



# **Traffic & Parking Assessment Report**

7-11 Pockley Avenue, Roseville

Proposed Residential Flat Building

Ref 25016

31<sup>st</sup> March 2025



**CONSULTING  
ENGINEERS**

## Document Control

|                        |                                |                         |               |                    |
|------------------------|--------------------------------|-------------------------|---------------|--------------------|
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| <b>Project Address</b> | 7-11 Pockley Avenue, Roseville |                         |               |                    |
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|                        |                                |                         |               |                    |

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**Appendix A:** Architectural Plans

**Appendix B:** Swept Turn Paths

## 1. Introduction

### 1.1 Project Summary

CJP has been engaged by Place Studio AU Pty Ltd to prepare a Traffic & Parking Assessment Report (TPAR) in support of a Development Application (DA) to Ku-ring-gai Council, involving a new residential flat building development to be located at 7-11 Pockley Avenue, Roseville.

In summary, the proposed DA involves the demolition of the existing dwelling houses on the site and the construction of a new seven-storey residential flat building in their place, comprising a total of 42 residential units with a three-level basement parking area for 84 car spaces.

Vehicular access to the basement parking area is proposed via a new entry/exit driveway towards the western end of the Pockley Avenue site frontage.

Notably, the site lies within 400m of Roseville railway station which has been identified by the NSW Government for more intensive development, being part of the Transport Oriented Development (TOD) program.

Plans of the proposed development have been prepared by Place Studio AU Pty Ltd and are reproduced in Appendix A.

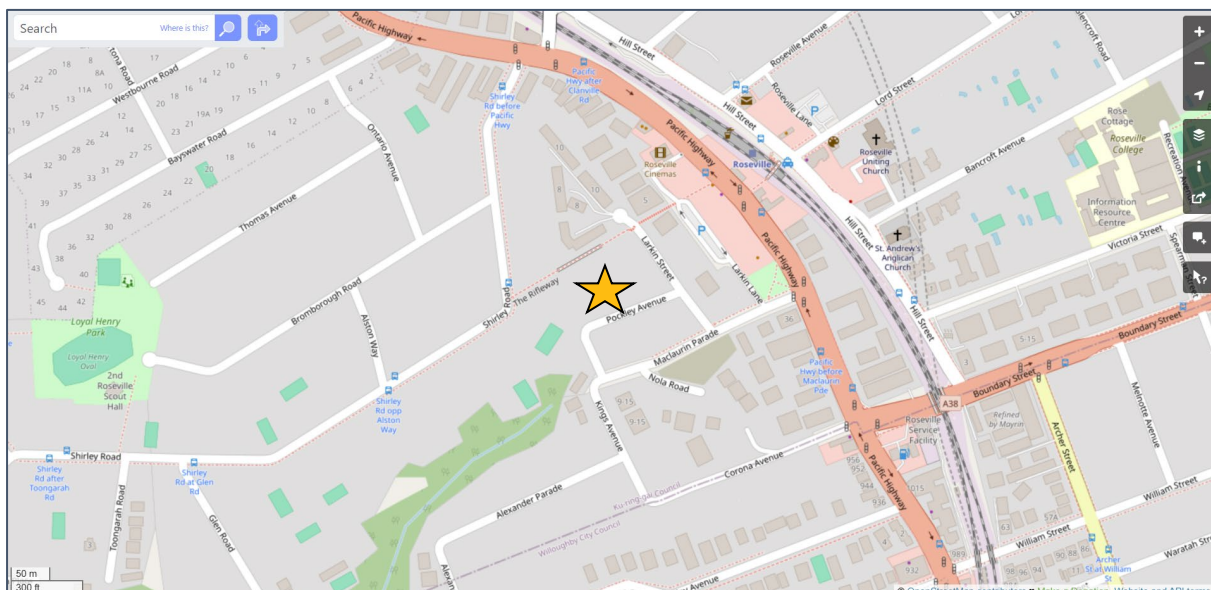


Figure 1.1 – Site Location (Source: OpenStreetMap)

Based on State Environmental Planning Policy (Transport & Infrastructure) 2021, Schedule 3, the proposed development is not classified as a *traffic generating development*, as the site does not meet any of the specified thresholds, therefore referral to Transport for NSW is not required.



## 1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport, pedestrian, and servicing characteristics of the DA, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic & parking conditions
- Public and active transport infrastructure
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/loading/access requirements and provisions, compared to the existing development
- Design of access driveway, parking and service area layout

## 1.3 Relevant Planning Controls

The site lies within the Ku-ring-gai Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Ku-ring-gai Local Environmental Plan 2015 (Ku-ring-gai LEP 2015)
- Ku-ring-gai Development Control Plan 2023 (Ku-ring-gai DCP 2023)

## 1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments
- State Environmental Planning Policy (Housing) Amendment (Transport Oriented Development) 2024
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)
- National Construction Code (NCC)
- Building Code of Australia (BCA)

## 2. Existing Conditions

### 2.1 Site Location & Description

The site is located on the northern side of Pockley Avenue, approximately 50m west of Larkin Street, and is legally described as Lot 23 in DP652725, Lot 22 in DP 8261, and Lot 1 in DP960352, comprising the following properties:

- 7 Pockley Avenue, Roseville
- 9 Pockley Avenue, Roseville
- 11 Pockley Avenue, Roseville

The site has a street frontage of approximately 61m in total length to Pockley Avenue and occupies a total area of approximately 3,098m<sup>2</sup>. A copy of the survey plan is reproduced below.

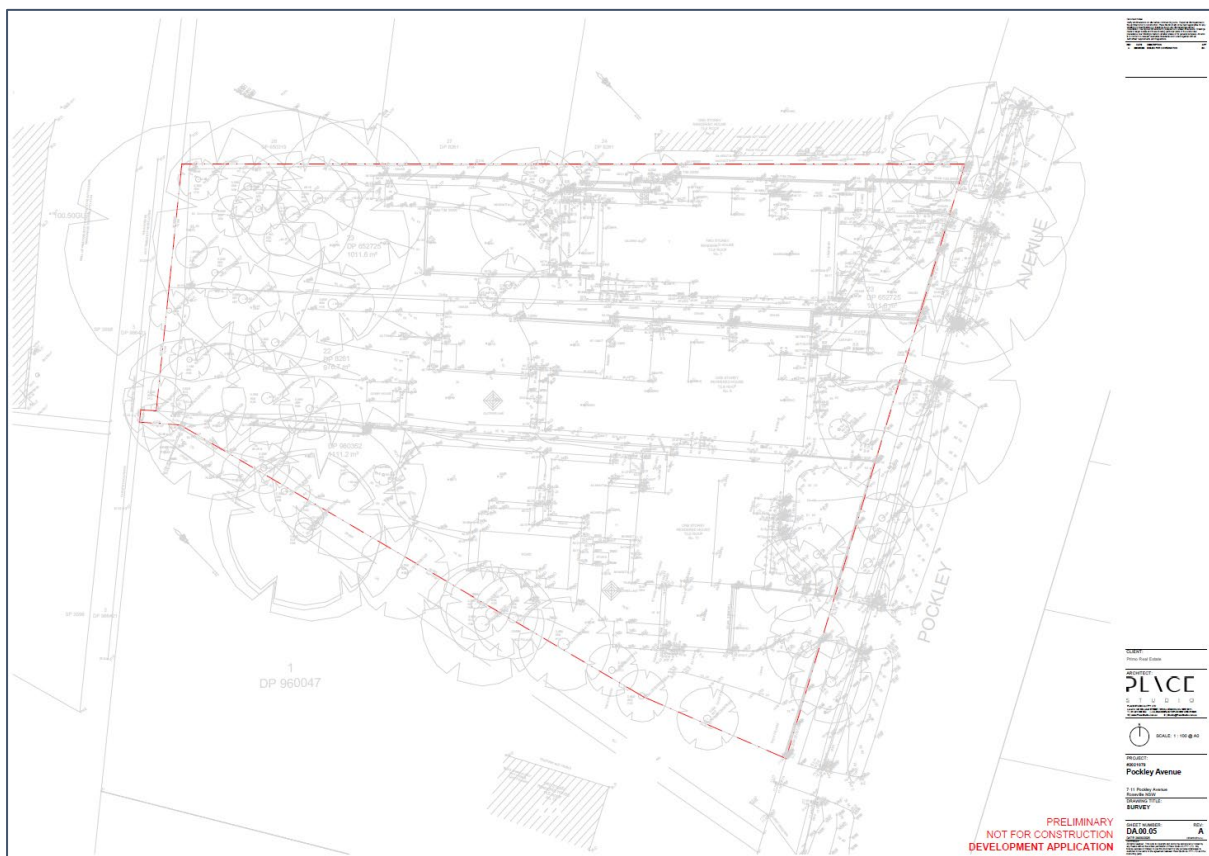


Figure 2.1 – Survey plan (Source: Place Studio AU Pty Ltd)

The site is currently occupied by three dwelling houses with a number of ancillary outbuildings. Off-street parking is provided for all three properties, accessed via separate driveways located off their respective Pockley Avenue site frontage.

A recent aerial image of the site and its surroundings is reproduced on the following page, followed by a series of Streetview images.





Figure 2.2 – Aerial map (Source: Nearmap)



Figure 2.3 – Streetview image from Pockley Avenue site frontage, looking west towards the bend (Source: Google Maps)



Figure 2.4 – Streetview image from Pockley Avenue site frontage, looking east towards Larkin Street (Source: Google Maps)



## 2.2 Planning Context

The site is zoned R2 Low Density Residential, as shown in Figure 2.5, with a maximum height of building control of 9.5m and a floor space ratio control of 0.3:1, as indicated in Figure 2.6. These controls are set by the Ku-ring-gai Local Environmental Plan 2015.

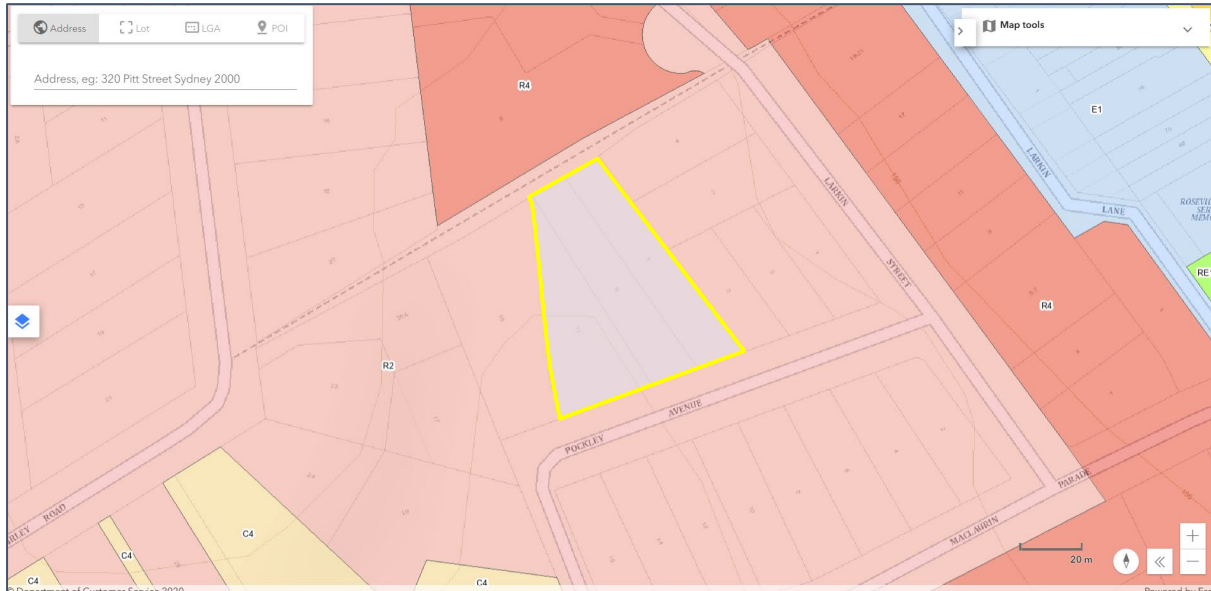


Figure 2.5 – Zoning Map (Source: ePlanning Spatial Viewer)



Figure 2.6 – Height of Buildings and Floor Space Ratio Map (Source: ePlanning Spatial Viewer)

Notwithstanding, with the introduction of the State Environmental Planning Policy (Housing) Amendment (Transport Oriented Development) 2024, the site is now subject to a 22m maximum height of building control and a maximum floor space ratio control of 2.5:1, as outlined on the following page.

The proposed development is permissible in the zone, subject to development consent.



## 155 Maximum building height and maximum floor space ratio

- (1) This section identifies development standards for development under this chapter that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.

### Note—

See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.

- (2) The maximum building height for a residential flat building in a Transport Oriented Development Area is 22m.
- (4) The maximum floor space ratio for the following in a relevant residential zone or relevant employment zone in a Transport Oriented Development Area is 2:5:1—
- (a) a residential flat building,
  - (b) a building containing an independent living unit or shop top housing.

(Source: SEPP (Housing) Amendment (TOD) 2024)

## 2.3 Greater Sydney Region Plan – A Metropolis of Three Cities

In 2018, the NSW Government released the Greater Sydney Region Plan: A Metropolis of Three Cities document.

