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SITE COMPATIBILITY CERTIFICATE TRANSPORT PLAN **1 Panorama Avenue, WOOLLOOWARE, NSW 2230**



1. Introduction

This report has been prepared in support of an application to the Department of Planning, Industry and Environment for a Site Compatibility Certificate (SCC) under the Affordable Rental Housing (ARH) SEPP 2009.

The SCC application supports the development of the site which will facilitate 16 dwellings, of which 50% (8 dwellings) will be designated affordable housing units, managed by Pacific Community Housing, a registered and accredited housing provider, for a period of 10 years in accordance with the provisions of the ARH SEPP.

This report considers access to transport and the need for private transport.

2. Subject Site

This report applies to land at 1 Panorama Avenue, Woollooware. The site is located on the south side of the Woollooware railway station and immediately adjoins its southern entrance. The site is known legally as Lot 11 in DP 1967.

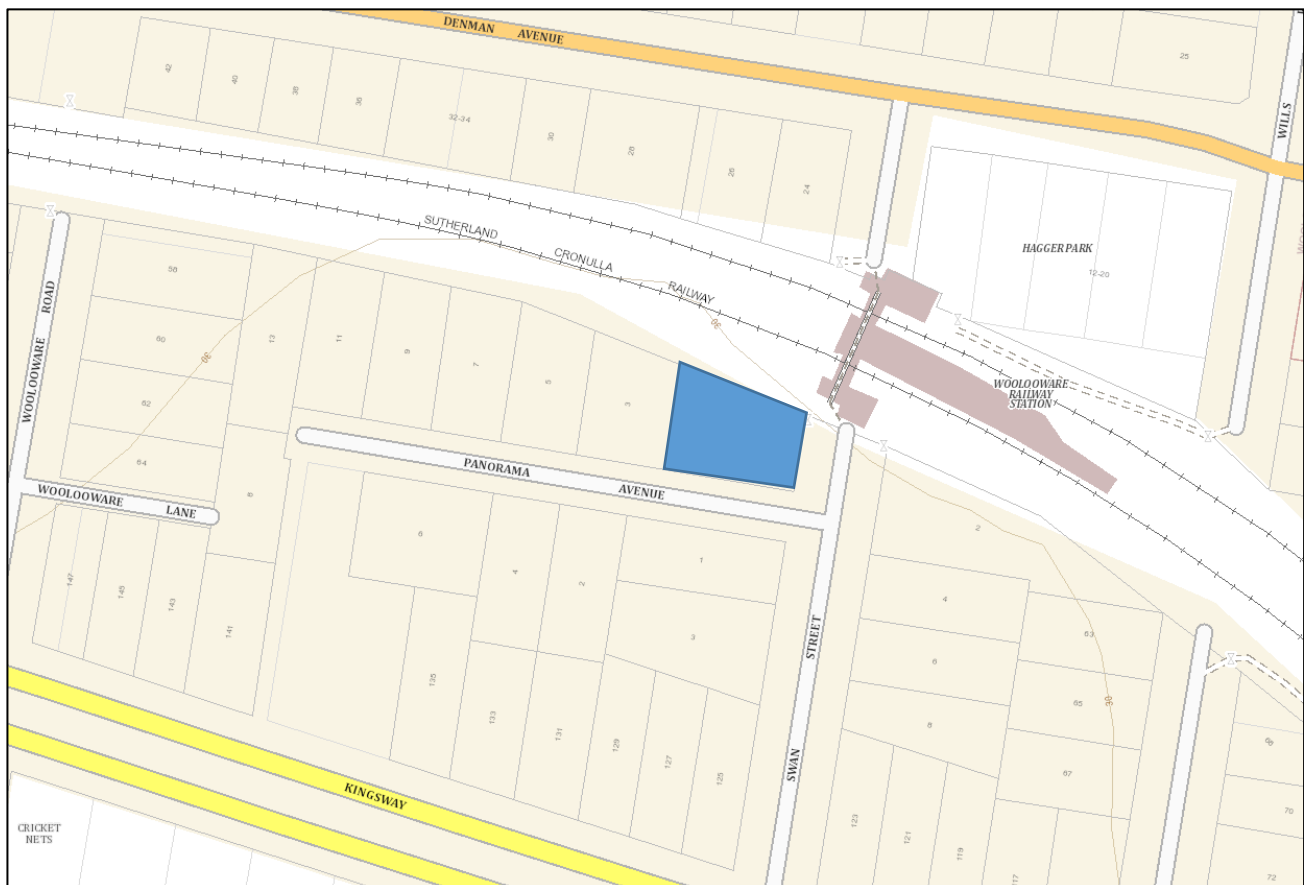


Figure 1: Site Description (Source: Sixmaps)



