

Our Ref: 19292

9 July 2020

Catholic Metropolitan Cemeteries Trust
Level 2/11 Murray Rose Ave,
Sydney Olympic Park
NSW 2127

Attention: Mr David De Angelis

Dear David,

RE: PROPOSED CHANGE OF USE OF PART OF GOLF COURSE TO CEMETERY INCLUDING ALTERATIONS, ADDITIONS AND CHANGES TO/NEW ACCESS FROM PARK ROAD – 13-15 PARK ROAD, WALLACIA

We refer to the letter from Transport for New South Wales dated 27th March 2020.

We note the strips of land X, Y and Z which have been or will be acquired.

In particular however we refer to **Attachment A** to that letter which raised a number of concerns/clarifications relating to the design of the accesses to the subject site.

TfNSW originally commented that "Swept path movements of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, are to be provided and shall be in accordance with AUSTROADS".

TfNSW now note that "the provided turn paths for an 8.8m vehicle provided are acceptable. Consideration should be given to larger vehicles (as a checking vehicle) for during construction it is likely 19m semi-trailers will be accessing the sites. In addition, the swept paths on Figure 9 depict a vehicle accessing/egressing the driveway from the wrong side of the road. Therefore, TfNSW requests updated swept paths to be provided which include a 19m checking vehicle and the swept paths in Figure 9 are to be flipped to the correct side of the road".

WSP has now completed updated more detailed drawings taking these matters into consideration and these are attached at Appendix A

TTPP has undertaken swept paths on these new plans and there are contained at Appendix B.

TfNSW originally commented “Sight distances from the proposed vehicular crossings to vehicles on Park Road are to be in accordance with the Austroads Guide to Road Design: Part 4A: Unsignalised and Signalised Intersections (Section 3 – Sight Distance) and AS2890. Vegetation and proposed landscaping/fencing must not hinder sight lines to and from the vehicular crossings to motorists, pedestrians and cyclists. It is noted that the current driveway design does not appear to comply with the sight distance requirements.

TfNSW now say “The sight distance checks provided for Safe Intersection Sight Distance (SISD) are deemed satisfactory”.

TTPP note that this issue is now addressed.

Entrance A Nepean Gardens

TfNSW originally commented “There is a 60 to 80km/h change in speed limit in the same location as the proposed CHR. Vehicles will either be decelerating from 80 to 60km/h (design speed 90 to 70) or accelerating from 60 to 80km/h and this may influence a drivers ability to select a gap to turn into or out of the new entrance. Consideration should be made to relocating the entrance away from the speed limit change. In NSW, TfNSW is responsible for the setting and signposting of safe and appropriate speed limits in accordance with the NSW Speed Zoning Guidelines”.

TfNSW now say that they “would support the speed zone change being shifted eastwards to increase safety at the intersection. TfNSW requires that the applicant provides a separate signage plan (inclusive of dimensions) for the speed zone signage, indicating where the sign is proposed to be moved towards, for TfNSW to provide approval, pending determination of this development. However, the right turn bay design is still required to be designed for an 80km/h design speed.

TTPP state that the current WSP design for the right turn bay into the cemetery access is designed for an 80km/h speed. The current plans contained at Appendix A also show the proposed relocation of the speed zone signage.

TfNSW originally noted that “there is a crest-curve combination immediately to the west of the proposed CHR location. Sight distance will need to be assessed for vehicles exiting the development to ensure compliance. If sight distance isn't met, the access may need to be moved/mitigation measures implemented. The applicant is to show sight distance calculations around the bend.

TfNSW now say that “as per the abovementioned comment 2, the SISD has been checked for the intersection and is deemed satisfactory. However, to further improve safety, TfNSW preference would be to move the intersection further to the east i.e. further away from the crest/curve combination”.

At this stage TTPP notes that the SISD is satisfactory and does not intend therefore to relocate the intersection.

TfNSW originally stated that “The horizontal alignment at the tie-ins is poor- it needs to be reviewed and redesigned to comply with Austroads guidelines. The current tie-ins shown will not be accepted”.

TfNSW now say that *"The tie-ins provided are improved from the previous submission. However more refinement will be required with detailed civil plans, pending determination of this development"*.

TTPP note that the more detailed plans provided by WSP are adequate for the assessment of the project but there may be some refinement needed when the final detailed civil plans are submitted. This is not unusual and it is expected that TfNSW will recommend appropriate conditions should approval be granted.

TfNSW originally said that *"there are no shoulders on the northern side of Park Road. This means there is no room for left turning vehicles to decelerate into the access on road pavement. In this regard a left turn deceleration lane is to be provided."*

TfNSW now say *"Noted that the shoulders have now been provided"*

TTPP note that this issue is now resolved

Entrance C – Wallacia Country Club

TfNSW originally noted that *"The CHR is extremely short which does not comply with Austroads Guidelines"*.

TfNSW now say that *"The updated CHR treatment provided is a compliant design and is acceptable, however it is noted that this conflicts with Driver Avenue. Therefore a "No Right Turn" ban will need to be implemented for vehicles turning right out of Driver Avenue onto Park Road. The applicant will be required to undertake consultation with affected residents and TfNSW Network & Safety Section Brana Ravichelvan at brana.ravichelvan@transport.nsw.gov.au about this movement restriction, pending determination of this development."*

The submitted plans show that the right turn ban from Driver Avenue has been provided.

TfNSW has noted that *"the horizontal alignment at the tie-ins is poor and is to be redesigned to comply with Austroads guidelines. The current tie-ins shown will not be accepted."*

TfNSW now say that *"the tie-ins provided are improved from the previous submission. However more refinement will be required with detailed civil plans, pending determination of this development."*

TTPP note that the more detailed plans provided by WSP are adequate for the assessment of the project but there may be some refinement needed when the final detailed civil plans are submitted. This is not unusual and it is expected that TfNSW will recommend appropriate conditions should approval be granted.

