



**TRAFFIC AND PARKING IMPACTS REPORT  
FOR A DEVELOPMENT APPLICATION  
FOR A PROPOSED MIXED USE DEVELOPMENT  
AT Nos. 142-150 NARROW NECK ROAD, KATOOMBA NSW 2780**

Property address	142-150 Narrow Neck Road Katoomba 2780
Client	7BHH
Prepared by	O. Sannikov, MEngSc (Traffic Engineering), MIEAust, PEng, FAITPM, V. Pantiukhin, MEngSc (Traffic Engineering)
Council	Blue Mountains City Council
Date	13/01/2026
Job No.	21110
Report No.	21110 Rep 03c

Item	Report
<b>Site location</b>	<ul style="list-style-type: none"> <li>Refer to <b>Figure 1</b>.</li> </ul>
<b>Existing land use</b>	<ul style="list-style-type: none"> <li>A vacant lot               <ul style="list-style-type: none"> <li>The lot area is approximately 1.68 ha</li> </ul> </li> </ul>
<b>Proposed development</b>	<ul style="list-style-type: none"> <li>Residential flat buildings               <ul style="list-style-type: none"> <li>A total of 7 buildings, each one with 24 to 32 apartments and associated basement parking, a total of 218 apartments</li> </ul> </li> <li>A restaurant (168 m<sup>2</sup> GFA) with associated facilities (open to the public)               <ul style="list-style-type: none"> <li>An information centre (84 m<sup>2</sup> GFA) (open to the public)</li> <li>An art gallery (125 m<sup>2</sup> GFA) (open to the public)</li> <li>19 car parking spaces on the ground level</li> </ul> </li> <li>A mixed residential/serviced apartments building, including               <ul style="list-style-type: none"> <li>7 residential apartments</li> <li>52 serviced apartments</li> <li>A restaurant (494 m<sup>2</sup> GFA) (ancillary to the building, for residents and guests of the serviced apartments)</li> <li>A wellness centre (638 m<sup>2</sup> GFA) (ancillary to the building, for residents and guests)</li> <li>A swimming pool (88 m<sup>2</sup> GFA) (for residents and guests)</li> <li>76 car parking spaces in the basement                   <ul style="list-style-type: none"> <li>Including three (3) spaces for people with disabilities</li> </ul> </li> </ul> </li> <li>Refer to <b>Figure 2</b> for location of the above proposed development components. <b>Figure 2</b> also shows internal access roads and access points to the public roads.</li> </ul>



Figure 1. Site location.

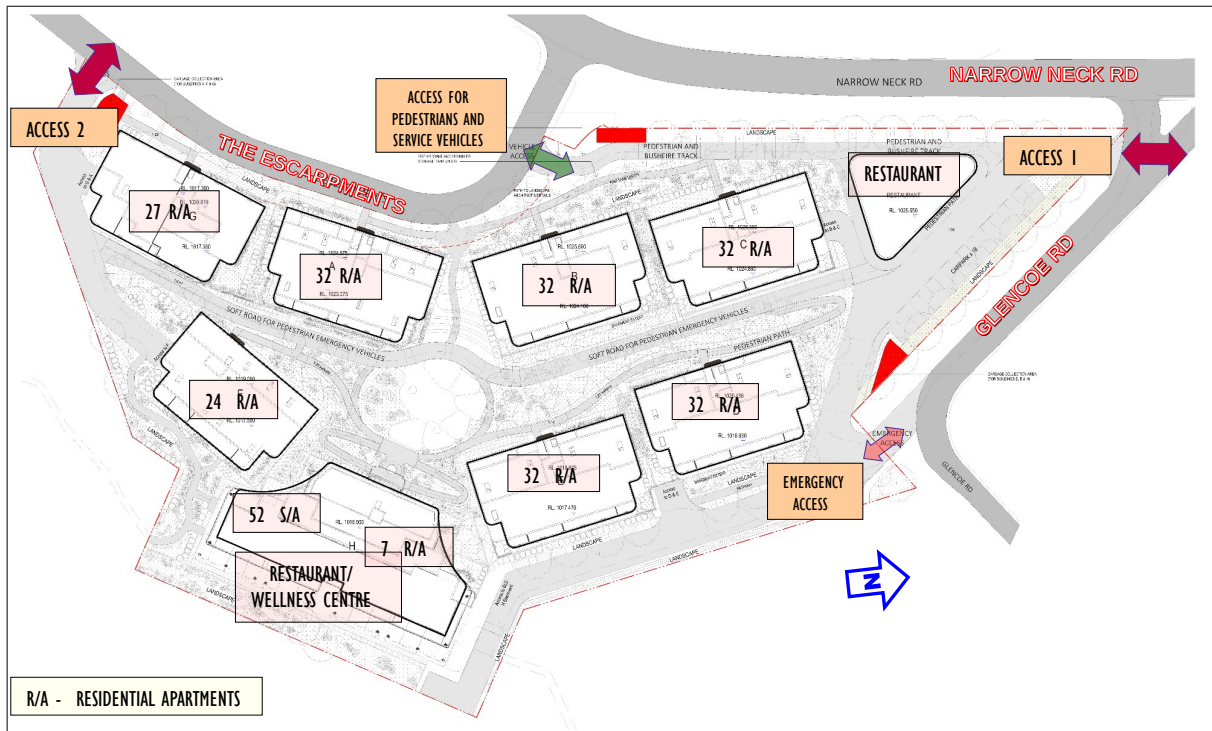


Figure 2. Site layout and access.

Item	Report
Street characteristics	<p><b>Existing traffic and parking situation</b></p> <ul style="list-style-type: none"> <li>• Refer to <b>Figure 3</b>.</li> <li>• The key roads surrounding the proposed development are described below. <ul style="list-style-type: none"> <li>◦ <b>Narrow Neck Road</b> <ul style="list-style-type: none"> <li>▪ Collector road</li> <li>▪ 2 travel lanes and parking opportunities on both sides of the street</li> </ul> </li> <li>◦ <b>Glencoe Road</b> <ul style="list-style-type: none"> <li>▪ Local road</li> <li>▪ One travel lane with a local widening (a passing bay) approximately 25 m long in the middle of the road near Nos. 11-15 Glencoe Road. Shoulder parking opportunities (widened shoulders, enabling angled parking near the Stuarts Road intersection) exist on the southern side of the street.</li> </ul> </li> <li>◦ <b>Cliff Drive</b> <ul style="list-style-type: none"> <li>▪ Local road</li> <li>▪ 2 travel lanes and parking opportunities on both sides of the street</li> </ul> </li> <li>◦ <b>Acacia Street</b> <ul style="list-style-type: none"> <li>▪ Local road</li> <li>▪ 2 travel lanes and parking opportunities on both sides of the street</li> </ul> </li> <li>◦ Other streets in the surrounding area are local/local collector roads. Street conditions are typical for a residential area, with low to moderate traffic volumes. <ul style="list-style-type: none"> <li>▪ General speed limit is 50 km/h on local streets around the site.</li> </ul> </li> </ul> </li> </ul>

**On-street parking demand**

A site inspection revealed near absence of parking demand in the vicinity of the proposed site on Narrow Neck Road. Cliff Drive provides parking on grass verges, used by some residents and visitors. The level of parking demand in Cliff Drive is low. Due to the narrow road width and lack of demand, no parking occurs in Glencoe Road between Narrow Neck Road and the road bend on the northern boundary of the subject site. Some parking occurs on the grassed and gravel verges on the southern side of Glencoe Road between the site and the intersection with Stuarts Road (approximately 25 to 30 spaces). This parking is associated with the visitors to the golf course, adjacent to the development site.

Public Transport	
Bus	<ul style="list-style-type: none"> <li>• It is important to note that a new bus stop has been recently constructed near the site, on the eastern side of Narrow Neck Road, within approximately 200 metres of any point within the subject site. This stop services bus route 686G (Refer to <b>Figure 4</b>). Two additional bus stops for the same route are located approximately 550 m from the site in both directions. <ul style="list-style-type: none"> <li>◦ Bus route 686G <ul style="list-style-type: none"> <li>▪ Katoomba to Katoomba Golf Club via Cliff Dr(Loop Service) <ul style="list-style-type: none"> <li>• 4 services operate during the morning peak.</li> <li>• 3 services operate during the afternoon peak.</li> </ul> </li> <li>• The morning peak is considered to be between 06:30 and 09:30 and the afternoon peak is considered to be between 15:30 and 18:30</li> </ul> </li> </ul> </li> </ul>

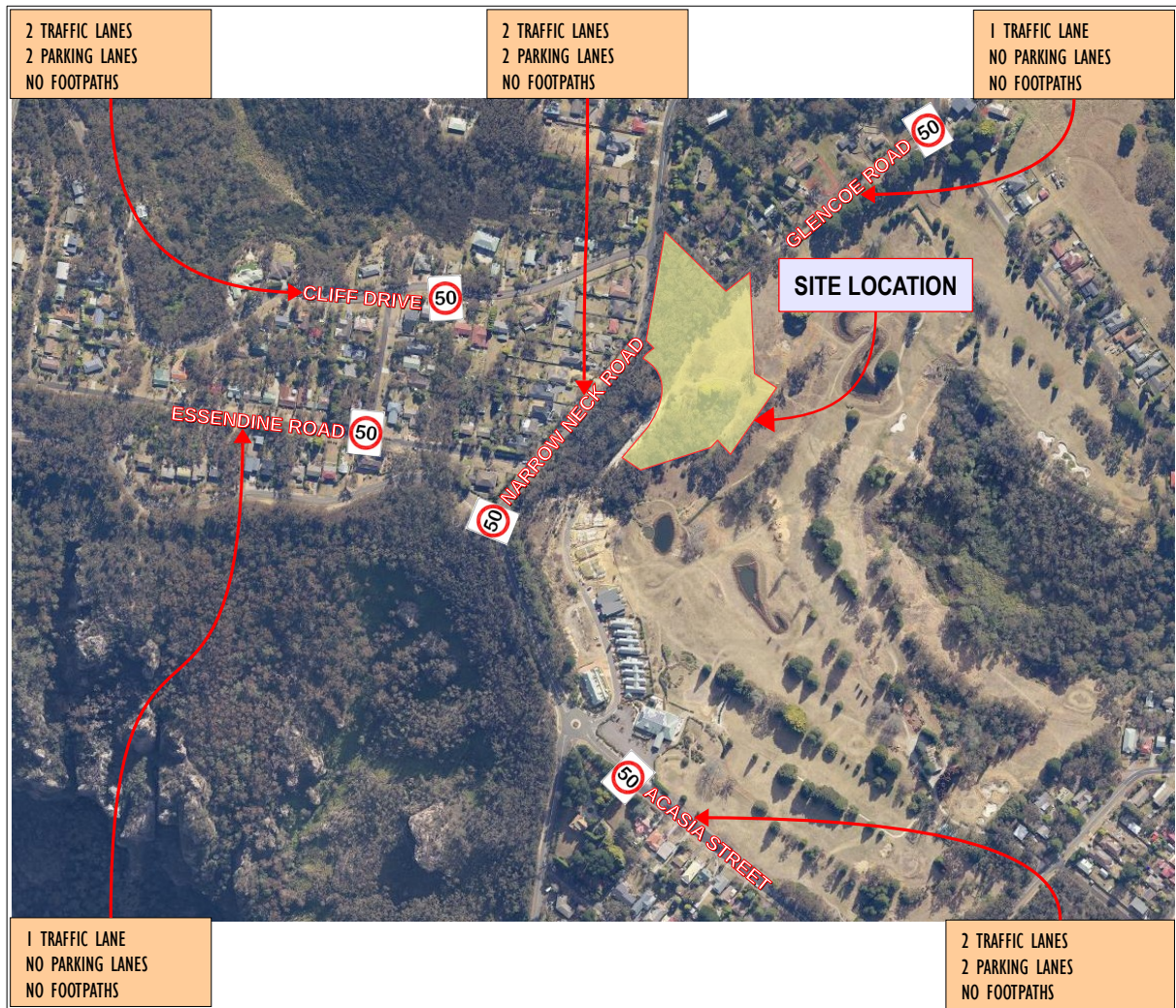


Figure 3. Street characteristics.

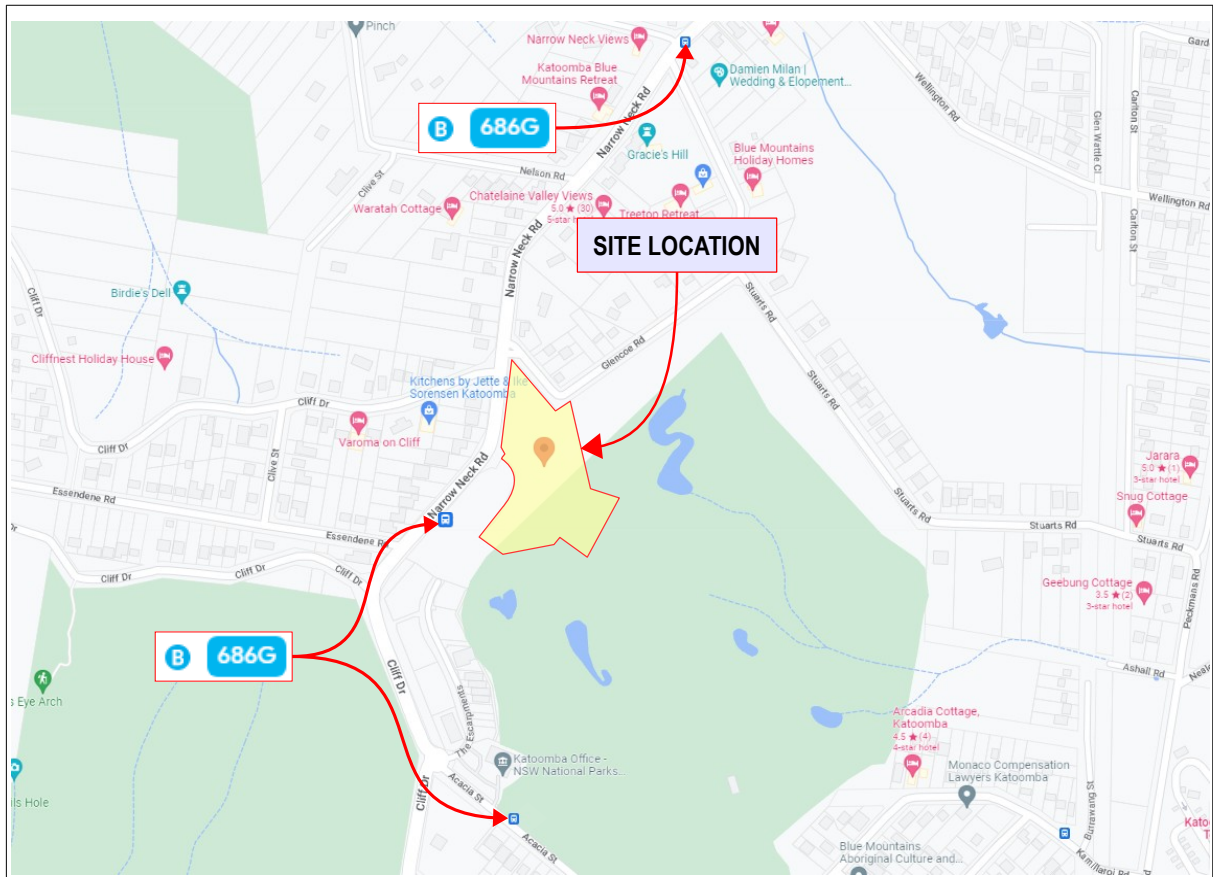


Figure 4. Public transport.

