SSD-77825469
Proposed Residential Development

2-16 Pockley Avenue, Roseville

TRANSPORT AND ACCESSIBILITY IMPACT ASSESSMENT REPORT

17 April 2025

Ref 24526

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants
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Declaration		
Name	Zachary Cai	
Qualifications	BE (Civil)	
	The undersigned declares that this Transport and Accessibility Impact Assessment Report has been prepared in response to the following SEARs requirements issued for the Project on 15/11/2024 for SSD-77825469:	
SEARs item no.	**SEARs Requirement**	**Relevant Section of this Report**
10.	Traffic, Transport and Accessibility Provide a transport and accessibility impact assessment	Refer to Chapter 1.3
Signed		
Dated	17 April 2025	

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1.0 INTRODUCTION

1.1 Project Summary

This report has been prepared on behalf of *Aqualand Prestige 2 Pty Ltd* to accompany an Environmental Impact Statement (EIS) to the *NSW Department of Planning* for a proposed residential development to be located at 2-16 Pockley Avenue, Roseville (Figures 1 and 2).

This report addresses the items raised under *Item 10: Traffic, Transport and Accessibility* of the Secretary's Environmental Assessment Requirements (SEARSs) for the State Significant Development (SSD), SSD-77825469. A separate *Green Travel Plan* and *Construction Traffic Management Plan* has been provided under a separate cover.

The subject site is located within the *"Roseville TOD catchment"* as outlined in the *State Environmental Planning Policy (Housing) 2021 Transport Oriented Development Sites Map* document published by the NSW Department of Planning, Housing and Infrastructure, and is situated approximately 350m walking distance west of Roseville Railway Station.

In this regard, the planning controls specified in the *SEPP (Housing) 2021 Chapter 5 Transport Oriented Development* prevail over other environmental planning instruments or other chapters within the *SEPP (Housing) 2021*.

The applicant seeks development consent under Division 4.7 State Significant Development of the *Environmental Planning & Assessment Act 1979* (EP&A Act) for a new residential development comprising three residential flat buildings which includes the provision of in-fill affordable housing on the site at 2-16 Pockley Avenue, Roseville.

Specifically, this SSDA seeks approval for:

- Site preparation including demolition, excavation and tree removal of the site;

- Construction of a residential flat building containing 3 building elements of up to 9 storeys including:

- Part 3-, part 4- and part 5-level combined basement parking with the provision of 285 car parking spaces,

- 178 dwellings including 39 affordable housing dwellings above carpark;

- Ground level and on-building landscaping works including communal open spaces in Pavilion A.

- Augmentation of, and connection to, existing utilities as required.

Vehicular access to the parking facilities is to be provided via a new entry/exit access driveway located midway off the Maclaurin Parade site frontage.

1.2 Purpose of this Report

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal

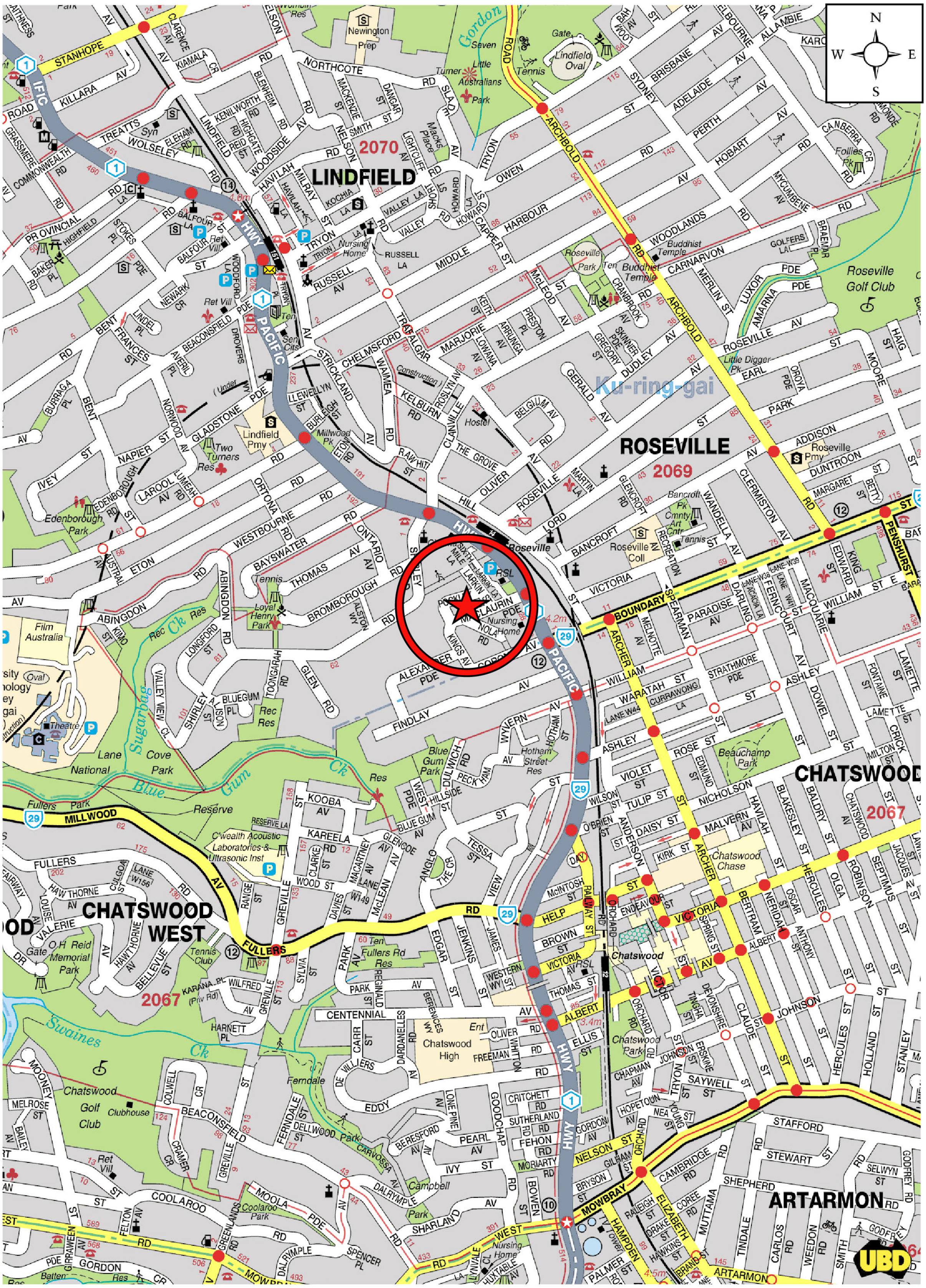
- reviews the road network in the vicinity of the site

- estimates the traffic generation potential of the development proposal

- assesses the traffic implications of the development proposal in terms of road network capacity

- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards

- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site



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LOCATION
FIGURE 1

SITE
FIGURE 2

1.3 Secretary's Environmental Assessment Requirements

This report addresses the Secretary's Environmental Assessment Requirements (SEARs) for the State Significant Development (SSD), SSD-77825469.

The table below details where the responses to each of the items raised under *Item 10* of the SEARs have been addressed in this report.

Secretary's Environmental Assessment Requirements

10. Traffic, Transport and Accessibility	Report Section
An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections	Chapter 3.1, 3.3, 3.4 & 3.5
Details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances, and an explanation of how residents will access facilities and services), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zones(s) and bus bays (if applicable), and provisions for servicing and loading/unloading	Chapter 2.2, 2.3, 4.2, 4.3, 4.4 & Appendix B
Analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments	Chapter 3.6 & Refer to CTMP
Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards	Chapter 3.6
Proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan	Refer to GTP
Provide a preliminary Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated	Refer to CTMP

2.0 PROPOSED DEVELOPMENT

2.1 Site

The subject site is located on a large block of land bounded by Pockley Avenue, Larkin Street, and Maclaurin Parade. The site is irregular in shape and has street frontages of approximately 172.8m to Pockley Avenue, 47.2m to Larkin Street, and 133.6m to Maclaurin Parade, and occupies an area of approximately 6,539m^2.

The site is zoned *R2 Low Density Residential* under the *Ku-ring-gai Local Environmental Plan 2015* and is situated approximately 350m walking distance west of Roseville Railway Station. The site is currently occupied by eight residential dwelling houses. Off-street parking provided in separate garages/carports, with vehicular access provided via respective access driveways off Maclaurin Parade and Pockley Avenue.

A recent aerial image of the site and its surroundings is reproduced below.

Source: Nearmap (Dated Mon Jan 20 2025)

2.2 Transport Oriented Development

The site is located within the *"Roseville TOD Catchment"* as identified in the *State Environmental Planning Policy (Housing) 2021 Transport Oriented Development Sites Map* document published by the NSW Department of Planning, Housing and Infrastructure, reproduced below.

Source: State Environmental Planning Policy (Housing) 2021

The aim of the TOD amendment is to increase housing density near planned and existing public transport. This will enable more people to live close to public transport, jobs, services, night life, and amenities.

In this regard, the planning controls specified in the *SEPP (Housing) 2021 Chapter 5 Transport Oriented Development* prevail over other environmental planning instruments or other chapters within the *SEPP (Housing) 2021*.

2.3 Proposed Development

The proposed development will involve the demolition of the existing buildings on the site to facilitate the construction of a new residential flat building containing 3 building elements of up to 9 storeys.

A total of 178 residential units (including 39 *in-fill affordable*) are proposed in the new buildings as follows:

Development Breakdown		
1-bedroom apartments:	20	(including 20 affordable units)
2-bedroom apartments:	73	(including 19 affordable units)
3-or-more-bedroom apartments:	85	
TOTAL APARTMENTS:	**178**	

Off-street parking is proposed for a total of 285 cars, comprising 252 residential spaces, 31 visitor spaces, 2 car share spaces, as well as an *additional* car wash bay, in a new basement car parking area, in accordance *SEPP (Housing) 2021*, and Council *DCP* requirements.

Waste collection for the proposed development is expected to be undertaken by Council's waste contractor and their mini garbage truck, which is similar in size to a standard SRV truck, albeit with a reduced overhead clearance of 2.6m. In this regard, a dedicated loading dock is provided in the basement, adjacent to the bin holding room.

Vehicular access to the parking and loading facilities are to be provided via a new entry/exit access driveway located midway off the Maclaurin Parade site frontage.

Pedestrian access is provided via separate residential pedestrian lobbies off Maclaurin Parade and Pockley Avenue. The pedestrian entries are well separated from the vehicular access driveways and provide safe and convenient pedestrian access to pedestrian footpaths located along the frontage road. All of these pedestrian footpaths provide safe and convenient pedestrian access to the nearby Roseville Railway Station as well as Roseville Local Centre.

Plans of the proposed development have been prepared by *Woods Bagot* and are reproduced in **Appendix A**.

3.0 TRAFFIC ASSESSMENT

3.1 Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3.

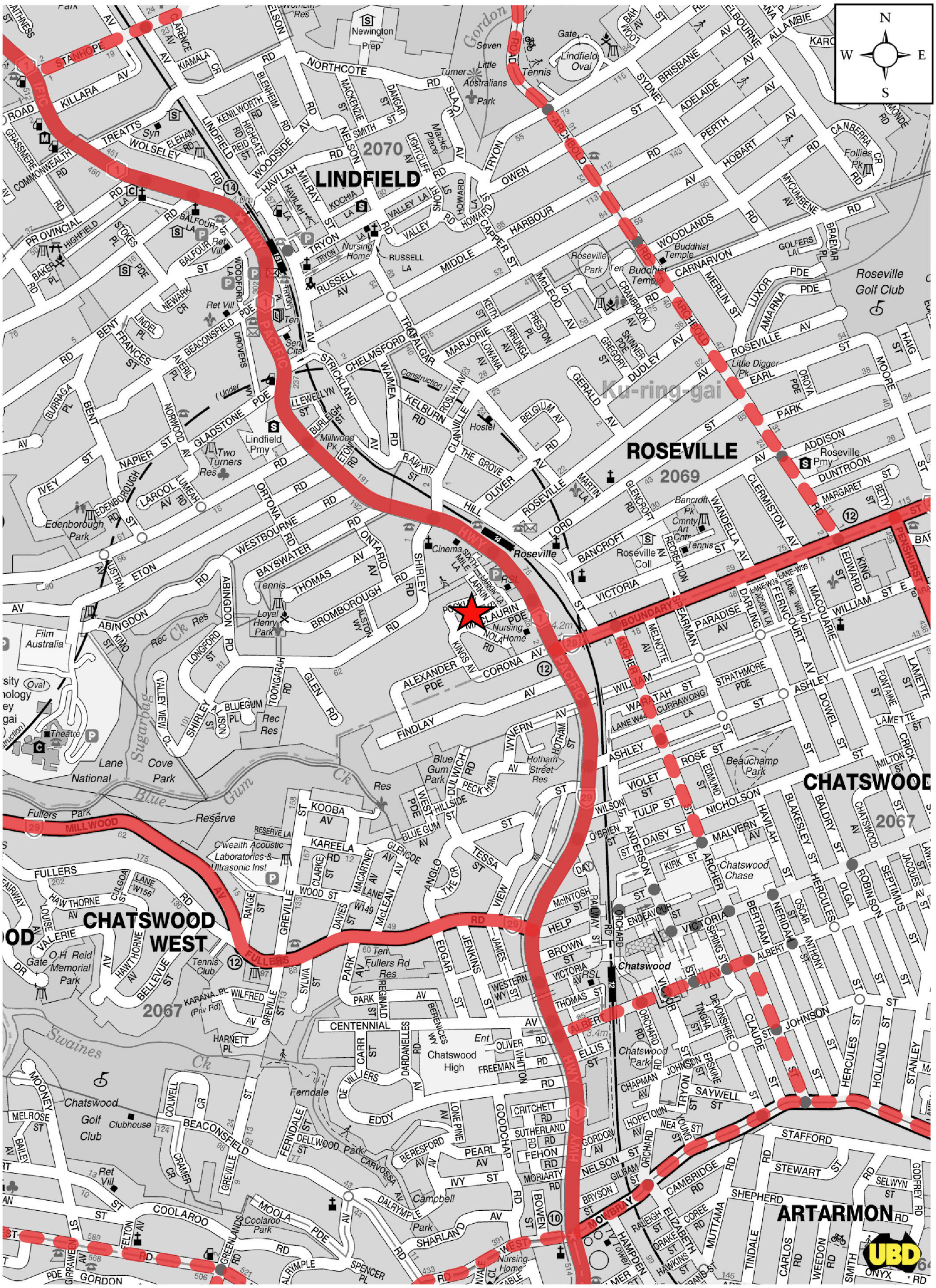
The Pacific Highway is classified by TfNSW as a *State Road* and is one of Australia's major inter-city highways, linking Sydney and Brisbane. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a raised central median island and turning bays provided at key locations. Clearway restrictions apply along both sides of the road during commuter peak periods.

Boundary Road is classified by TfNSW as a *State Road* and forms part of the A38 road corridor, linking the A8 Pittwater Road in the east at Dee Why to the A1 Pacific Highway in the west at Roseville. It typically carries two traffic lanes in each direction in the vicinity of the site, with additional turning lanes provided at key locations. Clearway restrictions apply along both sides of the road during commuter peak periods.

