

Reference: P3324

18/12/2025

Scape JV3 Eveleigh Property Trust
Level 14, 275 George Street
Sydney NSW 2000

Attention: Grant Flannigan

Subject: 175-177 Cleveland Street and 1-5 & 6-8 Woodburn Street, Redfern – Modification 2 Transport Statement

Dear Grant,

Introduction

A State Significant Development Application (SSDA) was approved for the subject site at 175-177 Cleveland Street and 1-5 and 6-8 Woodburn Street, Redfern on 4 September 2024 (SSD-32275057) for construction of a six-storey mixed-use co-living development comprising:

- 200 co-living rooms
- communal open spaces including internal courtyard and gardens, as well as co-working and multi-purpose spaces
- ground floor commercial/ retail space totalling about 780 square metres gross floor area (GFA)
- single basement providing 15 car parking spaces, 13 motorcycle spaces and five loading spaces (including four vans spaces and one truck loading space)
- 200 resident bicycle spaces located within the basement and an additional 35 visitor/ staff bicycle racks across the ground floor and basement levels.

Scape JV3 Eveleigh Property Trust (Scape) is now seeking approval for the following modifications to the approved development:

- reduction to the basement footprint by about 30 per cent to remove structure from the railway easement which traverses the site, with the basement now providing a single truck loading space with no on-site car parking
- adjustment to the ramp structure and profile in accordance with the AS2890 series
- adjustment to ground floor retail/ commercial space to include about 600 square metres GFA
- minor reduction in on-site visitor/ staff bicycle parking to 22 spaces (the resident bicycle parking provision of 200 spaces would remain unchanged from the current approval).

The proposed number of co-living rooms would remain unchanged from the approved SSDA.

Scape engaged Ason Group to prepare this Transport Statement to support the modification. This Transport Statement should be read in conjunction with the Revised Traffic and Parking Assessment Report prepared by Varga Traffic Planning Pty Ltd¹ to support the original SSDA (herein referred to as the SSDA Transport Report).

Site context

The site is located at 175-177 Cleveland Street and 1-5 and 6-8 Woodburn Street, Redfern with the City of Sydney local government area (LGA). It is located within the identified Redfern-Waterloo Authority Site as per the *State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021* (Eastern Harbour City SEPP).

¹ 175-177 Cleveland Street & 1-5, 6-8 Woodburn Street, Redfern Revised Traffic and Parking Assessment Report, prepared by Varga Traffic Planning Pty Ltd, dated 6 December 2023.

The site has frontages to Cleveland Street (north), Woodburn Street (east) and Eveleigh Street (west). Cleveland Street is a Transport for NSW (TfNSW) classified State Road. Both Woodburn Street and Eveleigh Street are local roads. Eveleigh Street is restricted to one-way northbound movements only. Surrounding land uses primarily include a mixture of residential, industrial, retail and commercial businesses. The railway corridor is also located along the eastern side of Woodburn Street to the east of the site.

The site is well located with respect to existing rail and bus services, with bus stops located along Cleveland Street and Regent Street within a short walking distance. The closest heavy rail and metro stations are Redfern Station to the south (about 300 metres) and Central Station to the north (about 900 metres), respectively. The site is also positioned close to several car share pods, with about 30 to 40 located within a 400-metre radius of the site.

With reference to educational establishments, the site is located about one kilometre from the University of Sydney, 500 metres from the University of Technology Sydney and four kilometres from the University of New South Wales, with good public transport and active travel connectivity to all.

The site location is shown in Figure 1.



Figure 1: Site location

Base image source: Metromap

Proposal

The proposal involves modifications to the approved development at 175-177 Cleveland Street and 1-5 and 6-8 Woodburn Street, Redfern (SSD 32275057). The modifications relate primarily to the basement and ground floor levels with minor changes to above ground levels to reflect relocation of stairwells, lift cores, and waste chutes. No change to the number of co-living rooms is proposed. The approved and amended basement layouts are presented in Figure 2 and Figure 3, respectively.