TfNSW originally noted that *"In addition to the above the proposal appears to utilise the existing shoulder, TfNSW would not support the removal of the shoulder."*

TfNSW now say that *"To provide the shoulder, widening is proposed to be adjacent to the club i.e. northern side of the road. There are a number of large electricity poles behind the existing kerb which may influence where the widening is proposed. There is currently a wide*

road reserve on the southern side of the road which could be utilised, subject to a satisfactory design being produced. Therefore, TfNSW requests plans to be updated to show this option.

The latest plans show the widening to the south.

TfNSW originally noted that “the pedestrian refuge is located directly to the west of the entrance. Swept paths (of the largest vehicle) are to be provided which show that a vehicle can complete the turn into the westbound lane and stop at the refuge should a pedestrian already be crossing the road.

TfNSW now say “Noted, updated swept paths indicate a vehicle is able to complete the turn prior to the pedestrian refuge”.

TTPP say that this issue is now resolved.

We have therefore appended a set of updated drawings to this letter which we believe have now addressed the TfNSW concerns.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

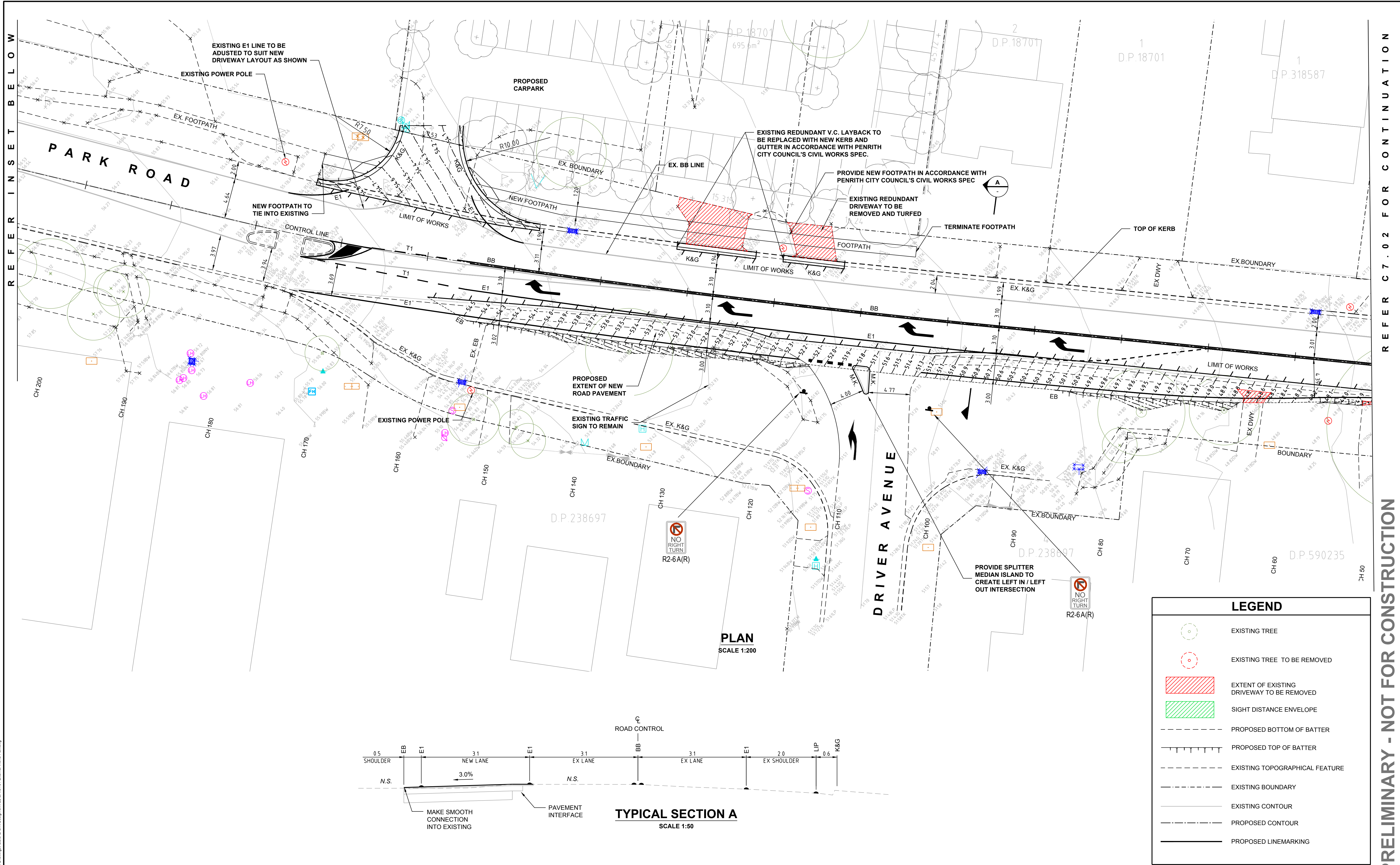
Yours sincerely,



Ken Hollyoak
Director

Appendix A

WSP Plans

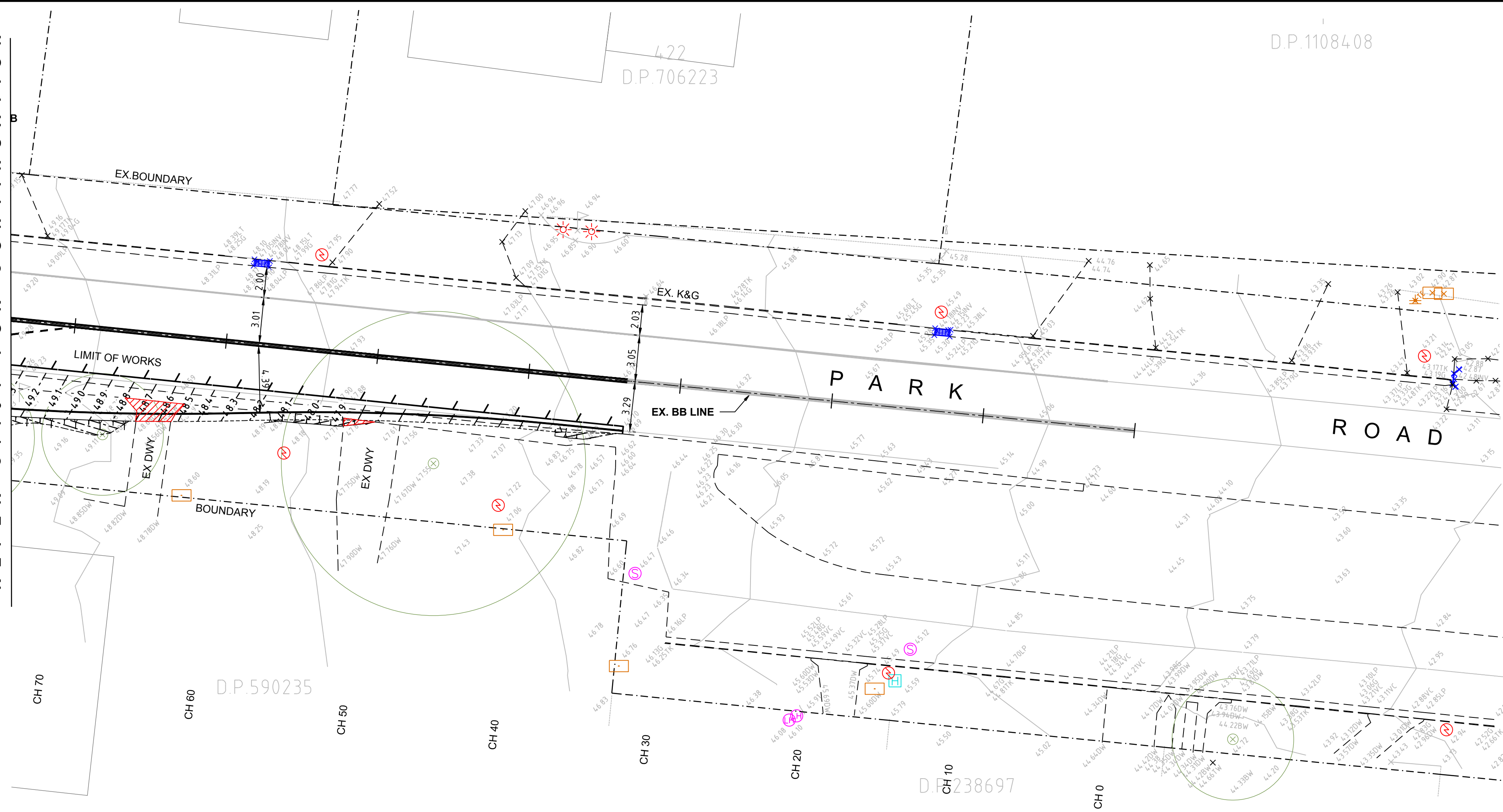


DO NOT SCALE FROM DRAWINGS. CHECK & VERIFY ALL DIMENSIONS & LEVELS BEFORE COMMENCEMENT OF ANY WORK.		THIS DRAWING IS NOT TO BE COPIED IN PART OR WHOLE WITHOUT WRITTEN PERMISSION FROM WARREN SMITH AND PARTNERS.		NORTH		10.0 0 5.0 10.0 15.0 20.0m PLAN SCALE 1:500 A1 SHEET 1000 0 500 1000 1500 2000mm PLAN SCALE 1:50 A1 SHEET 2.5 0 2.5 5.0 7.5 10.0m PLAN SCALE 1:200 A1 SHEET		REVISION 1 AMENDMENT ISSUE FOR INFORMATION DATE 05/06/20		REVISION 1 AMENDMENT DATE		CLIENT CMCT		PROJECT NEPEAN GARDENS		PREPARED BY Warren Smith & Partners Level 9, 233 Castlereagh St, Sydney 2000 NSW Australia 02 9299 1312 wsp@warrensmith.com.au www.warrensmith.com.au ABN 36 300 430 126		CONSULTING ENGINEERS Hydraulic Services Fire Services Civil Services Sydney Water Accredited Water Servicing Co-ordinator and Designer SERVING THE CONSTRUCTION INDUSTRY SINCE 1981.		TITLE EXTERNAL WORKS PLAN SHEET 1		SCALE AS SHOWN		DRAWN J.W.		DESIGNED N.Q.		CHECKED L.Sh.		APPROVED M.C.		JOB No. 5325001		DRAWING No. C7.01		ISSUE 2		DATE JUNE 2020		STATUS DEVELOPMENT APPLICATION	
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REFER C7.02 FOR CONTINUATION