Figure 2: Aerial view of the subject site (Source: SixMaps)

3. Proposal

Future development proposes the demolition of the existing dwelling house and clearing of the site, followed by the construction of a three-storey residential flat building comprising 16 dwellings, a 25sq.m café space and 8 x lockable bike stores located on the ground level.



Figure 3: Concept Design

4. Site Context

The site is within a developed residential urban environment. It is bound by the T4 Cronulla railway line and the Woollooware railway station to the north. The site is in very close proximity to public transport being; Woollooware train station (8m) and major bus route (125m), as well community services, shopping, jobs, community facilities and the environment at Cronulla, Caringbah and Miranda – all that can be accessed by train or bus.

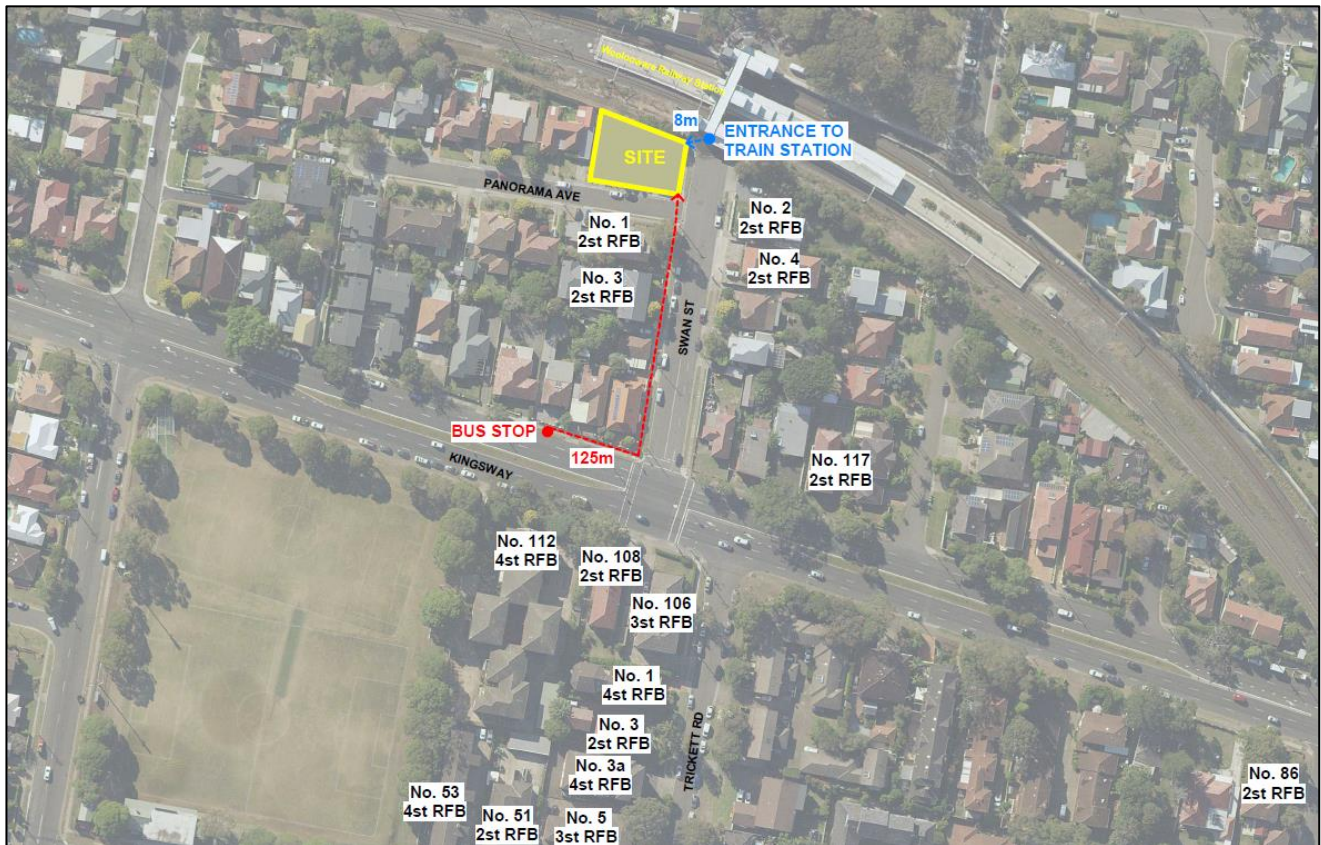


Figure 4: Transport context diagram

5. Parking Provision

Due to the proximity of the site to transport, parking for cars is not proposed on the site. Division 5, Clause 36(4) does not require car parking in relation to development to which it applies.

Given the focus on active transport within the Sutherland Shire, parking for 8 x lockable bike stores located on the ground level, which are accessed by a side gate to the rear of the site. An internal access pathway connects the bicycle parking with the entry lobby and lift.

5.1 Sutherland DCP 2015

Chapter 36(5) of the Sutherland Development Control Plan 2015 (SDCP2015) promotes reduction of car dependency by encouraging the provision of facilities for cycling as a sustainable, safe and convenient means of transport. The objectives also encourage safe and secure parking facilities that promote the use of bicycles. The scheme supports these objectives and specifically takes into account the existing and emerging Sutherland Shire Bicycle Network Map as a reference for the provision of cycling infrastructure in the scheme including its location, ease of access and security. Attachment 1 to this report shows the relevant map from the SDCP2015.

5.2 Sutherland to Cronulla Active Transport Link

The Sutherland to Cronulla Active Transport Link (SCATL) is a pedestrian and bicycle path between Sutherland and Cronulla to help make walking and bike riding a more convenient, safer and enjoyable transport option.

Due to the complexities of building infrastructure in and around the rail corridor, the SCATL will be delivered in stages:

- Stage 1, Sutherland to Kirrawee will connect key destinations such as transport interchanges, schools, residential areas and business precincts outside the rail corridor.
- Future Stages, Kirrawee to Cronulla will make greater use of the rail corridor while connecting key destinations like transport interchanges, Sutherland Hospital, beaches, parks and recreation areas, and shopping precincts.

Given the proximity of the site to the rail corridor, it is ideally suited to access future active transport connections for cycling and walking. While the exact location of the active transport corridor is to be confirmed, the investigation area aligns with the rail line, which of course the site adjoins:

