



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

TRAFFIC & PARKING IMPACT ASSESSMENT

**PROPOSED AFFORDABLE HOUSING DEVELOPMENT
9-11 STAPLETON PARADE
ST MARYS**

**PREPARED FOR MORSON ARCHITECTS PTY. LTD.
OUR REF: 20-106-4**



JUNE 2023

COPYRIGHT: The concepts and information contained within this document, unless otherwise stated, are the property of Stanbury Traffic Planning. All rights are reserved and all materials in this document may not be reproduced without the express written permission of Stanbury Traffic Planning.

TABLE OF CONTENTS

1. INTRODUCTION	4
1.1 BACKGROUND	4
1.2 SCOPE OF ASSESSMENT	4
1.3 REFERENCE DOCUMENTS	5
1.4 SITE DETAILS	5
1.4.1 SITE LOCATION	5
1.4.2 SITE DESCRIPTION	7
1.4.3 EXISTING SITE USE	7
1.4.4 SURROUNDING USES	7
1.4.5 NEARBY PROPOSED PARK REDEVELOPMENT	7
2. PROPOSED DEVELOPMENT	9
2.1 BUILT FORM	9
3. SITE ACCESS & INTERNAL CIRCULATION	10
3.1 SITE ACCESS DRIVEWAY	10
3.1.1 VEHICULAR ACCESS	10
3.3 PARKING PROVISION	10
3.4 INTERNAL CIRCULATION AND MANOEUVRABILITY	12
3.4.1 PARKING ARRANGEMENTS	12
3.4.2 CAR PARKING AREA ACCESS ROADWAY	12
3.4.4 MANOEUVRING	13
3.4.5 SITE SERVICING	14
4. EXISTING TRAFFIC CONDITIONS	15
4.1 SURROUNDING ROAD NETWORK	15
4.3.2 SITE ACCESS ASSESSMENT	16
4.3.4 REGIONAL ROAD CONNECTIVITY	16
4.4.3 PEDESTRIANS	20

5. PROJECTED TRAFFIC CONDITIONS **21**

5.1 TRAFFIC GENERATION **21**

5.1.1 EXISTING SITE USES **21**

5.1.2 PROPOSED DEVELOPMENT **21**

5.2 TRAFFIC IMPACTS **22**

5.3 PUBLIC TRANSPORT IMPACTS **22**

6. CONCLUSION **23**

APPENDICES

1. Architectural Plans

2. Swept Path Plans

3. Bus Service Times

1. INTRODUCTION

1.1 Background

Stanbury Traffic Planning has been commissioned by Morson Group to prepare a Traffic & Parking Impact Assessment with respect to a proposal to demolish three existing detached residences and the construction of an affordable housing development containing 14 apartments at 9-11 Stapleton Parade, St Marys (hereafter referred to as the 'subject site').

A Development Application (DA) was previously submitted to Penrith City Council and additional information and clarification has been sought by Penrith City Council and Land and Housing Corporation. The additional information required from a traffic perspective is summarised in **Table 1** along with our response.

TABLE 1 SUMMARY OF PROPOSED ON-SITE USES		
	Comment Provided	Response
1	The width of the carparking spaces is not satisfactory. Carpark widths of 2.5m are to be provided for multi-unit housing development for full opening of vehicle doors in accordance with AS2890.1 (vehicle User Class 2).	All resident car parking spaces are 2.5m wide as dimensioned on the plans. The widths exceed the minimum required 2.4m by AS2890.1 Class 1A spaces for residential use. The only spaces that are 2.4m wide are the accessible parking spaces which accord with AS2890.6 and are considered satisfactory.
2	It is recommended that the traffic consultant review the proposed concept plan for Bennett Park and to update traffic report to provide further commentary on additional on-street parking demand with reference to the new mixed recreational open space proposed by Council.	See Section 1.4.5 of this report.

1.2 Scope of Assessment

This aim of this assessment is to investigate and report upon the potential traffic and parking consequences of the proposal and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;
- Section 2 describes the proposed development;
- Section 3 assess the adequacy of the proposed site access arrangements, parking provision, internal circulation and servicing arrangements with

reference to relevant Council, Transport for NSW (TfNSW), Australian Standard and State Environmental Planning Policy specifications;

- Section 4 assesses the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure; and
- Section 5 estimates the traffic generating ability of the proposed development and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner.

The report has been prepared pursuant to State Environmental Planning Policy (Transport and Infrastructure) 2021 however access is not sought from a classified road and is not of a sufficient scale to refer to TfNSW under this instrument.

1.3 Reference Documents

Reference is made to the following documents throughout this report:

- *State Environmental Planning Policy (Housing) 2021* (hereafter referred to as Housing SEPP);
- TfNSW's *Guide to Traffic Generating Developments*;
- Roads and Maritime Services, *Trip Generation Surveys, Medium Density Residential Dwellings, Analysis Report, 08/08/13* (hereafter referred to as the *Medium Density Residential Analysis Report*);
- Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004); and
- Australian Standard for *Parking Facilities Part 6: Off-Street Parking for People with Disabilities* (AS2890.6:2009).

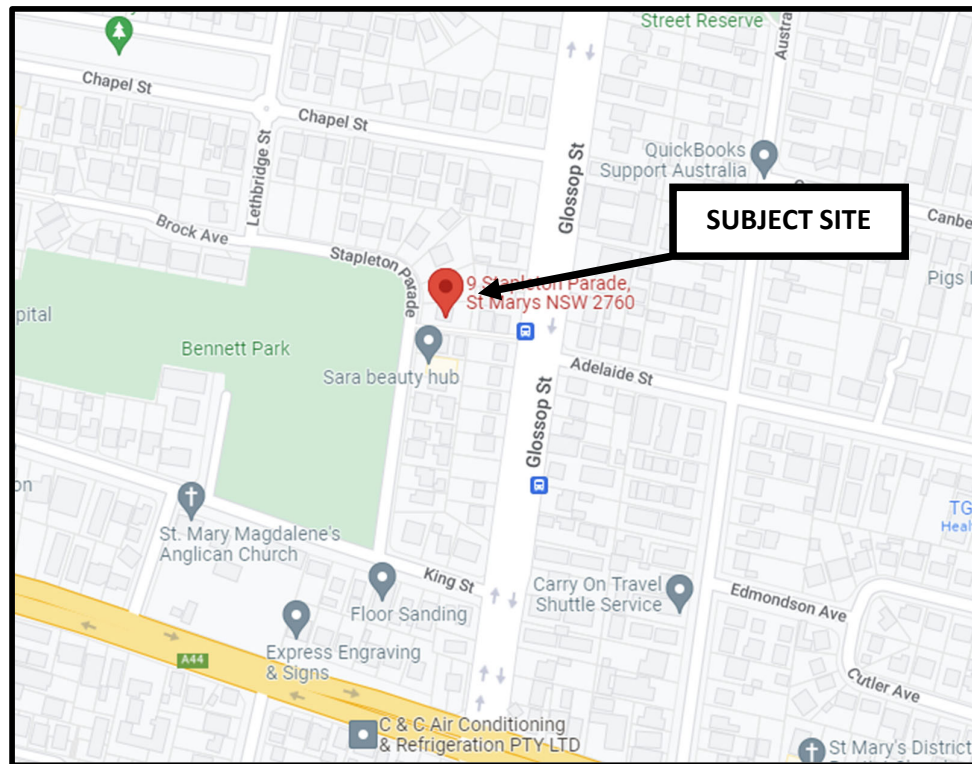
Architectural plans have been prepared by Morson Group and should be read in conjunction with this report, reduced copies of a selection of which are included as **Appendix 1** for reference.

1.4 Site Details

1.4.1 Site Location

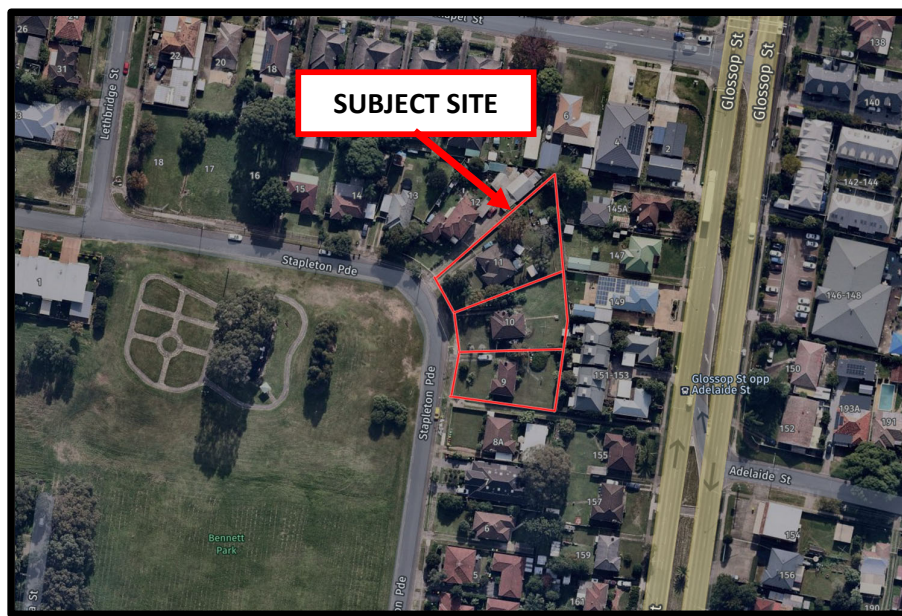
The subject site is situated on the eastern side of Stapleton Parade immediately adjacent and to the south of a curve in the road and some 170m to the north of King Street, St Marys. The site location is illustrated below and overleaf within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT



Source: maps.google.com.au

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Near Map Imagery – 19/5/2022

1.4.2 Site Description

The subject site comprises three allotments, providing a real property description of Lots 25, 26 and 27 within DP35558 and a street address of 9 - 11 Stapleton Parade, St Marys.

The allotments collectively provide a parcel of land providing approximate frontages of 44m and 37m to Stapleton Parade and Stapleton Lane (pedestrian only), respectively. The site area is in the order of approximately 2,580m².

1.4.3 Existing Site Use

The subject site currently contains three detached residential dwellings, fronting and being serviced by separate access driveways connecting with Stapleton Parade within the north-western corner of each site allotment.

1.4.4 Surrounding Uses

The subject site is adjoined to the immediate north by similar detached residential dwellings fronting Stapleton Parade. Similar residential dwellings are also situated to the south of the site, on the opposite side of Stapleton Lane (facilitating a pedestrian connection between Stapleton Parade and Glassop Street), fronting and being serviced by Stapleton Parade.

West of the site, on the opposite side of Stapleton Parade, is Bennett Park, which contains a children's playground and off-road children's cycle path.

Land to the east of the site, fronting and serviced by Glossop Street, is also occupied by similar detached residential dwellings.

1.4.5 Nearby Proposed Park Redevelopment

Penrith City Council is currently working on a proposed development plan for an upgrade to Bennett Park. A draft concept plan for the redevelopment of Bennett Park opposite the subject site, shown in **Figure 3**, was placed on public exhibition with the consultation period closing 8 December 2022¹.

¹ <https://yoursaypenrith.com.au/bennettpark> - Accessed 8/6/22

FIGURE 3
PROPOSED PARK UPGRADE LOCATION IN RELATION TO THE SUBJECT SITE

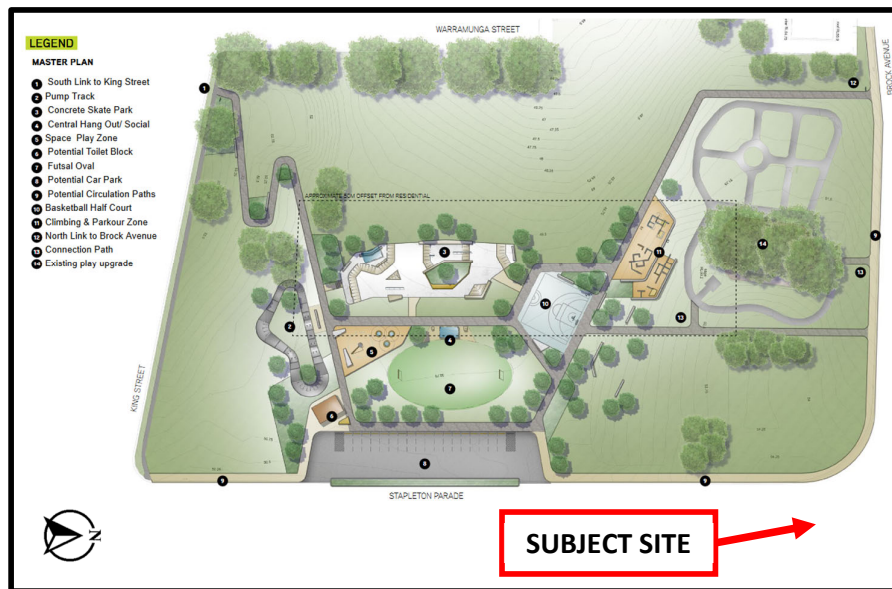


Figure 3 indicates that a range of active and passive recreation park upgrades are proposed with an 18-space car park proposed within the park. This car park is expected to reduce the reliance of the park on the surrounding on-street car parking. Penrith City Council have advised that the final design for the Bennett Park upgrade would be shared with the community in 2023.

2. PROPOSED DEVELOPMENT

2.1 Built Form

The subject application seeks approval to demolish the existing detached residences and the construction of an affordable housing development owned by LAHC to be provided in accordance with the Housing SEPP, comprising 14 dwellings as following:

- 12 two-bedroom apartments; and
- 2 three-bedroom apartments.

The development is proposed to be contained within 2 two-storey buildings and three single storey buildings.

The development is proposed to be serviced by an at-grade open parking area containing nine passenger vehicle parking spaces, being accessed via a single combined ingress / egress driveway situated approximately central to the western site frontage.