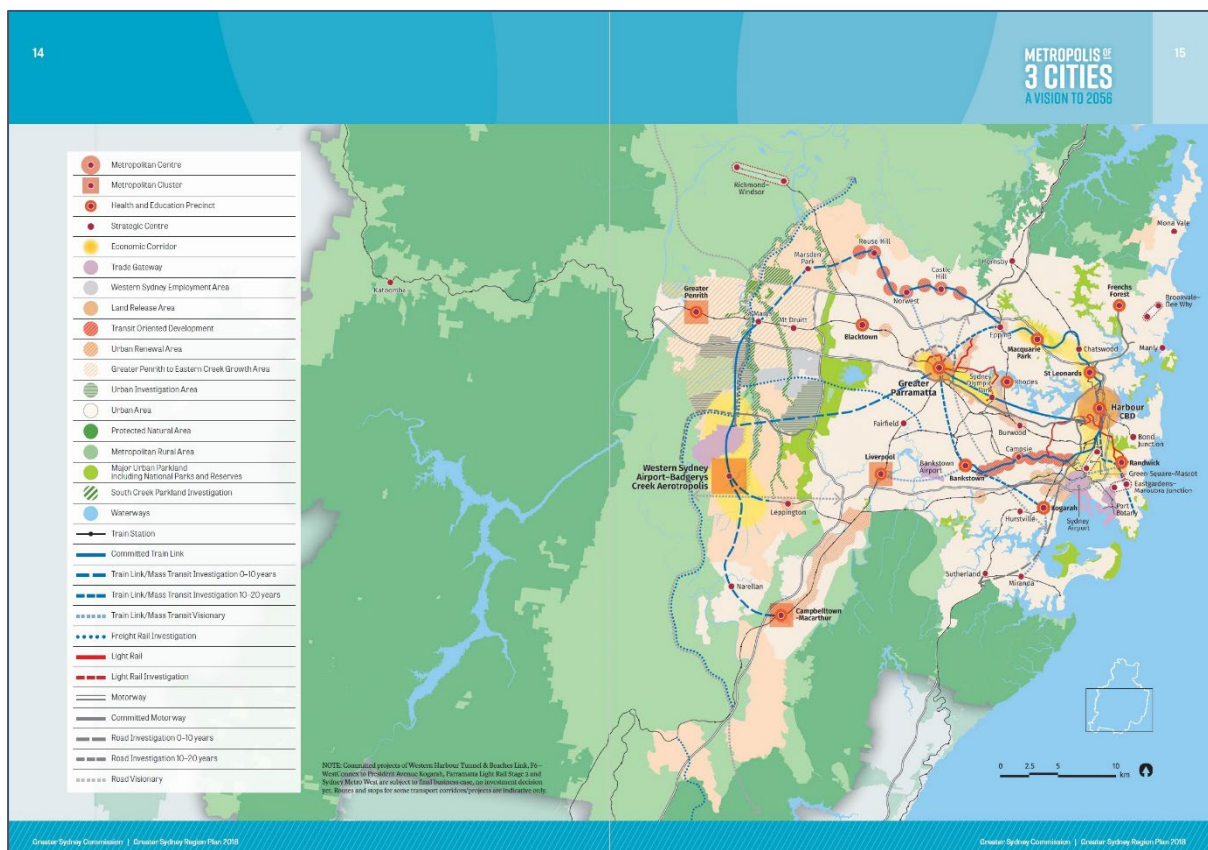


Figure 2.7 – Structure Plan (Source: Greater Sydney Region Plan: A Metropolis of Three Cities)

As the population grows, the goal is to rebalance economic and social opportunities across Greater Sydney by dividing Sydney into three core cities to allow residents to live within 30 minutes of their jobs, education and health facilities, services and other key places of interest. The three cities are known as:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

The vision brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

As the population of Greater Sydney is projected to grow to 8 million over the next 40 years, rebalancing economic and social opportunities will leverage that growth and deliver the benefits more equally and equitably across Greater Sydney.

## 2.4 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The road hierarchy in the vicinity of the site is shown in the figure below, whilst the key roads are summarised as follows:

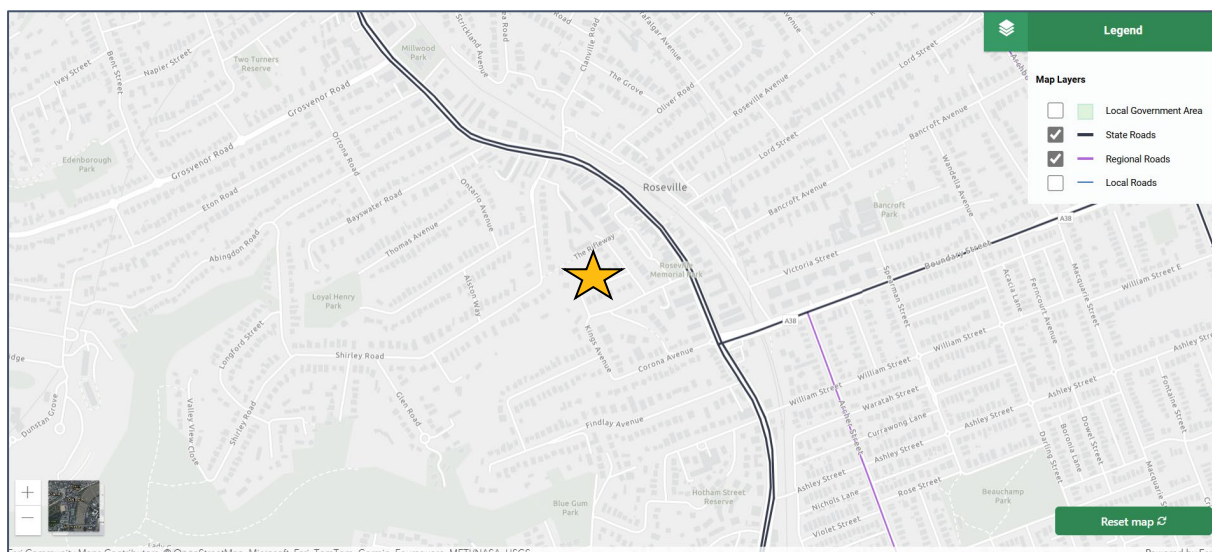


Figure 2.8 – Road Hierarchy (Source: Transport for NSW)

- The Pacific Highway is classified by TfNSW as a State Road which provides the key north-south road link in the area, linking North Sydney to Hornsby and beyond. It typically carries three traffic lanes in each direction, with turning lanes provided at key intersections, and Clearway restrictions applying during commuter peak periods. On-street parking is permitted at limited locations, outside of peak periods. Pacific Highway is signposted with a 60km/h speed limit within the vicinity of the site.
- Boundary Street is also classified by TfNSW as a State Road which provides a key east-west road link in the area, linking the Pacific Highway before turning into Babbage Road and Warringah Road. It carries two to three traffic lanes in each direction, with Clearway restrictions applying during peak periods.

- Maclaurin Parade is a local road which extends westward off the Pacific Highway at a signalised intersection. It carries one lane of traffic per each direction, with kerbside parking generally permitted along both sides of the road, subject to signposted restrictions.
- Pockley Avenue is a local road with a carriageway width of approximately 5.5m wide, with two-way traffic flow permitted. Kerbside parking is permitted in selected locations only.

## 2.5 Public & Active Transport

The existing public transport services available in the vicinity of the site are illustrated in Figure 2.9.

As noted in the foregoing, the site is located approximately 400m (7-minute walking distance) to/from Roseville railway station, which lies on the T1 North Shore Line and T9 Northern Line. T1 North Shore Line operates between Berowra to City via Gordon, with train services every 5-10 minute intervals during peak periods and every 15 minutes during off-peak periods, including weekends and public holidays.

Further, the T9 Northern Line operates between Hornsby and North Shore via City, with train services every 15 minutes throughout the day, including weekends and public holidays.

Research suggests that proximity to train services influence the travel mode choice for areas within 800m walking distance (approximately 10 minutes) of a train station. As such, the proposed development has excellent potential for future residents within the development to utilise rail for their work commutes and other key points of interest.

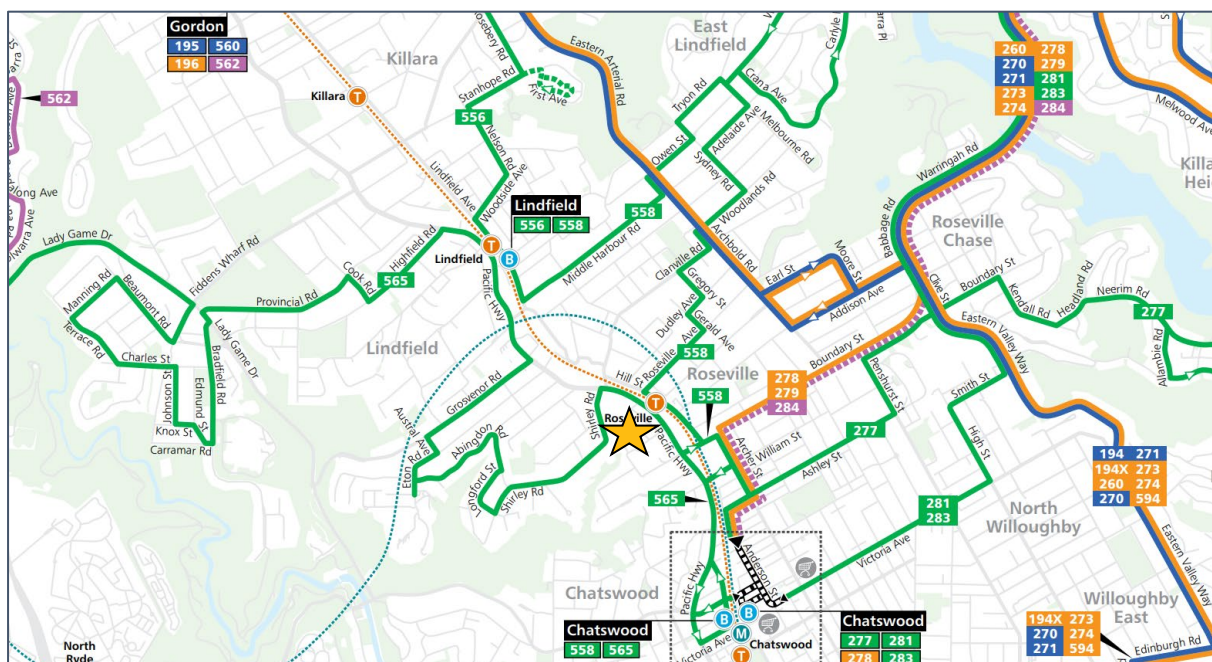


Figure 2.9 – Existing Public Transport Network Map (Source: Transport for NSW)

The site is also located within 300m (approximately 5-minute walking distance) to/from the nearest bus stop on Pacific Highway, which services bus routes 565 and N90. Bus 565 operates daily between Chatswood and Macquarie University, with services arriving every 30 minutes during peak periods and every 1 hour during off-peak periods. Bus N90 is an hourly night service (*i.e.* 1am-5am) which operates nightly between Hornsby and City Town Hall via Chatswood.



Research suggests that proximity to bus services influence the travel mode choice for areas within 400m (approximately 5 minutes) of a bus stop. As such, the proposed development also has excellent potential for future residents to utilise bus for their work commute and other key points of interest.

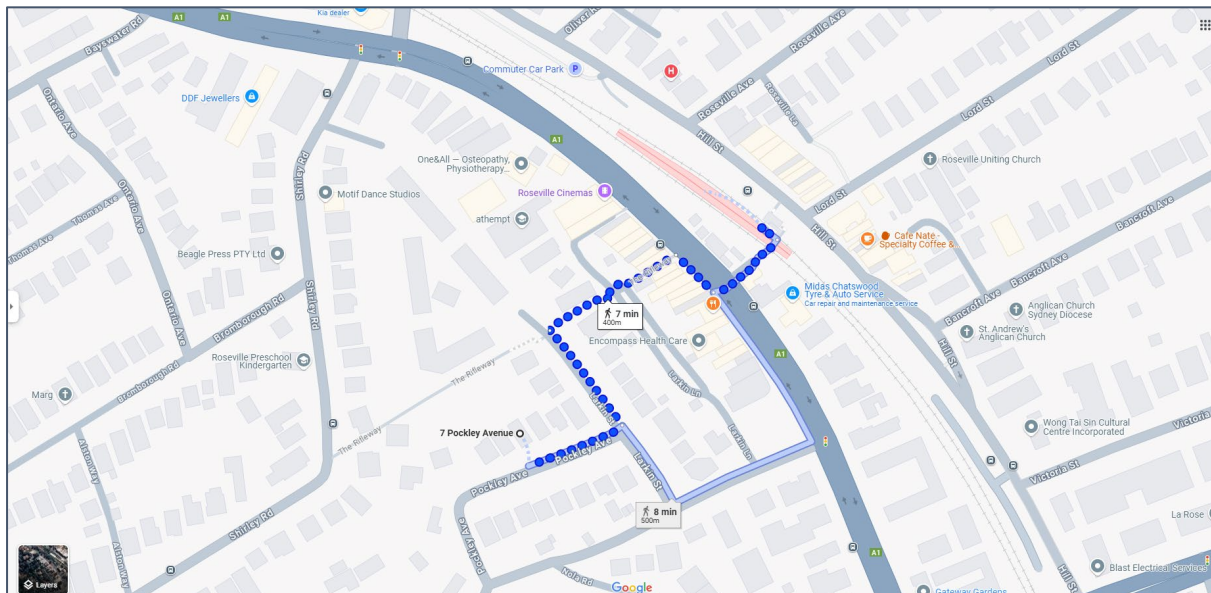


Figure 2.10 – Walking distance to/from Roseville railway station (Source: Google Maps)

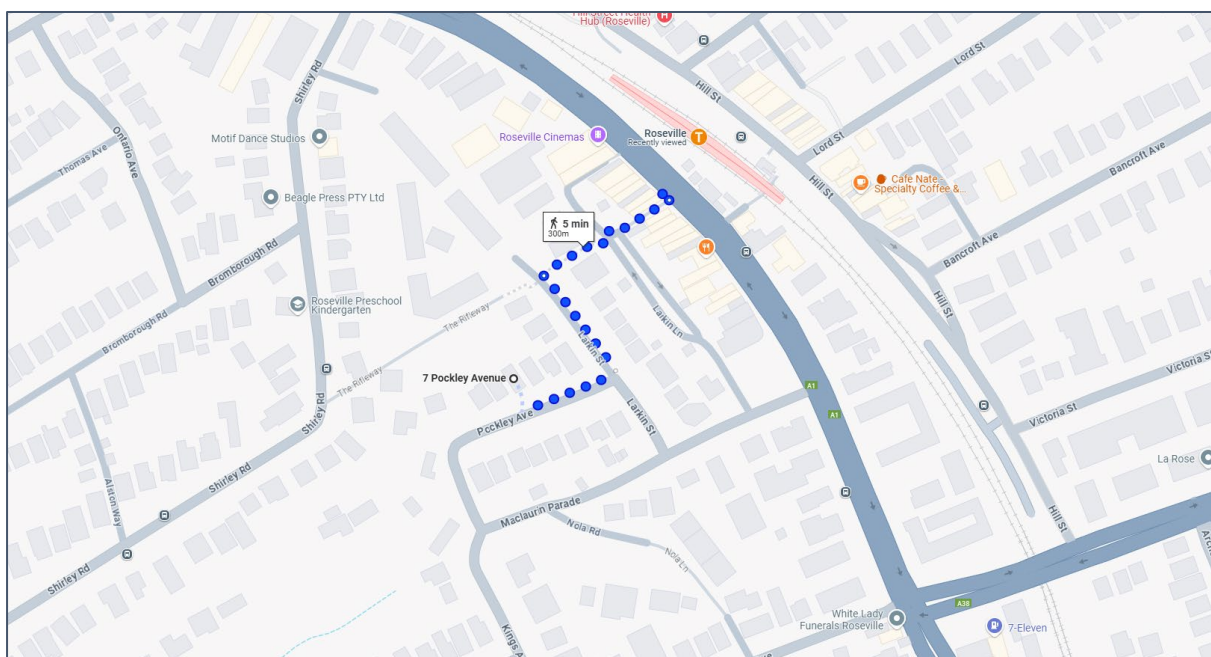


Figure 2.11 – Walking distance to/from the nearest bus stop on Pacific Highway (Source: Google Maps)

In addition to the public transport services available in the vicinity of the site, there is also a fair level of pedestrian connectivity, including footpaths to the abovementioned railway station and bus stop., albeit often rather steep and with steps.