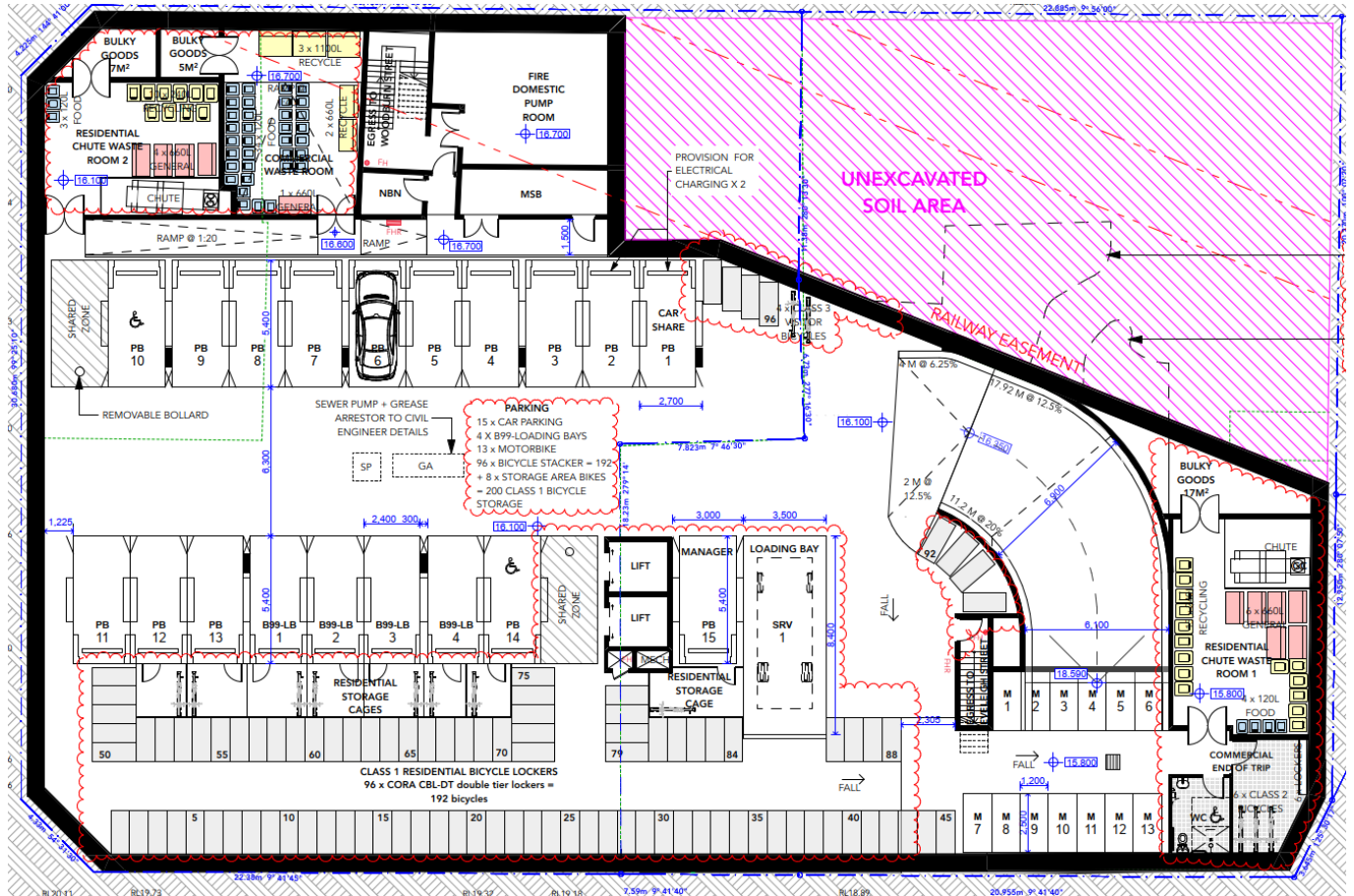


Figure 2: Approved basement plan

Source: Mark Shapiro Architects, project no. 21022, drawing now. SSD2001, rev. D, dated 1 December 2023

