

Preliminary Traffic Impact Report – Proposal for new Crown Cemetery in Lidcombe

October 2025

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1. Introduction

In August 2025, The NSW Government's Metropolitan Memorial Parks (MMP) identified Carnarvon Golf Course, located at 65-95 Nottinghill Road, Lidcombe, as the preferred site for redevelopment into a new Crown cemetery. In response, Cumberland City Council resolved at the Ordinary Council Meeting of 27 August 2025:

“That the General Manager take necessary action to develop a submission on behalf of Cumberland Council opposing the creation of a cemetery on the site of Carnarvon Golf Course.”

This report outlines the current traffic conditions and concerns around the potential traffic impacts associated with the redevelopment of the site. Key concerns are that Council remains unsatisfied that a comprehensive traffic study has not been undertaken to assess the suitability of the proposed land use, particularly in relation to the local road capacity, access arrangements, and broader network and traffic implications.

1.1 SITE IDENTIFICATION AND DESCRIPTION

Site identification details are summarised in Table 1. The location and layout of the site is shown in Figures 1.

Site Address:	65-96 Nottinghill Road, Lidcombe NSW
Site Area:	459,911 sqm (approximately 45 hectares)
Current Zoning:	RE1 Public Recreation
Current Land Use:	Golf Course

The subject site is approximately 45 hectares and is located at 65-96 Nottinghill Road, Lidcombe, within the Cumberland local government area. Zoned RE1 Public Recreation under the Cumberland Local Environmental Plan (LEP) 2021, the site is currently operating under a lease issued by Council in our capacity as Crown land manager for the use of the site as a golf course. The location and boundary extent can be seen in Figure 1.



Figure 1: Map showing the site boundary of Carnarvon Golf Course (Nearmap, 2025)

A desktop review of the current surrounding land uses are as follows:

- North – Georges Avenue, and low density residential dwellings
- South – Amy Street, followed by the railway line and low density residential dwellings.
- East – Joseph Street, followed by the NSW Forensic Medicine and Coroners Court Complex and low density residential dwellings.
- West – Nottingham Road, followed by low density residential dwellings.

1.2 HISTORICAL USES

Through historical aerial photograph review, the subject site appears to be under different land uses overtime. In summary, the following key land uses were found:

- 1940s – The area was occupied by residential dwellings, paddocks and ovals
- 1950s to 1970s – The area was occupied by denser residential dwellings and playing fields
- 1980s to 1990s – Some non-residential buildings were developed adjacent to the south-east corner of the subject site

2. Preliminary Traffic Impacts

2.1 CURRENT ROAD CONDITIONS

The subject site is surrounded by four roads – Joseph Street, Amy Street, Georges Avenue and Nottingham Road of varying network hierarchy and traffic volumes. Joseph Street is a state road and Amy Street is a regional road carrying over 20,000 and 18,000 vehicles/day respectively. Georges Avenue (approximately 7,000 veh/day) and Nottingham Road (over 3,500 vehicles/day) are both local roads but carry significant traffic volumes running parallel to the major roads. Another access road, Kerrs Road, is a local collector road carrying over 10,000 vehicles/day.

Carnarvon Golf Course can be accessed by vehicles through five main locations, shown in Figure 2 and listed below:

1. Joseph Street signalised intersection with Kerrs Road
2. Joseph Street signalised intersection with Georges Avenue
3. Georges Avenue and Nottingham Road roundabout
4. Amy Street and Joseph Street signalised intersection
5. Amy Street and Park Road, noting that there is the Amy Street bridge over the rail line with roundabouts at both ends