A pedestrian access pathway is proposed to be provided to the north of the vehicular access driveway, providing connectivity between the eastern Stapleton Parade footpath and the six dwellings located adjacent to the eastern boundary of the site and two properties in the building in the north-western corner of the site.

A further six individual pedestrian access pathways are to provide access between the dwellings fronting Stapleton Parade and the afore-mentioned Stapleton Parade footpath, separate to and to the north and south of the site access driveway.

A separate pedestrian access pathway is also proposed to be provided to the south of the access driveway, providing direct access to the bulky waste and bin storage area.

3. SITE ACCESS & INTERNAL CIRCULATION

3.1 Site Access Driveway

3.1.1 Vehicular Access

Vehicular access between the main on-site passenger vehicle parking area and Stapleton Parade is proposed to be provided via a 5.8m wide combined ingress / egress driveway located approximately central to the western site frontage. The above driveway is proposed to provide direct connectivity to an internal roadway providing an east/west alignment, connecting directly with the passenger vehicle parking area.

AS2890.1:2004 provides driveway design specifications based on the proposed primary land use, the functional order of the access road and the number of spaces the driveway is to serve. Tables 3.1 and 3.2 of AS2890.1:2004 specify that, at minimum, a Category 1 type driveway is required, providing a combined ingress / egress driveway width of between 3m and 5.5m based on the local (non-arterial) functional order of Stapleton Parade, the residential land-use proposed and the proposed passenger vehicle parking provision of nine spaces. The proposed combined ingress / egress driveway, providing a width of 5.8m, therefore exceeds the minimum AS2890.1:2004 specifications and accordingly is considered to be satisfactory.

Swept path plans have been prepared in order to demonstrate the ability of passenger vehicles to enter and exit the site, copies of which are included as **Appendix 2**.

The safety and efficiency of access / egress movements are also proposed to be assisted by the provision of a relatively level grade within the first 6m inside the property boundary.

Whilst it is acknowledged that the site is situated in the immediate vicinity of a 90-degree curve in the Stapleton Parade horizontal alignment, the positioning of the driveway on the outside of the curve, facilitates satisfactory sight distance between approaching traffic within Stapleton Parade (from the west and south) and the proposed site access driveway, based on the prevailing 50km/h speed limit.

3.3 Parking Provision

The development is proposed to provide a total of nine on-site passenger vehicle parking spaces, including two disabled spaces, provided in a 90-degree angle arrangement situated within the eastern portion of the site.

The Housing SEPP provides state-wide relevant parking requirements for residential development provided by a social housing provider.

Part 2, Division 1, clause 18(2)(f) states the following with respect to car parking:

“for a development application made by a social housing provider for development on land in an accessible area:

- (i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces, or*
- (ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces, or*
- (iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space”*

The dictionary within the Housing SEPP defines ‘accessible area’ as *“land within:*

“(a) 800m walking distance of a public entrance to—

- (i) a railway station, or*
- (ii) a wharf from which a Sydney Ferries ferry service operates, or*

(b) 400m walking distance of—

- (i) a public entrance to a light rail station, or*
- (ii) for a light rail station with no entrance—a platform of the light rail station, or*

(c) 400m walking distance of a bus stop used by a regular bus service, within the meaning of the [Passenger Transport Act 1990](#), that has at least 1 bus per hour servicing the bus stop between—

- (i) 6am and 9pm each day from Monday to Friday, both days inclusive, and*
- (ii) 8am and 6pm on each Saturday and Sunday.”*

Application of the Housing SEPP definition classifies the site as being situated within an ‘accessible area’ (see **Section 4.4.2** of this report). Based on the classification, the following parking rates from Clause 18(2)(f) of the Housing SEPP therefore apply to the subject development:

$$(12 \times 0.5) + (2 \times 1) = 8 \text{ spaces}$$

The proposed provision of nine off-street car parking spaces accordingly exceeds the minimum requirements of the Housing SEPP.

Whilst the Housing SEPP does not specifically require parking for visitors, it is possible that the development may generate some additional demand for on-street parking. Recent observations have indicated that demand for parking within Stapleton Parade is low, resulting in additional capacity prevailing. There is accordingly adequate capacity to accommodate any possible minor level of

additional parking demand without unreasonable impacts on surrounding residential amenity.

Although it is noted that Bennett Park will likely be upgraded to include a number of new active and passive recreational opportunities, the timing of the project is unclear. As noted in Section 1.4.5 of this report, an 18-space car park is proposed within the park to reduce its reliance on on-street parking.

Should the upgrade to the park proceed, there is still expected to be sufficient on-street car parking in the vicinity of the development to cater for its anticipated visitor car parking demand.

3.4 Internal Circulation and Manoeuvrability

3.4.1 Parking Arrangements

Passenger vehicle parking spaces within the car parking area comprise two standard 90-degree angled parking rows, being serviced by a single adjoining parking aisle, forming an extension of the access roadway. The car parking area has been designed to accord with the requirements of AS2890.1:2004 and AS2890.6:2009, providing the following minimum characteristics:

- Standard vehicular parking space width = 2.5m;
- Disabled vehicular parking space width = 2.4m (plus adjacent 2.4m wide shared area);
- Standard vehicular parking space length = 5.4m;
- Vehicular parking aisle width adjoining parking spaces = 5.8m;
- Headroom = unrestricted; and
- Aisle extension past the end parking bay = 1.0m.

Safe and efficient internal manoeuvring and parking space accessibility is anticipated to result, taking into consideration the above compliance with the relevant AS2890.1:2004 and AS2890.6:2009 specifications.

3.4.2 Car Parking Area Access Roadway

Connectivity between the Stapleton Parade access driveway and the open car parking area is proposed via an internal roadway providing an east / west alignment running adjacent to the western site boundary.

This roadway is to provide a width of 5.8m for approximately 6m inside the site, prior to reducing in width to a minimum of 3m for a length of approximately 10m, thence widening 5.8m and forming the primary parking aisle.

It is acknowledged that the narrow section of the abovementioned access roadway is not capable of accommodating two-way traffic movements simultaneously. This roadway however suitably accords with Clause 3.2.2 of AS2890.1:2004, which allows for a two-way driveway and connecting roadway width of 3m, where the two directional traffic volume is less than 30 movements per hour.

Section 5.1 of this report presents that the total development is expected to accommodate in the order of seven peak hour vehicle movements based on a total development yield of 14 dwellings, being significantly less than the abovementioned maximum of 30 movements.

Accordingly, the width of the access driveway and connecting roadway is only required to accord with the one-way traffic requirements as specified within Clause 2.5.2 (a) (i) of AS2890.1:2004, which requires a minimum roadway width of 3m. Compliance with this Clause is achieved.

Notwithstanding the above, it is noted that the access driveway and immediately connecting internal roadway has been designed to be capable of accommodating an entering and exiting vehicle simultaneously. Entering vehicles are therefore able to wait wholly within the property in the event of a vehicle exiting the development at the same time.

It should be further noted that the relatively straight alignment of the internal roadway provides adequate sight distance between the parking area and the access driveway thereby ensuring that internal conflicts are not envisaged.

In consideration of this and the above discussion, the proposed roadway providing connectivity between the Stapleton Parade access driveway and the open passenger vehicle parking area is considered to be satisfactory.

3.4.4 Manoeuvring

In order to demonstrate the internal passenger vehicle manoeuvrability within the vicinity of these areas and generally throughout the overall parking area, this Practice has prepared a number of swept path plans which are included as **Appendix 2**. The turning paths provided on the plans have been generated using Autoturn software and derived from B85 and B99 vehicle specifications provided within AS2890.1:2004.

Section B4.4 of AS2890.1:2004 states the following with regard to the use of templates to assess vehicle manoeuvring:

'Constant radius swept turning paths, based on the design vehicle's minimum turning circle are not suitable for determining the aisle width needed for manoeuvring into and out of parking spaces. Drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.'

It would therefore appear that whilst the turning paths provided within AS2890.1:2004 can be utilised to provide a 'general indication' of the suitability or otherwise of internal parking and manoeuvring areas, vehicles can generally

manoeuvre more efficiently than the paths indicate. Notwithstanding this, the swept path plans illustrate that passenger vehicles can manoeuvre throughout and enter and exit the most difficult passenger vehicle parking spaces within the parking area.

It is further noted that the open parking area forms a dead-end aisle, without a formalised turnaround bay. No turnaround bay is however required as all on-site parking spaces are to be allocated to residents (i.e. no designated visitor parking is provided on-site). It is however recommended that a sign be placed at the site access driveway advising 'resident vehicles only' to ensure there is no requirement for internal vehicular turnaround in the event that all parking spaces are occupied. Incorporating this recommendation, the proposed open parking area as it relates to passenger vehicle manoeuvrability is therefore considered to be satisfactory.

3.4.5 Site Servicing

The subject development is anticipated to generate the requirement for regular waste collection vehicle servicing. Garbage bins are proposed to be contained within a dedicated holding area located centrally adjacent to the southern side of the vehicle access driveway with a dedicated pedestrian access pathway connecting with Stapleton Parade. Bins are to be transported to the adjoining street frontage for collection in a similar manner to other properties in the subject vicinity.

4. EXISTING TRAFFIC CONDITIONS

4.1 Surrounding Road Network

The following provides a description of the local road network surrounding the subject site:

- **Stapleton Parade** performs a local access function, providing a north-south and east-west alignment around Bennett Park, facilitating access between King Street in the south / east and Lethbridge Street in the north / west.

Stapleton Parade, in the vicinity of the subject site, provides a 7m wide carriageway, facilitating one lane of traffic in each direction with unrestricted car parking provided along both kerb alignments. Traffic flow within Stapleton Parade is governed by a local area speed limit of 50km/h.

To the west of the site, Stapleton Parade forms a T-junction with Lethbridge Street and Brock Avenue operating under major / minor priority control with Stapleton Parade / Brock Avenue performing the priority.

To the south of the site, Stapleton Parade forms a T-junction with King Street operating under major / minor priority control with King Street performing the priority route.

- **Lethbridge Street** performs a local access function, providing a north-south alignment, facilitating access between Station Street in the north and Stapleton Parade / Brock Avenue in the south.

Lethbridge Street provides a 7m wide carriageway, facilitating one lane of traffic in each direction with unrestricted car parking provided along both kerb alignments. Traffic flow within Lethbridge Street is governed by a local area speed limit of 50km/h.

- **King Street** performs a local road function, providing an east-west alignment facilitating access between Glassop Street northbound carriageway in the east and Queen Street in the west, intersecting with both under Give Way signage control, performing the sub-ordinate route in both instances.

In the vicinity of the Stapleton Parade, King Street provides an 11m wide carriageway providing one through lane in each direction in conjunction with unrestricted car parking along both kerb alignments. Car parking is banned through double barrier lines on the approach to the junction with Glassop Street. Traffic flow within King Street is governed by a sign posted speed limit of 50km/h.

- **Chapel Street** performs a minor collector road function, providing an east-west alignment facilitating access between Glassop Street in the east (intersecting under signalised control) and Queen Street in the west (Give Way signage control).

In the vicinity of the Lethbridge Street, Chapel Street provides an 8.5m wide carriageway providing one through lane in each direction in conjunction with unrestricted car parking along both kerb alignments. Car parking is banned through double barrier lines on the approach to the roundabout at the intersection of Lethbridge Street / Chapel Street. Traffic flow within Chapel Street is governed by a sign posted speed limit of 50km/h.

4.3.2 Site Access Assessment

Observations have indicated that traffic volumes and vehicle speeds within Stapleton Parade are low, being commensurate with its local access road function and 7m width.

Turning movements between abutting sites and Stapleton Parade are assisted by low traffic volumes and the provision of satisfactory sight distance along Stapleton Parade notwithstanding the prevalence of a 90-degree curve in the roadway in the vicinity of the site.

The proliferation of driveways servicing abutting development sites in the immediate vicinity further result in trailing through traffic movements within Stapleton Parade being aware of the potential for vehicles to decelerate to access private properties.

4.3.4 Regional Road Connectivity

Whilst traffic demands within the surrounding regional road network servicing the immediate precinct are higher commensurate with their functional hierarchy in the road network, the local road network provides safe and efficient connectivity to the surrounding regional and state road network as follows:

- Chapel Street intersects with Glossop Street under traffic signal control allowing for all turning movements;
- Glossop Street intersects with Great Western Highway under traffic signal control, allowing for all turning movements;
- King Street intersects with Glossop Street northbound carriageway under signage control allowing for left in / left out turning movements;
- Chapel Street and King Street intersect with Queen Street under major / minor or signage control; and
- Queen Street intersects with Great Western Highway under traffic signal control, allowing for all movements.

4.4 Public Transport

4.4.1 Heavy Rail

The site is located approximately 1.1km walking distance (13 minutes walking time) from St Marys Railway Station.

St Marys Railway Station provides access to train services which operate along the T1 (North Shore, Northern & Western) Line. Services along these lines provide efficient connectivity to the remainder of the Sydney metropolitan rail network via interchanges at Granville, Lidcombe and the City (T1 Line) as well as Cabramatta and Glenfield (T5 Line).