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<b>Intersection traffic volume counts</b>	<b>Traffic counts</b>	
	Location / type of control	Narrow Neck Rd / Glencoe Road (T-intersection, Give-way control) Narrow Neck Rd / Cliff Drive (T-intersection, Give-way control)
	Date / Day of the week	Thursday 16/10/2025
	Time period (AM)	06:30 to 08:30; peak hour occurred at 07:00-08:00
	Time period (PM)	14:30 to 16:30; peak hour occurred at 15:00-16:00

- Refer to **Figure 5**.
  - It is noted that the current traffic volumes are of the same order as the traffic counts conducted in 2021 for the previous development proposal on the same site, demonstrating a high level of stability of the traffic conditions.

**Intersection operation**

- Due to very low traffic volumes, all the intersections operated smoothly in both peak commuter periods, with substantial spare capacity.

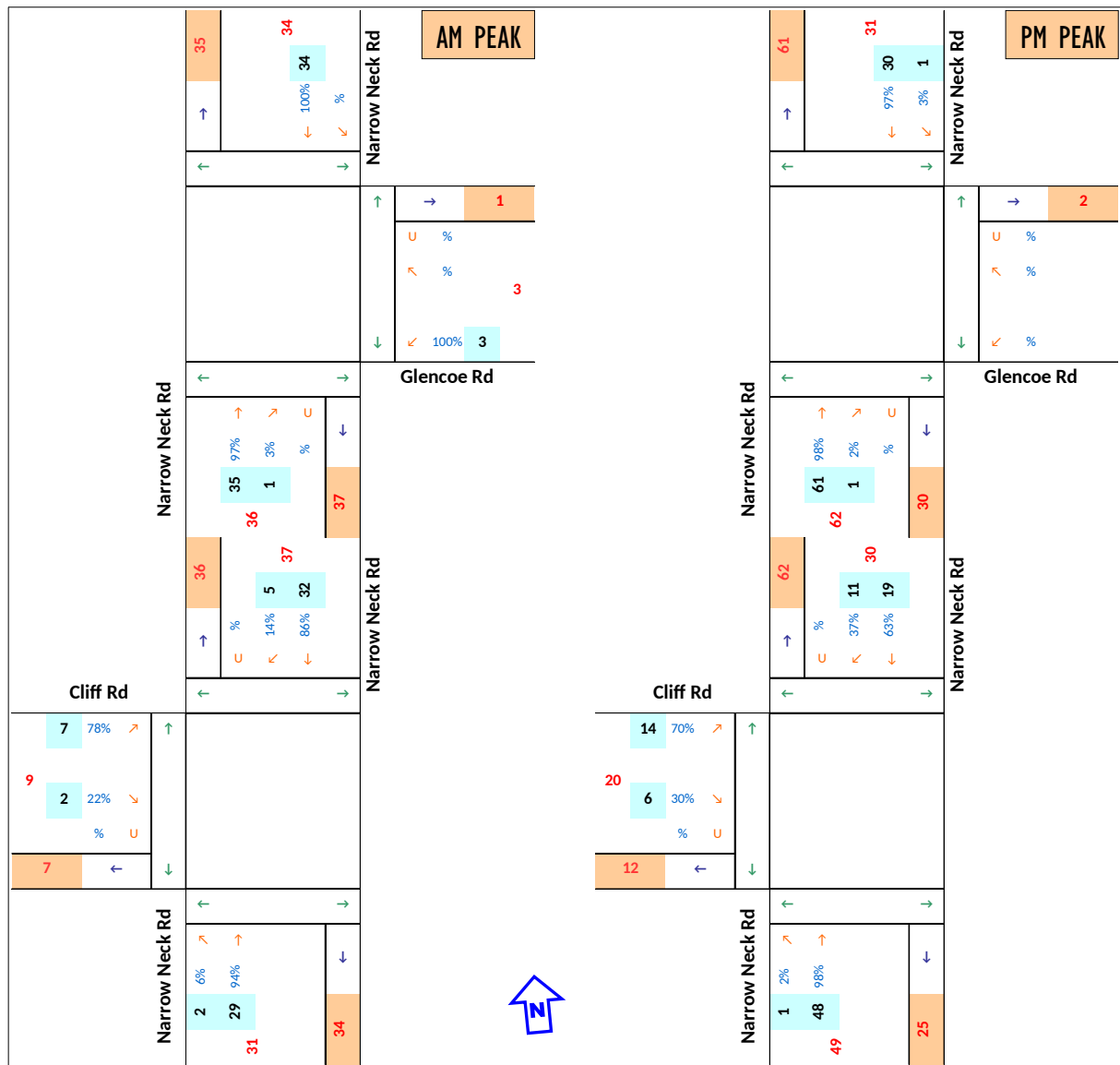


Figure 5. Existing traffic volumes - morning and afternoon peak hours.



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Planning control documents	<ul style="list-style-type: none"> <li>• State Environmental Planning Policy (Housing) 2021 (SEPP (H))</li> <li>• Blue Mountains City Council               <ul style="list-style-type: none"> <li>◦ Blue Mountains DCP 2015 (Amendment 7) (DCP)                   <ul style="list-style-type: none"> <li>▪ Part E - Site development and management</li> <li>▪ Part F - Specific development types</li> </ul> </li> </ul> </li> </ul>				
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Requirement</th> <th style="width: 50%;">Compliance</th> </tr> </thead> <tbody> <tr> <td>SEPP (H) 2021</td> <td></td> </tr> </tbody> </table>	Requirement	Compliance	SEPP (H) 2021	
Requirement	Compliance				
SEPP (H) 2021					
Planning control document 1					

**Chapter 2: Affordable housing**

**Part 2 - Development for affordable housing**

**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,

For the residential components of the proposed development the parking requirements are, therefore, as presented on the following pages. It must be noted that SEPP (H) does not require any visitor parking provision, however, visitor parking is provided in all car parking areas as detailed in the architectural plans and on the following pages.

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**Car parking required**

**Building A**

**Calculations as per SEPP (H)**

Unit type (affordable)	Number	Rate	Required parking	rounded up
1-bed	9	0.4 spaces per unit	3.6 spaces	4 spaces
2-bed	1	0.5 spaces per unit	0.5 spaces	1 spaces
3-bed	0	1 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>10</b>		<b>Subtotal 4.1 spaces</b>	<b>5.0 spaces</b>

Unit type (non-affordable)	Number	Rate	Required parking	rounded up
1-bed	20	0.5 spaces per unit	10.0 spaces	10 spaces
2-bed	2	1 spaces per unit	2.0 spaces	2 spaces
3-bed	0	1.5 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>22</b>		<b>Subtotal 12.0 spaces</b>	<b>12.0 spaces</b>

A total of 17 spaces

**Proposed provision: 33 spaces** including 2 accessible spaces for 6 adaptable units.

Complies

An assessment of parking requirements in accordance with the DCP was also undertaken to confirm that the proposed parking provision does not exceed those requirements. The calculations based on the DCP are presented below, and the results demonstrate that the proposed number of parking spaces is within the DCP limits. Six visitor spaces are provided under Building G for the use by visitors to this building.

**Calculations as per the DCP**

Parking type	Number	Rate	Required parking	rounded down
Residents	32	1 spaces per unit	32.0 spaces	32 spaces
Visitors	32	0.2 spaces per unit	6.4 spaces	6 spaces
			<b>38.4 spaces</b>	<b>38.0 spaces</b>

**Buildings B and C** (combined for consistency with the architectural plans)

**Calculations as per SEPP (H)**

**Building B**

Unit type (affordable)	Number	Rate	Required parking	rounded up
1-bed	7	0.4 spaces per unit	2.8 spaces	3 spaces
2-bed	1	0.5 spaces per unit	0.5 spaces	1 spaces
3-bed	0	1 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>8</b>		<b>Subtotal 3.3 spaces</b>	<b>4.0 spaces</b>

Unit type (non-affordable)	Number	Rate	Required parking	rounded up
1-bed	21	0.5 spaces per unit	10.5 spaces	11 spaces
2-bed	3	1 spaces per unit	3.0 spaces	3 spaces
3-bed	0	1.5 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>24</b>		<b>Subtotal 13.5 spaces</b>	<b>14.0 spaces</b>

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**Building C**

Unit type (affordable)	Number	Rate	Required parking	rounded up
1-bed	7	0.4 spaces per unit	2.8 spaces	3 spaces
2-bed	1	0.5 spaces per unit	0.5 spaces	1 spaces
3-bed	0	1 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>8</b>		<b>Subtotal 3.3 spaces</b>	<b>4.0 spaces</b>

Unit type (non-affordable)	Number	Rate	Required parking	rounded up
1-bed	21	0.5 spaces per unit	10.5 spaces	11 spaces
2-bed	3	1 spaces per unit	3.0 spaces	3 spaces
3-bed	0	1.5 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>24</b>		<b>Subtotal 13.5 spaces</b>	<b>14.0 spaces</b>

A total of 36 spaces is required for buildings B and C **Proposed provision: 54 spaces** including 10 accessible spaces for 20 adaptable units and 6 visitor spaces.

Complies

An assessment of parking requirements in accordance with the DCP was also undertaken to confirm that the proposed parking provision does not exceed those requirements. The calculations based on the DCP are presented below, and the results demonstrate that the proposed number of parking spaces is within the DCP limits.

**Calculations as per the DCP**

**Building B**

Parking type	Number	Rate	Required parking	rounded down
Residents	32	1 spaces per unit	32.0 spaces	32 spaces
Visitors	32	0.2 spaces per unit	6.4 spaces	6 spaces
			<b>38.4 spaces</b>	<b>38.0 spaces</b>

**Building C**

Parking type	Number	Rate	Required parking	rounded down
Residents	32	1 spaces per unit	32.0 spaces	32 spaces
Visitors	32	0.2 spaces per unit	6.4 spaces	6 spaces
			<b>38.4 spaces</b>	<b>38.0 spaces</b>

A total of 76 spaces.

**Buildings D and E** (combined for consistency with the architectural plans)

**Calculations as per SEPP (H)**

**Building D**

Unit type (affordable)	Number	Rate	Required parking	rounded up
1-bed	4	0.4 spaces per unit	1.6 spaces	2 spaces
2-bed	0	0.5 spaces per unit	0.0 spaces	0 spaces
3-bed	0	1 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>4</b>		<b>Subtotal 1.6 spaces</b>	<b>2.0 spaces</b>

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Unit type (non-affordable)	Number	Rate	Required parking	rounded up
1-bed	24	0.5 spaces per unit	12.0 spaces	12 spaces
2-bed	4	1 spaces per unit	4.0 spaces	4 spaces
3-bed	0	1.5 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>28</b>		<b>Subtotal 16.0 spaces</b>	<b>16.0 spaces</b>

## Building E

Unit type (affordable)	Number	Rate	Required parking	rounded up
1-bed	3	0.4 spaces per unit	1.2 spaces	2 spaces
2-bed	0	0.5 spaces per unit	0.0 spaces	0 spaces
3-bed	0	1 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>3</b>		<b>Subtotal 1.2 spaces</b>	<b>2.0 spaces</b>

Unit type (non-affordable)	Number	Rate	Required parking	rounded up
1-bed	25	0.5 spaces per unit	12.5 spaces	13 spaces
2-bed	4	1 spaces per unit	4.0 spaces	4 spaces
3-bed	0	1.5 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>29</b>		<b>Subtotal 16.5 spaces</b>	<b>17.0 spaces</b>

A total of 37 spaces is required for buildings D and E

**Proposed provision: 62 spaces** including 8 accessible spaces for 16 adaptable units and 8 visitor spaces.

Complies

An assessment of parking requirements in accordance with the DCP was also undertaken to confirm that the proposed parking provision does not exceed those requirements. The calculations based on the DCP are presented below, and the results demonstrate that the proposed number of parking spaces is within the DCP limits.

