

REZONING REVIEW – Briefing Report

Date of Referral:	16 October 2018	
Department Ref. No:	RR_2018_SYDNE_001_00	
LGA:	City of Sydney	
LEP to be amended	Sydney Local Environmental Plan 2012	
Address:	44-78 Rosehill Street, Redfern	
Reason for review:	<input checked="" type="checkbox"/> Council notified the proponent that it will not support the proposed amendment	<input type="checkbox"/> Council failed to indicate support for the proposal within 90 days, or failed to submit the proposal after indicating its support
Is a disclosure statement relating to reportable political donations under s10.4 of the Act required and provided?	<input type="checkbox"/> Provided	<input checked="" type="checkbox"/> Not required

SUMMARY OF THE PROPOSAL

Proposed planning provisions

The planning proposal (**Attachment A**) that forms part of the rezoning review application seeks to amend the Sydney Local Environmental Plan (LEP) 2012 for land at 44-78 Rosehill Street, Redfern (**Figure 4**) by:

- increasing the maximum floor space ratio from 2:1 to 10.4:1 (**Figure 1**); and
- increasing the maximum building height from 18m to 99.6m (**Figure 2**).

No change to the current B4 Mixed Use zone is proposed.

The proposed LEP maps are provided at **Attachment M**.

The change in planning controls would enable a two-tower concept development consisting of 30 storeys and 18 storeys, comprising 312 residential apartments with a gross floor area of 23,409m², 2745m² of commercial floor space and 243 car parking spaces. The planning proposal would continue to accommodate 240 jobs on the site through ground-level and level-one commercial premises.

The planning proposal seeks to dedicate 813m² of affordable business floor space to facilitate start-up hubs and provide opportunities for 50-55 entrepreneurs, and dedicate 5% of its apartments to affordable housing.

Table 1 summarises the development yield for the concept proposal.

Table 1: Summary of development yield for the concept proposal

Development particular	Concept proposal
Total development	
Site area	2544m ²
GFA – residential	23,409m ² (89.5%)
Apartment yield	312 dwellings
GFA – commercial	2745m ² (10.5%)
GFA – total	26,153m ²
FSR	10.28:1 (10.4:1 FSR control requested)
Maximum building height	99.6m (30 storeys)
Car parking	243 spaces (4.5 underground basement levels)
Communal open space	1080m ² (rooftop)
Building 01	
GFA – residential	18,602m ²
GFA – commercial	1931m ²
GFA – total	20,533m ²
Height	30 storeys
Building 02	
GFA – residential	4807m ²
GFA – commercial	813m ²
GFA – total	5620m ²
Height	18 storeys



Figure 1: Proposed FSR (10.4:1)

Proposed Maximum Building Height (m)

- M - 12 METERS**
- O - 15 METERS**
- P - 18 METERS**
- R - 22 METERS**
- AB3 - 99.6 METERS**

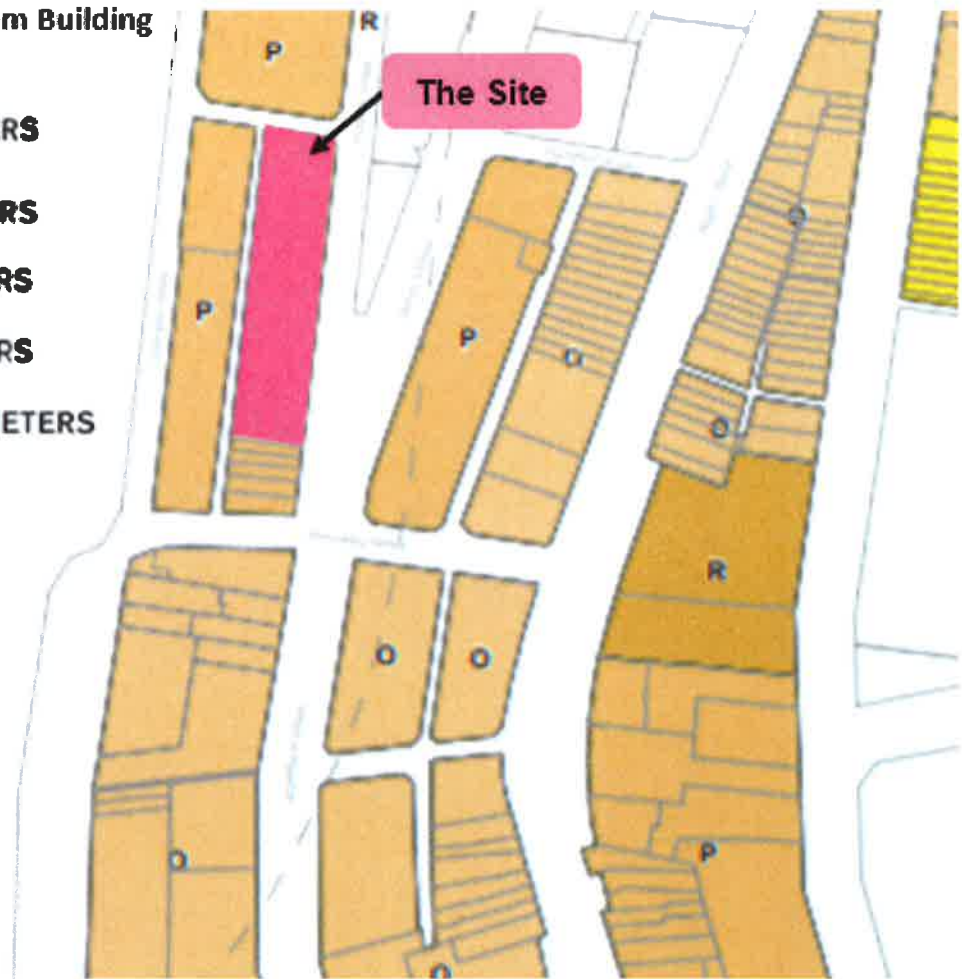


Figure 2: Proposed maximum building height (99.6m proposed)



Figure 3: Proposed tower location and setback plan

The planning proposal states that the preparation of a development control plan would be considered at the future development application stage. The preliminary setbacks identified in the urban design report are detailed in **Figure 3** above.

