

# Transport Impact Assessment

Everglades House and Gardens, Leura

For National Trust NSW

15 November 2024

**parking;  
traffic;  
civil design;  
wayfinding;  
ptc.**

## Document Control

Everglades House and Gardens, Leura

Transport Impact Assessment

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## Contents

1	Introduction	1
1.1	Project Summary	1
1.2	Purpose of this Report	2
1.3	Reference Documents	2
2	Background Information	3
2.1	Site Location	3
2.2	Surrounding Land Uses	4
3	Proposal	6
4	Existing Transport Facilities	7
4.1	Road Hierarchy	7
4.2	Parking	9
4.2.1	Neighbour Imposed Parking Restrictions	9
4.2.2	Service Vehicles	10
4.2.3	Access (Bump in/out)	10
4.3	Public Transport	10
4.3.1	Bus	10
4.3.2	Train	12
4.3.3	Coach Services	13
4.4	Active Transport	14
4.4.1	Cycling Infrastructure	14
4.4.2	Pedestrian Facilities	15
4.5	Trips and Mode Share	16
5	Parking Assessment	17
5.1	Planning Policies	17
5.2	Car Parking	17
5.2.1	On-Street	17
5.2.2	Off-Street	18
5.2.3	Parking Requirements	18
5.2.4	Parking Requirements – BAU and Small Activities	19
5.2.5	Parking Requirements – Performance Activities and Open Days	19
5.3	Catering and Servicing Vehicle Parking	20
6	Transport Impact Assessment	22
6.1	Key Intersections	23
6.2	Forecast Traffic Activity	24
7	Conclusion	25

## List of Figures

Figure 1: Site Location (Source: NearMaps)	1
Figure 2: Site access (source: TfNSW Spatial Services)	3
Figure 3: Front entry to the site (source: Google Maps)	4
Figure 4: Everglades Avenue (source: ptc.)	4
Figure 5: Land Zoning (source: NSW eSpatial Planning Viewer)	5
Figure 6: Site map (source: NTAU)	6
Figure 7: Surrounding road network (source: TfNSW Road Hierarchy Portal)	7
Figure 8: Everglades Avenue (source: Google Maps)	8
Figure 9: Kensett Avenue (Source: Google Maps)	8
Figure 10: Fitzroy Street (source: Google Maps)	9
Figure 11: Public transport stops within walking distance of the site (source: Google Maps)	11
Figure 12: Site in Context of Surrounding Train Stations (Source: Google Maps)	12
Figure 13: Existing coach routes and stops (source: Blue Mountains Explorer Bus Portal)	13
Figure 14: Local Cycling Network (Source: Transport for NSW – Cycleway Finder Portal)	14
Figure 15: Footpath from site to nearest bus stop on Everglades Avenue (source: Google Maps, 2017)	15
Figure 16: Journey to Work Data (Source: ABS)	16
Figure 17: Estimated existing parking provision in the area (Source: Nearmaps)	17
Figure 18: Service vehicle parking provision at Everglades House	21
Figure 19: Key Intersections	23

## List of Tables

Table 1: Everglades Avenue (northbound)	8
Table 2: Kensett Avenue (westbound)	8
Table 3: Fitzroy Road (westbound)	9
Table 4: Train Frequency – Leura Station	12
Table 5: Explorer route summary	13
Table 6: Travel Mode Share Summary	16
Table 7: Available On-Street car parking quantum	18
Table 8: Off-Street car parking quantum	18
Table 9: Car Parking Requirements – BAU and Small Activities	19
Table 10: Car Parking Requirements – Performance Activities and Open Days	20

## 1 Introduction

### 1.1 Project Summary

**ptc.** has been engaged by the National Trust of Australia (NTAU) NSW to undertake a traffic, transport and parking analysis of the surrounding transport network in support of the proposed continued use of Everglades House & Gardens, Leura for Temporary Activities.

The subject site is in the Blue Mountain City Council (BMCC) Local Government Area (LGA), approximately 1.8km south of Leura Station as shown in Figure 1.

This report accompanies a DA that seeks ongoing approval for Temporary Activities including small and performance activities and Open Days at Everglades House & Gardens. Public events and functions were previously approved by BMCC, as a Temporary Use, for 28 days annually, pursuant to Council consent X/534/2016 issued on 25 July 2016.