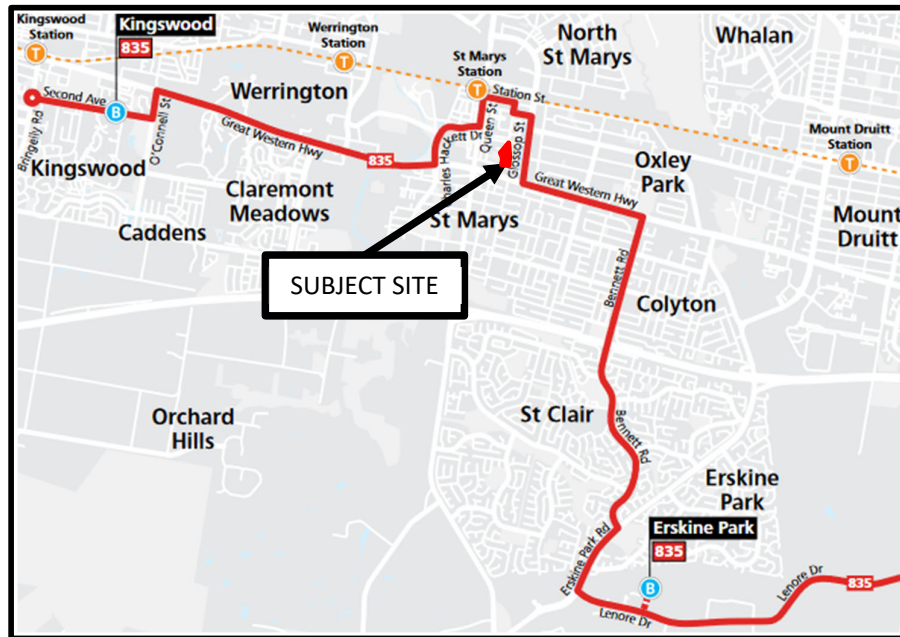
4.4.2 Buses

The subject site is within contract region 1 which is operated by Busways. The bus network in the vicinity of the subject site is shown in **Figure 4**.

FIGURE 4
EXISTING BUS NETWORK IN THE VICINITY OF THE SUBJECT SITE

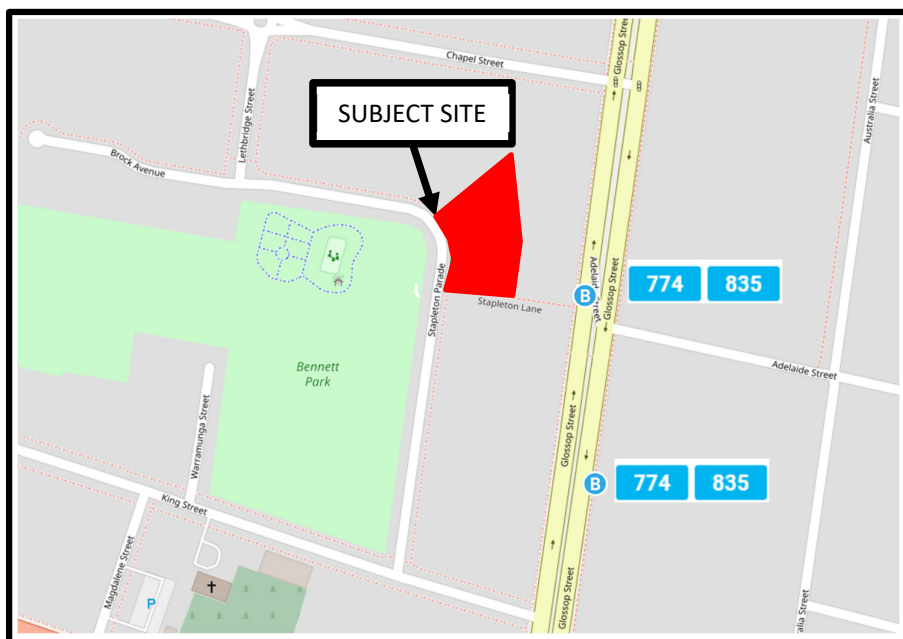
In addition to the bus routes identified in **Figure 4** from contract region 1, bus route 835 from contract region 3 operate near the subject site as shown in **Figure 5**.

FIGURE 5
EXISTING BUS NETWORK IN THE VICINITY OF THE SUBJECT SITE



The nearest bus stops are shown in **Figure 6**.

FIGURE 6
NEAREST BUS STOPS TO THE SUBJECT SITE



Base map source: www.checkthisproperty.com.au – accessed 27/9/22

The site is located less than 400m walking distance from the bus stops situated on both sides of Glossop Street directly adjacent and to the east of the site as follows:

- Western side of Glossop Street heading northbound - Stop 2760296 (Glossop Street opposite Adelaide Street) is approximately 100m walking distance (1-2 minutes walking time) from the subject site; and
- Eastern side of Glossop Street heading southbound - Stop 2760292 (Glossop Street after King Street) is approximately 230m walking distance (3 minutes walking time) from the subject site.

The above stops facilitate Route 774 (Mount Druitt to Penrith via Nepean Hospital) and Route 835 (Western Sydney University Penrith to Prairiewood) providing services beginning from 5:00am up until approximately 10:00pm Monday to Friday, with a 30-minute service frequency during weekday across the day.

During Saturday, services run from 5:30am until 10:00pm with a regular service internal of 60 minutes.

During weekends and public holidays, services run from 7:30am until 9:00pm with a regular service internal of 60 minutes. The full listing of buses servicing at the above bus stops provided within **Appendix 3**.

4.4.3 Pedestrians

The following pedestrian access and mobility infrastructure is provided within the immediate vicinity of the subject site:

- Footpaths are provided along eastern and northern sides of Stapleton Parade, both sides of Lethbridge Street, Chapel Street King Street and Glossop Street in the vicinity of the site;
- A pedestrian laneway (Stapleton Lane) provides connection along the southern boundary of the subject site between Stapleton Parade and Glossop Street;
- A pedestrian refuge is provided across Glossop Street between the two bus stops nearest to the subject site; and
- Signalised pedestrian crossings are provided over the western and northern approaches at the intersection of Chapel Street and Glossop Street.

5. PROJECTED TRAFFIC CONDITIONS

5.1 Traffic Generation

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within TfNSW's *Guide to Traffic Generating Developments* and *Guide to Traffic Generating Developments Updated Traffic Surveys Technical Direction TDT 2013/04a*. The following sub-sections provide a summary of the traffic generating potential of the existing and proposed site uses with respect to those rates established by TfNSW.

5.1.1 Existing Site Uses

Section 1.3.3 of this report presented that the subject site currently contains three single detached residential dwellings.

TfNSW's *Technical Direction TDT 2013/04a* states that low density residential dwellings typically generate 0.95 morning peak hour trips and 0.99 evening peak hour trips during weekdays.

The existing dwellings are therefore considered to be capable of generating a total of three peak hour vehicle trips to or from the site.

5.1.2 Proposed Development

The *Medium Density Residential Analysis Report* sets out the following definition for net medium density residential developments:

"The ratio of the number of dwellings to the area of land they occupy including internal public streets, plus half the width of adjoining access roads that provide vehicular access to dwellings."

TfNSW defined 34 to 67 dwellings per hectare (net) as being medium density residential development.

The subject site and half of Stapleton Parade adjoining the site is approximately 2,890m². This equates to 48 dwellings per hectare which is within the defined medium density range.

Weekday AM peak hour vehicle trips = 0.4 per dwelling
Weekday PM peak hour vehicle trips = 0.48 per dwelling

Based on the above traffic generation rates and the subject development comprising of 14 dwellings, the following calculation is provided:

Weekday AM peak hour – 14 x 0.4 = 5.6 (adopt 6)
Weekday PM peak hour – 14 x 0.48 = 6.72 (adopt 7)

The subject development is therefore expected to generate up to seven peak hour vehicle trips.

5.2 Traffic Impacts

The development has been projected to generate in the order of seven vehicle movements to and from the subject site during peak hours, or four additional trips over and above that capable of being generated by the existing detached dwellings located within the subject site.

Such a level of additional traffic, representing one vehicle movement every 15 minutes during weekday peak periods, is not projected to, in itself, result in any unreasonable impacts on the existing operational performance of the surrounding local road network.

Whilst it is acknowledged that traffic demands within the surrounding regional and arterial road network are more considerable, the presence of positive intersection control in the vicinity of the precinct access points provide motorists with safe and efficient means with which to access and exit the subject precinct.

In consideration of the above, the impact of the development is most likely to be a result of the safety and efficiency with which motorists are capable of entering and exiting the development. The low traffic demands within Stapleton Parade, combined with the acceptable sight distance provisions between the frontage road and the driveway location is such that it is envisaged that motorists will be capable of entering and exiting the site in a safe and efficient manner.

5.3 Public Transport Impacts

The subject site is located within easy walking distance of regular bus services operating along Glossop Street and moderate walking distance of a rail service operating from St Marys Railway Station. It is accordingly expected that a portion of the future occupants of the development will utilise the surrounding public transport infrastructure to access destinations throughout the greater Sydney metropolitan area. The capacity of the existing public transport system is however not envisaged to be measurably affected by any additional demand associated with the development, given its limited scale.

6. CONCLUSION



































This report assesses the potential traffic and parking implications associated with an affordable housing development containing 14 dwellings at 9-11 Stapleton Parade, St Marys. Based on this assessment, the following conclusions are now made:

- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner;
- The proposed off-street vehicular parking provision exceeds the minimum requirements specified by the Housing SEPP;
- Although it is noted that Bennett Park will likely be upgraded to include a number of new active and passive recreational opportunities, the timing of the project is unclear. As noted in Section 1.4.5 of this report, an 18-space car park is proposed within the park to reduce its reliance on on-street parking;
- Should the upgrade to the park proceed, there is still expected to be sufficient on-street car parking in the vicinity of the development to cater for its anticipated visitor car parking demand;
- The internal passenger vehicle circulation arrangements are capable of providing for safe and efficient internal manoeuvring;
- The subject development has been projected to generate up to seven peak hour vehicle trips to and from the subject site or four movements over and above that capable of being generated by the existing site development; and
- It is considered that the adjoining road network is capable of accommodating the traffic projected to be generated by the subject development in a safe and efficient manner.

It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic or parking related issues that should prevent approval of the subject application.

APPENDIX 1



PROJECT SYMBOLS LEGEND													
DOORS / WINDOWS / LOUVRES / SCREENS	<table><tr><td>D01</td><td>/W01</td><td>/MSC1</td><td>← TYPE (where applicable)</td></tr><tr><td>101</td><td>/101</td><td>/101</td><td>← NUMBER</td></tr></table>	D01	/W01	/MSC1	← TYPE (where applicable)	101	/101	/101	← NUMBER				
D01	/W01	/MSC1	← TYPE (where applicable)										
101	/101	/101	← NUMBER										
ELEVATION LEVEL	LEVEL NAME 												
PROPOSED LEVELS	FFL 29.010  CL +2700												
EXISTING LEVELS	RL 29.010 												
REVISION	 DESCRIPTION												
ROOM	<table><tr><td>1BR</td><td>← Room Type</td></tr><tr><td>101</td><td>← Room Number</td></tr></table>	1BR	← Room Type	101	← Room Number								
1BR	← Room Type												
101	← Room Number												
FINISHES/COLOURS	Prefix is Material Type → FBK (1 ← Suffix (1,2,3...) is a Product Reference												
Refer AF Schedule	Prefix is Material Type → PTA (1 ← Suffix (a,b,c...) is a Colour Reference												
RISER	<table><tr><td></td><td>SERVICE RISER ZONE (CORING TO ENG. DETAILS)</td></tr><tr><td></td><td>PENETRATION IN SLAB</td></tr></table>		SERVICE RISER ZONE (CORING TO ENG. DETAILS)		PENETRATION IN SLAB								
	SERVICE RISER ZONE (CORING TO ENG. DETAILS)												
	PENETRATION IN SLAB												
PENETRATION													
CONSTRUCTION PHASE	<table><tr><td>Existing</td><td>Demolition</td><td>Proposed</td></tr><tr><td></td><td></td><td></td></tr><tr><td>Existing Planting</td><td>Planting for Removal</td><td>Proposed Planting</td></tr><tr><td></td><td></td><td></td></tr></table>	Existing	Demolition	Proposed				Existing Planting	Planting for Removal	Proposed Planting			
Existing	Demolition	Proposed											
													
Existing Planting	Planting for Removal	Proposed Planting											
													
EXCAVATION	<table><tr><td></td><td></td></tr><tr><td>Excavation</td><td>Fill</td></tr></table>			Excavation	Fill								
													
Excavation	Fill												

Morson Group Pty Ltd accept no responsibility for the usability, completeness or accuracy of data transferred electronically. Recipients should when necessary request a hard copy version for verification. Use figured dimensions in preference to scale. All dimensions to be verified on site.

Morson Group Pty Ltd © Copyright

These drawings and designs and the copyright thereof are the property of Morson Group Pty Ltd and must not be used, retained or copied without the written permission of Morson Group.

ABN 41 159 480 056 NOMINATED ARCHITECT: P. Monson(8100)

ISSUE	DATE	AMENDMENT	PROJECT	PROJECT No.	MORSON GROUP	NOMINATED ARCHITECT - P. F. MORSON	SHEET	SHEET	DRAWING No.
A	02-12-2022	DA SUBMISSION	MULTI DWELLING HOUSING DEVELOPMENT	20025	skilled Bldg 5022 enquiries 9036 2224 800 738 738 www.morsongroup.com.au	skilled Bldg 5022 enquiries 9036 2224 800 738 738 www.morsongroup.com.au	SIZE: A1	NAME: PROPOSED SITE PLAN	DA10
			ADDRESS 9-11 STAPLETON PARADE, ST MARYS NSW 2760				SCALE: 1:200		ISSUE No. A



PROJECT SYMBOLS LEGEND		
DOORS / WINDOWS / LOUVRES / SCREENS	DO1 101	W01 101 / MSC1 101 / TYPE (where applicable) / NUMBER
ELEVATION LEVEL	LEVEL NAME	CL +2700
PROPOSED LEVELS	FFL 29.010	RL 29.010
EXISTING LEVELS	ex RL 29.010	ex RL 29.010
REVISION	DESCRIPTION	
ROOM	1BR 101	Room Type / Room Number
FINISHES/COLOURS	Prefix is Material Type - FBK (1-2,3...) is a Product Reference	
Refer AF Schedule	Prefix is Material Type - PTa (a,b,c...) is a Colour Reference	
RISER	H- SERVICE RISER ZONE (CORING TO ENG. DETAILS)	
PENETRATION	M- PENETRATION IN SLAB	
CONSTRUCTION PHASE	Existing	Demolition
	Existing Planting	Planting for Removal
	Proposed Planting	
EXCAVATION	Cut	Fill

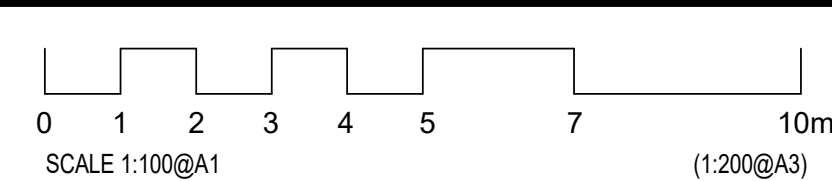
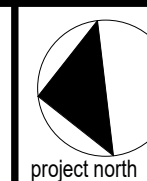
Morson Group Pty Ltd accept no responsibility for the usability, completeness or accuracy of data transferred electronically. Recipients should when necessary request a hard copy version for verification. Use of data is at the recipient's discretion. All dimensions to be verified on site.

