



Mr Andy Nixy
Acting Team Leader
Key Sites Assessment
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

SSD 7603 – Development at Dooleys Lidcombe Catholic Club

Dear Mr Nixy

Reference is made to the above development application for a new club and hotel with basement car parking, above ground parking and service loading area.

Roads and Maritime Services (Roads and Maritime) will provide a separate response.

In summary TfNSW suggests:

1. The proponent should develop an amended intersection design for Church and John Street so that existing bus operations, particularly the M92 high frequency Metrobus Route, are not adversely impacted. This design should be agreed to by Council and Roads and Maritime. The amended design should preserve the current Level of Service (LoS) for Church and John Street .
2. The proponent should provide end of trip bicycle facilities.
3. The Transport Impact Assessment (TIA) contains a number of inaccuracies in relation to bus services that should be corrected.

For further information, please call Mark Ozinga, Principal Manager, Land Use Planning and Development, on (02) 8202 2198.

Yours sincerely

16/12/16

Mark Ozinga
**Principal Manager,
Land Use Planning and Development**

CD16/16274

Impacts to Church and John Street

The proposal nominates 1469 car parking spaces in the initial stage 1 phase. TfNSW is concerned the proposed ingress/egress access points on Church Street and John Street, which would disrupt existing bus operations – particularly M92 which is a high frequency based Metrobus route.

Upon completion of the proposal, SIDRA results indicate that the intersection of Church Street/John Street, which currently operates under a Level of Service (LoS) of 'C' go to LoS 'E' after the completion of the proposal. This downgrade in LoS will have a detrimental impact to the road network and bus operations. This downgrade is a result of the proposed ingress/egress access on Church Street and John Street.

Recommendation:

TfNSW recommends an amended intersection design that mitigates the level of service loss identified in the TIA is developed by the proponent and agreed to by Roads and Maritime and Council.

End of trip bicycle facilities

Provision of bicycle storage and end of trip facilities has not been provided by the proposal. This needs to be addressed as the site has access to various cycling routes as described in section 2.7.2 (p.16) and could be expected to be attractive to staff and patrons.

Recommendation:

The proponent comments to bicycle storage and end of trip facilities that, at a minimum, meet Austroads standards *Bicycle Parking and End-of-trip Facilities*.

Clarifications relating to bus service

Section 2.7.1 'Public Transport' (p 16) suggests that two main bus services are located within five minutes of the site, which is inaccurate. Four public bus routes service the site via Church Street and John Street, being 401, 915, 925, and M92. Also, the analysis suggests that multiple bus services operate between the site and Sydney Olympic Park (SOP), which is incorrect as only the 401 operates to SOP. It should also be noted that the Metrobus frequency for the M92 are incorrectly quoted operating every 10-30 minutes in peak periods – M92 operates every 10 minutes in peak periods and every 20 minutes in off-peak periods.

Recommendation:

The proponent issues an amended TIA correcting the inaccuracies.