Archer Road is classified by TfNSW as a *Regional Road* which performs the function of a north-south *collector route* through the area, linking Boundary Street in the north at Roseville to Mowbray Road in the south at Chatswood. It typically carries one traffic lane in each direction in the vicinity of the site, with additional lanes provided at key locations.

Archbold Road / Eastern Arterial Road / Horace Street / Burns Road is classified by TfNSW as a *Regional Road* which performs the function of a north-south *collector route* through the area, linking The Pacific Highway in the north at Hornsby to Boundary Street in the south at Roseville. It typically carries two traffic lanes in each direction in the vicinity of the site.

Pockley Avenue, Larkin Street and Maclaurin Parade are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the road.



Key:

State Road

Regional Road

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ROAD HIERARCHY

FIGURE 3

3.2 Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Pacific Highway
- a 50 km/h SPEED LIMIT which applies to Pockley Avenue, Larkin Street, Maclaurin Parade, and all other local roads in the area
- TRAFFIC SIGNALS in Pacific Highway where it intersects with Clanville Road and Shirley Road, Maclaurin Parade, and Boundary Road and Corona Avenue
- a SIGNALISED PEDESTRIAN CROSSING in Pacific Highway, located directly outside the pedestrian link to Roseville Railway Station
- a CENTRAL MEDIAN ISLAND in Pacific Highway which prevents right-turn movements to/from side streets
- a LEFT TURN ONLY restriction in Corona Avenue turning onto the Pacific Highway

3.3 Existing Public Transport Services

The existing public transport services available in the vicinity of the site are illustrated on Figure 5.

The site is located approximately 350m walking distance west of Roseville Railway Station. Roseville Railway Station operates on the T1 North Shore Line operating between City to Berowra via Gordon, and the T9 Northern Line operating between Gordon to Hornsby via City. The typical journey time to/from Central station is approximately 24 minutes, with a frequency of 5-10 minutes at all times.

In addition to the rail services, a bus interchange is available outside Roseville Railway Station, which services the 558, 565, and N90 bus services.


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ROAD CLOSED
HILL
50
OLIVER RD
60
PACIFIC
ROSEVILLE AVE
ROSEVILLE LN
ST
HWY
ROSEVILLE STATION
P
HILL
LORD ST
50
RD
SIXTH MILE LN
BROMBOROUGH RD
LARKIN
PACIFIC
LARKIN LN
POCKLEY AVE
ST
PDE
50
SHIRLEY
MACLAURIN
NOLA RD
HWY
60
only
KINGS
NOLA LN
AVE
PDE
AVE
CORONA
ALEXANDER
50
AVE
ALEXANDER PDE
FINDLAY
Key:
Give Way Sign
Speed Hump
Stop Sign
Traffic Signal
No Right-Turn
Right-Turn Bay
Signalised Pedestrian Crossing
Pedestrian Crossing
50 Speed Limit
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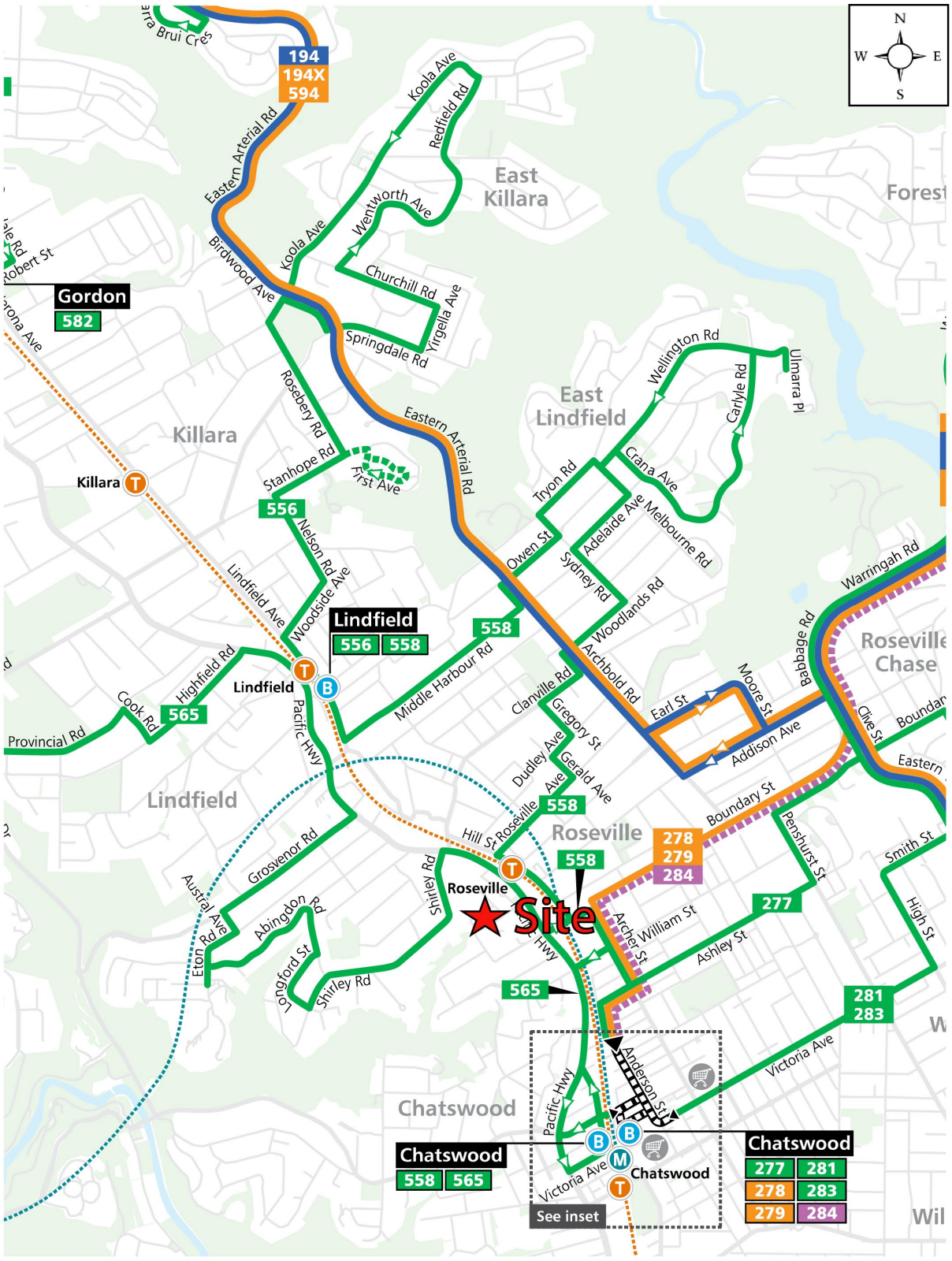
EXISTING TRAFFIC CONTROLS
FIGURE 4



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EXISTING PUBLIC TRANSPORT
FIGURE 5

A summary of those bus services is provided in the table below, revealing that there are approximately 130 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 64 bus services per day on Saturdays and approximately 65 bus services per day on Sundays and Public Holidays.

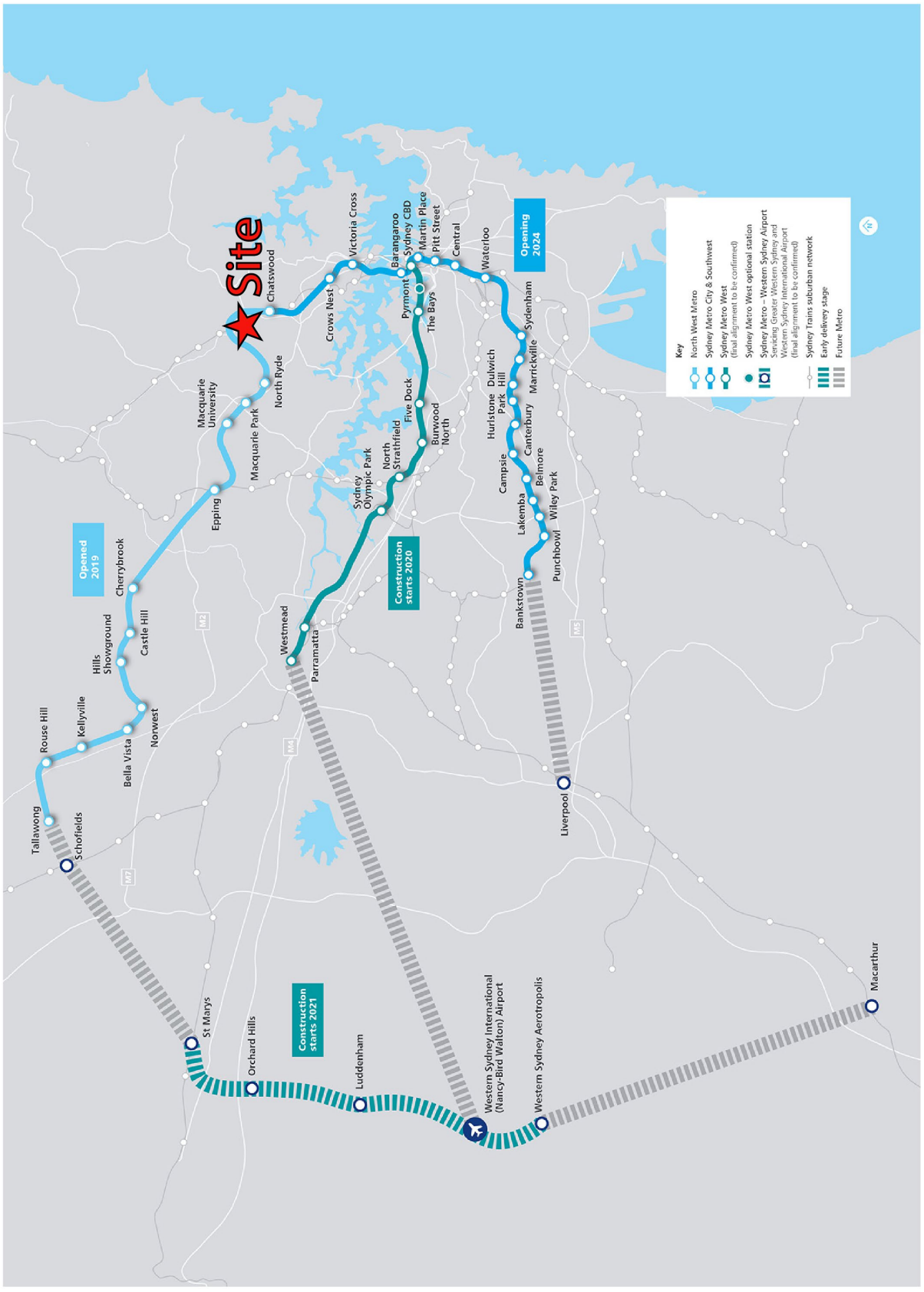
Bus Routes and Frequencies							
Route No.	**Route**	**Weekdays**		**Saturday**		**Sunday**	
		IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**
558	Chatswood to Lindfield	16	13	5	5	5	5
565	Chatswood to Macquarie University	25	23	14	13	14	13
N90	Hornsby to City Town Hall via Chatswood (Night Service)	3	4	4	3	4	4
TOTAL		**44**	**40**	**23**	**21**	**23**	**22**

The abovementioned bus services connect to several key locations including Macquarie University, Macquarie Shopping Centre, as well as several *suburban railway stations* such as Lindfield, Macquarie University, and Chatswood Railway Station.

In particular, the abovementioned train and bus services connect with Chatswood Station, which forms part of the Sydney Metro Network. The Sydney Metro network will ultimately comprise 31 metro stations and more than 66 kilometres of new metro rail running from Sydney's booming North West region under Sydney Harbour, through new underground stations in the CBD, and beyond to the south west to Bankstown, as illustrated in Figure 6.

Metro is a new generation of world-class fast, safe and reliable trains easily connecting customers to where they want to go. The metro has high frequency 'turn-up-and-go' services, with a frequency of 4 minutes during peak periods. Technology keeps customers connected at all stages of their journey, including smart phone travel apps and real-time journey information at metro stations and on-board trains.

The site is therefore considered highly accessible to essential services and public transport options, and is ideally located to reduce reliance on private car usage and to encourage increased usage of public transport services.



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SYDNEY METRO
FIGURE 6

3.4 Active Transport Options

The existing and proposed bicycle routes located in the vicinity of the site are illustrated on Figures 7a and 7b.

The bicycle routes are readily accessible from the subject site and are designed to enable cyclists a direct, connected set of routes through the area, enabling connection to key employment, education, health, entertainment, and recreational facilities.

In addition, Council plans to renovate its cycling network, delivering a safe, comfortable, inclusive, and continuous network of cycle routes that connect all major destinations throughout the area. Council also provides bicycle racks at key locations through the local government area.

The proposed development makes provision for off-street bicycle parking facilities which is to be located on the basement floor levels, and will enhance the *active* transport options available to future occupants of the site.

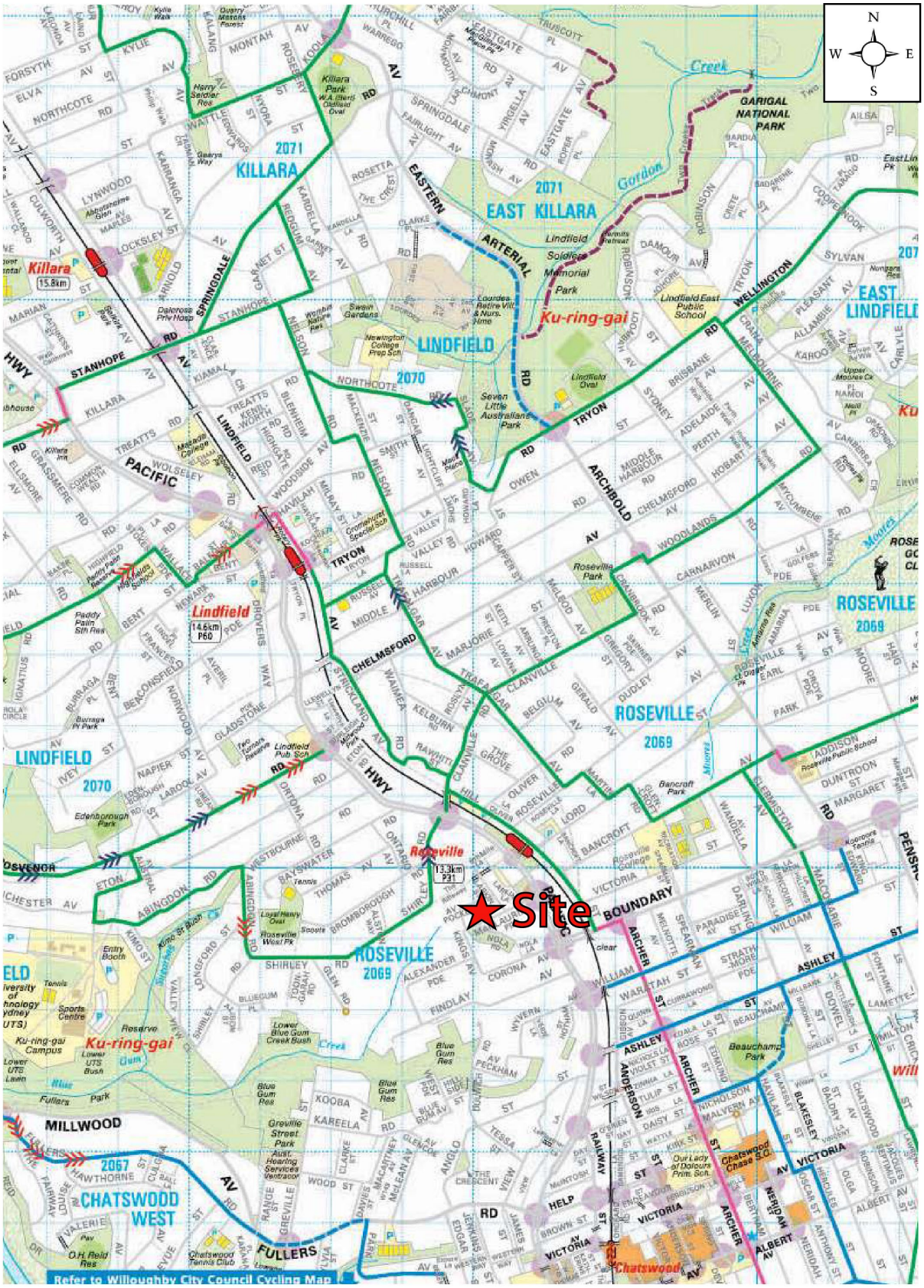
The site also lies within close proximity to the Roseville Local Centre, which includes a wide range of essential shops and services including, gymnasiums, restaurants, pharmacies, cafes, and specialty stores.

