



10 October 2025
Ref 24526

Department of Planning, Housing and Infrastructure
Locked Bay 5022
PARRAMATTA NSW 2124

Attn: Amy Watson

Dear Amy,

SSD-77825469
2-16 POCKLEY AVENUE, ROSEVILLE
TRAFFIC AND PARKING MATTERS

I refer to DPHI's letter dated 16 July 2025 addressed to *Wayne Xiong* requesting additional information in respect to the abovementioned development proposal (SSD-77825469) at 2-16 Pockley Avenue, Roseville.

In addition, I refer to Ku-ring-gai Council's Letter dated 17 June 2025 addressed to the *Department of Planning, Housing and Infrastructure* requesting additional information in respect to the abovementioned development proposal.

Please see attached revised plans in **Appendix A**, as well as updated GTP, which has been revised in response to Council's comments.

Department of Planning, Housing and Infrastructure Response

The following advice is provided in response to the *Traffic and Parking* matters raised in your letter.

The matters are quoted in italics for ease of reference.

In accordance with the SEARs, provide an addendum or updated Traffic Impact Assessment with a cumulative impact assessment of traffic from surrounding approved developments and the proposed SSD-77829461 at Larkin Street

As requested, we have undertaken a review of the future traffic that could be reasonably be expected to occur as a result of the proposed development *as well as* traffic likely to be generated by the SSD-77829461 at Larkin Street.

The proposed SSD-77829461 at Larkin Street involves the demolition of the existing residential buildings on the site to facilitate the construction of a new residential flat building comprising 111 residential apartments (including 29 *in-fill affordable*).

Application of the TfNSW *Guide to Transport Impact Assessment* traffic generation rate for ‘High Density Residential Dwellings (High Public Transport Accessibility)’ to the subject site and SSD-77829461 site yields a traffic generation potential of approximately 55 vehicle trips per hour (vph) during the weekday AM peak period and approximately 44 vph during the weekday PM peak period, as set out below:

Cumulative Peak Hour Traffic Generation Potential					
Site	Unit/floor space	Traffic Generation Rate		Projected Future Traffic Generation Potential	
		AM	PM	AM	PM
Subject Site (SSD-77825469)	Residential (180 units)	0.19/unit	0.15/unit	34.2 vph	27.0 vph
	Sub-Total:			34.2 vph	27.0 vph
Larkin & Pockley (SSD-77829461)	Residential (111 units)	0.19/unit	0.15/unit	21.1 vph	16.7 vph
	Sub-Total:			21.1 vph	16.7 vph
TOTAL TRAFFIC GENERATION POTENTIAL:				55.3 vph	43.7 vph

That projected future level of traffic generation potential is minimal and will clearly not have any unacceptable traffic implications in terms of road network capacity.

In this regard, it is worth noting that concurrence has been obtained from TfNSW, which is attached in **Appendix B**, who has reviewed the submitted information and indicated *no* additional requirements “*as the proposed development is unlikely to have a significant impact on the state classified road network (i.e. the Pacific Highway)*”.

As the site is in a highly accessible area within walking distance of Roseville station, the number of residential car parking spaces should be no more than the Housing SEPP rates (181.5 for market and 17.5 for affordable apartments).

It is worth noting that the *SEPP (Housing) 2021* only sets out a minimum parking requirement (it specifically states ‘*at least*’), i.e., it is **not** a maximum rate.

In this instance, the *SEPP* requires ‘*at least*’ 200 residential parking spaces. The proposed development makes provision for 252 residential spaces, thereby satisfying the *SEPP* car parking requirements.

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
Studio (7 dwellings):	0.0 spaces	3.5 spaces
1 bedroom apartment (28 dwellings):	16.8 spaces	28.0 spaces
2 bedroom apartment (53 dwellings):	53.0 spaces	66.3 spaces
3 bedroom apartment (92 dwellings):	128.8 spaces	184.0 spaces
TOTAL:	198.6 spaces	281.8 spaces

Thus, the proposed provision of 252 residential spaces for the proposed development satisfies the minimum of residential spaces required under Council’s *DCP*, and is therefore considered acceptable.

Clarify the number of visitor parking spaces discrepancies between the TIA, EIS and the architectural plans, which show 23 visitor parking spaces.

The proposed development proposes 30 visitor car parking spaces (including a disabled space and a shared car wash bay), in accordance with Council's DCP rate of 1 visitor space per 6 dwellings for residential flat buildings.

Demonstrate that swept paths and clearances can be achieved for Council's waste collection vehicle

Swept turning path diagrams have been prepared using the Autodesk Vehicle Tracking 2026 program in accordance with the requirements of AS2890.2, and are attached in **Appendix C**, confirming that a 6.7m long waste truck can accessed the proposed service bay with sufficient clearances, and to enter and exit the site in a forward direction at all times.

Ku-ring-gai Council Response

The following advice is also provided in response to the matters raised under 'Car Parking / Vehicular Access & Traffic Assessment', and 'Waste Management' of the 'Recommendations' section from **Attachment 1** in Council's letter. The matters are again quoted in italics for ease of reference.

1. *Demonstrate compliance with the 2m x 2.5m sight triangle at the access point as required by AS2890.1:2004.*

As requested, the plans have been modified to show a 2m x 2.5m sight triangle as required by AS2890.1.

2. *References to existing car share vehicles should be removed from Section 3.2 (Car Share) of the Green Travel Plan, as well as from the Transport Access Guide in Appendix A*

As requested, the revised Green Travel Plan has been updated to remove reference to the existing car share vehicle spaces.

3. *The commentary in Section 3.5 of the Green Travel Plan (Bicycle Routes) should be clarified with respect to the existing cycleways and useful unmarked bicycle routes referred to in Figure 3.3.*

As requested, the Green Travel Plan has been modified to specify that Figure 3.3 shows both the existing cycleways as well as useful unmarked bicycle routes.

4. *Section 3.6 (Existing Transport Mode Split) and Section 4.2 (Mode Share Targets) from the Green Travel Plan are to be revised using 2016 Census data and using a finer-grained SA1 analysis to obtain the base travel mode data from which to set the mode share targets.*

As requested, Section 3.6 of the Green Travel Plan has been updated to include the older JTW 2016 Census data as well as the finer-grained SA1 analysis obtained from Social Atlas.

It is noted that the finer-grained SA1 analysis obtained from the demographic resources, Social Atlas, only categorises the existing transport modal split in broad groups (i.e., it only refers to travel to work by car, public transport, cycle, walking, and working at home).

Whilst the JTW data is derived from the Census of Population and Housing conducted by the Australian Bureau of Statistics (ABS) and do not include these SA1 datasets, it does categorise the existing transport modal split in broad groups.

As such, the mode share targets in Section 4.2 use the more up-to-date JTW 2021 Census Data.

5. *The residential car parking provision should be reduced to the lower end of the range in the Ku-ring-gai DCP, and supplemented with at least 5 car share vehicles.*

Despite Council's comments that parking should be reduced to the lower end of the range in the DCP and supplemented with a least 5 car share vehicles, the proposed provision of 284 off-street parking spaces, comprising 252 residential spaces, 30 visitor spaces, and 2 dedicated car share spaces, is compliant with both the SEPP and Council's DCP car parking requirements, and is therefore considered *acceptable*.

6. *At least 1 visitor car parking space is to be designated as accessible in accordance with AS2890.6.*

As requested, the plans have been modified to include 1 accessible visitor parking space designed in accordance with AS2890.6.

7. *At least 5 car parking spaces on Basement 03 level are to be reserved for car share operation, with no charge to the car share operator to use the space/s.*

The Ku-ring-gai DCP requires *1 car share space per 90 dwellings*. Application of this requirement to the 178 dwellings equates to a requirement of 2 car share spaces.

The proposed provision of 2 car share spaces is therefore considered acceptable. These spaces will be reserved for car share operation, with no charge to the car share operator to use the spaces.

8. *The lifts and lobbies should be of a suitable size such that residents can transport their bicycles between their storage area and ground/street level without using the internal car park ramps.*

It can be conditioned that the lift and lobbies are of a suitable size such that residents can transport their bicycles between their storage area and ground/street level without using the internal car park ramps.

9. *Some of the visitor bicycle parking devices from Pavilion B and C are to be re-distributed to the Pavilion A Lobby*

As requested, the plans have been modified to redistribute some of the visitor bicycle parking from Pavilion B and C to the Pavilion A lobby.

10. *An on-site loading area should be provided. The position of which must not prevent access to and from the basement level car park, with at least one travel lane to be maintained at all times while loading/unloading takes place on the driveway. At least one on-site loading which is at least 3.5m wide is to be provided to cater for a minimum 6.7 m long service vehicle. The loading space/s should be line marked and/or signposted as a designated loading area.*

The proposed development provides a dedicated loading bay in the basement, adjacent to the bin holding room. This loading area can accommodate vehicles up to an including Council's 6.7m long waste truck.

1. *Swept paths analysis is to be amended demonstrating that Council's Waste Collection Vehicle of 6.7m Mitsubishi Canter can enter and depart the garbage/room recycle storage area in a forward direction.*

Swept turning path diagrams have been prepared using the *Autodesk Vehicle Tracking 2026* program, in accordance with *Ku-ring-gai DCP 2024, Part 25 Waste Management* document, which confirms that Council's 6.7m long waste truck can access the proposed loading bay with sufficient clearances, and to enter and exit the site in a forward direction at all times.

Swept turning path diagrams have been prepared using the *Autodesk Vehicle Tracking 2026* program, confirming that Council's 6.7m long waste truck can access the proposed loading bay with sufficient clearances, and to enter and exit the site in a forward direction at all times.