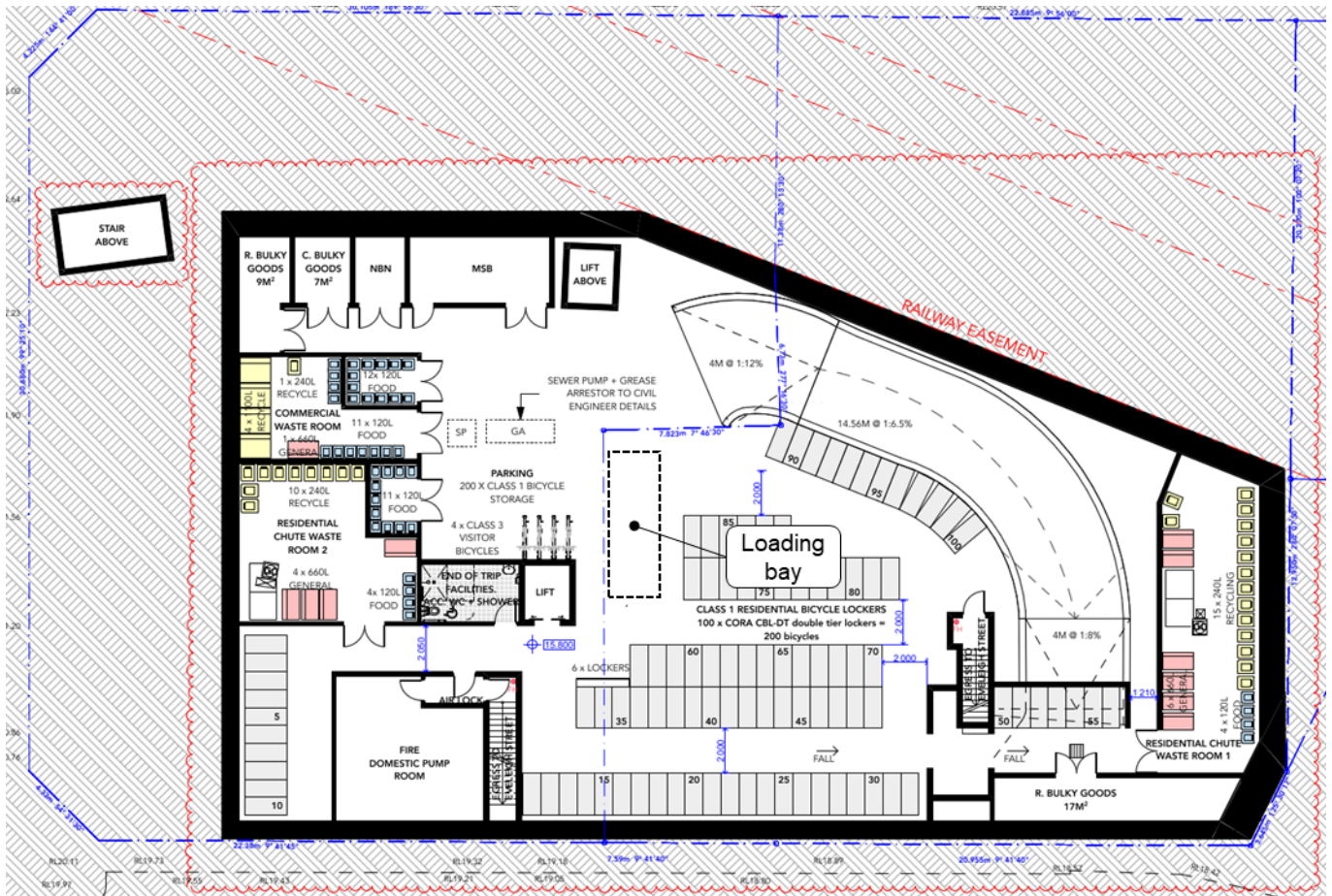


Figure 3: Modified basement plan

Base image source: Mark Shapiro Architects, project no. 21022, drawing now. SSD2001, rev. E, dated 12 December 2025

Parking assessment

Car parking

As discussed, and similarly detailed in the SSDA Transport Report, the site is governed by the Eastern Harbour City SEPP being located within the Redfern-Waterloo Authority Site. The Eastern Harbour SEPP does not detail any parking rates, and further states the following:

“All other environmental planning instruments do not apply to the Redfern–Waterloo Authority Sites, except for other State environmental planning policies” (Appendix 3, Clause 3).

Therefore, the controls detailed in the *Sydney Local Environment Plan 2012* (LEP) are not applicable to the site (though the LEP stipulates that maximum parking controls are imposed on all land-uses).