The subject site is therefore considered highly accessible to essential services and *active transport* options such as cycling and walking.

3.5 Car Share Locations

The existing car share parking spaces located in the vicinity of the site are illustrated on Figure 8.

There is currently 1 *GoGet* car share pod located within 500m of the subject site, located on Hill Street near Victoria Street, approximately 300m east of the subject site.



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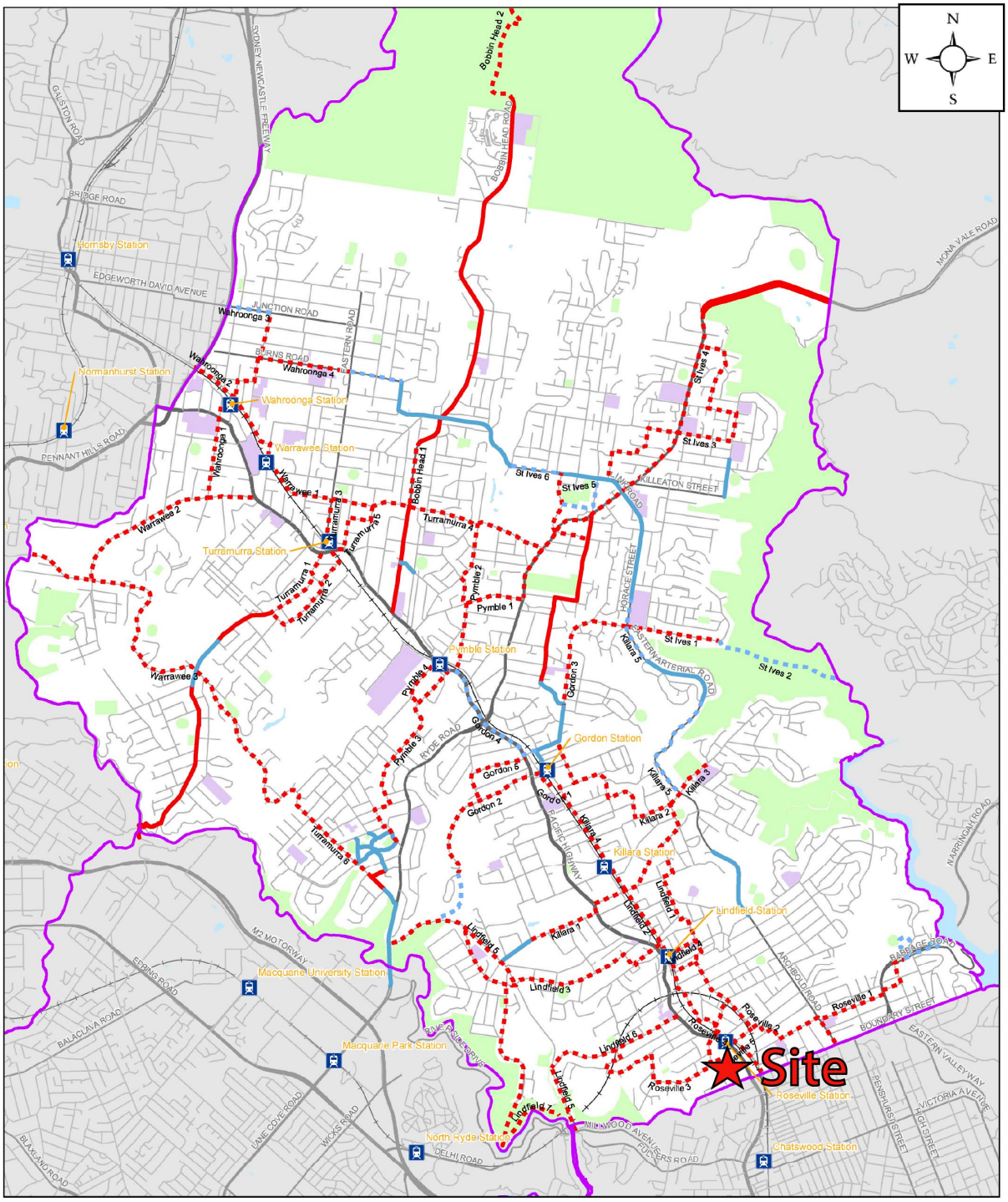
EXISTING BICYLE ROUTES
FIGURE 7A



LEGEND

On Road (Proposed)	Parks	Highways	Commuter Rail Station
Off Road (Proposed)	Schools	Major Roads	Railway
On Road Cycleway	Waterways	Secondary Roads	
Off Road Cycleway		Other Roads	

1:40,000 (at A3)
0 250 500 1,000 1,500
Metres
Map Projection: Transverse Mercator
Horizontal Datum: Geocentric Datum of Australia (GDA)
Grid: Map Grid of Australia 1994, Zone 56

Ku-ring-gai Council
Ku-ring-gai Bike Plan

Job Number 21-21240
Revision A
Date 19 Nov 2012

Proposed Cycle Network

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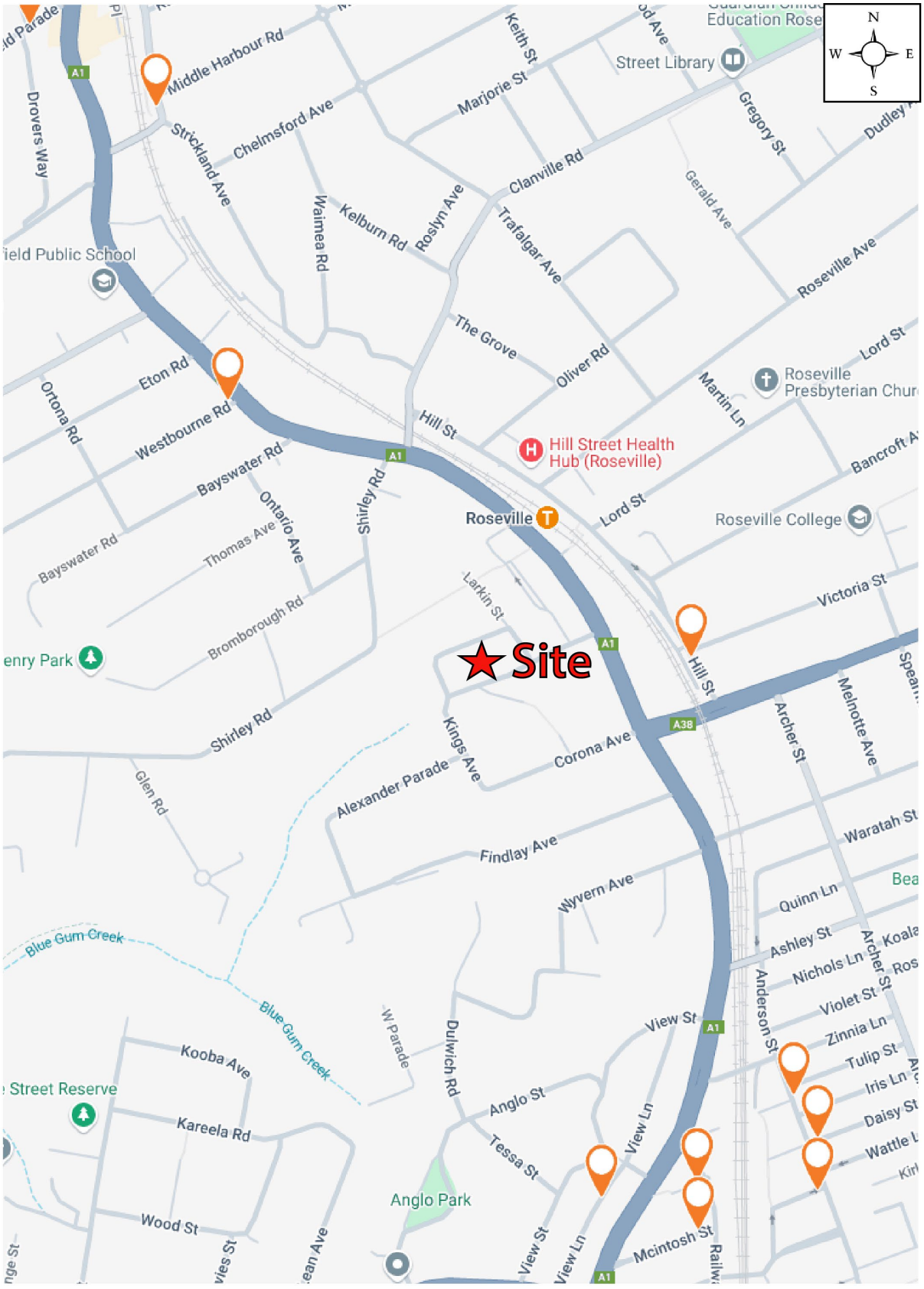
PROPOSED BICYLE ROUTES
FIGURE 7B



EXISTING CAR SHARE (GoGet Carshare)
FIGURE 8

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In addition, the proposed development makes provision of 2 car share spaces within the basement parking level, which will enhance the alternative transport options available to future occupants of the site.

The use of car share vehicles is ideally suited to the needs of people who do not own a car and do not need a car for regular trips such as the journey to work or educational institutes, but may occasionally need a car for a special purpose trip, such as dinner at a restaurant.

This reduces road congestion and the competition for parking spaces, which ultimately benefits all road users. According to the *"GoGet"* website, each car share space is shared by approximately 34 members and replaces the need for up to 9 off-street parking spaces.

It is therefore concluded that the subject site is readily accessible by all forms of alternative transport, including car share, rail, bus, and bicycles.

3.6 Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network.

An indication of the traffic generation potential of the development proposal is provided by reference to the Transport for NSW's publication *Guide to Transport Impact Assessment Version 1.1, Chapter 5 – Land Use Trip Generation (September 2024)* document.

The TfNSW *Guide to Transport Impact Assessment* document notes that it replaces the *Guide to Traffic Generating Developments v2.2 (October 2002)* and the updated traffic generation rates in the *Technical Direction TDT 2013/04a (August 2013)* document.

The TfNSW *Guide to Transport Impact Assessment* is based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the development proposal:

High Density Residential Dwellings (High Public Transport Accessibility)

AM: 0.19 peak hour vehicle trips per unit

PM: 0.15 peak hour vehicle trips per unit

The TfNSW *Guide to Transport Impact Assessment* also makes the following observation in respect of high density residential flat buildings:

Definition

High density residential is a building containing more than 20 dwellings, 3 or more storeys (not including levels below ground level (existing) or levels that are less than 1.2 metres above ground level (existing) that provide for car parking) and applies to residential components of residential flat building, shop top housing and mixed use developments.

Application of the above traffic generation rates to the development proposal yields a traffic generation potential of approximately 34 vehicle trips per hour (vph) during the weekday AM peak period and approximately 27 vph during the weekday PM peak period, as set out below:

Projected Future Traffic Generation Potential

	AM	**PM**
Residential (178 units):	33.8 vph	26.7 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**33.8 vph**	**26.7 vph**

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential of the site expected to occur as a consequence of the development proposal when compared with the existing development on the site.

The TfNSW *Guide to Transport Impact Assessment* nominates the following traffic generation rates which are applicable to the existing development:

Low Density Residential Dwellings

AM: 0.68 peak hour vehicle trips per dwelling

PM: 0.77 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the existing development on site yields a traffic generation potential of approximately 5 vph during the weekday AM peak period and approximately 6 vph during the weekday PM period, as set out below:

Existing Traffic Generation Potential of the Site

	AM	**PM**
Residential (8 dwellings):	5.4 vph	6.2 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**5.4 vph**	**6.2 vph**

Accordingly, it is likely that the proposed development will result in a *nett increase* in the traffic generation potential of approximately 28 vph during the weekday AM peak period, and approximately 21 vph during the PM peak period, as set out below:

Projected Nett Increase in Peak Hour Traffic Generation Potential of the site as a consequence of the Development Proposal

	AM	**PM**
Projected Future Traffic Generation Potential:	33.8 vph	26.7 vph
Less Existing Traffic Generation Potential:	-5.4 vph	-6.2 vph
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	**28.4 vph**	**20.5 vph**

That projected change in the traffic generation potential of the site as a consequence of the development proposal is *minimal* and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4.0 PARKING IMPLICATIONS

4.1 Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 9 and comprise:

- statutory NO STOPPING restrictions along both sides of Pockley Avenue, including along the site frontage, except for the southern side of Pockley Avenue

- NO PARKING restrictions along the northern side of Maclaurin Parade along the site frontage, west of Nola Road

- 2 HOUR PARKING restrictions along the western side of Larkin Street, and along the southern side of Maclaurin Parade, east of Larkin Street

