Attachment A

Planning Proposal – 44-78 Rosehill Street, Redfern

CITY OF SYDNEY

Planning Proposal – 44-78 Rosehill Street, Redfern

Planning Proposal
April 2026

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

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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 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.

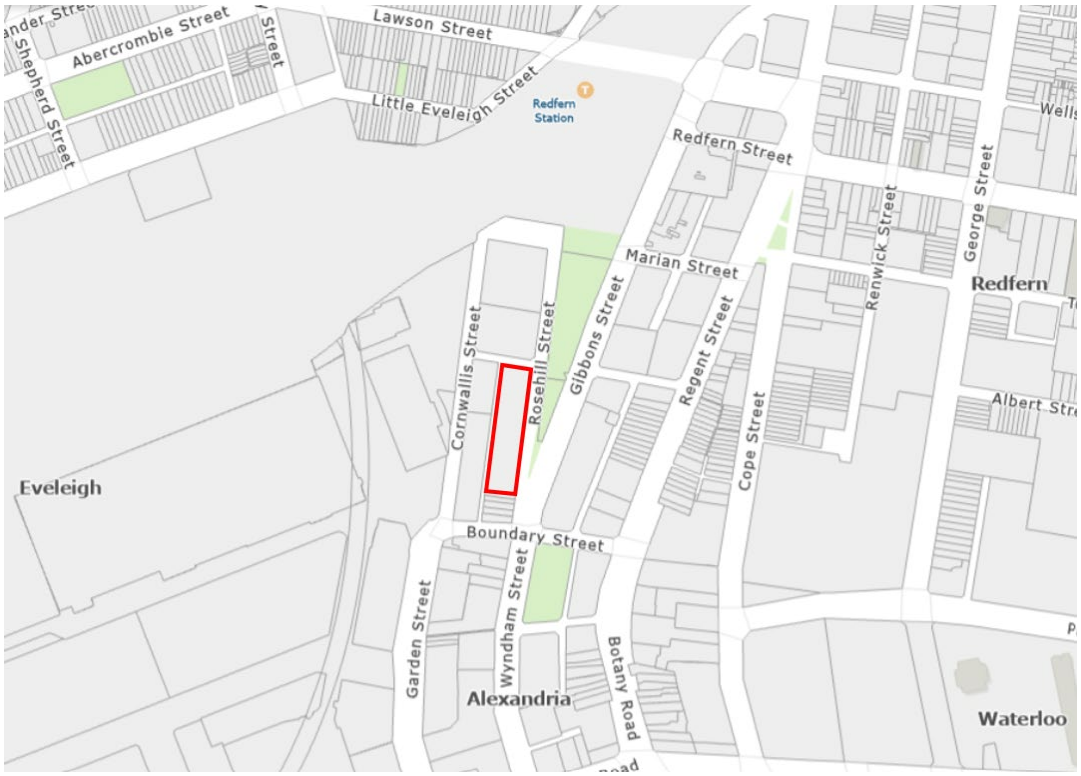


Figure 1. Land affected by this planning proposal.

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.