The Planning Guidelines for Walking and Cycling identifies a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the Guidelines note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

The Ku-ring-gai Council cycling map reproduced in Figure 2.12 indicates that:

- Ashley Street and William Street are the nearest on-road bicycle routes; and
- Shirley Road, Clanville Road, and Hill Street have useful unmarked bicycle routes

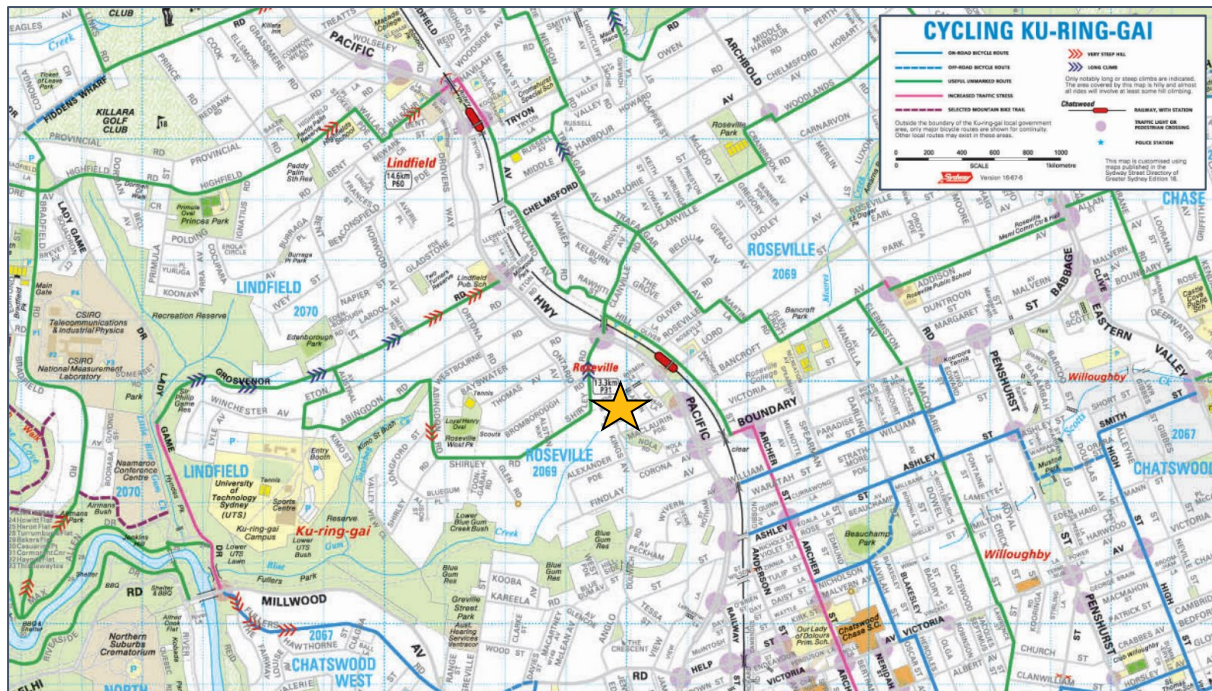


Figure 2.12 – Cycling map (Source: Ku-ring-gai Council)

## 2.6 Existing Surrounding Traffic Controls

The existing traffic controls in the vicinity of the site comprise:

- 60km/h speed limit which applies along the Pacific Highway in the vicinity of the site
- traffic signals along the Pacific Highway where it intersects with Boundary Street/Corona Avenue and also Maclaurin Parade

## 2.7 Existing Surrounding Parking Restrictions

The existing parking restrictions in the vicinity of the site comprise:

- Clearway restrictions along the eastern side of the Pacific Highway during the weekday morning peak period and along the western side during the weekday afternoon peak period
- generally unrestricted kerbside parking along both sides of Pockley Avenue where safety and shoulder width permit, including along the site frontage
- Bus Zones located at regular intervals along the Pacific Highway



### 3. Proposed Development

#### 3.1 Development Description

The proposed development involves the demolition of the three existing dwelling houses on the site and the construction of a new seven-storey residential flat building in their place, comprising a total of 42 units, as set out below.

| Table 3.1 – Proposed Apartment Mix |                 |
|------------------------------------|-----------------|
| Bedroom Type                       | Quantity        |
| 1 bedroom                          | 2 units         |
| 2 bedroom                          | 15 units        |
| 3 bedroom                          | 11 units        |
| 4 bedroom                          | 14 units        |
| <b>Total</b>                       | <b>42 units</b> |

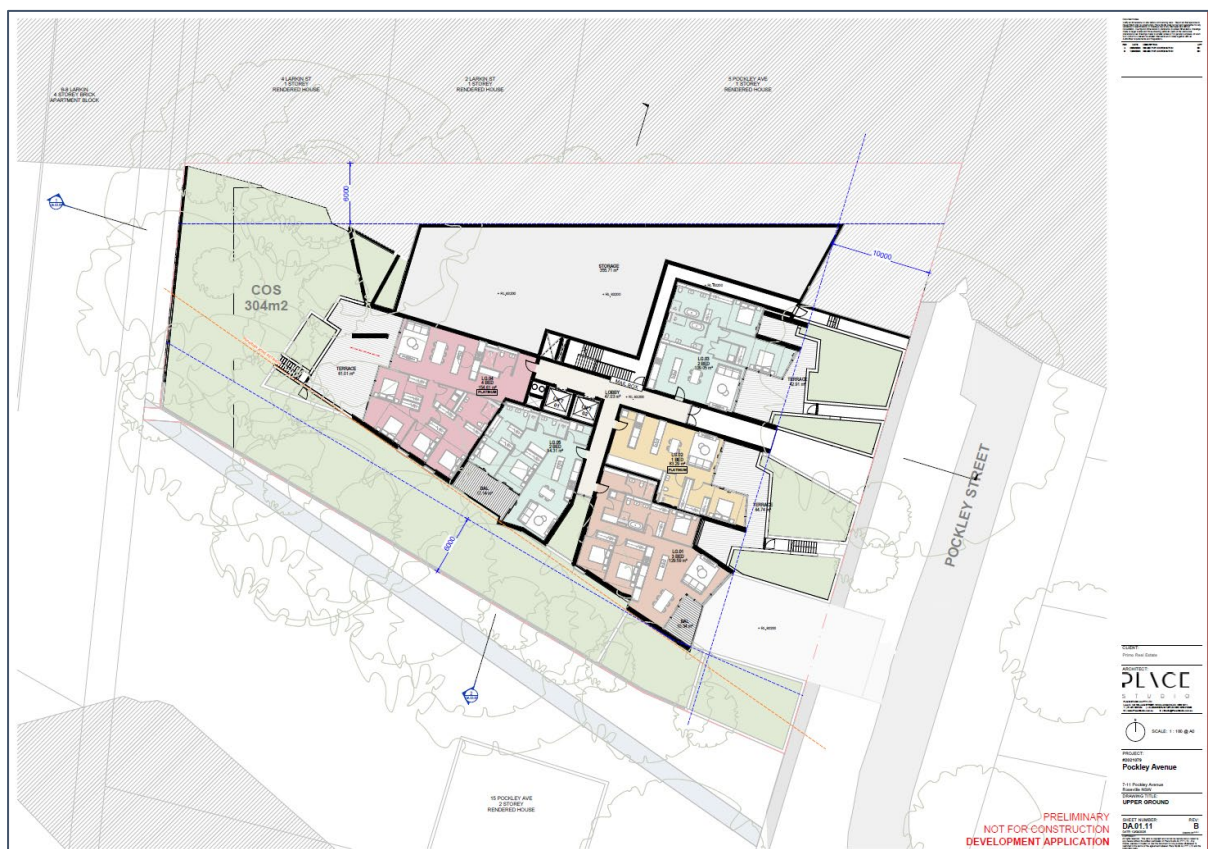


Figure 3.1 – Proposed upper ground floor plan (Source: Place Studio)

#### 3.2 Parking Arrangements

Off-street parking is proposed for a total of 73 residential cars (including 9 accessible spaces), and 11 visitor spaces (including 1 accessible space) within a new three-level basement parking area, along with bicycle parking.



### 3.3 Waste Collection

Waste collection is to be undertaken by the Council's contractor using their 6.7m long small rigid trucks from a dedicated loading bay within the lower ground floor level parking area, in close proximity to the bin room. The contractor will collect the bins from the bin room and wheel the bins short distance to the truck, returning them immediately afterwards. Importantly, bins will not be lined up along the street. Further, all service vehicles will be able to enter and exit the site in a forward direction at all times.

### 3.4 Vehicular Access

Vehicular access to the basement parking and loading area is proposed via a new 6.5m entry/exit driveway towards the western end of the Pockley Avenue site frontage, plus an adjoining 1.5m wide shared pedestrian/bicycle pathway. Internally, both the LG-B1 ramp and the B1-B2 ramp are 6.1m wide ramps, allowing two-way flow.

## 4. Traffic Impact Assessment

### 4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the existing and proposed uses on the site is provided by reference to the following documents:

- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

### 4.2 Existing Development Traffic Generation

The existing developments on the site are defined by the GTIA as *low density residential dwellings*. In this regard, reference is made to TfNSW's new Guide to Transport Impact Assessment 2024 (GTIA), which specifies the following peak period trip rates for *low density residential dwellings*:

Table 5.3. Low density residential sample summary (weekday)

| Weekday rates                          | Sydney | Regional |
|----------------------------------------|--------|----------|
| Vehicle trips (vehicle trips/dwelling) |        |          |
| AM peak hour                           | 0.68   | 0.83     |
| PM peak hour                           | 0.77   | 0.84     |
| Daily                                  | 8.12   | 7.53     |

Based on the GTIA trip generation rates, the existing developments on the site have a traffic generation potential of 2 vehicle trips per hour (vph) during both the weekday morning peak and weekday afternoon peak periods, as shown on the table below.

| Table 4.1 – Existing Peak Traffic Generation |              |                     |                  |                      |
|----------------------------------------------|--------------|---------------------|------------------|----------------------|
| Land Use                                     | Period       | Vehicle Trip Rate   | No. of Dwellings | Existing Peak Trips* |
| Low density residential                      | AM Peak Hour | 0.68 trips/dwelling | 3                | 2 peak trips         |
|                                              | PM Peak Hour | 0.77 trips/dwelling | 3                | 2 peak trips         |

\* entry/exit combined

### 4.3 Proposed Development Traffic Generation

The proposed development on the site features 42 residential units, comprising 2 x one bedroom, 15 x two bedroom, 11 x three bedroom, and 14 x four bedroom. The GTIA specifies the following trip generation rates for *high density residential dwellings* which are typically six-storeys or more and did not contain significant uses other than residential activity.

Table 5.11. High density residential sample summary

|                                        | Sydney  | Regional |
|----------------------------------------|---------|----------|
| Weekday rates                          | Average | Average  |
| Vehicle trips (vehicle trips/dwelling) |         |          |
| AM peak hour                           | 0.19    | 0.53     |
| PM peak hour                           | 0.15    | 0.32     |
| Daily                                  | 1.52    | 4.57     |

Based on the above GTIA trip generation rates for high density residential, the proposed development is expected to generate 8 vph during the weekday morning peak and 6 vph during the weekday afternoon peak, as set out in the table below.

| Table 4.2 – Proposed Peak Traffic Generation |              |                     |              |                      |
|----------------------------------------------|--------------|---------------------|--------------|----------------------|
| Land Use                                     | Period       | Vehicle Trip Rate   | No. of Units | Proposed Peak Trips* |
| Medium density residential                   | AM Peak Hour | 0.19 trips/dwelling | 42           | 8 peak trips         |
|                                              | PM Peak Hour | 0.15 trips/dwelling | 42           | 6 peak trips         |

\* entry/exit combined

## 4.4 Traffic Impact

As noted above, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing, approved or permissible uses.

Based on the GTIA trip generation rates and the aforementioned tables, the proposed development is expected to result in a *nett increase* of 6 vph during the weekday morning peak and 4 vph during the weekday afternoon peak, as detailed below.

| Table 4.3 – Nett Peak Traffic Generation |                     |                     |                  |
|------------------------------------------|---------------------|---------------------|------------------|
| Period                                   | Proposed Peak Trips | Existing Peak Trips | Nett Peak Trips* |
| AM Peak Hour                             | 8 vph               | 2 vph               | +6 vph           |
| PM Peak Hour                             | 6 vph               | 2 vph               | +4 vph           |

\* entry/exit combined

The above *nett increase* in peak period traffic volumes is minimal and represent 1 additional vehicle trip being generated approximately every 10-15 minutes during the morning and afternoon peak periods, on average. For context, traffic signal cycle times in the Sydney metropolitan area are typically in the order of 120 seconds during peak periods, meaning approximately 1 additional trip every 5-7 cycles which will have minimal impacts on the surrounding road network. Accordingly, the road network operation is expected to remain at the same level of service and is therefore supportable on traffic grounds.



## 5. Preliminary Construction Traffic Management

### 5.1 Construction Programme

The construction activities are expected to be undertaken over a duration of approximately 18 months and will involve between 3 and 50 staff, as set out below. Working hours are proposed from 7am-6pm Monday-Friday and 8am-12 noon on Saturday (demolition is not permitted on Saturdays, as per Ku-ring-gai Council's standard working hours. No work is to be carried out on Sundays or Public Holidays.

| Table 5.1 – Construction Programme – Duration & Personnel Levels |              |           |                 |
|------------------------------------------------------------------|--------------|-----------|-----------------|
| Stage                                                            | Work         | Duration  | Number of Staff |
| 1                                                                | Demolition   | 4 weeks   | 3-8             |
| 2                                                                | Excavation   | 2 months  | 5-15            |
| 3                                                                | Construction | 15 months | 10-50           |

### 5.2 Site Access & Materials Handling Arrangements

Due to site and road network constraints, trucks are to be limited to rigid trucks only, up to and including 11m in length. This applies across all three stages. In this regard, trucks will be able to load/unload on site during the demolition and excavation stages, noting all trucks are to exit the site in a forward direction. During the construction stage, trucks will unload material within the site or on the proposed driveway wherever possible, thereby keeping the existing public footpath clear. An indicative environmental site management plan is provided below, which includes the location of the site access, stockpiles, site sheds, storage and recycling area within the construction site.