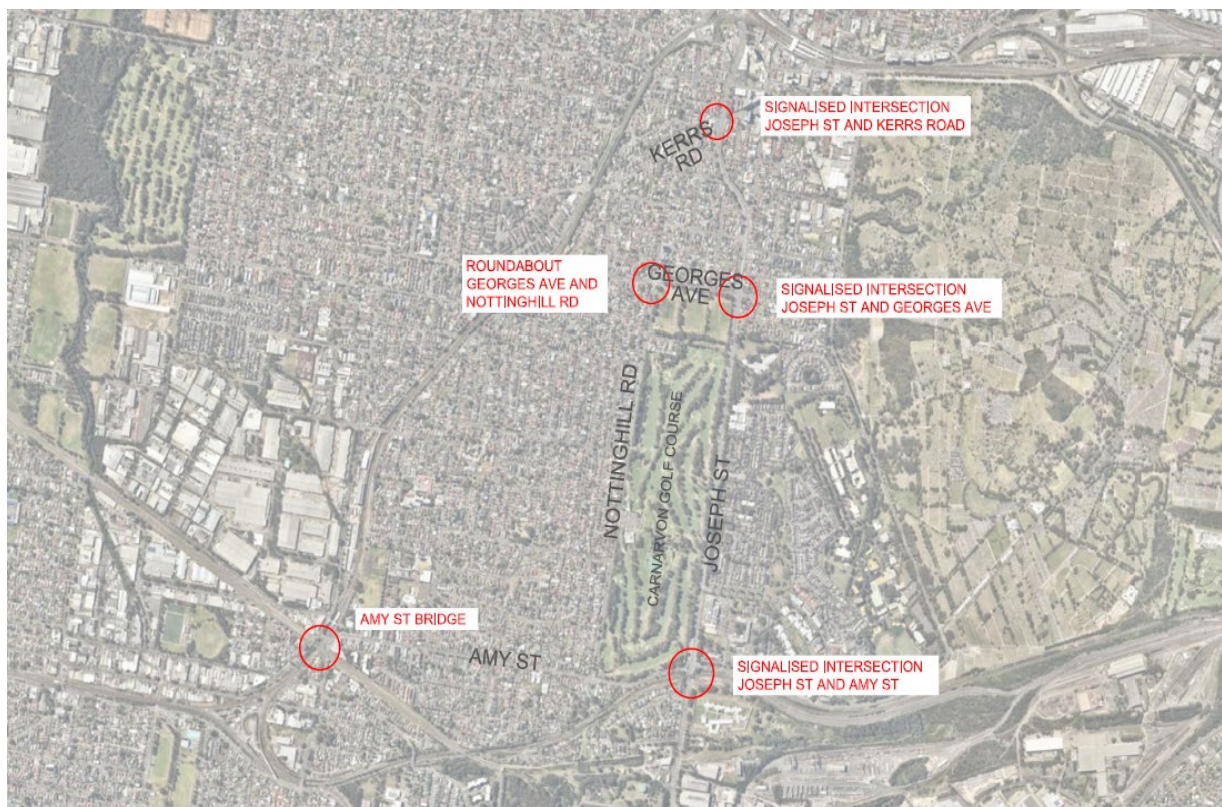


Figure 2: Map of main access locations to subject site (Cumberland City Council, 2025)

2.2 TRAFFIC CONCERNS

2.2.1 Capacity of existing roads, intersections and intersection performance

Previous traffic studies have identified the intersections surrounding the site as having existing capacity problems and poor level of service either for the entire intersection or specific movements.

A SIDRA network model is required for all major intersections around the Golf Course and highlighted in Figure 2 to assess the current and future intersection performance. The model should be assessed and adopted by Council and Transport for NSW as Joseph Street is a state road. Network upgrades may be required to facilitate the potential development of the subject site. Considerations should be given along any potential route for funeral processions and potential network delay given the traffic volumes and current levels of service.

2.2.2 Entry and exit points

Evaluating the suitability of current access points for funeral processions, service vehicles, and visitors must be considered for the subject site. Funeral processions typically involve multiple vehicles traveling in a slow-moving convoy, often requiring uninterrupted access and sufficient queuing space at entry points.

The existing access points along Nottingham Road must be assessed for their width, turning circles, and ability to accommodate larger vehicles without disrupting general traffic flow of surrounding streets/roads.

Consideration should also be given to pedestrian safety, as visitors may park off-site and walk to the cemetery entrance. If current access arrangements are inadequate, upgrades such as dedicated turning bays, widened driveways, or signalised intersections may be necessary to ensure safe and efficient movement for all users in and around the site.

2.2.3 Parking and on-site circulation

Consideration must be given towards different groups who may use the cemetery and their individual needs. Parking must be made consistently available for groundskeepers, administrative personnel, and maintenance crew, in addition to visitor parking. Absence of sufficient parking may have spillover effects onto neighbouring residential streets and result in poor outcomes for neighbouring residents. On-street parking is already in high demand within these precincts and available on-street parking will be further constrained with additional demand.

2.2.4 NSW Government initiatives and associated impacts

The suburbs of Lidcombe and Berala has been designated as a transport-oriented development (TOD) precinct, which seeks to encourage higher-density housing and mixed-use developments near public transport hubs. In addition to this, both Berala and Lidcombe are able to access the low mid-rise housing initiatives under the SEPP (Housing) 2021, which aim to significantly increase residential capacity in the coming years.

These planned developments will lead to a significant rise in population density, vehicle ownership, and daily trip generation across the suburb(s). As future housing developments

are completed, the cumulative pressure on local roads, intersections, and parking infrastructure will intensify. This growth will not only increase baseline traffic volumes but also reduce the network's ability to absorb additional trips generated by sensitive land uses like cemeteries, which can experience short surges during funeral services and events.

3. Conclusion

The proposed redevelopment of Carnarvon Golf Course into a new Crown cemetery presents significant traffic-related concerns. The surrounding road network is heavily constrained at various locations, and the site is in close proximity to Transport Oriented Development precinct. The anticipated increase in residential density and vehicle volumes, combined with short surges in traffic generated by funeral services, raises concerns about the site's suitability for a sensitive land use such as a cemetery.