Locality and context

Locality

The subject site is in Redfern and within the Sydney local government area (LGA). It is approximately 3km south of Sydney's central business district (CBD). Redfern Station and the Redfern town centre are approximately 300-400m north and north-east of the site respectively. Australian Technology Park is west of the site. The Waterloo Precinct, which consists of the proposed Sydney Metro Waterloo Station and the Waterloo Estate, are south-east of the site. The Eveleigh Carriageworks is west of the site on the northern side of the railway line. The site's locality is shown in **Figures 4** and **5**.

The planning proposal identifies the following surrounding sites and their distance:

- Australian Technology Park 150m to the south-west;
- Prince Alfred Park and public pool 900m to the north;
- University of Sydney Camperdown campus 1.1km to the north-west; and
- Moore Park 2km to the east.



Figure 4: Site locality map



Figure 5: Locality map view from the east (source: Council's submission on the rezoning review)

The subject site is located among several strategic planning works being undertaken by the Department of Planning and Environment, UrbanGrowth NSW and the Greater Sydney Commission. An outline of the strategic context is provided below.

Strategic context

The site is located within the:

- Department's Central to Eveleigh Land Use and Infrastructure Implementation investigation area;
- Greater Sydney Commission's Eastern City District Plan;
 - Innovation Corridor;
 - Eastern Economic Corridor; and
 - Camperdown-Ultimo Collaboration Area.

The subject site is adjacent or near to:

- UrbanGrowth's Central to Eveleigh Urban Transformation Area;
- the Redfern to Waterloo State Significant Precinct;
- the Waterloo Estate; and
- the new Sydney Metro Waterloo Station.

The site's strategic context is discussed further below.

Central to Eveleigh Land Use and Infrastructure Implementation Plan (LUIIP)

The Department is undertaking preliminary investigations into the future infrastructure needs in the Central to Eveleigh area.

The state government has identified the potential need for a special infrastructure contribution (SIC) for the Central to Eveleigh area. Preparation of a SIC would require investigations into the infrastructure needs of the area to determine necessary infrastructure upgrades such as state and regional roads, transport facilities, regional open space, schools, healthcare and emergency services.

This work is in its early stages, and the Department does not have a view on future land uses and development outcomes at this stage. The subject site is within the investigation area. However, the boundary of the LUIIP is still under investigation.

Central to Eveleigh Urban Transformation Strategy

UrbanGrowth NSW has developed an urban transformation strategy for approximately 50ha of government-owned land in and around the rail corridor from Central to Erskineville rail stations.

The strategy informs the Eastern City District Plan and sets the framework for gradual transformation of the Central to Eveleigh area to provide a strategic platform for better physical connections across the rail corridor, better collaboration between industry and higher education and greener, more walkable neighbourhoods. The key priorities are the transformation of public housing, the upgrade of Central Station and potential improvements to Redfern Station.

The subject site is not within the Central to Eveleigh Transformation Area (**Figure 6**). Further details on this area are included later in this report.