2. *Provide a longitudinal section through the driveway and into the basement carpark to clearly demonstrate that there will be 2.6 metres clear headroom along the whole of the travel path required for the small waste collection vehicle as required under Part 25A.3 of the KDCP. The section must include realistic slab/beam depths, stormwater pipelines and other overhead services.*

As requested, a longitudinal section has been provided, demonstrating that there will be a 2.6m clear headroom along the entire travel path required for the small waste collection vehicle.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

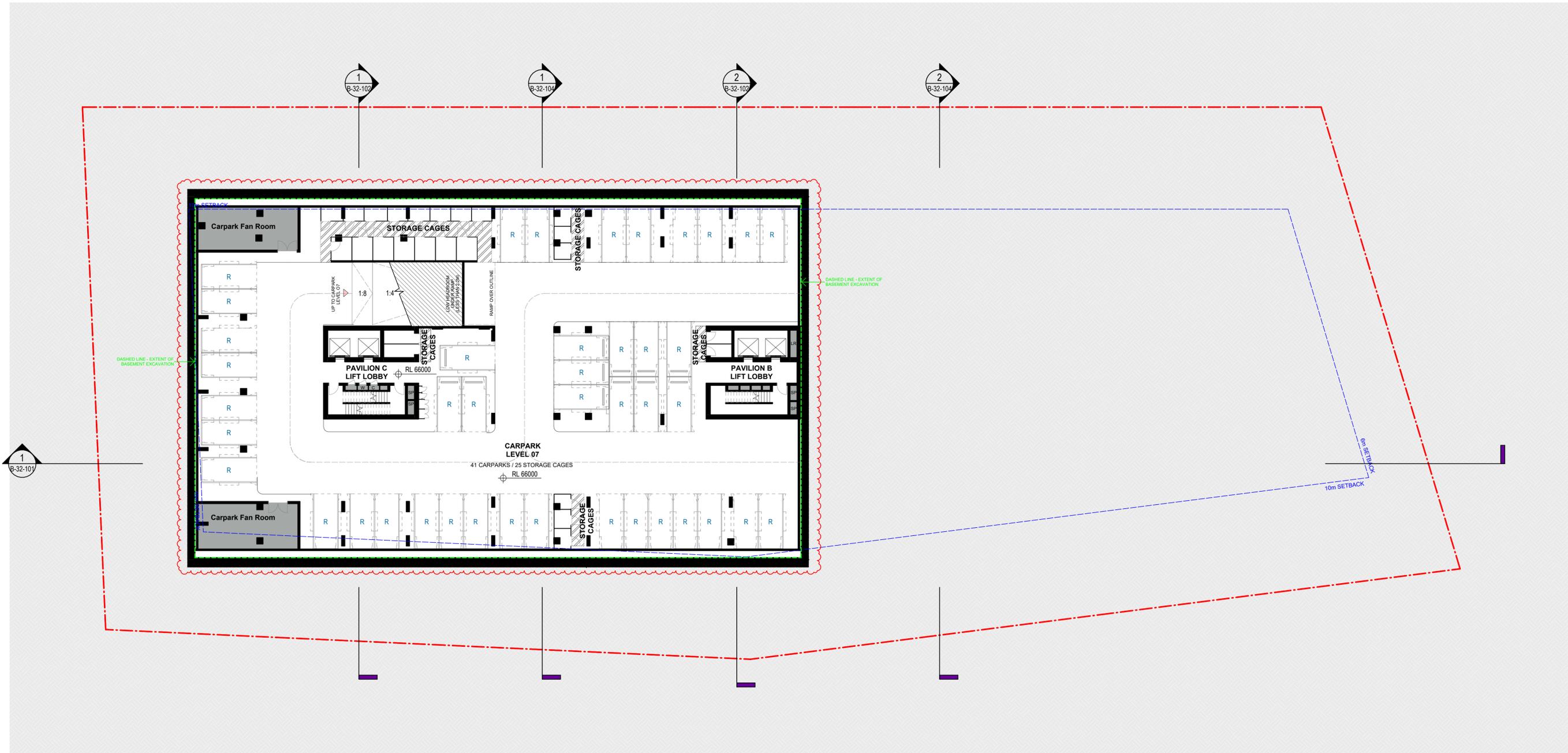
Yours sincerely



Donald Lee
Director | *BE(Civil) MIEAust CPEng NER*
Varga Traffic Planning Pty Ltd

APPENDIX A

ARCHITECTURAL PLANS



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A	RTS		26/09/25

Notes
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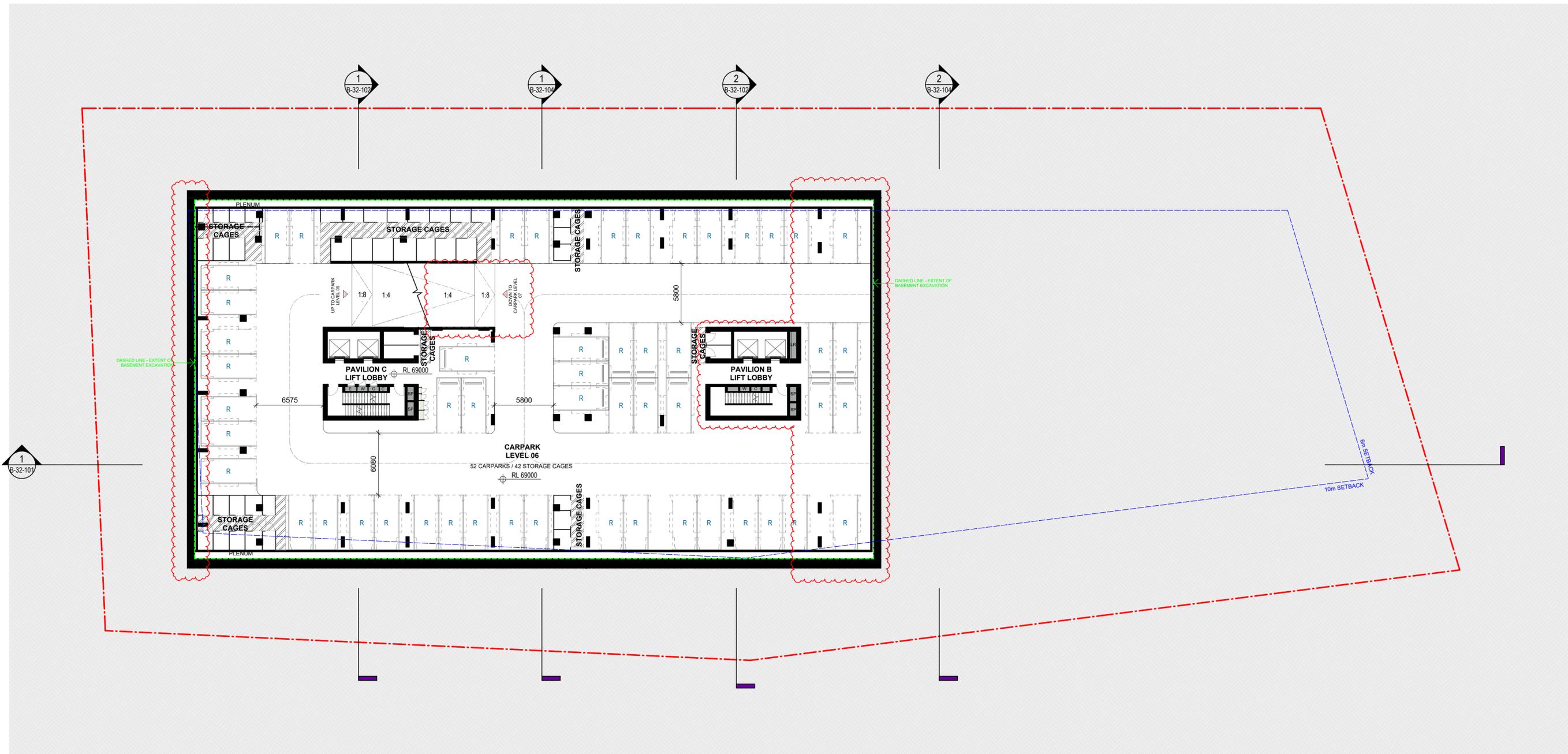
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Sheet number
DA-AR-B-22-092 A

Status
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A	Issue For DA		17/04/25
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| SP - STAIR PRESSURIZATION | FCR - FIRE CONTROL ROOM |
| GE - GARBAGE EXHAUST | FHR - FIRE HOSE REEL |
| C - COMM CUPBOARD | W - WATER METER |
| E - ELECTRICAL CUPBOARD | GM - GAS METER |
| KE - KITCHEN EXHAUST | GC - GARBAGE CHUTE |
| CE - CARPARK EXHAUST | WR - WASTE ROOM |
| HR - HYDRAULIC RISER | |