PRELIMINARY - NOT FOR CONSTRUCTION

REFER C7.01 FOR CONTINUATION



PLAN
SCALE 1:200

LEGEND

EXISTING TREE

EXISTING TREE TO BE REMOVED

EXTENT OF EXISTING DRIVEWAY TO BE REMOVED

SIGHT DISTANCE ENVELOPE

PROPOSED BOTTOM OF BATTER

PROPOSED TOP OF BATTER

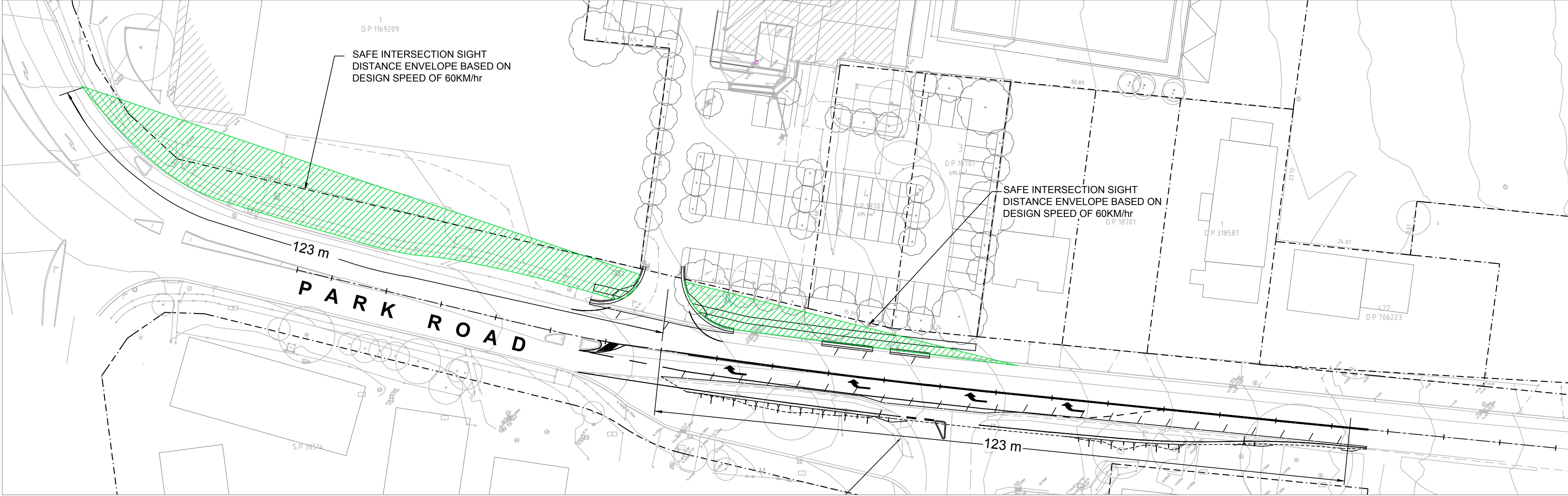
EXISTING TOPOGRAPHICAL FEATURE

EXISTING BOUNDARY

EXISTING CONTOUR

PROPOSED CONTOUR

PROPOSED LINEMARKING



INSET
SCALE 1:500

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2.5 0 2.5 5.0 7.5 10.0m

PLAN

SCALE 1:200

A1 SHEET

REVISION	AMENDMENT	DATE	REVISION	AMENDMENT	DATE
1	ISSUE FOR INFORMATION	05/06/20			

CMCT

NEPEAN GARDENS

PREPARED BY

Warren Smith & Partners Pty Ltd
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02 9299 1312 wsp@warrensmith.com.au
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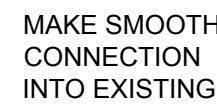
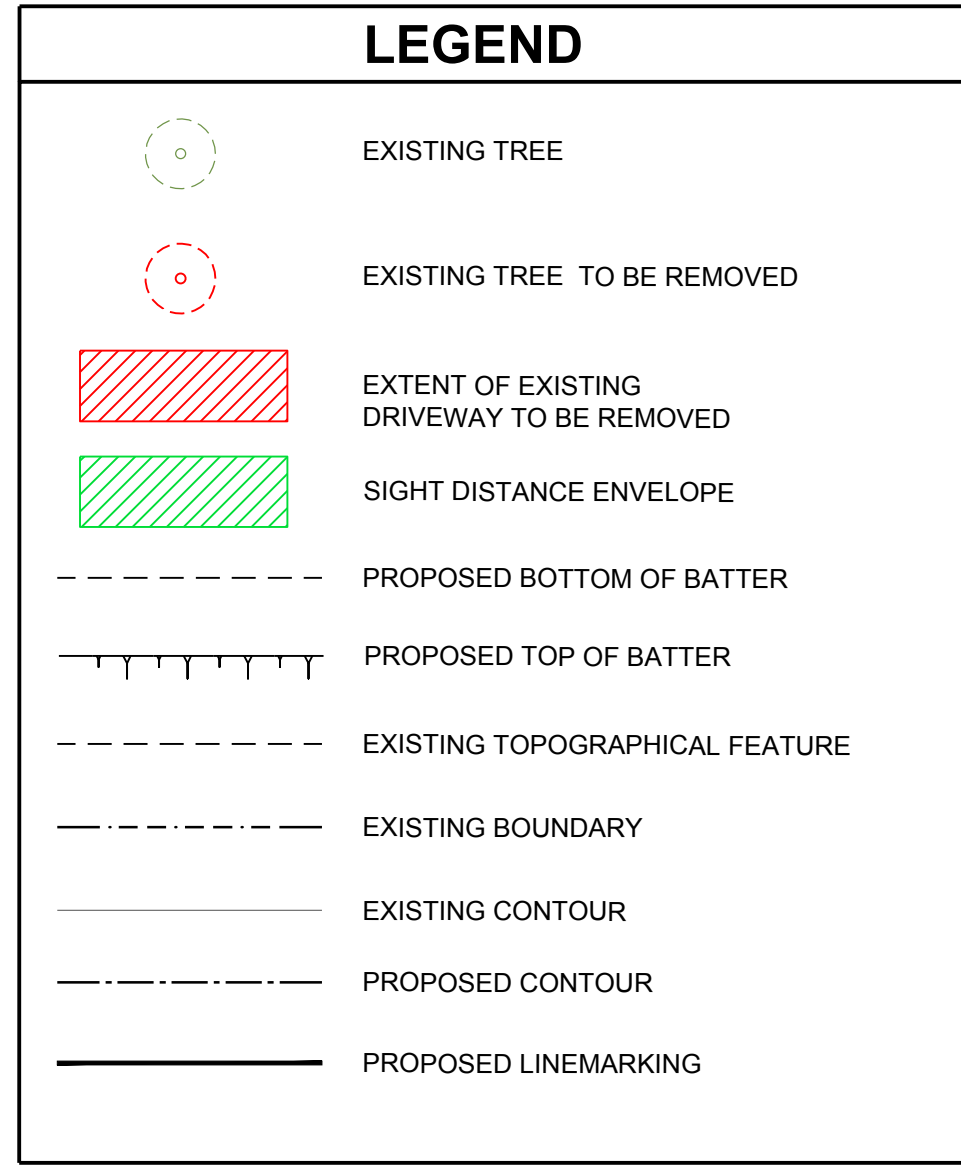
SERVING THE CONSTRUCTION INDUSTRY SINCE 1981.