Hence, reference has been made to the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP), which stipulates the following non-discretionary standards:

“The following are non-discretionary development standards in relation to development for the purposes of co-living housing:

(e) unless a relevant planning instrument specifies a lower number—

- (i) for development on land in an accessible area—0.2 parking spaces for each private room, or*
- (ii) otherwise—0.5 parking spaces for each private room.” (Chapter 3, Part 3, Clause 68 (2)(e))*

The site is located within an accessible area and therefore should parking be provided at a rate of at least 0.2 spaces per dwelling, the consent authority is not permitted to enforce more onerous parking requirements. No visitor parking rate is stipulated in the Housing SEPP. It is noted however, and as stated in the SSDA Transport Report, these standards are not mandatory, and therefore provision of any on-site car parking is similarly not mandatory.

The proposed modified scheme no longer includes any on-site car parking. This strategy aligns with the Sydney LEP controls for the surrounding area which impose maximum parking rates for all land uses and no minimum parking rates, thereby allowing for no parking to be provided. This strategy is considered appropriate for the following reasons:

- The site is well-located to a range of active travel facilities and existing public transport services, ensuring convenient and safe connections to key surrounding universities. This includes Redfern Station, which is located about 300 metres south of the site, and Central Station, located about 900 metres north of the site, offering train and/or metro services.
- Residents within co-living developments typically have low vehicle ownership rates, with a general absence of demand for car parking given reliance on public transport and active travel modes to surrounding educational facilities.
- Car share schemes have become increasingly common throughout Sydney and are now recognised as a viable transport option for a range of trip purposes throughout Sydney, particularly shorter trips across inner and middle ring suburbs. Collectively, across the major car share operators in the Sydney LGA, there are currently about 30 to 40 car share pods with a 400-metre radius of the site that would be available for use by future residents of the site.
- Furthermore, the strategy aligns with Council's desire to reduce reliance on private vehicles, evidenced through maximum parking controls imposed within the broader LGA.

Bicycle parking

The Housing SEPP states that adequate bicycle parking should be provided for co-living developments, though does not stipulate an exact rate. The proposed modified scheme includes 200 resident bicycle spaces within the basement level and is therefore consistent with the current approval for the site.

With the basement footprint reducing to remove structure from the railway easement which traverses the site, a corresponding minor reduction in visitor bicycle parking has resulted (noting commercial/ retail floor areas have also slightly reduced). The proposed modified scheme includes a provision of 22 visitor bicycle spaces (four staff bicycle spaces in the basement and 18 visitor spaces on ground level). Considering the future resident population of the site and likely travel patterns being predominantly to/ from surrounding universities of which high-quality and frequent public transport services are available, the demand for bicycle parking is expected to be low. As such, the provision is considered adequate.

Scape has completed a range of surveys in 2025 at other Scape co-living housing sites within the Sydney LGA and adjacent areas to understand current bicycle ownership levels. These counts were inclusive of resident and visitor bicycle parking spaces, with many facilities also providing ground floor retail/ commercial tenancies. Each facility provides co-living facilities ranging from 119 to 664 beds, with ample bicycle parking (resident and visitor facilities). The data is summarised in Table 1.

Table 1: Bicycle parking analysis surveys of Scape facilities in Sydney

Property location	Total beds	Total occupancy	Total bike racks used across the site	Bike use (% of resident population)
Scape Redfern	554	85%	10	2%
Scape Darlington	201	83%	3	2%
Scape Kingsford	381	83%	4	1%
Scape University of Sydney	438	91%	8	2%
Scape Glebe	184	90%	7	4%

Property location	Total beds	Total occupancy	Total bike racks used across the site	Bike use (% of resident population)
Scape Quay	330	82%	8	3%
Scape Broadway	252	84%	15	7%
Scape Mountain	119	88%	11	11%
Scape Darling Square	634	73%	25	5%
Scape Darling House	664	78%	25	5%
Scape Cleveland	437	80%	30	9%
Scape Sydney Central	656	65%	12	3%
Scape Kensington	365	46%	3	2%
Average bike use rate (% of resident population)				4%

Table 1 indicates that bicycle parking facilities in Scape facilities across Sydney are typically underutilised, with demand averaging approximately four per cent of the resident population or one space per 26 residents. This is attributed to the proximity of these facilities within walking distance of surrounding education institutions and/ or accessible public transport options. Contextually, this is similar to the proposed development, also being conveniently located with excellent transport links to and from major universities.