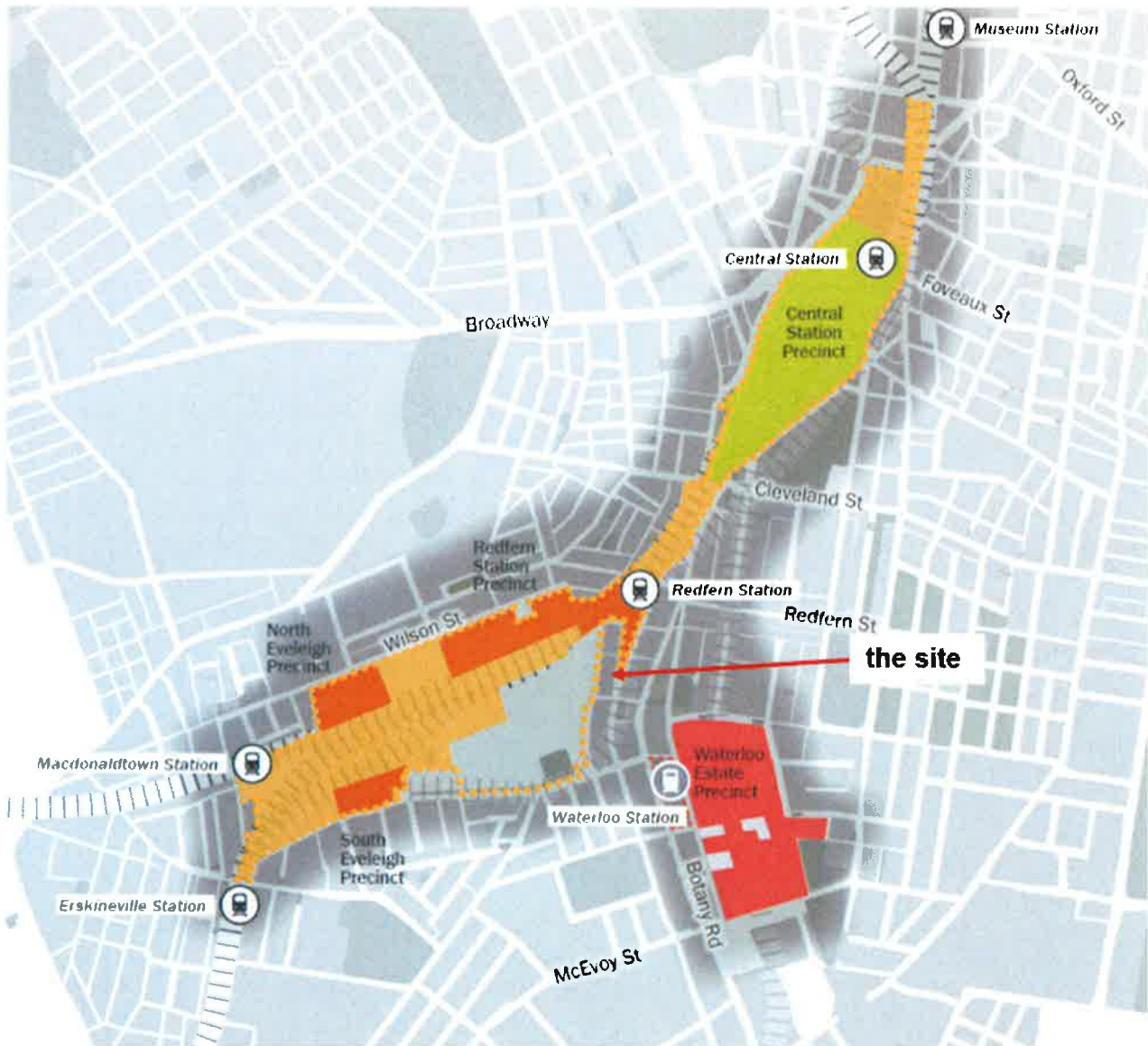


Figure 6: Central to Eveleigh Urban Transformation Strategy boundary

State Environmental Planning Policy (State Significant Precincts) 2005

State significant precincts are areas that the Minister for Planning considers to be matters of state or regional significance because of their social, economic or environmental characteristics. The Redfern-Waterloo State Significant Precinct contains large areas of government land that are of state importance in terms of achieving key government policy objectives, particularly those relating to the delivery of housing and jobs.

The subject site is not within the Redfern-Waterloo State Significant Precinct. However, the precinct is near the site (**Figure 7**).

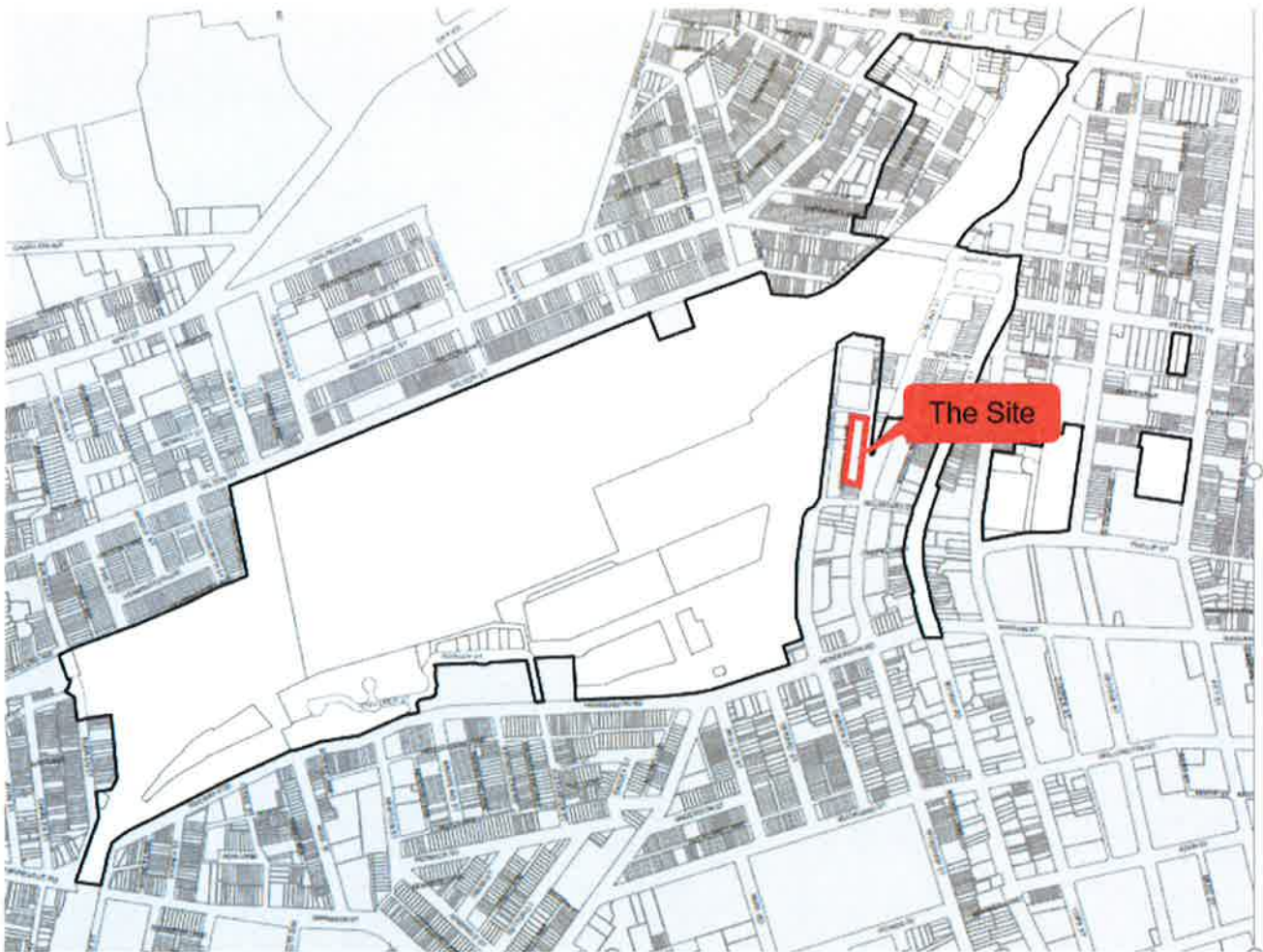


Figure 7: Land application map Redfern-Waterloo State Significant Precinct

Waterloo Precinct

The Waterloo Precinct includes the Waterloo Estate and the proposed new Sydney Metro Waterloo Station (Figure 6, previous page). This is not a state significant precinct.

Waterloo Estate will be redeveloped to provide new social, affordable and private housing. The redevelopment is expected to occur over the next 15-20 years. The Waterloo Estate is being investigated for rezoning through the state significant precinct process. The subject site is near but not in the Waterloo Estate.

