



Transport
for NSW

Michael Woodland
Director, Metropolitan & Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Mark Brown

Dear Mr Woodland,

**Environmental Assessment Exhibition – Concept Plan for Cronulla Sharks
Development at 461 Captain Cook Drive, Woollooware (MP10_0029)**

Thank you for your letter dated 30 September 2011 seeking comments on the above Concept Plan.

Transport for NSW (TfNSW) has reviewed the Environmental Assessment (EA) report and accompanying *Traffic Management and Accessibility Plan* and requests that the following matters be considered and addressed.

Bus Servicing

TfNSW currently does not have any plans to provide a new bus service as suggested by the proponent. As advised in the letter of 18 August 2011, TfNSW cannot commit funding or resources to a new bus service to connect the proposed development to the nominated railway stations. TfNSW can consider the potential for a new bus service as part of its rolling four-year review of growth bus funding allocation and the provision of new services will be subject to the bus servicing needs across metropolitan Sydney.

The proponent / club proprietor should consider the introduction of a temporary shuttle bus to link the site to the Woollooware Station until such time when and if a public bus service is introduced for the benefit of its future residents, employees, visitors and club patrons.

Pedestrian and Bicycle Access

Due to the site's location within walking and cycling distance of the Woollooware Station / centre, walking and cycling could play a more significant transport role. The Concept Plan application envisages an increase in recreational cycling (section 7.6, p86), but does not assess the potential to increase cycling for other purposes, such as commuting to work or education, which are targetted for growth in the NSW 2021 State Plan.

The Concept Plan application indicates a range of pedestrian and bicycle infrastructure

improvements, however these need to be shown in the context of the surrounding networks (existing and planned), including the connections to the Woollooware Station.

Future project applications should provide further detail with regard to pedestrian and bicycle access, circulation and the extent and location of end-of-trip facilities, including the visitor bicycle parking.

Furthermore, the safety and efficiency of pedestrian and bicycle movements need to be taken into account in the intersection design. With regard to bicycle access, the designs should adhere to the *NSW Bicycle Guidelines*.

Workplace Travel Planning

It is noted that the EA has considered implementation of *Travel Access Guide* for future workers and shoppers. TfNSW encourages preparation of more comprehensive Workplace Travel Plans which would involve, amongst other measures, an investigation of car sharing schemes. Please note that guidance for how to prepare a transport access guide for future customers exists and is available at <http://www.rta.nsw.gov.au/usingroads/traveldemandmanagement/transportaccessguides/index.html>). TfNSW recommends that both a Workplace Travel Plan and TAG be prepared prior to the occupation certificate and required as a condition of consent in future applications for individual developments on the site.

Should you wish to discuss this matter further, please contact Eva Cermak on 8022 2525 or email eva.cermak@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mohini Nair', followed by the date '25/11/11'.

Mohini Nair

**Principal Manager, Integrated Transport Planning and Land Use
Planning and Programs**

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