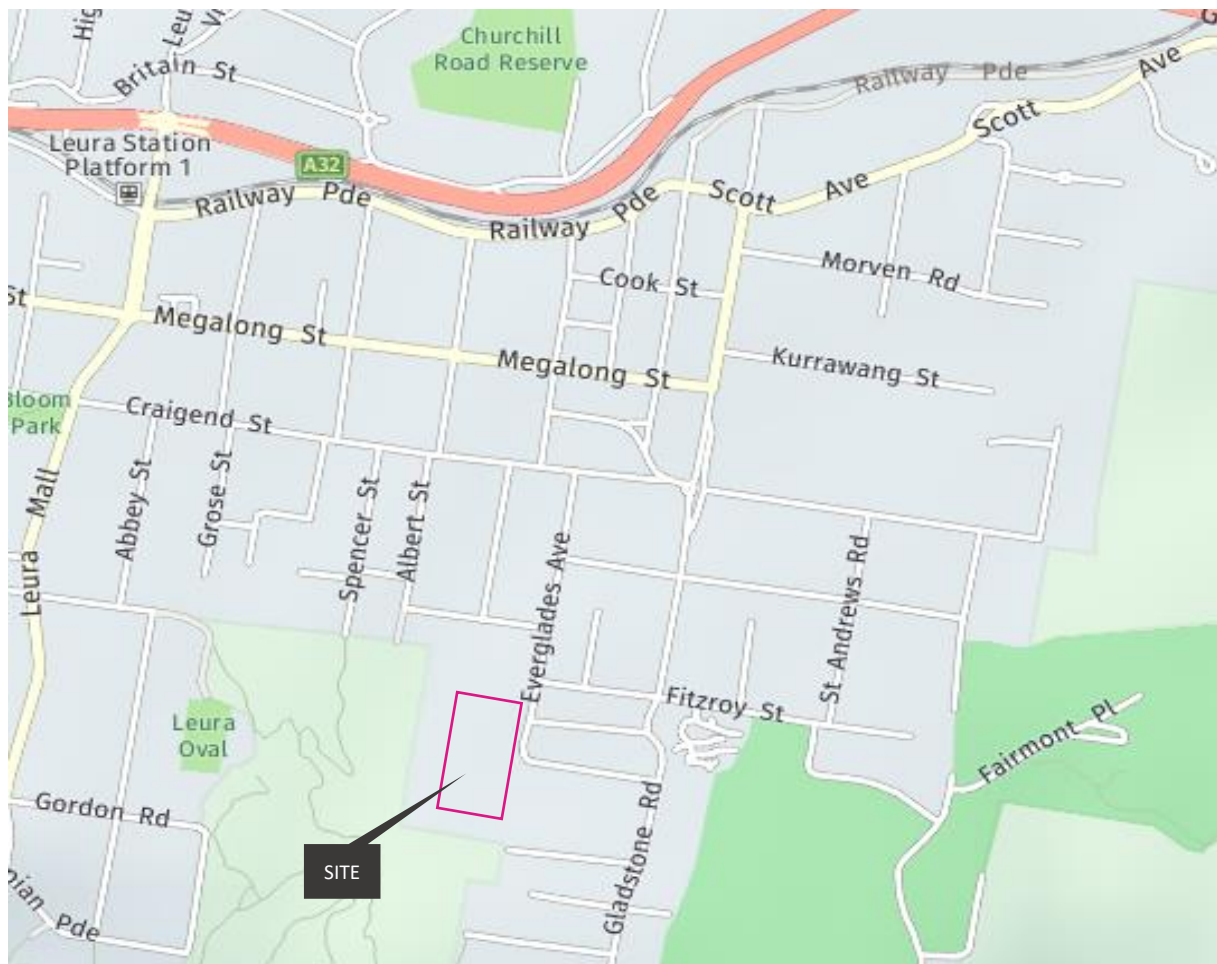


Figure 1: Site Location (Source: NearMaps)

## 1.2 Purpose of this Report

This report has been prepared following an analysis of the transport, parking and mobility issues associated with the site, with the aim of evaluating risks and opportunities relating to access and parking.

The following key areas have been assessed as part of this process:

- The road network serving the site outlined in Section 4.
- Public and active transport facilities within the vicinity of the site outlined in Section 4.
- Assessment of the existing parking available in the context of the relevant planning control requirements outlined in Section 5.
- Determination of the adequacy of the surrounding road network to accommodate the traffic generation associated with the site, outlined in Section 6.

## 1.3 Reference Documents

The documents referenced in the preparation of this report are as follows:

- Building Code of Australia (2019) BCA.
- Blue Mountains Local Environmental Plan (2015) LEP.
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- Department of Infrastructure, Planning and Natural Resources, *NSW Planning Guidelines for Walking and Cycling*, 2004.
- Austroads, Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments, 2020.
- Standards Australia, 2890 Parking facilities.

## 2 Background Information

### 2.1 Site Location

The Everglades House & Gardens is a relatively isolated site to the southeast of Leura Town Centre. The site is located approximately 1.8km to the south of Leura Train Station with an area of approximately 5 hectares and legally described as being part of Lot 1, in Deposited Plan 1167262. It is owned and managed by The National Trust of Australia (NSW).

Vehicular access to the site is via Everglades Avenue into the car park at the site frontage. Everglades Avenue also provides vehicular access to the main driveway to the house for service vehicles, while vehicular access to the rear of the site via Blaxland Road is used by staff, volunteers activity managers and their staff and service vehicles.

Pedestrian access is the principal means of accessing the site and achievable via the gatehouse on Everglades Avenue with access off Everglades Avenue, as shown in Figure 2.



Figure 2: Site access (source: TfNSW Spatial Services)

The site contains two at-grade car parks, a house other buildings and landscaped gardens. Existing site photographs can be seen in Figure 3 and Figure 4.



Figure 3: Front entry to the site (source: Google Maps)



Figure 4: Everglades Avenue (source: ptc.)

## 2.2 Surrounding Land Uses

The property is currently zoned as C2 - Environmental Conservation and C3 - Environmental Management. The site is on the portion of land zoned as C3 - Environmental Management and is surrounded by the following conservation zones:

- Zone C1 – National Parks and Nature Reserves
- Zone C2 – Environmental Conservation
- Zone C3 – Environmental Management
- Zone C4 – Environmental Living.

The current zoning map is shown in Figure 5 for context.

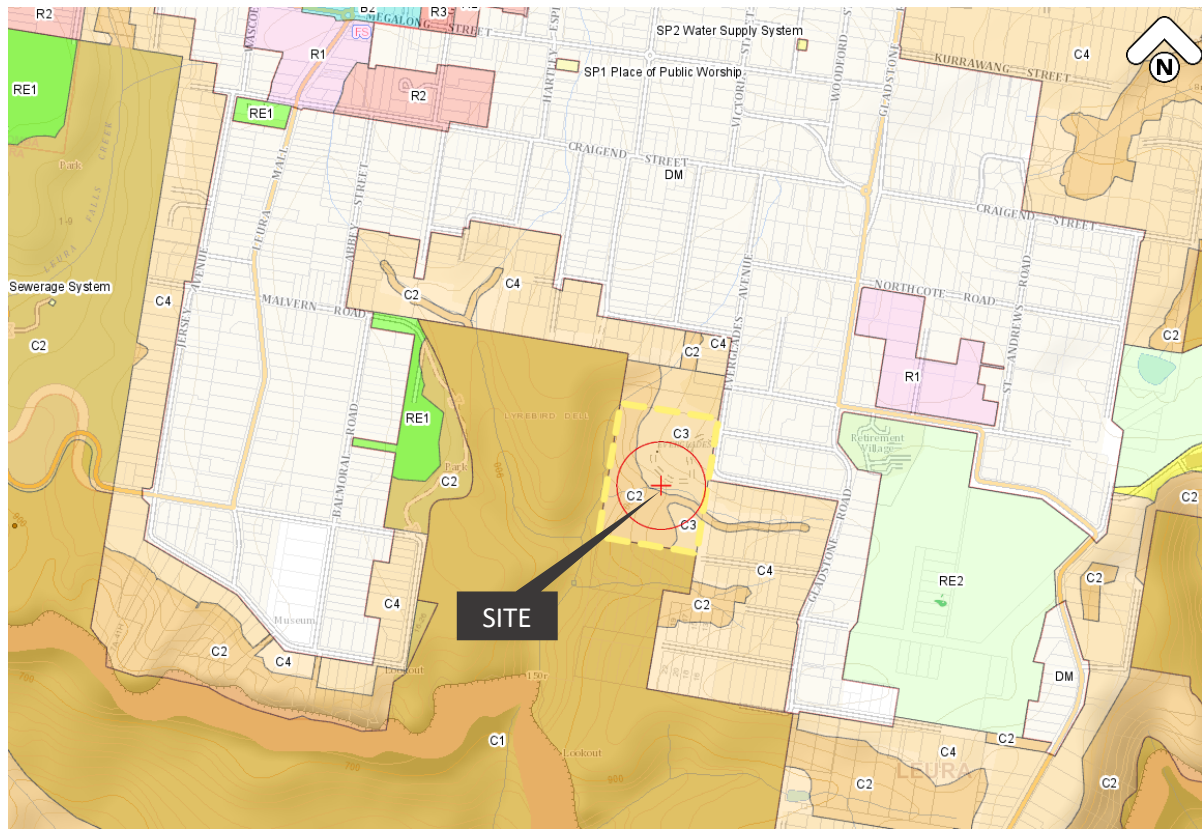


Figure 5: Land Zoning (source: NSW eSpatial Planning Viewer)

### 3 Proposal

This DA seeks approval for ongoing Temporary Activities on the heritage listed site.