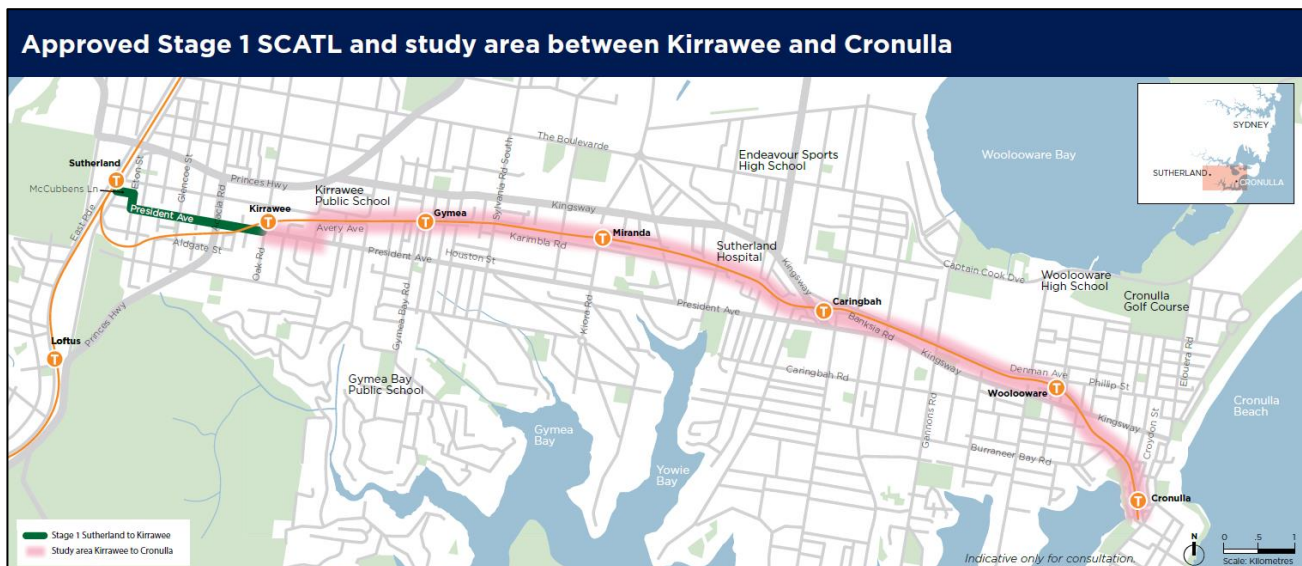


Figure 5: Active Transport Corridor

6. Access to Public Transport

6.1 Heavy Rail

As discussed above, the subject site adjoins the Woollooware train station, being 8 metres from the entrance. The T4 Cronulla railway line connects the site to Cronulla in approximately 1 minute, Miranda in approximately 5 minutes, Sutherland in approximately 11 minutes, and the Sydney CBD in approximately 45-50 minutes.

All centres provides access to good and services as required on a daily basis, job and employment, and recreation, entertainment and outdoor exercise.