Morson Group Pty Ltd © Copyright

These drawings and designs and all other intellectual property are the property of Morson Group Pty Ltd and must not be used, retained or copied without the written permission of Morson Group Pty Ltd.

ABN 41 159 480 056 NOMINATED ARCHITECT: P. Morson(8100)

ISSUE	DATE	AMENDMENT
A	02-12-2022	DA SUBMISSION



PROJECT
MULTI DWELLING HOUSING DEVELOPMENT
ADDRESS
9-11 STAPLETON PARADE, ST MARYS NSW 2760

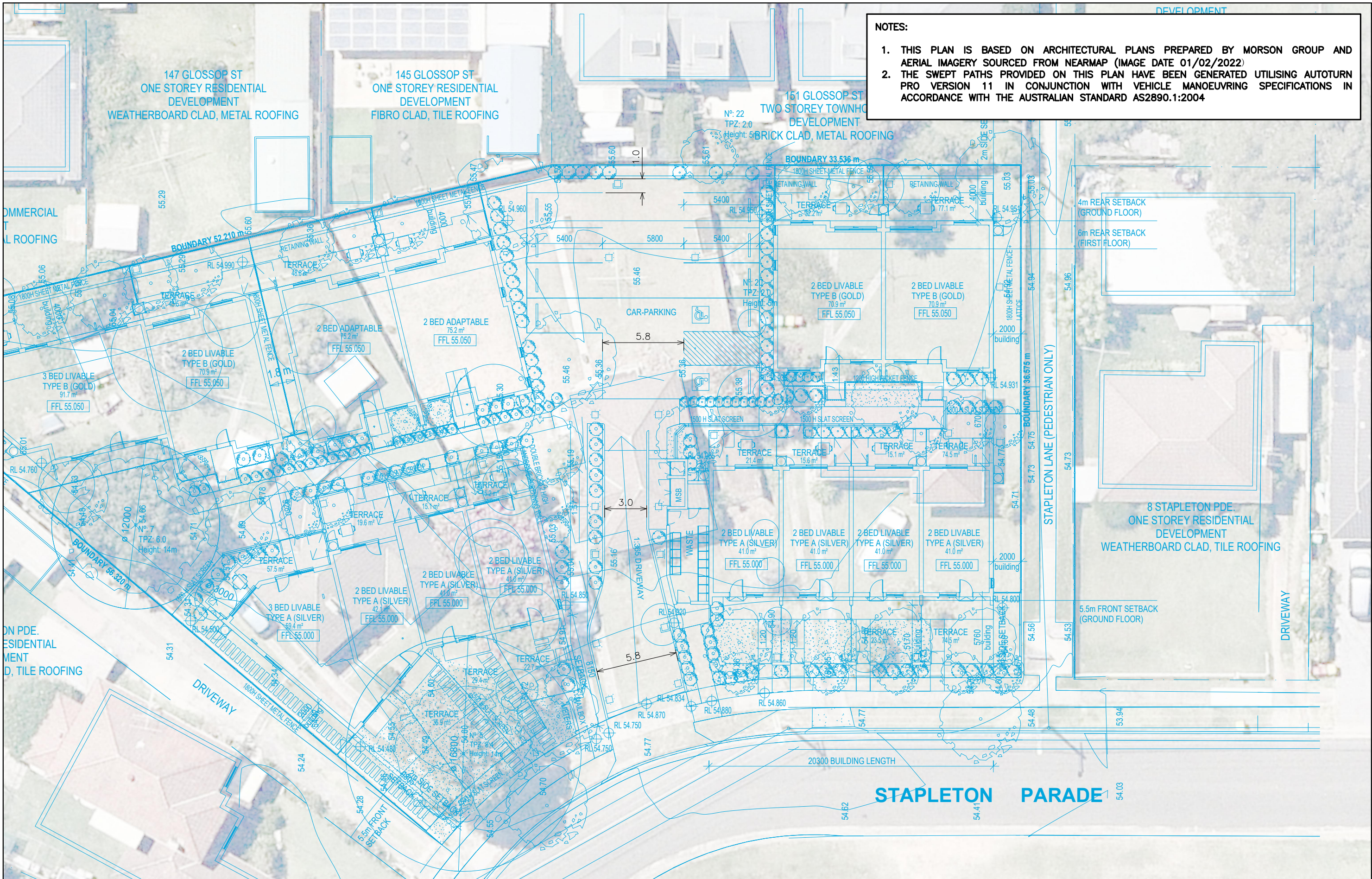
PROJECT No. **20025**
sketch 9022
approved NSW 2224
800 738 738
www.morsongroup.com.au
www.morsongroup.com.au

MORSON GROUP
NOMINATED ARCHITECT - P. MORSON
MORSON GROUP PTY LTD
159-480-056
800 738 738
www.morsongroup.com.au
www.morsongroup.com.au

SHEET
SIZE: A1
NAME: **GROUND FLOOR**
SCALE:
1: 100

DRAWING No. **DA11**
ISSUE No. **A**

APPENDIX 2



- NOTES:
1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 01/02/2022)
 2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004



STANBURY
TRAFFIC
PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

ADDRESS: 401/380 HARRIS ST, PYRMONT
PH: (02) 8971 8314
EMAIL: info@stanburytraffic.com.au
WEBSITE: www.stanburytraffic.com.au

STANBURY TRAFFIC PLANNING
9-11 STAPLETON PARADE, ST MARYS
CAR PARK COMPLIANCE REVIEW
CONCEPT LAYOUT
GROUND

SCALE 0 2.5 5.0 1:250@A3

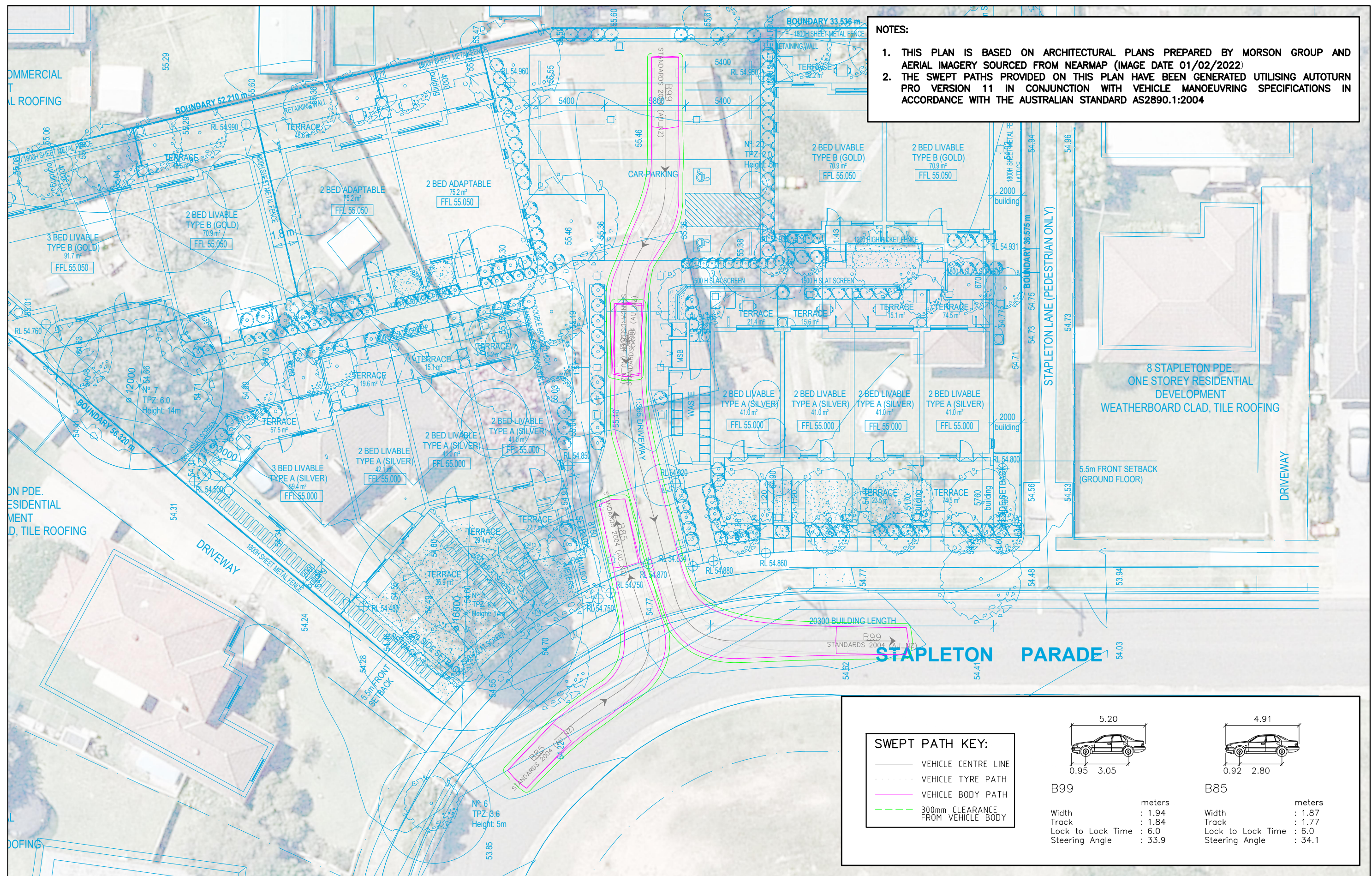
DRAWING NO. 20-106-01-V5

DATE 8 December 2022

CREATED BY
Y.H

APPROVED BY
M.S

SHEET
01 / 06



STANBURY
TRAFFIC
PLANNING
& TRANSPORT CONSULTANTS

ADDRESS: 401/380 HARRIS ST, PYRMONT
PH: (02) 8971 8314
EMAIL: info@stanburytraffic.com.au
WEBSITE: www.stanburytraffic.com.au