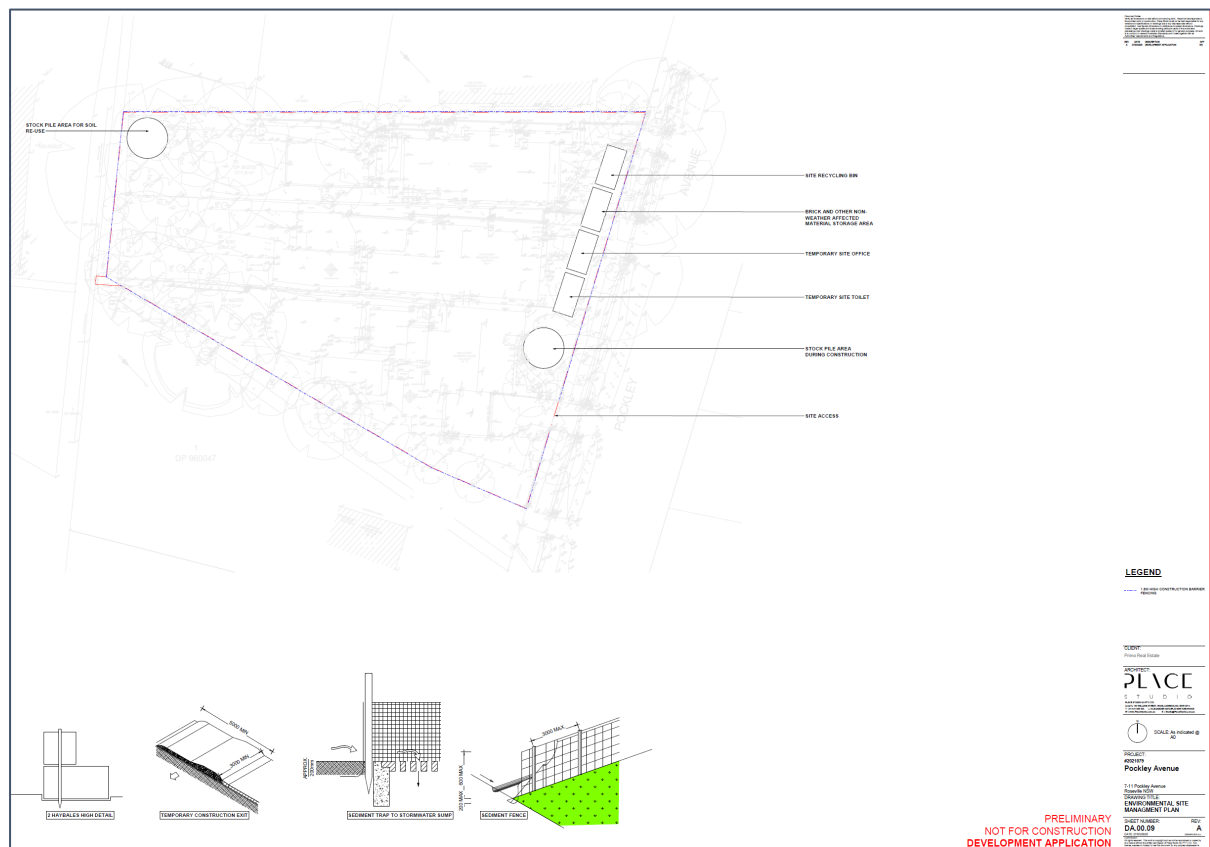


Figure 5.1 – Proposed environmental site management plan (Source: Place Studio)



Figure 5.2 – Example images of proposed construction vehicles (Source: Google images)

Equipment, materials and waste will be kept within the construction site’s boundaries. No building materials, plant or the like are to be stored on the road or footpath without written approval being obtained from Council beforehand. The builder will ensure that two deliveries do not occur at the same time unless they can both be accommodated on site or within the proposed Works Zone.

### 6.3 Proposed Works Zone

Whilst all loading and unloading will occur from within the site, a Works Zone may also be applied for, directly outside the site frontage, noting the opposite side of the road will likely require the installation of No Stopping restrictions. Any Works Zone (and No Stopping zone) will be limited to the proposed construction hours provided in Section 6.1 of this TPAR, and are provided specifically for the set down and pick-up of materials, not for the parking of private vehicles associated with the site.

### 6.4 Traffic Control Plans

TfNSW’s Traffic Control at Work Sites Technical Manual (Issue 6.1 – 28 February 2022) contains standard Traffic Control Plans (TCPs) for a range of work activities. The manual’s objective is to maximise safety by ensuring traffic control at worksites complies with best practice. Site-specific TCPs will ultimately be prepared to illustrate the traffic arrangements and signage to be implemented throughout the construction programme.

A brief description of the TCPs that will be required is provided below:

- advisory road signage alerting approaching drivers and cyclists in the vicinity of the site of a speed reduction to 40km/h and possible road works and traffic controllers ahead
- warning signs alerting pedestrians to watch their step as they walk along the Pockley Avenue site frontage

- two traffic controllers located outside the site on Pockley Avenue with appropriate TfNSW/Safe Work NSW accreditation, who will control local traffic movements and assist trucks to reverse onto the site to load material, ensuring the safety of pedestrians and prioritising their movements at all times
- a spotter on the footpath outside the site frontage to further assist with pedestrian movements, as required.

It should be noted that a detailed Construction Traffic Management Plan will be prepared at the construction certificate stage, should the application be approved.



## 6. Access, Parking & Servicing Assessment

### 6.1 Applicable Car Parking Rates

The off-street car parking rates applicable to the development proposal are specified in the Ku-ring-gai DCP 2023, Section C, Part 22R.1 Car Parking Rates, as set out below.

| LAND USE                                                                              | PARKING RATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | NOTE                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Residential</b>                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                 |
| <b>Residential flat buildings, and residential component of mixed use development</b> | <p>Resident parking:</p> <p>Studio unit: 0.5 spaces per unit<br/>           1 bedroom unit: 1 space per unit<br/>           2 bedroom unit: 1.25 space per unit<br/>           3 bedroom unit: 2 spaces per unit<br/>           Visitor parking: 1 space per 4 units</p> <p>The above are minimum requirements unless Council is satisfied on the merit basis there are particular circumstances that warrant reduction of the above rates. Note: Studios or the like will be considered as bedrooms for the purpose of this DCP.</p> | <p>Spaces are to include a minimum of 1 covered space per unit within the confines of the building for exclusive resident use.</p> <p>Visitor parking to be clearly signposted, convenient to entry, not obscured and not used by residents.</p> <p>Access requirements for furniture vans and trucks should be considered.</p> |

(Source: Ku-ring-gai DCP 2023, Section C, Part 22R.1)

Notwithstanding, the site is located within 800m walking distance of Roseville railway station, therefore the proposed development is also subject to the parking requirements specified in Chapter 4 of SEPP (Housing) 2021 and in turn, the Apartment Design Guide which directs to the GTIA.

Comparison therefore needs to be drawn between the off-street car parking rates for residential flat buildings outlined in Council's DCP 2023 and also the GTIA, to determine the minimum requirement, that is the lesser rate in the aforementioned documents.

Accordingly, the relevant car parking rates outlined in the GTIA for *high density residential dwellings* are reproduced below.

Table 8.4. High density residential dwellings – TfNSW reference rates per dwelling

| Category | Studio/1 br | 2 br | 3 + br | Visitor                 |
|----------|-------------|------|--------|-------------------------|
| 1        | 0.4         | 0.7  | 1.2    | 1 space per 7 dwellings |
| 2        | 0.6         | 0.9  | 1.4    | 1 space per 5 dwellings |
| 3        | 1.0         | 1.3  | 1.5    | 1 space per 5 dwellings |

(Source: GTIA)

### 6.2 Car Parking Requirements

Based on the proposal for a residential development, comprising 2 x one bedroom, 15 x two bedroom, 11 x three bedroom, and 14 x four bedroom, the proposed development requires the provision of between 58 spaces and 82 spaces, as set out in the table on the following page.

| Table 6.1 – Off-Street Car Parking Requirements |                      |          |                  |                 |          |                    |
|-------------------------------------------------|----------------------|----------|------------------|-----------------|----------|--------------------|
| Use                                             | Ku-ring-gai DCP 2023 |          |                  | GTIA/ADG*       |          |                    |
|                                                 | Rate                 | Quantity | Requirement      | Rate            | Quantity | Requirement        |
| 1 Bedroom                                       | 1 space/unit         | 2        | 2 spaces         | 0.6 spaces/unit | 2        | 1.2 spaces         |
| 2 Bedroom                                       | 1.25 spaces/unit     | 15       | 19 spaces        | 0.9 spaces/unit | 15       | 13.5 spaces        |
| 3 Bedroom                                       | 2 spaces/unit        | 11       | 22 spaces        | 1.4 spaces/unit | 11       | 15.4 spaces        |
| 4 Bedroom                                       | 2 spaces/unit**      | 14       | 28 spaces        | 1.4 spaces/unit | 14       | 19.6 spaces        |
| Visitors                                        | 1 space/4 units      | 42       | 11 spaces        | 1 space/5 units | 42       | 8.4 spaces         |
| <b>Total</b>                                    |                      |          | <b>82 spaces</b> | <b>Total</b>    |          | <b>58.1 spaces</b> |

\*the site is located within Category 2

\*\* 3 Bedroom rate has been adopted as there is no parking rate stipulated

To highlight, the ADG states that the *minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments (superseded by GTIA), or the car parking requirement prescribed by the relevant council, whichever is less.*

Therefore, the minimum car parking requirement is 58 spaces based on the GTIA.

### 6.3 Accessible Parking

Council's DCP 2023 refers to the Livable Housing Guidelines 2012 stated within the DCP's Section A, Part 7 Residential Flat Buildings itself. As noted in the aforesaid section, Council's DCP specifies that *at least one visitor car space is to be accessible and be provided within the site for every 6 apartments or part thereof, and is to comply with the dimensional and locational requirements of AS2890.6.*

Considering that the proposed development includes 42 residential units, the proposal requires the provision of 1 accessible visitor space and 7 accessible residential spaces.

That requirement is satisfied by the proposed provision of 1 accessible visitor space and is exceeded by the proposed provision of 9 accessible residential spaces.

### 6.4 Proposed Car Parking Provisions

The proposed development makes provision for a total of 84 off-street car parking spaces within the three-level basement, comprising 73 residential spaces (including 9 accessible spaces) and 11 visitor spaces (including 1 visitor space), thereby satisfying the minimum SEPP & GTIA requirements.

| Table 6.2 – Off-Street Car Parking Proposed |                                 |                      |                    |
|---------------------------------------------|---------------------------------|----------------------|--------------------|
| Land Use                                    | SEPP (Housing) 2021 Requirement | Ku-ring-gai DCP 2023 | Proposed Provision |
| Residential                                 | 49.7 spaces                     | 71 spaces            | 73 spaces          |
| Visitors                                    | 8.4 spaces                      | 11 spaces            | 11 spaces          |
| <b>Total</b>                                | <b>58.1 spaces</b>              | <b>82 spaces</b>     | <b>84 spaces</b>   |

### 6.5 Bicycle Parking

The off-street bicycle parking rates applicable to the development proposal are specified in the Ku-ring-gai DCP 2023, Section A Part 7B.2, as set out on the following page.

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

(Source: Ku-ring-gai DCP 2023, Section A, Part 7B.2)

Application of the above rates to the proposed 42 residential units, yields an off-street bicycle parking requirement of 42 residential spaces (in the form of individual lockers or secure room) and 4 visitor spaces (in the form of a bicycle parking device or rack).

The above requirements are satisfied by the proposed provision of 42 residential bicycle parking spaces and 4 visitor bicycle parking spaces located within the lower ground floor level parking area.

## 6.6 Waste Collection

As noted in the foregoing, waste collection is to be undertaken by Council's contractor using their 6.7m long truck with an overhead clearance requirement of 2.6m. Waste collection is to be undertaken from the marked 6.7m x 3.5m loading bay within the lower ground floor level parking area, in close proximity to the bin room. Importantly, bins will not be lined up along the kerb for collection, and the truck is able to enter and exit the site in a forward direction at all times.



## 7. Design Assessment

### 7.1 Applicable Design Standards

The following design standards have been used as the basis for compliance with respect to the vehicular access, parking and loading requirements:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)

Whilst the vehicular access, parking and loading areas have been designed in accordance with the above Australian Standards, it is expected that a condition of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current DA design can therefore be addressed at the CC stage.

### 7.2 Vehicular Access & Circulation Design

The following key compliances are noted with respect to the vehicular access design and circulation system:

- a 6.5m wide combined entry/exit driveway off the Pockley Avenue site frontage, in accordance with “Category 2” requirements
- driveway located outside of the 6m “prohibited” tangent points of an intersection
- first 6m within the property boundary @ maximum grade of 5% (1:20)
- 2.5m x 2.0m pedestrian sight triangle on the exit side of the driveway at the property boundary
- 2m ramp transitions @ 12.5% (1:8) at the top and bottom of all internal basement ramps
- maximum ramp gradients of 25% (1:4) across all internal basement ramps
- 6.1m wide (inc. kerbs) two-way basement ramps
- minimum 5.8m wide parking aisles, with an additional 300mm in locations with walls opposite
- minimum 1m “aisle extensions” at the dead-end aisle of basement level
- minimum 2.2m overhead clearance provided throughout the vehicular circulation system

Further to the aforementioned section, the vehicular access and internal circulation arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in AS2890.1, allowing them to enter and exit the site and basement parking area, and to enter and exit the site in a forward direction at all times. Swept turn path diagrams are reproduced in Appendix B.

A swept turn path of Council’s 6.7m long waste collection vehicle has also been prepared, demonstrating the ability for the truck to enter and exit the site in a forward direction, and to turn around within the lower ground floor parking area and access the loading bay.

### 7.3 Parking Design

The following key compliances are noted with respect to the parking area design:

- 5.4m long x 2.4m wide car parking spaces, in accordance with User Class 1A requirements
- 5.4m long x 2.4m wide accessible car parking spaces *plus* 5.4m long x 2.4m wide “shared area”, in accordance with AS2890.6
- 6m long x 3.8m wide adaptable car parking spaces in accordance with AS4299
- minimum 2.5m overhead clearance provided above accessible/adaptable parking spaces and adjacent shared areas
- minimum 2.2m overhead clearance provided above all other car parking spaces
- columns in parking areas generally located ~750mm back from the edge of the parking aisle
- additional 300mm width for parking spaces adjoining walls
- no obstructions within the “design envelope” of any car parking spaces
- bicycle parking areas designed in accordance with AS2890.3
- all vehicles are able to enter and exit the site in a forward direction at all times

Additionally, the parking spaces have also been tested using the B85 design vehicle, as specified in AS2890.1, confirming that each car space is easily accessible.

## 8. Conclusion

In summary, the proposed development involves the demolition of the three existing dwelling houses on the site and the construction of a new seven-storey residential flat building, comprising a total of 42 residential units with a three-level basement parking for 84 cars.