The proposed Sydney Metro Waterloo Station is one of 31 Metro railway stations that will form part of the Sydney Metro City and Southwest rail network (Figure 6). Waterloo Station will help revitalise the Waterloo Precinct and provide connections to Australian Technology Park and Redfern Station. It will also allow further expansion of the eastern economic corridor between the Sydney CBD and Green Square. Construction of Waterloo Station is underway, and it is expected to be operational from 2024. The site is approximately 400m north-west of the proposed Waterloo Metro Station.

Eastern City District Plan

Eastern Economic Corridor

The subject site is within the Harbour CBD, which forms part of the wider Eastern Economic Corridor that stretches from Macquarie Park, Chatswood, St Leonards, the Harbour CBD and Randwick to Green Square, Mascot and the international trade and tourism gateways of Sydney Airport and Port Botany (**Attachment P**).

Innovation Corridor

The subject site is within the Innovation Corridor identified in the Eastern City District Plan. The Innovation Corridor contains knowledge-intensive, creative and start-up industries along with health, education and research services that support the global competitiveness of the Harbour CBD (**Attachment P**).

Camperdown-Ultimo Collaboration Area

The subject site is within the Camperdown-Ultimo Collaboration Area, which is part of the Innovation Corridor along the western and southern fringes of the Harbour CBD (**Figure 8**).

The collaboration area led by the Greater Sydney Commission (GSC) is identified as a health and education precinct and includes: Royal Prince Alfred Hospital; the University of Sydney; the University of Technology, Sydney; the University of Notre Dame Sydney Campus; TAFE Ultimo; and several medical research institutions. The key priority of this collaboration area is to support the area's vitality and economic growth.

The GSC will facilitate collaboration between key stakeholders and agencies to deliver a place strategy for the Camperdown-Ultimo health and education precinct as an action for this priority in the district plan.

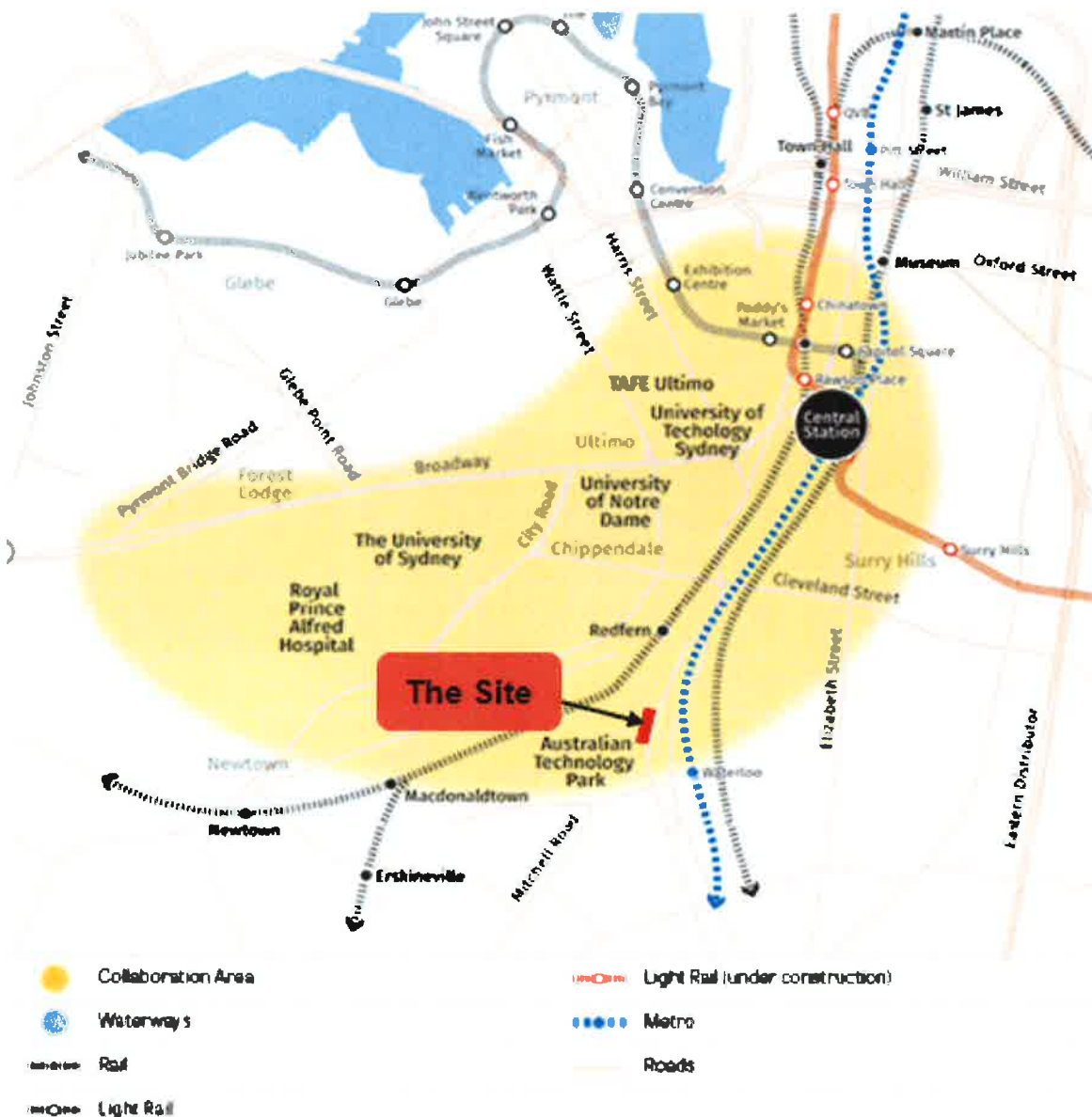


Figure 8: Collaboration area identified in the Eastern City District Plan

Site description

The subject site at 44-78 Rosehill Street, Redfern (Lot 1 DP 792628) contains a two-storey building with commercial tenancies and ground-level car parking. The facility provides 3204m² net lettable area, accommodating four businesses and employing approximately 240 workers.