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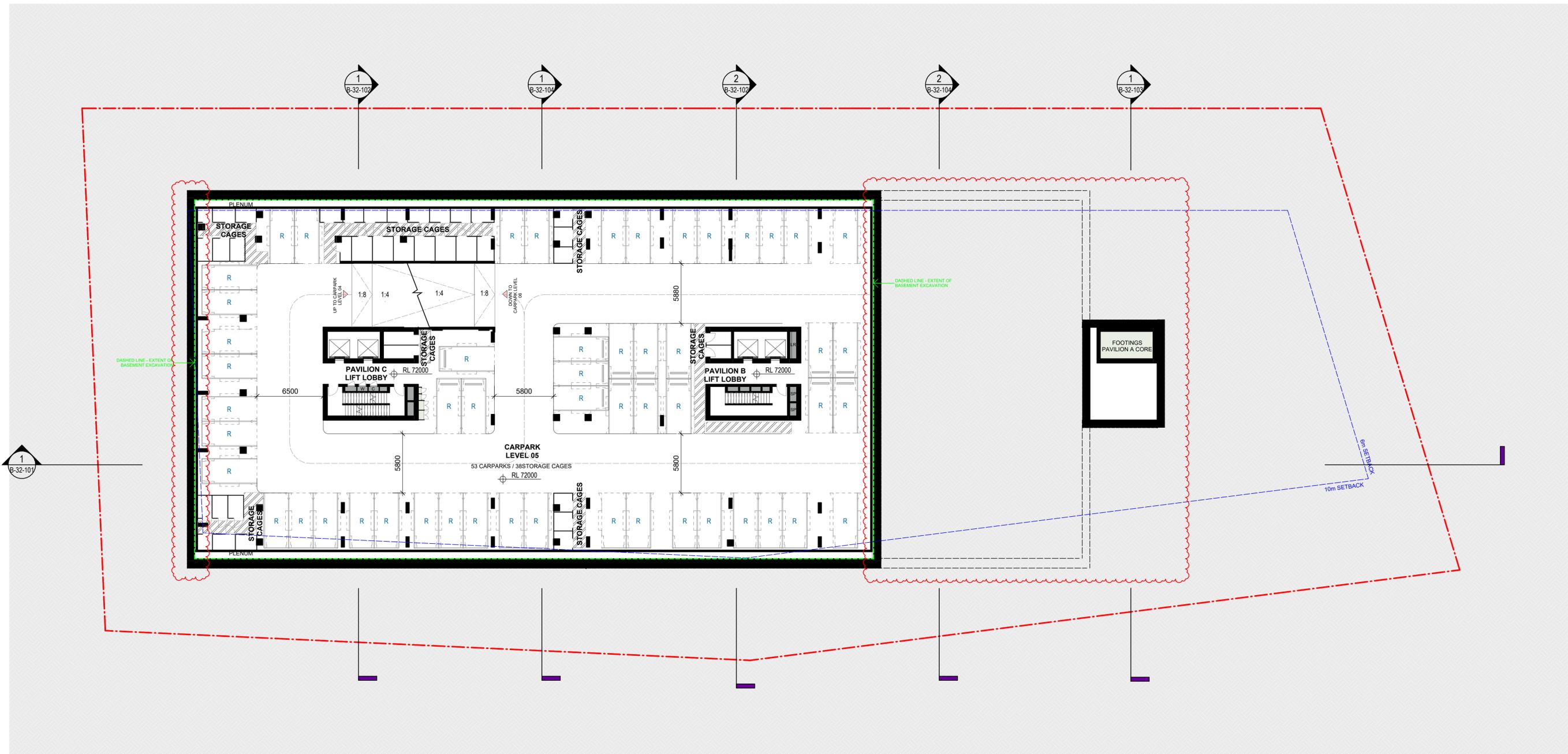
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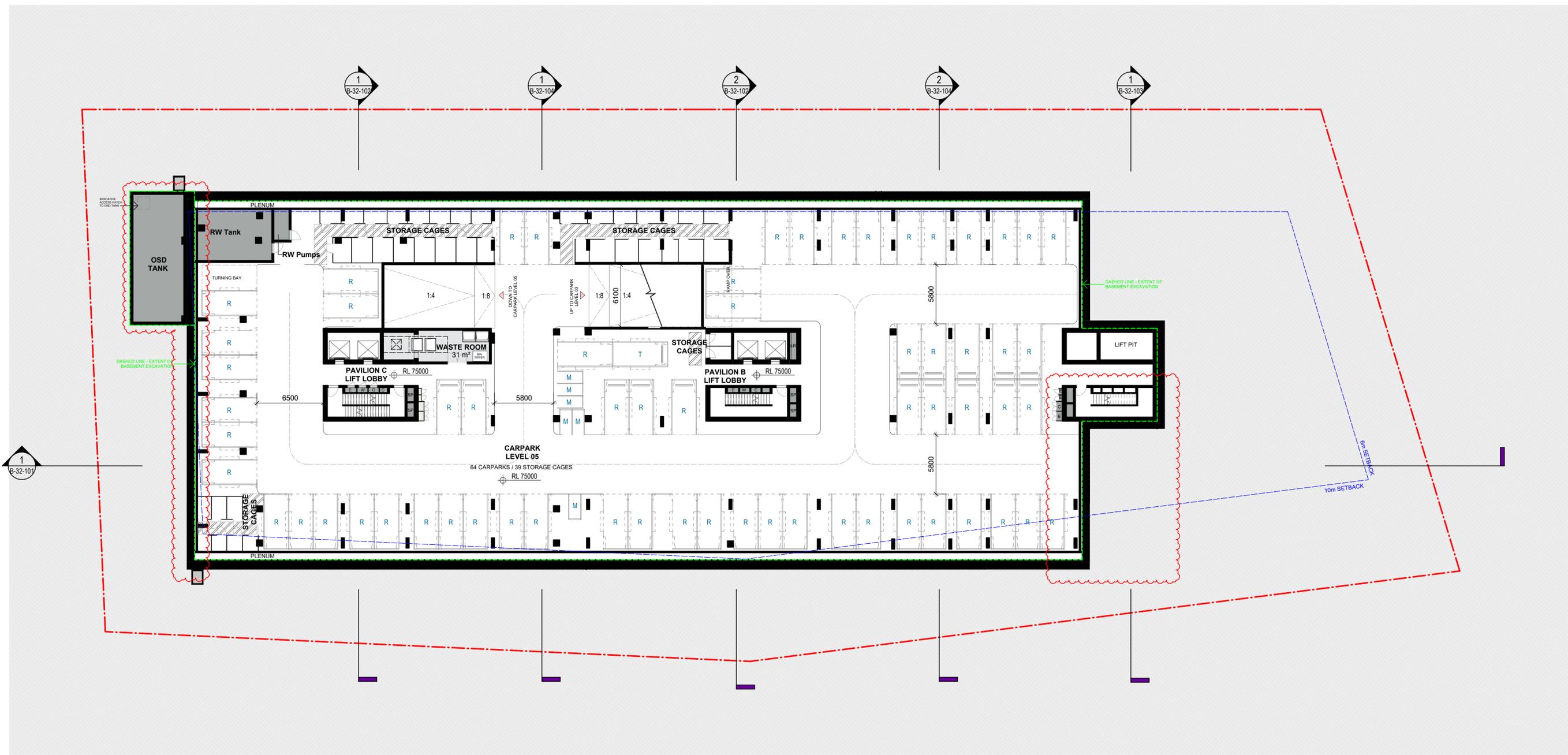
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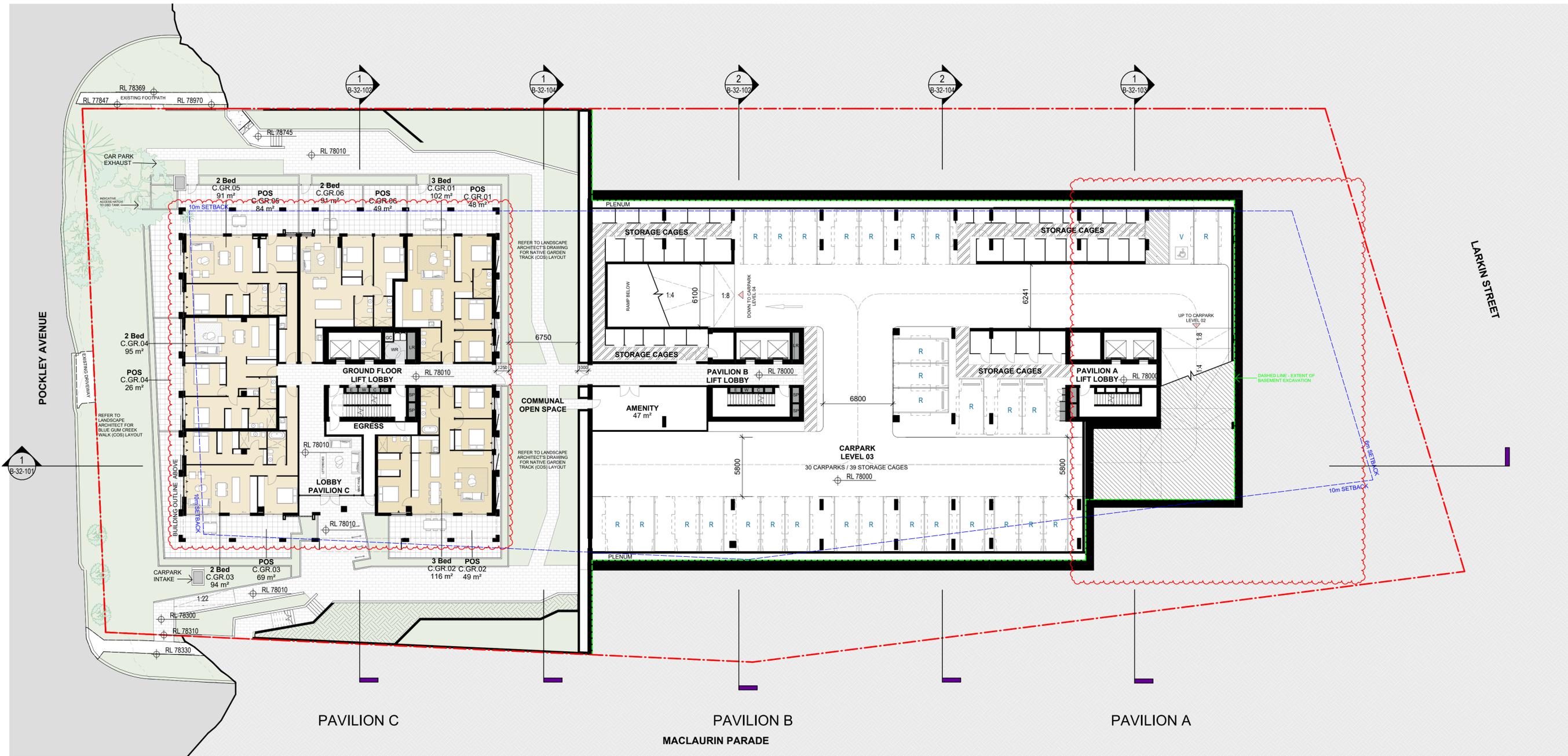
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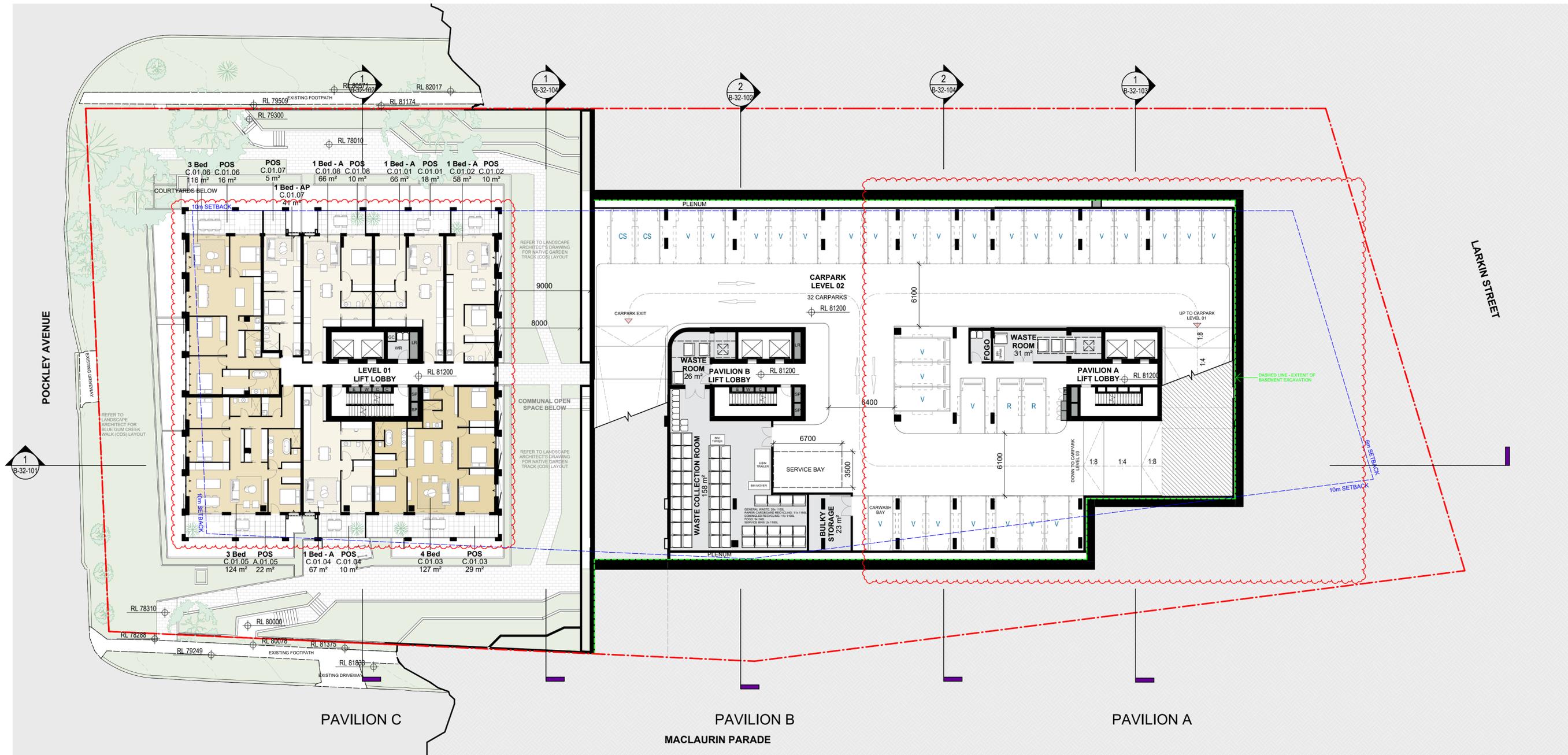
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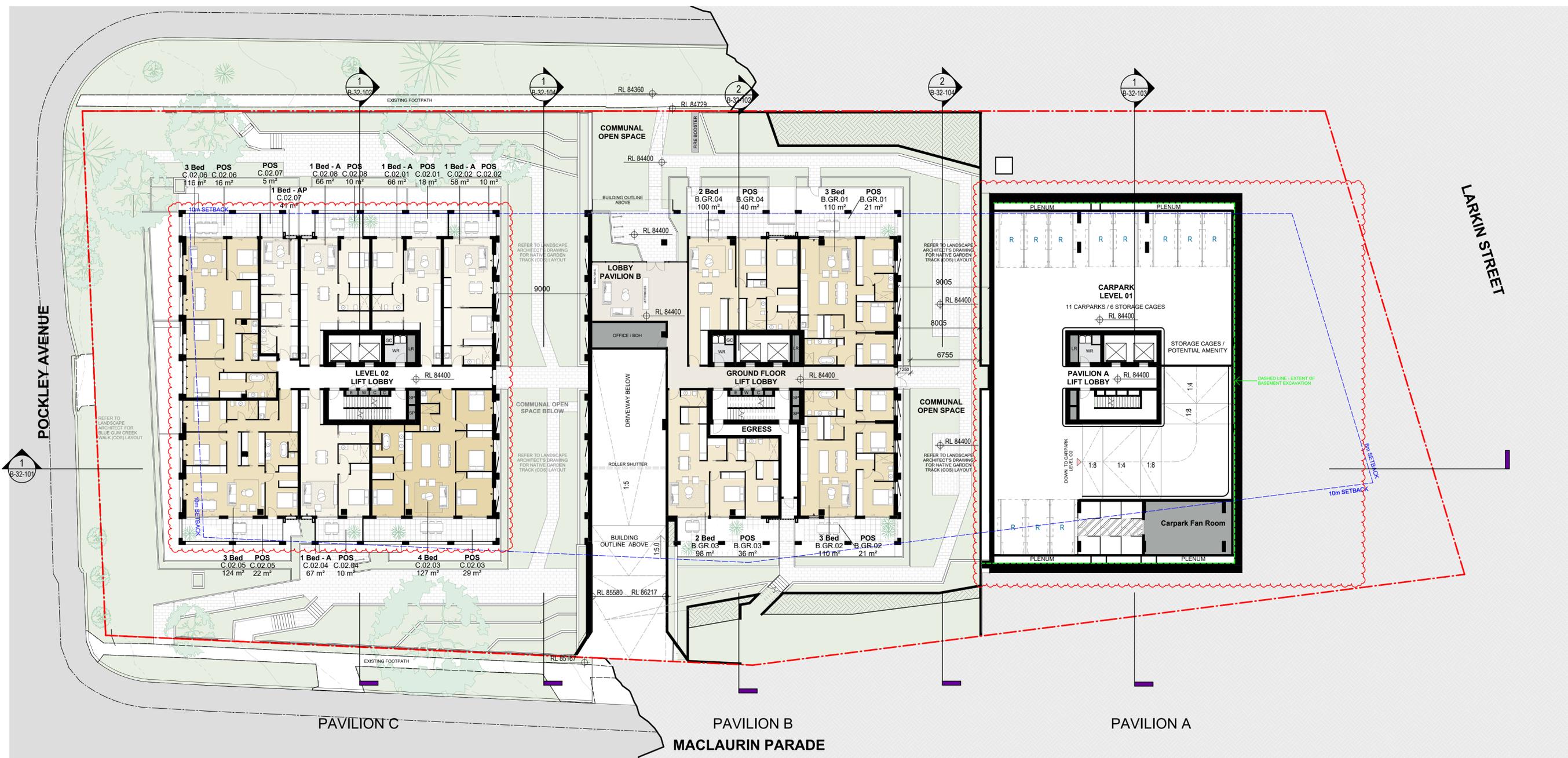