Vehicular access to the basement parking area is proposed via a new entry/exit driveway towards the western end of the Pockley Avenue site frontage.

Based on the findings contained within this report, the following conclusions are made:

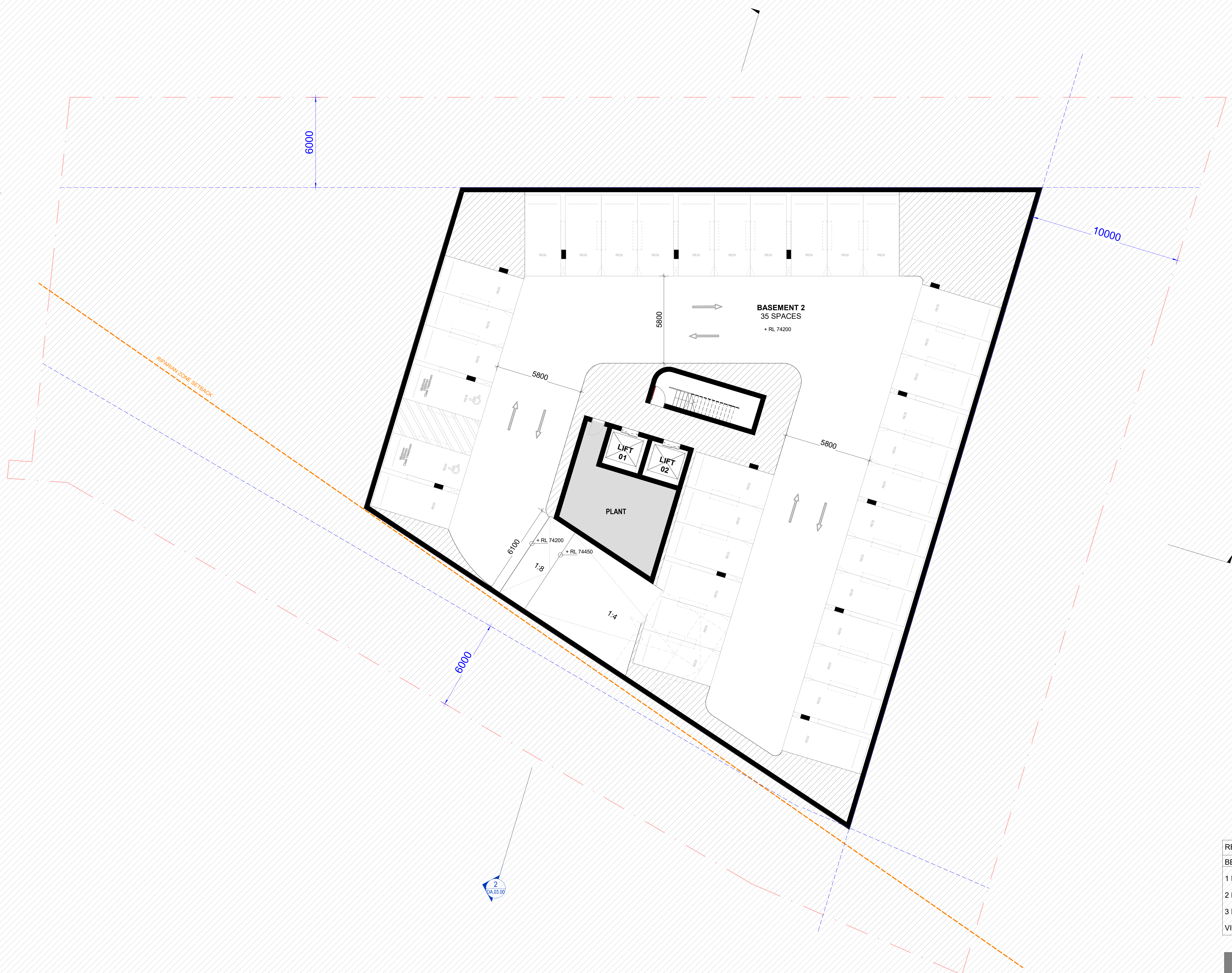
- the site is located within 400m walking distance to/from Roseville railway station and is also identified by the NSW Government as part of the Transport Oriented Development program
- the site is located within 300m walking distance to/from the nearest bus stop on Pacific Highway, which services bus routes 565 and N90
- the proposed development is expected to result in a *nett increase* of 6 vehicle trips during the weekday morning peak hour period and 4 vehicle trips during the afternoon peak hour period, when compared to the existing development on the site
- the associated traffic activity is minimal, consistent with the TOD's controls which applies to the site, and is not expected to result in any unacceptable traffic implications to the surrounding road network
- the proposed development makes provision for 84 car parking spaces, including 11 visitor spaces, thereby satisfying the minimum car parking requirements under ADG/GTIA (and Council's DCP)
- the proposed vehicular access, parking and loading area design complies with the relevant requirements of the AS2890 series

In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

## **Appendix A**

### Architectural Plans





| REQUIRED PARKING CALCULATIONS |       |         |       |
|-------------------------------|-------|---------|-------|
| BEDS                          | UNITS | PARKING | TOTAL |
| 1 BED                         | 2     | 1       | 2     |
| 2 BED                         | 15    | 1.25    | 18.75 |
| 3 BED+                        | 25    | 2       | 50    |
| VISITOR                       | 42    | 0.25    | 10.5  |
|                               |       |         | 82    |

| PARKING SCHEDULE                               |       |
|------------------------------------------------|-------|
| TYPE                                           | COUNT |
| Residential Accessible Car Space (5400 x 2400) | 9     |
| Residential Car Space (5400 x 2400)            | 64    |
| Visitor Adaptable Car Space (5400 x 2400)      | 1     |
| Visitor Car Space (5400 x 2400)                | 10    |
|                                                | 84    |

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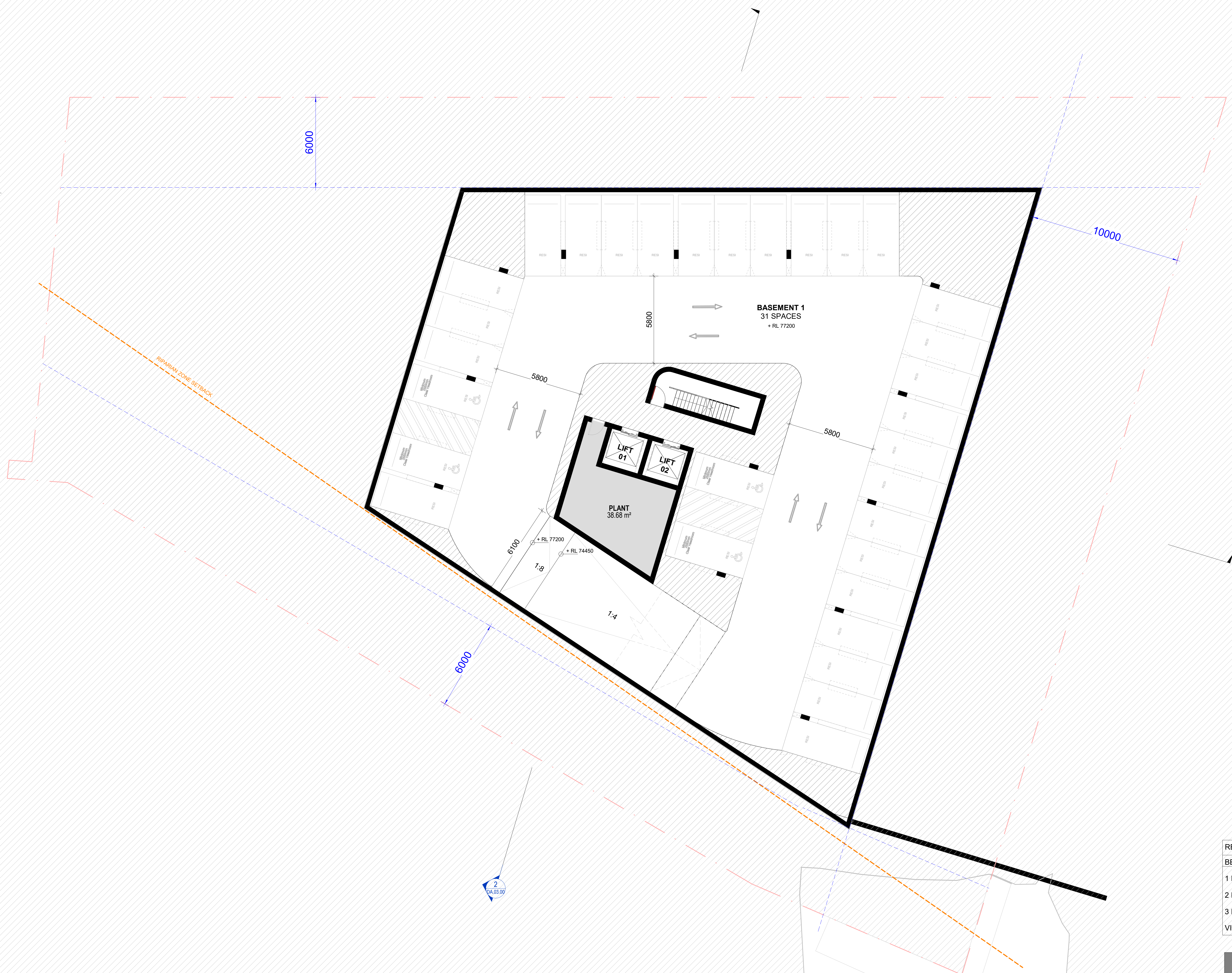
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PROJECT:  
#2021079  
**Pockley Avenue**

7-11 Pockley Avenue  
Roseville NSW  
DRAWING TITLE:  
**BASEMENT 2**

SHEET NUMBER:  
**DA.01.00**  
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| REQUIRED PARKING CALCULATIONS |       |         |       |
|-------------------------------|-------|---------|-------|
| BEDS                          | UNITS | PARKING | TOTAL |
| 1 BED                         | 2     | 1       | 2     |
| 2 BED                         | 15    | 1.25    | 18.75 |
| 3 BED+                        | 25    | 2       | 50    |
| VISITOR                       | 42    | 0.25    | 10.5  |
|                               |       |         | 82    |

| PARKING SCHEDULE                               |       |
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| Visitor Adaptable Car Space (5400 x 2400)      | 1     |
| Visitor Car Space (5400 x 2400)                | 10    |
| 84                                             |       |

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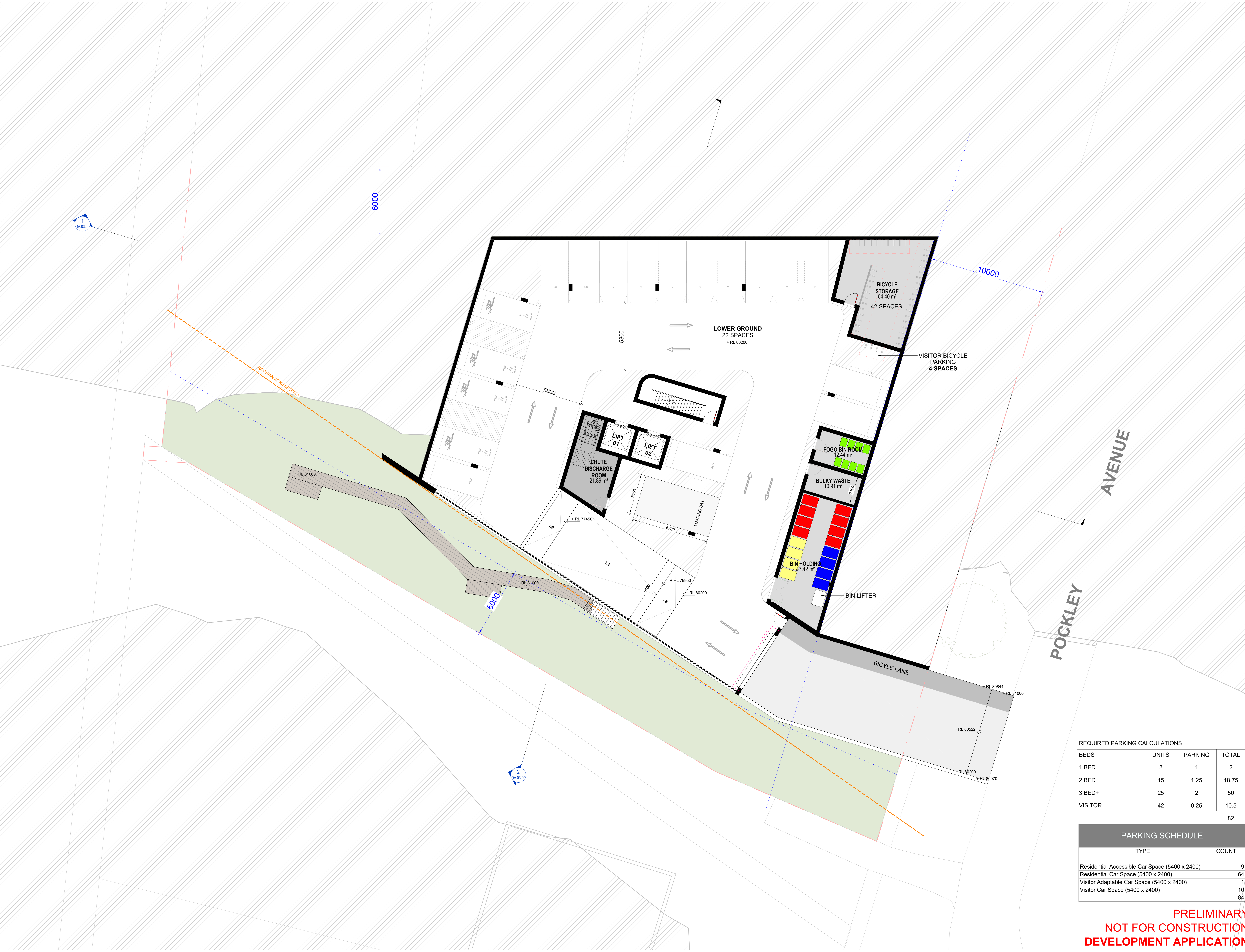
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7-11 Pockley Avenue  
Roseville NSW  
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| REQUIRED PARKING CALCULATIONS |       |         |       |
|-------------------------------|-------|---------|-------|
| BEDS                          | UNITS | PARKING | TOTAL |
| 1 BED                         | 2     | 1       | 2     |
| 2 BED                         | 15    | 1.25    | 18.75 |
| 3 BED+                        | 25    | 2       | 50    |
| VISITOR                       | 42    | 0.25    | 10.5  |
|                               |       |         | 82    |

| PARKING SCHEDULE                               |       |
|------------------------------------------------|-------|
| TYPE                                           | COUNT |
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| Visitor Adaptable Car Space (5400 x 2400)      | 1     |
| Visitor Car Space (5400 x 2400)                | 10    |
|                                                | 84    |

