

Our Reference:  
Your Reference:  
Contact:  
Telephone

10M760.1 - SYD10/00349  
DA1133/2010  
Stella Qu  
8849 2520

**SRDAC**

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

The General Manager  
Liverpool City Council  
Locked Bag 7064  
LIVERPOOL BC NSW 1871

Attention: Peter Flynn

**MULTI-DENOMINATIONAL CEMETERY AT NO.321 GREENDALE ROAD  
GREENDALE**

Dear Sir / Madam,

I refer to your letter dated 26 October 2010, regarding the abovementioned development application, which was referred to the RTA for comment in accordance with Clause 104 and Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007. The Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 2 December 2010.

Below are the Committee's recommendations and the RTA's comments on the subject application:

1. The RTA raises concern with regard to the proposed 6 metres wide driveway. A minimum 7.5 metres driveway shall be designed and constructed to Council's satisfaction.
2. Type CHR and CHL treatments shall be provided at the intersection of the proposed access road and Greendale Road in accordance with the RTA Road design guide.
3. A 50 metre No Stopping restriction zone shall be provided on the both sides of the access road starting from the entry to the subject site.
4. Dividing barrier lines shall be provided for a distance of 20 metres on the access road starting from the entry to the subject site.
5. A 10 km/h shared zone is to be provided for the circulatory road within the cemetery, with appropriate signposting.
6. Traffic control devices such as low profile road humps (50mm high) shall be provided on the internal roads at 100 metre spacing.



7. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002, and AS 2890.6 – 2009.
8. The provision of off-street car parking shall be to the satisfaction of Council.
9. A swept path analysis/plan of the longest vehicle shall be submitted to Council for review and approval, which illustrates the longest vehicle entering and exiting the subject site, as well as manoeuvrability within the subject site, in accordance with Austroads
10. All vehicles are to enter and leave the site in a forward direction.
11. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.
12. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
13. All works associated with the proposed development shall be at no cost to the RTA.

Further enquiries on this matter can be directed to the nominated Land Use & Planning Assessment Planner, Stella Qu on phone 8849 2520 or facsimile (02) 8849 2918.

Yours sincerely



Chris Goudanas  
Chairman, Sydney Regional Development Advisory Committee

6 December 2010

Your Reference: DA1133/2011  
Our Reference: SYD11/01001  
Contact: Stella Qu (SL)  
Telephone: 8849 2520



**Transport**  
Roads & Maritime  
Services

The General Manager  
Liverpool City Council  
Locked Bag 7064  
LIVERPOOL BC NSW 1871

**Attn : Peter Flynn**

**DA-1133/2010, Development application for a Multi-denominational Lawn  
Cemetery at 321 Greendale Road, GREENDALE**

Dear Sir/Madam,

I refer to Council's letter dated 10 November 2011 (ref DA-1133/2010) regarding the abovementioned development application, which was referred to the Roads and Maritime Services (RMS) for comment in accordance with Clause 104 and Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that RMS has reviewed the application and provide the following advisory comments to Council for its consideration in the determination of the development application:

1. It is noted that Appendix B in the submitted Traffic and Parking Assessment Report (Ref 09193) shows that a total of 23 crashes with 20 persons injured were recorded along Greendale Road from 2005 to 2009. Any further increase of traffic on Greendale Road could potential result in an increase of crashes. As advised previously, an "Existing Roads – Single Route Road Safety Audit" on Greendale Road should be undertaken by an accredited road safety auditor to identify any potential road safety hazards that may emanate due to the planned growth along Greendale Road and the relevant countermeasures necessary to be depicted to allow the efficient and safe operation of the roadway as per Austroads Guidelines.
2. The proposed access intersection design plan incorporating the provision of a type CHR right-turn storage bay of minimum 120 metres in length and a BAL left-turn treatment as proposed in the Revised Traffic and Parking Impact Assessment report should be provided to the satisfaction of Council and should comply with Austroads guidelines.
3. Any proposed landscaping and/or fencing must not restrict sight distance to pedestrians and cyclists travelling along the footpath of Greendale Road.
4. The proponent should ensure that at least 50 metres of No Stopping restrictions are placed along either side of the approach driveway to Greendale Road to

**Roads & Maritime Services**

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ensure uninterrupted traffic flow arriving and departing from the development. Similarly No Stopping restrictions should be placed along the full frontage of the development on Greendale Road following consideration of the Local Traffic Committee.

5. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002, and AS 2890.6 – 2009.
6. The provision of off-street car parking shall be to the satisfaction of Council.
7. The internal roads are to be marked with pavement arrows to direct traffic movements in / out of the site and guide traffic circulation on the site.
8. A swept path analysis/plan of the longest vehicle shall be submitted to Council for review and approval, which illustrates the longest vehicle entering and exiting the subject site, as well as manoeuvrability within the subject site, in accordance with Austroads.
9. All vehicles are to enter and leave the site in a forward direction.
10. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.
11. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
12. All works associated with the proposed development shall be at no cost to the RMS.

Following Council's determination of this matter, please forward a copy of the development consent to RMS.

Any further enquiries in relation to this matter can be directed to Stella Qu on telephone 8849 2520 or via email at [Stella.Qu@rms.nsw.gov.au](mailto:Stella.Qu@rms.nsw.gov.au).

Yours sincerely,



**Chris Goudanas**  
**Land Use Planning & Assessment Manager**  
**Transport Planning, Sydney Region**

17 January 2012

Your Reference: DA836/2012  
Our Reference: SYD12/00372  
Contact: Stella Qu  
Telephone: 8849 2520

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

**SRDAC**

The General Manager  
Liverpool City Council  
Locked Bag 7064  
LIVERPOOL BC NSW 1871

**Attention : Steven Chong**

**DA-836/2012, Development application for a Multi-denominational Lawn  
Cemetery at 321 Greendale Road, GREENDALE**

Dear Sir/Madam,

I refer to Council's letter dated 26 March 2012 (ref DA-836/2012) regarding the abovementioned development application, which was referred to the Roads and Maritime Services (RMS) for comment in accordance with Clause 104 and Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) discussed the proposed development at its meeting held on 11 April 2012 and provides the following comments:

1. As advised previously, consideration should be given to undertake a road safety review along Greendale Road between Matingara Way and The Northern Road by an accredited road safety auditor to identify any potential road safety hazards that may emanate due to the planned growth along Greendale Road and the relevant countermeasures necessary to be depicted to allow the efficient and safe operation of the roadway as per Austroads Guidelines.

Consideration should be also given to assess the cumulative traffic impacts of the approved and future developments on the road network.

2. The proposed access intersection design plan incorporating the provision of a type CHR right-turn storage bay of minimum 120 metres in length and a BAL left-turn treatment as proposed in the Revised Traffic and Parking Impact Assessment report should be provided to the satisfaction of Council and should comply with Austroads guidelines.
3. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002, and AS 2890.6 – 2009.

Roads and Maritime Services of New South Wales



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4. The provision of off-street car parking shall be to the satisfaction of Council.
5. The internal roads should be marked with pavement arrows to direct traffic movements in / out of the site and guide traffic circulation on the site.
6. A swept path analysis/plan of the longest vehicle should be reviewed by Council, which illustrates the longest vehicle entering and exiting the subject site, as well as manoeuvrability within the subject site, in accordance with Austroads.
7. All vehicles are to enter and leave the site in a forward direction.
8. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.
9. All demolition and construction vehicles should be contained wholly within the site and vehicles must enter the site before stopping.
10. All works associated with the proposed development shall be at no cost to the RMS.

Following Council's determination of this matter, please forward a copy of the development consent to RMS.

Any further enquiries in relation to this matter can be directed to Stella Qu on telephone 8849 2520 or via email at [Stella.Qu@rms.nsw.gov.au](mailto:Stella.Qu@rms.nsw.gov.au).

Yours sincerely,

Chris Goudanas  
**Chairman, Sydney Regional Development Advisory Committee**

18 February 2012