Description	Capacity	Frequency (maximum only)	Hours of operation
Small Activities	120	90 days per year	9am to 7pm (daylight hours)
Performance Activities	250	20 days per year	9 am – 10.30 pm (amplified sound to cease at 10pm)
Open Day Activity	600	2 days per year	9am to 7pm (daylight hours)

Figure 1 shows the layout of the site and proposed Activation Area.

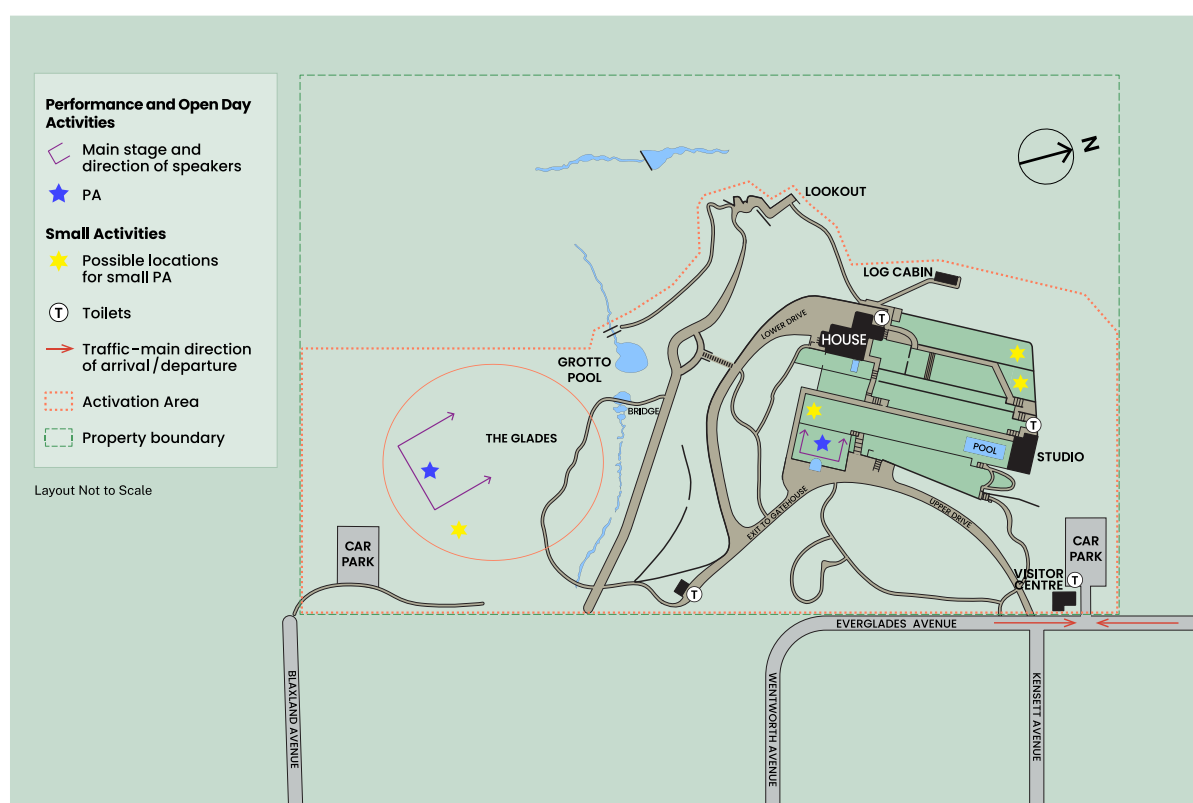


Figure 6: Site map (source: NTAU)

This report provides an assessment of the impacts of the ongoing Temporary Activities at Everglades House & Gardens on the surrounding road network and the availability of on-street parking.

## 4 Existing Transport Facilities

### 4.1 Road Hierarchy

The Everglades House and Garden is in the village of Leura, Blue Mountains City and is primarily served by Everglades Avenue (a local Road) to the East. Fitzroy Street and Kensett Avenue are local roads which run perpendicular to the eastern boundary of the site. State roads, Railways Parade and Leura Mall Road run north and west of the site respectively.

A summary of the key roads serving the Site is shown in Figure 7 and the following tables.