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6-8 LARKIN  
4 STOREY BRICK  
APARTMENT BLOCK

4 LARKIN ST  
1 STOREY  
RENDERED HOUSE

2 LARKIN ST  
1 STOREY  
RENDERED HOUSE

5 POCKLEY AVE  
1 STOREY  
RENDERED HOUSE

15 POCKLEY AVE  
2 STOREY  
RENDERED HOUSE

POCKLEY  
AVENUE

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Roseville NSW  
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6-8 LARKIN  
4 STOREY BRICK  
APARTMENT BLOCK

4 LARKIN ST  
1 STOREY  
RENDERED HOUSE

2 LARKIN ST  
1 STOREY  
RENDERED HOUSE

5 POCKLEY AVE  
1 STOREY  
RENDERED HOUSE

15 POCKLEY AVE  
2 STOREY  
RENDERED HOUSE

AVENUE

POCKLEY

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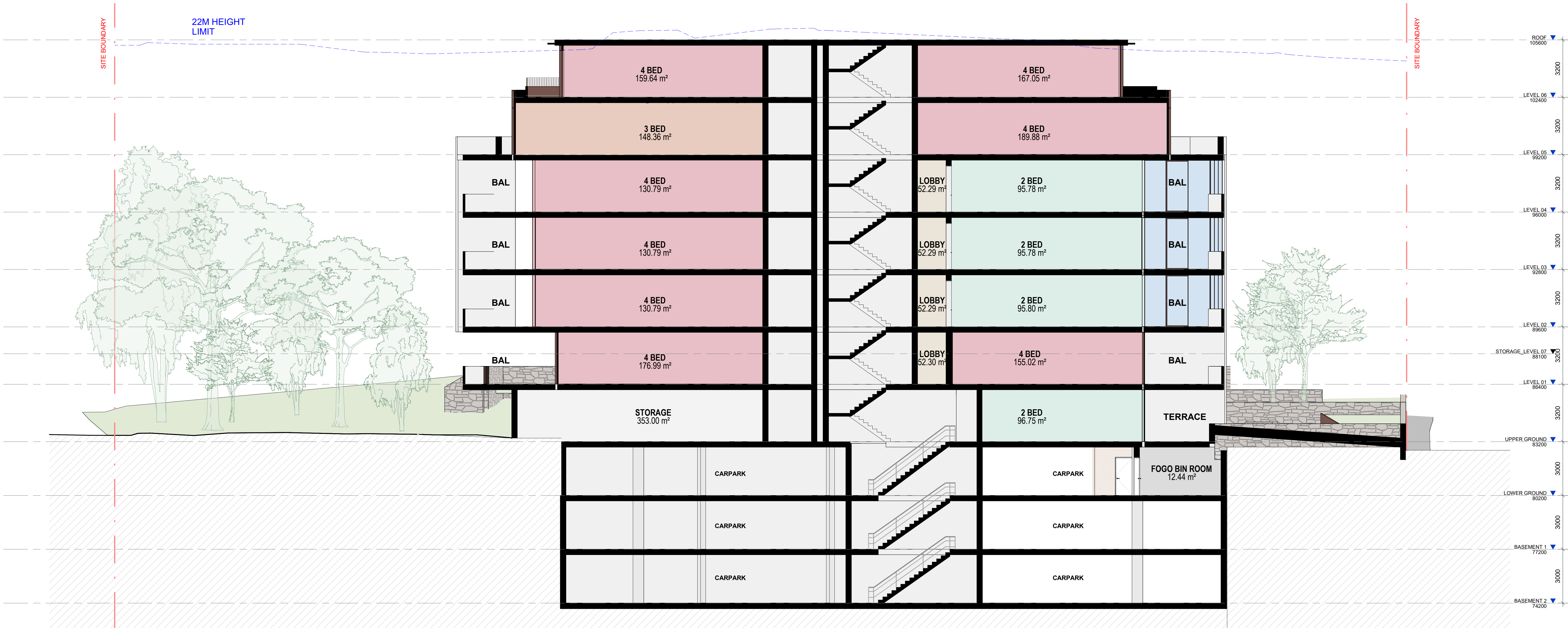
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**DA.01.12**  
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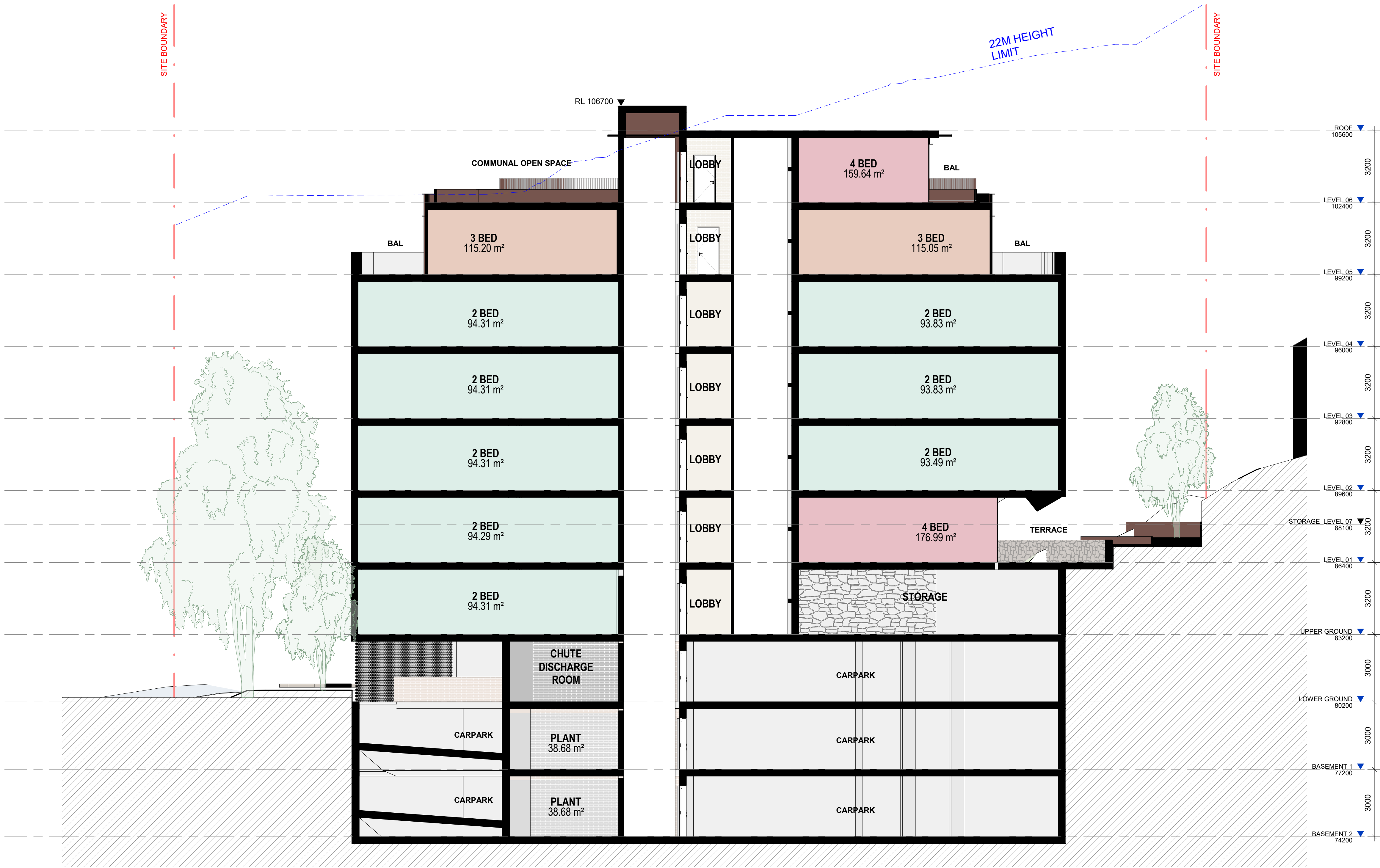
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1: 100



SECTION\_SHORT  
1: 100

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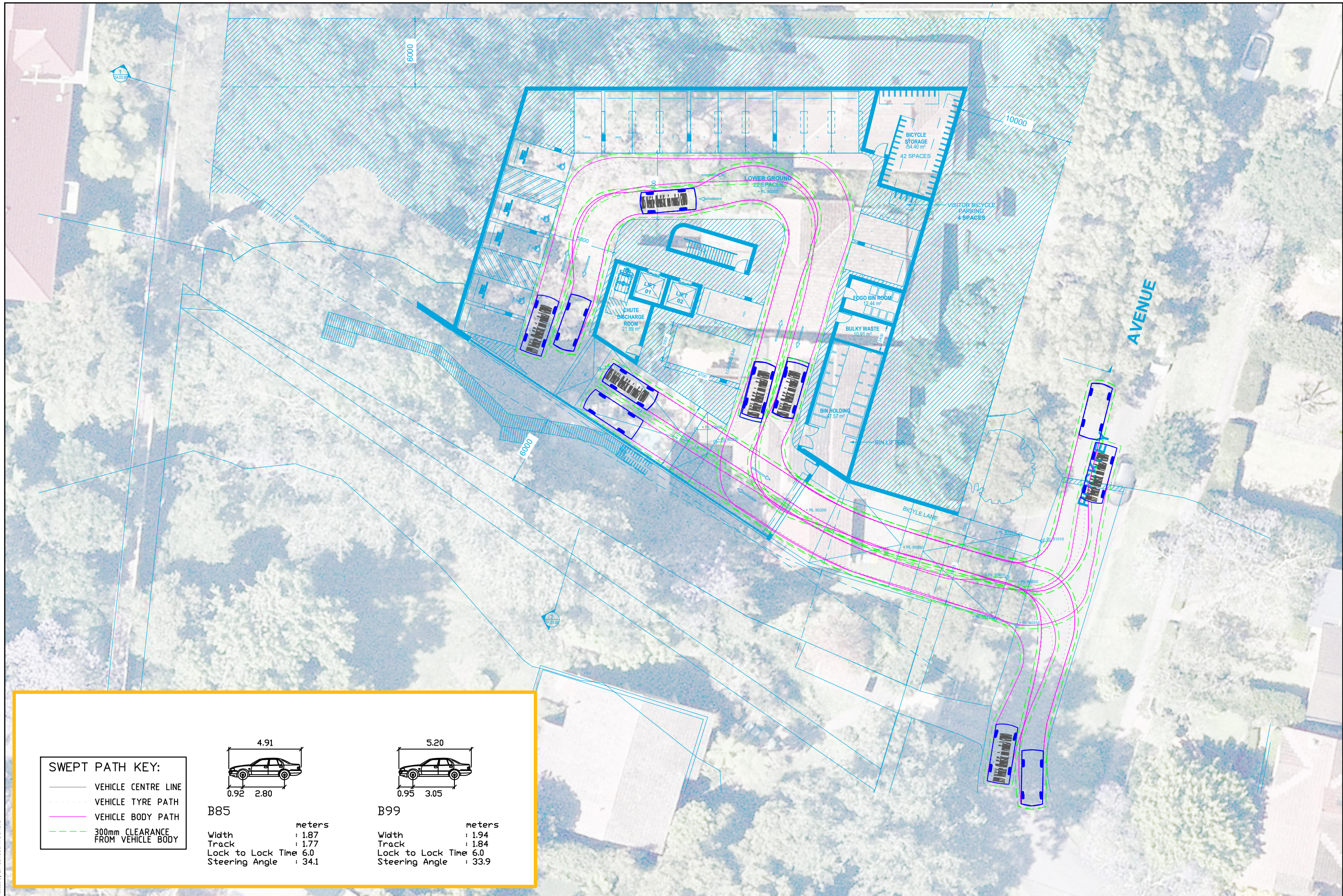
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## **Appendix B**

### Swept Turn Paths





**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

**B85**

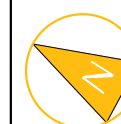
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0.92 2.80

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Steering Angle : 34.1

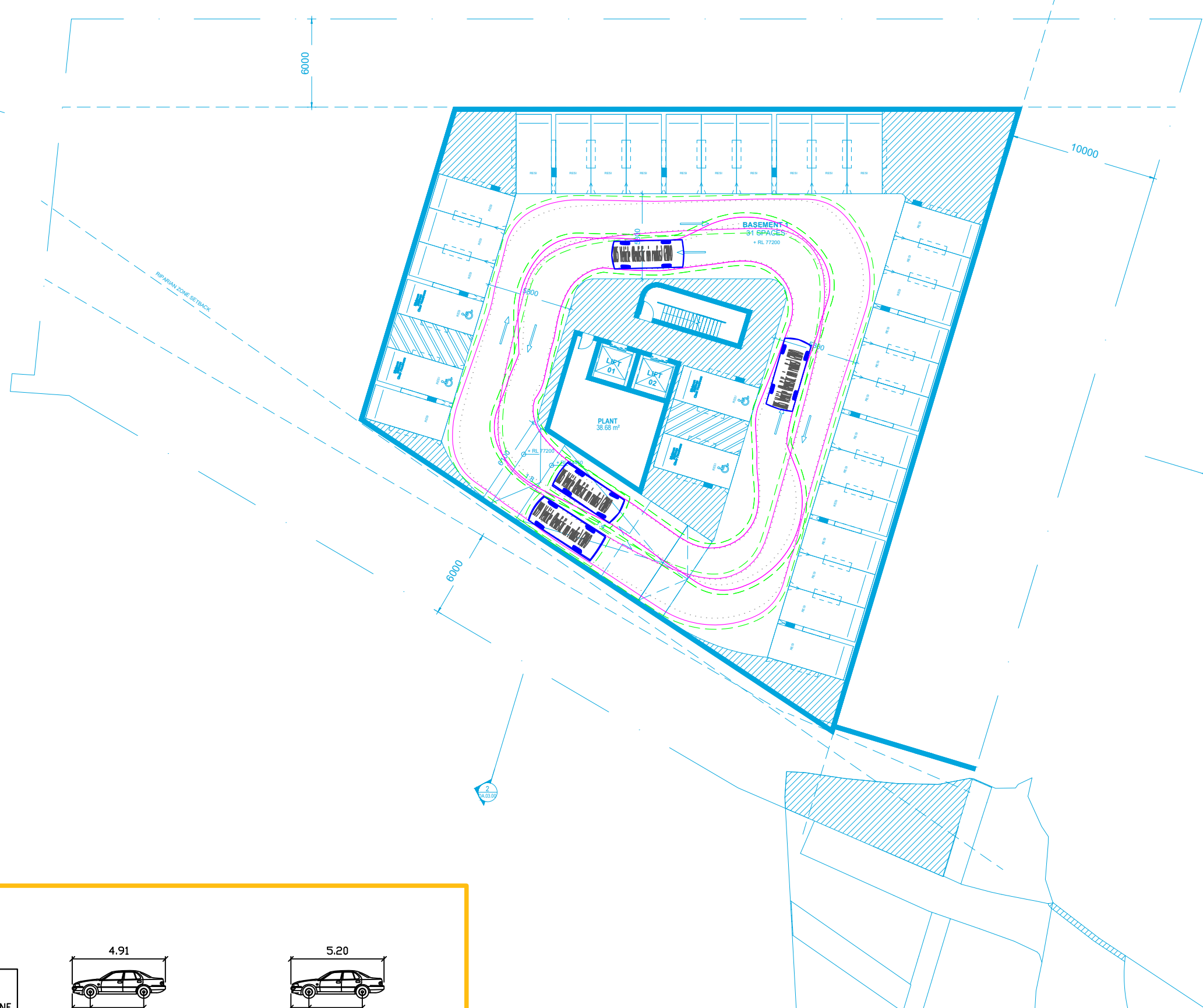
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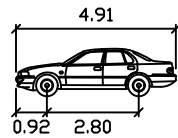