## Calculations as per the DCP

## Building D

Parking type	Number	Rate	Required parking	rounded down
Residents	32	1 spaces per unit	32.0 spaces	32 spaces
Visitors	32	0.2 spaces per unit	6.4 spaces	6 spaces
			<b>38.4 spaces</b>	<b>38.0 spaces</b>

## Building E

Parking type	Number	Rate	Required parking	rounded down
Residents	32	1 spaces per unit	32.0 spaces	32 spaces
Visitors	32	0.2 spaces per unit	6.4 spaces	6 spaces
			<b>38.4 spaces</b>	<b>38.0 spaces</b>

## Building F

## Calculations as per SEPP (H)

Unit type (affordable)	Number	Rate	Required parking	rounded up
1-bed	0	0.4 spaces per unit	0.0 spaces	0 spaces
2-bed	0	0.5 spaces per unit	0.0 spaces	0 spaces
3-bed	0	1 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>	<b>0</b>		<b>Subtotal 0.0 spaces</b>	<b>0.0 spaces</b>

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Unit type (non-affordable)	Number	Rate	Required parking	rounded up		
1-bed	12	0.5 spaces per unit	6.0 spaces	6 spaces		
2-bed	12	1 spaces per unit	12.0 spaces	12 spaces		
3-bed	0	1.5 spaces per unit	0.0 spaces	0 spaces		
<b>Total</b>		<b>24</b>	<b>Subtotal</b>	<b>18.0 spaces</b>	<b>18.0 spaces</b>	

A total of 18 spaces

**Proposed provision: 30 spaces** including 3 accessible spaces for 4 adaptable units and 5 visitor spaces.

Complies

An assessment of parking requirements in accordance with the DCP was also undertaken to confirm that the proposed parking provision does not exceed those requirements. The calculations based on the DCP are presented below, and the results demonstrate that the proposed number of parking spaces is and the results demonstrate that the proposed number of parking spaces is slightly above the DCP limits. This is a minor over-provision due to visitor parking which is a low traffic generator. It is also important to note that SEPP (H) parking rates for 3-bed and larger units are greater than those from the DCP and that SEPP (H) provisions override the DCP.

**Calculations as per the DCP**

Parking type	Number	Rate	Required parking	rounded down
Residents	24	1 spaces per unit	24.0 spaces	24 spaces
Visitors	24	0.2 spaces per unit	4.8 spaces	4 spaces
			<b>28.8 spaces</b>	<b>28.0 spaces</b>

**Building G**

**Calculations as per SEPP (H)**

Unit type (affordable)	Number	Rate	Required parking	rounded up
1-bed	7	0.4 spaces per unit	2.8 spaces	3 spaces
2-bed	1	0.5 spaces per unit	0.5 spaces	1 spaces
3-bed	0	1 spaces per unit	0.0 spaces	0 spaces
<b>Total</b>		<b>8</b>	<b>Subtotal</b>	<b>3.3 spaces</b>
				<b>4.0 spaces</b>

Unit type (non-affordable)	Number	Rate	Required parking	rounded up
1-bed	15	0.5 spaces per unit	7.5 spaces	8 spaces
2-bed	3	1 spaces per unit	3.0 spaces	3 spaces
3-bed	1	1.5 spaces per unit	1.5 spaces	2 spaces
<b>Total</b>		<b>19</b>	<b>Subtotal</b>	<b>12.0 spaces</b>
				<b>13.0 spaces</b>

A total of 17 spaces

**Proposed provision: 43 spaces** including 2 accessible spaces and 12 visitor spaces. Six of these visitor spaces are provided for the use by visitors to Building A, leaving 6 spaces for Building G and the remaining **provision of a total of 37 spaces** for Building G.

Complies

An assessment of parking requirements in accordance with the DCP was also undertaken

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to confirm that the proposed parking provision does not exceed those requirements. The calculations based on the DCP are presented overleaf, and the results demonstrate that the proposed number of parking spaces is slightly above the DCP limits. This is a minor over-provision due to visitor parking which is a low traffic generator. It is also important to note that SEPP (H) parking rates for 3-bed and larger units are greater than those from the DCP and that SEPP (H) provisions override the DCP.

**Calculations as per the DCP**

Parking type	Number	Rate	Required parking	rounded down
Residents	27	1 spaces per unit	27.0 spaces	27 spaces
Visitors	27	0.2 spaces per unit	5.4 spaces	5 spaces
			<b>32.4 spaces</b>	<b>32.0 spaces</b>

**Building H**

**Calculations as per SEPP (H)**

e (non-affordable)	Number	Rate	Required parking	rounded up
2-bed	4	1 spaces per unit	4.0 spaces	4 spaces
3-bed	2	1.5 spaces per unit	3.0 spaces	3 spaces
4-bed	1	1.5 spaces per unit	1.5 spaces	2 spaces
	<b>Total</b>		<b>Subtotal</b>	<b>9.0 spaces</b>

A total of 9 spaces

**Proposed provision: 20 spaces** including 2 visitor spaces.

Complies

An assessment of parking requirements in accordance with the DCP was also undertaken to confirm that the proposed parking provision does not exceed those requirements. The calculations based on the DCP are presented overleaf, and the results demonstrate that the proposed number of parking spaces is above the DCP limits. It is important to note that SEPP (H) parking rates for 3-bed and larger units are greater than those from the DCP and that SEPP (H) provisions override the DCP.

It must also be noted that overall, for all buildings, the over-provision against the DCP is only 3 spaces.

**Calculations as per the DCP**

e	Number	Rate	Required parking	rounded down
Residents	7	1 spaces per unit	7.0 spaces	7 spaces
Visitors	7	0.2 spaces per unit	1.4 spaces	1 spaces
			<b>8.4 spaces</b>	<b>8.0 spaces</b>

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Planning control document 2	<ul style="list-style-type: none"> <li>• <b>Blue Mountains DCP 2015 (Amendment 8 19 November 2025)</b> <ul style="list-style-type: none"> <li>◦ <b>Part E - Site development and management</b> <ul style="list-style-type: none"> <li>▪ <b>E2.2.1. Traffic and Parking Studies</b></li> </ul> </li> </ul> </li> </ul>	
	<p><b>C1.</b> All development, other than single dwellings, which will result in an increase in parking demand is to identify:</p>	
	<p>(a) the parking need generated by the development in accordance with the rates included in Part E2.2.2 of this DCP, and</p>	Complies.
	<p>(b) the proposed parking provisions within the development site.</p>	Complies.
	<p><b>C2.</b> Where all parking generated by the development cannot be accommodated onsite, justification as to how parking demand can be managed without adverse impacts on the locality is to be provided.</p>	Not applicable.
	<p><b>C3.</b> Where there are multiple land uses incorporated into the development, the parking generation is to be calculated separately for all defined land uses.</p>	Complies.
	<p><b>C4.</b> A Parking and Traffic Report is required for all development, other than a single dwellings, where it:</p>	Complies.
	<p>(a) is considered by the Council to have more than a minor impact on the parking and traffic within the locality, or</p>	Refer to the Traffic Impacts section of this report.
	<p>(b) proposes vehicle access directly to the site from a classified or collector road, or</p>	The proposed vehicle access points are not from a classified or collector road.
	<p>(c) is located in areas of high pedestrian and vehicle traffic, and where on street parking availability is limited at peak generation times for the development.</p>	The proposed site is located in the low pedestrian and vehicular traffic and low parking on street parking demand area.
	<p><b>C5.</b> A Traffic Impact Study is required for all development that results in a traffic generation of more than 50 peak hour trips, and those developments listed in Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure).</p>	<p>Refer to the Traffic Impacts section of this report.</p> <p>The current Policy is SEPP (Transport and Infrastructure) 2021. The proposed development falls within the limits set out in Column 3 of Schedule 3.</p>
	<p><b>C6.</b> A Preliminary Construction Traffic Management Plan is to be submitted with applications for development that includes substantial demolition and/or construction on sites adjoining classified or collector roads, areas of high pedestrian and vehicle traffic, within Town Centres, adjacent to transport nodes or on difficult sites.</p>	To be addressed at the Construction Certificate stage.
	<ul style="list-style-type: none"> <li>▪ <b>E2.2.2. Vehicle Parking Rates</b></li> </ul>	
	<p><b>C1.</b> Vehicle parking is to be provided in accordance with the parking rates in Part E2 - Table 1.</p>	<p>The applicable rates for the land uses not falling under SEPP (Housing) 2021 provisions are listed below.</p>

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**Part E2 - Table I: Vehicle Parking Rates**

Land use	Proposed
Information and education facilities	1 space per 25m <sup>2</sup> GFA
Amusement centres	1 space per 25m <sup>2</sup> GFA
Business premises	1 space per 40m <sup>2</sup> GFA
Restaurants or cafés	15 spaces per 100m <sup>2</sup> GFA
Serviced apartments	1 space per accommodation suite plus 2 spaces per 3 employees present at any one time
Residential flat buildings	1 space per dwelling plus 1 visitor space per 5 dwellings

Car parking required	Car parking provided
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A building at the north-west corner of the site, comprising an information centre, an art gallery and a restaurant.

Facility	Land use as per LEP/DCP	No. of units	Factor	Rate		Required parking	
Information centre	Information facility	84.0	1	1	space per 25 m <sup>2</sup>	3.4	spaces
Art gallery	Information facility	125.0	1	1	space per 25 m <sup>2</sup>	5.0	spaces
Restaurant	Restaurant or Café	168.0	1	15	space per 100 m <sup>2</sup>	25.2	spaces
<b>Total</b>						<b>33.6</b>	<b>spaces</b>
rounded down						<b>33.0</b>	<b>spaces</b>

Proposed provision: 18 spaces.

The reduced parking provision is based on the following considerations:

- The lobby, the kitchen space, the toilets and the waste collection room has been excluded from the GFA as they do not generate patronage and can be smaller or larger without affecting the number of patrons in the seating area. The size of the seating areas defines the number of patrons, which in turn defines the number of floor and kitchen staff.
- At least 30% to 40% of the patrons are expected to be from the residents of the subject developments and the nearby residential area. These patrons would walk to the restaurant.
- The peak hour periods of the information centre and art gallery (typically during the day) and the restaurant (evening) are not likely to coincide.

Item	Report	
	Requirement	Compliance
		<ul style="list-style-type: none"> <li>It is unlikely that the restaurant would attract a large number of customers from distant locations. Accordingly, it is expected that the majority of patrons would not travel by car. The parking rate used in the DCP is based on historical survey data for restaurants located in more urban areas (from RMS surveys conducted in 1981, more than 40 years ago), which typically experience higher occupancy levels. Travel habits have also changed since that time, with a greater share of trips now made by active transport modes. In contrast, the proposed restaurant is situated in a less urban setting, and therefore its occupancy levels are expected to remain below capacity.</li> <li>There are several areas in nearby streets that provide additional roadside parking. These include Cliff Drive to the west, with low demand for resident and visitor parking, and Glencoe Road to the east, where an area on the southern side of the road contains in the order of 25 to 30 informal parking space on the road verge intended for golf course users. As these spaces are proposed to accommodate overflow parking for the restaurant, they will primarily be used in the evening, during the peak demand period for those uses. At that time, demand for the golf course is expected to be minimal, if not negligible, due to the darkness at that time of day. All these on-street informal parking areas are located within convenient walking distance of the proposed development (generally within 250 m), with new footpath connections within the site.</li> </ul>
	<b>Building H</b>	
	Residential component	There are 8 residential units and 52 serviced apartments.
	Parking requirements for residential units have been assessed according to the SEPP (H) rates earlier in this report.	20 spaces are provided for the residential units, including 2 visitor spaces.
	<b>Car parking required</b>	<b>Car parking provided</b>
	Parking requirements for serviced apartments and non-residential components have been assessed according to the DCP rates.	The estimated number of staff is as follows: restaurant: 5 staff wellness centre and pool: 2 staff
	P.T.O.	

Item	Report				
	Requirement	Compliance			
	<b>Serviced apartments and ancillary facilities</b>	<b>Number</b>	<b>Rate</b>	<b>Required parking</b>	<b>rounded down</b>
	Serviced apartments	52	1 spaces per unit	52.0 spaces	52 spaces
	Staff	7	2/3 spaces per staff	4.7 spaces	4 spaces
				<b>56.7 spaces</b>	<b>56.0 spaces</b>

#### Non-residential components

Building H contains several ancillary areas which will be used by Building H residents and guests and therefore will not require their own additional parking provision. These areas include:

- A restaurant - ancillary to Building H (for Building H residents and guests)
- A wellness centre - ancillary to Building H (for Building H residents and guests)
- A swimming pool - ancillary to Building H (for Building H residents and guests)

The overall parking requirement for Building H, is therefore:

Residential units: 9 spaces

Serviced apartments and ancillary facilities: 56 spaces

Total: 65 spaces

Proposed provision:

76 spaces including

- 52 spaces for serviced apartments
  - including 2 accessible spaces
- 18 spaces for residents
- 2 visitor spaces
- 4 spaces for staff of ancillary facilities
  - including 1 accessible space

**C2.** Where a land use is not listed or no parking rate is specified in Part E2 - Table 1, the required parking provision will be based on a merit assessment, or where specified, a parking and traffic report or traffic impact study. In these cases, the applicant is to estimate the rate based on a comparison with operating development of a similar type and scale, or on rates listed in the RMS Guide to Traffic Generating Developments. Complies.

**C3.** Parking calculations are to be rounded down to the nearest whole number. Complies.

**C4.** Any excess provision of parking over the required rate, will be included in gross floor area calculations. Noted. Extra parking can be removed if required.

**C5.** Parking for service/delivery vehicles, bicycles and people with a disability need to be considered for the relevant land use and in accordance with this DCP. Complies.

**C6.** Where development comprises an extension, modification or change of use, Council will generally only require additional parking be provided to cater for the parking demand generated by that extension, Not applicable.