STANBURY TRAFFIC PLANNING
9-11 STAPLETON PARADE, ST MARYS
CAR PARK COMPLIANCE REVIEW
SWEPT PATH ASSESSMENT
GROUND

SCALE 0 2.5 5.0 1:250@A3

DRAWING NO. 20-106-01-V5

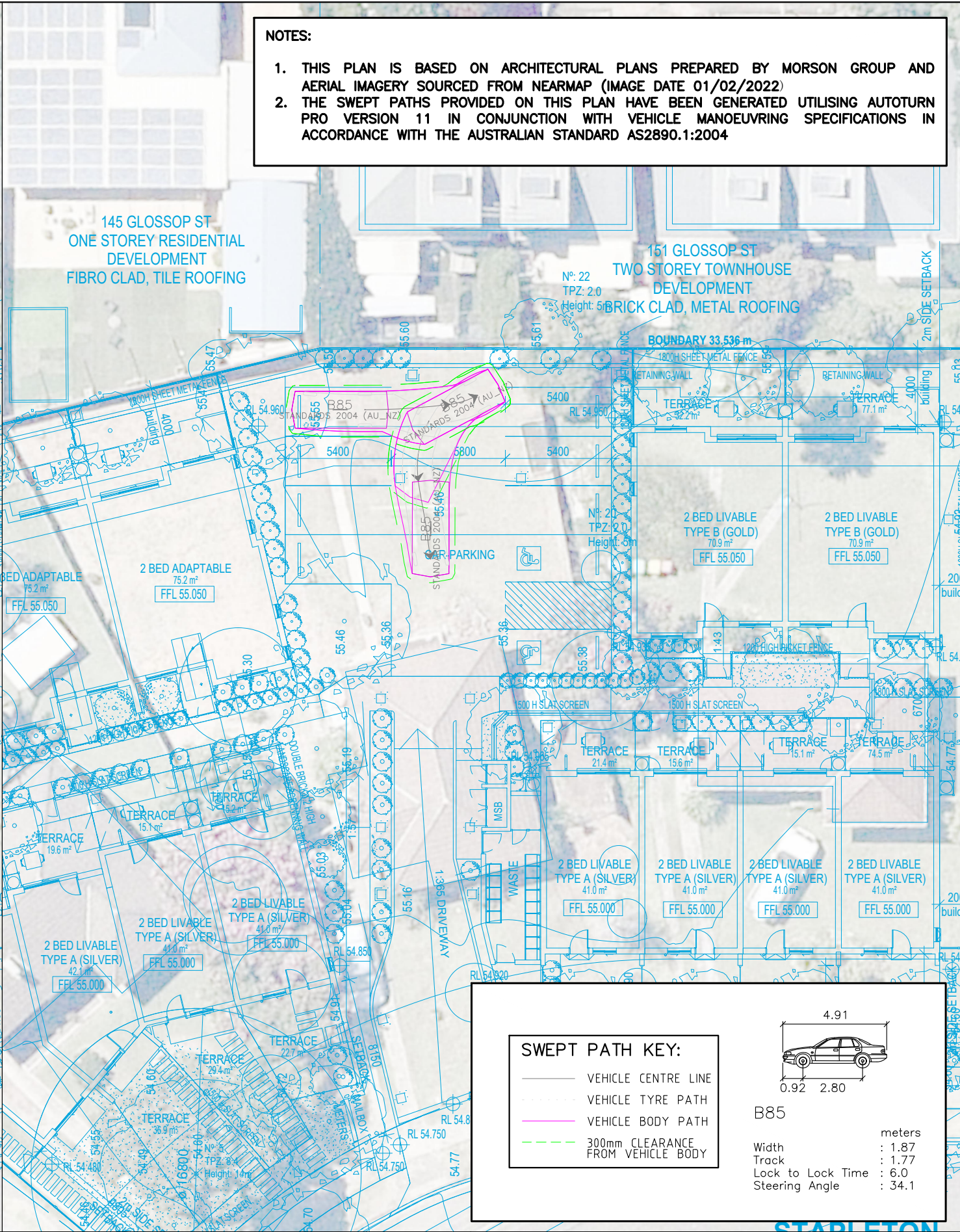
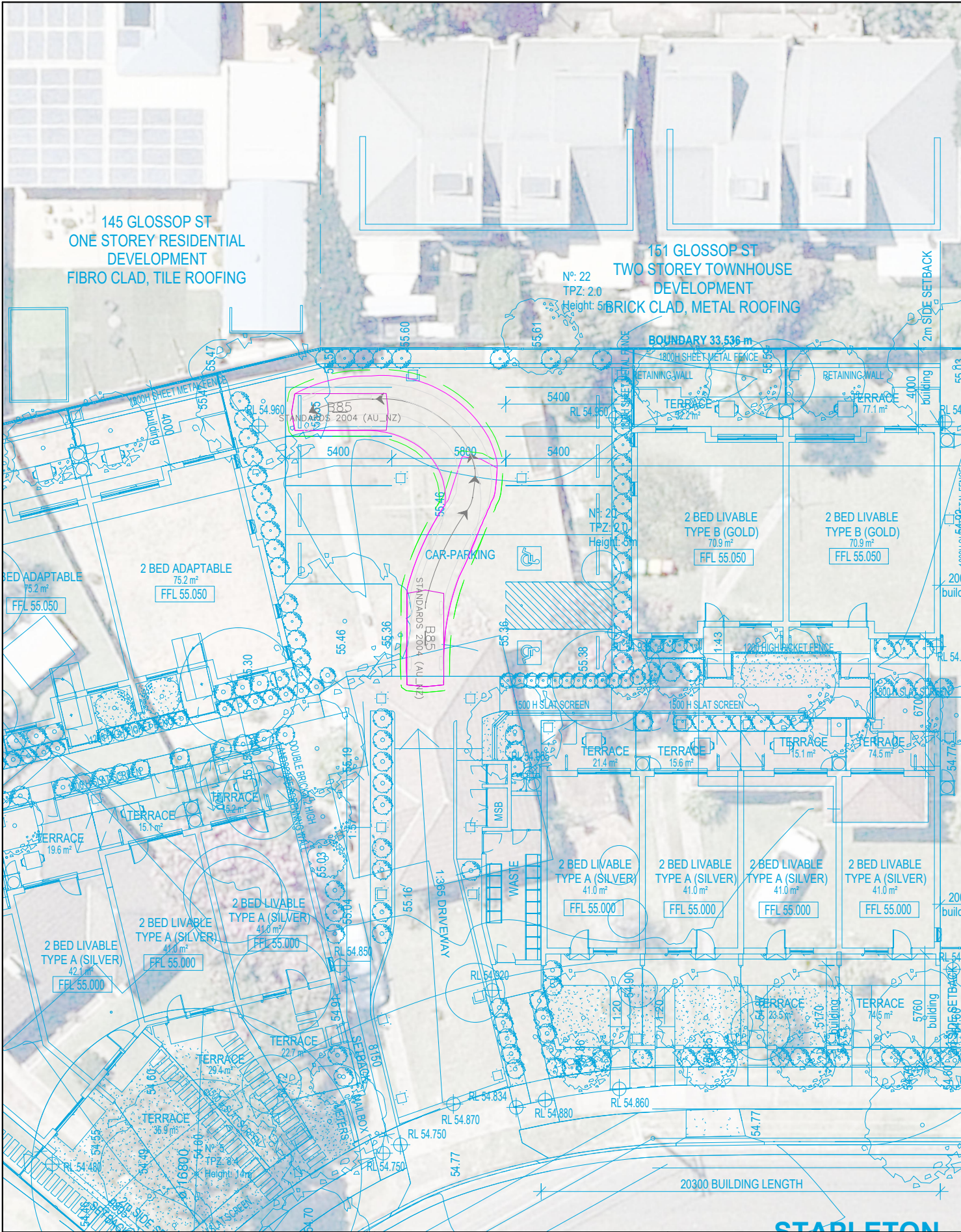
DATE 8 December 2022

CREATED BY
Y.H

APPROVED BY
M.S

SHEET
02 / 06

- NOTES:
1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 01/02/2022)
 2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004



SWEEP PATH KEY:

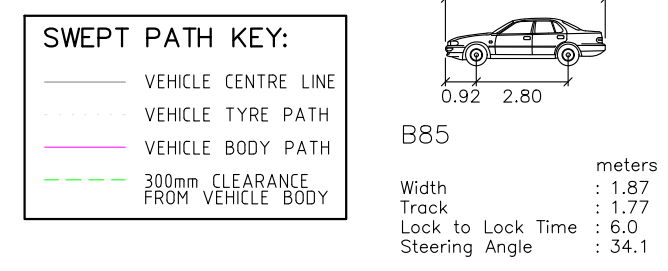
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

B85

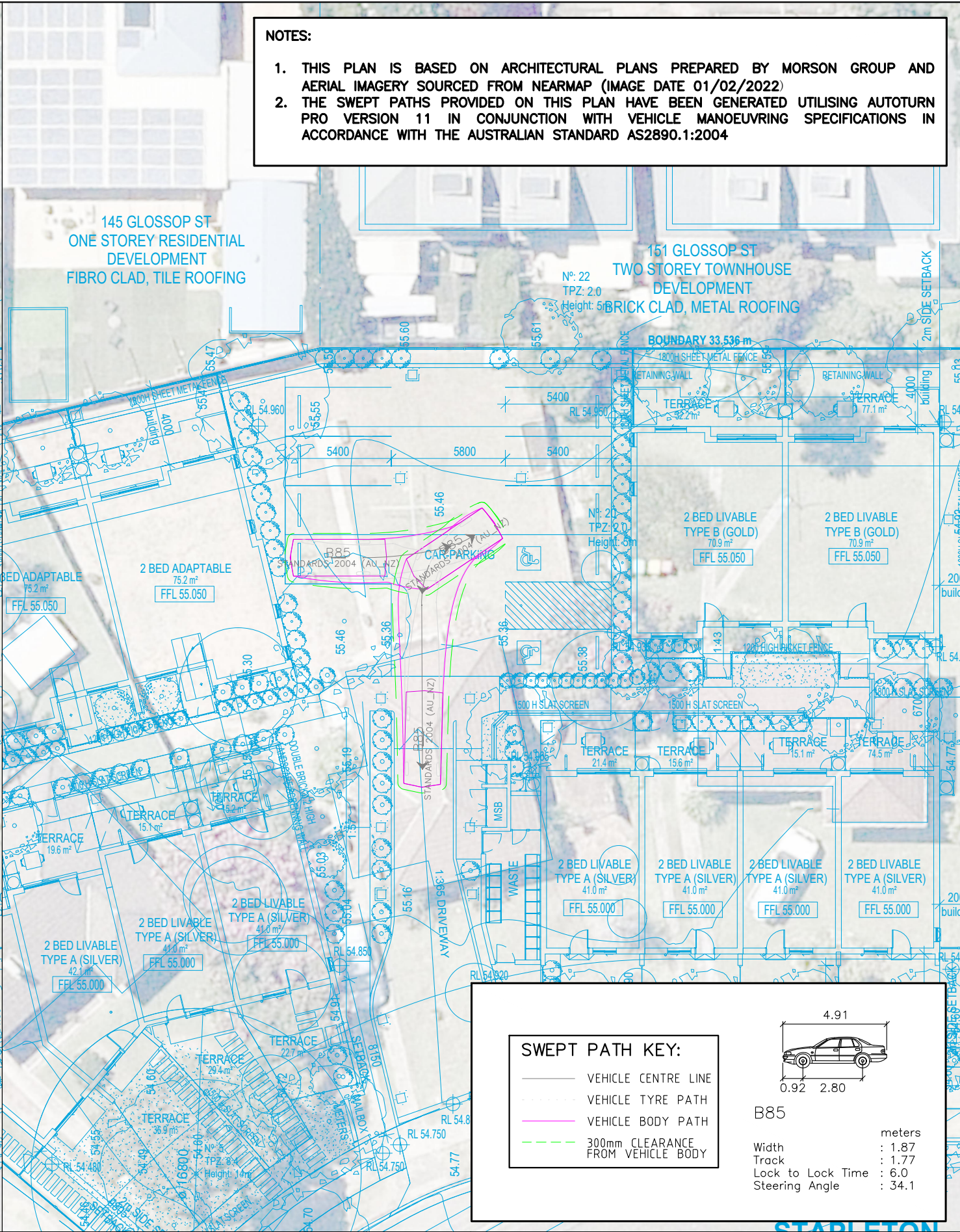
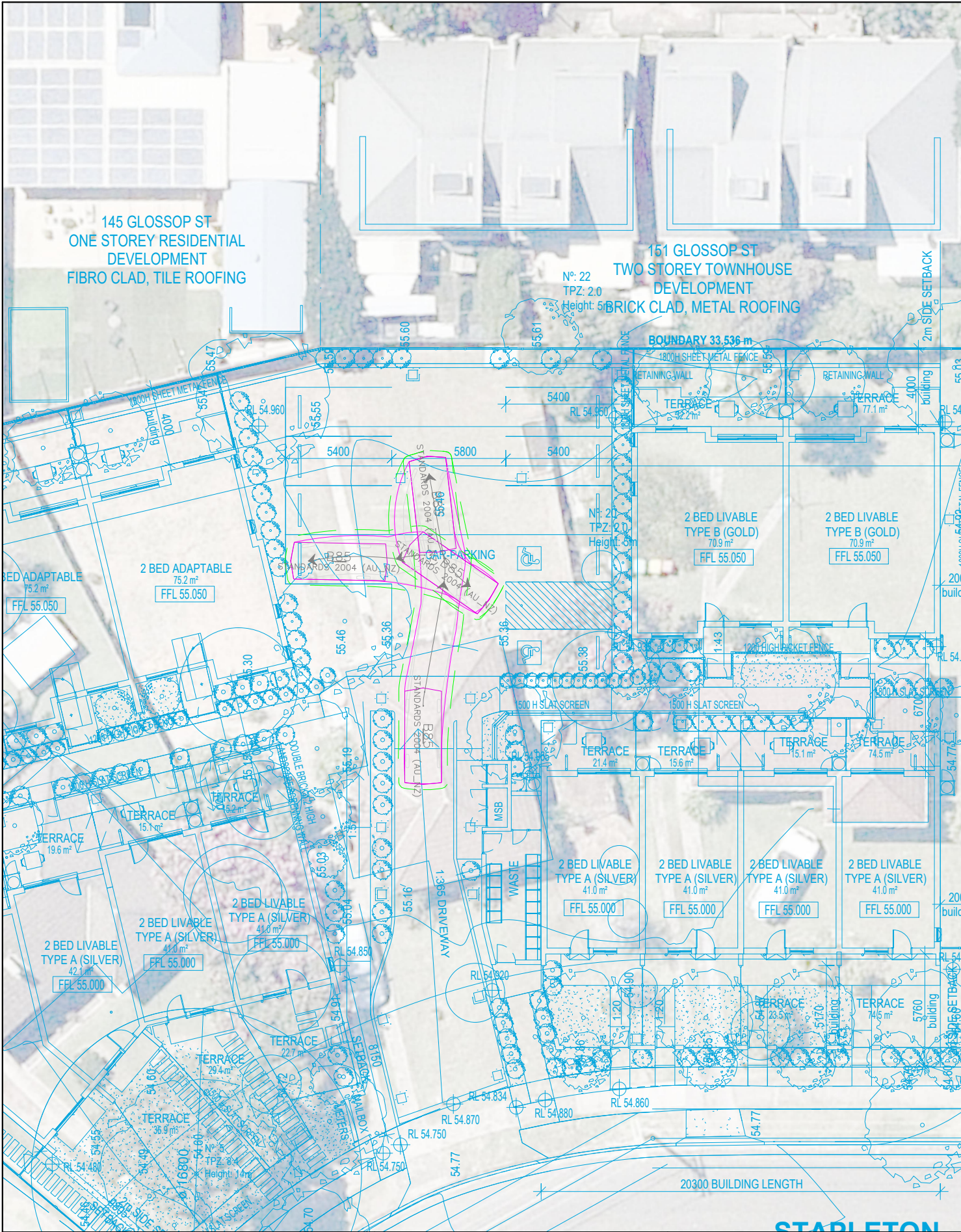
Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

4.91
0.92 2.80

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 01/02/2022)
2. THE SWEPT PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004

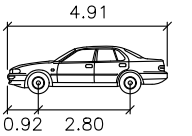


- NOTES:
1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 01/02/2022)
 2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004



SWEEP PATH KEY:

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



B85

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



ADDRESS: 401/380 HARRIS ST, PYRMONT
PH: (02) 8971 8314
EMAIL: info@stanburytraffic.com.au
WEBSITE: www.stanburytraffic.com.au