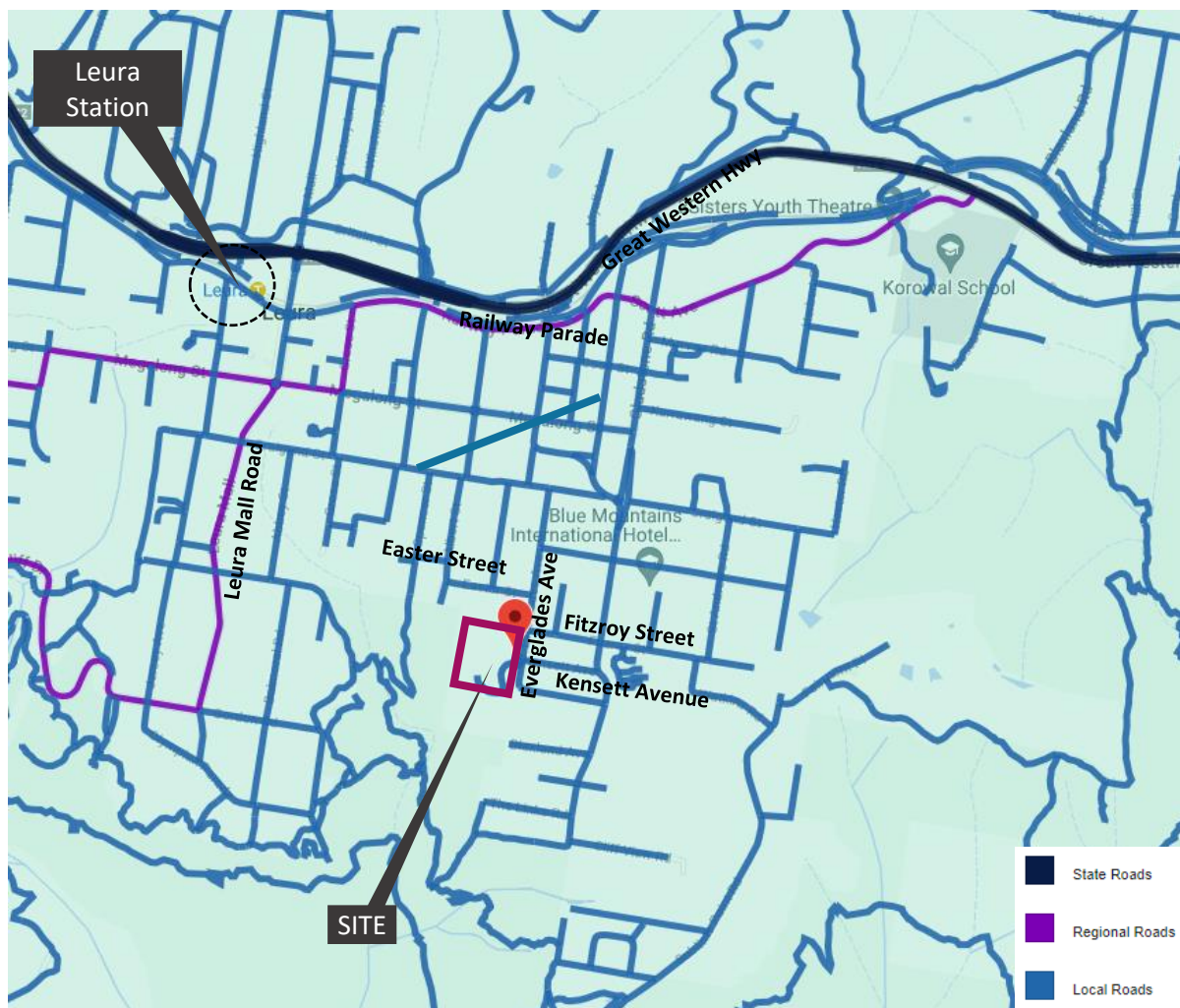


Figure 7: Surrounding road network (source: TfNSW Road Hierarchy Portal)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

State Roads	Freeways and Primary Arterials (RMS managed)
Regional Roads	Secondary or Sub Arterials (Council managed, partly funded by the State)
Local Roads	Collector and Local Access Roads (Council managed)

The following tables and figures identify the characteristic of the local road network in the vicinity of the site.

Table 1: Everglades Avenue (northbound)

Everglades Avenue	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	Single Lane in both direction
Carriageway Type	Undivided
Carriageway Width	8m
Speed Limit	50km/h
School Zone	No
Parking Controls	On Street Parking (site frontage)
Forms Site Frontage	Yes



Figure 8: Everglades Avenue (source: Google Maps)

Table 2: Kensett Avenue (westbound)

Kensett Avenue	
Road Classification	Local Road
Alignment	East – West
Number of Lanes	1 lane
Carriageway Type	undivided
Carriageway Width	5m
Speed Limit	50km/h
School Zone	No
Parking Controls	Unrestricted (to date the National Trust has worked to accommodate the neighbours actions restricting parking in this location)
Forms Site Frontage	Yes



Figure 9: Kensett Avenue (Source: Google Maps)

Table 3: Fitzroy Road (westbound)

Fitzroy Road	
Road Classification	Local Road
Alignment	East – West
Number of Lanes	1 lane
Carriageway Type	undivided
Carriageway Width	5m
Speed Limit	50km/h
School Zone	No
Parking Controls	Unrestricted
Forms Site Frontage	No



Figure 10: Fitzroy Street (source: Google Maps)

The site is serviced by a network of local roads which meet the Great Western Highway (state road) at Scott Avenue to the east and Leura Mall to the west. The streets in the vicinity of the site are narrow residential streets with widened grass verges on both ends that can be used for parking. This network provides sufficient connectivity for the staff and visitors of the Everglades House & Gardens to the greater NSW road network.

## 4.2 Parking

### 4.2.1 Neighbour Imposed Parking Restrictions

In parts of both Fitzroy Street, Kensett Street and Coniston Road, residents place traffic cones across the verges outside their properties to prevent Everglades House & Gardens visitors from parking here. This effectively reduces the available parking in the surrounding streets by 22. Residents seek to prevent visitors from parking on the verge outside their homes because they are concerned about damage to the condition of the verge. Damage to the verges mostly arises when unskilled or careless drivers access the parking during wet weather. The existing operational management approach to this is for the Everglades staff gardeners to repair damage to verges when the National Trust is notified by Council that it has occurred and needs to be repaired. Informally and as required, Everglades gardeners also repair damage to verges when requested to by residents.

While these parking cones have been recently removed, a worst-case scenario has been assessed that excludes these parking spaces from the available parking—generally, informally restricted by traffic cones or other means, implemented by local residents—to ensure environmental impacts can be managed within the existing environment.

#### 4.2.2 Service Vehicles

Loading and servicing of Everglades House and Garden is currently undertaken by a variety of light commercial vehicles ranging in size from vans to 6.4m small rigid trucks. In this regard, deliveries are scheduled to arrive outside of busy periods when the visitor levels on site are minimal. Staff manage truck access so that only a single vehicle is at this location at any time

Business as usual servicing involves the monthly removal of garbage stored near the rear carpark accessed from Blaxland Avenue. In addition landscape supplies are delivered within the site as required and access/weather permitting 2 – 4 times per month with access gained for the SRV car and trailer or ute from the front gate or rear Blaxland Road entry.

An informal area accommodating at least 2 Small Rigid Vehicles (SRVs) is suitable for the BAU and activities staff and is managed in accordance with the Operations Plan by Everglades staff and volunteers. This provision is discussed further in section 5.3.

#### 4.2.3 Access (Bump in/out)

For Small Activities such as wedding ceremonies small vehicles no larger than an SRV access the site from the front gate or rear Blaxland Road entry and deliver to the activity site or as close as possible.

Activities in the Glades would use the Blaxland Road site entrance with parking in the rear car park, and minimal vehicles located for operational purposes within the Glades. Specifically 20-30 small vehicles or fewer if trailers or larger vehicles are used might use the Glades where there are a large number of actors, or they are required for ancillary food and beverage or market stall holder for Activities within the Glades.

### 4.3 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised by prospective staff, customers and visitors. Reference is made to the NSW Planning Guidelines for Walking and Cycling (2004) where a distance of 400-800m is recommended as a comfortable walkable catchment to access public transport and local amenities. The document also suggests a distance of 1,500m as a suitable catchment for cycling.

#### 4.3.1 Bus

It is noted that there are 9 bus stops and no train stations in the 800m (10 minutes' walk) of the site. Each of these is associated with the 685 Katoomba to North Wentworth Falls (Loop Service) and/or 695 Katoomba to South Leura (Loop Service) services. These services run with a limited frequency of 8/day on weekdays and 2/day on Saturdays with no services on Sundays, providing limited connectivity with the wider public transport network.