With the proposal including 200 resident spaces (consistent with the approved scheme) and 22 visitor bicycle spaces (a minor reduction compared to the approved scheme) this equates to a provision of one space per 1.55 residents across the site (considering the site would include 55 single and 145 double rooms). This provision significantly exceeds current usage rates observed across existing Scape developments (currently one space per 26 residents) and represents a strong initiative to improve existing cycling mode share in the area. As such, the proposed resident and visitor bicycle provision is considered more than adequate to support the development.

End-of-trip facilities for staff have been retained on the basement level, similar to the current approval, and would be located adjacent to the central lift core.

Motorcycle parking

The Housing SEPP does not stipulate a motorcycle parking rate. Despite not being applicable to the development, as a guide reference has been made to the *Sydney Development Control Plan 2012* (DCP) which stipulates a rate of one space per 12 car parking spaces. On the basis that the modified scheme does not provide any car parking, no provision has been made for motorcycle spaces. This is considered appropriate and in line with relevant SEPP and DCP 2012 requirements.

Traffic assessment

As stated, the modified scheme does not include any on-site car parking. Therefore, it is expected that the modification will result in a minor reduction in traffic generation and impact to the surrounding road network compared to that previously approved for the site.

Loading and waste collection

TfNSW Urban Freight Forecasting Model

The TfNSW Urban Freight Forecasting Model (UFFM) is a useful planning tool often relied on to determine appropriate loading requirements for various residential, commercial, retail and hotel developments. It performs two main functions:

- provides daily profiles of the volume and types of freight and servicing activity that a building is likely to generate across a typical weekday, based on building information entered by the user
- assesses the performance of loading dock parking spaces provided by a development to manage the freight demand generated by the building.

The objective of the model is to assist in understanding the facilities that will be appropriate for a development to be self-sufficient in managing its own freight and servicing activity. The UFFM is based on data collection at various developments of varying sizes, locations, land use sizes and types. The buildings included commercial, residential, retail and hotels with retail being up to 3,000 square metres. It relies on various inputs including number of floors, number of residential apartments and commercial area.

The UFFM does not consider co-living units, and therefore co-living units have been inputted as residential apartments. Based on the proposed yields, the UFFM recommends the following provision:

- small (B99, vans, utes) bays: three spaces.
- medium (SRVs and smaller trucks) bays: two spaces.

However, the proposal comprises co-living housing which is not directly comparable to typical residential land uses surveyed as part of the UFFM. It is understood that the co-living rooms would come fully furnished, which significantly reduces the need for use of the loading dock for move-in/move-out activity. As such, a first principles assessment is more appropriate for this type of land use in this location based on the expected loading demands of the site. Such an approach is routinely considered by stakeholders to be a more robust assessment and one that is better positioned to accurately reflect current (and changing) loading dock provision and efficiency, which is detailed below.

First principles assessment

With the residential land uses surveyed as part of the TfNSW UFFM not considered directly comparable to the development the following first principles assessment has been considered:

- waste collection is anticipated to occur up to two to three times per week and is anticipated to occur outside of peak periods (as per the current approval, waste collection would be undertaken by a private contractor relying on an SRV truck with a reduced overhead clearance requirement of 2.6 metres)
- the retail/ commercial land use, which is expected to operate as four separate tenancies (with one being a café) and likely to generate up three deliveries per day (fresh produce, milk, office supplies, etc.)
- loading associated with residents moving in/ out is expected to be minimal given co-living rooms are fully furnished and therefore significantly reducing or eliminating any demand for formal removalist trucks
- other miscellaneous use of the loading dock associated with maintenance, trade, resident package delivery, etc.

On the above basis, the proposal would likely generate formal loading demand for up to four or five vehicles per day. With duration of stay mostly limited and managed to be 30 minutes, a single loading bay could theoretically accommodate two to three service vehicles per hour. Assuming consistent demand across a 10-hour period per day and with dock management in place, this equates to one loading bay accommodating between 20 to 30 vehicles per day. When considering the loading demand expected across the day the proposed loading arrangements as part of the modified scheme would adequately cater for any expected demand. Notwithstanding, there is an existing “no-parking” zone on Woodburn Street that could facilitate temporary loading for vans/ couriers, as required. Loading dock

management measures would be implemented on site (such as online booking systems) to better distribute deliveries across the day and week. This would be detailed further as part of a future loading dock management plan.