TITLE

EXTERNAL WORKS PLAN
SHEET 2

SCALE	AS SHOWN	DRAWN	J.W.	DESIGNED	N.Q.	CHECKED	L.Sh.	APPROVED	M.C.
JOB No.	5325001		DRAWING No.		C7.02		ISSUE		2
DATE	JUNE 2020		STATUS		DEVELOPMENT APPLICATION				

PRELIMINARY - NOT FOR CONSTRUCTION



TYPICAL SECTION B

SCALE 1:50

CLIENT	CMCT
PROJECT	NEPEAN GARDENS

TITLE				
EXTERNAL WORKS PLAN SHEET 3				
SCALE	DRAWN	DESIGNED	CHECKED	APPROVED
AS SHOWN	J.W.	N.Q.	L.Sh.	M.C.
JOB NO.	DRAWING NO.		ISSUE	
5325001		C7.03		2
DATE	STATUS			
JUNE 2020	DEVELOPMENT APPLICATION			

REFER C7.03 FOR CONTINUATION

LEGEND

- EXISTING TREE
- EXISTING TREE TO BE REMOVED
- EXTENT OF EXISTING DRIVEWAY TO BE REMOVED
- SIGHT DISTANCE ENVELOPE
- PROPOSED BOTTOM OF BATTER
- PROPOSED TOP OF BATTER
- EXISTING TOPOGRAPHICAL FEATURE
- EXISTING BOUNDARY
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED LINEMARKING

PROPOSED LINEMARKING.
REFER TO SIGNAGE AND LINE
MARKING PLAN.

EXISTING HEADWALL

EXISTING POWER POLE

EXISTING POWER POLE
TO BE RELOCATED

EXISTING TOP OF BANK

PIPE CROSSING
TO BE EXTENDED

EXISTING POWER POLE

EXISTING POWER POLE

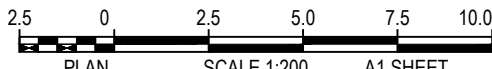
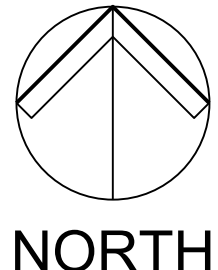
THICK BLACK BERRY
POSSIBLE HEADWALL
NO ACCESS

PARK
CONTROL LINE

ROAD

TYPICAL SECTION C
SCALE 1:50

PLAN
SCALE 1:200



REVISION	AMENDMENT	DATE	REVISION	AMENDMENT	DATE
1	ISSUE FOR INFORMATION	05/06/20			

CLIENT	CMCT
PROJECT	NEPEAN GARDENS

PREPARED BY

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CONSULTING ENGINEERS
Hydraulic Services Fire Services
Civil Services Sydney Water Accredited Water
Serving Co-ordinator and Designer

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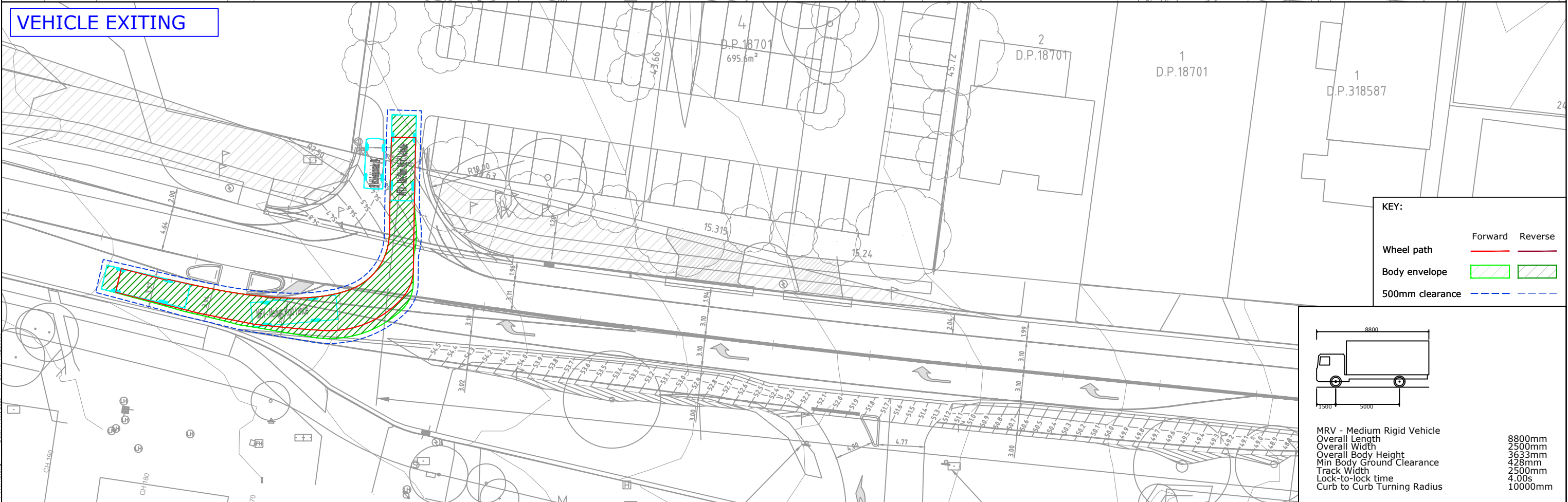
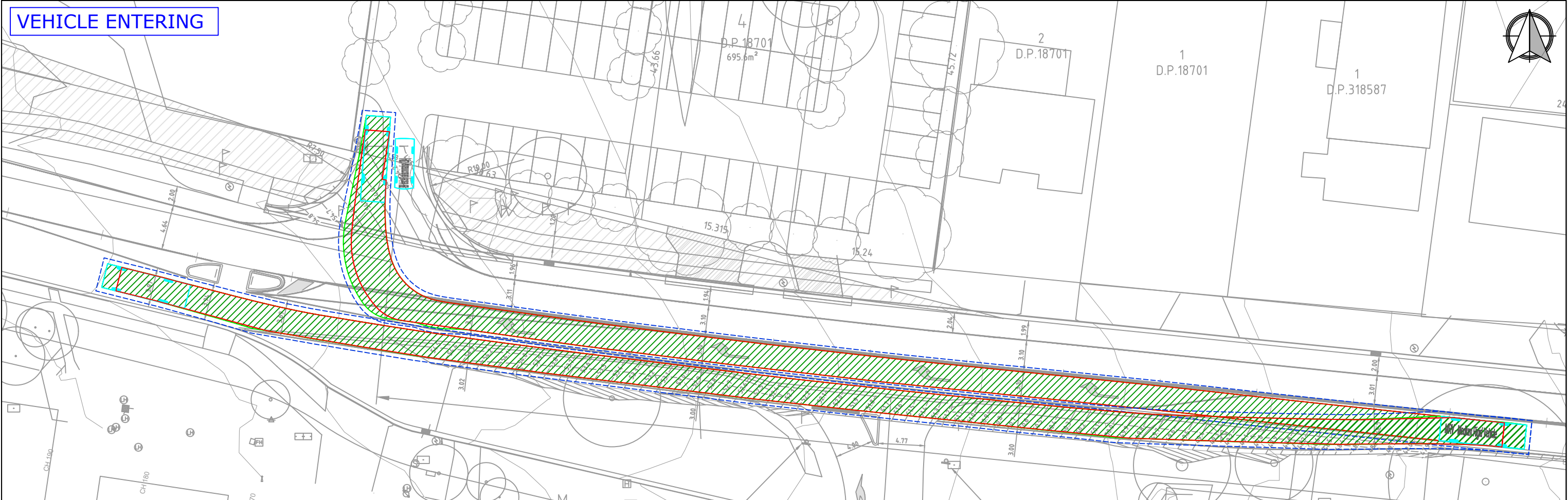
TITLE