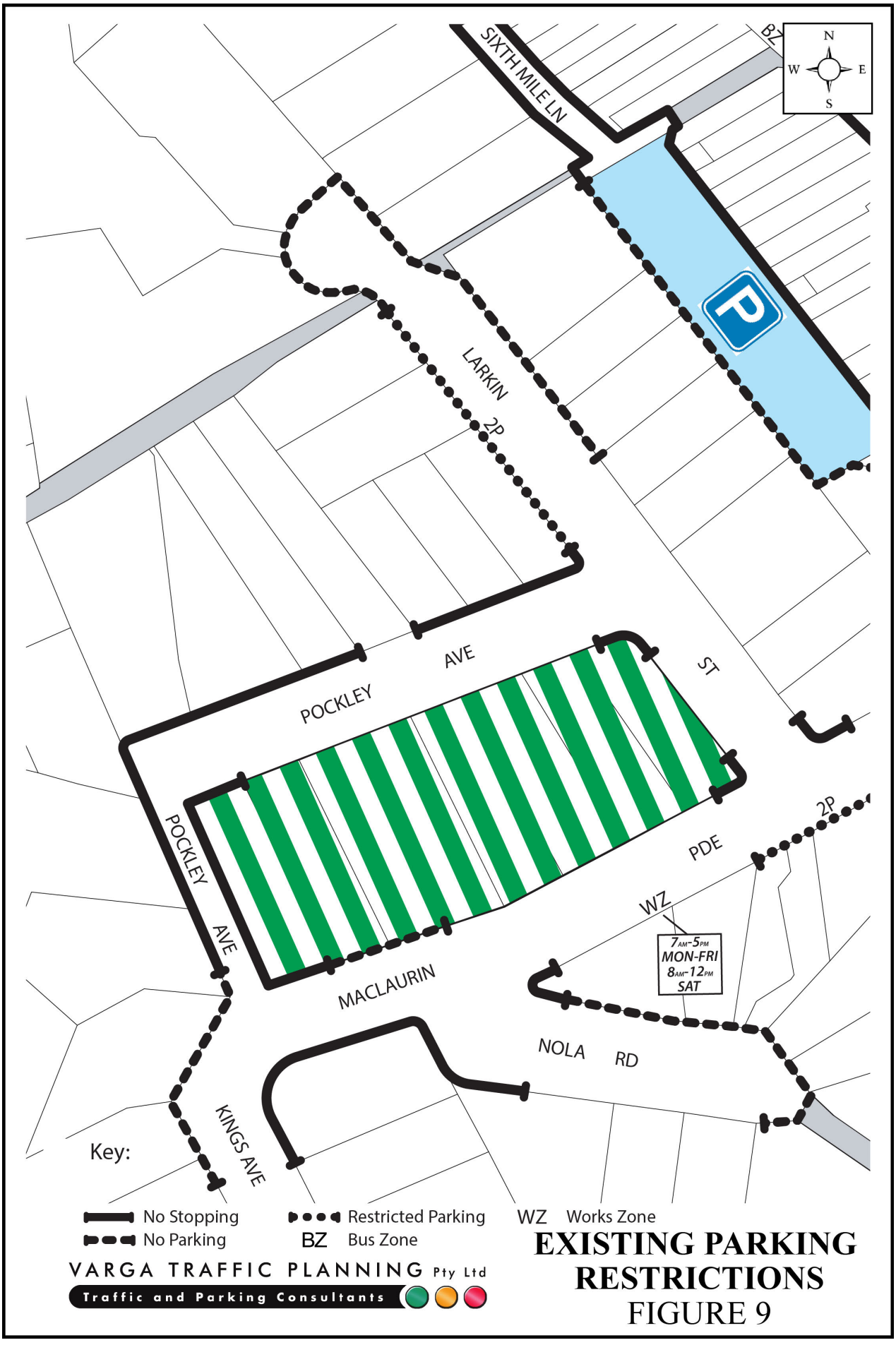
- NO PARKING restrictions along the eastern side of Larkin Street north of Pockley Avenue, and along the northern side of Nola Road

- statutory NO STOPPING restrictions in the vicinity of the Larkin Street and Pockley Avenue, and Larkin Street and Maclaurin Parade intersections

- a WORKS ZONE along the southern side of Maclaurin Parade between Larkin Street and Nola Road

- NO STOPPING restrictions along the southern side of Maclaurin Parade in the vicinity of its intersection with Nola Road and Kings Avenue

- generally UNRESTRICTED PARKING elsewhere in the local road network, where shoulder widths permit


SIXTH MILE LN
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2P
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WZ
7AM-5PM
MON-FRI
8AM-12PM
SAT
MACLAURIN
NOLA RD
KINGS AVE
Key:
No Stopping
No Parking
Restricted Parking
BZ Bus Zone
WZ Works Zone
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING PARKING RESTRICTIONS
FIGURE 9

4.2 Off-Street Parking Provisions

The following *minimum* off-street provisions are specified in the *SEPP (Housing) 2021* for *in-fill affordable housing* provided in accordance with *SEPP (Housing) 2021 Chapter 5 Transport Oriented Development*:

Chapter 5 Transport oriented development

157 Affordable housing parking spaces

(1) This section identifies a development standard for development under this chapter that, if complied with, prevents the consent authority from requiring more onerous standards for the matter

(2) Development to which section 156 applies must provide the following number of parking spaces for each affordable housing dwelling required under that section–
   (a) for each dwelling containing 1 bedroom–at least 0.4 parking spaces,
   (b) for each dwelling containing 2 bedrooms–at least 0.5 parking spaces,
   (c) for each dwelling containing 3 or more bedrooms–at least 1 parking space.

In addition, as the development provides *in-fill affordable housing* in accordance with *SEPP (Housing) 2021 Division 1 In-fill affordable housing*, the *minimum* off-street parking rates applicable to the rest of the development proposal are specified in the *State Environmental Planning Policy (Housing) 2021* in the following terms:

Division 1 In-fill affordable housing

19 Non-discretionary development standards–the Act, s 4.15

(1) The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.

(2) The following are non-discretionary development standards in relation to the residential development to which this division applies–
   (e) the following number of parking spaces for dwellings used for affordable housing–
      (i) for each dwelling containing 1 bedroom–at least 0.4 parking spaces,
      (ii) for each dwelling containing 2 bedrooms–at least 0.5 parking spaces,
      (iii) for each dwelling containing at least 3 bedrooms–at least 1 parking space,
   (f) the following number of parking spaces for dwellings not used for affordable housing–
      (i) for each dwelling containing 1 bedroom–at least 0.5 parking spaces,
      (ii) for each dwelling containing 2 bedrooms–at least 1 parking space,
      (iii) for each dwelling containing at least 3 bedrooms–at least 1.5 parking spaces,

In this regard, it should be noted that the *SEPP* does not require off-street parking to be provided for visitors. Notwithstanding, to ensure adequate off-street parking is available for visitors of the development, the *KDCP 2024* rate of *1 visitor space per 6 dwellings* for residential flat buildings has been adopted.

In addition, reference is made to Council's *Ku-ring-gai DCP 2024, Part 7B.1 Car Parking Provision* document in the following terms:

14 At least one car share space is to be provided in the basement per 90 dwellings, or part thereof

Application of the above parking requirements to the proposed development proposal yields a *minimum* off-street car parking requirement of 231 spaces as set out in the table below:

CUMULATIVE PARKING REQUIREMENTS

Affordable Dwellings (SEPP 2021)	**Required**
1-bedroom (20 dwellings):	8.0 spaces
2-bedroom (19 dwellings):	9.5 spaces
Sub-Total:	**17.5 spaces**
Standard Dwellings (SEPP 2021)	**Required**
2-bedroom (54 dwellings):	54.0 spaces
3 or more-bedroom (85 dwellings):	127.5 spaces
Sub-Total:	**181.5 spaces**
Visitor/Car Share (KDCP 2024)	**Required**
Visitor (178 dwellings):	29.7 spaces
Car Share (178 dwellings):	2.0 spaces
Sub-Total:	**31.7 spaces**
TOTAL PARKING REQUIRED:	**230.6 spaces**

Notwithstanding, reference is also made to Council's *Ku-ring-gai DCP 2024, Part 7B.1 Car Parking Provision* document, which nominates the following off-street parking requirements for residential flat developments within 800m walking distance of a railway station entry.

Apartment Size	***Minimum per dwelling***	***Maximum per dwelling***
Studio	0 spaces	0.5 spaces
One bedroom	0.6 spaces	1 space
Two bedrooms	1.0 space	1.25 spaces
Three or more bedrooms	1.4 spaces	2 spaces

KDCP Residential Car Parking Requirements		
	Minimum	**Maximum**
1 bedroom apartment (20 dwellings):	12.0 spaces	20.0 spaces
2 bedroom apartment (73 dwellings):	73.0 spaces	91.3 spaces
3+ bedroom apartment (85 dwellings):	119.0 spaces	170.0 spaces
TOTAL:	**204.0 spaces**	**281.3 spaces**

The proposed development makes provision for a total of 285 off-street parking spaces, comprising 252 residential spaces, 31 visitor spaces, and 2 car share spaces, thereby satisfying both the *SEPP* and Council *DCP* car parking requirements.

In addition, one car wash bay is provided with a tap to make provision for on-site car washing, consistent with *DCP* requirements.

Furthermore, the proposed development makes provision for a total of 11 off-street motorcycle parking spaces.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, ramp grades, and aisle widths.

In addition, a number of *swept turning path* diagrams have been prepared which are reproduced in **Appendix B**, demonstrating that B85 and B99 design vehicles are able to pass each other, as specified in *AS2890.1*, whilst travelling in a forward direction at all times.

4.3 Off-Street Bicycle Parking Provisions

The off-street bicycle parking requirements applicable to the development proposal are specified in Council's *Ku-ring-gai DCP 2024, Part 7B.2 Bicycle Parking Provision* document in the following terms:

Residential Flat Buildings

Residents:	1 bicycle parking space per dwelling within the residential car parking area – in the form of an individual locker or secure room as per AS2890.3
Visitors:	1 bicycle parking space per 10 units of park thereof within the visitor car park area – in the form of a bicycle parking device or rack as per AS2890.3

Application of the *DCP* bicycle parking requirements to the development proposal yields a bicycle parking provision of 196 bicycle spaces as set out in the table below:

DCP Bicycle Parking Requirements

Residents (178 dwellings):	178.0 spaces
Visitors (178 dwellings):	17.8 spaces
TOTAL PARKING REQUIREMENT:	**195.8 spaces**

The proposed development makes provision for a total of 18 off-street visitor bicycle parking spaces, *plus* 210 private storage cages which are capable of storing a bicycle, thereby satisfying the *DCP's* bicycle parking requirements.

The geometric design layout of the proposed bicycle parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 3 - Bicycle Parking AS2890.3* in respect of bicycle bay dimensions, and aisle widths.

4.4 Loading/Servicing Provisions

Waste collection for the proposed development is expected to be undertaken by Council's waste contractor and their mini garbage trucks, which is similar in size to a standard SRV truck, albeit with a reduced overhead clearance requirement of 2.6m.

Reference is made to Council's *Ku-ring-gai DCP 2024, Part 7B.1 Car Parking Provision* document in the following terms:

13 A clearly signposted parking bay for temporary for temporary parking of service and removalist vehicles is to be provided. The space is to have the following standards

i) a minimum dimension of 3.5m x 6m

ii) a minimum manoeuvring area 7m wide

In this regard, a dedicated loading dock is provided in the basement, adjacent to the bin holding room.

The geometric design layout of the proposed loading facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2 - 2002* in respect of loading dock dimensions, overhead clearances and service area requirements.

The manoeuvring area has been designed to accommodate the *swept turning path* requirements of Council's waste truck, allowing them to enter and exit the site in a forward direction at all times. This is demonstrated in the attached *swept turning path* diagrams using a 6.4m long SRV truck, which is reproduced in **Appendix B**.

5.0 CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the proposed development will involve the demolition of the existing residential buildings on the site to facilitate the construction of a new residential flat building containing 3 building elements of up to 9 storeys, comprising 178 residential apartments (including 39 *in-fill affordable*)

- the traffic generation potential of the development will result in a *nett increase* of approximately 28 vph and 21 vph during the AM and PM peak periods respectively based on the rates published in the TfNSW *Guide to Transport Impact Assessment*. This change in traffic generation is consistent with the zoning objectives of the site and will not have any unacceptable traffic implications in terms of road network capacity

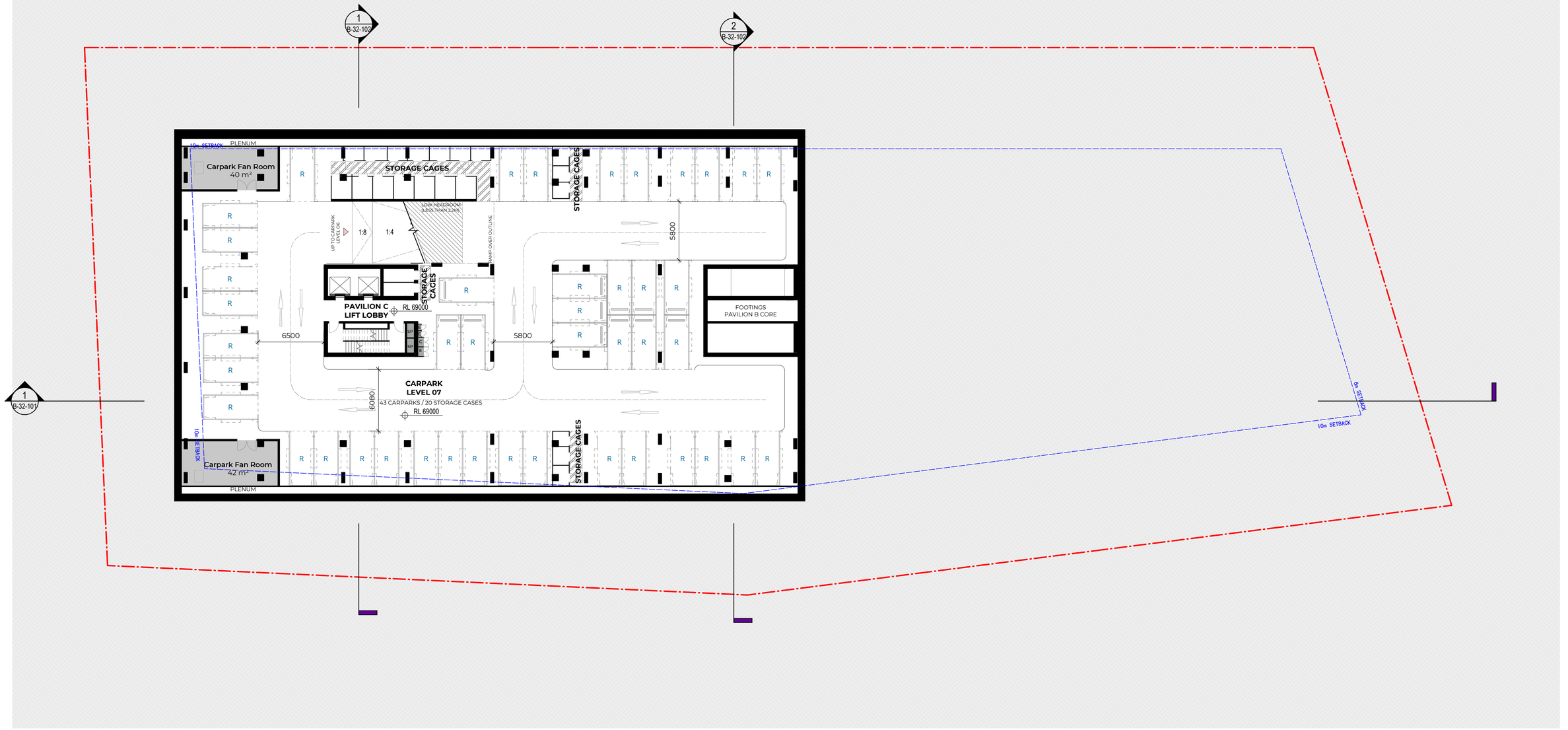
- the parking requirement of the site has been assessed with regards to *SEPP (Housing) 2021* and Council's *DCP*, resulting in a *minimum* requirement of 231 parking spaces. In response the development provides 285 car parking spaces, comprising 252 residential spaces, 31 visitor spaces, 2 car share spaces, as well as an *additional* car wash bay, thereby satisfying both the *SEPP* and Council *DCP* car parking requirements

- the proposed access and internal design arrangements comply with the relevant requirements specified in the Standards Australia *AS2890* series. In addition, the proposed manoeuvring area will satisfactorily allow Council's waste truck (using a 6.4m SRV template) to enter and exit the site whilst travelling in a forward direction at all times, as demonstrated by the attached *swept turning path* diagrams

It is therefore reasonable to conclude that the proposed development will not have any unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements.