Design review

The site has been reviewed against the requirements of the Australian Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2022) and Parking Facilities off-Street Commercial Vehicle Facilities (AS2890.2:2018). This assessment included a review of the following:

- bay and aisle widths
- adjacent structures
- ramp grades
- height clearances.

Swept paths have been completed for the site access ramp and loading bay and are included in Appendix A, confirming that the site will operate satisfactorily.

Access to the basement level will be controlled by a security shutter set within the property boundary to ensure a vehicle can queue wholly within the site without impeding pedestrian movement on the adjacent footpath.

The modified scheme includes adjustment to the ramp profile/ grades responding to the reduced basement footprint with a one-lane, two-way ramp proposed. This provides a practical access strategy while also recognising the spatial constraints resulting from the reduced footprint. As the modified scheme does not include on-site car parking and only one loading bay is proposed, a one-lane ramp is considered suitable. Flashing warning lights and appropriate signage would be installed at the site access to notify any vehicles/ pedestrians that a vehicle is exiting the basement. In addition, loading dock management measures (such as an online booking system) would be implemented to better spread deliveries across the day and week to avoid any potential overlap in deliveries. These systems typically incorporate buffer periods either side of the allocated booking to account for any delays.

Vertical clearance checks have also been completed to confirm the appropriate 2.6-metre height clearance to services and structure has been provided at all sections of the ramp. Appropriate signage and low clearance bars would be provided at the site access to ensure drivers are aware of the reduced headroom. Notwithstanding, it is expected that deliveries would be completed by B99 vehicles (vans, utes, etc.), with waste collection being the largest vehicle. Couriers would similarly be notified of the vehicle requirements prior to accessing the site.

Loading vehicles would be able to enter and exit the site in a forward direction. Appropriate signage such as “watch for turning vehicles” would be displayed within the basement to ensure residents are vigilant of manoeuvring vehicles in/ out of the loading bay.

Conclusion

The proposal involves modifications to the approved development at 175-177 Cleveland Street and 1-5 and 6-8 Woodburn Street, Redfern (SSD-32275057). The modifications relate primarily to the basement and ground floor levels with minor changes to the above ground levels due to relocation of stairwells, waste chutes and lift cores. No change to the number of co-living rooms is proposed.

Based on the analysis presented in this Transport Statement, the modified scheme can be supported from a transport perspective, noting the following:

- The proposed modified scheme no longer includes any on-site car parking. This strategy aligns with the Sydney LEP controls for the surrounding area which impose maximum parking rates for all land uses and no minimum parking rates, thereby allowing for no parking to be provided. It is also considered appropriate considering the site’s location with respect to high-quality public/ active transport, car share services, and educational facilities as well as recognising the likely travel pattern characteristics of future residents within the development.

- The proposed modified scheme provides an adequate provision of bicycle parking based on current usage at other Scape developments in Sydney.
- Given the modified scheme does not include any on-site car parking, it is expected that the modification will result in a minor reduction in traffic generation and associated impact to the surrounding road network compared to that previously approved for the site.
- The site includes a single consolidated loading dock suitable for accommodating up to an SRV truck which is expected to be adequate in meeting the anticipated loading demand for the development.
- The development has been designed in line with the AS2890 series and expected to operate satisfactorily.

We trust the above and attached provide the necessary information. Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

Mack Brinums
Principal Transport Engineer

info@asongroup.com.au

+61 2 9083 6601

Suite 17.02, Level 17,
1 Castlereagh Street,
Sydney NSW 2000

ABN: 81 168 423 872

Appendix A Vehicle swept paths

SRV - Small Rigid Vehicle (AS/NZS2890.2:2002)

6.4

1.05

3.8

VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length

Overall Width

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

6.400m

2.330m

2.330m

4.00 sec

7.100m

Architectural floor plan of a building with various rooms and a vehicle path. The plan includes rooms like COMMUNITY, MULTIPURPOSE, COMMERCIAL, and various chambers. A vehicle path is shown with a 'SRV - Small Rigid Vehicle' label. The plan also shows ramps, stairs, and other structural elements.

