

18 August 2011

Mr Matt Crews
Manager – Property Development
Parkview
PO Box R1779
ROYAL EXCHANGE NSW 1225

Dear Mr Crews,

I am writing in reference to recent discussions with the Department of Transport (DoT) and the Department of Planning and Infrastructure held during May 2011 with regard to the proposed Cronulla Sharks development at Woollooware.

It is understood that the proposed development, situated at the Sharks Leagues Club site on Captain Cook Drive, will entail residential, retail, commercial and leisure facilities, many of which will generate potential public transport trips to and from the site, across the majority of the day.

Bus services in the vicinity of the proposed development are provided by State Transit and Veolia Transport, under contract to DoT. These services provide regular links to Miranda, Cronulla, Sutherland, Kogarah and Rockdale.

Route 477, operated by State Transit, provides regular services seven days a week between Miranda and Rockdale via Taren Point and Kogarah. Services operate every 30 minutes on weekdays and Saturdays and every 60 minutes on Sundays. Route 969, operated by Veolia Transport, provides regular services seven days a week between Sutherland, Miranda and Cronulla, via Caringbah and North Caringbah. Services operate every 60 minutes on weekdays and Saturdays and every 120 minutes on Sundays.

While these local bus services operate in the general vicinity of the proposed Sharks Leagues Club development, the closest bus service (route 969) is approximately 600 metres walking distance from the site.

The DoT does not support previously suggested diversions of local bus services to service the proposed development, as the diversions required on either route 477 or 969 would result in significant additional travel time for existing patrons, and would detract from the attractiveness of these routes in terms of directness and travel time.

To this end, the introduction of a new bus service, connecting the proposed

development on Captain Cook Drive with major destinations such as Cronulla, Caringbah and Miranda, is supported in principle, rather than any diversion to existing local bus routes. However, the DoT cannot commit funding or resources to a new service serving the proposed development under current funding constraints at this stage.

However, planning for a potential new bus service serving the proposed development will be considered by DoT as part of its rolling four-year growth bus funding allocation in coming years. The exact nature of the route, including destinations served, frequencies and hours of operation, would be considered at that time.

In the interim, the proponent may wish to consider the introduction of a temporary shuttle bus, linking the proposed development with the closest railway station (eg Woollooware), until such time as a public bus service is introduced.

Should you require further information, please do not hesitate to contact Adrian Dessanti from my office on 8202 3646 or adrian.dessanti@transport.nsw.gov.au.

Yours sincerely



Warren Finnan

Principal Manager, Bus and Ferry Network Development