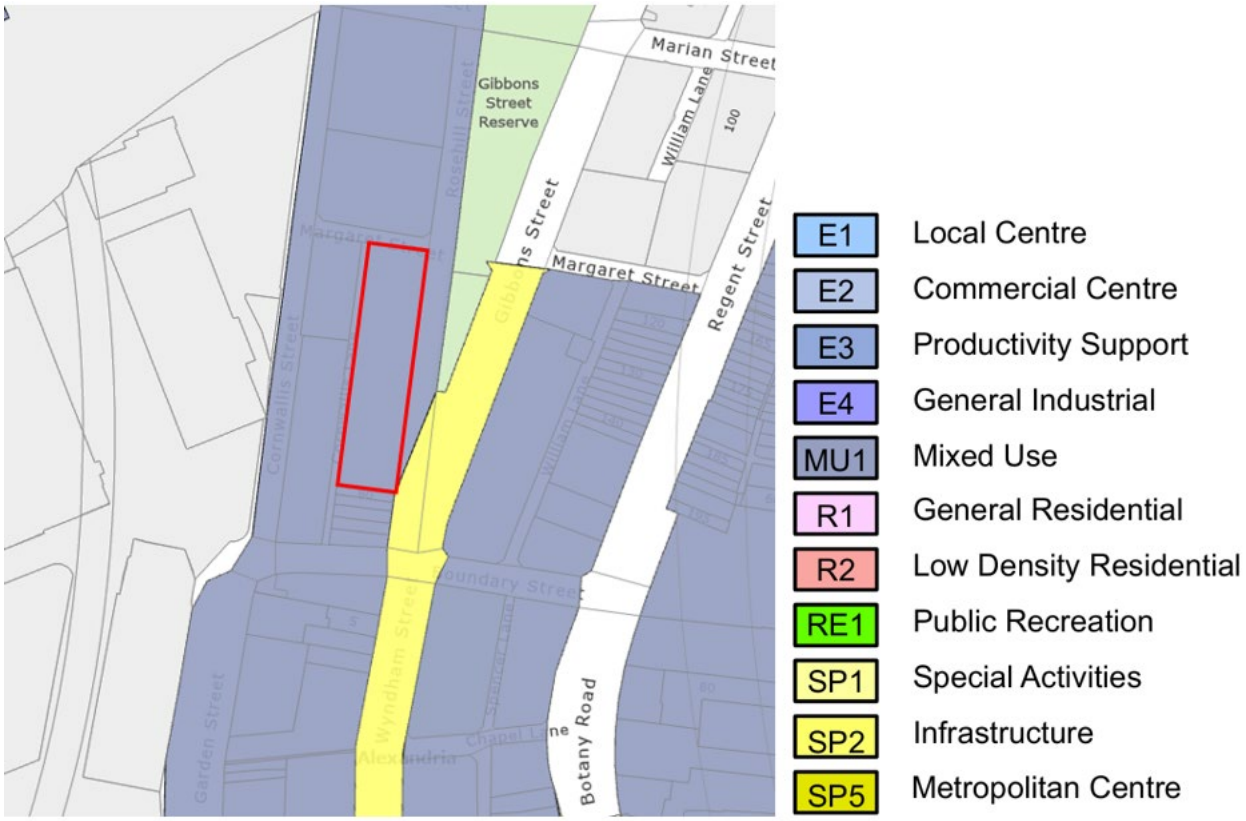


Figure 4. Zoning Map Sydney LEP 2012

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.