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JOB No. 5325001		DRAWING No. C7.04	ISSUE 2	
DATE JUNE 2020	STATUS DEVELOPMENT APPLICATION			

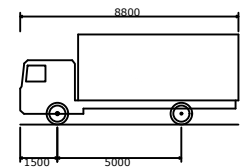
PRELIMINARY - NOT FOR CONSTRUCTION

Appendix B

Swept paths of WSP Plans



KEY:	
Wheel path	Forward Reverse
Body envelope	
500mm clearance	



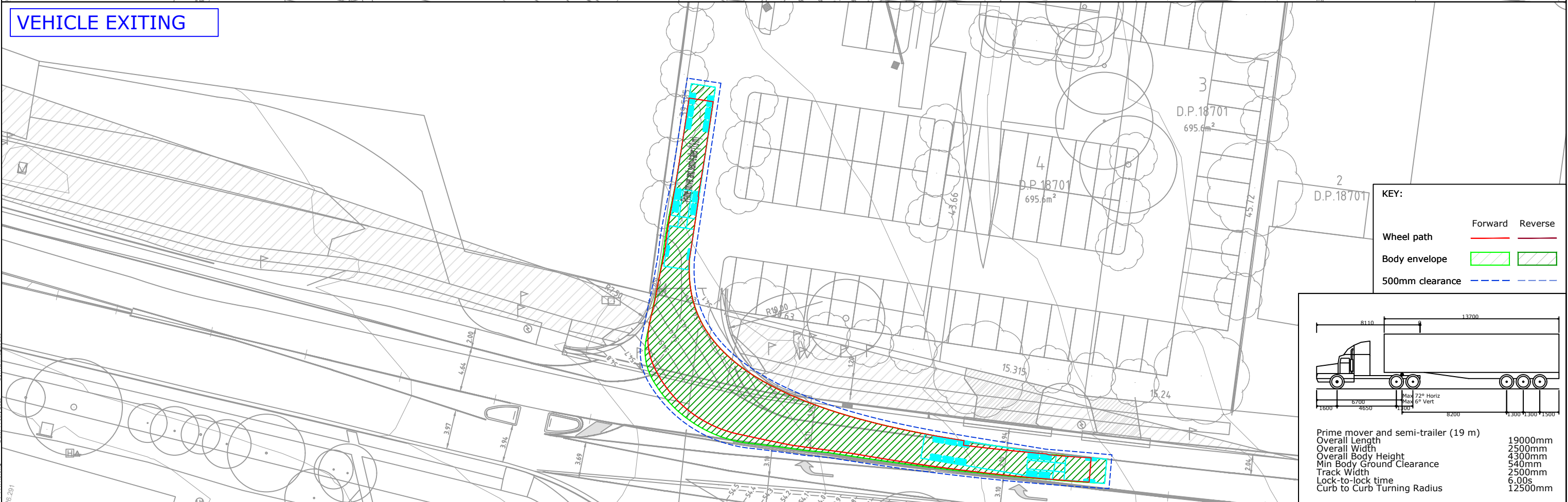
MRV - Medium Rigid Vehicle	
Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KH	KH	14/07/20

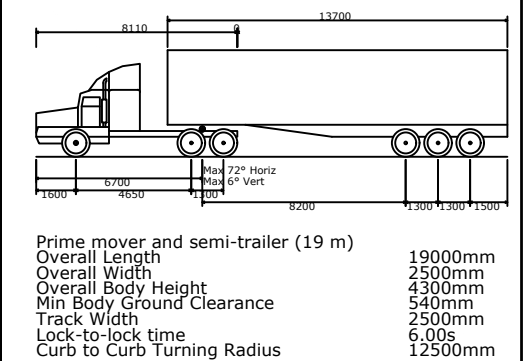


PROJECT	WALLACIA CROWN CEMETERY DEVELOPMENT	
TITLE	SWEPT PATH ANALYSIS AS2890.2 8.8m MEDIUM RIGID VEHICLE - ENTRY DRIVEWAY (WALLACIA COUNTRY CLUB)	

