Attachment A4

Proponent Planning Proposal Request – Traffic Report

44 - 78 Rosehill Street, Redfern

Transport Impact Assessment

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

6 November 2025

PO Box 199
Kingsford NSW 2032
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City of Sydney Council

6 November 2025

Dear Sir / Madam

44 - 78 Rosehill Street, Redfern– Transport Impact Assessment

1. Introduction

Background

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

Site context and description

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

Figure 1 Broader site context

Source: SJB

Figure 2 *Site aerial image*

Source: SJB

Report purpose

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

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

2. Transport Impact Assessment

Public transport network

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

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

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

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

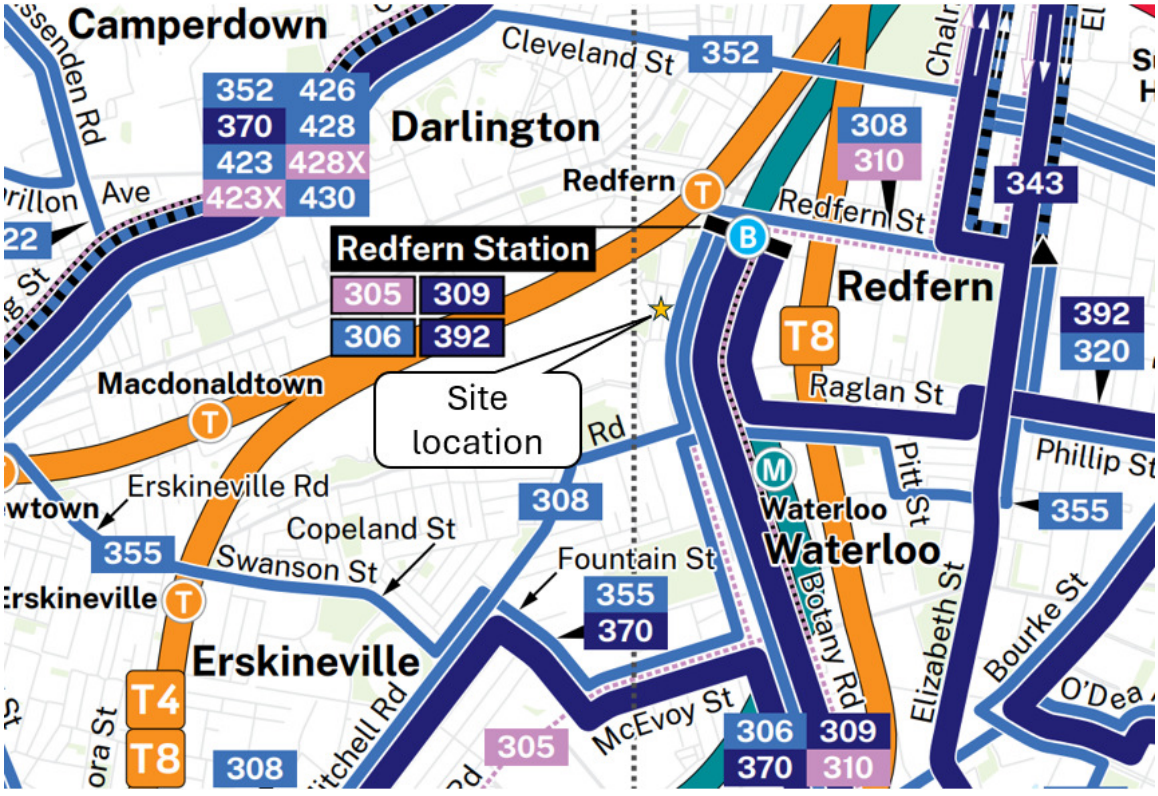


Figure 3 *Existing public transport network*

Existing road network

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

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

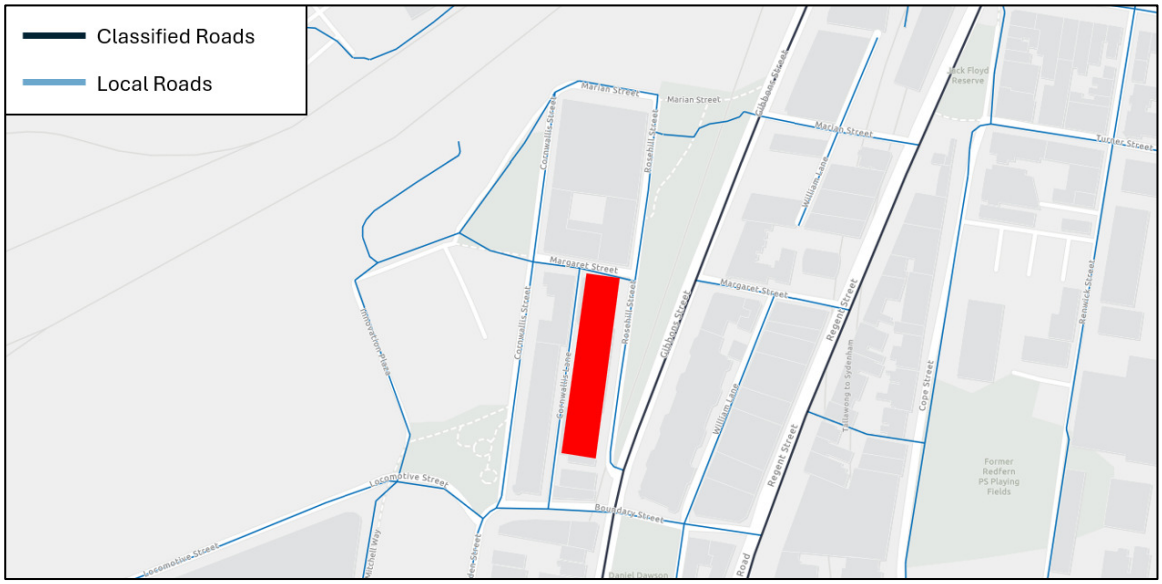


Figure 4 Existing road network surrounding the site

Car parking

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

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

Car Share

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

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

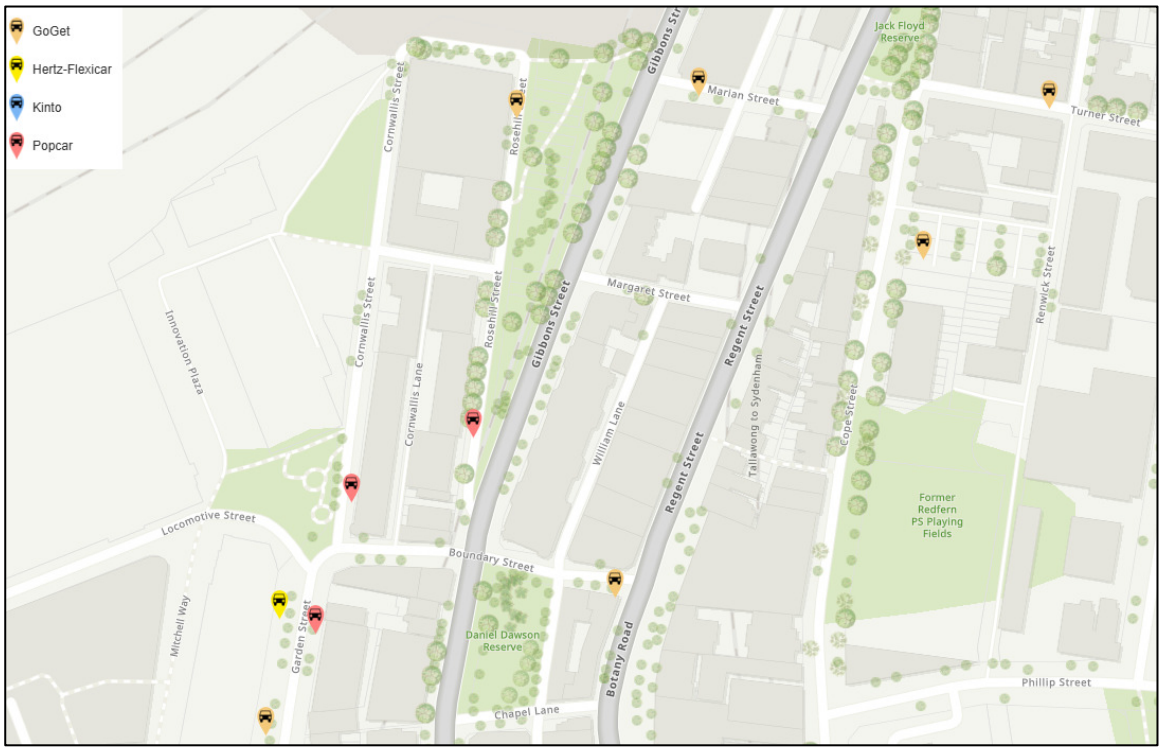


Figure 5 Nearby car share locations

Source: City of Sydney Council

Deliveries and waste collection

The reference scheme prepared for the Planning Proposal includes provision for on-site loading and waste collection, with access via Margaret Street. This includes access for a City of Sydney Council waste collection vehicle with dimensions of 10.6m long by 4.0m high. The loading dock has also been sized to concurrently accommodate a small delivery van.