Item	Report
	<p><b>Requirement</b></p> <p><b>Compliance</b></p>
	<p>modification or change of use.</p> <p><b>C7.</b> Where a proposal includes demolition and rebuilding, the parking generation is to be based upon the total proposed development less any parking credit for an existing lawful use on the site, in accordance with the parking rates in Part E2 – Table 1.</p>
	<p>▪ <b>E2.2.3. Parking location and design</b></p>
	<p><b>C1.</b> Unless otherwise stated, the car parking location and design is to comply with the relevant Australian Standard and the RMS Guidelines for layout, dimensions, aisle widths, grades, access requirements for different uses &amp; users (e.g. those with disabilities), driveway widths, service and delivery needs.</p>
	<p><b>C2.</b> In all developments, other than single dwellings, dual occupancies, secondary dwellings, holiday lets and bed and breakfast accommodation, the parking area is to be designed such that all vehicles can enter and exit the site in a forward direction. On classified roads, in high pedestrian and vehicle traffic areas, or areas with poor sight distance, the car parking design for single dwellings, dual occupancies, holiday lets and bed and breakfast accommodation may also be required to accommodate forward entry and exiting of vehicles.</p>
	<p><b>C3.</b> Circulation routes are to be logical, intuitive and generally in a clockwise direction.</p>
	<p><b>C4.</b> All car parking spaces and aisles are to be appropriately line marked and sign posted.</p>
	<p><b>C5.</b> On constrained sites, the Council may consider the use of stacked spaces for staff parking only.</p>
	<p><b>C6.</b> On large developments or where there is restricted sight distance for exiting vehicles, exits from car parking areas are to be controlled with Stop signs, linemarking and a speed hump.</p>
	<p><b>C7.</b> Motor cycle parking spaces are to be a minimum of 1.2m wide by 2.5m long and clearly marked.</p>
	<p><b>C8.</b> Motor cycle spaces are to be designed and located so they are not vulnerable to being struck by manoeuvring vehicles.</p>
	<p><b>C9.</b> Motor cycle spaces must be located on flat and even surfaces as they rely on side-stands to park.</p>
	<p><b>C10.</b> Lighting of car parking areas is to be in accordance with AS1158.3 Lighting for roads and public areas and AS1680.2.1 Interior and workplace lighting - Specific applications - Circulation spaces and other general areas. Note: The Council will provide the design brief in cases where the lighting is to become a Council asset.</p>
	<p>▪ <b>E2.2.4. Parking requirements for accessible spaces</b></p>
	<p><b>C1.</b> All development must provide accessible car</p>

Item	Report
	<p><b>Requirement</b></p> <p>parking for people with a disability as set out in the NCC and the relevant Australian Standard (AS).</p> <p><b>C2.</b> The dimensions for car spaces including headroom and access requirements for people with a disability are to comply with AS 2890.6.</p> <p><b>E2.2.5. Service and Delivery Vehicles</b></p> <p><b>C1.</b> Service and delivery vehicle parking spaces are to be provided onsite.</p> <p><b>C2.</b> Service vehicle dimensions, layout and service/loading bays are to comply with Australian Standard AS 2890.2 Off street commercial vehicle facilities.</p> <p><b>C3.</b> Where a site has rear lane access, the service and delivery vehicle access is to be provided from that lane, unless it can be demonstrated that this location is inadequate for the purpose.</p> <p><b>C4.</b> Service vehicle parking and manoeuvring areas are to be separated from car parking and pedestrian access routes.</p> <p><b>E2.2.6. Bicycle parking</b></p> <p><b>C1.</b> All new development is to provide on-site bike parking additional to other parking requirements, in accordance with Part E2 - Table 2.</p>
	<p><b>Compliance</b></p> <p>Complies.</p> <p>Complies.</p> <p>A Small Rigid Vehicle is proposed as a service vehicle. A service/loading bay is proposed next to the basement parking entrance.</p> <p>Complies.</p> <p>Complies.</p>

**Part E2 - Table 2: Bicycle parking rates**

Sources: Marrickville Council, Sydney City Council and NSW Planning Guidelines for Walking and Cycling

Proposed Use	Resident/Employees	Customer/Visitors
<b>Residential housing &amp; accommodation</b>		
Shop top housing, multi dwelling housing, residential flat buildings	1 bike space per 4 units	1 per 20 units
Boarding Houses and student accommodation	1 bike space per 4 rooms	1 per 20 rooms
Back packers' accommodation	1 bike space per 4 staff	1 per 20 beds
Serviced apartments, hotels and motels	1 bike space per 8 staff	1 per 40 rooms
<b>All other development</b>		
Commercial, retail, industrial, community, educational, recreational etc.	1 bike space per 15 car parking spaces.	

Item	Report		
	<table border="1"> <thead> <tr> <th data-bbox="411 293 911 327">Requirement</th> <th data-bbox="919 293 1390 327">Compliance</th> </tr> </thead> </table>	Requirement	Compliance
Requirement	Compliance		
	<table border="1"> <thead> <tr> <th data-bbox="411 338 911 371">Bicycle parking required</th> <th data-bbox="919 338 1390 371">Bicycle parking provided</th> </tr> </thead> </table>	Bicycle parking required	Bicycle parking provided
Bicycle parking required	Bicycle parking provided		
	<p>Residential flat buildings</p> <p>Buildings A to E require 9 bicycle spaces each (including 1 for visitors), buildings F and G require 8 spaces each (including 1 for visitors).</p> <p>Building H</p> <p>Residents: 2 spaces</p> <p>Serviced apartments: 1 space</p>		
	<p><b>C2.</b> The location, design and construction of bicycle facilities is to comply with AS2890.3 and the Blue Mountains Public Domain Technical Manual.</p>		
	<p><b>C3.</b> Bicycle parking for residents and/or staff should be located close to building entry/exits and lifts and be given priority over other parking uses to ensure they are well located, designed and ultimately used. Avoid locating bicycle parking in hidden niches, at the end of aisles and under staircases etc.</p>		
	<p><b>C4.</b> Where parking is located in basement levels, bicycle parking must be located on the upper most basement level close to pedestrian exits.</p>		
	<p><b>C5.</b> Bicycle parking spaces must be clearly marked and easily accessible, have good surveillance and provide a means of securely locking bicycle frames and wheels.</p>		
	<p><b>C6.</b> A safe path of travel from bicycle parking areas to entry/exit points is to be marked and have a minimum width of 1.5m. Adequate sight lines are to be provided to ensure safety.</p>		
	<p><b>C7.</b> Bicycle parking for visitors must be provided in an accessible on-grade location near a major public entrance to the development and is to be sign posted.</p>		
	<p><b>C8.</b> Minimum locker provisions for work places should be in accordance with the NSW Planning Guidelines for Walking and Cycling.</p>		
	<p>▪ <b>E2.3. Access</b></p>		
	<p><b>C1.</b> All properties, development and new lots are required to have a legally constituted physical access from a formed public road.</p>		
	<p><b>C2.</b> Access is to be located, designed and constructed so as to minimise environmental impacts, and avoid environmentally sensitive land unless no other alternative is available.</p>		
	<p><b>C3.</b> All access is to be safe, convenient and practical, and constructed in accordance with the relevant standard.</p>		
	<p>▪ <b>E2.3.3. Driveways</b></p>		
	<p><b>C1.</b> All development (other than development which is assessed as being of a temporary nature) that requires vehicle access, is to demonstrate that provision has been made for legally constituted access onto the land from a public road.</p>		
	<p><b>C2.</b> Driveway design and construction is to comply with AS2890, Council's Design and</p>		

Item	Report	
	Requirement	Compliance
	Construction Specification, Council's Public Domain Technical Manual, and on bush fire prone land, in accordance with the NSW RFS Planning for Bush Fire Protection.	
	<b>C3.</b> The driveway is to be designed to minimise grades and to suit contours and must not be on slopes in excess of 33% unless there is no alternative available. Where no alternative is available, the driveway is to be no steeper than 25%, and minimise the extent of cut and fill batters by the use of retaining walls or similar.	Complies.
	<b>C4.</b> Driveways are to be generally no steeper than 5% across the road reserve verge, and no steeper than 25 % within the property.	Complies.
	<b>C5.</b> In order to minimise the risk of vehicles scraping or bottoming out, transitions of at least 2m in length are to be provided where the change of grade of the driveway exceeds 12.5%.	Complies.
	<b>C6.</b> Within the road reserve, driveways are to be constructed of reinforced concrete, at least 150mm thick, on an approved subgrade and include a concrete layback, dishdrain or rolltop kerb and gutter in the gutter alignment. Where the road shoulder is unsealed, the driveway construction is to include pavement construction and asphalt sealing to the edge of the sealed carriageway.	Capable of compliance at the construction certificate stage.
	<b>C7.</b> Provision of driveways from classified or collector roads is not permitted if a suitable alternative is available from a side road or rear lane.	Provision of driveways from classified or collector roads is not proposed.
	<b>C8.</b> Within the property, driveways are to be setback from the side boundary to facilitate landscaping as required for the nature of the development.	Complies.
	<b>C9.</b> Where driveways traverse a watercourse or a significant vegetation community, and it has been demonstrated that no alternative means of access is possible, such crossings must be a clear span construction rather than a culvert.	Not applicable.
	<b>▪ E2.3.4. Pedestrian access</b>	
	<b>C1.</b> Developments that generate significant pedestrian traffic, or require an accessible path of travel will be required to construct pedestrian pathways.	On site pathways are proposed as a part of current development.
	<b>C2.</b> The width, location and finish of pathways are to be in accordance with the Council's Design & Construction Specification and Public Domain Technical Manual.	Complies.
	<b>▪ E2.3.5. Bicycle access</b>	
	<b>C1.</b> Where a development proposes bicycle paths and facilities, they are to be consistent with the NSW Bicycle Guidelines (RTA 2003), Austroads Part 14 for Bicycle Facilities, the Council's policies regarding pedestrian access and mobility and the Blue Mountains Public Domain Technical Manual.	Not applicable.
	<b>C2.</b> The minimum width of off-street shared cycle and pedestrian pathways is to be 2.5m on local routes and 3m on major connector routes and constructed using common, robust materials with a long durability and which are	Not applicable.

Item	Report		
	<table border="1"> <thead> <tr> <th data-bbox="408 288 911 322">Requirement</th> <th data-bbox="911 288 1398 322">Compliance</th> </tr> </thead> </table>	Requirement	Compliance
Requirement	Compliance		
	<p>easily repaired. Shared cycle and pedestrian pathways are to be sealed.</p>		
	<p><b>C3.</b> Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all. Not applicable.</p>		
	<p><b>C4.</b> Cycle pathways and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with AS 1428. Not applicable.</p>		
	<ul style="list-style-type: none"> <li>◦ <b>Part F - Specific development types</b> <ul style="list-style-type: none"> <li>▪ <b>Part F1 - Residential development</b> <ul style="list-style-type: none"> <li>◦ <b>F1.1.6. Driveways and parking</b></li> </ul> </li> </ul> </li> </ul>		
	<p><b>C1.</b> One driveway is permitted on each road frontage of an allotment. Complies.</p> <p>A secondary driveway is proposed in Glencoe Road for emergency vehicles only. It will be generally closed and opened only for fire engine access if required.</p>		
	<p><b>C2.</b> Notwithstanding C1, Council may consider a second driveway where it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>(a) an allotment has a frontage of substantial width, and</li> <li>(b) ample on-street parking is available in the locality, and</li> <li>(c) traffic and pedestrian safety will not be compromised.</li> </ul> <p>Not applicable.</p>		
	<p><b>C3.</b> Provide driveways from a secondary street or rear lane in preference to the primary street frontage where practicable. Complies.</p>		
	<p><b>C4.</b> Driveways are to be positioned so that on-street parking and landscaping on the site is maximised, and removal or damage to existing street trees is avoided. Complies.</p>		
	<p><b>C5.</b> Driveway widths are to comply with Australian Standard 2890.1 Parking Facilities - Off-street car parking and be a minimum of 3m wide and no wider than the parking structure to which the driveway relates other than as necessary to enable vehicles to access car parking spaces. Complies.</p>		
	<p><b>C6. to C.10</b> Capable of compliance at the construction certificate stage. [controls for driveway construction].</p>		
	<p><b>C11.</b> On busy roads, roads with poor sight distance or on steep driveways, a turning facility may be required to ensure safe forward entry and exit. The proposed design of access driveways and car parking facilities provides for safe forward entry and exit.</p>		
	<p><b>Parking</b></p>		
	<p><b>C12.</b> On-site parking is to be provided in accordance with the parking rates table provided in Part E2 Traffic, Parking and Access. Complies.</p>		
	<p><b>C13.</b> Garages and car parking areas are to be located behind the front alignment of buildings and are not to form a visually prominent element of the streetscape. Complies.</p>		
	<p><b>C14.</b> The amount of street frontage (including Not applicable.</p>		

Item	Report
Requirement	Compliance
<p>the front elevation) of a dwelling house that may be taken up by openings for garages or carports is limited to:</p> <p>(a) a maximum of 4m where the width of the allotment is less than 15m, or</p> <p>(b) a maximum of 6m where the width of the allotment is equal to or greater than 15m.</p>	
<p><b>C15.</b> Notwithstanding C14, Council may consider openings for garages and carports that are greater than the limits prescribed where:</p> <p>(a) the design is visually appropriate and does not detract from the streetscape, and</p> <p>(b) the part of the garage or carport opening that exceeds the prescribed limit is setback behind other garages by at least 1m.</p>	Not applicable.
<ul style="list-style-type: none"> <li>◦ <b>F4.3. Hotel or Motel Accommodation, Apartments and Backpackers' Accommodation</b> <ul style="list-style-type: none"> <li>▪ <b>F4.3.4. Parking and Access</b></li> </ul> </li> </ul>	
<p><b>C1.</b> Only one driveway is to be provided at each road frontage of an allotment.</p>	Complies.  A secondary driveway is proposed in Glencoe Road for emergency vehicles only. It will be generally closed and opened only for fire engine access if required.
<p><b>C2.</b> Notwithstanding C1, Council may consider a second driveway where it can be demonstrated that:</p> <p>(a) an allotment has a frontage of substantial width, and</p> <p>(b) it is required for manoeuvrability within the site (due to the operation of the commercial use or the size of vehicle required to access the site), and</p> <p>(c) sufficient on-street parking is available in the locality, and</p> <p>(d) traffic and pedestrian safety will not be compromised.</p>	Not applicable.
<p><b>C3.</b> The alignment of driveways shall be located at least 2m from any side boundary to provide space for landscaping and pervious area.</p>	Complies.
<p><b>C4.</b> Driveways are to be positioned so that on-street parking and landscaping on the site is maximised, and removal or damage to existing street trees is avoided.</p>	Complies.
<p><b>C5.</b> Driveway widths are to comply with Australian Standard 2890.2 Parking facilities – Off-street commercial parking facilities and be a minimum of 3m wide and no wider than the opening associated with the parking facility other than as necessary to enable vehicles to access car parking spaces.</p>	Complies.
<p><b>C6.</b> Driveways associated with large scale hotel or motel accommodation shall be designed to:</p>	
<p>(a) enable vehicles to enter and leave the site in a forward direction, and</p>	Complies.
<p>(b) be capable of accommodating the entry and exit manoeuvres of the largest vehicle expected</p>	Complies.