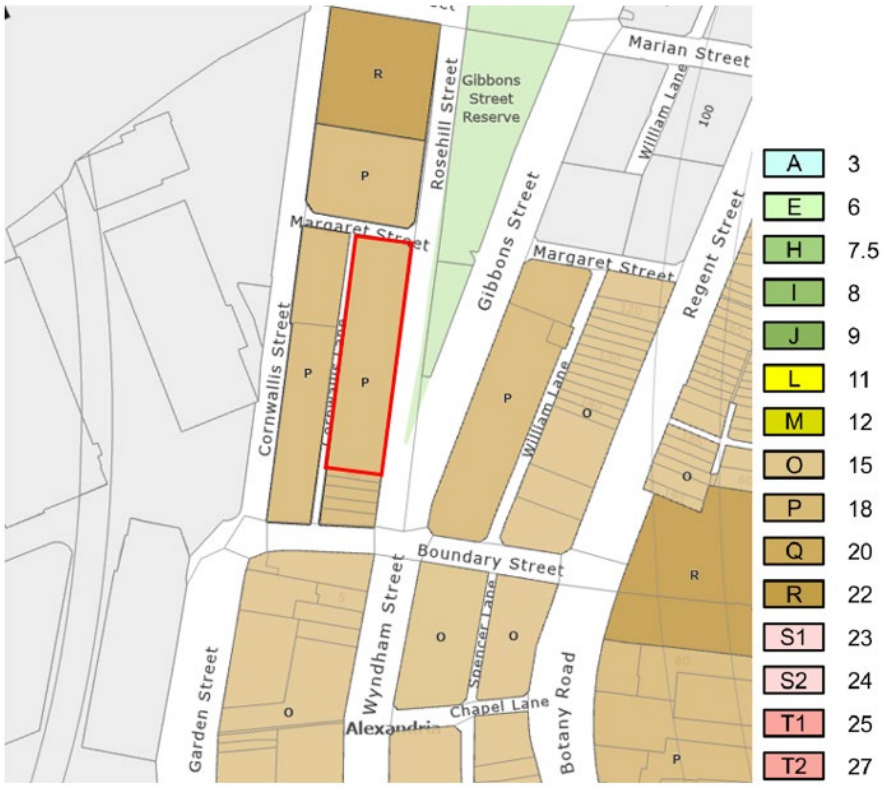


Figure 5. Building Height Map Sydney LEP 2012

2.3 Floor space ratio

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

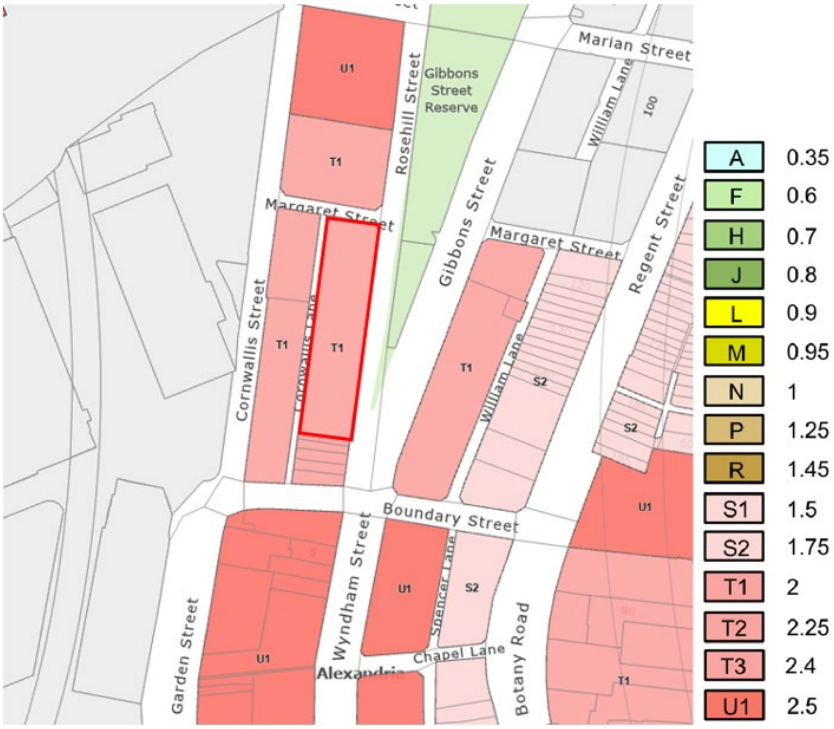


Figure 6. Floor Space Ratio Map Sydney LEP 2012

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.