STANBURY TRAFFIC PLANNING

9-11 STAPLETON PARADE, ST MARYS

CAR PARK COMPLIANCE REVIEW

SWEEP PATH ASSESSMENT

GROUND

SCALE 0 2.5 5.0 1:250@A3

DRAWING NO. 20-106-01-V5

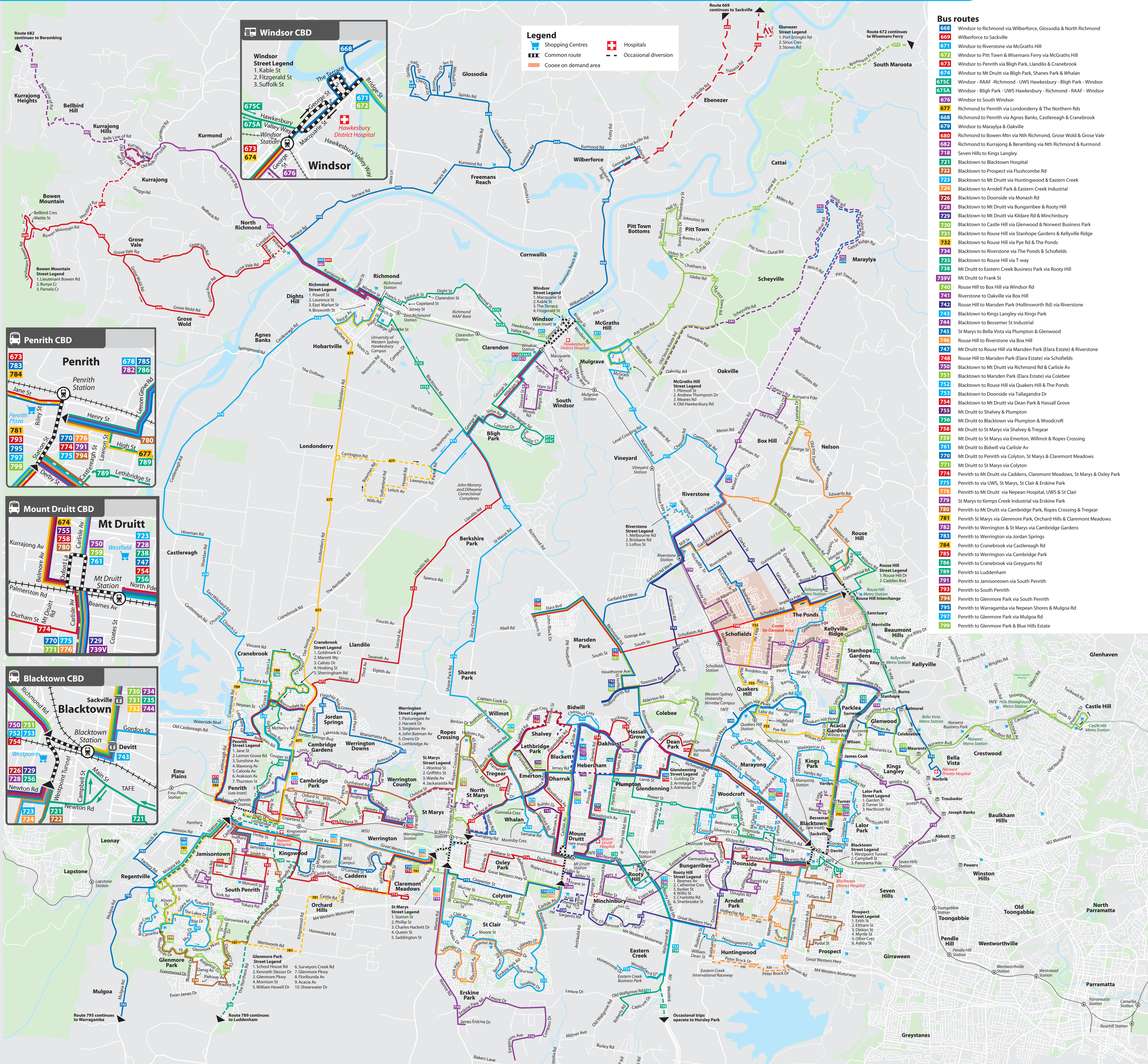
DATE 8 December 2022

CREATED BY Y.H

APPROVED BY M.S

SHEET 05 / 06

APPENDIX 3



- Bus routes**
- 668 Windsor to Richmond via Wilberforce, Glossodia & North Richmond
 - 669 Wilberforce to Sackville
 - 671 Windsor to Riverstone via McGraths Hill
 - 672 Windsor to Pitt Town & Wisemans Ferry via McGraths Hill
 - 673 Windsor to Penrith via Bligh Park, Shanes Park & Cranebrook
 - 674 Windsor to Mt Druitt via Bligh Park, Shanes Park & Whalan
 - 675C Windsor - RAAF - Richmond - UWS Hawkesbury - Bligh Park - Windsor
 - 675A Windsor - Bligh Park - UWS Hawkesbury - Richmond - RAAF - Windsor
 - 676 Windsor to South Windsor
 - 677 Richmond to Penrith via Londonderry & The Northern Rds
 - 668 Richmond to Penrith via Agnes Banks, Castlereagh & Cranebrook
 - 679 Windsor to Maraylya & Oakville
 - 680 Richmond to Bowen Mtn via Nth Richmond, Grose Wold & Grose Vale
 - 682 Richmond to Kurrajong & Berambing via Nth Richmond & Kurmond
 - 718 Seven Hills to Kings Langley
 - 721 Blacktown to Blacktown Hospital
 - 722 Blacktown to Prospect via Flushcombe Rd
 - 723 Blacktown to Mt Druitt via Huntingwood & Eastern Creek
 - 724 Blacktown to Arndell Park & Eastern Creek Industrial
 - 726 Blacktown to Doonside via Monash Rd
 - 728 Blacktown to Mt Druitt via Bungaribbee & Rooty Hill
 - 729 Blacktown to Mt Druitt via Kildare Rd & Minchinbury
 - 730 Blacktown to Castle Hill via Glenwood & Norwest Business Park
 - 731 Blacktown to Rouse Hill via Stanhope Gardens & Kellyville Ridge
 - 732 Blacktown to Rouse Hill via Pye Rd & The Ponds
 - 734 Blacktown to Riverstone via The Ponds & Schofields
 - 735 Blacktown to Rouse Hill via T-way
 - 738 Mt Druitt to Eastern Creek Business Park via Rooty Hill
 - 739V Mt Druitt to Frank St
 - 740 Rouse Hill to Box Hill via Windsor Rd
 - 741 Riverstone to Oakville via Box Hill
 - 742 Rouse Hill to Marsden Park (Hollinsworth Rd) via Riverstone
 - 743 Blacktown to Kings Langley via Kings Park
 - 744 Blacktown to Bessemer St Industrial
 - 745 St Marys to Bella Vista via Plumpton & Glenwood
 - 746 Rouse Hill to Riverstone via Box Hill
 - 747 Mt Druitt to Rouse Hill via Marsden Park (Elara Estate) & Riverstone
 - 748 Rouse Hill to Marsden Park (Elara Estate) via Schofields
 - 750 Blacktown to Mt Druitt via Richmond Rd & Carlisle Av
 - 751 Blacktown to Marsden Park (Elara Estate) via Colebee
 - 752 Blacktown to Rouse Hill via Quakers Hill & The Ponds
 - 753 Blacktown to Doonside via Tallagandra Dr
 - 754 Blacktown to Mt Druitt via Dean Park & Hassall Grove
 - 755 Mt Druitt to Shalvey & Plumpton
 - 756 Mt Druitt to Blacktown via Plumpton & Woodcroft
 - 758 Mt Druitt to St Marys via Shalvey & Tregear
 - 759 Mt Druitt to St Marys via Emerton, Willmot & Ropes Crossing
 - 761 Mt Druitt to Bidwill via Carlisle Av
 - 770 Mt Druitt to Penrith via Colyton, St Marys & Claremont Meadows
 - 771 Mt Druitt to St Marys via Colyton
 - 772 Penrith to Mt Druitt via Caddens, Claremont Meadows, St Marys & Oxley Park
 - 775 Penrith to via UWS, St Marys, St Clair & Erskine Park
 - 776 Penrith to Mt Druitt via Nepean Hospital, UWS & St Clair
 - 779 St Marys to Kemps Creek Industrial via Erskine Park
 - 780 Penrith to Mt Druitt via Cambridge Park, Ropes Crossing & Tregear
 - 781 Penrith to St Marys via Glenmore Park, Orchard Hills & Claremont Meadows
 - 782 Penrith to Werrington & St Marys via Cambridge Gardens
 - 783 Penrith to Werrington via Jordan Springs
 - 784 Penrith to Cranebrook via Castlereagh Rd
 - 785 Penrith to Werrington via Cambridge Park
 - 786 Penrith to Cranebrook via Greysgums Rd
 - 789 Penrith to Luddenham
 - 791 Penrith to Jamisontown via South Penrith
 - 793 Penrith to South Penrith
 - 794 Penrith to Glenmore Park via South Penrith
 - 795 Penrith to Warragamba via Nepean Shores & Mulgoa Rd
 - 797 Penrith to Glenmore Park via Mulgoa Rd
 - 799 Penrith to Glenmore Park & Blue Hills Estate

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 transportnsw.info

Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at transportnsw.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 transportnsw.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 Transit Systems.

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 transportnsw.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 transportnsw.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 transportnsw.info/contactless

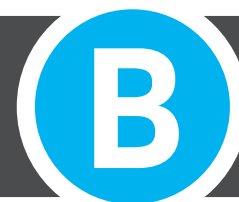
Explanation of definitions and symbols



Wheelchair Accessible

835

Prairiewood to WSU Penrith



Valid from: 10 Oct 2022

Creation date: 08 Dec 2022

NOTE: Information is correct on date of download.

Monday to Friday										
Prairiewood T-Way, Bossley Park	05:15	05:45	06:15	06:30	06:48	07:18	07:46	08:18	14:21	
Wallgrove Rd before Redmayne Rd, Horsley Park	05:27	05:57	06:27	06:42	07:01	07:31	08:01	08:33	14:34	
Old Wallgrove Rd before Roberts Rd, Eastern Creek	05:38	06:08	06:38	06:53	07:13	07:43	08:13	08:45	14:46	
St Clair Shopping Centre Bennett Rd, St Clair	05:50	06:20	06:50	07:05	07:25	07:55	08:25	08:57	14:57	
St Marys Station	06:04	06:34	07:04	07:19	07:39	08:09	08:39	09:11	15:13	
Western Sydney University Penrith Campus, Second Ave, Kingswood	-	-	-	-	07:49	08:19	08:49	09:21	15:23	

Monday to Friday					
Prairiewood T-Way, Bossley Park	14:51	15:22	15:52	16:22	16:52
Wallgrove Rd before Redmayne Rd, Horsley Park	15:04	15:35	16:05	16:35	17:05
Old Wallgrove Rd before Roberts Rd, Eastern Creek	15:16	15:47	16:17	16:47	17:17
St Clair Shopping Centre Bennett Rd, St Clair	15:27	15:58	16:28	16:58	17:28
St Marys Station	15:43	16:14	16:44	17:14	17:44
Western Sydney University Penrith Campus, Second Ave, Kingswood	15:53	16:24	16:54	17:24	17:54

835

WSU Penrith to Prairiewood

B

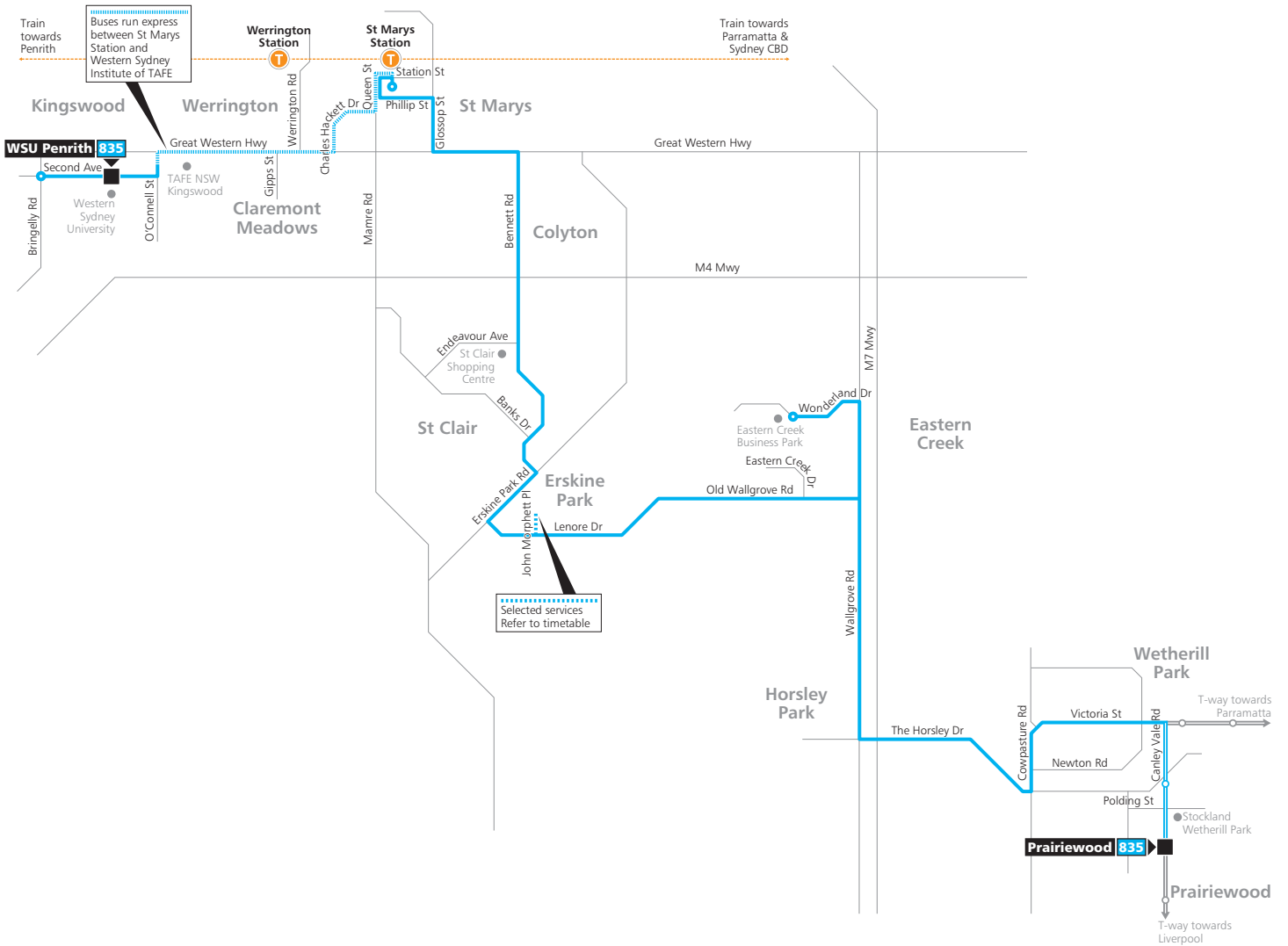
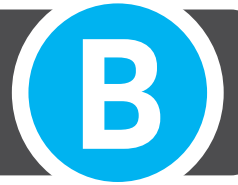
Monday to Friday