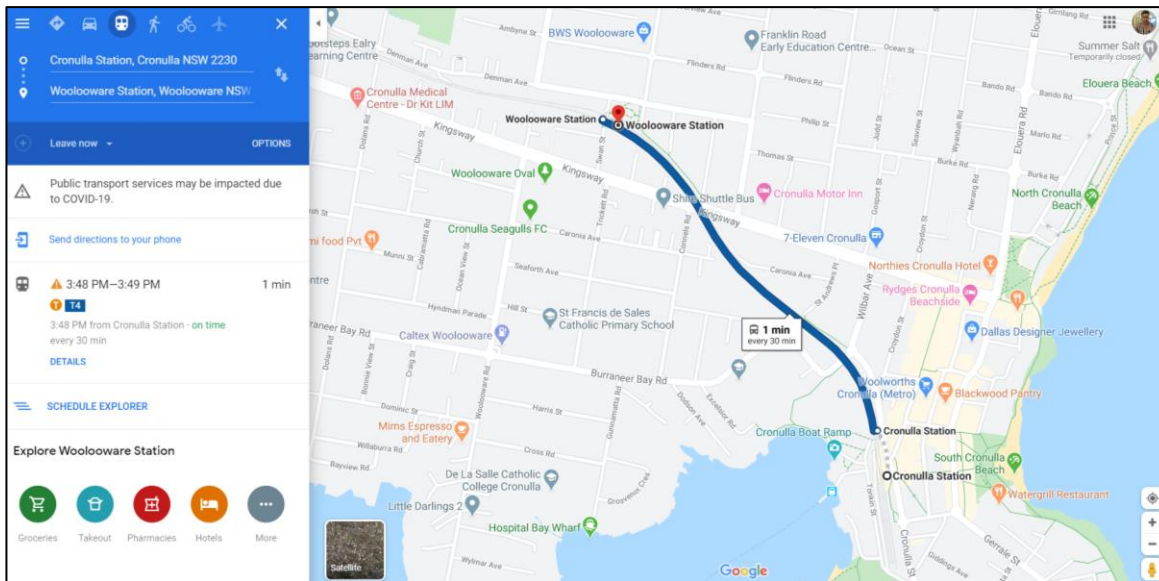


Figure 5: Train journey from site to Cronulla – 1 min

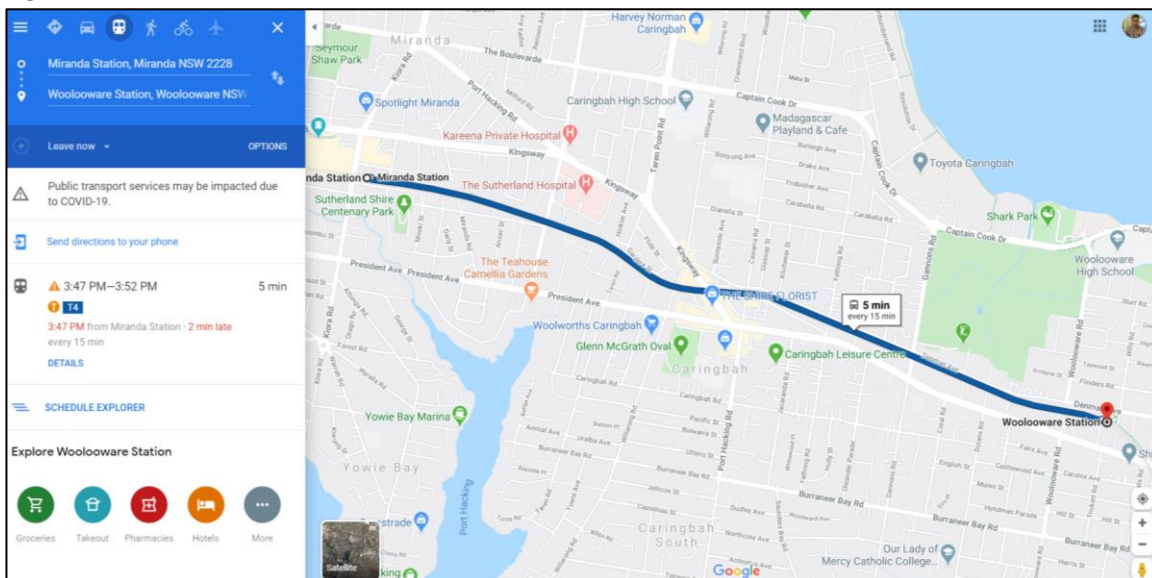


Figure 6: Train journey from site to Miranda – 5 mins

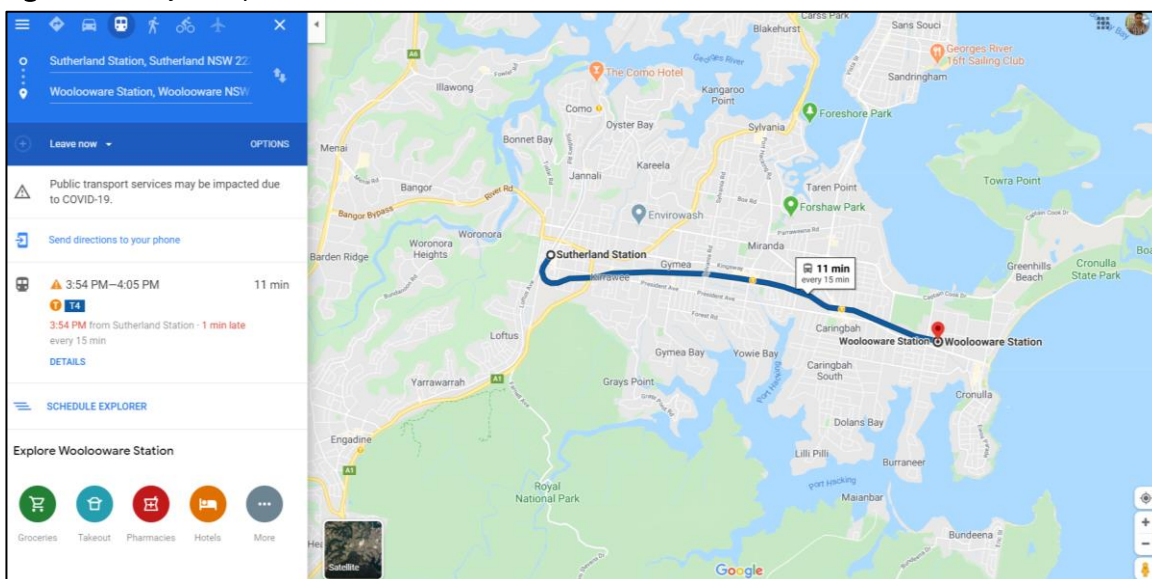


Figure 7: Train journey from site to Sutherland – 11 mins

6.2 Bus Transport

The site is also well serviced by the public transport bus network. The closest bus stop is approximately 125 metres away on the Kingsway to the south of the site. This connects the site via the N11 bus route to Cronulla and Town Hall in the Sydney CBD, while also travelling through other nearby major centres such as Caringbah, Miranda, Hurstville, Rockdale, Kogarah and Redfern.