Item	Report										
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	to enter the site.										
	<table border="1"> <thead> <tr> <th data-bbox="411 383 1390 416">Parking</th> </tr> </thead> </table>	Parking									
Parking											
	<table border="1"> <tbody> <tr> <td data-bbox="411 427 911 517"> <p><b>C7.</b> On-site parking is to be provided in accordance with the parking rates table provided at Part E2 Traffic, Parking and Access of this DCP, Part E2: Table 1.</p> </td> <td data-bbox="919 427 1390 517">Complies.</td> </tr> <tr> <td data-bbox="411 528 911 629"> <p><b>C8.</b> Car parking areas are to be located behind the front alignment of buildings and are not to form a visually prominent element of the streetscape.</p> </td> <td data-bbox="919 528 1390 629">Complies.</td> </tr> <tr> <td data-bbox="411 640 911 797"> <p><b>C9.</b> Where parking cannot be located behind the front building alignment, parking areas are to be designed to provide appropriate space for landscaping; both on the boundaries and along street frontages, as well as at regular intervals between parking spaces.</p> </td> <td data-bbox="919 640 1390 797">Not applicable.</td> </tr> <tr> <td data-bbox="411 808 911 1099"> <p><b>C10.</b> Basement car parking shall:</p> <ul style="list-style-type: none"> <li>(a) be located within the limits of the building footprint and project no more than 1m above existing ground level, and</li> <li>(b) facilitate natural ventilation, and</li> <li>(c) incorporate lighting in accordance with the Australian Standard 1680.2.1 Interior and workplace lighting – Specific applications – Circulation spaces and other general areas.</li> </ul> </td> <td data-bbox="919 808 1390 1099"> <p>Complies.</p> <p>Capable of compliance at the construction certificate stage.</p> <p>Capable of compliance at the construction certificate stage.</p> </td> </tr> <tr> <td data-bbox="411 1111 911 1158"> <p><b>C11.</b> Separate pedestrian access to buildings is to be provided.</p> </td> <td data-bbox="919 1111 1390 1158">Complies.</td> </tr> </tbody> </table>	<p><b>C7.</b> On-site parking is to be provided in accordance with the parking rates table provided at Part E2 Traffic, Parking and Access of this DCP, Part E2: Table 1.</p>	Complies.	<p><b>C8.</b> Car parking areas are to be located behind the front alignment of buildings and are not to form a visually prominent element of the streetscape.</p>	Complies.	<p><b>C9.</b> Where parking cannot be located behind the front building alignment, parking areas are to be designed to provide appropriate space for landscaping; both on the boundaries and along street frontages, as well as at regular intervals between parking spaces.</p>	Not applicable.	<p><b>C10.</b> Basement car parking shall:</p> <ul style="list-style-type: none"> <li>(a) be located within the limits of the building footprint and project no more than 1m above existing ground level, and</li> <li>(b) facilitate natural ventilation, and</li> <li>(c) incorporate lighting in accordance with the Australian Standard 1680.2.1 Interior and workplace lighting – Specific applications – Circulation spaces and other general areas.</li> </ul>	<p>Complies.</p> <p>Capable of compliance at the construction certificate stage.</p> <p>Capable of compliance at the construction certificate stage.</p>	<p><b>C11.</b> Separate pedestrian access to buildings is to be provided.</p>	Complies.
<p><b>C7.</b> On-site parking is to be provided in accordance with the parking rates table provided at Part E2 Traffic, Parking and Access of this DCP, Part E2: Table 1.</p>	Complies.										
<p><b>C8.</b> Car parking areas are to be located behind the front alignment of buildings and are not to form a visually prominent element of the streetscape.</p>	Complies.										
<p><b>C9.</b> Where parking cannot be located behind the front building alignment, parking areas are to be designed to provide appropriate space for landscaping; both on the boundaries and along street frontages, as well as at regular intervals between parking spaces.</p>	Not applicable.										
<p><b>C10.</b> Basement car parking shall:</p> <ul style="list-style-type: none"> <li>(a) be located within the limits of the building footprint and project no more than 1m above existing ground level, and</li> <li>(b) facilitate natural ventilation, and</li> <li>(c) incorporate lighting in accordance with the Australian Standard 1680.2.1 Interior and workplace lighting – Specific applications – Circulation spaces and other general areas.</li> </ul>	<p>Complies.</p> <p>Capable of compliance at the construction certificate stage.</p> <p>Capable of compliance at the construction certificate stage.</p>										
<p><b>C11.</b> Separate pedestrian access to buildings is to be provided.</p>	Complies.										

Item	Report
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**Traffic impacts**

**Traffic generation**

- **Base traffic generation rates**
  - From TfNSW (2024) Guide to Transport Impact Assessment

**Access 1**

**Buildings B C D E H**

Number of units **186** bedrooms **210**

	Morning peak hour		Afternoon peak hour	
Trips per unit	0.14B + 1.92 (where B>55)		0.17B	
Number of trips	<b>31.3</b>		<b>35.7</b>	
Distribution	IN	OUT	IN	OUT
%	26%	74%	66%	34%
Number of trips	8.14	23.18	23.56	12.14
Rounded	<b>8</b>	<b>23</b>	<b>24</b>	<b>12</b>

(B): number of bedrooms

Morning peak		Afternoon peak	
IN	OUT	IN	OUT
8	23	29	13

**Access 2**

**Buildings A F G**

Number of units **83** bedrooms **104**

	Morning peak hour		Afternoon peak hour	
Trips per unit	0.14B + 1.92 (where B>55)		0.17B	
Number of trips	<b>16.5</b>		<b>17.7</b>	
Distribution	IN	OUT	IN	OUT
%	26%	74%	66%	34%
Number of trips	4.28	12.20	11.67	6.01
Rounded	<b>4</b>	<b>12</b>	<b>12</b>	<b>6</b>

(B): number of bedrooms

GFA, m<sup>2</sup> **168**

	Morning peak hour		Afternoon peak hour	
Trips per 100 m <sup>2</sup>			5	
Number of trips			<b>8.4</b>	
Discount factor**			<b>80%</b>	
			<b>6.7</b>	
Distribution	<b>Morning peak is not generated</b>		IN	OUT
%			<b>80%</b>	<b>20%</b>
Number of trips			5.38	1.34
Rounded			<b>5</b>	<b>1</b>

Morning peak		Afternoon peak	
IN	OUT	IN	OUT
4	12	17	7

**Traffic distribution**

- Distribution of traffic on the road network was carried out with the aid of Google Maps route planning tool. Routes from both site's access points were plotted to and from various trip destinations around the site.



**Impact on intersection and street operation**

- As shown in **Figures 6 - 7**, after distribution of traffic on the road network, the number of additional trips per turn at any intersection will be low in the evening and very low in the morning and throughout a day.
  - Glencoe Road to the east of the site has a local widening (a passing bay) approximately 25 m long in the middle of the road near Nos. 11-15 Glencoe Road. This is sufficient to provide for passing vehicles with the additional low volume and mostly eastbound traffic.

**Conclusion**

- Additional traffic generation is very low and will have no detrimental impacts on the existing road network operation nor on road safety.

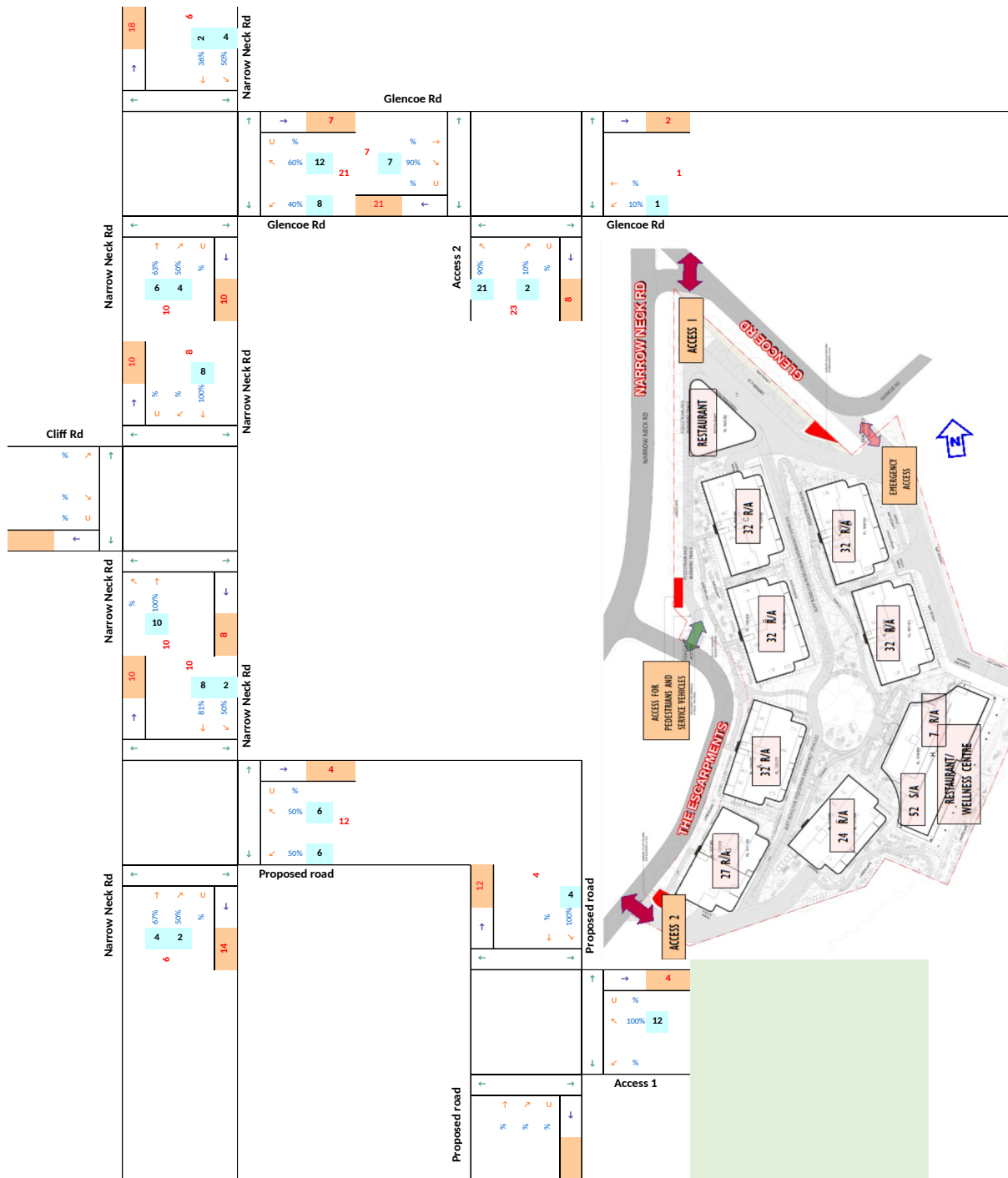


Figure 6. Distribution of additional traffic volumes - morning peak hour.

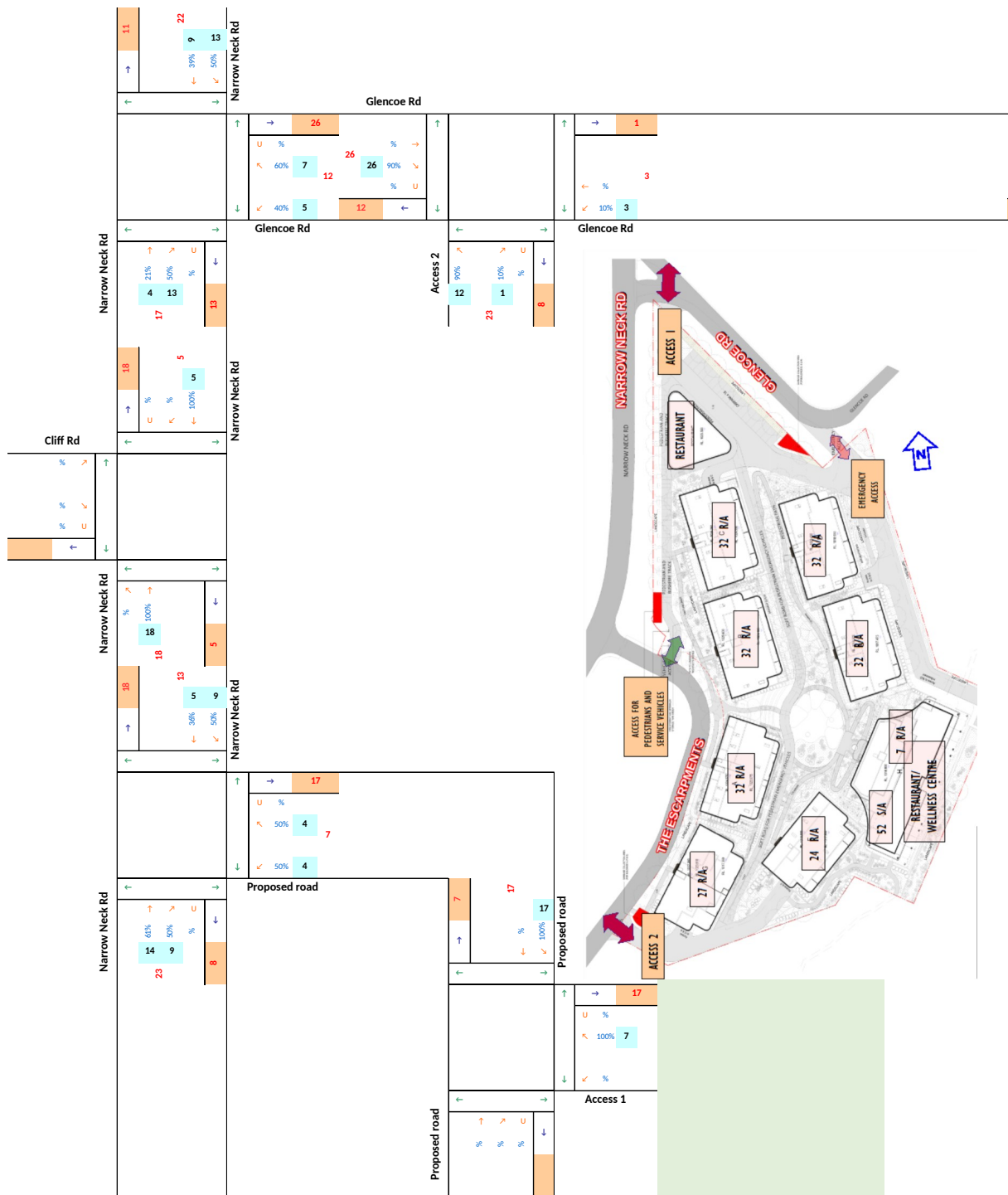


Figure 7. Distribution of additional traffic volumes – afternoon peak hour.