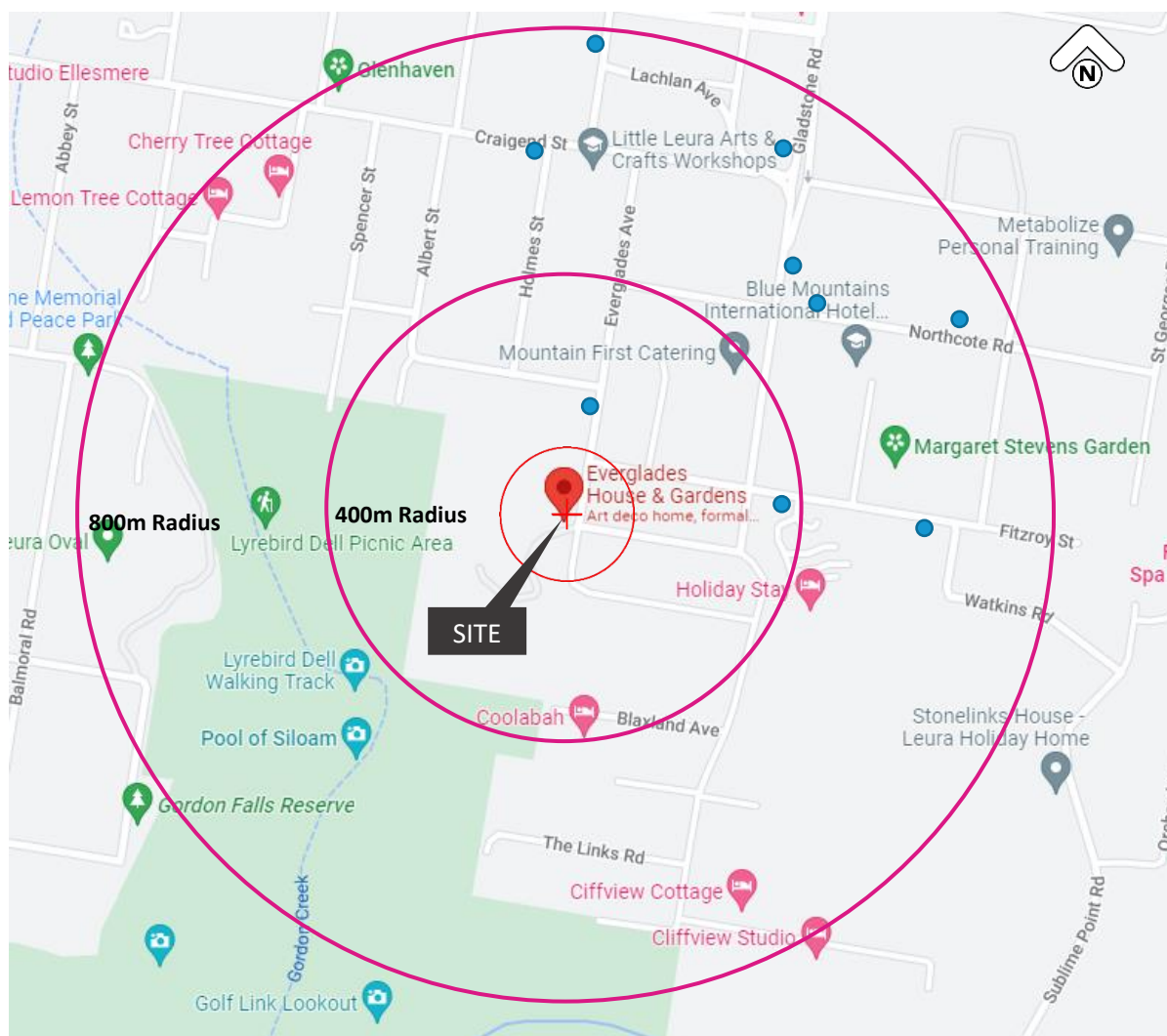


Figure 11: Public transport stops within walking distance of the site (source: Google Maps)

4.3.2 Train

Currently, the site and the town of Leura are serviced by Leura Train Station. The distance between the nearest train station, which is Leura station from the site is approximately 1.8km as shown in Figure 12.

Leura train station provides access to train services connecting with the Sydney Metropolitan area, providing frequent services 7 days a week through the wider Sydney Trains Network, thus providing visitors and staff some accessibility to and from the site.

A summary of the available train routes is illustrated in Table 4 below.

Table 4: Train Frequency – Leura Station

Route	Coverage (to and from)	Service Frequency
BMT	Central to Bathurst	Mondays to Fridays: Every 30 minutes from 3am to 9:15PM
		Weekends: Every 1 hour from 4:45am to 9pm