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner, dated 10/12/2025	DESIGNED Connor Hoang	PAPER SIZE A3	CLIENT The Living Company	DOCUMENT INFORMATION SWEPT PATH ASSESSMENT	
	APPROVED BY Rhys Hazell	DATE 11.12.2025	PROJECT P3324		
	SCALE 1:125	NTS	175-177 Cleveland Street, Redfern	FILE NAME AG3324_d01_v04.dwg	SHEET AG01
				Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	

PLOT DATE: 11/12/2025 11:55:39 AM | CAD REFERENCE: C:\Users\Connor Hoang\OneDrive - Ason Group\ACTIVE PROJECTS\3324 - 175-177 Cleveland Street, Redfern\Projects\Design\AG3324_d01_v04.dwg | Connor Hoang |

SRV - Small Rigid Vehicle (AS/NZS2890.2:2002)

6.4

1.05

3.8

VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length

Overall Width

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

6.400m

2.330m

2.330m

4.00 sec

7.100m

L_03 ABOVE

VISITOR BICYCLE PARKING

The diagram is a detailed architectural site plan for a building project. It shows the layout of various rooms and outdoor areas, including ramps, parking, and storage. Key features include:

- Rooms and Areas:** COMMERCIAL WASTE ROOM (A: 27 m²), RES. ORGANICS WASTE, RESIDENTIAL WASTE ROOM 2 (A: 46 m²), END OF TRIP FACILITIES (ACC. WC + SHOWER, 11 m²), FIRE DOMESTIC PUMP ROOM (A: 34 m²), RESIDENTIAL WASTE ROOM 1 (A: 47 m²), R. BULKY GOODS (A: 17 m²), and 6 x Lockers.
- Parking and Storage:** VISITOR BICYCLE PARKING, BICYCLE PARKING (Total 200 Class 1 Bicycle Storage, 1:1 ratio maintained), and SRV - Small Rigid Vehicle storage area.
- Ramps and Gradients:** Ramp Gradient 4m @ 1:12, Ramp 1:6.5, Ramp 14.55m @ 1:6.5, and Ramp Gradient 4m @ 1:12.
- Dimensions and Areas:** Various dimensions are provided, such as 2500, 2000, 2219, 2000, 2946, 5000, 6500, 1210, and 1500. A large area of 1140.38m² is highlighted with a note "28% reduction in excavation".
- Other Features:** SHORING ZONE, EXISTING BASEMENT SHORING WALL, RAILWAY EASEMENT (ZONE 2), and a north arrow.

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner, dated 10/12/2025	DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
	Connor Hoang	A3	The Living Company		
	APPROVED BY	DATE	PROJECT	FILE NAME	SHEET
	Rhys Hazell	11.12.2025	P3324	AG3324_d01_v04.dwg	AG03
	SCALE	NTS	175-177 Cleveland Street, Redfern	asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	
	1:125				

PLOT DATE: 11/12/2025 11:55:41 AM | CAD REFERENCE: C:\Users\Connor Hoang\OneDrive - Asong Group\ACTIVE PROJECTS\3324 - 175-177 Cleveland Street, Redfern\Projects\Design\AG3324_d01_v04.dwg | Connor Hoang |

SRV - Small Rigid Vehicle (AS/NZS2890.2:2002)

6.4

1.05

3.8

VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length

Overall Width

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

6.400m

2.330m

2.330m

4.00 sec

7.100m

Architectural site plan showing building layout, ramps, and vehicle access. The plan includes various rooms such as COMMUNITY, MULTIPURPOSE (COMMON), COMMERCIAL, and DETENTION CHAMBER. It also shows ramps (RAMP 1:12, RAMP 1:6.5) and a proposed landscaping area. A callout for SRV (Small Rigid Vehicle) dimensions is provided in the top left. A note on the right side states: "Crossfalls on Eveleigh Street to be considered. Aslong as the grades at the access are not more than ~1:20 this should be okay."

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner, dated 10/12/2025	DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
	Connor Hoang	A3	The Living Company		
	APPROVED BY	DATE	PROJECT	FILE NAME	SHEET
	Rhys Hazell	11.12.2025	P3324	AG3324_d01_v04.dwg	AG04
SCALE		NTS	175-177 Cleveland Street, Redfern	asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	
1:125					

PLOT DATE: 11/12/2025 11:55:46 AM | CAD REFERENCE: C:\Users\Connor Hoang\OneDrive - Ason Group\ACTIVE PROJECTS\3324 - 175-177 Cleveland Street, Redfern\Projects\Design\AG3324_d01_v04.dwg | Connor Hoang |