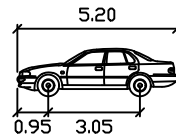
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- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



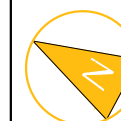
B85

|                   | meters |
|-------------------|--------|
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B99

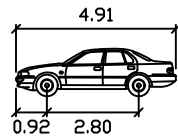
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| Steering Angle    | : 33.9 |





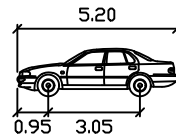
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- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



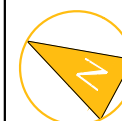
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Track : 1.77  
Lock to Lock Time : 6.0  
Steering Angle : 34.1

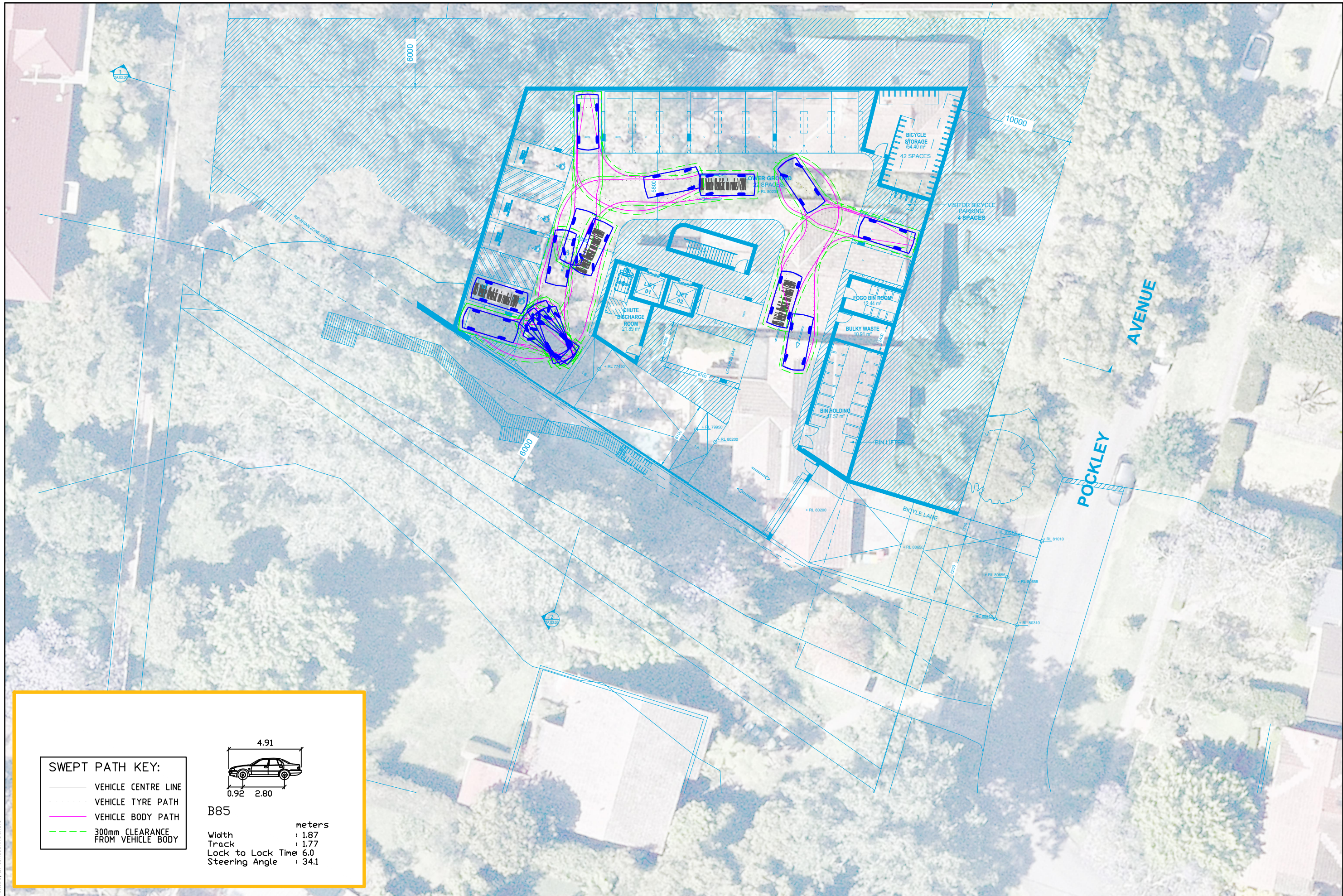


B99

Width : 1.94 meters  
Track : 1.84  
Lock to Lock Time : 6.0  
Steering Angle : 33.9

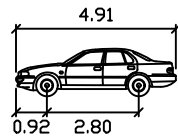






#### SWEEP PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

|                   | meters |
|-------------------|--------|
| Width             | 1.87   |
| Track             | 1.77   |
| Lock to Lock Time | 6.0    |
| Steering Angle    | 34.1   |

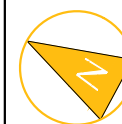
#### PRELIMINARY PLAN

FOR DISCUSSION PURPOSES  
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WITHOUT NOTIFICATION

#### WARNING

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7-11 POCKLEY AVENUE, ROSEVILLE  
CAR PARK COMPLIANCE REVIEW - LOWER GROUND  
B85 ENTRY AND EXIT PATHS



SCALE 0 3.0 6.0 1:300 @ A3

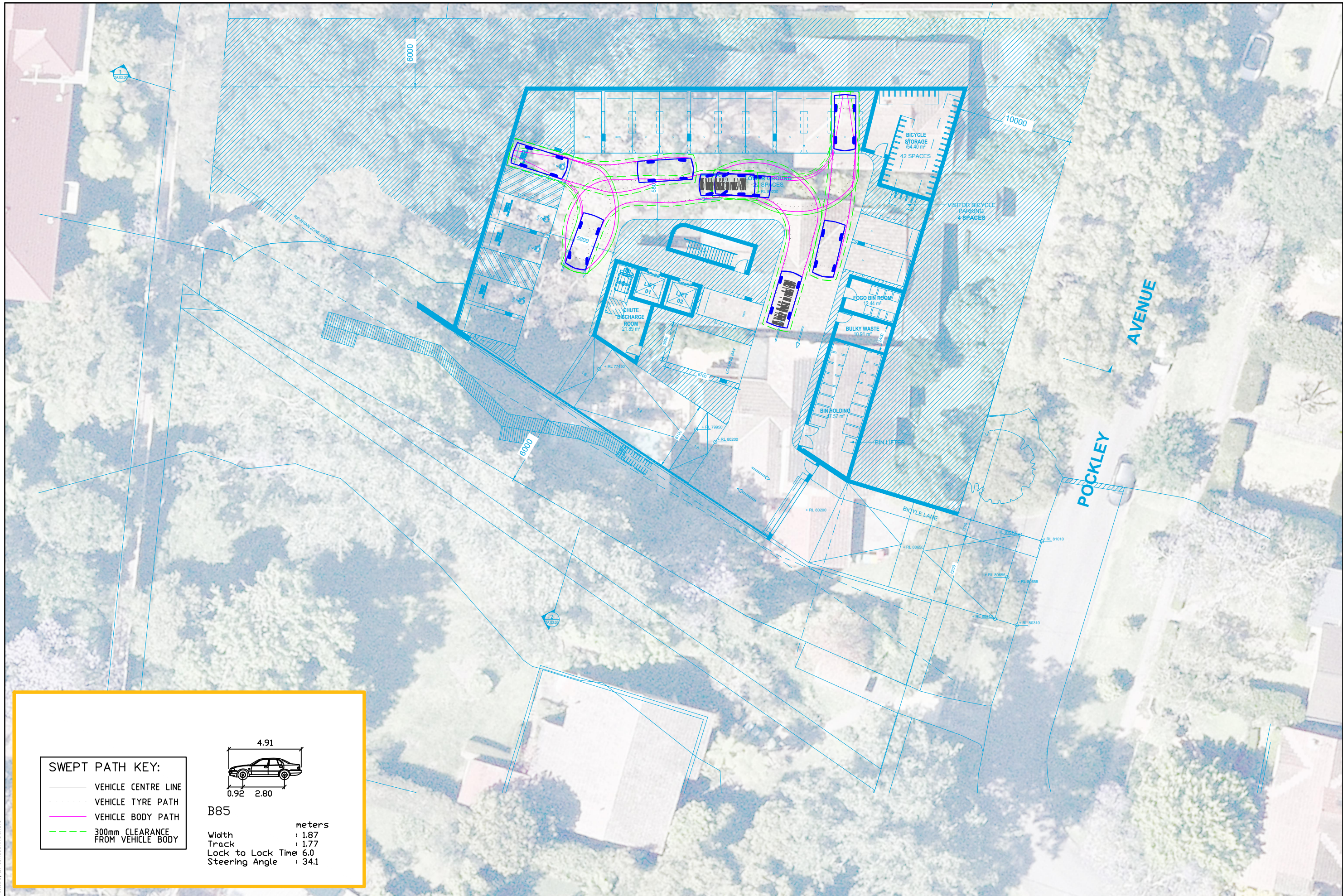
DRAWING NO. 25016-D01-V2

ISSUE DATE 27 March 2025

SHEET NO. 04 OF 10

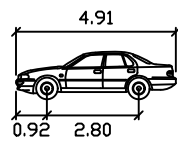
DRAWN BY D. ALOC  
REVIEWED BY C. PALMER





#### SWEEP PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87 meters  
Track : 1.77  
Lock to Lock Time : 6.0  
Steering Angle : 34.1

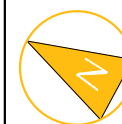
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CAR PARK COMPLIANCE REVIEW - LOWER GROUND  
B85 ENTRY AND EXIT PATHS



SCALE 0 3.0 6.0 1:300 @ A3

DRAWING NO. 25016-D01-V2

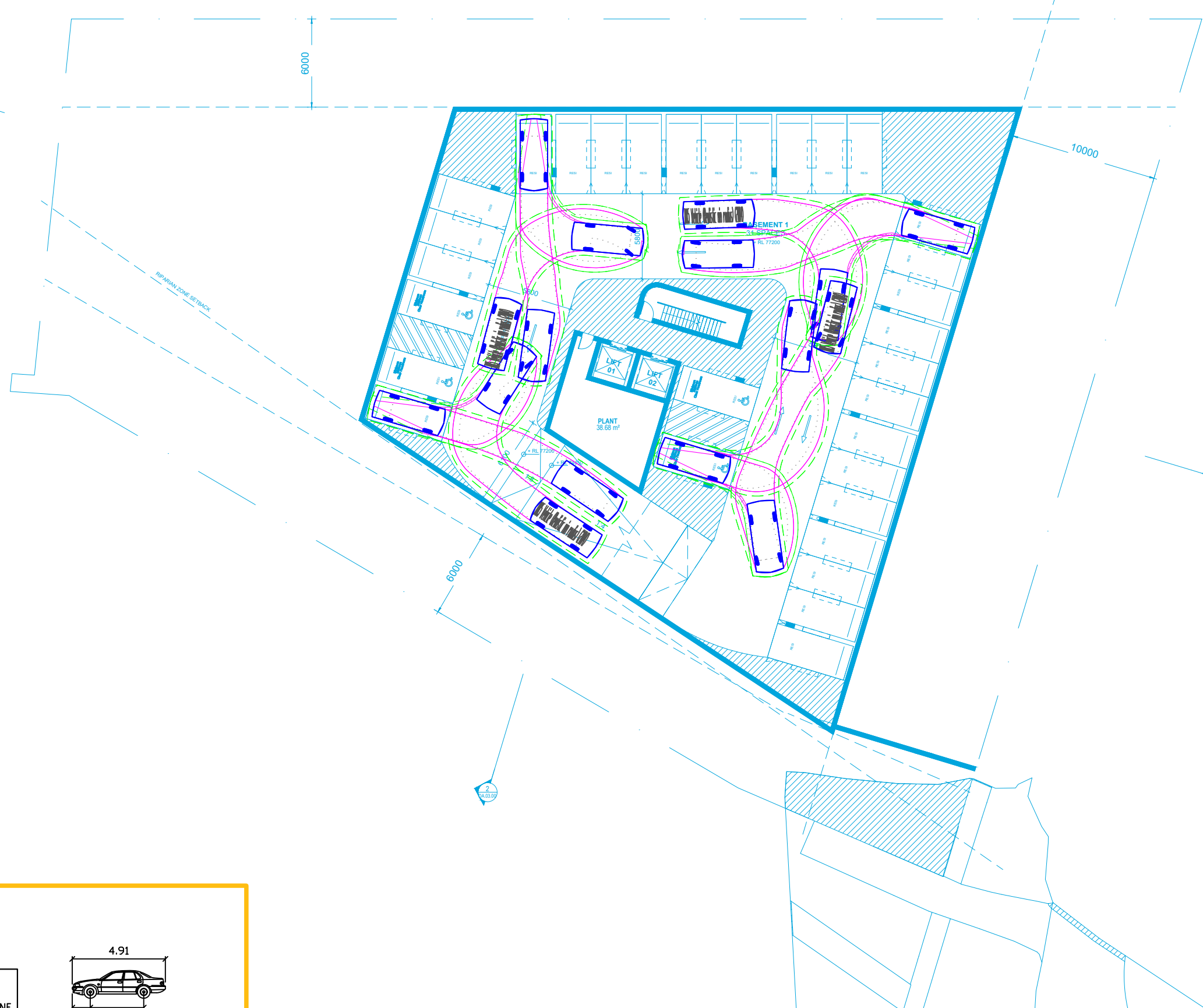
ISSUE DATE 27 March 2025

SHEET NO. 05 OF 10

DRAWN BY D. ALOC

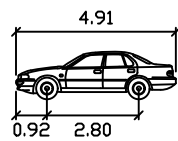
REVIEWED BY C. PALMER





**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87 meters  
Track : 1.77  
Lock to Lock Time : 6.0  
Steering Angle : 34.1