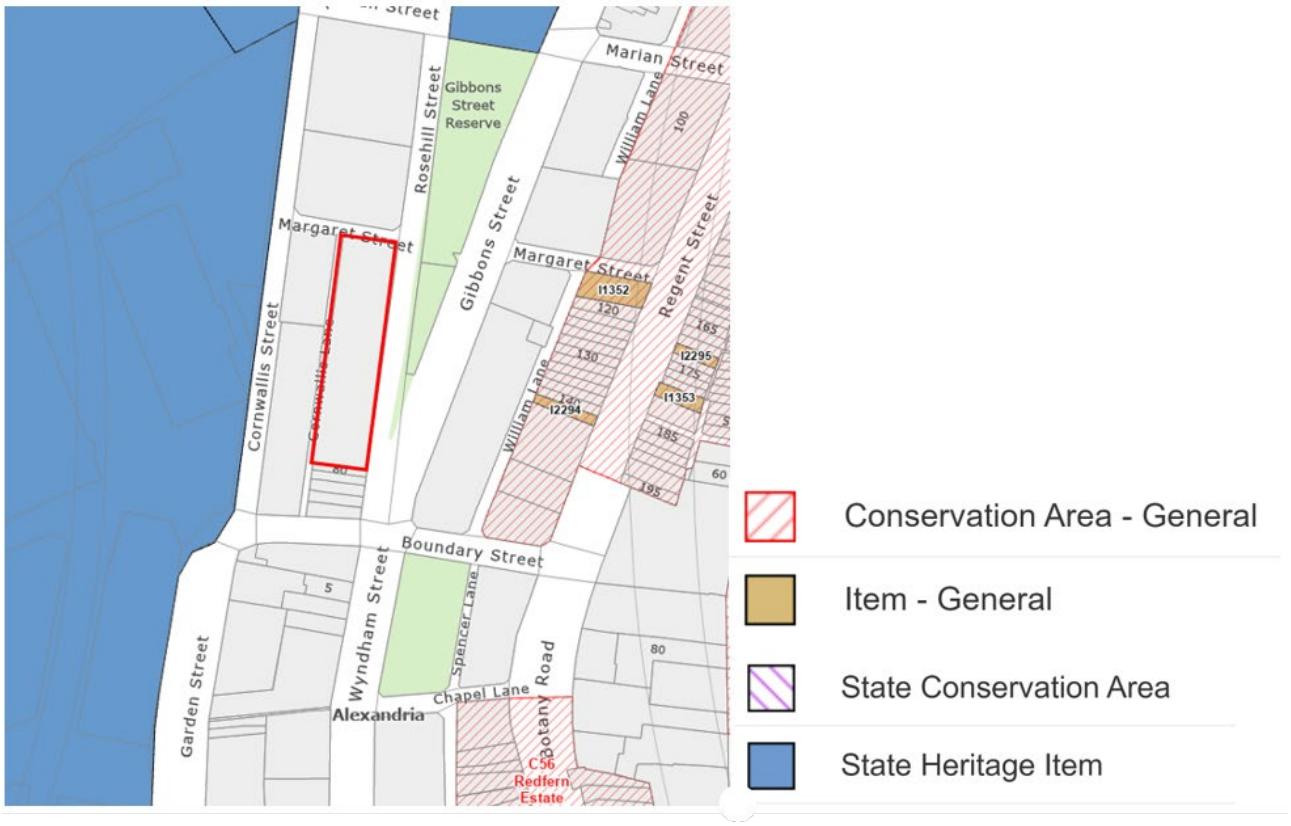


Figure 7. Heritage Map Sydney LEP 2012

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-serviced 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.

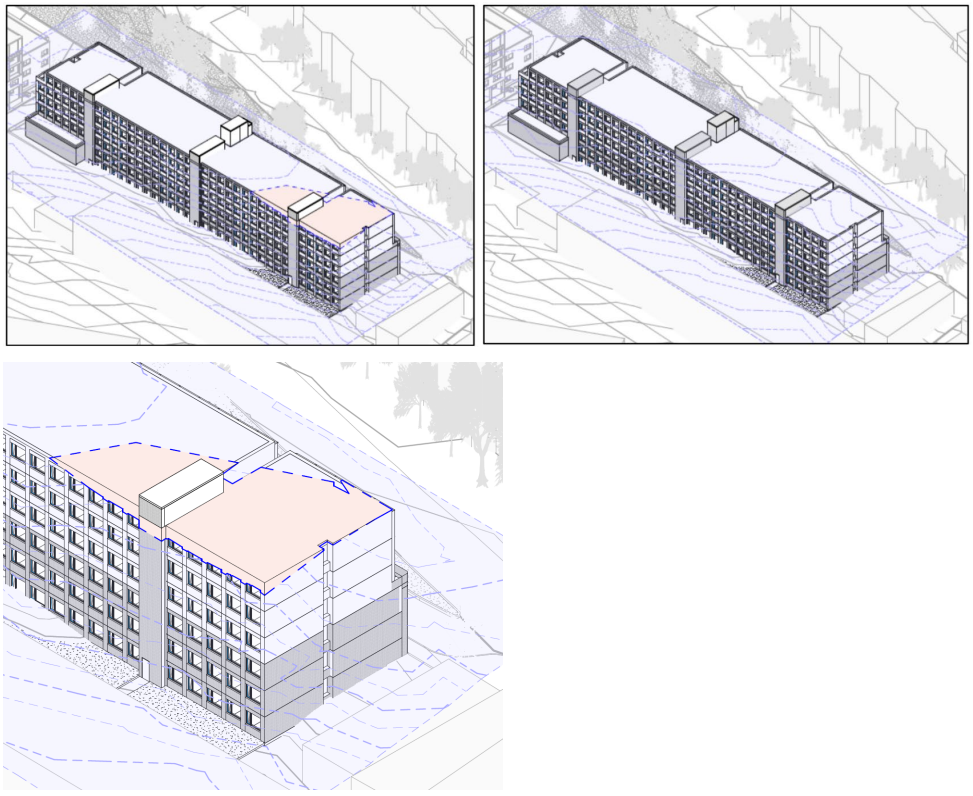


Figure 9. Building height - existing 18-metre height (left and extract lower left) and proposed 20-metre height plane (right)