Western Sydney University Penrith Campus, Second Ave, Kingswood	-	-	-	-	07:58	08:28	08:58	-	-	-
St Marys Station	06:10	06:40	07:10	07:40	08:12	08:42	09:12	-	-	-
St Clair Shopping Centre Bennett Rd, St Clair	06:21	06:51	07:21	07:53	08:25	08:54	09:24	-	-	-
John Morphett Pl Before Lenore Dr, Erskine Park	-	-	-	-	-	-	-	14:55	15:25	-
Old Wallgrove Rd after Eastern Creek Dr, Eastern Creek	06:32	07:02	07:32	08:03	08:35	09:04	09:34	15:02	15:32	-
Wallgrove Rd before The Horsley Dr, Horsely Park	06:44	07:14	07:44	08:15	08:47	09:15	09:45	15:13	15:43	-
Prairiewood T-Way, Bossley Park	06:59	07:29	07:59	08:30	09:04	09:30	10:00	15:28	15:58	-

Monday to Friday

Western Sydney University Penrith Campus, Second Ave, Kingswood	15:30	16:02	16:32	17:02	17:32	18:02
St Marys Station	15:45	16:15	16:45	17:15	17:45	18:15
St Clair Shopping Centre Bennett Rd, St Clair	15:57	16:27	16:57	17:27	17:57	18:27
Old Wallgrove Rd after Eastern Creek Dr, Eastern Creek	16:07	16:37	17:07	17:37	18:07	18:37
Wallgrove Rd before The Horsley Dr, Horsely Park	16:19	16:49	17:19	17:48	18:18	18:48
Prairiewood T-Way, Bossley Park	16:35	17:05	17:35	18:02	18:32	19:02

Route 835



Legend

- Bus route
- Bus route number
- Bus route start/finish
- Train line/station
- T-way/stop
- T-way/stop near route

Diagrammatic Map
Not to Scale



transportnsw.info

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

Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at 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

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 Busways Western Sydney.

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.

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 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

Explanation of definitions and symbols



Wheelchair Accessible

774

Penrith to Mount Druitt via Nepean Hospital

B

Valid from: 17 Dec 2022

Creation date: 08 Dec 2022

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Penrith Station	05:04	05:36	06:04	06:36	06:50	07:18	08:09	08:42	09:12
Nepean Hospital, Derby St, Kingswood	05:10	05:42	06:10	06:42	06:57	07:27	08:18	08:51	09:21
Cadda Ridge Dr at Murcott Tce, Caddens	05:16	05:48	06:16	06:48	07:05	07:35	08:26	08:59	09:29
Caddens Rd at Galea St, Claremont Meadows	05:25	05:57	06:25	06:57	07:16	07:46	08:37	09:10	09:40
Myrtle Rd opp Massa Pl, Claremont Meadows	05:29	06:01	06:29	07:01	07:21	07:51	08:42	09:15	09:45
St Marys Station ARR	05:36	06:08	06:36	07:08	07:29	07:59	08:50	09:23	09:53
St Marys Station DEP	05:37	06:09	06:37	07:09	07:31	08:01	08:52	09:25	09:55
Belltrees Village, Great Western Hwy, St Marys	05:42	06:14	06:42	07:14	07:36	08:06	08:57	09:30	10:00
Brisbane St near Melbourne St, Oxley Park	05:46	06:18	06:46	07:18	07:41	08:11	09:02	09:35	10:05
Mount Druitt Station	05:56	06:28	06:56	07:28	07:52	08:22	09:13	09:46	10:16

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Penrith Station	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:47
Nepean Hospital, Derby St, Kingswood	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:56
Cadda Ridge Dr at Murcott Tce, Caddens	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	14:04
Caddens Rd at Galea St, Claremont Meadows	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:15
Myrtle Rd opp Massa Pl, Claremont Meadows	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:20
St Marys Station ARR	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:28
St Marys Station DEP	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:30
Belltrees Village, Great Western Hwy, St Marys	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:35
Brisbane St near Melbourne St, Oxley Park	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:40
Mount Druitt Station	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:51

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Penrith Station	14:31	15:06	15:36	16:06	16:30	16:58	17:28	17:58	18:33
Nepean Hospital, Derby St, Kingswood	14:40	15:15	15:45	16:15	16:39	17:07	17:37	18:06	18:41
Cadda Ridge Dr at Murcott Tce, Caddens	14:48	15:23	15:53	16:23	16:47	17:15	17:45	18:13	18:48
Caddens Rd at Galea St, Claremont Meadows	14:59	15:34	16:04	16:34	16:58	17:26	17:56	18:23	18:58
Myrtle Rd opp Massa Pl, Claremont Meadows	15:04	15:39	16:09	16:39	17:03	17:31	18:01	18:28	19:03
St Marys Station ARR	15:15	15:50	16:20	16:50	17:14	17:42	18:12	18:37	19:12
St Marys Station DEP	15:17	15:52	16:22	16:52	17:16	17:44	18:14	18:39	19:14
Belltrees Village, Great Western Hwy, St Marys	15:23	15:58	16:28	16:58	17:22	17:50	18:20	18:44	19:19
Brisbane St near Melbourne St, Oxley Park	15:29	16:04	16:34	17:04	17:27	17:55	18:25	18:48	19:23
Mount Druitt Station	15:40	16:15	16:45	17:15	17:37	18:05	18:35	18:57	19:32

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Penrith Station	19:05	19:35	20:10	20:40	21:10	21:40	22:10		
Nepean Hospital, Derby St, Kingswood	19:13	19:43	20:16	20:46	21:16	21:45	22:15		
Cadda Ridge Dr at Murcott Tce, Caddens	19:20	19:50	20:23	20:53	21:23	21:52	22:22		
Caddens Rd at Galea St, Claremont Meadows	19:30	20:00	20:33	21:03	21:33	22:02	22:32		
Myrtle Rd opp Massa Pl, Claremont Meadows	19:35	20:05	20:38	21:08	21:38	22:07	22:37		
St Marys Station ARR	19:44	20:14	20:47	21:17	21:47	22:15	22:45		
St Marys Station DEP	19:46	20:16	20:49	21:19	21:49	-	-		
Belltrees Village, Great Western Hwy, St Marys	19:51	20:21	20:53	21:23	21:53	-	-		
Brisbane St near Melbourne St, Oxley Park	19:55	20:25	20:57	21:27	21:57	-	-		
Mount Druitt Station	20:04	20:34	21:06	21:36	22:06	-	-		

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Penrith Station	05:28	06:11	07:13	08:13	09:18	10:18	11:18	12:18	13:18
Nepean Hospital, Derby St, Kingswood	05:33	06:16	07:18	08:18	09:25	10:25	11:25	12:25	13:25
Cadda Ridge Dr at Murcott Tce, Caddens	05:39	06:22	07:24	08:24	09:33	10:33	11:33	12:33	13:33
Caddens Rd at Galea St, Claremont Meadows	05:48	06:31	07:33	08:33	09:44	10:44	11:44	12:44	13:44
Myrtle Rd opp Massa Pl, Claremont Meadows	05:53	06:36	07:38	08:38	09:49	10:49	11:49	12:49	13:49
St Marys Station ARR	06:02	06:45	07:47	08:47	09:58	10:58	11:58	12:58	13:58
St Marys Station DEP	06:03	06:46	07:48	08:48	10:00	11:00	12:00	13:00	14:00
Belltrees Village, Great Western Hwy, St Marys	06:07	06:50	07:52	08:52	10:04	11:04	12:04	13:04	14:04
Brisbane St near Melbourne St, Oxley Park	06:12	06:55	07:57	08:57	10:09	11:09	12:09	13:09	14:09
Mount Druitt Station	06:23	07:06	08:08	09:08	10:20	11:20	12:20	13:20	14:20

774

Penrith to Mount Druitt via Nepean Hospital

B

Saturday

Penrith Station	14:18	15:18	16:18	17:18	18:17	19:17	20:17	21:17	22:17
Nepean Hospital, Derby St, Kingswood	14:25	15:25	16:25	17:25	18:22	19:22	20:22	21:22	22:22
Cadda Ridge Dr at Murcott Tce, Caddens	14:33	15:33	16:33	17:33	18:30	19:30	20:30	21:30	22:30
Caddens Rd at Galea St, Claremont Meadows	14:44	15:44	16:44	17:44	18:40	19:40	20:40	21:40	22:40
Myrtle Rd opp Massa Pl, Claremont Meadows	14:49	15:49	16:49	17:49	18:45	19:45	20:45	21:45	22:45
St Marys Station ARR	14:58	15:58	16:58	17:58	18:53	19:53	20:53	21:53	22:53
St Marys Station DEP	15:00	16:00	17:00	18:00	18:54	19:54	20:54	21:54	-
Belltrees Village, Great Western Hwy, St Marys	15:04	16:04	17:04	18:04	18:58	19:58	20:58	21:58	-
Brisbane St near Melbourne St, Oxley Park	15:09	16:09	17:09	18:09	19:02	20:02	21:02	22:02	-
Mount Druitt Station	15:20	16:20	17:20	18:20	19:12	20:12	21:12	22:12	-

Sunday & Public Holidays

Penrith Station	07:30	08:30	09:24	10:24	11:24	12:24	13:24	14:24	15:24
Nepean Hospital, Derby St, Kingswood	07:35	08:35	09:31	10:31	11:31	12:31	13:31	14:31	15:31
Cadda Ridge Dr at Murcott Tce, Caddens	07:41	08:41	09:39	10:39	11:39	12:39	13:39	14:39	15:39
Caddens Rd at Galea St, Claremont Meadows	07:50	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50
Myrtle Rd opp Massa Pl, Claremont Meadows	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55
St Marys Station ARR	08:04	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04
St Marys Station DEP	08:05	09:05	10:06	11:06	12:06	13:06	14:06	15:06	16:06
Belltrees Village, Great Western Hwy, St Marys	08:09	09:09	10:10	11:10	12:10	13:10	14:10	15:10	16:10
Brisbane St near Melbourne St, Oxley Park	08:14	09:14	10:15	11:15	12:15	13:15	14:15	15:15	16:15
Mount Druitt Station	08:25	09:25	10:26	11:26	12:26	13:26	14:26	15:26	16:26

Sunday & Public Holidays

Penrith Station	16:24	17:24	18:29	19:29	20:29	21:29
Nepean Hospital, Derby St, Kingswood	16:31	17:31	18:36	19:34	20:34	21:34
Cadda Ridge Dr at Murcott Tce, Caddens	16:39	17:39	18:44	19:42	20:40	21:40
Caddens Rd at Galea St, Claremont Meadows	16:50	17:50	18:55	19:52	20:49	21:49
Myrtle Rd opp Massa Pl, Claremont Meadows	16:55	17:55	19:00	19:57	20:53	21:53
St Marys Station ARR	17:04	18:04	19:09	20:05	21:00	22:00
St Marys Station DEP	17:06	18:06	19:11	20:06	-	-
Belltrees Village, Great Western Hwy, St Marys	17:10	18:10	19:15	20:10	-	-
Brisbane St near Melbourne St, Oxley Park	17:15	18:15	19:20	20:14	-	-
Mount Druitt Station	17:26	18:26	19:31	20:24	-	-