The site has an area of 2544m² with three street frontages: Rosehill Street to the east; Margaret Street to the north; and Cornwallis Lane to the west (**Figure 9**).

To the north, a 3-5-storey residential flat building is on the opposite side of Margaret Street (**Figure 9**, Item A). Gibbons Street Reserve is on the opposite of Rosehill Street to the east. To the south, the site directly adjoins a two-storey terrace dwelling (**Figure 9**, Item B), and to the west a four-storey residential flat building and a warehouse are on the opposite side of Cornwallis Lane (**Figure 9**, Item C). The site shares the block with five two-storey terraces immediately to the south of the site (**Figure 9**, Item B).



Figure 9: Site map

Surrounding area

Surrounding developments nearby to which the provisions of the Sydney LEP 2012 apply are subject to the same 18m maximum height standard (Figure 11, page 11). The site at the northern end of Rosehill Street is subject to the 22m maximum height standard. Sites further to the south and which are closer to the Alexandria Park Heritage Conservation Area are subject to the 15m maximum height standard.

Sites to the north-east are predominantly subject to 14-storey and 18-storey maximum height standards (approximately 45m and 58m respectively). Nearby sites to the west within Australian Technology Park are limited to the current heights (approximately 12m to 15m).

To the south-west, also within Australian Technology Park, sites are subject to three-storey and six-storey maximum height standards (approximately 11m and 21m respectively). Within the central part of Australian Technology Park, height standards vary from nine to 12 storeys (approximately 30m to 39m respectively). Nearby sites to the north-west in the North Eveleigh Precinct are subject to 10-storey and 16-storey height standards (approximately 33m and 52m respectively).

Current planning provisions

The site is zoned B4 Mixed Use (**Figure 10**) and is subject to the following development standards under Sydney LEP 2012:

- a maximum building height of 18m (**Figure 11**); and
- a floor space ratio of 2:1 (**Figure 12**).

The current LEP maps applying to the site are provided at **Attachment C**.

The site is not identified as a heritage item or within a heritage conservation area. However, a heritage conservation area and heritage conservation items are near the site (**Figure 13**).

The site is not subject to any land reservations identified in the Sydney LEP 2012.

The site is identified as containing class 5 acid sulfate soils under the Sydney LEP 2012.

The planning proposal seeks to facilitate development higher than 25m and would trigger the need for a competitive design process under clause 6.21 of the Sydney LEP 2012, which would be considered at the future development application stage.

As the planning proposal seeks a building height greater than 25m, a development control plan would be required pursuant to clause 7.20 of the Sydney LEP 2012.

- Zone**
- B1 Neighbourhood Centre
 - B2 Local Centre
 - B3 Commercial Core
 - B4 Mixed Use
 - B5 Business Development
 - B6 Enterprise Corridor
 - B7 Business Park
 - B8 Metropolitan Centre
 - B9 General Industrial
 - R1 General Residential
 - R2 Low Density Residential
 - RE Public Recreation
 - SP1 Special Activities
 - SP2 Infrastructure
 - CW SREP 26 City West
 - DH Darling Harbour Development Plan No. 1
 - GAHP Sydney LEP (Glebe Affordable Housing Project) 2011
 - GS1 Sydney LEP (Green Square Town Centre) 2013
 - GS2 Sydney LEP (Green Square Town Centre 2) 2013
 - GS21 Sydney LEP (Green Square Town Centre 2) 2013 & South Sydney LEP 114
 - GS2P Sydney LEP (Green Square Town Centre 2) 2013 & Planning Scheme Ordinance
 - HP Sydney LEP (Harold Park) 2011
 - MD **SEPP Major Development 2005**
 - MPS **SEPP 47 Moore Park Showground**
 - SCRA Sydney Cove Redevelopment Authority Scheme
 - SHC SREP Sydney Harbour Catchment 2005
 - SLIP **Sydney LEP 2005**
 - SS South Sydney LEP 1998
 - WB SREP 16 Walsh Bay