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

Overshadowing

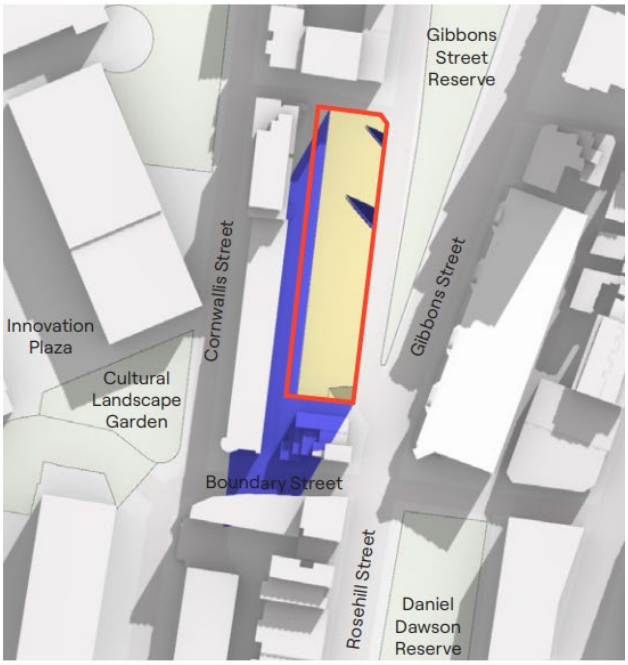
The proposed building envelope minimises overshadowing impacts to nearby public open space and surrounding residential development. The proposed envelope has been designed to comply with the solar access requirements of the Apartment Design Guide, the City's DCP and Clause 6.17 of the LEP with regard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

Public open space

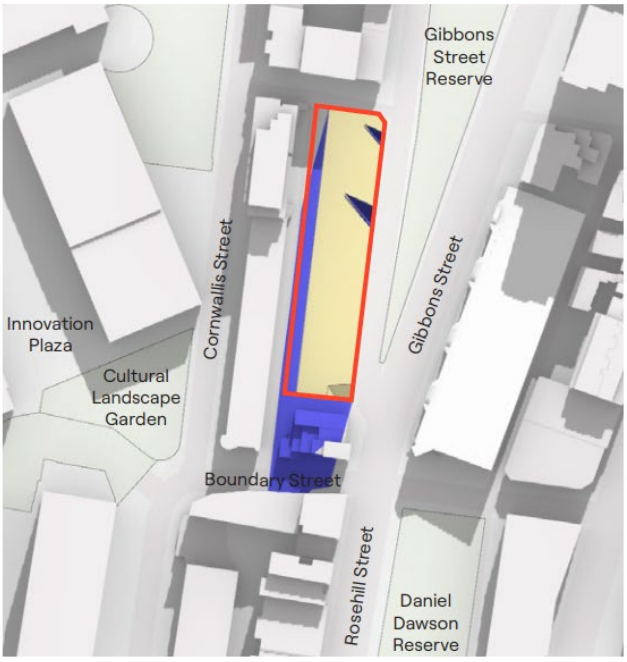
Figure 11 demonstrates that the proposal protects sun access to Daniel Dawson Reserve at any time of the year between 10am and 2pm, consistent with the sun access plane in the LEP. To achieve this outcome, a notch has been incorporated into the southern corner of the building envelope. This notch – shown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