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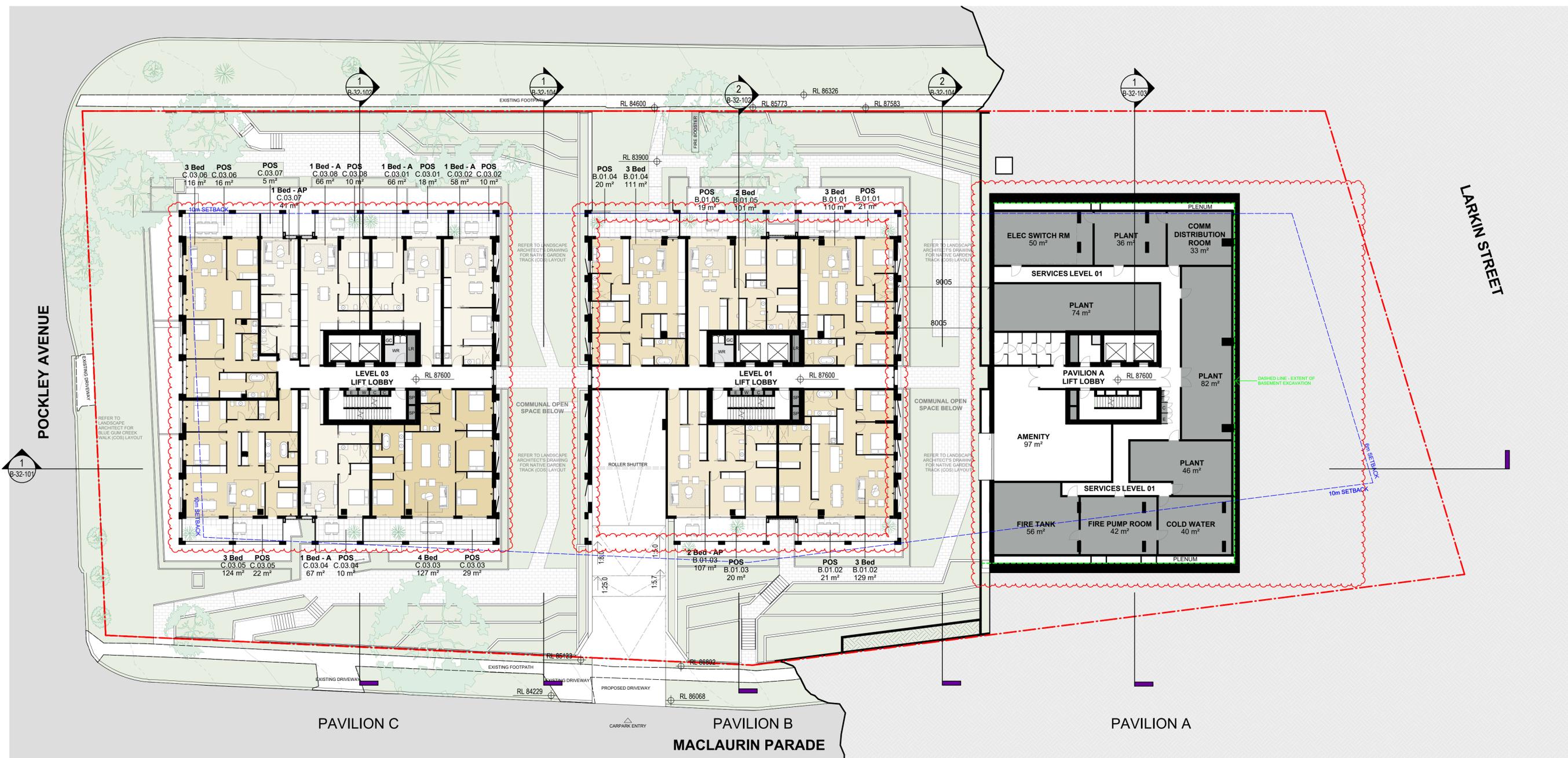
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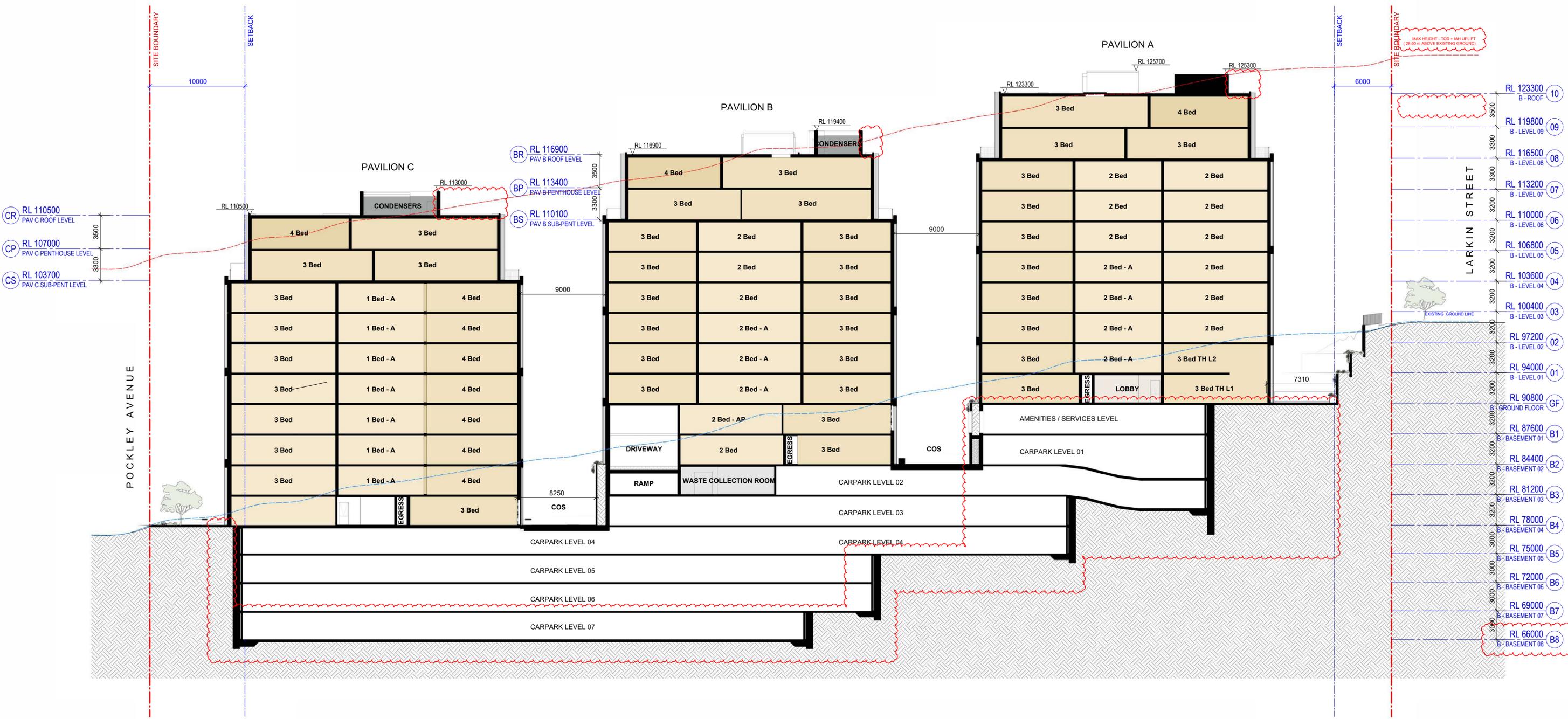
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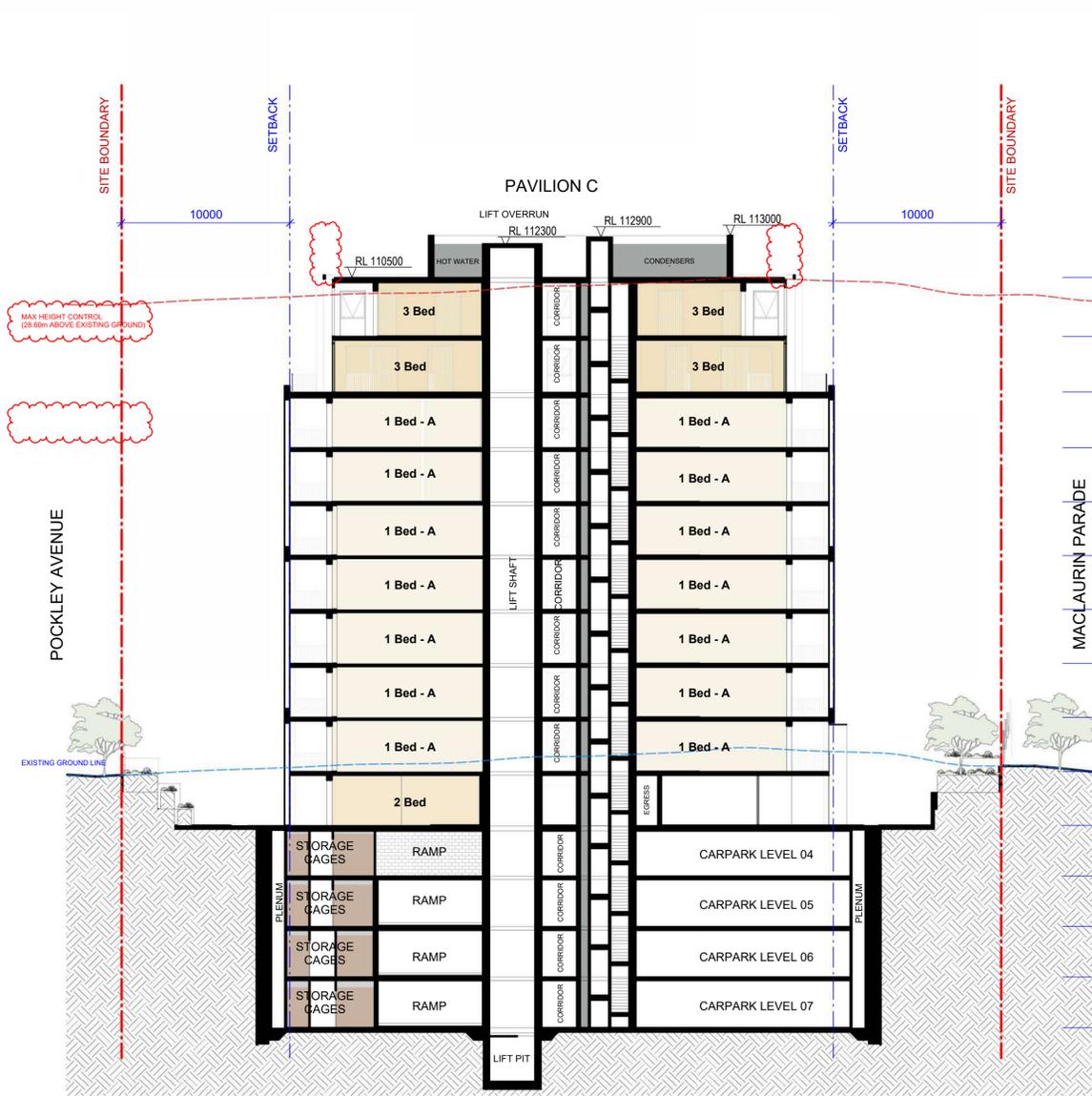
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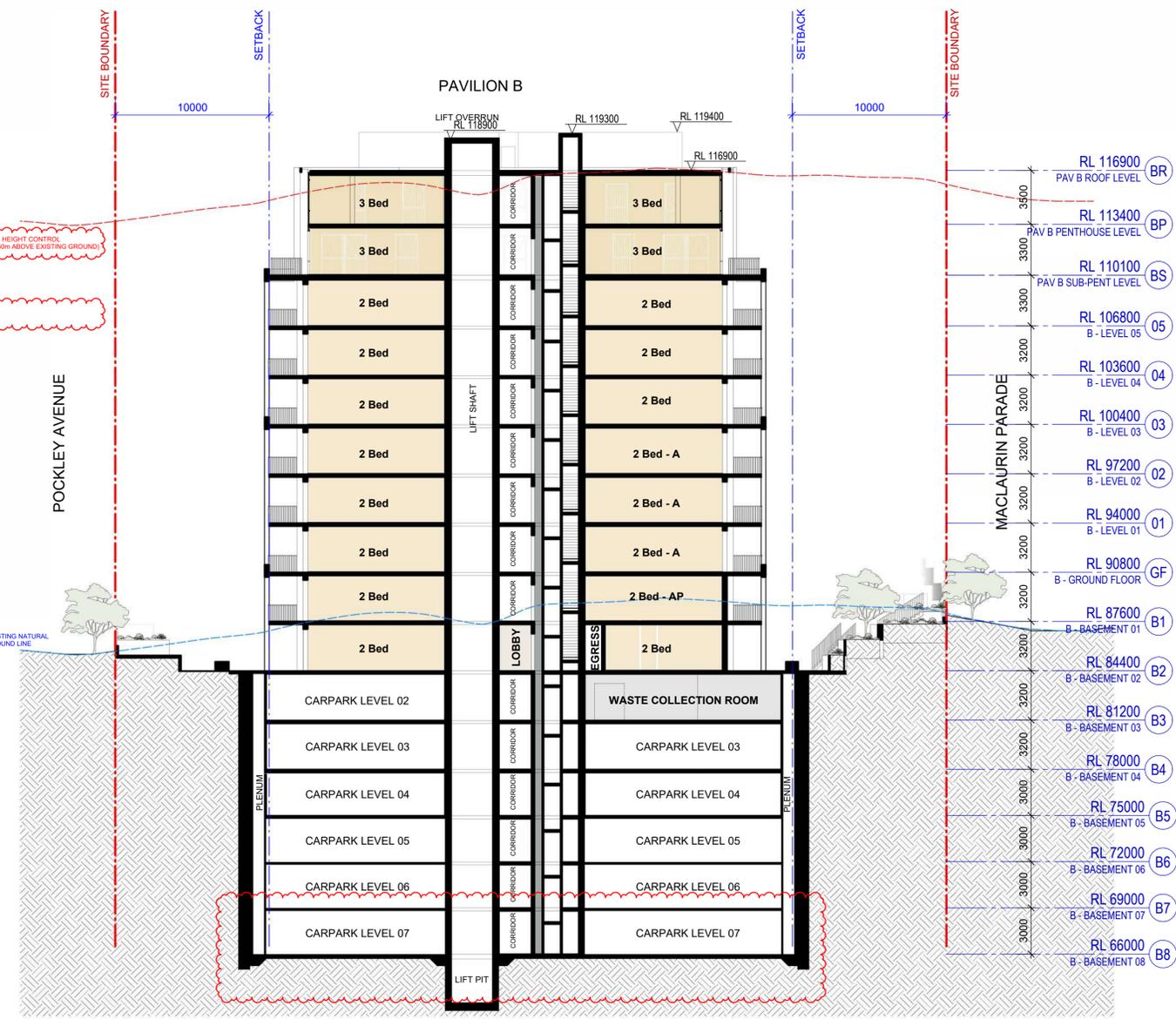
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 DA-AR-B-32-101 B
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- RL 110500 PAV C ROOF LEVEL (CR)
- RL 107000 PAV C PENTHOUSE LEVEL (CP)
- RL 103700 PAV C SUB-PENT LEVEL (CS)
- RL 100400 B - LEVEL 03 (O3)
- RL 97200 B - LEVEL 02 (O2)
- RL 94000 B - LEVEL 01 (O1)
- RL 90800 B - GROUND FLOOR (GF)
- RL 87600 B - BASEMENT 01 (B1)
- RL 84400 B - BASEMENT 02 (B2)
- RL 81200 B - BASEMENT 03 (B3)
- RL 78000 B - BASEMENT 04 (B4)
- RL 75000 B - BASEMENT 05 (B5)
- RL 72000 B - BASEMENT 06 (B6)
- RL 69000 B - BASEMENT 07 (B7)
- RL 66000 B - BASEMENT 08 (B8)