774

Mount Druitt to Penrith via Nepean Hospital

B

Monday to Friday										
Mount Druitt Station		-	05:43	06:13	06:33	07:07	07:40	08:09	08:36	09:21
Brisbane St near Melbourne St, Oxley Park		-	05:49	06:19	06:40	07:14	07:47	08:17	08:44	09:29
Great Western Hwy at Fleming St, St Marys		-	05:53	06:23	06:45	07:19	07:52	08:24	08:51	09:35
St Marys Station	ARR	-	05:59	06:29	06:52	07:26	07:59	08:32	08:59	09:43
St Marys Station	DEP	04:59	06:00	06:30	06:54	07:28	08:01	08:34	09:01	09:45
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows		05:05	06:06	06:36	07:01	07:35	08:08	08:41	09:08	09:52
Caddens Rd at Galea St, Claremont Meadows		05:08	06:09	06:39	07:04	07:38	08:11	08:45	09:12	09:56
Cadda Ridge Dr at Valencia St, Caddens		05:16	06:17	06:47	07:12	07:46	08:19	08:54	09:21	10:05
Nepean Hospital, Derby St, Kingswood		05:22	06:23	06:53	07:19	07:53	08:26	09:01	09:28	10:12
Penrith Station		05:33	06:34	07:04	07:30	08:04	08:37	09:15	09:42	10:25
Monday to Friday										
Mount Druitt Station		09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51
Brisbane St near Melbourne St, Oxley Park		09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59
Great Western Hwy at Fleming St, St Marys		10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05
St Marys Station	ARR	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13
St Marys Station	DEP	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows		10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22
Caddens Rd at Galea St, Claremont Meadows		10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26
Cadda Ridge Dr at Valencia St, Caddens		10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35
Nepean Hospital, Derby St, Kingswood		10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42
Penrith Station		10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55
Monday to Friday										
Mount Druitt Station		14:21	14:47	15:24	15:46	16:21	16:54	17:21	17:53	18:23
Brisbane St near Melbourne St, Oxley Park		14:29	14:57	15:34	15:56	16:30	17:03	17:30	18:02	18:30
Great Western Hwy at Fleming St, St Marys		14:35	15:04	15:41	16:03	16:36	17:09	17:36	18:08	18:36
St Marys Station	ARR	14:43	15:12	15:48	16:11	16:44	17:17	17:44	18:16	18:44
St Marys Station	DEP	14:45	15:14	15:50	16:13	16:46	17:19	17:46	18:18	18:46
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows		14:52	15:21	15:57	16:20	16:53	17:26	17:53	18:25	18:53
Caddens Rd at Galea St, Claremont Meadows		14:56	15:25	16:01	16:24	16:56	17:29	17:56	18:28	18:56
Cadda Ridge Dr at Valencia St, Caddens		15:05	15:32	16:09	16:31	17:03	17:36	18:03	18:35	19:03
Nepean Hospital, Derby St, Kingswood		15:12	15:39	16:16	16:38	17:09	17:42	18:09	18:41	19:09
Penrith Station		15:25	15:51	16:28	16:50	17:21	17:54	18:21	18:53	19:19
Monday to Friday										
Mount Druitt Station		18:54	19:27	19:51	20:11	20:41	21:24	22:24	23:26	
Brisbane St near Melbourne St, Oxley Park		19:01	19:34	19:58	20:18	20:48	21:31	22:31	23:33	
Great Western Hwy at Fleming St, St Marys		19:07	19:40	20:04	20:24	20:54	21:37	22:37	23:39	
St Marys Station	ARR	19:15	19:48	20:10	20:30	21:00	21:43	22:43	23:45	
St Marys Station	DEP	19:17	19:50	20:12	20:31	21:01	21:44	22:44	23:46	
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows		19:24	19:57	20:18	20:37	21:07	21:50	22:50	23:52	
Caddens Rd at Galea St, Claremont Meadows		19:27	20:00	20:21	20:40	21:10	21:53	22:53	23:55	
Cadda Ridge Dr at Valencia St, Caddens		19:34	20:07	20:28	20:47	21:17	22:00	23:00	00:02	
Nepean Hospital, Derby St, Kingswood		19:40	20:13	20:34	20:53	21:23	22:06	23:06	00:08	
Penrith Station		19:50	20:23	20:43	21:02	21:32	22:15	23:15	00:17	

774

Mount Druitt to Penrith via Nepean Hospital

B

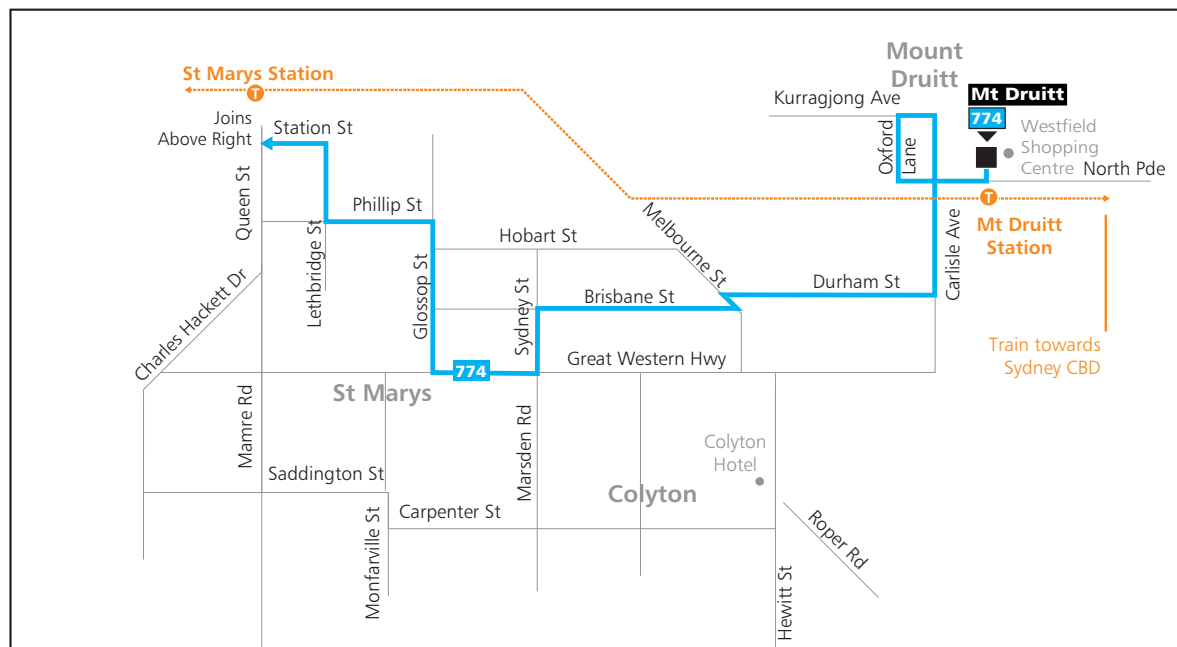
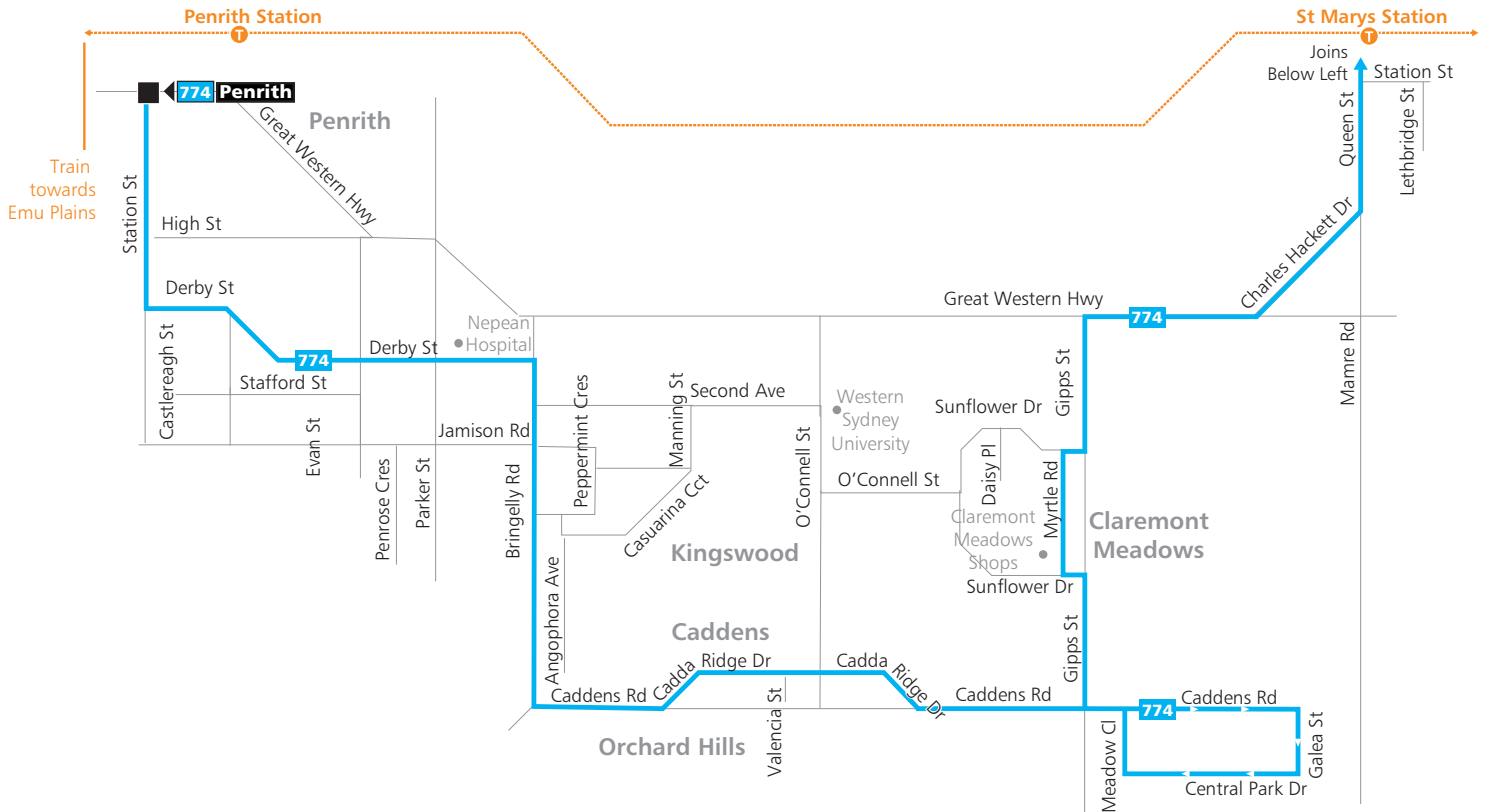
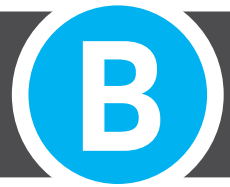
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Mount Druitt Station	06:57	08:09	09:16	10:16	11:16	12:16	13:16	14:16	15:16
Brisbane St near Melbourne St, Oxley Park	07:04	08:16	09:24	10:24	11:24	12:24	13:24	14:24	15:24
Great Western Hwy at Fleming St, St Marys	07:09	08:21	09:30	10:30	11:30	12:30	13:30	14:30	15:30
St Marys Station ARR	07:16	08:28	09:38	10:38	11:38	12:38	13:38	14:38	15:38
St Marys Station DEP	07:18	08:30	09:40	10:40	11:40	12:40	13:40	14:40	15:40
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows	07:25	08:37	09:47	10:47	11:47	12:47	13:47	14:47	15:47
Caddens Rd at Galea St, Claremont Meadows	07:28	08:40	09:51	10:51	11:51	12:51	13:51	14:51	15:51
Cadda Ridge Dr at Valencia St, Caddens	07:36	08:48	09:59	10:59	11:59	12:59	13:59	14:59	15:59
Nepean Hospital, Derby St, Kingswood	07:43	08:55	10:06	11:06	12:06	13:06	14:06	15:06	16:06
Penrith Station	07:54	09:06	10:18	11:18	12:18	13:18	14:18	15:18	16:18

Saturday	♿	♿	♿	♿	♿	♿	♿
Mount Druitt Station	16:16	17:16	18:16	19:16	20:16	21:16	22:16
Brisbane St near Melbourne St, Oxley Park	16:24	17:24	18:24	19:23	20:23	21:23	22:23
Great Western Hwy at Fleming St, St Marys	16:30	17:30	18:30	19:29	20:29	21:29	22:29
St Marys Station ARR	16:38	17:38	18:38	19:37	20:37	21:37	22:37
St Marys Station DEP	16:40	17:40	18:40	19:39	20:39	21:39	22:39
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows	16:47	17:47	18:47	19:46	20:46	21:46	22:46
Caddens Rd at Galea St, Claremont Meadows	16:51	17:51	18:51	19:49	20:49	21:49	22:49
Cadda Ridge Dr at Valencia St, Caddens	16:59	17:59	18:59	19:56	20:56	21:56	22:56
Nepean Hospital, Derby St, Kingswood	17:06	18:06	19:06	20:02	21:02	22:02	23:02
Penrith Station	17:18	18:18	19:18	20:12	21:12	22:12	23:12

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Mount Druitt Station	-	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33
Brisbane St near Melbourne St, Oxley Park	-	08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41
Great Western Hwy at Fleming St, St Marys	-	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47
St Marys Station ARR	-	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55
St Marys Station DEP	07:51	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows	07:57	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04
Caddens Rd at Galea St, Claremont Meadows	08:00	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08
Cadda Ridge Dr at Valencia St, Caddens	08:08	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16
Nepean Hospital, Derby St, Kingswood	08:14	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23
Penrith Station	08:23	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿
Mount Druitt Station	16:33	17:33	18:28	19:28	20:28	-
Brisbane St near Melbourne St, Oxley Park	16:41	17:41	18:35	19:35	20:35	-
Great Western Hwy at Fleming St, St Marys	16:47	17:47	18:41	19:41	20:41	-
St Marys Station ARR	16:55	17:55	18:49	19:49	20:49	-
St Marys Station DEP	16:57	17:57	18:51	19:51	20:51	22:02
Myrtle Rd opp Claremont Meadows Shopping Centre, Claremont Meadows	17:04	18:04	18:58	19:58	20:58	22:09
Caddens Rd at Galea St, Claremont Meadows	17:08	18:08	19:01	20:01	21:01	22:12
Cadda Ridge Dr at Valencia St, Caddens	17:16	18:16	19:08	20:08	21:08	22:19
Nepean Hospital, Derby St, Kingswood	17:23	18:23	19:14	20:14	21:14	22:25
Penrith Station	17:35	18:35	19:24	20:24	21:24	22:35

Route 774



Legend

- Bus route
- 774 Bus route number
- Bus route start/finish
- T— Train line/station

Diagrammatic Map
Not to Scale