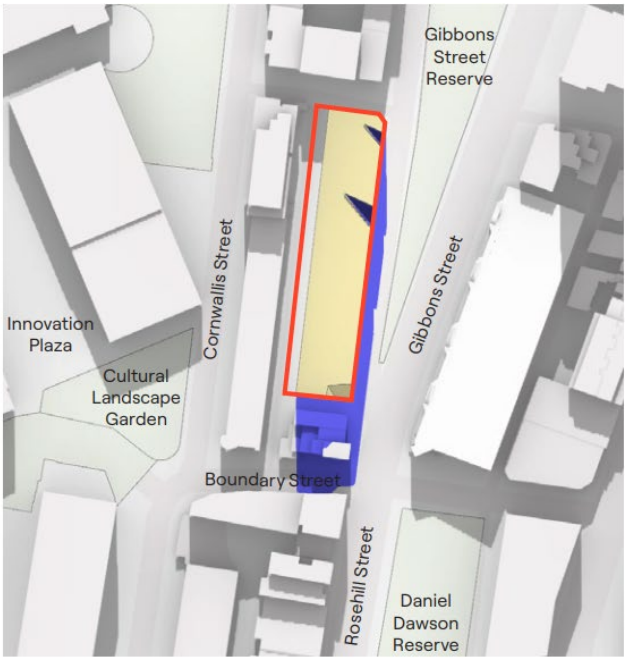
9:00 am



10:00 am



11:00 am



12:00 pm

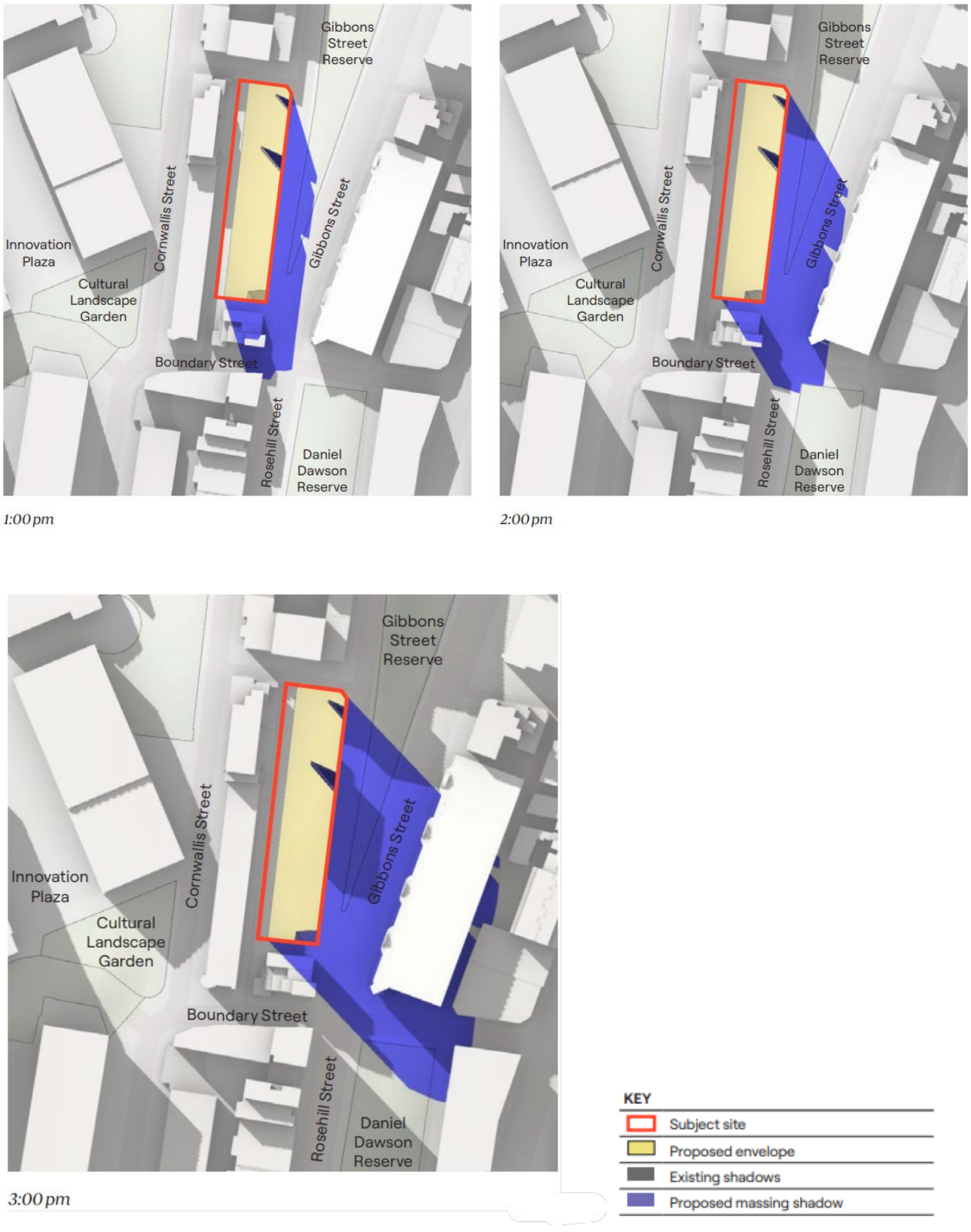


Figure 11. Shadow analysis to public open space for 21 June. Source: SJB Urban Design Report.