DWG No.	19529CAD006	
	FIGURE 1	
DATE STAMP	14 JULY 2020	
PROJECT No.	SCALE	REV.
19529	1:400 @A3	A



KEY:	
Wheel path	Forward Reverse
Body envelope	
500mm clearance	

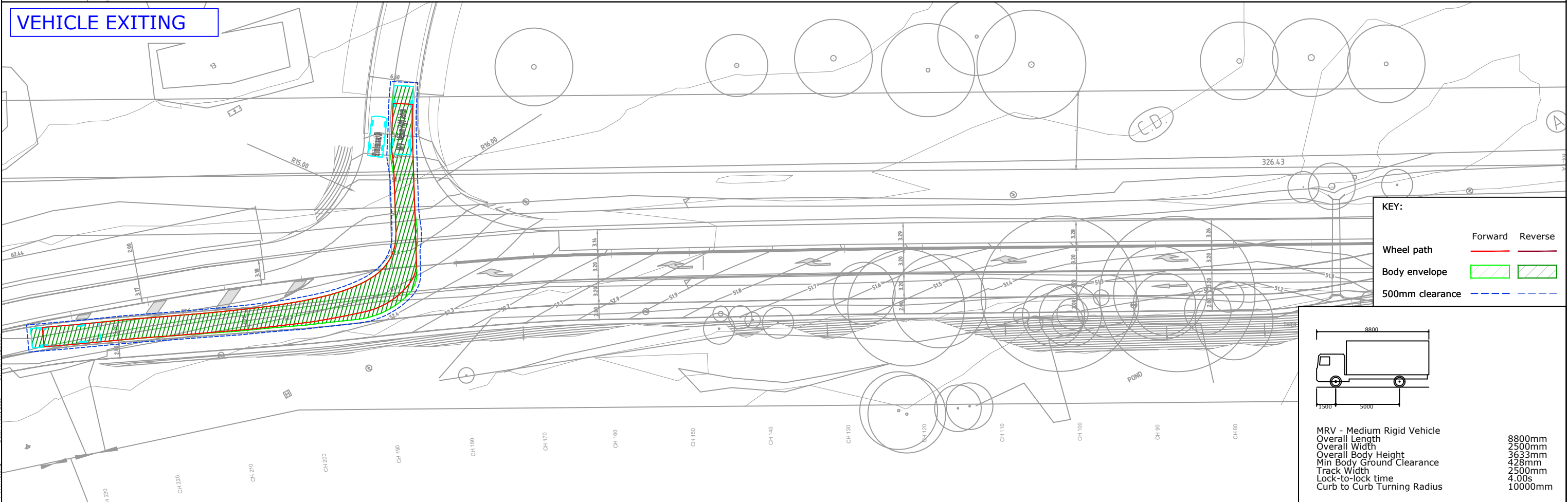
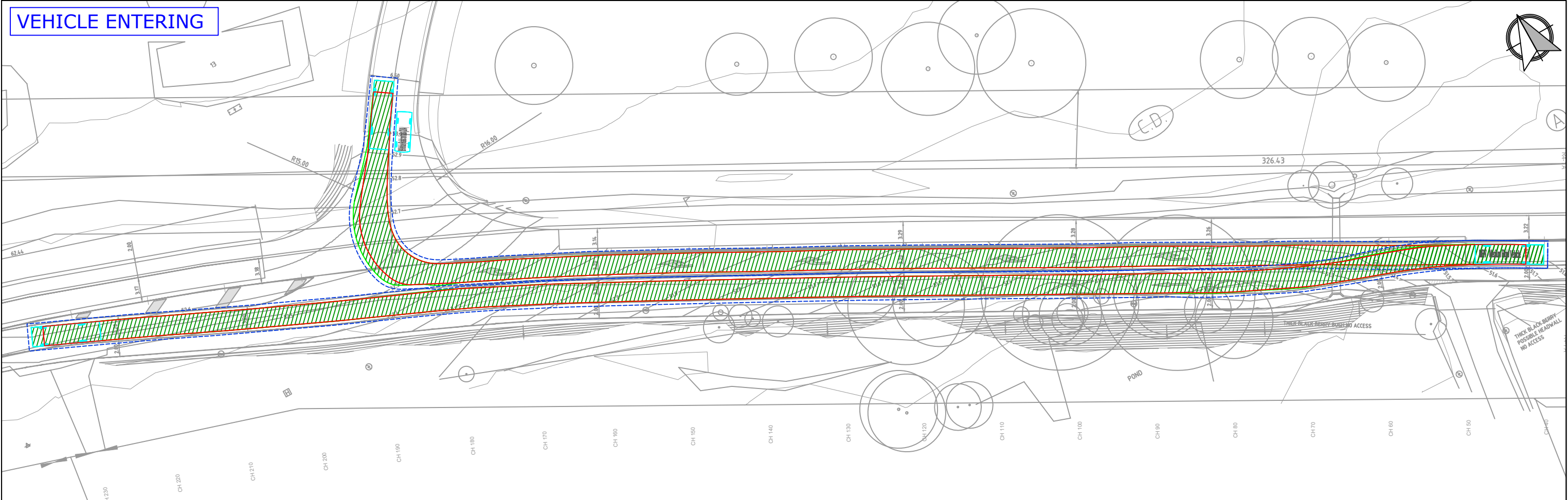


REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KH	KH	14/07/20



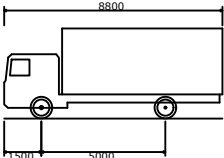
PROJECT	WALLACIA CROWN CEMETERY DEVELOPMENT	
TITLE	SWEPT PATH ANALYSIS 19m PRIME MOVER & SEMI-TRAILER - ENTRY DRIVEWAY (WALLACIA COUNTRY CLUB)	

DWG No.	19529CAD006	
	FIGURE 2	
DATE STAMP	14 JULY 2020	
PROJECT No.	SCALE	REV.
19529	1:400 @A3	A



KEY:

