

Karen Jones
Director, Metropolitan & Regional Projects South
Department of Planning & Infrastructure
23-33 Bridge Street
Sydney NSW 2000

Attn: Mark Brown

Dear Ms Jones

Exhibition of the Project Application for the Woollooware Bay Town Centre Stage 1 – Retail/Club Precinct, 461 Captain Cook Drive, Woollooware (MP 10_0230)

Thank you for your letter dated 1 March 2013 on the Exhibition of the Project Application for the Woollooware Bay Town Centre Stage 1 – Retail/Club Precinct, located at 461 Captain Cook Drive, in Woollooware NSW.

Transport for NSW (TfNSW) does have some comments in relation to the Director General's (DG's) Requirements presented in the Environmental Assessment.

- The DG's Requirements (#7, Last bullet), as well as Schedule 5, Statement of Commitments require the proponent to prepare a draft Travel Access Guide (TAG). We are not able to find this document in the EA.
- The Environmental Assessment should clearly specify the proposed operating hours, service frequency and interim bus routes for the shuttle bus service, as these details differ between the Environmental Assessment Report, Traffic and Parking Impact Assessment and letter to the Department of Planning and Infrastructure dated 13 February 2013.
- The Environmental Assessment must demonstrate how bus patronage would be monitored for each shuttle bus route, should there be a need to schedule more frequent shuttle bus services. TfNSW suggests that a shuttle bus service timetable is prepared to ensure that patrons are made aware of the scheduled arrival and departure times of services and that bus service frequency operates according to schedule, allowing patrons to plan their travel.
- The Environmental Assessment should clearly demonstrate how shuttle bus services and major event bus services would simultaneously operate unaffected during sporting events at the sporting facility.
- The proponent should work with TfNSW to ensure the operations of regular public bus services at locations where these two types of services may operate alongside each other unimpeded (such as at Caringbah and Cronulla Railway Stations), which are served by multiple regular public bus services.

- The Environmental Assessment must specify any impacts to regular public bus services and school bus services operating on roads within the vicinity of the development site from construction vehicles during construction of the proposed Stage 1 works. Should any impacts be identified, the duration of the impacts and the measures proposed to mitigate these impacts must be clearly explained.
- The width of the proposed indented bus bays on Captain Cook Drive and Woollooware Road range from 2.5 metres to 3.0 metres. The width of these bus bays must be widened to have a minimum width of 3.5 metres. This would ensure that vehicles in adjoining travel lanes and cyclists in adjoining bicycle lanes are able to safely pass buses stopped in the bus bays. Adequate bus shelter should also be provided at proposed bus stops. The Environmental Assessment should also identify how many bus stops have been provided within each proposed bus bay.
- In regards to the provision of a public bus service connecting the development site to the surrounding area, the developer should continue to liaise with TfNSW to advise of the development of subsequent stages.

TfNSW understands that Roads and Maritime Services (RMS) will be providing a separate response which will respond to issues regarding proposed traffic signals and associated civil works.

Thank you for providing TfNSW the opportunity to review and comment on this proposed redevelopment. Should you have any questions regarding this matter, please contact Robert Rutledge, Principal Land Use and Transport Planner on 8202 2203.

Yours sincerely,



22/4/13

Mark Ozinga
Land Use and Transport Planning Manager
Planning and Programs Division