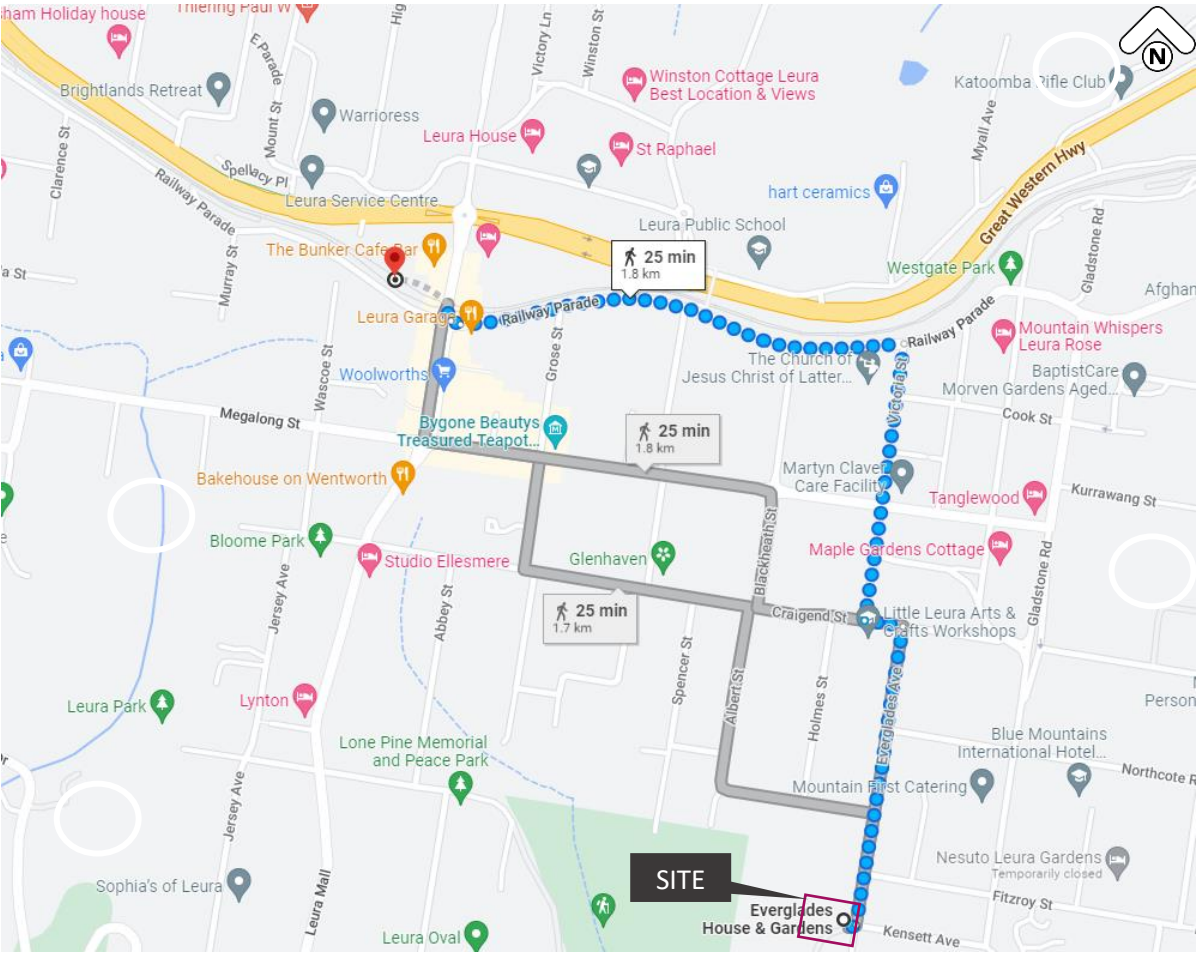


Figure 12: Site in Context of Surrounding Train Stations (Source: Google Maps)

4.3.3 Coach Services

Currently, 37 allocated coach parking, pick up/drop off stops are located around the Blue Mountains LGA. The stop no. 32 that caters for Everglades House and Garden site is a pick-up/drop-off stop only and is shown on the map in Figure 13. Compared to other stops on the route, stop no. 32 has only two services as outlined in Table 5. It is also noted that a single ticket costs approximately AUD \$50 so the chances of a patron using this service to only visit the Everglades House and Garden are unlikely, but it is an existing service which can be considered as a travel option for special Activities days.

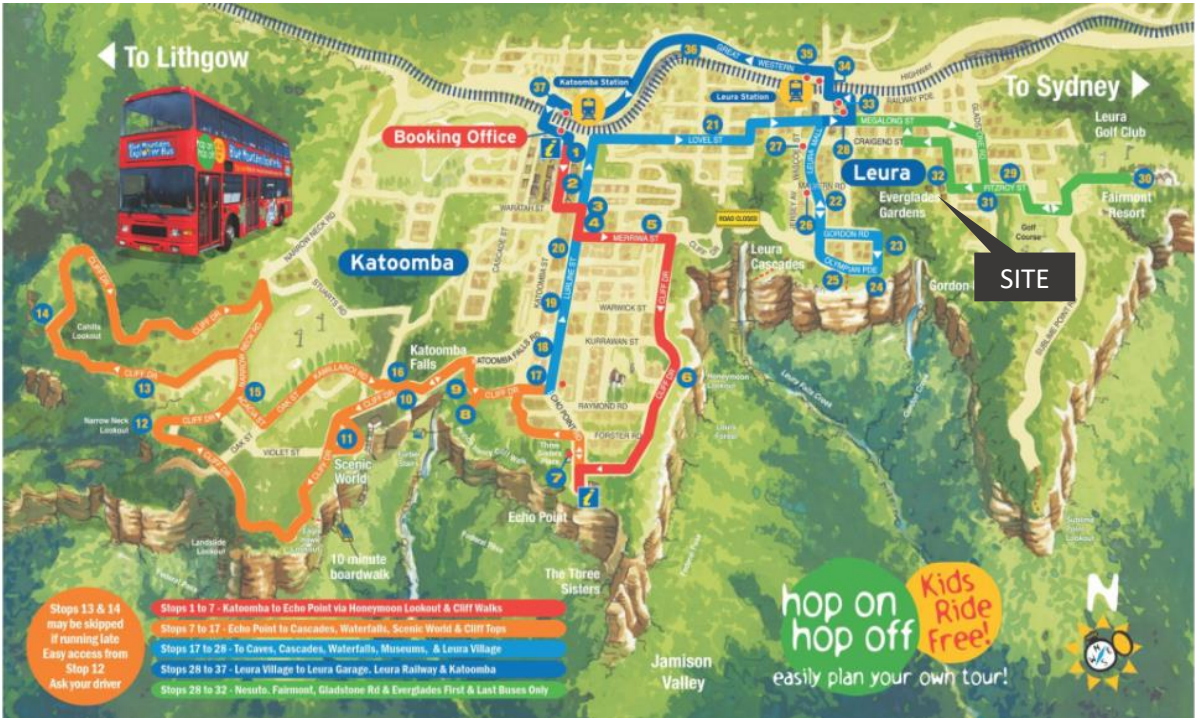


Figure 13: Existing coach routes and stops (source: Blue Mountains Explorer Bus Portal)

Table 5: Explorer route summary

Coach Stop	Coverage (to and from)	Service Frequency
Everglades House and Garden – Stop No. 32	Katoomba Loop Service	2 services/day at Stop No. 32 – 8:45AM and 5:05PM

Additionally, private buses/coaches managed in accordance with the Operational Plan. Private coaches bring visitors to the site during BAU, particularly special interest and elderly groups. These range in size from 13-20 seat mini buss to 28-71 seat coaches. The existing Operational Management approach is as follows:

- 1) On arrival driver is greeted by staff or volunteer and instructed to park in bus stop and switch off engine while passengers disembark;
- 2) Driver instructed to park in one of the Council designated coach parking areas until designated time for collection of passengers.

Private coaches are not proposed to be used during Open Days or Performance Activities, unless they are specifically associated with those Activities.

## 4.4 Active Transport

The locality was reviewed for features that would attract active transport trips (walking and cycling), with reference to the NSW Guidelines for Walking and Cycling (2004).

### 4.4.1 Cycling Infrastructure

A review of the local cycling infrastructure has been undertaken to determine the overall accessibility of the site by active transport. Figure 14 presents the existing bicycle routes within the surrounding area. The site is not serviced by either the main bicycle routes or the local bicycle routes, providing minimal to no access to the surrounding suburbs and to Leura station. The site is surrounded by single lane shared roads between Everglades Avenue (internal road) and the Leura station which creates conflicts between the bicyclists/pedestrians and other vehicles.

It is also noted that the steep and hilly topography of the Leura area means that a 1,500 metre cycling radius may not adequately reflect the specific conditions of the site and surrounds. Consequently, the cycling numbers to the site are expected to be small.



Figure 14: Local Cycling Network (Source: Transport for NSW – Cycleway Finder Portal)

#### 4.4.2 Pedestrian Facilities

The pedestrian infrastructure in the immediate vicinity of the site is not served by formal footpaths that can provide access from surrounding areas and road network. As shown in Figure 15, the site has a disconnected grass footway and road verges with the nearest bus stop. All the streets adjacent to the site generally have wide grass verges that are being used for on-street parking by the locals and visitors.

With consideration of the existing infrastructure with the topographical (hilly terrain) and geographical (regional area) factors, the area does not facilitate safe pedestrian or cycling trips. Although, for the purpose of this study it is assumed, based on the historical data, that most of the staff and visitors travel to and from the site by car.



Figure 15: Footpath from site to nearest bus stop on Everglades Avenue (source: Google Maps, 2017)

## 4.5 Trips and Mode Share

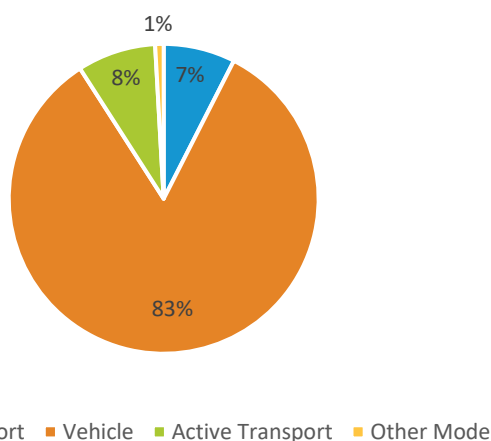
The most recent Journey to Work data from the Australian Bureau of Statistics (ABS) provides the following mode share distribution for employees commuting to the Katoomba-Leura SA2 census area.

Table 6: Travel Mode Share Summary

Travel Mode	Counts	%
Public Transport	381	7
Vehicle	4242	83
Active Transport	417	8
Other Mode	45	1
Total	5,085	

Figure 16: Journey to Work Data (Source: ABS)

Travel Mode Share



The data was collected in 2016 and it is expected that the 2021 census data will be published in coming months. This may indicate a variation to the 'worked at home' category due to the workplace changes resulting from the covid lockdowns. The accessibility of the area by active and public transport, as reflected in the results is low, showing that more than 80% of the employees commuted by private vehicles.

This data is a clear indication of not being conducive to a travel mode shift from private car usage for the staff and visitors of the SA2 Katoomba-Leura area in general, which also reflects on the narrative of this study based on the assumption that the staff and visitors travel to and from the Everglades House and Garden by car.

## 5 Parking Assessment

### 5.1 Planning Policies

The parking provision associated with the proposal has been assessed with reference to the following planning documents as a guide to an appropriate parking provision:

- *Blue Mountain City Council DCP 2015 (BMCC DCP)*
- *RMS Guide to Traffic Generating Developments 2002 (RMS Guide)*
- *Blue Mountains Local Environment Plan (LEP) 2015*
- *Building Code of Australia 2019 (BCA);*

### 5.2 Car Parking

#### 5.2.1 On-Street

The Everglades House and Garden site has 120 parking spaces within the walking catchment of the site. The surrounding street network within this catchment, reflecting the parking spaces and their location with consideration of local, informal parking restrictions discussed in section 4.2.1, is shown in Figure 17.

The on-street spaces are taken under consideration for the analysis as they have the potential to provide flexibility to the staff and visitors in proximity of the site.



Figure 17: Estimated existing parking provision in the area (Source: Nearmaps)

The site is surrounded by viable on-street parking options within the walking catchment. A high-level analysis of the parking spaces available in terms of on-street park availability on adjacent street network is shown in Figure 17.

Some parking spaces have not been included in the generally available count of spaces to ensure the proposed development can operate within existing local conditions.

Coniston Avenue: Excluded from assessment due to narrow cul-de-sac nature of the street.

Wentworth: Excluded from assessment as the street is very narrow (approximately 4.5m wide) with landscaping on relatively steep batter slopes extending to pavement edge in places.

Kensett Avenue: Excluded from assessment due to neighbours placed parking cones to restrict parking.

A summary of the quantum of on-street parking spaces available is shown in Table 7.

Table 7: Available On-Street car parking quantum

On-Street Car Park Locations	Spaces
Everglades Avenue	51
Fitzroy Street	27
Gladstone Road	29
Easter Street	13
<b>Total</b>	<b>120</b>

It should be noted that 59 spaces have been excluded that can legally, safely and practically be used.

### 5.2.2 Off-Street

The Everglades House and Garden has a total of 29 off-street parking spaces available across the two car parks. Out of the 29, 14 spaces are located in the staff car park off Blaxland Avenue and the other 15 are provided in the public car park off Everglades Avenue.

A summary of the off-street car parking provision is summarised in Table 8.

Table 8: Off-Street car parking quantum

Car Parks	Parking Provision (spaces)
Staff Car Park (Blaxland Avenue)	14
Public Car Park (Everglades Avenue)	15
<b>Total</b>	<b>29</b>

Table 7 and Table 8 shows that the total parking spaces available for the site is 149 + 59 excluded spaces that can legally be used (total 208).

### 5.2.3 Parking Requirements

The requirements for parking for business as usual (BAU) and Temporary Activities at the site are expected to vary based on the season, day of the week, activity and operating hours. When Performance Activities or Open Days are

operational, these will be the sole focus of operations. Accordingly, an assessment of the requirement has been carried out in two components and their activation period:

- 1) BAU and Small Activities
- 2) Performance Activities

The parking requirements have been calculated based on historical data.

#### 5.2.4 Parking Requirements – BAU and Small Activities

The BAU component comprises mainly the back of house activity including staff, gardeners and volunteer activities as well as daily visitors to the Open House & Gardens and small activities or group bookings with maximum capacity of 70 patrons. In relation to BAU Open House and Gardens, visitors arrive over the course of the day and do not arrive and depart all at once. Although consent is not sought for BAU, the details of these activities are shown in Table 9.

The proposed maximum capacity of Small Activities is 120 patrons as part of this DA. Small Activities for 120 patrons could occur simultaneously with BAU Open House and Garden, so parking needs and traffic are assessed together. The details of these activities are as shown in Table 9. Rates have been calculated from surveys of the site, conducted in August and September 2022.

Table 9: Car Parking Requirements – BAU and Small Activities

Description of Activity	Capacity (pax daily average)	Duration	Travel Mode and Rate (pax/car)	Parking Requirement (spaces)
BAU Back of House	8	7am to 7:00 pm	1.5	14
Proposed Small Activities	120 (Maximum)	9am to 7pm	2.4	50
BAU Open House and Garden including guided tours + tea rooms operations	150	9am to 7pm	3	50

The peak hour might include one third of the daily BAU average of 150 patrons (50 patrons in 17 cars with the remainder arriving over the course of the day) plus the patrons associated with a small Activity (120 patrons with 50 cars arriving). Therefore, the total parking demand is 67 spaces.

This would result in a peak hour/worst case scenario need for 67 parking spaces, which can be accommodated in the Everglades Avenue car park and on street.

#### 5.2.5 Parking Requirements – Performance Activities and Open Days

The Open Days and Performance Activities component of the proposed development will occur on a maximum of two days and twenty days per year, respectively.

The details of these activities are as shown in Table 9. Rates are derived from historical data.

Table 10: Car Parking Requirements – Performance Activities and Open Days

Description of Activity	Capacity (pax/day)	Duration	Frequency (days/year)	Travel Mode and Rate (pax/car)	Parking Requirement (spaces)
Performance Activity (Separate Day and Evening events)*	250	9am to 10:30pm	20	3	84
Open Day*	600	9am to 7 pm (daylight hours)	2	3	200 (throughout the day)

\*The two types of Temporary Activity do not operate at the same time.

A peak period maximum of 84 vehicles is the proposed parking requirement for the Performance Activities and can be accommodated by the on-street parking spaces within the area surrounding the site as shown in Figure 17.

However, during the two open days per year, Everglades House & Gardens might get up to 600 visitors spread throughout the day. To ensure visitation is spread across the operational hours, shows/activities can be repeated throughout the day. Based on past operations, patrons attend in the morning or afternoon and don't stay for the entire day. This means that the maximum number of patrons on the site is approximately 150–200 in the peak hour. However, this traffic assessment has taken the peak hour as a very conservative, worst case scenario assumption of there being 300 people arriving by private vehicle (with an associated demand for 100 Parking spaces) plus an allowance for 114 people who would arrive by coach.

Accordingly, the parking requirement on the day of the Activity can be accommodated by the 29 on-site parking spaces combined with the 120 surrounding on-street parking spaces shown in Figure 17.

### 5.3 Catering and Servicing Vehicle Parking

The area adjacent to the Everglades House will continue to be used for service vehicles due to its separate access driveway off Blaxland Avenue, minimal interaction with pedestrians and other road users and historical use for this purpose.



Figure 18: Service vehicle parking provision at Everglades House

As shown in Figure 18, an informal area accommodating at least 2 Small Rigid Vehicles (SRVs) is available. In reality, tandem parking for more vehicles is possible in this area if managed in accordance with the Operational Plan that accompanies this DA.

## 6 Transport Impact Assessment

The potential trip generation of the proposed development has been estimated with reference to the following:

- Activation Table – Everglades House & Gardens (source: Two Trees)
- Visitation Data - Everglades House & Gardens (source: NTAU)
- GHD, *Leura Local Area Traffic Management and Modelling Report*, April 2021 (LATM Report)
- RMS Technical Direction: Guide to Traffic Generating Developments Updated Traffic Surveys (TDT2013/04a).

It is noted that the land use for the Everglades House & Gardens is specific and unique since it has been used to host public events since 1938 and has a history of the being one of the few functioning purpose-built outdoor theatres in the Blue Mountains.

The LATM Report has been used to assess the key intersections performance around the Everglades House and Garden.

## 6.1 Key Intersections



Figure 19: Key Intersections

1. Craigend Street / Everglades Avenue
2. Megalong Street / Gladstone Road
3. Scott Avenue / Gladstone Road
4. Leura Mall / Railway Parade
5. Leura Mall / Craigend Street

## 6.2 Forecast Traffic Activity

The access to and from the site to the nearest state road (Great Western Highway) from the east is via Scott Avenue and from the West is via Leura Mall. These two roads provide access to the Great Western Highway and onto the greater NSW road network.

The LATM Report provides detailed traffic modelling results for the intersections identified in Section 6.1. For each of the scenarios and peaks —Thursday (weekday road network peak) and Saturday (weekend road network peak)— the Level of Service (LoS) is generally C for all the intersections. This demonstrates stable traffic flow with reduced speeds and spare capacity.

Based on the wayfinding signage at Scott Avenue (and Google Maps directions) many vehicles could be expected to access the site via Scott Avenue. Most of the visitors on the Open Days, except the staff and local visitors arrive from Sydney, east of the site, and will therefore, access the site via the Great Western Highway / Scott Avenue intersection.

The worst-case trip generation for the site is approximately 100 trips per hour for two hours on Open Days, hosted for 2 days a year. This is not significant in the context of the surrounding volume on the road network and maintains an acceptable level of service at the key intersection around the site.

In terms of the environmental capacity of the surrounding local road network, historical data shows that even on busy weekends the two-way hourly flow does not exceed 200 vehicles/hour i.e. with traffic associated with an Activity. This is not likely to be exceeded as the surrounding land is either fully developed or not able to be redeveloped (C1-C4 zones, National Park etc and traffic cannot use the local roads as a viable through route to access other areas. Table 4.6 of the Guide to Traffic Generating Developments specifies that the maximum peak hour volume of a local residential street with a speed limit of 50km/h should not exceed 300 vehicles/hour (environmental goal).

## 7 Conclusion

**ptc.** has been engaged by the National Trust of Australia (NTAU) NSW to undertake a transport and parking analysis of the surrounding transport network to assess the continued use of the site for Temporary Activities (including small activities, performance Activities and Open Days). The intention is that an ongoing DA will replace the current temporary DA.

The site is serviced by 9 bus stops within 10 minutes' walk of the site. The service for these bus stops provides limited connectivity with the wider public transport network. However, the primary mode of transport for visitor and staff of the site is by private car and chartered coaches. Coaches will be managed in accordance with the Operational Plan for Activity days which will continue to facilitate management of the designated space at the front of the site and minimise impact on traffic flow and parking.

With regard to parking provisions, Everglades House & Gardens provides 14 off-street car parking spaces in the staff car park located off Blaxland Avenue and 15 spaces in the public car park on Everglades Avenue as shown in Section 5.2.2. Also, as shown in Section 5.2.1 the estimated numbers of on-street spaces along the local roads around the site adds up to 120 with 59 spaces that can be safely, legally and practically utilised that currently are excluded from the analysis due to local amenity. Therefore, the total number of car parking spaces available for visitors and staff is 208, but this analysis adopts a conservative availability of 149. The maximum number of visitors to the site by car on a single day, during the peak hour would be approximately 300 which results in the parking requirement of 100 spaces. Therefore, the existing and future parking demand can be accommodated by the number of spaces available.

The maximum sized vehicle expected to access the site will be a 6.4m SRV and the swept path analysis in Figure 17 demonstrates that a 6.4m SRV is able to manoeuvre into and out of the site in a forward direction.

Based on our assessment, the proposed parking and access arrangements are deemed acceptable and capable of accommodating the forecast traffic generation of the proposed development.