APPENDIX A

ARCHITECTURAL PLAN



Recent revision history

#	Status	Description	Date
A		Issue For DA	17/04/25

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

LEGEND

LR - LOBBY RELIEF
SP - STAIR PRESSURIZATION
GE - GARBAGE EXHAUST
C - COMM CUPBOARD
E - ELECTRICAL CUPBOARD
KE - KITCHEN EXHAUST
CE - CARPARK EXHAUST
HR - HYDRAULIC RISER
F - FIRE EXTINGUISHER
FCR - FIRE CONTROL ROOM
FHR - FIRE HOSE REEL
W - WATER METER
GM - GAS METER
GC - GARBAGE CHUTE
WR - WASTE ROOM

Project
Pockley Avenue

Client
Aqualand Prestige

Issuer
W—B
WOODS BAGOT

Project number
122021

Size check
25mm

Checked
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Approver

Sheet size
A1

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Basement 07 Plan

Sheet number
DA-AR-B-22-093

Revision
A

Status
For Information

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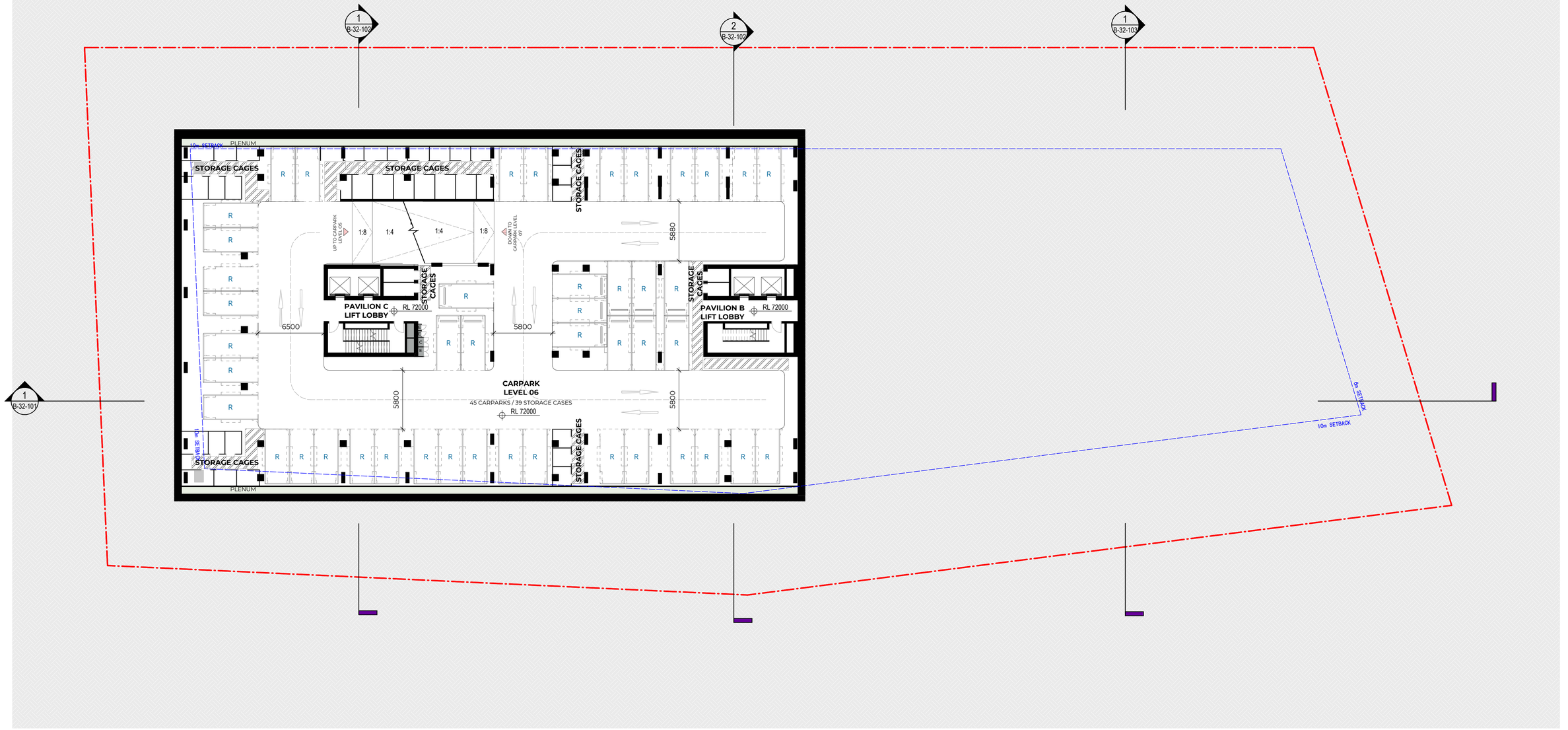

Recent revision history

#	Status	Description	Date
A		Issue For DA	17/04/25

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

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SP - STAIR PRESSURIZATION
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GC - GARBAGE CHUTE
WR - WASTE ROOM

Project
Pockley Avenue

Client
Aqualand Prestige

Issuer
W—B
WOODS BAGOT

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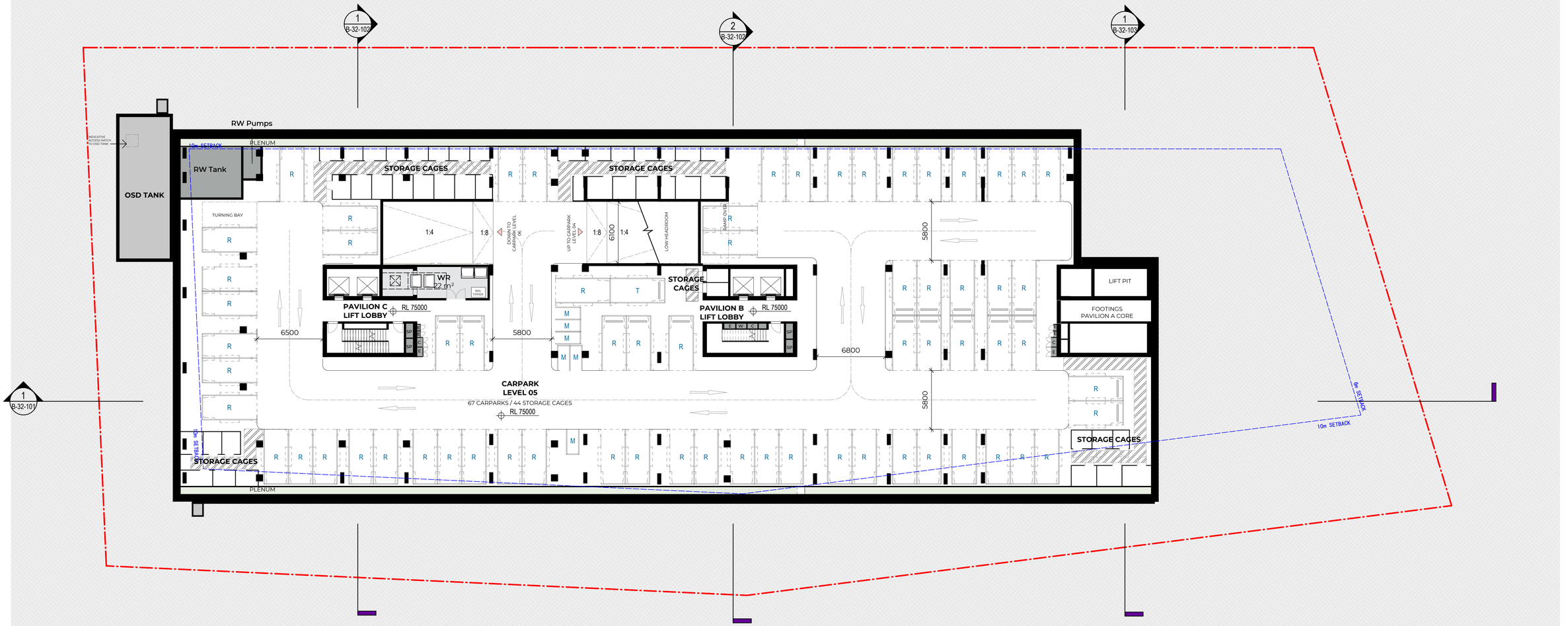

Recent revision history

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A		Issue For DA	17/04/25

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Do not scale drawings.

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GC - GARBAGE CHUTE
WR - WASTE ROOM

Project
Pockley Avenue

Client
Aqualand Prestige

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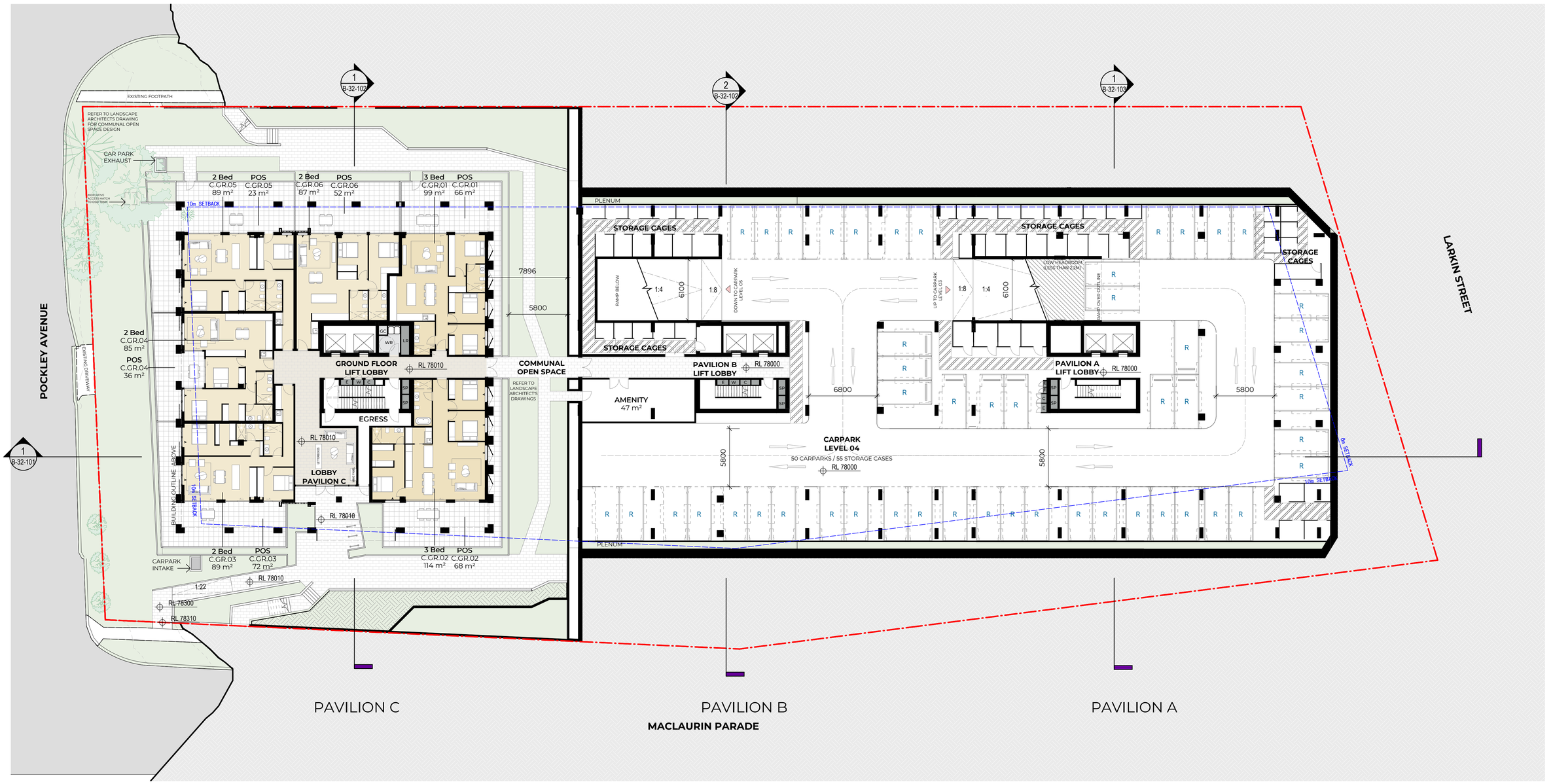

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WR - WASTE ROOM

Project
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Client
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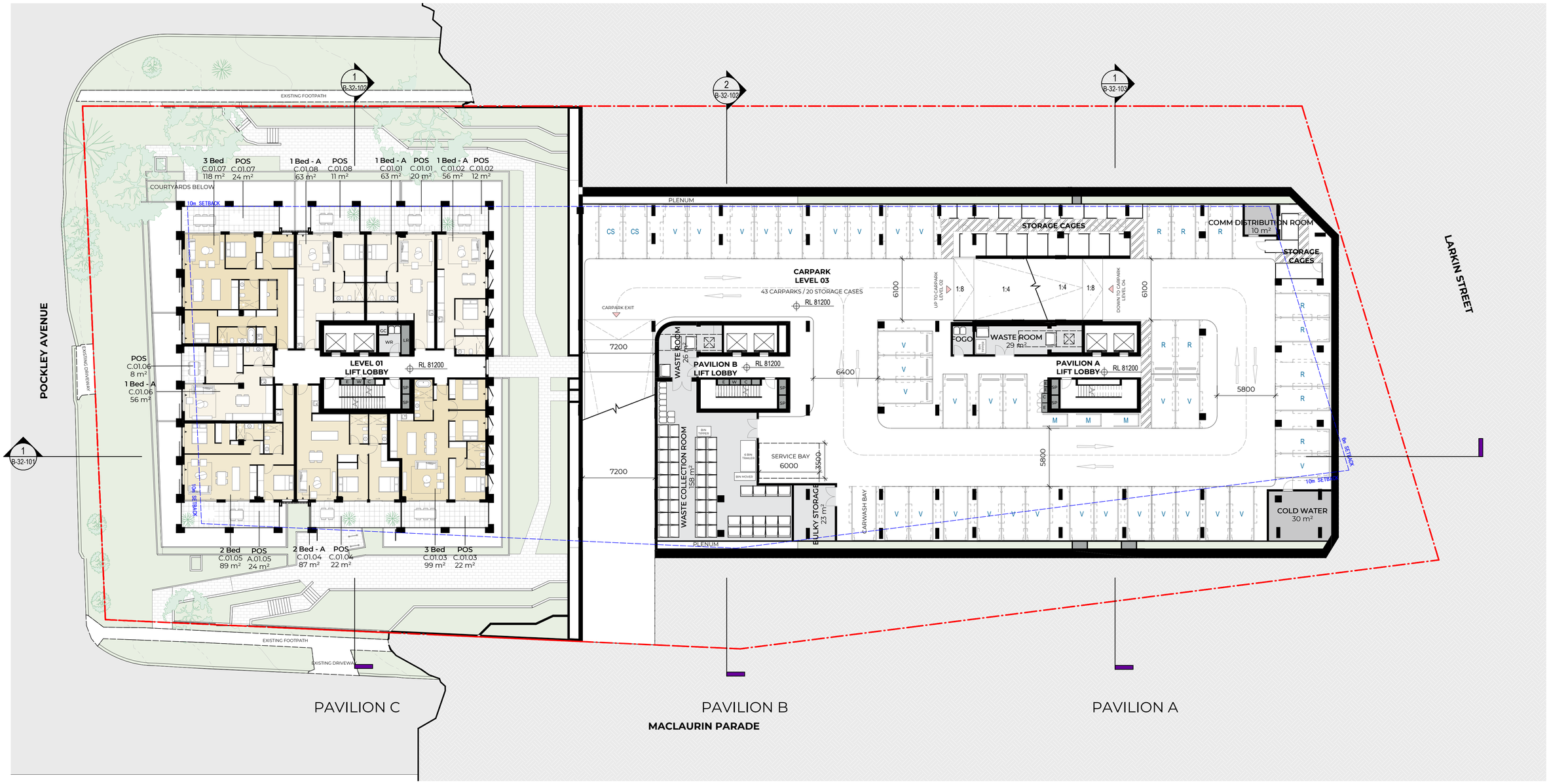