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.

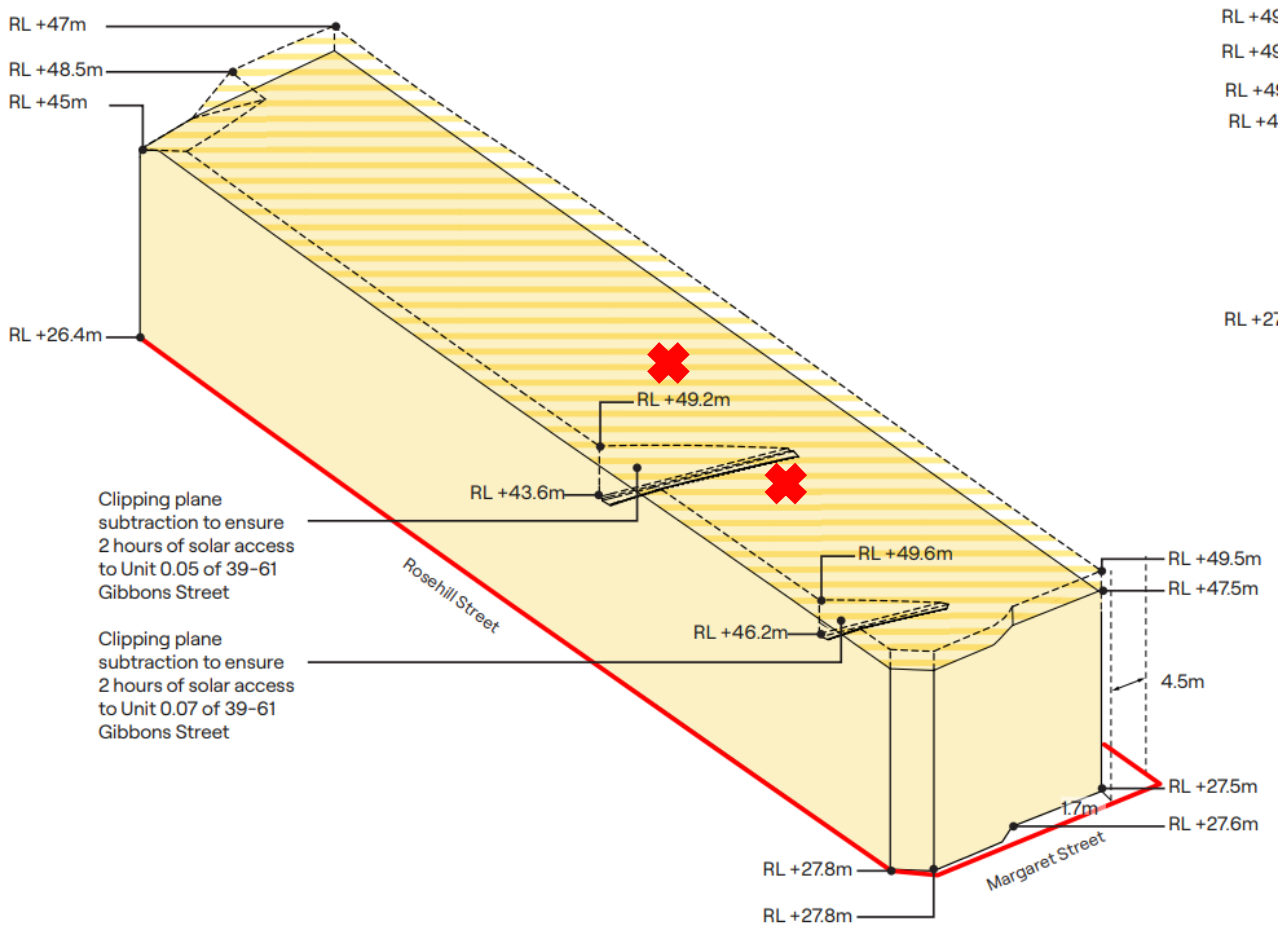


Figure 12. Proposed envelope with notches (not included in controls). Source: SJB Urban Design Report (red crosses added).

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 it's 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