	Forward	Reverse
Wheel path	—	—
Body envelope	 	
500mm clearance	---	---



MRV - Medium Rigid Vehicle

Overall Length 8800mm

Overall Width 2500mm

Overall Body Height 428mm

Min Body Ground Clearance 2500mm

Track Width 4.00m

Lock-to-lock time 10000mm

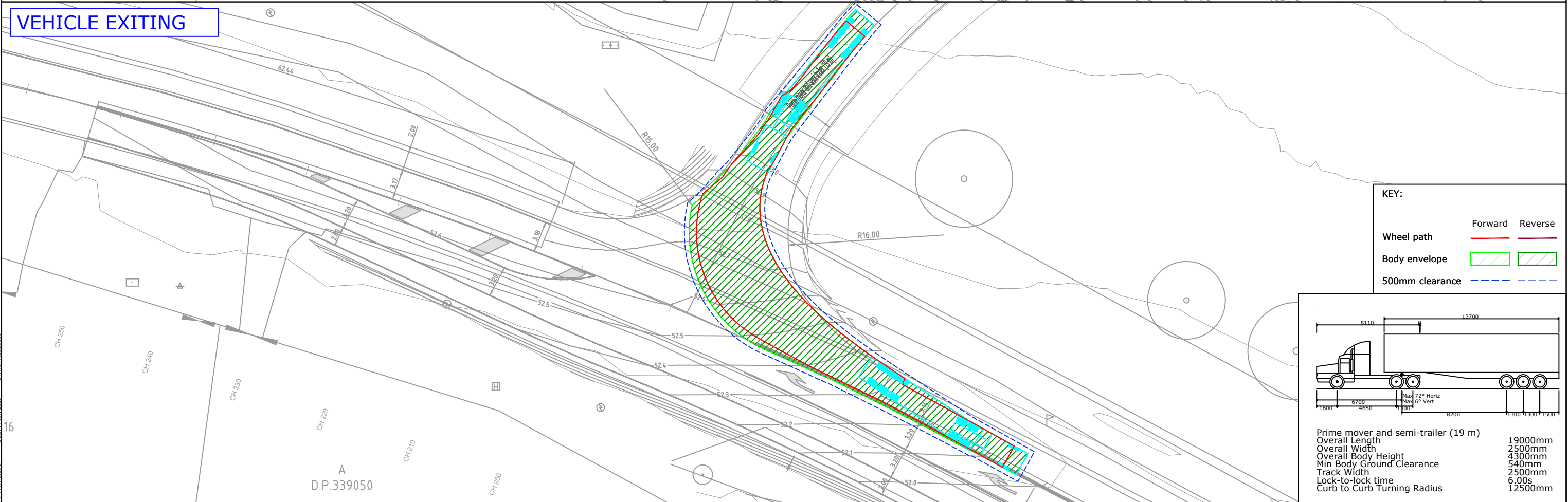
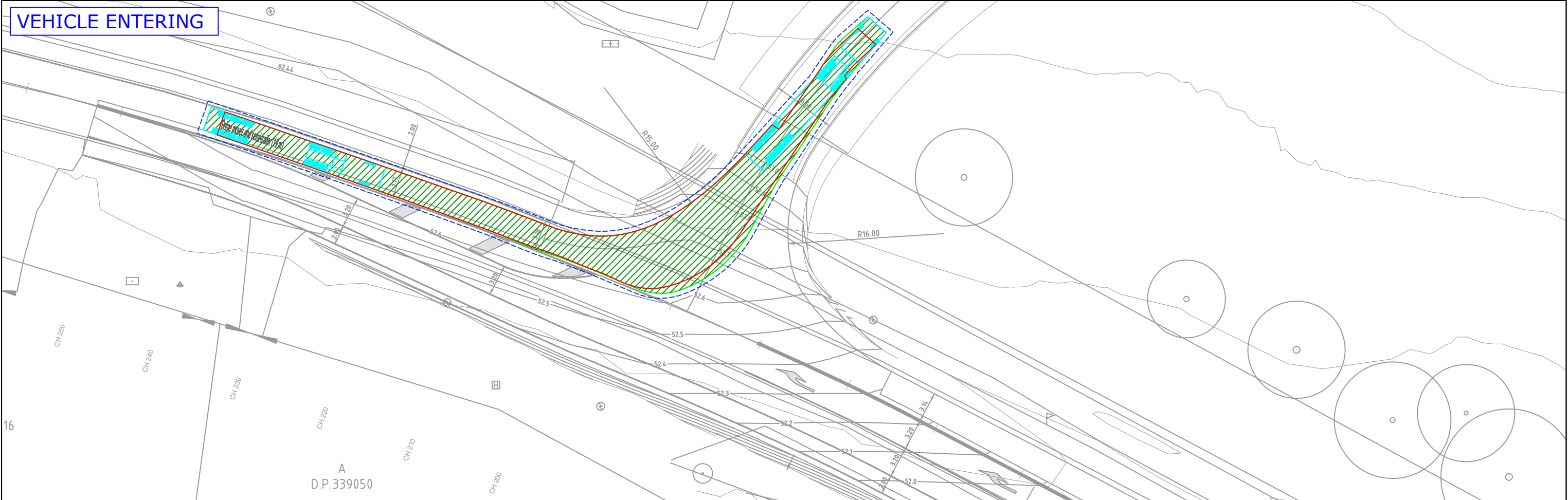
Curb to Curb Turning Radius

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KH	KH	14/07/20



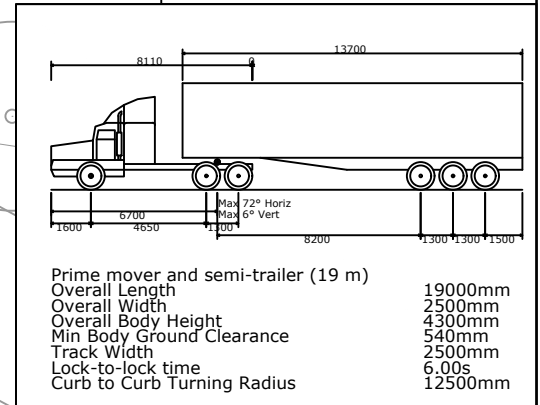
PROJECT	WALLACIA CROWN CEMETERY DEVELOPMENT				
TITLE	SWEPT PATH ANALYSIS AS2890.2 8.8m MEDIUM RIGID VEHICLE - ENTRY DRIVEWAY (CAR PARK ROAD CEMETERY)				

DWG No.	19529CAD006		
	FIGURE 3		
DATE STAMP	14 JULY 2020		
PROJECT No.	19529	SCALE	1:500 @A3
REV.	A		



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KH	KH	14/07/20



PROJECT	WALLACIA CROWN CEMETERY DEVELOPMENT		
TITLE	SWEPT PATH ANALYSIS 19m PRIME MOVER & SEMI-TRAILER - ENTRY DRIVEWAY (CAR PARK ROAD CEMETERY)		

DWG No.	19529CAD006 FIGURE 4		
DATE STAMP	14 JULY 2020		
PROJECT No.	SCALE	REV.	
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