## Conclusions

- Proposed parking provision
  - Complies with SEPP (Housing) 2021 and Blue Mountains DCP requirements.
- Traffic impacts
  - The additional traffic from the proposed development will have no detrimental impacts on the street network operation.
- Design of access, car parking and servicing facilities
  - Complies with the relevant Standards.
- The proposed development is supportable on traffic and parking grounds.



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#### References:

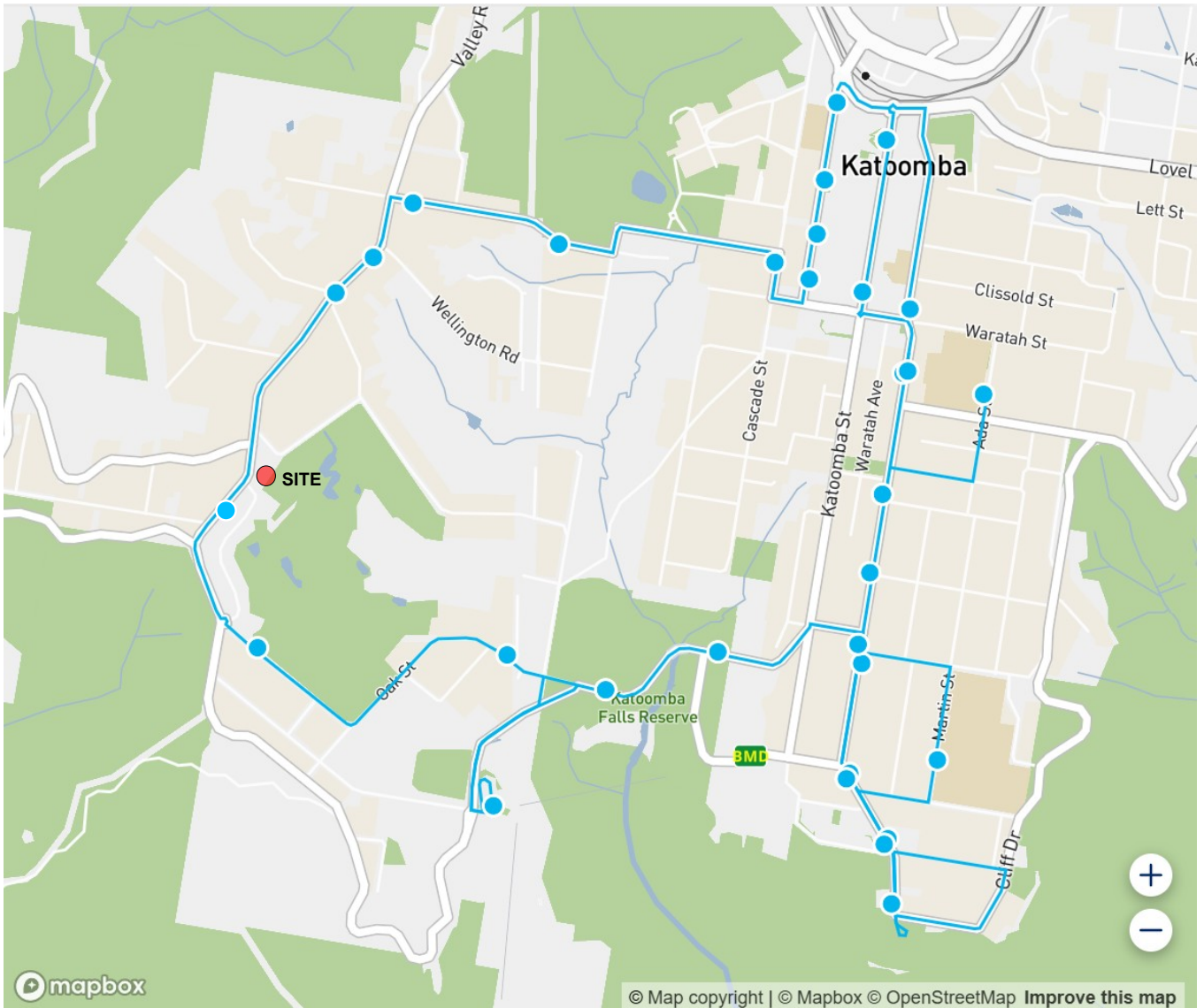
- SEPP (Housing) 2021
- Blue Mountains DCP 2015 (Amendment 8)
- SEPP (Transport and Infrastructure) 2021
- TfNSW (2002) Guide to Transport Impact Assessment
- AS/NZS 2890.1:2004: Parking Facilities - Off-street car parking
- AS 2890.2-2002: Parking Facilities - Off-street commercial vehicle facilities
- AS 2890.6:2022: Parking Facilities - Off-street parking for people with disabilities

**Appendix**

**Bus route**

**Car park design checks and vehicle turning diagrams**

# Bus Route 686G



# 686G

## Katoomba to Katoomba Golf Club via Cliff Dr (Loop Service)

# B

### How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at [transportsw.info](https://transportsw.info)

### Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at [transportsw.info](https://transportsw.info) or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at [transportsw.info/apps](https://transportsw.info/apps)

### Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

### Who is providing my bus services?

The bus services shown in this timetable are run by Blue Mountains Transit.

### Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

### Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

### Which Opal card is right for you?


**Adult** – Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

**Child/Youth** – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

**Gold Senior/Pensioner** – For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

**Concession** – For eligible tertiary students, job seekers, apprentices and trainees.

### How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit [transportsw.info/opal](https://transportsw.info/opal).

If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit [transportsw.info/opal](https://transportsw.info/opal) for more information.

### Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at [transportsw.info/contactless](https://transportsw.info/contactless)

### Explanation of definitions and symbols

 Wheelchair Accessible

**686G****Katoomba to Katoomba Golf Club via Cliff Dr (Loop Service)****B**

Valid from: 13 Oct 2025

Creation date: 26 Oct 2025

NOTE: Information is correct on date of download.

<b>Monday to Friday</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	05:41	06:12	06:50	07:30	08:33	09:03	09:33	09:53	10:13
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	05:45	06:16	06:54	07:34	08:37	09:07	09:37	09:57	10:17
Acacia St after The Escarpments, Katoomba	05:49	06:20	06:58	07:38	08:41	09:11	09:41	10:01	10:21
Scenic World (Temporary Stop), Katoomba	-	-	-	-	-	09:15	09:45	10:05	10:25
Blue Mountains Tourist Park, Cliff Dr, Katoomba	05:51	06:22	07:00	07:40	08:43	09:17	09:47	10:07	10:27
Maple Grove Park, Katoomba Falls Rd, Katoomba	05:52	06:23	07:01	07:41	08:44	09:18	09:48	10:08	10:28
Echo Point Lookout, Echo Point Rd, Katoomba	05:55	06:26	07:04	07:44	08:47	09:23	09:53	10:13	10:33
Katoomba High School, Martin St, Katoomba	-	-	-	-	08:49	-	-	-	-
Katoomba RSL, Lurline St, Katoomba	05:57	06:28	07:06	07:46	08:52	09:25	09:55	10:15	10:35
Carrington Hotel, Katoomba St, Katoomba	06:00	06:31	07:09	07:49	08:56	09:28	09:58	10:18	10:38
Katoomba RSL, Lurline St, Katoomba	-	-	-	-	08:59	-	-	-	-
Katoomba Public School, Ada St, Katoomba	-	-	-	-	09:00	-	-	-	-
<b>Monday to Friday</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	10:33	10:53	11:13	11:33	11:53	12:13	12:33	12:53	13:13
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	10:37	10:57	11:17	11:37	11:57	12:17	12:37	12:57	13:17
Acacia St after The Escarpments, Katoomba	10:41	11:01	11:21	11:41	12:01	12:21	12:41	13:01	13:21
Scenic World (Temporary Stop), Katoomba	10:45	11:05	11:25	11:45	12:05	12:25	12:45	13:05	13:25
Blue Mountains Tourist Park, Cliff Dr, Katoomba	10:47	11:07	11:27	11:47	12:07	12:27	12:47	13:07	13:27
Maple Grove Park, Katoomba Falls Rd, Katoomba	10:48	11:08	11:28	11:48	12:08	12:28	12:48	13:08	13:28
Echo Point Lookout, Echo Point Rd, Katoomba	10:53	11:13	11:33	11:53	12:13	12:33	12:53	13:13	13:33
Katoomba RSL, Lurline St, Katoomba	10:55	11:15	11:35	11:55	12:15	12:35	12:55	13:15	13:35
Carrington Hotel, Katoomba St, Katoomba	10:58	11:18	11:38	11:58	12:18	12:38	12:58	13:18	13:38
<b>Monday to Friday</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	13:33	13:53	14:13	14:33	14:53	15:13	15:33	15:53	16:03
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	13:37	13:57	14:17	14:37	14:57	15:17	15:37	15:57	16:07
Acacia St after The Escarpments, Katoomba	13:41	14:01	14:21	14:41	15:01	15:21	15:41	16:01	16:11
Scenic World (Temporary Stop), Katoomba	13:45	14:05	14:25	14:45	15:05	15:25	15:45	16:05	16:15
Blue Mountains Tourist Park, Cliff Dr, Katoomba	13:47	14:07	14:27	14:47	15:07	15:27	15:47	16:07	16:17
Maple Grove Park, Katoomba Falls Rd, Katoomba	13:48	14:08	14:28	14:48	15:08	15:28	15:48	16:08	16:18
Echo Point Lookout, Echo Point Rd, Katoomba	13:53	14:13	14:33	14:53	15:13	15:33	15:53	16:13	16:23
Katoomba RSL, Lurline St, Katoomba	13:55	14:15	14:35	14:55	15:15	15:35	15:55	16:15	16:25
Carrington Hotel, Katoomba St, Katoomba	13:58	14:18	14:38	14:58	15:18	15:38	15:58	16:18	16:28
<b>Monday to Friday</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	16:13	16:23	16:33	16:43	16:53	17:03	17:13	17:30	18:00
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	16:17	16:27	16:37	16:47	16:57	17:07	17:17	17:34	18:04
Acacia St after The Escarpments, Katoomba	16:21	16:31	16:41	16:51	17:01	17:11	17:21	17:38	18:08
Scenic World (Temporary Stop), Katoomba	16:25	16:35	16:45	16:55	17:05	17:15	17:25	17:42	18:12
Blue Mountains Tourist Park, Cliff Dr, Katoomba	16:27	16:37	16:47	16:57	17:07	17:17	17:27	17:44	18:14
Maple Grove Park, Katoomba Falls Rd, Katoomba	16:28	16:38	16:48	16:58	17:08	17:18	17:28	17:45	18:15
Echo Point Lookout, Echo Point Rd, Katoomba	16:33	16:43	16:53	17:03	17:13	17:23	17:33	17:50	18:20
Katoomba RSL, Lurline St, Katoomba	16:35	16:45	16:55	17:05	17:15	17:25	17:35	17:52	18:22
Carrington Hotel, Katoomba St, Katoomba	16:38	16:48	16:58	17:08	17:18	17:28	17:38	17:55	18:25

**686G****Katoomba to Katoomba Golf Club via Cliff Dr (Loop Service)****B**

<b>Monday to Friday</b>	⌚	⌚	⌚	⌚	⌚	⌚
Carrington Hotel, Katoomba St, Katoomba	18:30	19:00	19:30	20:00	20:30	21:00
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	18:34	19:04	19:34	20:04	20:34	21:04
Acacia St after The Escarpments, Katoomba	18:38	19:08	19:38	20:08	20:38	21:08
Scenic World (Temporary Stop), Katoomba	18:42	19:12	19:42	20:12	20:42	21:12
Blue Mountains Tourist Park, Cliff Dr, Katoomba	18:44	19:14	19:44	20:14	20:44	21:14
Maple Grove Park, Katoomba Falls Rd, Katoomba	18:45	19:15	19:45	20:15	20:45	21:15
Echo Point Lookout, Echo Point Rd, Katoomba	18:50	19:20	19:50	20:20	20:50	21:20
Katoomba RSL, Lurline St, Katoomba	18:52	19:22	19:52	20:22	20:52	21:22
Carrington Hotel, Katoomba St, Katoomba	18:55	19:25	19:55	20:25	20:55	21:25

<b>Saturday</b>	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚
Carrington Hotel, Katoomba St, Katoomba	08:35	09:03	09:33	09:53	10:13	10:33	10:53	11:13	11:33
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	08:39	09:07	09:37	09:57	10:17	10:37	10:57	11:17	11:37
Acacia St after The Escarpments, Katoomba	08:43	09:11	09:41	10:01	10:21	10:41	11:01	11:21	11:41
Scenic World (Temporary Stop), Katoomba	08:47	09:15	09:45	10:05	10:25	10:45	11:05	11:25	11:45
Blue Mountains Tourist Park, Cliff Dr, Katoomba	08:49	09:17	09:47	10:07	10:27	10:47	11:07	11:27	11:47
Maple Grove Park, Katoomba Falls Rd, Katoomba	08:50	09:18	09:48	10:08	10:28	10:48	11:08	11:28	11:48
Echo Point Lookout, Echo Point Rd, Katoomba	08:55	09:23	09:53	10:13	10:33	10:53	11:13	11:33	11:53
Katoomba RSL, Lurline St, Katoomba	08:57	09:25	09:55	10:15	10:35	10:55	11:15	11:35	11:55
Carrington Hotel, Katoomba St, Katoomba	09:00	09:28	09:58	10:18	10:38	10:58	11:18	11:38	11:58