Recent revision history

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Project
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Client
Aqualand Prestige

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Sheet number
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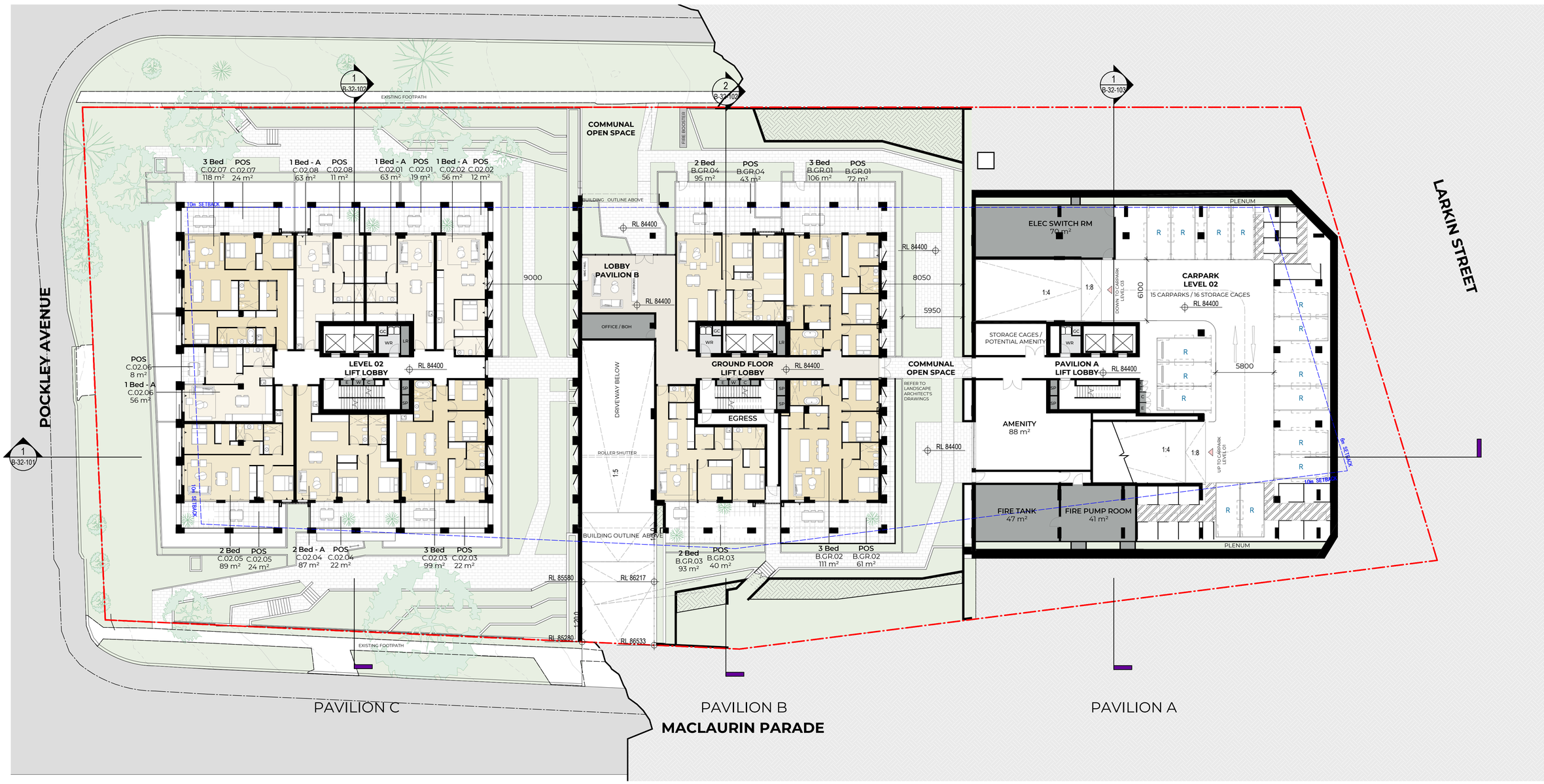

Recent revision history

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Do not scale drawings.

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W - WATER METER
GM - GAS METER
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Project
Pockley Avenue

Client
Aqualand Prestige

Issuer
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Approver

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DA-AR-B-22-098

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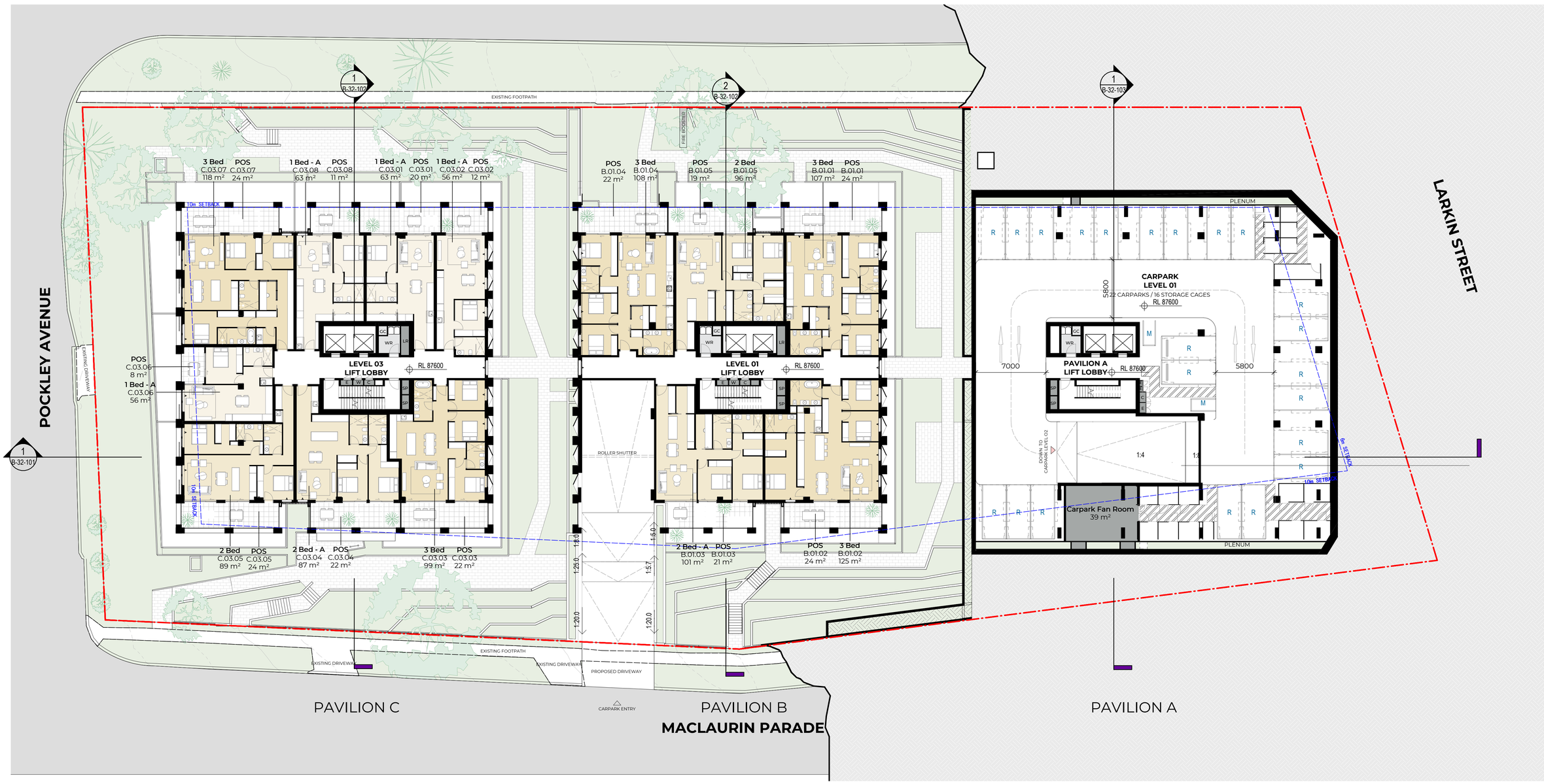

Recent revision history

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Client
Aqualand Prestige

Issuer
W–B
WOODS BAGOT

Project number
122021

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Checked
Checker

Approved
Approver

Sheet size
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Basement 01 Plan

Sheet number
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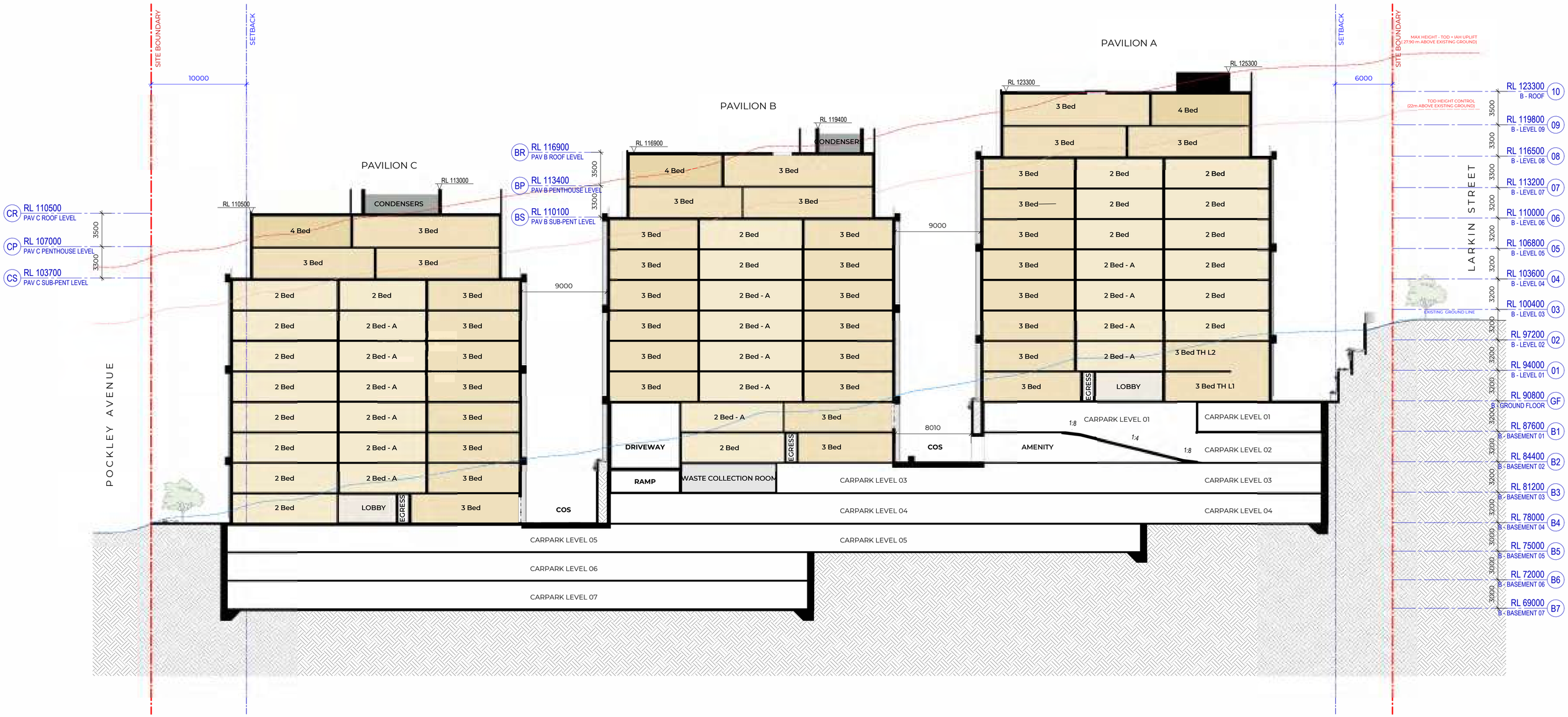

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Recent revision history

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Client
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W—B
WOODS BAGOT