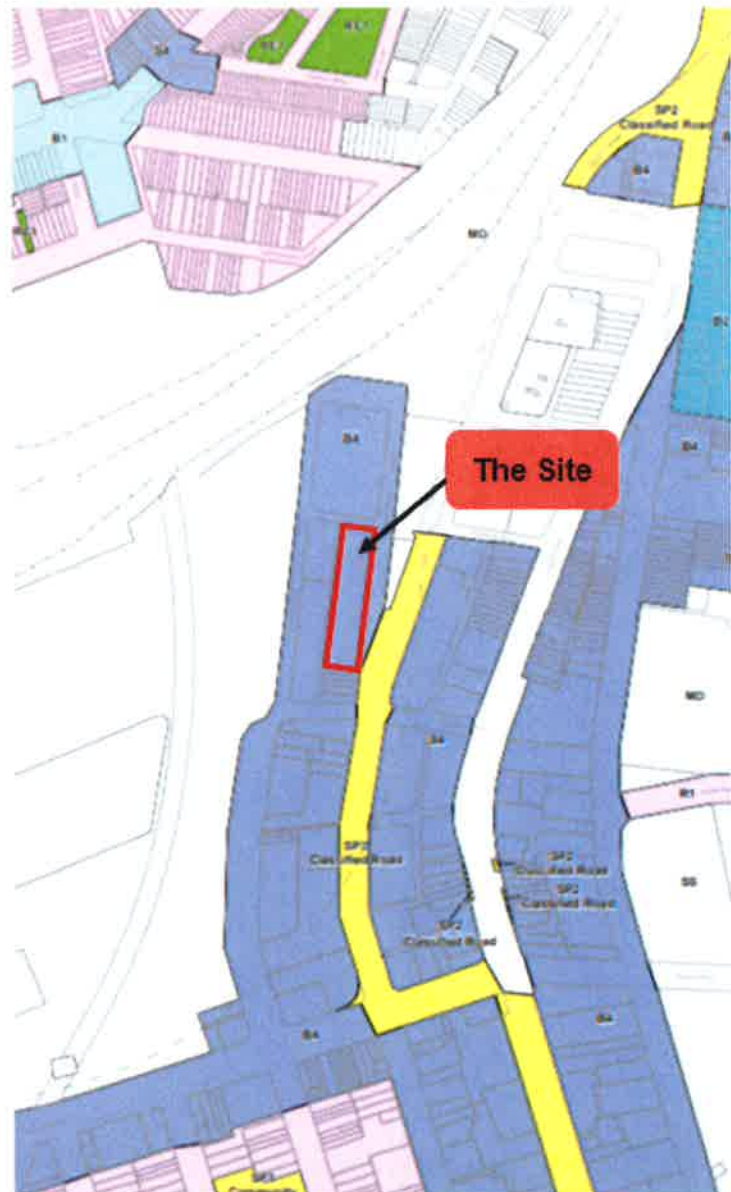


Figure 10: Current and surrounding zoning



Figure 11: Current maximum building height



Figure 12: Current maximum FSR

Local Conservation Area:
Redfern Estate

State Heritage: Eveleigh
Railway Workshops

Heritage Item



Figure 13: Surrounding heritage conservation areas and heritage items

Background

Discussions with the landowner and Council occurred in 2017 about various development concepts for the site. Council advised the landowner that a planning proposal request would not be considered because Council and the Department would be reviewing land use and infrastructure in the Redfern and Waterloo areas for strategic purposes.

On 28 September 2017, the Deputy Secretary, Planning Services at the Department advised Council in writing that the landowner is not precluded from submitting a site-specific planning proposal request and that it is to be assessed on its merits (**Attachment D**).

The Department also advised Council that the site falls within the investigation area for a place-based planning and infrastructure plan the Department is preparing – the Central to Eveleigh Land Use and Infrastructure Implementation Plan (LUIIP).

Willowtree Planning Pty Ltd, on behalf of Redfern Rosehill Pty Ltd, formally submitted a planning proposal with Council for the site at 44-78 Rosehill Street, Redfern on 9 May 2018.

At its meeting of 17 September, Council considered the planning proposal and resolved not to proceed with the proposed amendments.

On 5 October, Willowtree Planning Pty Ltd, on behalf of Redfern Rosehill Pty Ltd, lodged a rezoning review request to amend the Sydney LEP 2012 to increase the maximum building height and floor space ratio at the site. The Department accepted this request and advised the Independent Planning Commission on 16 October.

INFORMATION ASSESSMENT

Does the proposal seek to amend a zone or planning control that is less than five years old?

No. The proposal seeks to amend the Sydney LEP 2012, which commenced on 14 December 2012.

Strategic merit test

Consistency with the relevant regional plan outside of the Greater Sydney region, district plan within the Greater Sydney region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.

Proponents will not be able to depend on a draft regional, district or corridor/precinct plan when the Minister for Planning, Greater Sydney Commission or Department of Planning and Environment have announced that such a plan will be updated before being able to be relied upon.

Eastern City District Plan

The planning proposal states that the proposal is consistent with the relevant priorities of the Eastern City District Plan.

The planning proposal states that the provision of commercial space, new housing and other retail, community and open space facilities in a mixed-use environment on the site would be key to achieving the plan's infrastructure and collaboration, liveability, productivity and sustainability priorities.

The planning proposal states the following regarding consistency with the district plan:

- Infrastructure and collaboration:
 - the proposed development would support the transformation that is being pursued by various levels of government in conjunction with the Central to Eveleigh Urban Transformation Strategy and the Sydney Metro by aligning jobs and housing growth with new infrastructure;
- Liveability:
 - the subject site is identified within the Central to Eveleigh Urban Renewal Corridor and the proposed development would contribute to the delivery of the 157,500 additional homes required by 2036; and
 - the new residential accommodation in conjunction with ground-floor and first-floor commercial premises as a mixed-use development on the site would accommodate a wide range of people, as required by the plan's priorities;
- Productivity:
 - the proposed mixed-use development would deliver a range of affordable and flexible commercial spaces in a highly amenable and walkable precinct serviced by major public transport infrastructure; and
- Sustainability:
 - the redevelopment of the site for higher-density mixed-use development would augment the efficiency with which land is used through the diversification and densification of uses that are highly compatible with surrounding development and coordinated with supportive infrastructure.

Consistency with a relevant local strategy that has been endorsed by the Department.

No local strategies have been endorsed by the Department. However, the planning proposal discusses the following strategies:

Sustainable Sydney 2030 Community Strategic Plan

The proposal states that it is consistent with Council's community strategic plan as the proposed development will:

- contribute to the realisation of the plan's overarching aspirations for a green, global and connected city and contribute to achieving many of the targets established by the plan; and
- revitalise the site, activate the surrounding public domain and enhance the overall amenity and vibrancy of the transit-oriented development precinct and corridor linking Redfern Station and the future Waterloo Metro Station.

Central to Eveleigh Urban Transformation Strategy

The Central to Eveleigh Urban Transformation Strategy identifies five precincts of government-owned land, which have been divided across three projects for Central to Eveleigh. These include:

- Central Station;
- Redfern to Eveleigh: Redfern Station and North and South Eveleigh precincts; and
- Waterloo Estate.

The privately owned site is not within the Central to Eveleigh Urban Transformation Strategy (**Figure 6**). The planning proposal states the subject site presents a significant opportunity to contribute to achieving the vision for the area owing to its immediate spatial proximity to the corridor.

The planning proposal states that a mixed-use high-density development on the site would contribute to the strategy's '10 Key Moves' as follows:

- the development would contribute to the transformation of the area surrounding Redfern Station into a productive and liveable mixed-use environment;
- the activation of streets and lanes and the delivery of new public open spaces would enhance the pedestrian and green networks, linking precincts within the corridor;
- the site would positively contribute to the new activity centre focused around the rail stations, providing shops, cafes, public open spaces, jobs and housing to service the daily needs of the community;
- new flexible commercial floor space and affordable business space would encourage the clustering of innovative and creative businesses and jobs;
- the concept scheme demonstrates how high-density mixed-use development on the site may effectively integrate with the new rail stations and surrounding neighbourhoods; and
- housing on the site would introduce supply, diversity and affordable offerings.

Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.

The planning proposal states that the site falls within the catchment of the proposed Waterloo Metro Station, being within 400m of the future station, and states that:

- the high-density mixed-use development on the site would contribute to the revitalisation of the Waterloo-Redfern corridor and support the southern extension of the CBD;

- it responds to the employment and housing targets and would contribute to the provision of the required jobs and homes for the growing population;
- Redfern is in the digital industries hub and close to creative industry and education and knowledge industry hubs identified in Council's economic development strategy (**Attachment O**); and
- the concept development would provide suitable commercial floor space to accommodate businesses in the creative, education, knowledge and digital industries, and foster jobs growth in these industries.

Site-specific merit test

The natural environment (including known significant environmental values, resources or hazards).

Natural environment

The planning proposal states the subject site is not identified as being near any area of biodiversity and accordingly the proposal would not adversely impact on the natural environment, hazards or other resources.

Solar access

The planning proposal states that shadow modelling has been carried out as part of the urban design report (**Attachment F**). The proposal states the concept scheme will comply with Council's policy and the *Apartment Design Guide*. The modelling undertaken in the urban design report concludes the following:

- Proposed development:
 - 253 apartments (81%) would receive more than two hours of sunlight;
 - 13 apartments (4.3%) would receive between 15 minutes and two hours of sunlight; and
 - 46 apartments (14.7%) would not receive any direct sunlight between 9am and 3pm.
- Impact on adjoining residential development:
 - at least two hours of solar access will be maintained for all Cornwallis Street apartments;
 - four additional apartments at Botany Road/Spencer Lane (of 30 total apartments) will receive less than two hours of sunlight. Three apartments currently do not receive adequate sunlight; and
 - at least two hours of solar access will be maintained for all apartments at Gibbons Street.
- Impact on nearby public open spaces:
 - 100% of Gibbons Street Reserve receives at least four hours' sunlight between 9am and 3pm. The proposal would have no impact on sunlight to the open space;
 - 77% of Daniel Dawson Reserve receives at least four hours' sunlight between 9am and 3pm. The proposal would have a 19% impact on sunlight to the open space; and
 - 50% of Australian Technology Park on Locomotive Street receives at least four hours of sunlight between 9am and 3pm. The proposal would have a 6% impact on sunlight to the open space.

Additional overshadowing information was requested by Council. A separate overshadowing impacts assessment prepared by Roberts Day (**Attachment G**) was submitted to Council as part of the planning proposal.

Noise

The planning proposal includes a noise impact assessment prepared by Acoustic Logic (**Attachment H**). The assessment concludes the following:

- the predominant airborne noise source affecting the site is road traffic noise from Gibbons Street and, to a lesser extent, noise from the railway corridor approximately 100m to the north-west;
- the assessment of rail-induced vibration indicates that vibration-isolation treatment of the building is required;
- it is recommended that a detailed survey of the location of the rail tunnel relative to the proposed site is conducted to accurately site the tunnel at the construction certificate stage;
- to comply with project noise objectives, treatments are recommended such as glazed windows, doors, roof/ceiling, external walls and ventilation systems;
- to reduce structure-borne noise impacts associated with rail-induced vibration and provide compliant internal noise levels within residential units, vibration-isolation treatment would be required;
- primary noise generators associated with the proposed development would be mechanical plant and from the use of 'activity areas'; and
- the façade treatments should be reviewed during the construction certification phase (once apartment layouts and glazing sizes have been finalised) to ensure internal noise levels are compliant.

The planning proposal states that a full assessment of the treatments will be carried out at the development application stage.

Wind impacts

The planning proposal includes a pedestrian wind environment study prepared by Windtech (**Attachment I**). The study found that:

- certain locations around the site experience adverse wind conditions and will require treatments to achieve the desired wind speed criteria for pedestrian comfort and safety;
- the main problems occur due to the prevailing southerly and westerly winds, combined with limited shielding from neighbouring buildings; and
- treatments are required for certain locations to achieve the desired wind speed criteria for pedestrian comfort and safety. The treatments include:
 - Ground level:
 - the inclusion of densely foliating evergreen planters capable of growing up to 2m at the north-west corner of the North Tower along Margaret Street and along the west wall of both towers near Cornwallis Lane;
 - the inclusion of a louvered trellis or operable awning that encompasses the central area up to the heights and extents of the awnings at Rosehill Street and Cornwallis Lane; and
 - the inclusion of full-height porous screens in the communal area between the two towers and on the northern end of the North Tower near Margaret Street.
 - North Tower:

- the inclusion of 1.8m-high impermeable parapets/screens along several balconies/terraces for levels 3, 9, 29 and 30;
 - the inclusion of 1.8m-high impermeable partitions for level 3; and
 - the retention of the proposed impermeable parapets along the western balconies of levels 9, 13, 16, 21, 25 and 29.
- South Tower:
- the inclusion of 1.8m-high impermeable parapets/screens along several balconies/terraces for levels 3, 5 and 16;
 - the inclusion of 1.8m-high impermeable partitions for level 5;
 - the inclusion of a full-height screen along the south-west edge of the level 3 balcony; and
 - the inclusion of 3m-high impermeable screens along the perimeter of the terrace area on level 18.

The study states that with the inclusion of these treatments in the final design, it is expected that wind conditions for all outdoor trafficable areas within and around the proposed development will be suitable for their intended uses.

Environmentally sustainable development

The planning proposal includes an environmental sustainable design (ESD) strategy report prepared by Cundall (**Attachment J**) to detail how ESD principles could be incorporated in the design, construction and operation of the proposed development. The report identifies the following sustainability initiatives to be implemented:

- load reduction, passive design, energy-efficient building services and smart controls to reduce energy consumption;
- water-efficient fittings, fixtures and appliances to minimise water demand;
- a selection of non-toxic finishes to improve indoor environmental quality;
- the promotion of active living through design and education strategies, including recreational and end-of-trip facilities;
- environmental and construction waste management during demolition and construction;
- enhanced commissioning and tuning practices to translate design intent into actual performance;
- improved ecological value through green roofs and terrace gardens;
- the provision of diverse apartment sizes and types to support a range of demographics; and
- activation of the rear lane to support commercial activities and offer additional amenities.