<b>Saturday</b>	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚
Carrington Hotel, Katoomba St, Katoomba	11:53	12:13	12:33	12:53	13:13	13:33	13:53	14:13	14:33
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	11:57	12:17	12:37	12:57	13:17	13:37	13:57	14:17	14:37
Acacia St after The Escarpments, Katoomba	12:01	12:21	12:41	13:01	13:21	13:41	14:01	14:21	14:41
Scenic World (Temporary Stop), Katoomba	12:05	12:25	12:45	13:05	13:25	13:45	14:05	14:25	14:45
Blue Mountains Tourist Park, Cliff Dr, Katoomba	12:07	12:27	12:47	13:07	13:27	13:47	14:07	14:27	14:47
Maple Grove Park, Katoomba Falls Rd, Katoomba	12:08	12:28	12:48	13:08	13:28	13:48	14:08	14:28	14:48
Echo Point Lookout, Echo Point Rd, Katoomba	12:13	12:33	12:53	13:13	13:33	13:53	14:13	14:33	14:53
Katoomba RSL, Lurline St, Katoomba	12:15	12:35	12:55	13:15	13:35	13:55	14:15	14:35	14:55
Carrington Hotel, Katoomba St, Katoomba	12:18	12:38	12:58	13:18	13:38	13:58	14:18	14:38	14:58

<b>Saturday</b>	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚
Carrington Hotel, Katoomba St, Katoomba	14:53	15:13	15:33	15:53	16:13	16:33	16:53	17:03	17:13
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	14:57	15:17	15:37	15:57	16:17	16:37	16:57	17:07	17:17
Acacia St after The Escarpments, Katoomba	15:01	15:21	15:41	16:01	16:21	16:41	17:01	17:11	17:21
Scenic World (Temporary Stop), Katoomba	15:05	15:25	15:45	16:05	16:25	16:45	17:05	17:15	17:25
Blue Mountains Tourist Park, Cliff Dr, Katoomba	15:07	15:27	15:47	16:07	16:27	16:47	17:07	17:17	17:27
Maple Grove Park, Katoomba Falls Rd, Katoomba	15:08	15:28	15:48	16:08	16:28	16:48	17:08	17:18	17:28
Echo Point Lookout, Echo Point Rd, Katoomba	15:13	15:33	15:53	16:13	16:33	16:53	17:13	17:23	17:33
Katoomba RSL, Lurline St, Katoomba	15:15	15:35	15:55	16:15	16:35	16:55	17:15	17:25	17:35
Carrington Hotel, Katoomba St, Katoomba	15:18	15:38	15:58	16:18	16:38	16:58	17:18	17:28	17:38

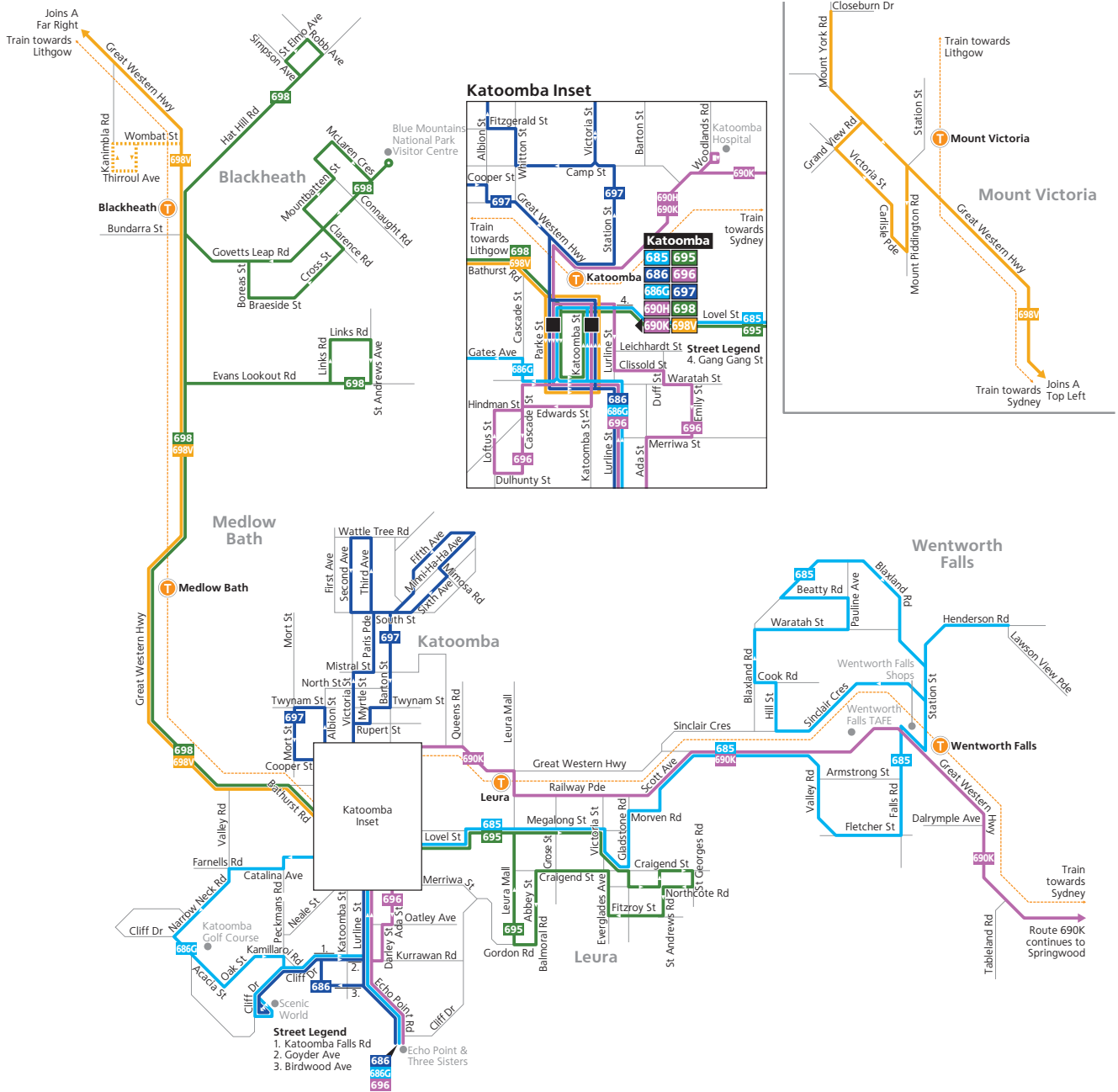
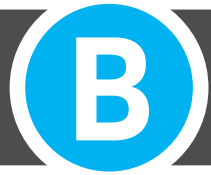
  

<b>Saturday</b>	⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚
Carrington Hotel, Katoomba St, Katoomba	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	17:34	18:04	18:34	19:04	19:34	20:04	20:34	21:04
Acacia St after The Escarpments, Katoomba	17:38	18:08	18:38	19:08	19:38	20:08	20:38	21:08
Scenic World (Temporary Stop), Katoomba	17:42	18:12	18:42	19:12	19:42	20:12	20:42	21:12
Blue Mountains Tourist Park, Cliff Dr, Katoomba	17:44	18:14	18:44	19:14	19:44	20:14	20:44	21:14
Maple Grove Park, Katoomba Falls Rd, Katoomba	17:45	18:15	18:45	19:15	19:45	20:15	20:45	21:15
Echo Point Lookout, Echo Point Rd, Katoomba	17:50	18:20	18:50	19:20	19:50	20:20	20:50	21:20
Katoomba RSL, Lurline St, Katoomba	17:52	18:22	18:52	19:22	19:52	20:22	20:52	21:22
Carrington Hotel, Katoomba St, Katoomba	17:55	18:25	18:55	19:25	19:55	20:25	20:55	21:25

**686G****Katoomba to Katoomba Golf Club via Cliff Dr (Loop Service)****B**

<b>Sunday &amp; Public Holidays</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	08:35	09:03	09:33	09:53	10:13	10:33	10:53	11:13	11:33
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	08:39	09:07	09:37	09:57	10:17	10:37	10:57	11:17	11:37
Acacia St after The Escarpments, Katoomba	08:43	09:11	09:41	10:01	10:21	10:41	11:01	11:21	11:41
Scenic World (Temporary Stop), Katoomba	08:47	09:15	09:45	10:05	10:25	10:45	11:05	11:25	11:45
Blue Mountains Tourist Park, Cliff Dr, Katoomba	08:49	09:17	09:47	10:07	10:27	10:47	11:07	11:27	11:47
Maple Grove Park, Katoomba Falls Rd, Katoomba	08:50	09:18	09:48	10:08	10:28	10:48	11:08	11:28	11:48
Echo Point Lookout, Echo Point Rd, Katoomba	08:55	09:23	09:53	10:13	10:33	10:53	11:13	11:33	11:53
Katoomba RSL, Lurline St, Katoomba	08:57	09:25	09:55	10:15	10:35	10:55	11:15	11:35	11:55
Carrington Hotel, Katoomba St, Katoomba	09:00	09:28	09:58	10:18	10:38	10:58	11:18	11:38	11:58
<b>Sunday &amp; Public Holidays</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	11:53	12:13	12:33	12:53	13:13	13:33	13:53	14:13	14:33
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	11:57	12:17	12:37	12:57	13:17	13:37	13:57	14:17	14:37
Acacia St after The Escarpments, Katoomba	12:01	12:21	12:41	13:01	13:21	13:41	14:01	14:21	14:41
Scenic World (Temporary Stop), Katoomba	12:05	12:25	12:45	13:05	13:25	13:45	14:05	14:25	14:45
Blue Mountains Tourist Park, Cliff Dr, Katoomba	12:07	12:27	12:47	13:07	13:27	13:47	14:07	14:27	14:47
Maple Grove Park, Katoomba Falls Rd, Katoomba	12:08	12:28	12:48	13:08	13:28	13:48	14:08	14:28	14:48
Echo Point Lookout, Echo Point Rd, Katoomba	12:13	12:33	12:53	13:13	13:33	13:53	14:13	14:33	14:53
Katoomba RSL, Lurline St, Katoomba	12:15	12:35	12:55	13:15	13:35	13:55	14:15	14:35	14:55
Carrington Hotel, Katoomba St, Katoomba	12:18	12:38	12:58	13:18	13:38	13:58	14:18	14:38	14:58
<b>Sunday &amp; Public Holidays</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	14:53	15:13	15:33	15:53	16:13	16:33	16:53	17:03	17:13
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	14:57	15:17	15:37	15:57	16:17	16:37	16:57	17:07	17:17
Acacia St after The Escarpments, Katoomba	15:01	15:21	15:41	16:01	16:21	16:41	17:01	17:11	17:21
Scenic World (Temporary Stop), Katoomba	15:05	15:25	15:45	16:05	16:25	16:45	17:05	17:15	17:25
Blue Mountains Tourist Park, Cliff Dr, Katoomba	15:07	15:27	15:47	16:07	16:27	16:47	17:07	17:17	17:27
Maple Grove Park, Katoomba Falls Rd, Katoomba	15:08	15:28	15:48	16:08	16:28	16:48	17:08	17:18	17:28
Echo Point Lookout, Echo Point Rd, Katoomba	15:13	15:33	15:53	16:13	16:33	16:53	17:13	17:23	17:33
Katoomba RSL, Lurline St, Katoomba	15:15	15:35	15:55	16:15	16:35	16:55	17:15	17:25	17:35
Carrington Hotel, Katoomba St, Katoomba	15:18	15:38	15:58	16:18	16:38	16:58	17:18	17:28	17:38
<b>Sunday &amp; Public Holidays</b>	♿	♿	♿	♿	♿	♿	♿	♿	♿
Carrington Hotel, Katoomba St, Katoomba	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	
Catalina Ave opp Katoomba Sports & Aquatic Centre, Katoomba	17:34	18:04	18:34	19:04	19:34	20:04	20:34	21:04	
Acacia St after The Escarpments, Katoomba	17:38	18:08	18:38	19:08	19:38	20:08	20:38	21:08	
Scenic World (Temporary Stop), Katoomba	17:42	18:12	18:42	19:12	19:42	20:12	20:42	21:12	
Blue Mountains Tourist Park, Cliff Dr, Katoomba	17:44	18:14	18:44	19:14	19:44	20:14	20:44	21:14	
Maple Grove Park, Katoomba Falls Rd, Katoomba	17:45	18:15	18:45	19:15	19:45	20:15	20:45	21:15	
Echo Point Lookout, Echo Point Rd, Katoomba	17:50	18:20	18:50	19:20	19:50	20:20	20:50	21:20	
Katoomba RSL, Lurline St, Katoomba	17:52	18:22	18:52	19:22	19:52	20:22	20:52	21:22	
Carrington Hotel, Katoomba St, Katoomba	17:55	18:25	18:55	19:25	19:55	20:25	20:55	21:25	