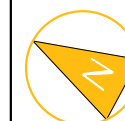
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7-11 POCKLEY AVENUE, ROSEVILLE  
CAR PARK COMPLIANCE REVIEW - BASEMENT 1  
B85 ENTRY AND EXIT PATHS



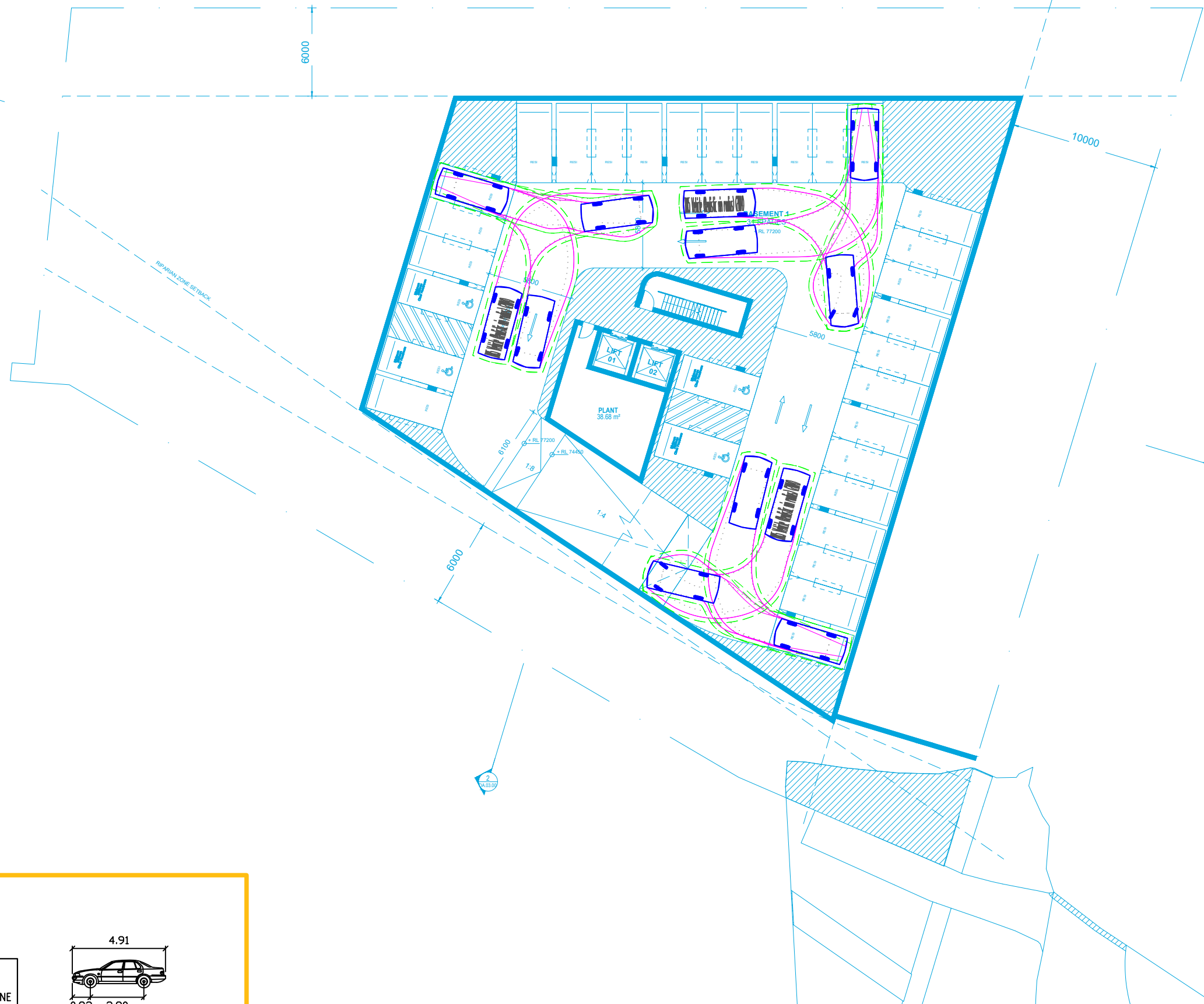
SCALE 0 3.0 6.0 1:300 @ A3

DRAWING NO. 25016-D01-V2

ISSUE DATE 27 March 2025

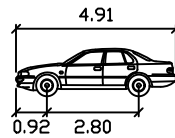
SHEET NO. 06 OF 10

DRAWN BY D. ALOC  
REVIEWED BY C. PALMER



**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87 meters  
Track : 1.77  
Lock to Lock Time : 6.0  
Steering Angle : 34.1

Plotted by CJP CONSULTING ENGINEERS



CJP Consulting Engineers  
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Hunters Hill NSW 2110  
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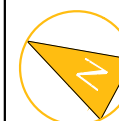
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CAR PARK COMPLIANCE REVIEW - BASEMENT 1  
B85 ENTRY AND EXIT PATHS



SCALE 0 3.0 6.0 1:300 @ A3

DRAWING NO. 25016-D01-V2

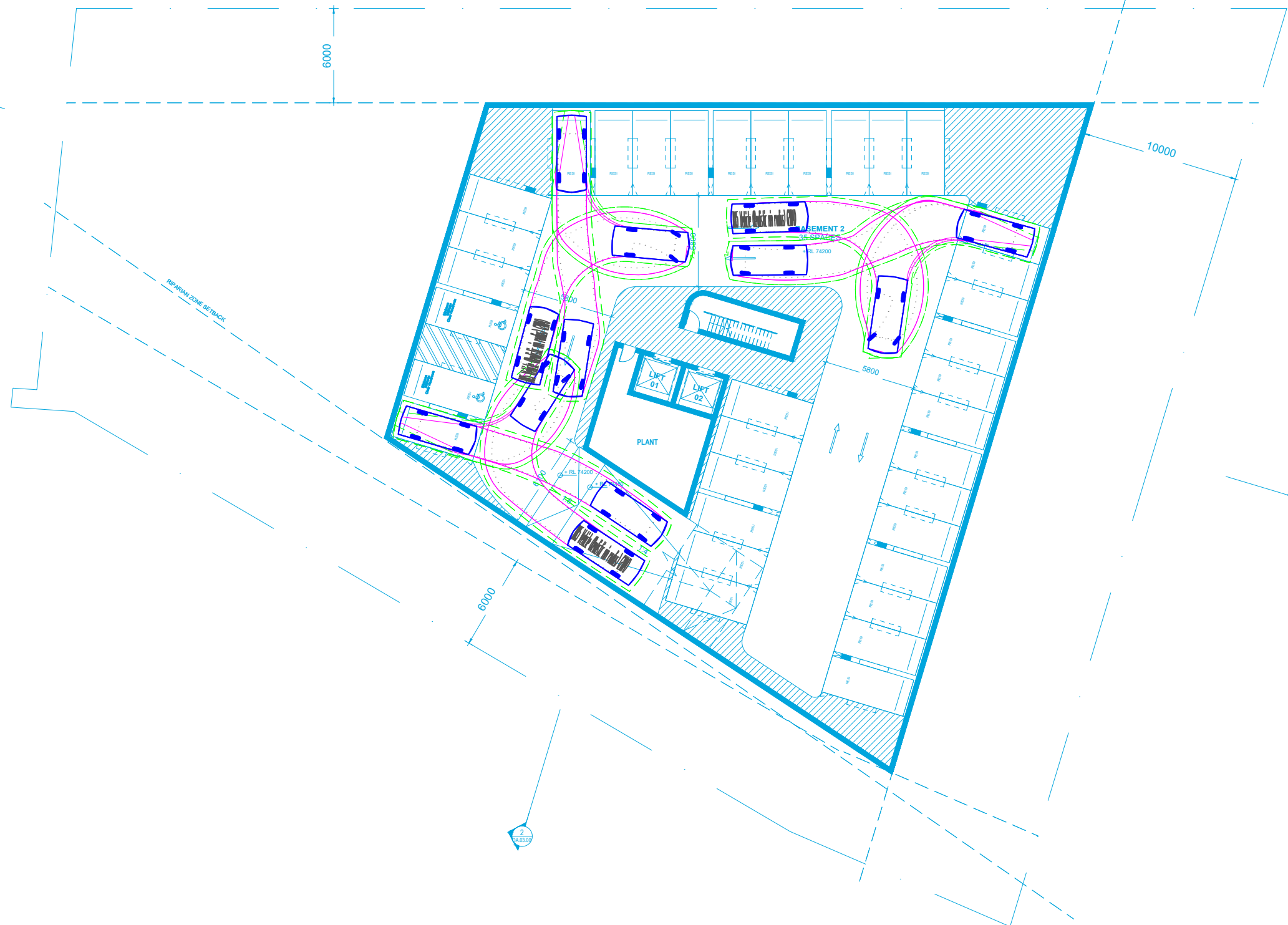
ISSUE DATE 27 March 2025

SHEET NO. 07 OF 10

DRAWN BY D. ALOC

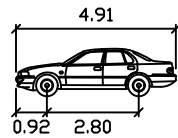
REVIEWED BY C. PALMER





#### SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 4.91 meters  
Track : 2.80 meters  
Lock to Lock Time : 6.0  
Steering Angle : 34.1

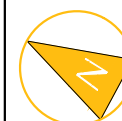
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CAR PARK COMPLIANCE REVIEW - BASEMENT 2  
B85 ENTRY AND EXIT PATHS



SCALE 0 3.0 6.0 1:300 @ A3

DRAWING NO. 25016-D01-V2

ISSUE DATE 27 March 2025

SHEET NO. 08 OF 10

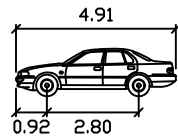
DRAWN BY D. ALOC

REVIEWED BY C. PALMER



#### SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87 meters  
Track : 1.77  
Lock to Lock Time : 6.0  
Steering Angle : 34.1

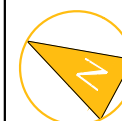
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CAR PARK COMPLIANCE REVIEW - BASEMENT 2  
B85 ENTRY AND EXIT PATHS



SCALE 0 3.0 6.0 1:300 @ A3

DRAWING NO. 25016-D01-V2

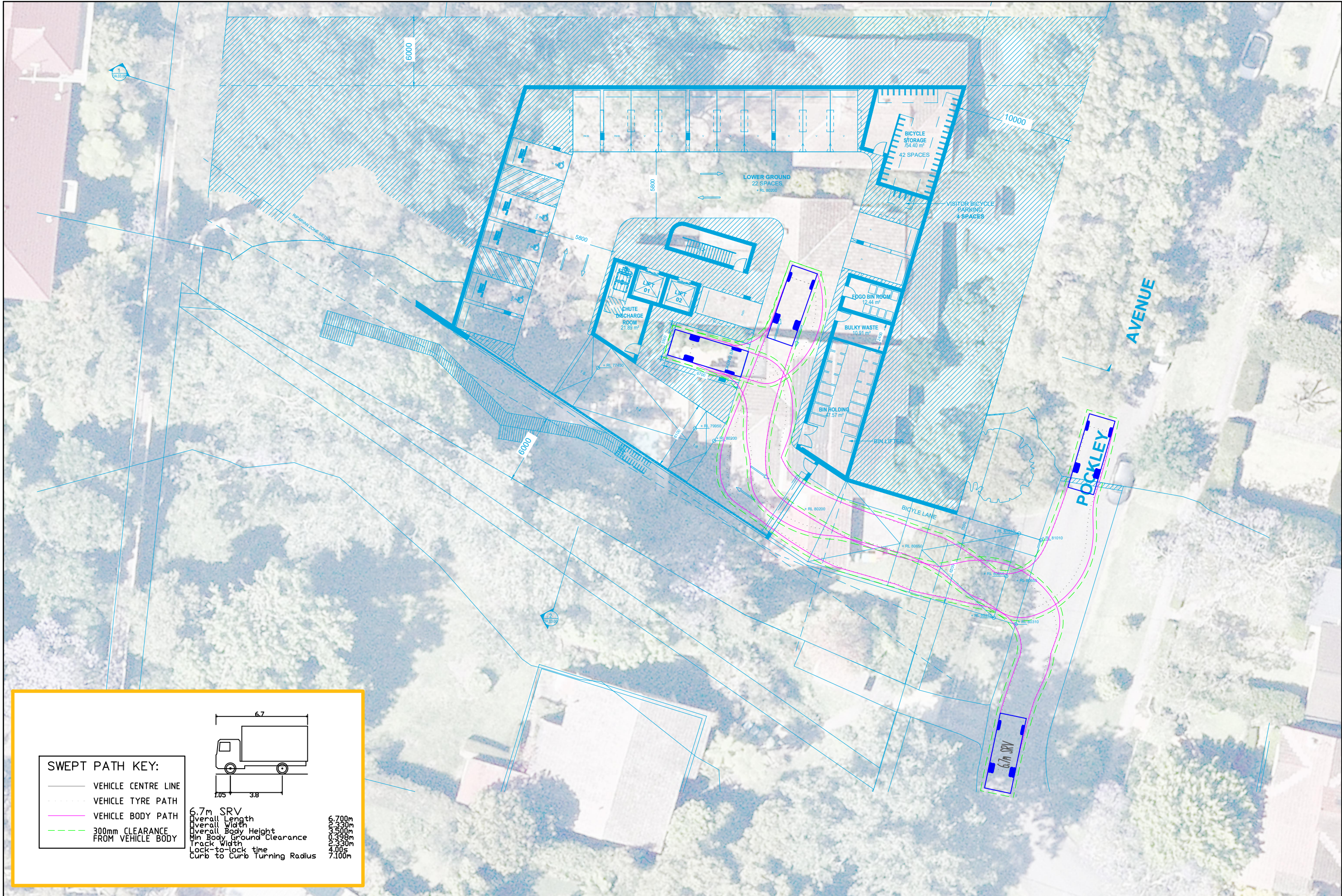
ISSUE DATE 27 March 2025

SHEET NO. 09 OF 10

DRAWN BY D. ALOC

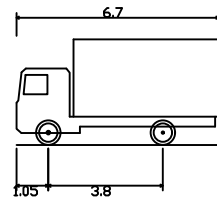
REVIEWED BY C. PALMER





SWEEP PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



6.7m SRV  
Overall Length 6.700m  
Overall Width 2.330m  
Overall Body Height 3.500m  
Min Body Ground Clearance 0.398m  
Track Width 2.330m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 7.100m