1 Building Section B - Pavilion C
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- RL 116900 PAV B ROOF LEVEL (BR)
- RL 113400 PAV B PENTHOUSE LEVEL (BP)
- RL 110100 PAV B SUB-PENT LEVEL (BS)
- RL 106800 B - LEVEL 05 (O5)
- RL 103600 B - LEVEL 04 (O4)
- RL 100400 B - LEVEL 03 (O3)
- RL 97200 B - LEVEL 02 (O2)
- RL 94000 B - LEVEL 01 (O1)
- RL 90800 B - GROUND FLOOR (GF)
- RL 87600 B - BASEMENT 01 (B1)
- RL 84400 B - BASEMENT 02 (B2)
- RL 81200 B - BASEMENT 03 (B3)
- RL 78000 B - BASEMENT 04 (B4)
- RL 75000 B - BASEMENT 05 (B5)
- RL 72000 B - BASEMENT 06 (B6)
- RL 69000 B - BASEMENT 07 (B7)
- RL 66000 B - BASEMENT 08 (B8)

2 B - Building Section C - Pavilion B
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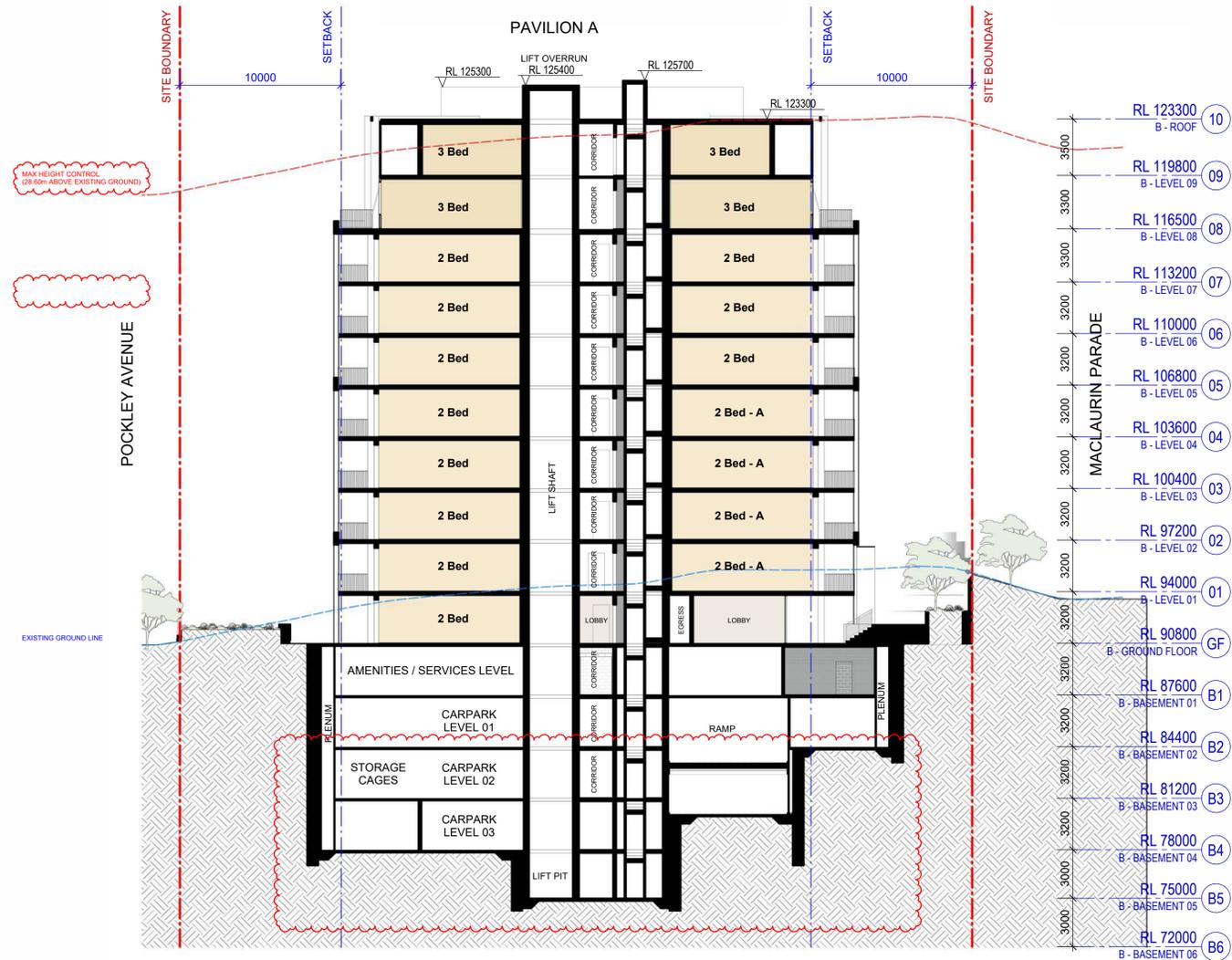
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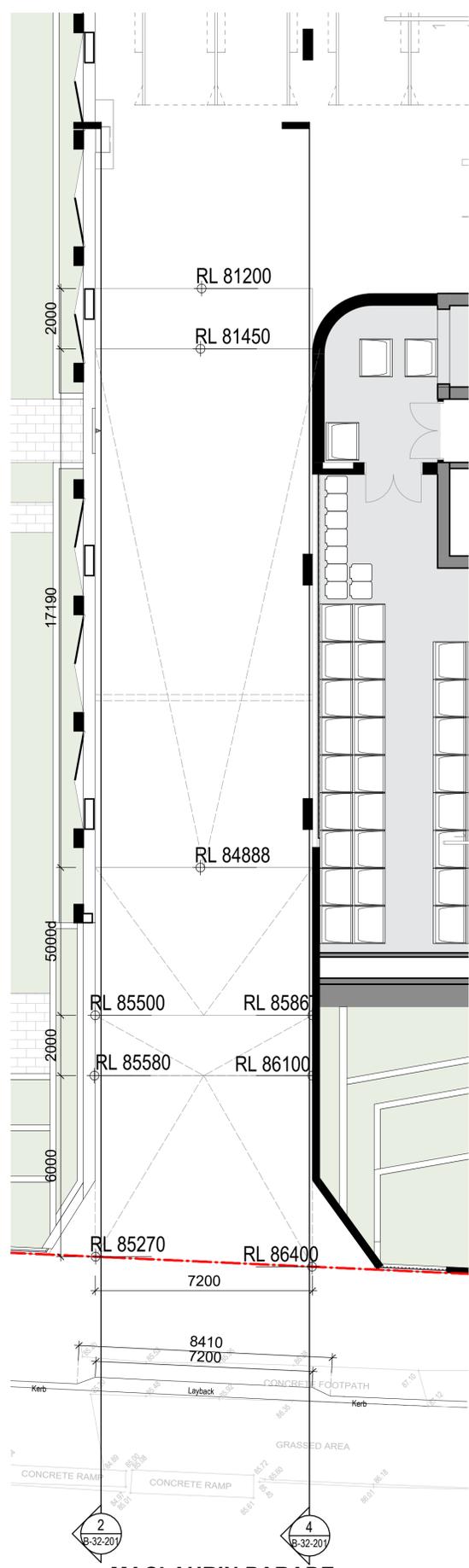
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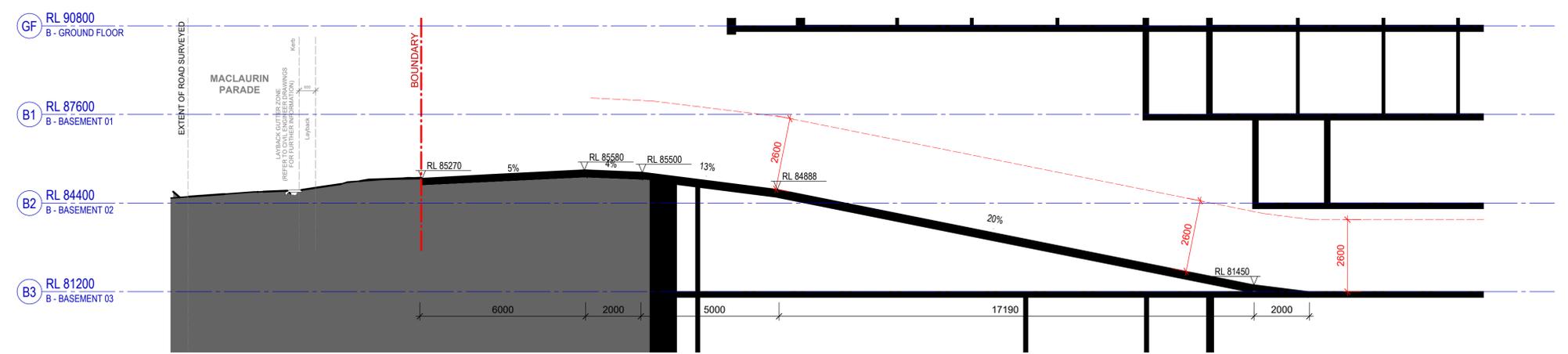
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Revision
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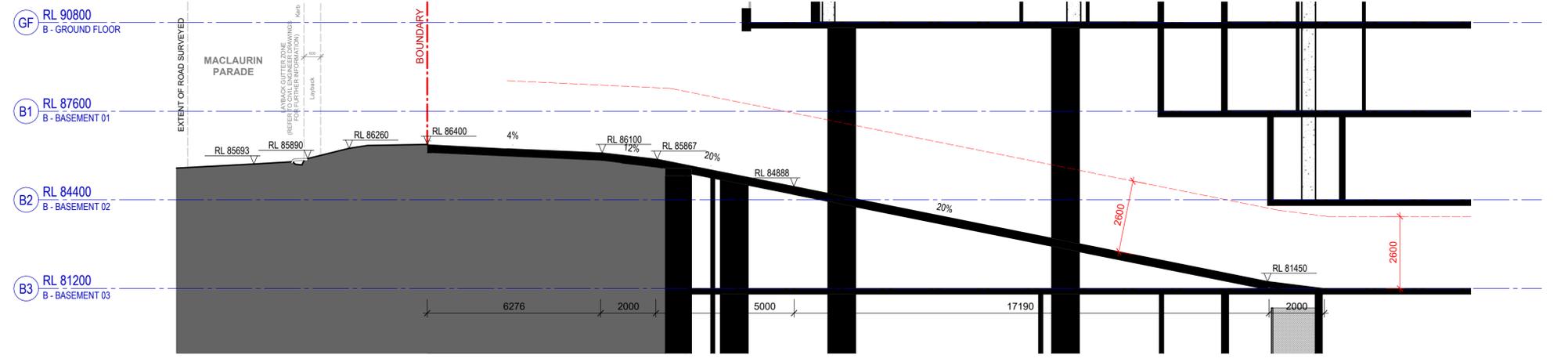