# Routes 685, 686, 686G, 690H, 690K, 695, 696, 697, 698, 698V

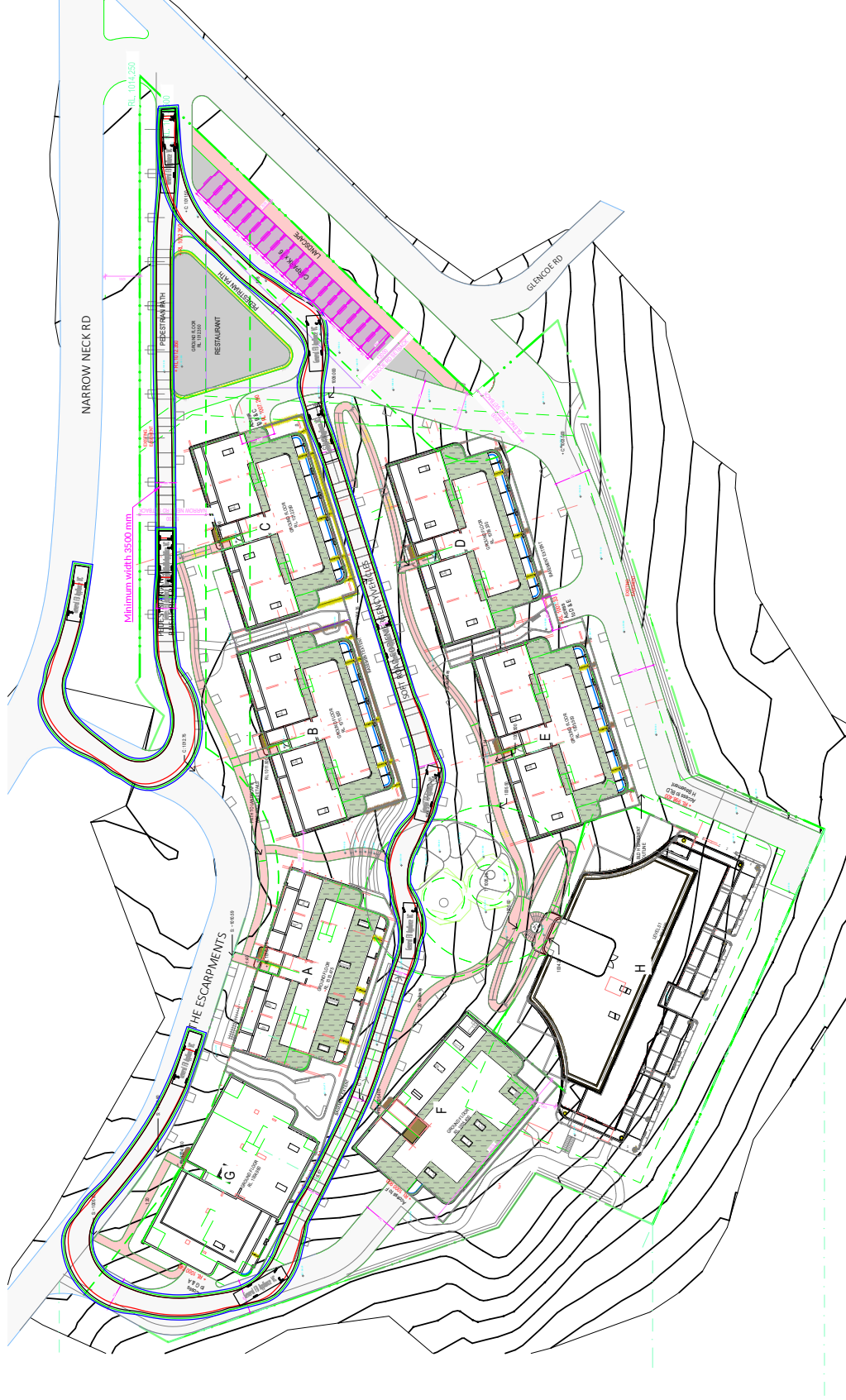


## Legend

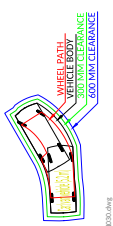
- Bus route
- 685 Bus route number
- Bus route start/finish
- T Train line/station

Diagrammatic Map  
Not to Scale





LEGEND:



SCALE 753,364:1A3

**TEEF**  
CONSULTING

DRAW No 211107/01 | REV. 1 | 31/10/2025

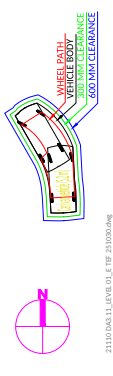
Client: TEF

142-150 Narrow Neck Rd, Katoomba NSW 2780  
Design checks as per AS/NZS 2890 series  
Master plan

PO Box 215 Banell NSW 2026 | ph: +61 (0)2 9332 2024 | fax: +61 (0)2 9332 2022 | mob: +61 (0)414 928 667 | email: [info@teefconsult.com.au](mailto:info@teefconsult.com.au) | [www.teefconsult.com.au](http://www.teefconsult.com.au)



LEGEND:



142-150 Narrow Neck Rd, Katoomba NSW 2780

SCALE 250:1



Draw No 21110/01  
 Date 31/10/2025  
 Client: Con

Design checks as per AS/NZS 2890 series  
 Basement parking - Buildings C&B

PO Box 215 Banff NSW 2026 | Ph: +61 (0)2 9332 2024 | Fax: +61 (0)2 9332 2022 | Mob: +61 (0)414 928 657 | Email: [info@trefconsult.com.au](mailto:info@trefconsult.com.au) | [www.trefconsult.com.au](http://www.trefconsult.com.au)

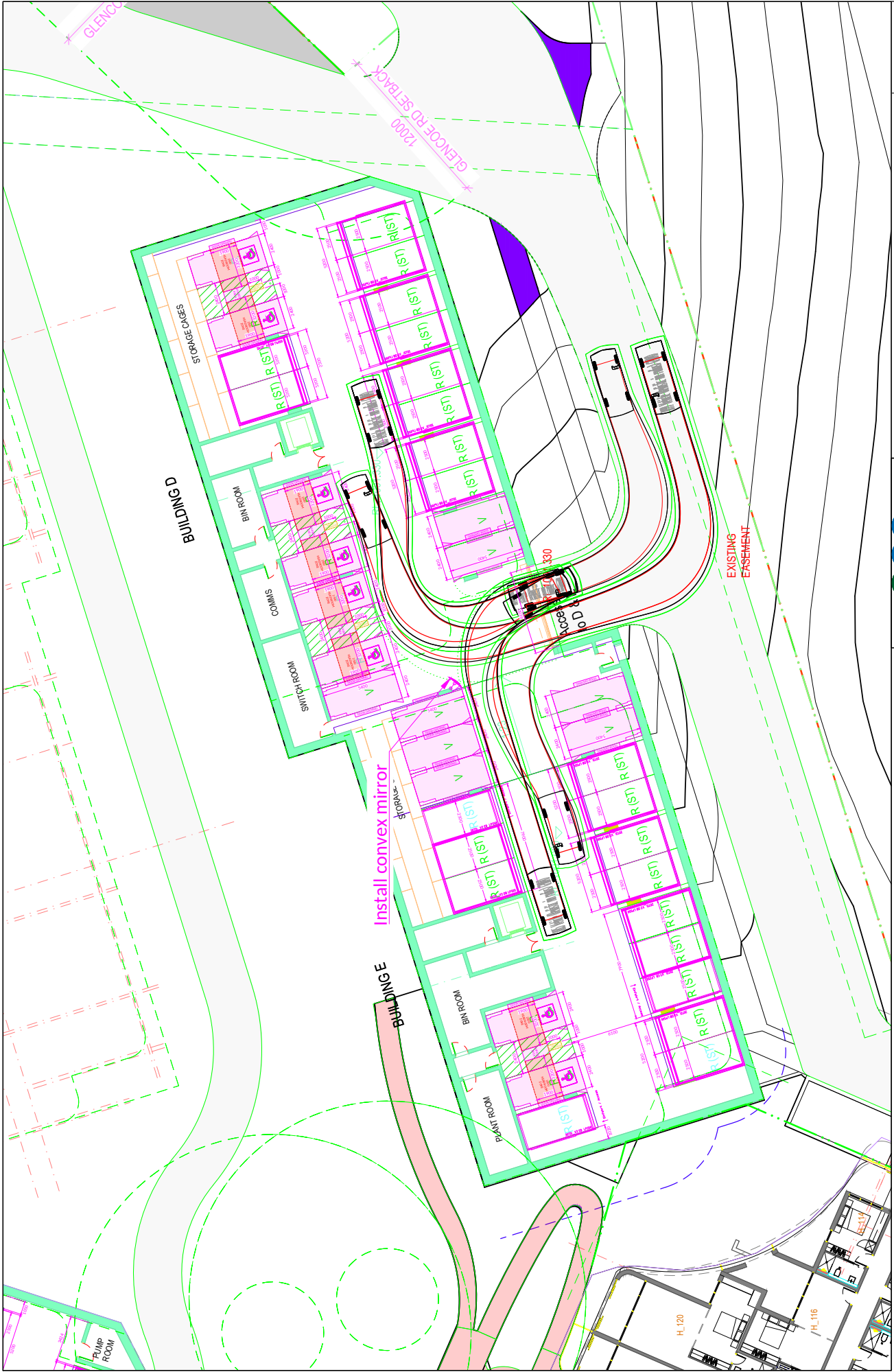












142-150 Narrow Neck Rd, Katoomba NSW 2780  
 Design checks as per AS/NZS 2890 series  
 Basement parking - Buildings B&E

**TECF CONSULTING**  
 DWG No 21110700 | REV. 1 | 31/10/2025  
 Client:  
 Con:

PO Box 215 Benelli NSW 2026 | ph:+61 (0)2 9332 2024 | fax:+61 (0)2 9332 2022 | mob:+61 (0)414 928 657 | email: info@tecfconsult.com.au | www.tecfconsult.com.au

SCALE 250:A3

**LEGEND:**

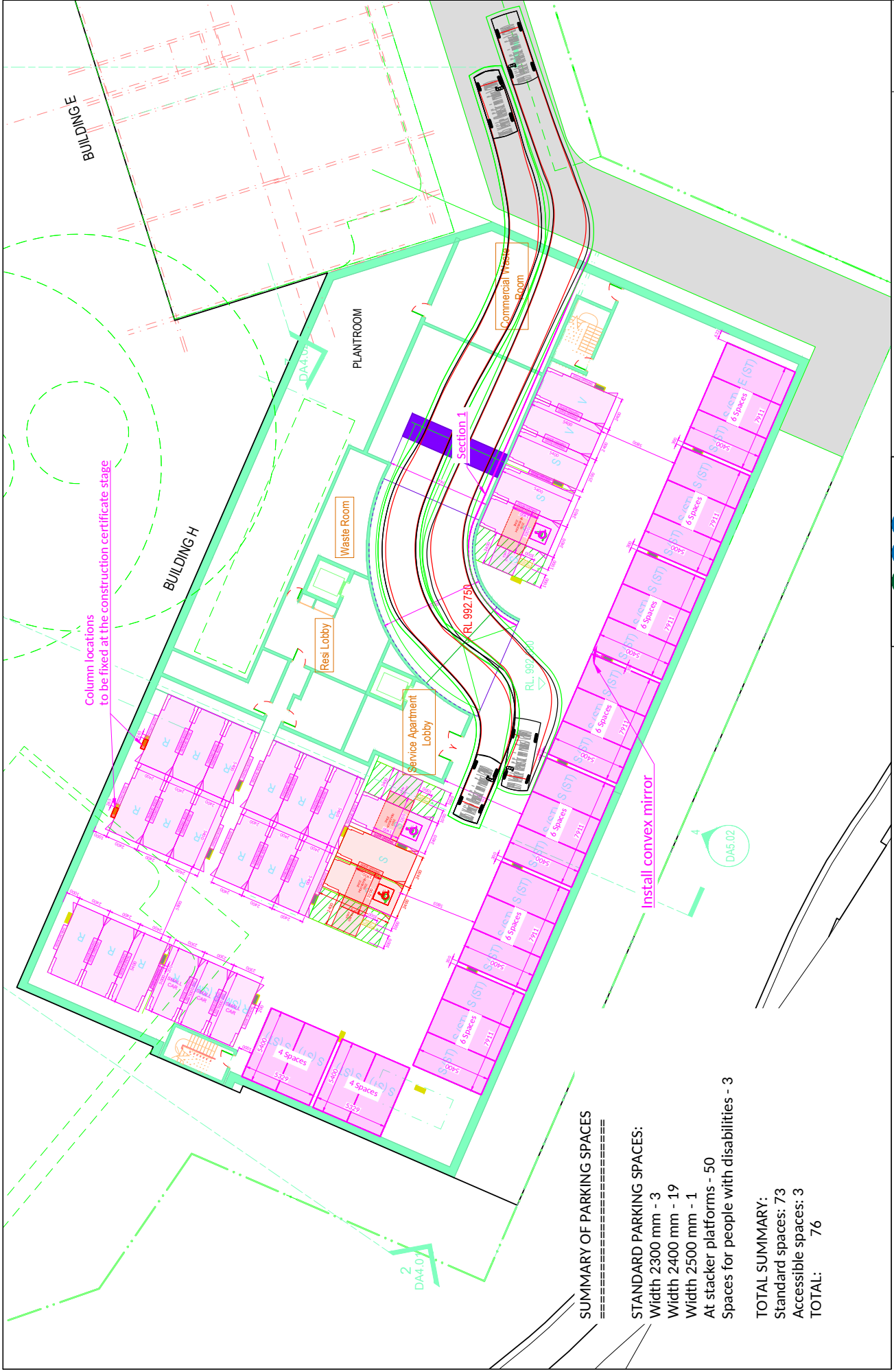
- EXISTING EASEMENT
- VEHICLE BAY
- VEHICLE ROW
- 300 MM CLEARANCE
- 600 MM CLEARANCE

R.L. 120  
 R.L. 116

21110 DWS 10, GROUND LEVEL, E.TCF 251000.DWG





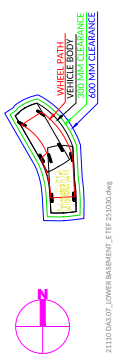


**SUMMARY OF PARKING SPACES**

- STANDARD PARKING SPACES:**
- Width 2300 mm - 3
- Width 2400 mm - 19
- Width 2500 mm - 1
- At stacker platforms - 50
- Spaces for people with disabilities - 3

- TOTAL SUMMARY:**
- Standard spaces: 73
- Accessible spaces: 3
- TOTAL: 76**

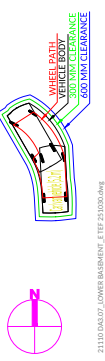
**LEGEND:**



Recommended minimum headroom 4300 mm  
to be adjusted at the construction certificate stage



LEGEND:



142-150 Narrow Neck Rd, Katoomba NSW 2780

Section 1  
Basement parking - Building H

SCALE 1:100:A3

DATE: 31/10/2025  
CLIENT: TEE CONSULTING  
CON: TEE CONSULTING

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