The existing uses, approved uses and likely future uses of land in the vicinity of the proposal.

The planning proposal states the following regarding the uses of land near the proposal:

- the concept design has been informed by detailed site analysis and consideration of the surrounding context to provide an optimal development outcome that capitalises on the strategic potential of the land, uplifts the surrounding public domain and provides a high level of amenity;

- the high-density mixed-use development would complement and support surrounding land uses. The proposal states it responds to its surrounds by stepping down to provide an appropriate interface with more sensitive residential development to the south;
- the proposed height and FSR are generally consistent with high-density development on other sites near Redfern Station, ensuring that the future development of the site would integrate with its built form context;
- new high-density development within the urban renewal and transit corridors near Redfern Station and the proposed Waterloo Metro Station are anticipated to define the future built form character of the surrounding context; and
- key strategic policies guiding future development in Redfern/Waterloo establish the desired future vision of high-density mixed-use development revitalising the area and efficiently using strategically located land.

The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

The planning proposal states the site is serviced by infrastructure that can service higher-density commercial and residential development.

The planning proposal states the following:

- the site is accessible by public transport, being within
 - 300m walking distance of Redfern Station;
 - 400m of the future Waterloo Metro Station;
 - 1.4km of Green Square Station;
 - 1.6km of Erskineville Station; and
 - 1.8km of Central Station; and
- based on an economic and community assessment (**Attachment L**) prepared by Urbis, the future population resulting from the proposed development would be adequately serviced by current and planned childcare, health and education facilities in the surrounding area.

Traffic and transport

The planning proposal includes a traffic impact assessment report prepared by Ason Group (**Attachment K**). The report concludes that:

- the proposal would generate an additional 49 and 41 trips during the morning and evening peak periods respectively;
- the site is approximately 400m from the proposed Waterloo Metro Station;
- intersection analysis found the intersection of Wyndham Street/Henderson Road to be operating at capacity with a Level of Service F and a delay of 132.8 seconds during the morning peak period;
- the site is close to public transport, which will encourage new residents to use alternative transport modes (other than private vehicles) to travel to and from the site;
- in accordance with Council's car parking rates, the concept development would be subject to providing a maximum car parking rate of 246 car parking spaces. The proposed development provides for 243 car parking spaces; and
- site access, car park and loading areas would be designed to comply with relevant Australian Standards.

COUNCIL VIEWS

The Department wrote to Council on 16 October 2018 advising of the rezoning review request. Council responded on 6 November (**Attachment N**). Council stated that it does not support the planning proposal as it fails to meet strategic and site-specific merit criteria. Council states the proposal:

- does not align with the place-based planning approach fostered by the Eastern City District Plan;
- proposes controls in isolation and which do not reflect the broader strategic investigation for the Redfern and Waterloo area, which will consider associations between infrastructure and population growth;
- pre-empts current strategic and infrastructure planning for the wider area, specifically the Central to Eveleigh Land Use and Infrastructure Implementation Plan and will result in an inequitable planning outcome, as one site may receive a greater share of future uplift than if it were considered in the context of the broader strategic plan;
- undermines the employment-based strategic vision for the Camperdown-Ultimo Collaboration Area as the proposal is primarily residential and would result in a net reduction of employment floor space. Council states the proposal will undermine the ability to provide additional employment floor space in the future;
- does not align with the strategic intent for the Eastern City District Plan Innovation Corridor because it proposes large-scale residential development on the site, which will compromise future opportunities for employment uses;
- does not form part of the strategic vision for the locality, which will be provided in Council's local strategic planning statement, which Council is currently preparing;
- does not adequately consider the future infrastructure needs of Redfern Station and the proposed Waterloo Metro Station;
- would enable a development with unmanageable wind impacts. Council states that to effectively mitigate downdraft at street level, a podium with an 8m tower setback would be required, which would not leave sufficient room for the buildings. The proposed wind treatments such as vertical gardens are likely to fail over the life of the building given the projected wind speeds;
- would enable development that is of excessive scale and out of context with existing, approved and likely uses near the site;
- cannot comply with the *Apartment Design Guide* due to insufficient setbacks between the two towers;
- relies on the current Redfern Station and the planned Waterloo Metro Station to justify a large increase in population;
- proposes an affordable housing dedication of 5%, which is at the bottom end of the Greater Sydney Commission's affordable housing target of 5–10%;
- relies on existing open space, and the existing open space near the site does not offer the amenity required to service an additional 312 apartments. Council states the proposed through-site link and plaza do not make a meaningful contribution to the open space and recreation needs of future residents;
- includes the transformation of Cornwallis Lane, including widening and street activation. However, the proposed transformation only includes one portion of Cornwallis Lane while leaving a portion of it undeveloped, which will compromise its potential to be activated; and

- includes several inaccuracies, which make it difficult to accurately assess the proposal's merits.

ATTACHMENTS

Attachment A – Planning proposal

Attachment B – Site context map

Attachment C – Current LEP maps

Attachment D – Department advice to Council

Attachment E – Redfern-Waterloo State Significant Precinct map

Attachment F – Urban design report

Attachment G – Overshadowing impact assessment

Attachment H – Noise impact assessment

Attachment I – Wind environment study

Attachment J – Environmentally sustainable development

Attachment K – Traffic impact assessment report

Attachment L – Economic and community assessment

Attachment M – Proposed LEP maps

Attachment N – City of Sydney Council submission

Attachment O – City of Sydney's economic development strategy

Attachment P – Innovation Corridor and Eastern Economic Corridor

Contact officer: Kate Masters
Specialist Planning Officer
Contact: 9274 6321