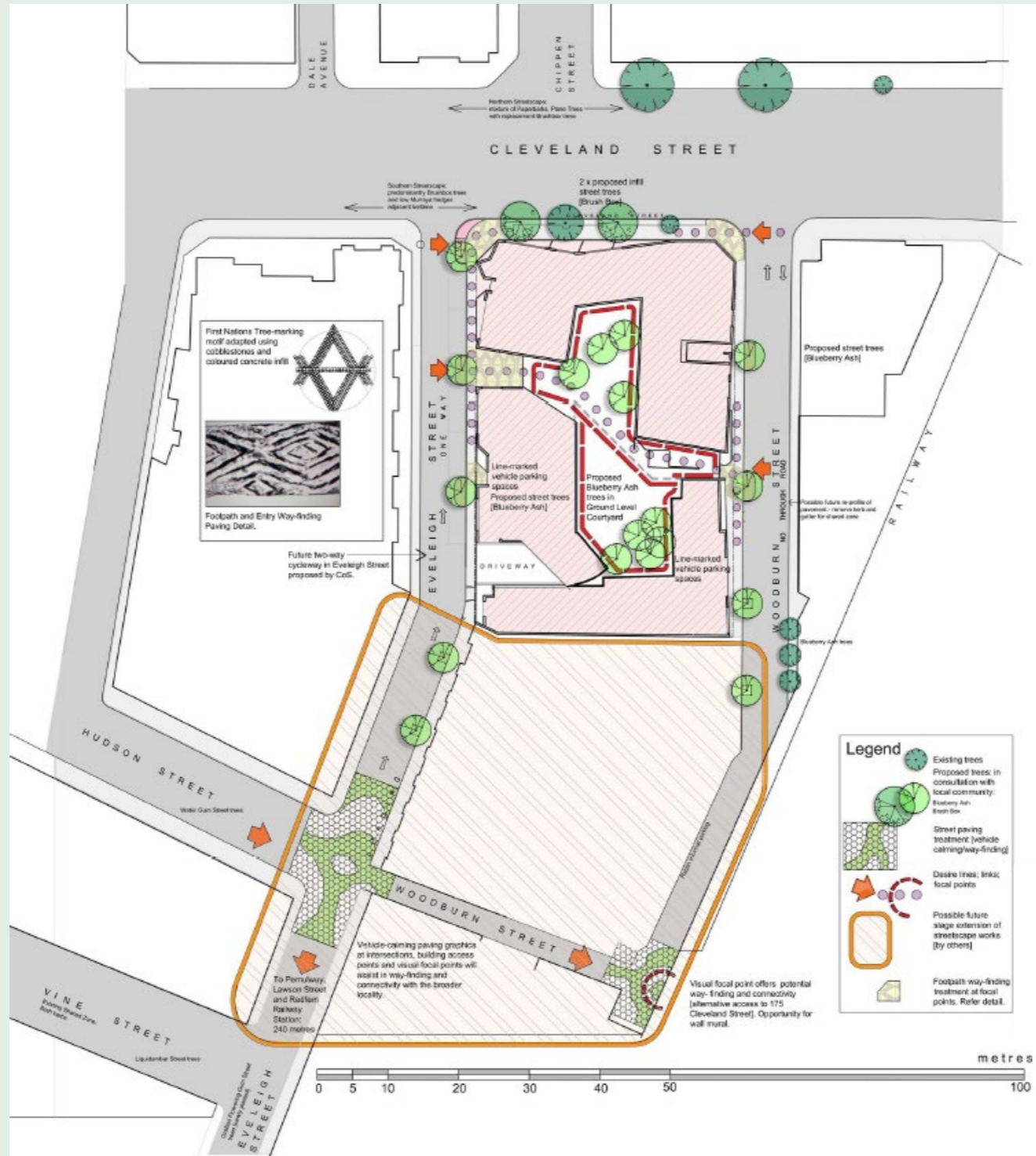
GROUND FLOOR COURTYARD

Landscape



LEVEL 5 COMMUNAL OPEN SPACE

Public domain plan – Condition B11



Pemulwuy streetscape (including use of vehicle calming pavement graphics at Lawson Street - Realferrn Railway Station).



Opportunity for mural wall to highlight way-finding and focal point, Woodburn Street, [example- Greg Inglis mural at Cleveland Street].



Existing endemic Blueberry Ash trees, Woodburn Street. Scale of this species and site conditions are suitable for this type of planting extension throughout the Public Realm.



Traffic calming pavement treatment- The Corso, Manly. Suggested use to highlight focal points, intersections and way-finding.

Community consultation



Agency consultation:

- DPHI
- City of Sydney Council
- State Design Review Panel (SDRP)
- Heritage NSW
- Transport for NSW
- Sydney Trains
- Water NSW
- Ausgrid
- NSW Environment Protection Authority (EPA)

Community consultation (conducted by Cox Inall Ridgeway and WSP):

- Surrounding landowners
- Indigenous community stakeholders, incl Aboriginal Elders, 2 local Aboriginal residents, The National Centre of Indigenous Excellence (NCIE), Tribal Warrior and Redfern Youth Connect
- Non-Indigenous community groups, incl Youth Action, Homelessness NSW

Thank you