Project number
122021

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Sheet number
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Revision
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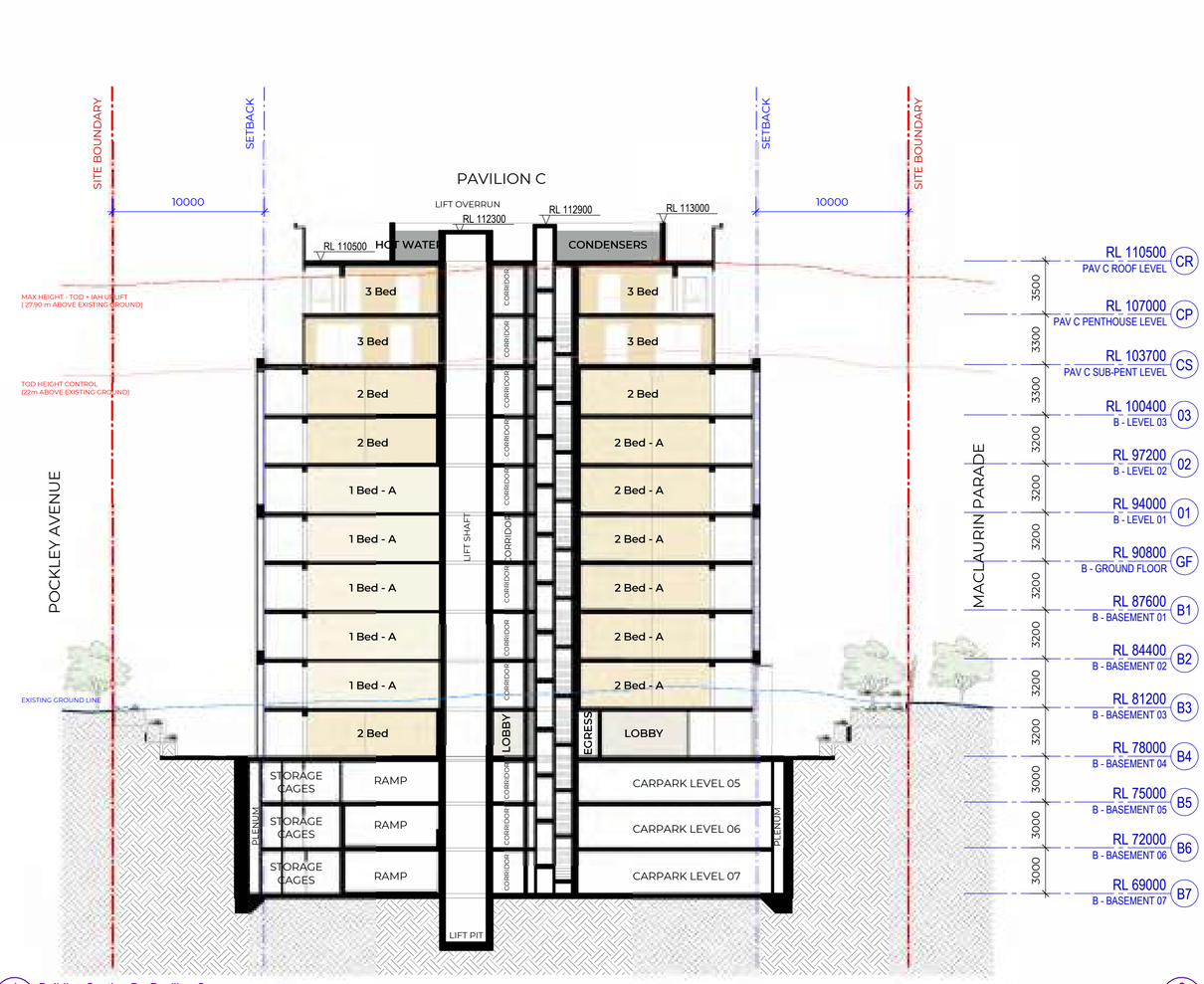

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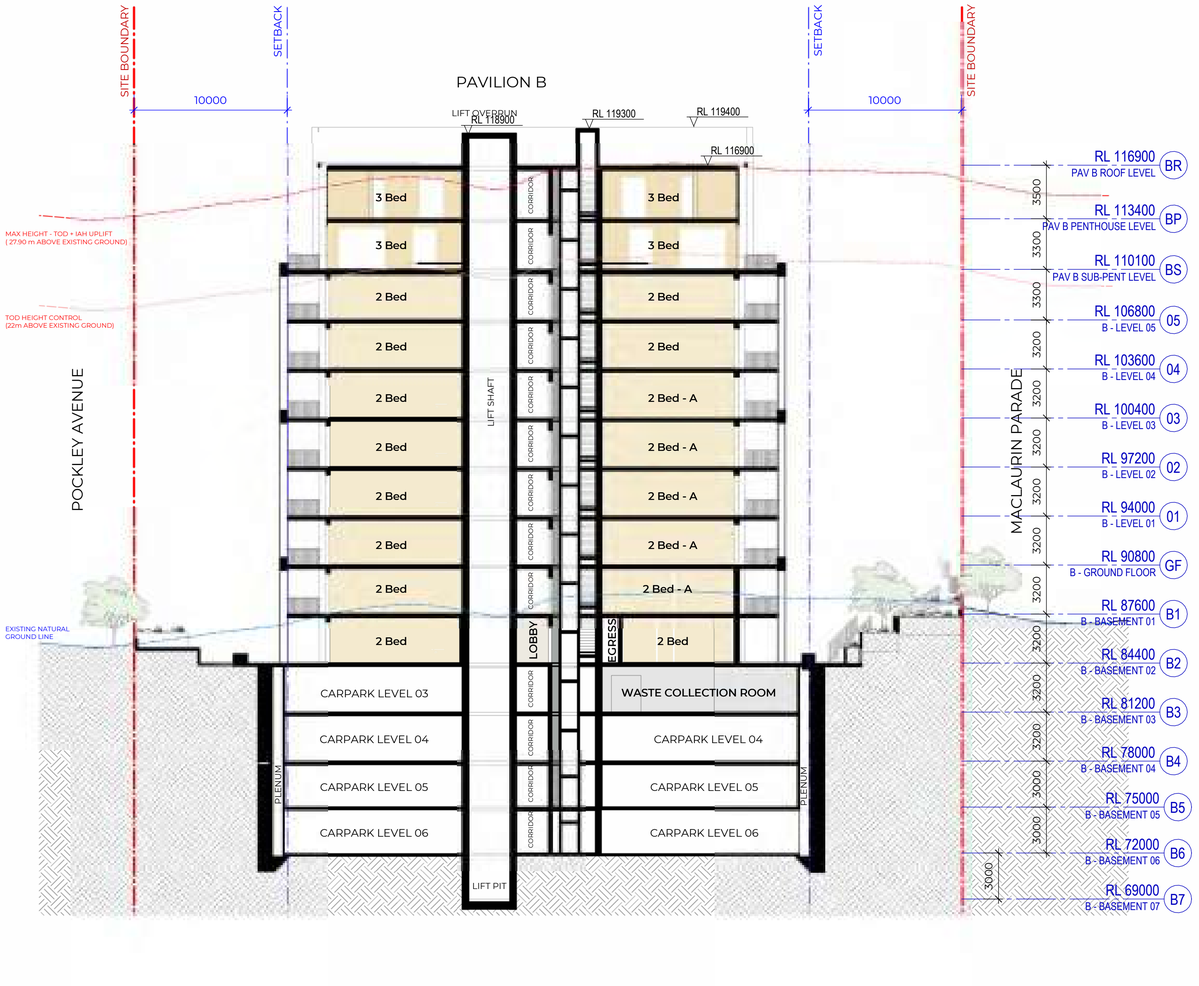

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Recent revision history

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A		Issue For DA	17/04/25

Notes

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Client
Aqualand Prestige

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Sheet number
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Revision
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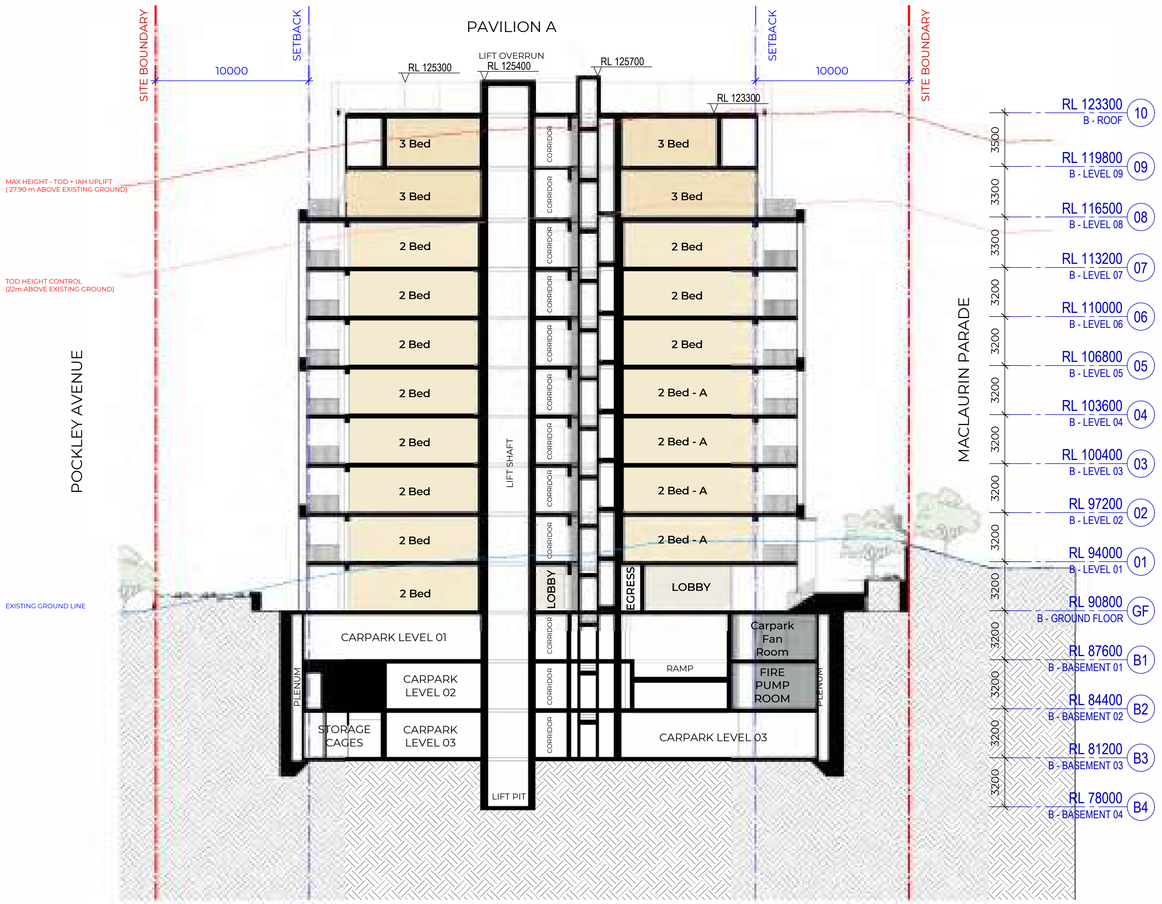

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Recent revision history

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Do not scale drawings.

Project
Pockley Avenue

Client
Aqualand Prestige

Issuer
W—B
WOODS BAGOT

Project number
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Approved
Approver

Sheet size
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Sheet number
DA-AR-B-32-103

Revision
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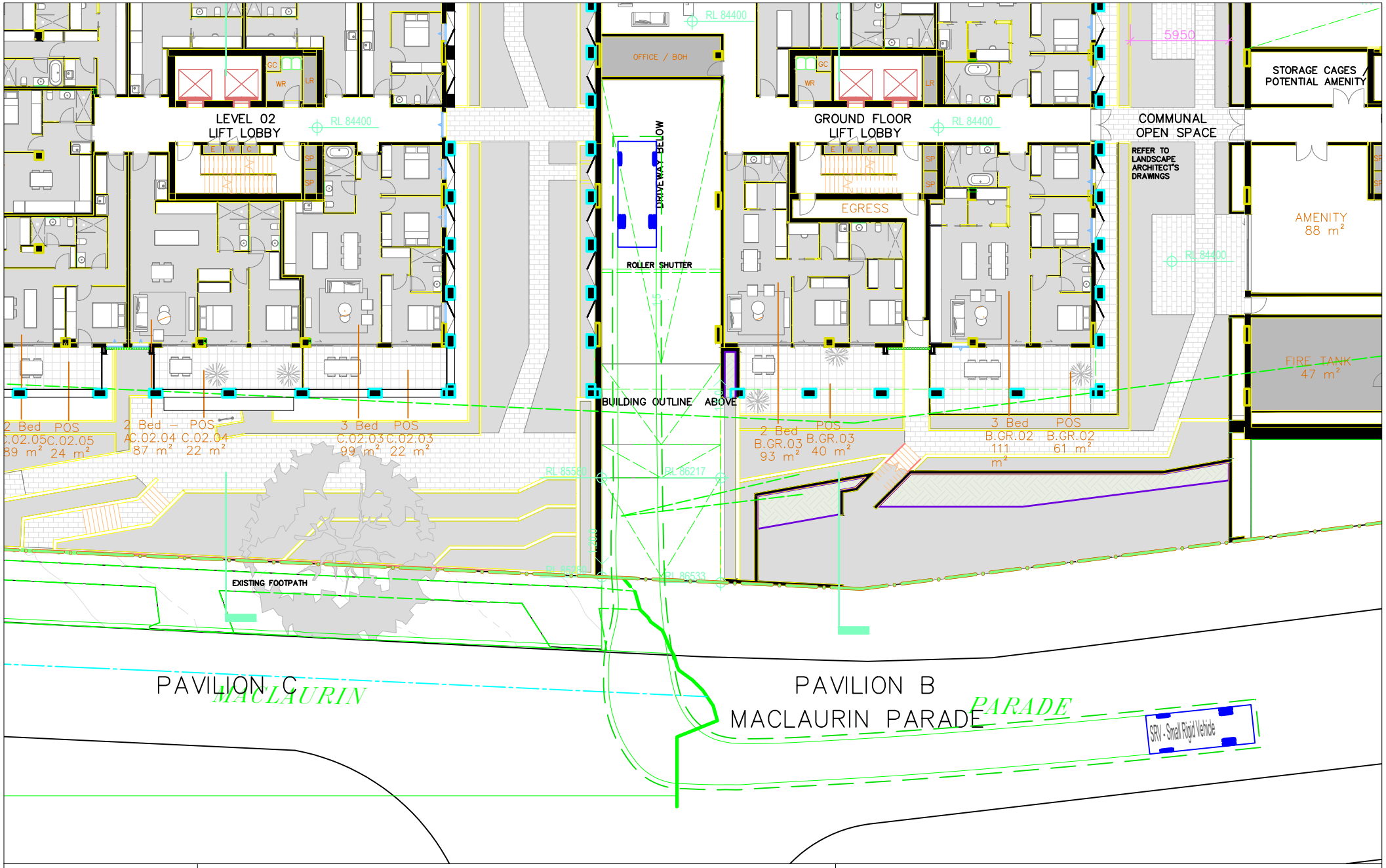
APPENDIX B

SWEPT TURNING PATH DIAGRAMS



VARGA TRAFFIC PLANNING Pty Ltd
ABN: 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
6.4M SRV TURNING PATHS - Basement 02
Entering Site Access Driveway