The reference design makes provision for road widening along Margaret Street on the northern frontage of the site to accommodate the swept path manoeuvre of Council's waste truck from Rosehill Street. Waste vehicles would drive up Margaret Street and reverse back into a future site loading dock. Vehicles exiting the loading dock would do so in a forwards manner and then drive out back onto Rosehill Street.

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

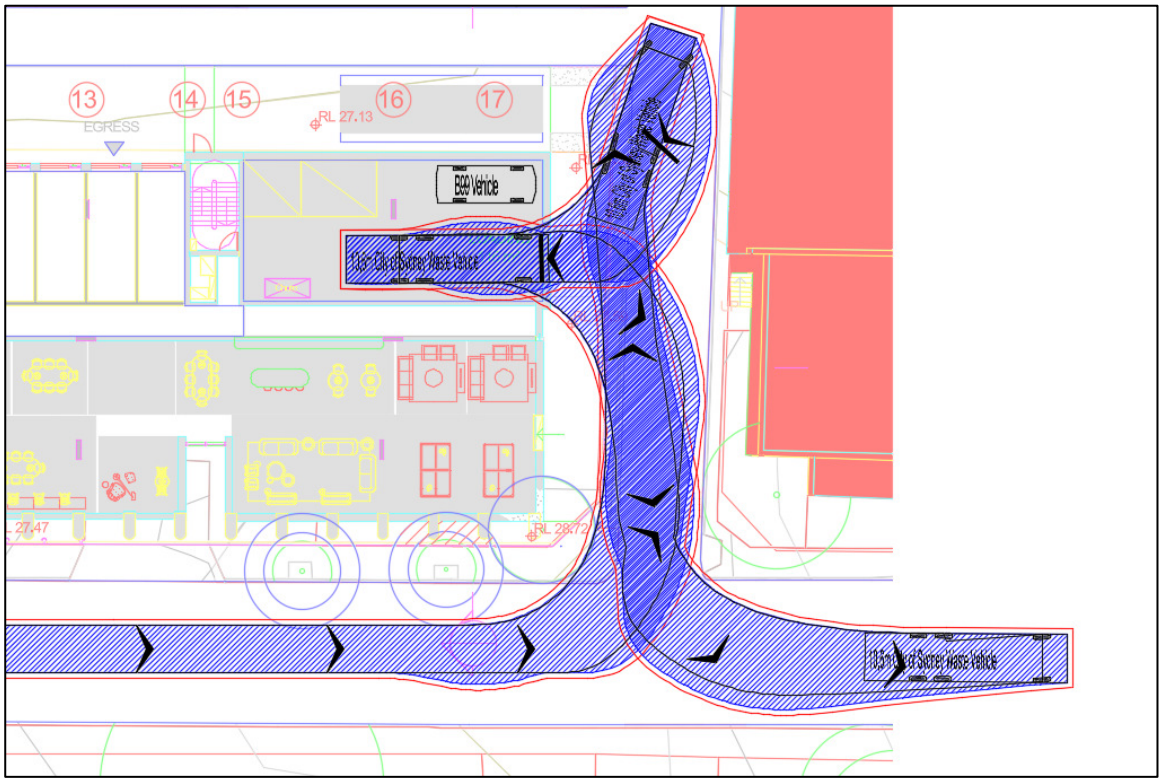


Figure 6 Waste collection arrangements – reference scheme

A reversing manoeuvre into the site loading dock via Margaret Street is considered acceptable given:

- Waste collection takes place relatively infrequently and typically in the early mornings prior to peak traffic and pedestrian periods; and
- Margaret Street is a very quiet laneway that does not carry high levels of pedestrian or vehicular traffic. It does not form a critical part of the surrounding road or footpath network and therefore any impacts of reversing vehicles into the loading dock would have very minor impacts.

Bicycle parking

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

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

The reference scheme for the Planning Proposal includes provision of on-site bicycle parking at a rate of 1 space per 5 rooms – significantly exceeding the above requirements. The final quantum of bicycle parking, based on the final building design and expected user demands, will be confirmed at the time of the detailed development application for the site.