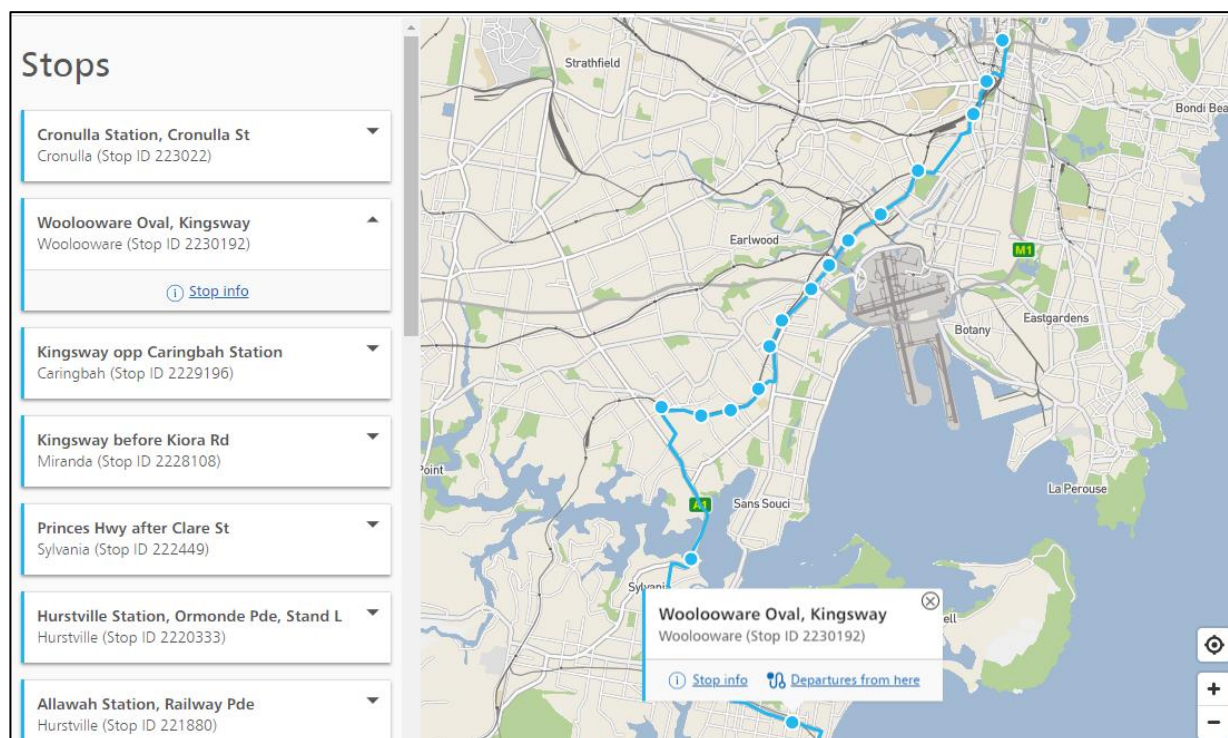


Figure 8: N11 Bus route – Cronulla to Town Hall

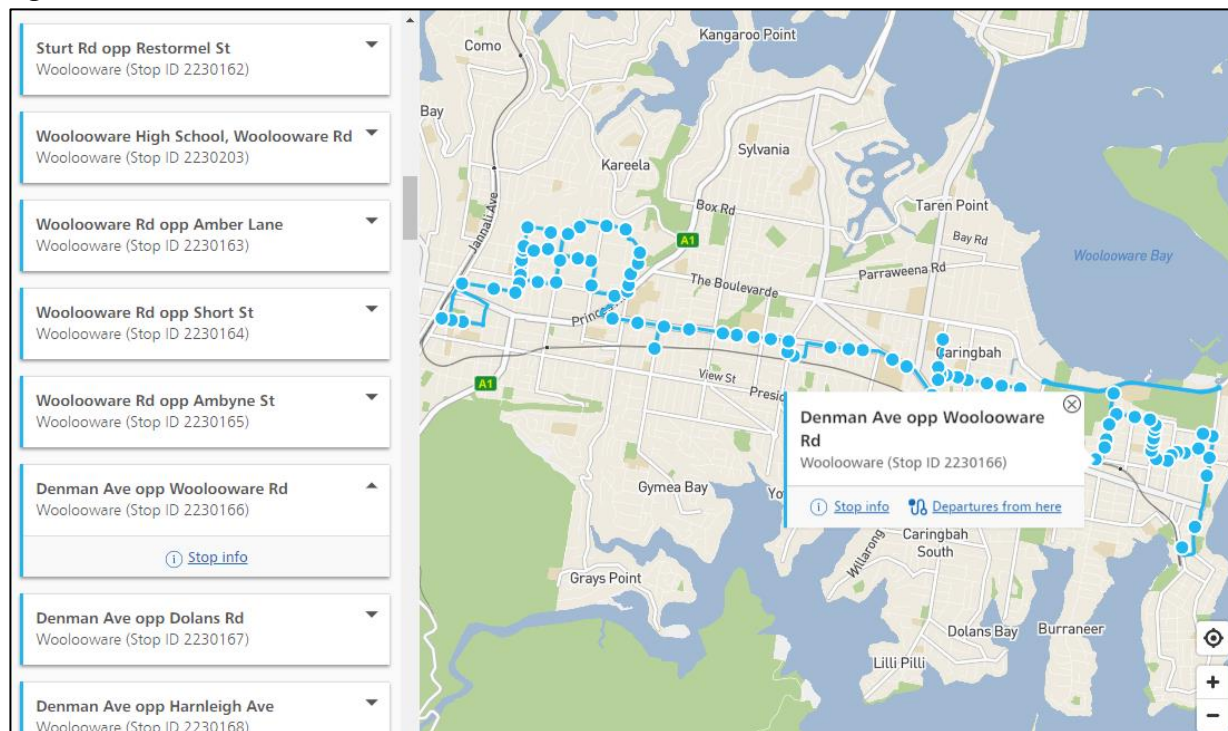


Figure 9: 969 Bus route – Cronulla to Sutherland

6.3 Community Transport

St George Community Transport

St George Community Transport is an organisation located in Sydney's South who employ over 30 people with more than 70 volunteers to deliver over 100,000 trips needed in the community each year.

The community transport fleet includes 27 vehicles many of which have been custom modified to accommodate the needs of people who are required to travel using wheelchairs.

The service is highly regarded by the community assisting transport those that are most vulnerable.

7. Conclusion

Given how well connected the site is to the broader area and community, and the lack of affordable housing availability for low and very low income families within the Sutherland Shire as demonstrated in the NSW Communities & Justice Local Government Housing Kit database, it is considered that parking spaces for cars not be provided as part of the proposed redevelopment, in accordance with the provisions of Section 36(4) of the ARH SEPP, given the proximity of public transport to the site and the ability to provide housing choice that does not include parking, making it cheaper for low to very low income families. The scheme also specifically responds to the Sutherland DCP objectives to promote cycling as a viable and sustainable mode of transport.