MACLAURIN PARADE

1 B - Driveway Entry Plan
SCALE 1 : 100



2 Driveway - West Profile
SCALE 1 : 100



4 Driveway - East Profile
SCALE 1 : 100

Recent revision history			Notes	
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A		RTS	19/09/25	

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Project number
122021-B

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Sheet number
B-32-201

Revision
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APPENDIX B

TFNSW LETTER

18 June 2025

TfNSW Reference: SYD25-00599/01
Department Reference: SSD-77825469



Ms Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Charbel Touma

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT – RESIDENTIAL DEVELOPMENT WITH INFILL
AFFORDABLE HOUSING
2-16 POCKLEY AVENUE, ROSEVILLE**

Dear Ms Fishburn,

Thank you for referring the Environmental Impact Statement (EIS) for the abovementioned State Significant Development Application (SSDA) to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the submitted information and has no requirements as the proposed development is unlikely to have a significant impact on the state classified road network (i.e. the Pacific Highway).

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah, Land Use Planner on 0428 391 997 or by email at development.sydney@transport.nsw.gov.au.

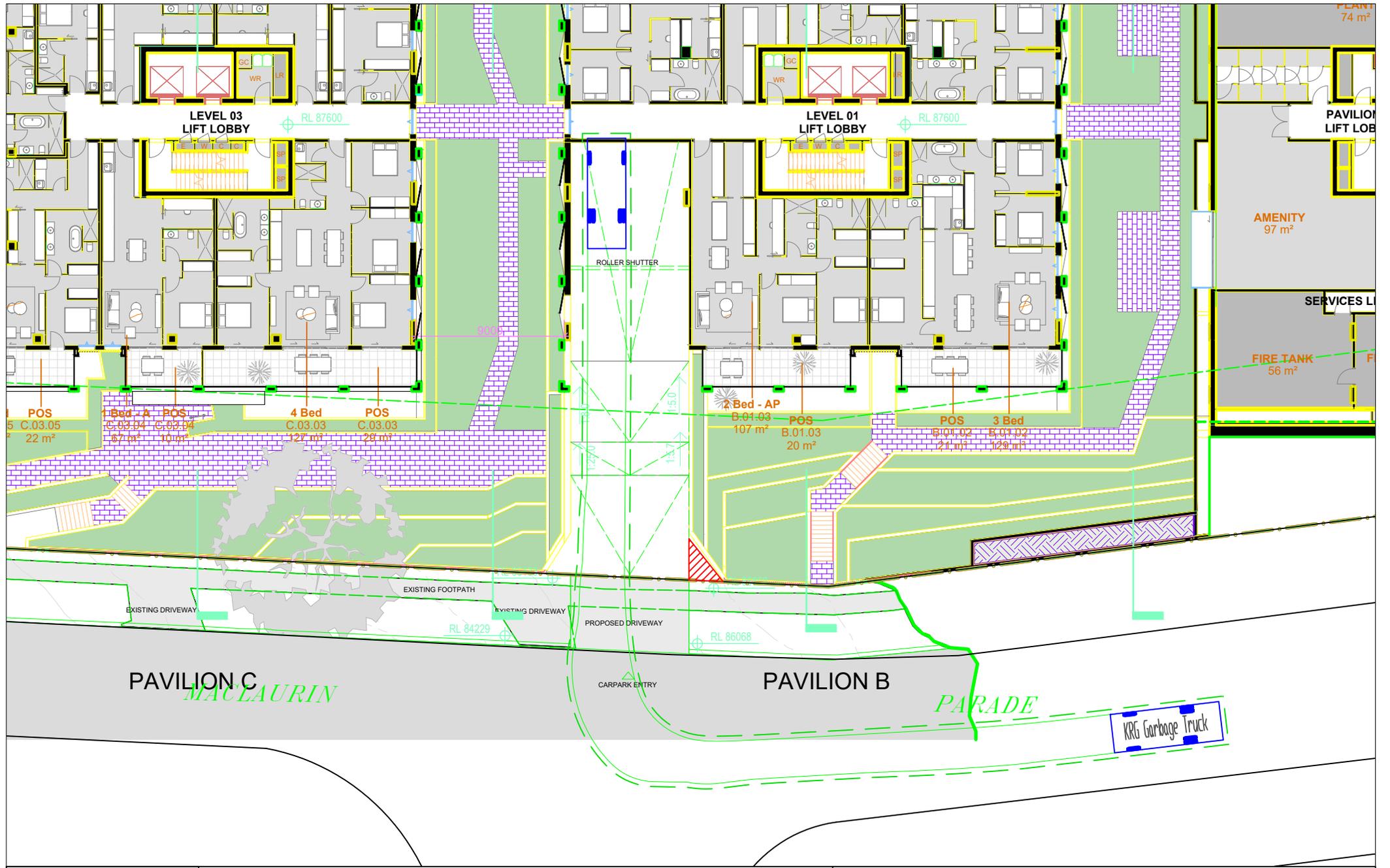
Yours sincerely,

A handwritten signature in blue ink that reads "Andrew Lissenden".

Andrew Lissenden
**A/Senior Land Use Planner - Eastern
Land Use, Network & Place Planning
Transport Planning | Planning, Integration and Passenger**

APPENDIX C

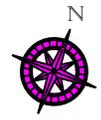
SWEPT TURNING PATH DIAGRAMS



VARGA TRAFFIC PLANNING Pty Ltd
 AGN 58 071 752 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1869
 Neutral Bay, NSW 2089
 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
 6.7M KU-RING-GAI TRUCK TURNING PATH - BASEMENT 02
 Entering Site Access Driveway

ADDRESS
 2-16 Pockley Avenue,
 Roseville

PROJECT NO.
 24526

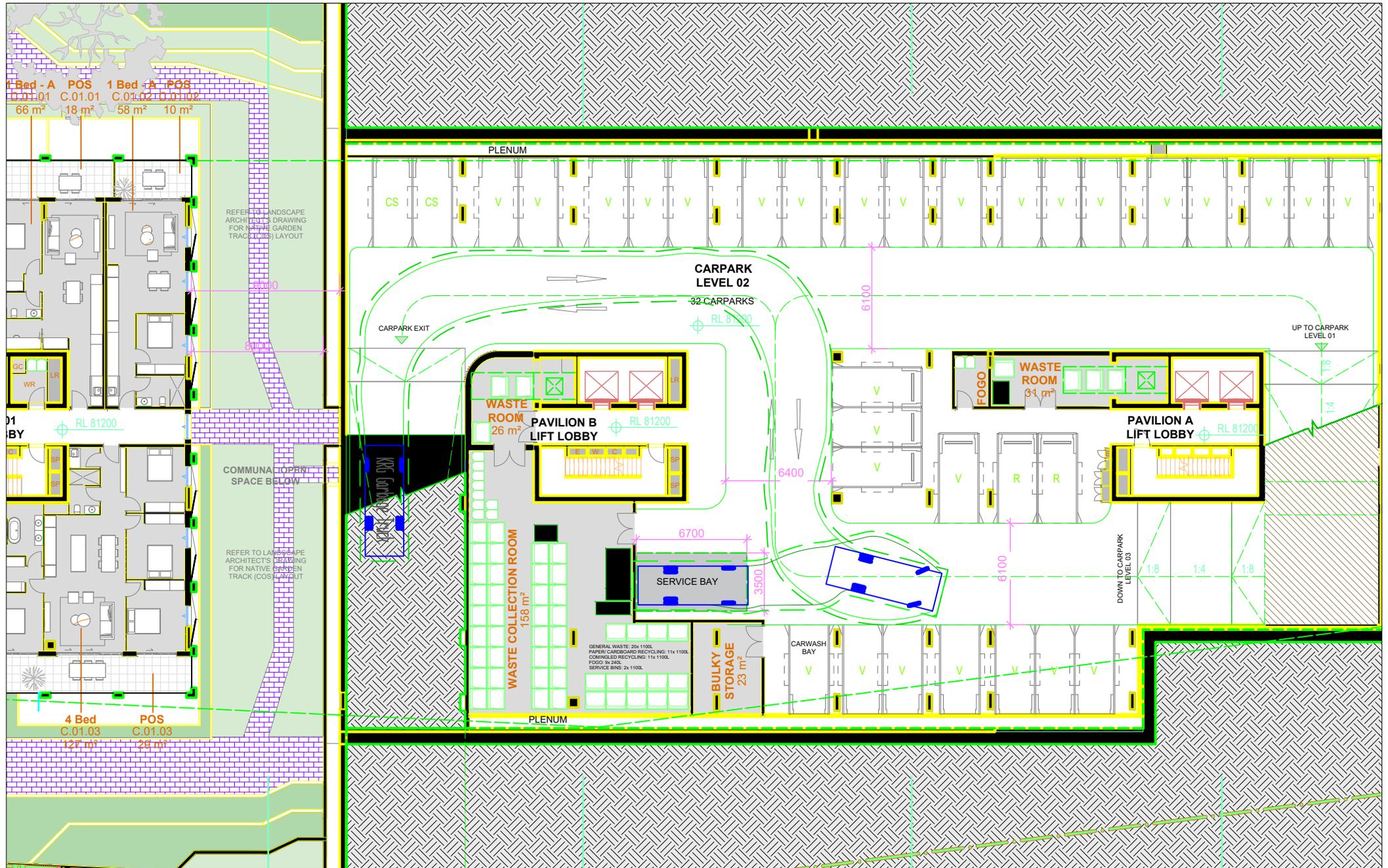
REVIEWED
 DONALD LEE

DATE DRAWN
 2025-10-10

PREPARED
 ZACHARY CAI

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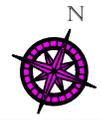
VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants



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 20 Young Street
 Neutral Bay, NSW 2089

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 Neutral Bay, NSW 2089
 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
 6.7M KU-RING-GAI TRUCK TURNING PATHS - Basement 03
 Entering Loading Bay Area