ADDRESS
2-16 Pockley Avenue,
Roseville

1:300 @ A4

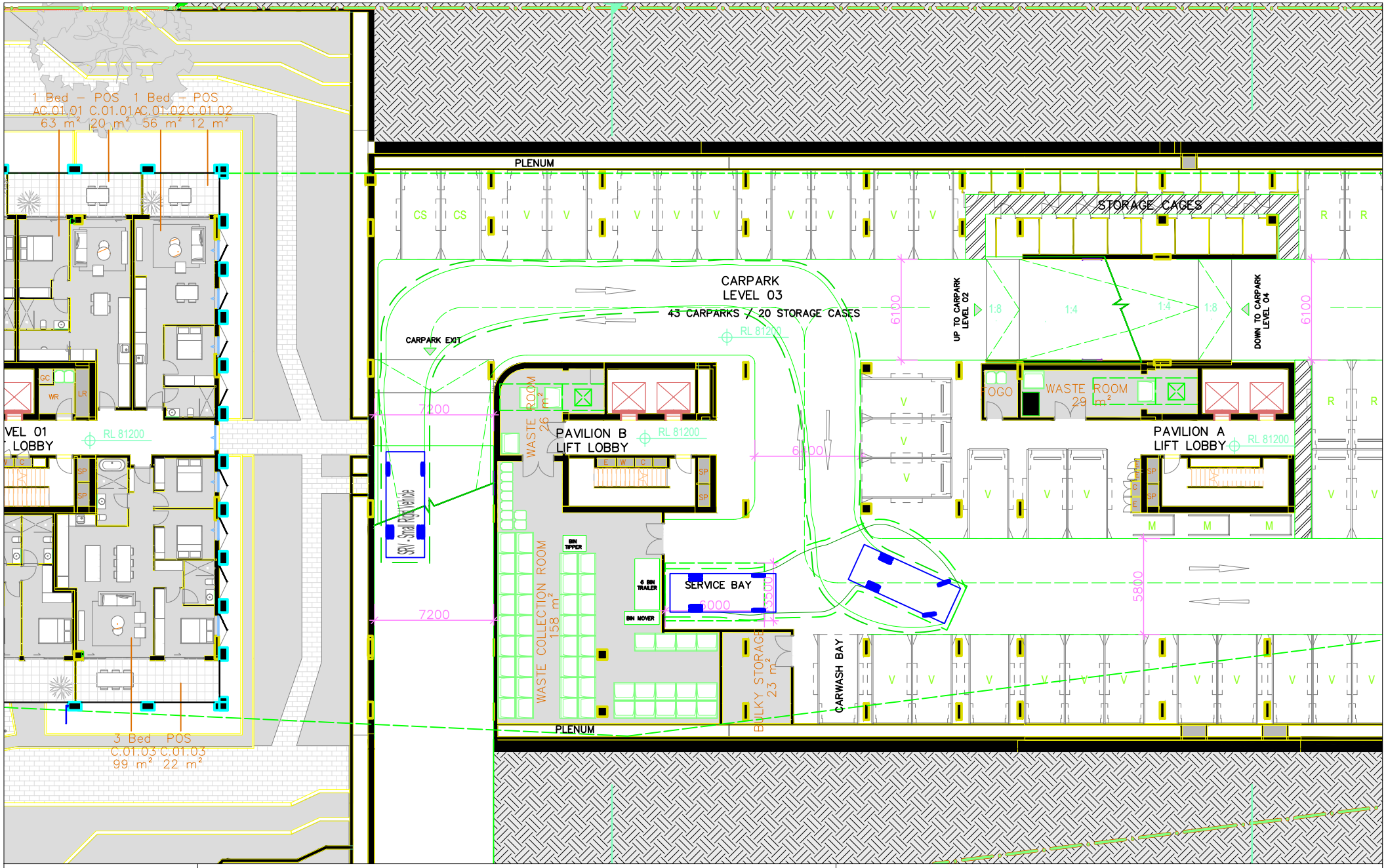
PROJECT NO.
24526

DATE DRAWN
2025-4-17

REVIEWED
ROBERT VARGA

PREPARED
ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
6.4M SRV TURNING PATHS - Basement 03
Entering Loading Bay Area

ADDRESS
2-16 Pockley Avenue,
Roseville

1:300 @ A4

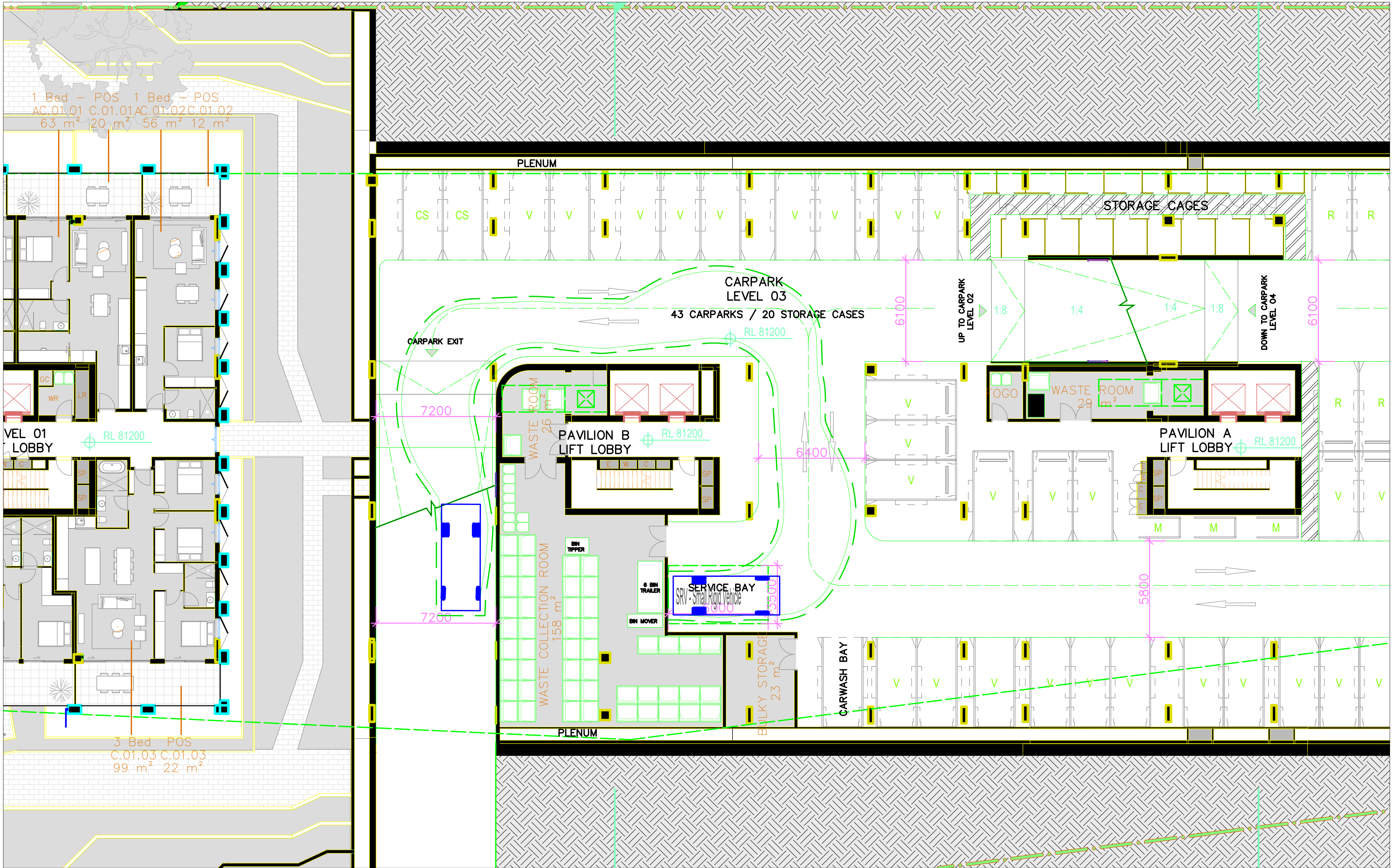
PROJECT NO.
24526

DATE DRAWN
2025-4-17

REVIEWED
ROBERT VARGA

PREPARED
ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
6.4M SRV TURNING PATHS - Basement 03
Exiting Loading Bay Area

ADDRESS
2-16 Pockley Avenue,
Roseville

1:300 @ A4

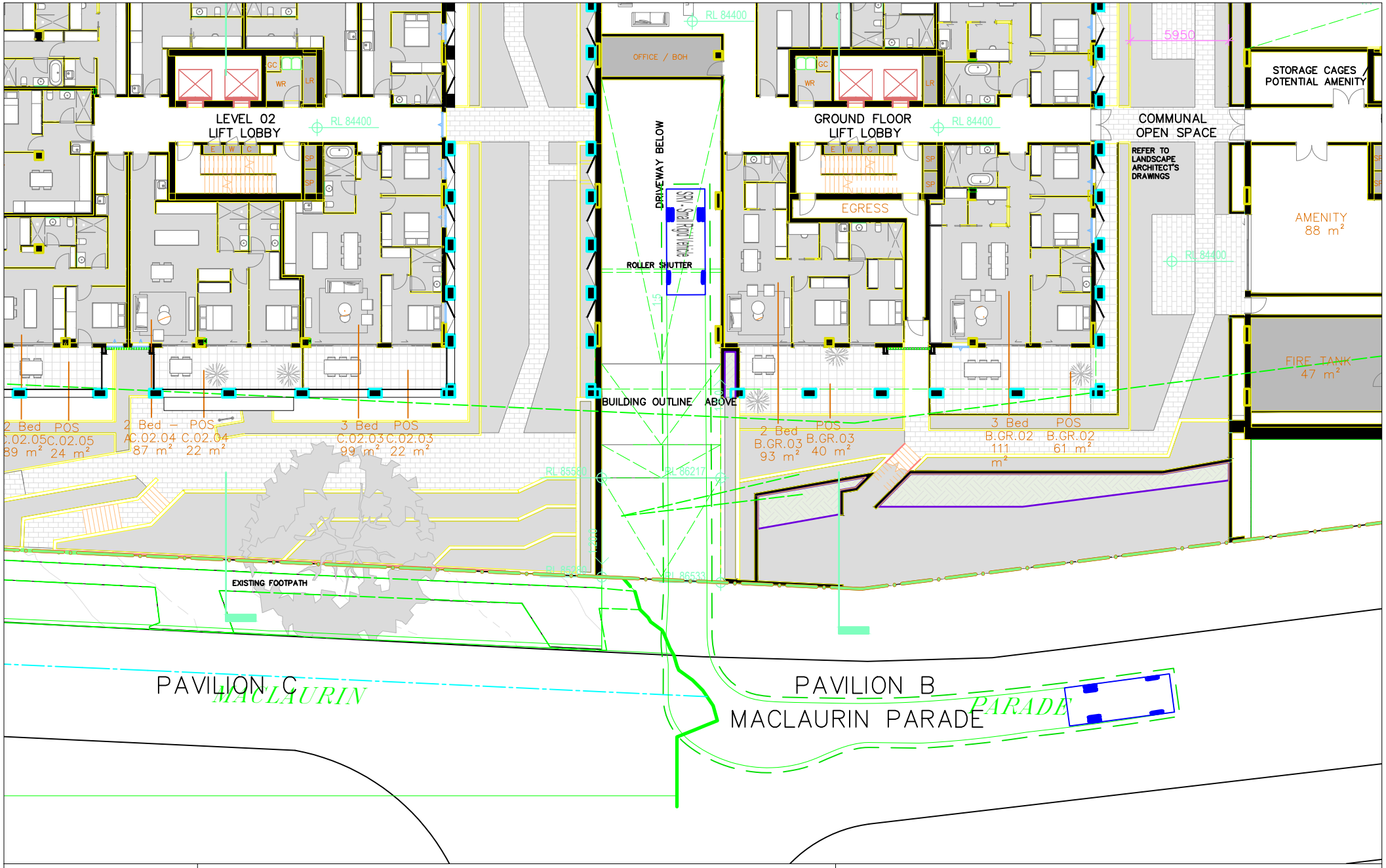
PROJECT NO.
24526

DATE DRAWN
2025-4-17

REVIEWED
ROBERT VARGA

PREPARED
ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
6.4M SRV TURNING PATHS - Basement 02
Exiting Site Access Driveway

ADDRESS
2-16 Pockley Avenue,
Roseville

1:300 @ A4

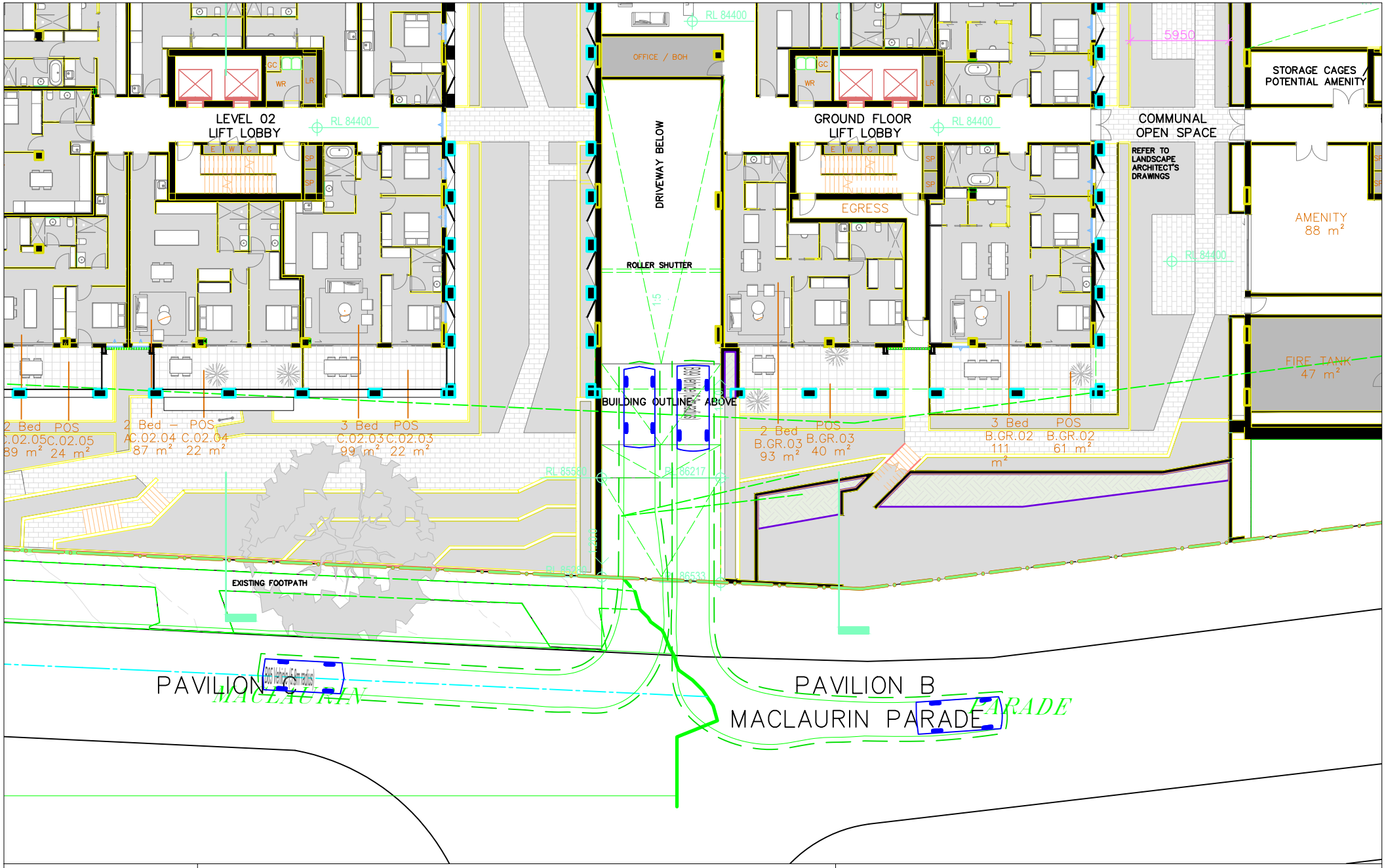
PROJECT NO.
24526

DATE DRAWN
2025-4-17

REVIEWED
ROBERT VARGA

PREPARED
ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
B99 & B85 TURNING PATHS - Basement 02
Simultaneous Passing

ADDRESS
2-16 Pockley Avenue,
Roseville

1:300 @ A4

PROJECT NO.
24526

DATE DRAWN
2025-4-17

REVIEWED
ROBERT VARGA

PREPARED
ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants