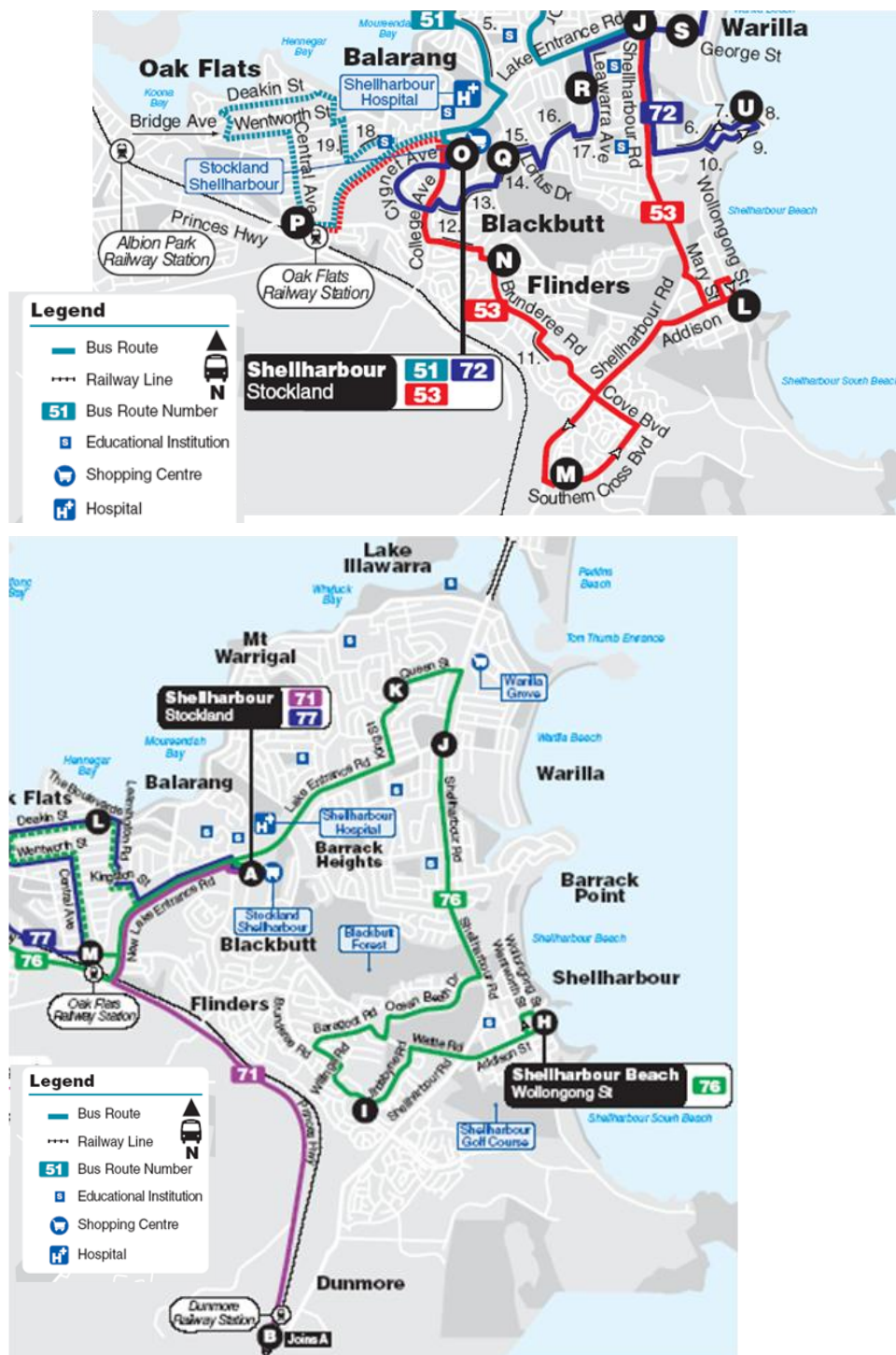


Public Transport

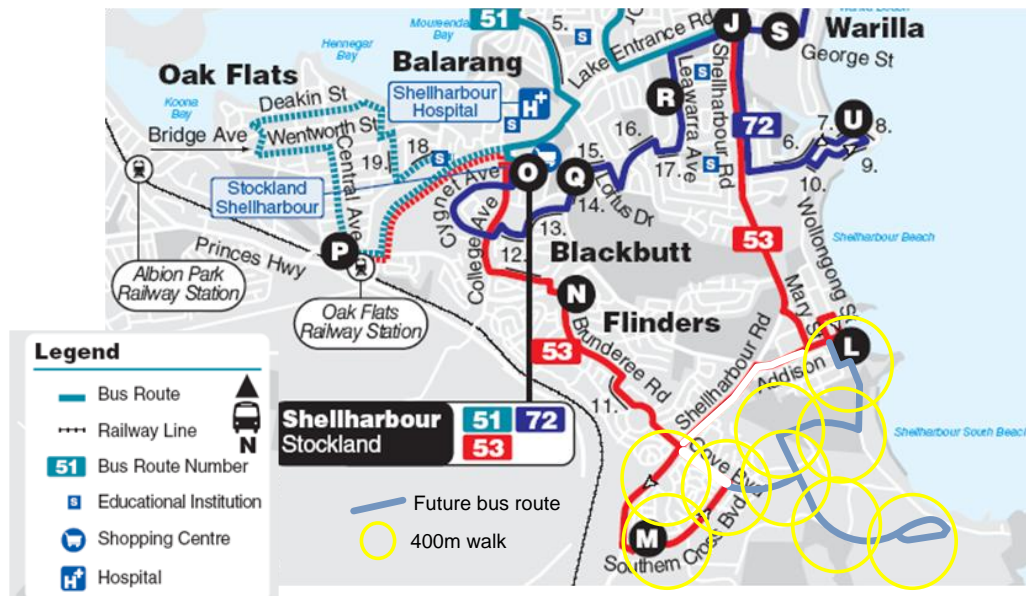
The bus network in the area has recently been changed. The new bus network in the Shell Cove area is illustrated in Figure 1. Route 53 provides connections to Shellharbour Square and Wollongong, whilst Route 76 provides connections to Albion Park. Both routes connect to Oak Flats Station, the key rail station in the area.

Figure 1: Existing Bus Network



The NSW State Plan includes a 15% target for commuter trips to and from Wollongong CBD during peak hours by 2016. The planning of transport facilities in Shell Cove has been designed to contribute to the achievement of this overall target. The bus routing and bus stops are only a small contributor. Nonetheless, it is important that at least 85% of future residents are located within a 400m walk of bus stops. This is achievable by running future bus routes along proposed roads, such as those shown in Figure 2. These roads will need to be designed to a suitable width to carry buses, consistent with Department of Transport and Council design guidelines.

Figure 2: Possible Future Bus Network



There needs to be a range of bus services to meet the NSW State Plan target for the area, including rapid frequent bus routes, peak express services, frequent local bus services and local coverage services. The existing bus routes in the Shell Cove area can be described as coverage services, with relatively low frequencies and low average speeds. A frequent and reasonably direct peak hour shuttle bus route between Oak Flats Station, Shellharbour/Shell Cove, Warilla and Albion Park would better assist with meeting the NSW State Plan target for the region. In addition, peak express and rapid frequent bus services should be considered for the coastal corridor between Shell Cove and Wollongong would also assist in meeting the targets. These services should be considered in future amendments of the bus network.

Consultation will be undertaken with local public transport providers during the design phase of the project. Particular emphasis will be placed on safe and accessible bus stop locations, bus stop facilities and connectivity to local pedestrian facilities. Appropriate bus access is important as part of staging of development. A key element will be the completion of a road link between Cove Boulevard and Addison Street via Harbour Boulevard, as this will enable better routing of buses to service the area.

There are a number of factors that could affect future public transport use in the area, including:

- Improved bus network planning with fast and frequent connections to Oaks Flat Station
- A future railway station near the interchange between Princes Highway and Shellharbour Road
- Land-use/transport integration
- Parking supply and pricing policies
- Quality and integrated pedestrian and bicycle infrastructure connections to bus stops, Oaks Flat Station and future rail stations in the area
- Work place travel plans for major employers in the area
- Travel access guide for the area

Parking

The details of parking provision will form part of future development applications when more detailed architectural plans are produced. All residential parking will be accommodated on-site in accordance with Council's development control plans and parking associated with other uses will be detailed at the time of future development applications. The swept path of service vehicles accessing roads serving various residential and commercial buildings in the area will also be reviewed as part of the final design processes.

The parking numbers provided in Table 4.2 of the traffic study prepared in March 2009 were based on preliminary concept design plans for future car parks in the Boat Harbour Precinct and do not coincide with the rates in Table 4.1 and floor space estimates. An update of possible parking supply estimates for the main commercial uses is given in Table 1, using Council's current parking rates.

Table 1: Possible Parking Supply by Landuse

Landuse	Use	Number of Spaces
Marina	300 berths	150
Hotel	150 rooms Bar area, lounge, dining area and employees to be determined	300
Office/commercial	2,500m ²	63
Supermarket	3,500m ²	175
Other retail	3,300 m ²	95
Technology Park	30,000m ²	750
Total		1533

Note: Assumes only one hotel

Resident and employee parking will generally be provided on-site or in public off-street car parks. Public car parking could be provided in areas adjacent to the marina, shopping centre, business park and recreation facilities. The extent to which visitor parking requirements are met by on-street parking will depend on the final design of streets in the area and the amount and type of traffic using each street. A decision on these issues will form part of future development application processes.

Pedestrian and Cycle Network

The proposed plan for pedestrian and bicycle connections in the development is integrated with the surrounding development. Improved connectivity will promote walking and cycling in the area.

Council is finalising a Shared Use Path Strategy for the City and future development applications will give due consideration to this strategy when it is finalised. Opportunities for on-road commuter cycling will also be considered as part of a broader strategy for Shellharbour. The completion of high standard off-road and on-road linkages to Oak Flats Station and future rail stations in the area is of paramount importance in achieving future commuter public transport targets. End use facilities at the stations also need to be catered for and be of a high quality.

Road Network

The Concept Plan addresses the broad principles of the hierarchy, legibility and connectivity of the internal road network. Further and more detailed work on the design of the internal road network will be undertaken in the next stages of design for the Boat Harbour Precinct. The engineering design of the road network will be considered as part of these future processes, including recommended widths, on-street parking, bus, pedestrian and bicycle infrastructure provision.

The proposed extension of Harbour Boulevard to form intersections with Addison Street and Shellharbour Road are an important element of access to the Boatharbour Precinct, but are not subject to the approval being sought for the Boat Harbour Precinct. A preliminary design for these intersections has been submitted to RTA for review and the design has been agreed in principle by RTA subject to more detailed traffic modelling and refinement of the detailed design prior to finalisation of the design and the issuing of a construction certificate.

The traffic analyses included in the traffic study prepared in March 2009 used traffic forecasts extracted from the Illawarra 2018 TRACKS model. This assumes full development of the Boat Harbour Precinct and surrounding development, as well as inherent regional landuse growth and road network assumptions agreed by Council and RTA. It is considered that the best available information available at the time was used to produce the figures contained in the study.