Motorcycle parking

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

Traffic impacts

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

3. Summary

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

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

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

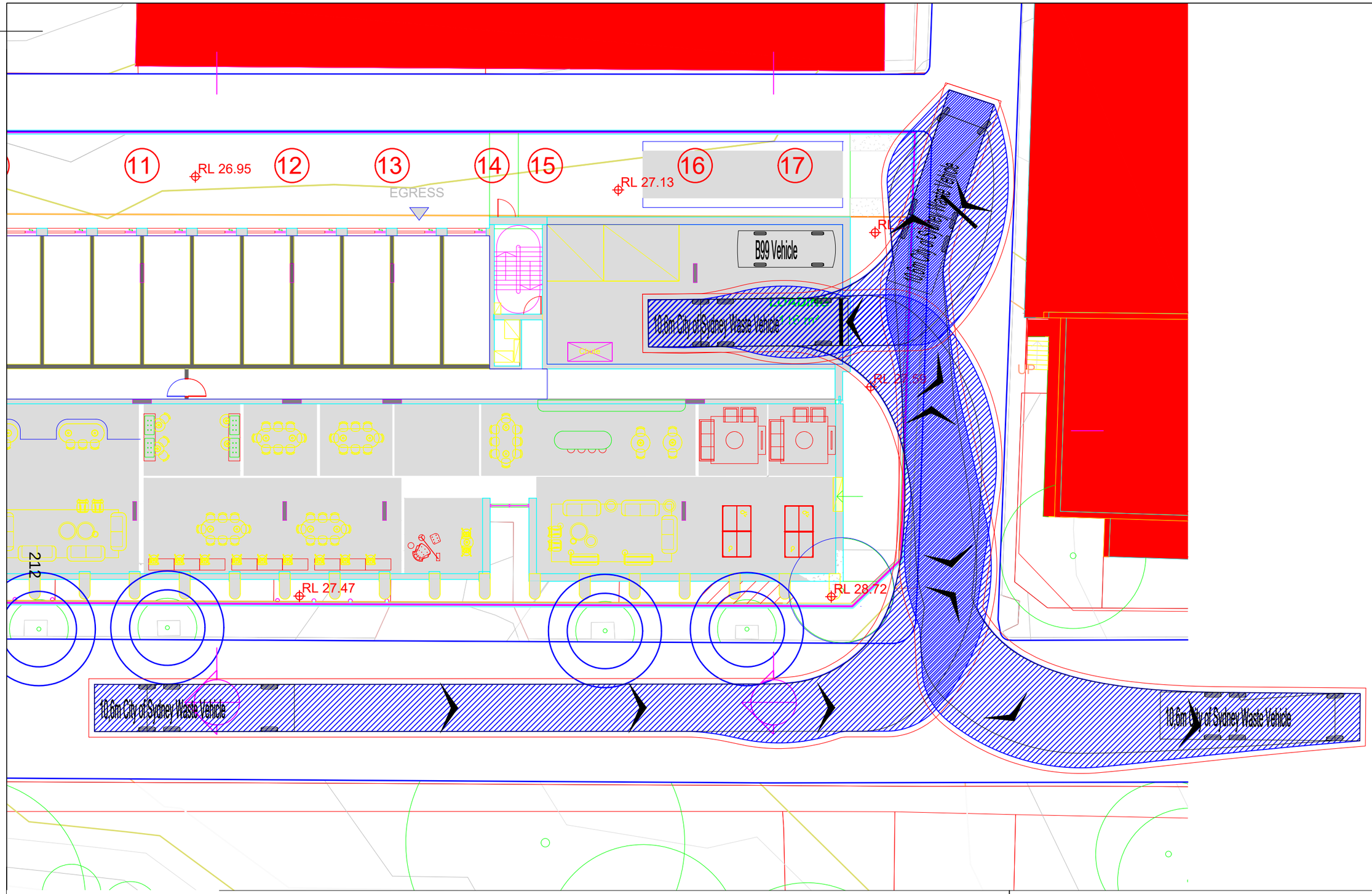
Regards

Josh Milston

Director | JMT Consulting

MIEAust CPEng

APPENDIX A – SWEPT PATH ANALYSIS



Job Title
44-78 Rosehill Street, Redfern

Client
Journal Student Living

JMT Consulting
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Drawing Title
Turning Paths

Drawing No
2545_03

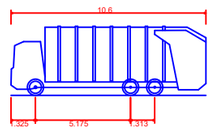
Date
29.10.25

Legend
- Body Envelope
- 300mm Envelope
- Wheel Envelope

Job No
2545

Scale at A3
1:200

Vehicle type(s)



10,6m City of Sydney Waste Vehicle	
Overall Length	10.600m
Overall Width	2.500m
Overall Body Height	3.800m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.500m