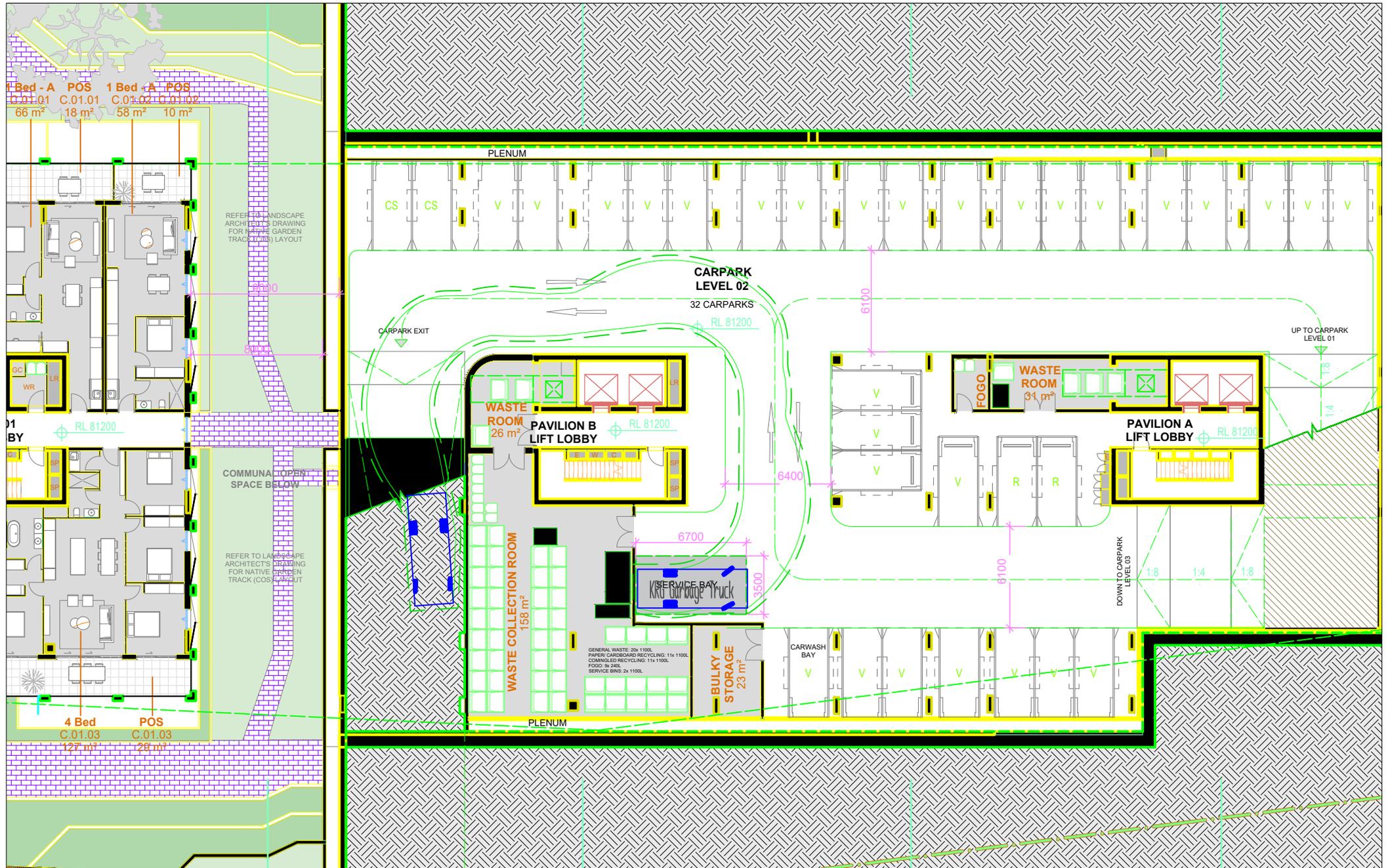
ADDRESS
 2-16 Pockley Avenue,
 Roseville

PROJECT NO.
 24526

REVIEWED
 DONALD LEE

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 DATE DRAWN
 2025-10-10
 PREPARED
 ZACHARY CAI

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 Transport, Traffic and Parking Consultants



1 Bed - A POS 1 Bed - A POS
 C.01.01 C.01.01 C.01.02 C.01.02
 66 m² 18 m² 58 m² 10 m²

REFER TO LANDSCAPE ARCHITECT'S DRAWING FOR NATIVE GARDEN TRACK (COS) LAYOUT

COMMUNAL OPEN SPACE BELOW

REFER TO LANDSCAPE ARCHITECT'S DRAWING FOR NATIVE GARDEN TRACK (COS) LAYOUT

01 BY
 RL 81200
 4 Bed POS
 C.01.03 C.01.03
 127 m² 28 m²

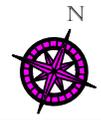
DRAWING TITLE
 6.7M KU-RING-GAI TRUCK TURNING PATHS - Basement 03
 Exiting Loading Bay Area
 ADDRESS
 2-16 Pockley Avenue,
 Roseville

PROJECT NO.
 24526
 REVIEWED
 DONALD LEE

1:300 @ A4
 DATE DRAWN
 2025-10-10
 PREPARED
 ZACHARY CAI

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 20 Young Street
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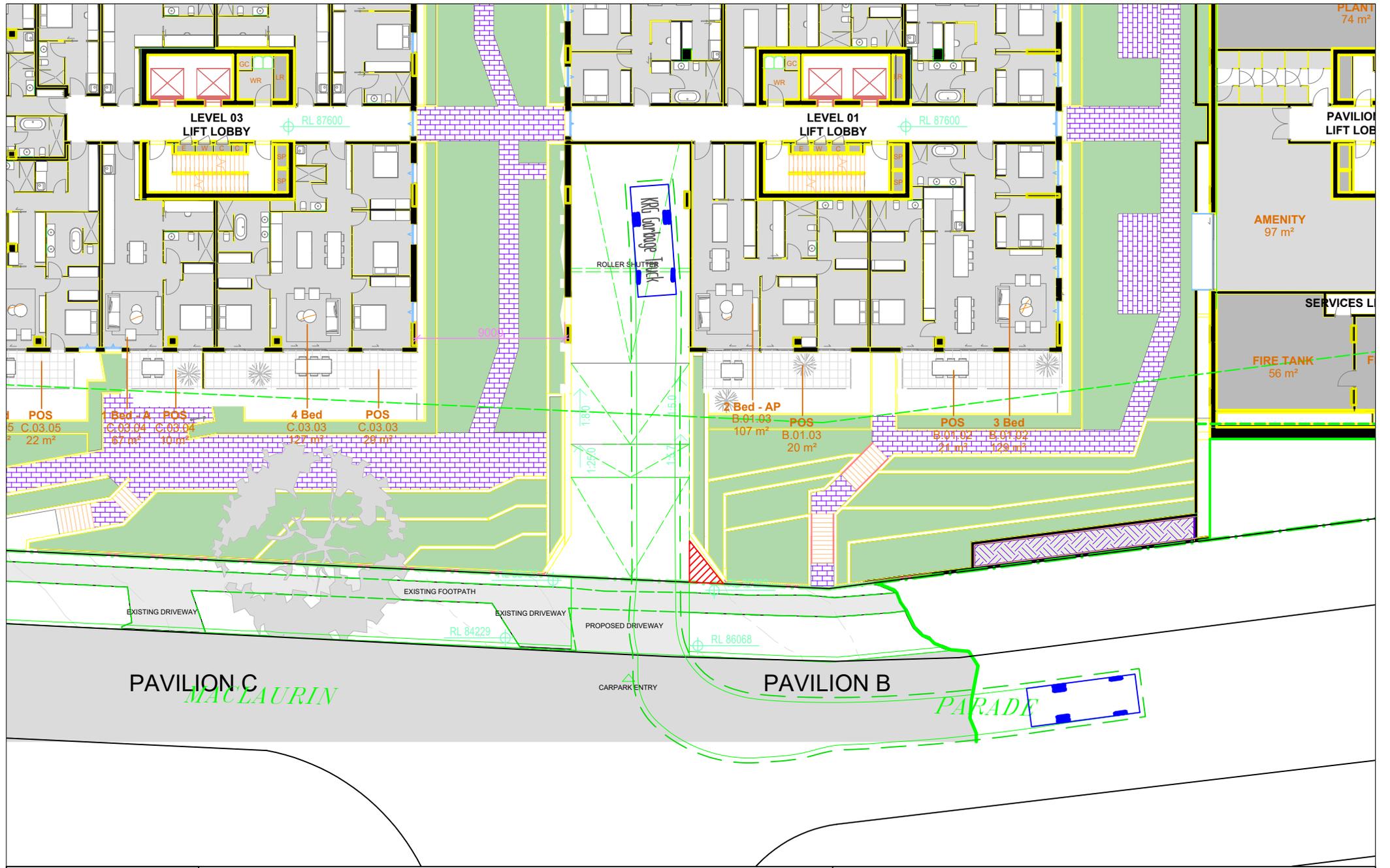
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PROJECT
 RESIDENTIAL DEVELOPMENT

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants

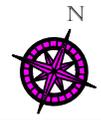




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 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
 6.7M KU-RING-GAI TRUCK TURNING PATH - BASEMENT 02
 Exiting Site Access Driveway

ADDRESS
 2-16 Pockley Avenue,
 Roseville

PROJECT NO.
 24526

REVIEWED
 DONALD LEE

DATE DRAWN
 2025-10-10

DRAWN BY
 ZACHARY CAI

SCALE
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VARGA TRAFFIC PLANNING Pty Ltd

Transport, Traffic and Parking Consultants



21 November 2025
Ref 24526

Department of Planning, Housing and Infrastructure
Locked Bay 5022
PARRAMATTA NSW 2124

Attn: John Martinez

Dear John,

SSD-77825469
2-16 POCKLEY AVENUE, ROSEVILLE
TRAFFIC AND PARKING MATTERS

I refer to your email to Sarah Lee at Planning & Co requesting additional information in respect of the abovementioned development proposal. The following advice is prepared in response to the traffic demands expected to be generated by the development proposal.

TfNSW nominates the following traffic generation rates applicable to high density residential flat buildings based on the number of units:

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

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 (180 units):	34.2 vph	27.0 vph

TfNSW also nominates the following traffic generation rates for high density residential flat buildings based on the number of car parking spaces.

High Density Residential Dwellings (High Public Transport Accessibility)

AM: 0.15 peak hour vehicle trips per unit per parking space
PM: 0.12 peak hour vehicle trips per unit per parking space

Application of the above traffic generation rates to the 252 residential parking spaces proposed in the development proposal yields a traffic generation potential of 38 vph during the weekday AM peak period, and 30 vph during the weekday PM peak period, as set out below:

Projected Future Traffic Generation Potential

	AM	PM
Residential (252 parking spaces):	37.8 vph	30.2 vph

In essence, the traffic generation potential of the development proposal is almost identical irrespective of whether the units or parking space methodology is used.

I note also that TfNSW has reviewed the proposed development and has advised in their letter dated 4 June 2025 to DPHI that “the proposed development is unlikely to have a significant impact on the State classified road network (i.e. Pacific Highway)”. A copy of the TfNSW letter is attached for easy reference.

Lastly, I note that Council is proposing a new road link between Pockley Avenue and Shirley Road which will provide another route in/out of the precinct, thereby enabling local traffic activity generated by the precinct to be more widely dispersed via other local roads, without the need to access the Pacific Highway.



Figure A9.14 Roseville Town Centre Traffic and Active Transport Strategy

- ① Clonville Road & Pacific Highway Intersection Upgrade
- ② Maclaurin Parade & Pacific Highway Intersection Upgrade
- ③ Corona Avenue & Pacific Highway Intersection Upgrade

- ② Maclaurin Parade & Pacific Highway Intersection Upgrade

Note: For further details in relation to the above Traffic and Active Transport Strategy refer to the following Council Plans and Strategies:

- Roseville Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Study Area Boundary	Traffic Calming / Pedestrian Accessibility	Intersection Upgrades	Open Space (Existing and Proposed)
Separated Cycleway	Public Transport Routes and Stops	Proposed New Road	

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Varga', with a long horizontal flourish extending to the right.

Robert Varga
Director
Varga Traffic Planning Pty Ltd

18 June 2025

TfNSW Reference: SYD25-00599/01
Department Reference: SSD-77825469



Ms Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
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