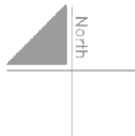
Sutherland Shire

Development Control Plan 2015
under the Environmental Planning & Assessment Act 1979

Sutherland Shire Bicycle Network Map

Reference to Chapter 36 of the
Sutherland Shire Development Control Plan 2015

Ratio 1 : 95000



Legend

- Existing Bicycle Network
- Proposed Bicycle Network
- Existing Railway Corridor - All Railway Corridors
Are Potential Off-Road Regional Routes
- DM Deferred Matter

NOTE: Not all routes have been constructed at this point in time. Some cycleways may be removed or added from the Proposed Bicycle Network over time.

Relationship with other Plans.
These maps are to be read in conjunction with
Sutherland Shire Development Control Plan 2015.

Sutherland Shire Council
Environmental Planning Unit

Council File Number: 2015/214871

This map is part of the set of maps included with the DCP.
It was prepared on 24/06/2015.
It was in effect on 02/08/2017.

Action	Date of Original	Amendment No.		
		1	2	3
Endorse draft	20/04/2015 DAP092-15	.	.	.
Public Notice (Draft)	28/04/2015	.	.	.
Exhibition Start	28/04/2015	.	.	.
Exhibition Finish	26/05/2015	.	.	.
Adopt Final	02/08/2017	.	.	.
Public Notice (Final)	02/08/2017	.	.	.
In Effect	02/08/2017	.	.	.