



GREEN TRAVEL PLAN

Douglas Park Memorial Park- Concept Plan and Stage 1
430-490 Douglas Park Drive, Douglas Park (SSD – 68287712)

Reference: 18.048r07v04
Date: June 2025

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DOCUMENT VERIFICATION

Project Details	
Project Name	Douglas Park Memorial Park- Concept Plan and Stage 1
Application Number	SSD- 68287712
Address of Subject	Douglas Park Memorial Park- Concept Plan and Stage 1
Lot	SSD-68287712 dated 4 April 2024
Applicant Details	
Applicant Name	Benima Pty Ltd
Applicant Address	Level 2, 60 York Street Sydney NSW 2010
Report Details	
Name of report this declaration relates	Green Travel Plan
Report reference no.	18.048r07v04
Report Date	12 June 2025
Company name (inc. ABN/ACN)	Traffix Pty Ltd ABN: 6606513961
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Declaration By Consultant	
Name	Hayden Dimitrovski
Registration no.	N/A
Organisation registered with	N/A
Declaration	The undersigned declares that the Transport and Accessibility Impact Assessment: ➤ has been prepared in accordance with the following policy, guidelines, or legislative requirements: - AS 2890 - TfNSW Guide to Traffic Impact Assessment - AUSTROADS - Wollondilly Development Control Plan ➤ contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the Transport and Accessibility Impact Assessment relates;

Project Details	
	➤ does not contain information that is false or misleading; ➤ identifies and addresses the relevant Planning Secretary's environmental assessment requirements (SEARs) for the project; ➤ identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments to which the [consultant report] relates; ➤ contains a consolidated summary of the proposed or necessary mitigation measures
Signature	
Date	12 June 2025

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1. INTRODUCTION

This Green Travel Plan has been prepared by Traffix Pty Ltd on behalf of Benima Pty Ltd for a combined Concept Plan approval and Stage 1 detailed works for a new multi-denominational cemetery at 430-490 Douglas Park Drive, Douglas Park (Douglas Park Memorial Park - Concept Plan and Stage 1).

The site is located at 430-490 Douglas Park Drive, Douglas Park within the Wollondilly Local Government Area (LGA). The site is irregular in shape with a total size of 16,7940m². It is legally described as Lot 2 in DP 250359. The site is mostly vacant with scattered vegetation and a single, residential dwelling with driveway accessible from Douglas Park Drive. The site comprises two street frontages, to the east is Mitchell Place and to the west is Douglas Park Drive.

This report accompanies a State Significant Development Application that seeks approval for a combined Concept Plan approval and Stage 1 detailed works for a new multi-denominational cemetery.

Concept approval is sought for the use and operation of the site as a cemetery with a maximum, staged capacity of up to 37,107 burial plots including a crematoria and chapel, vaults, remembrance sanctuaries, general site layout and all associated groundworks, roads, pathways, landscaping and ancillary buildings. Refer to **Figure 1**.

The Stage 1 works comprise the following (refer to **Figure 2**):

- All preparatory site works including vegetation protection, enhancement and removal, demolition of existing structures, bulk excavation for burial zones, general ground works and utility service augmentation;
- Vehicular access / egress from Douglas Park Drive with separate vehicular egress only to Mitchell Place;
- Construction of internal roads, pathways and parking areas for 118 car parking spaces inclusive of 1 hearse car parking space;
- Perimeter memorial pedestrian pathway with remembrance sanctuaries;
- Burial zones with a maximum capacity of up to 15,447 comprising shallow single and, triple layered burial plots;

- Construction of single storey chapel, single storey administration and single storey storage shed and garage;
- Site landscaping, fencing, lighting and signage ; and
- The cemetery operating hours, including public access, will be between the hours of 6:00am and 6:00pm, 7 days a week. The opening hours of the Chapel and Administration Building (including café) will be between 8:00am and 5:00pm, 7 days a week.

The burial zone preparation works within Stage 1 will be carried out sequentially within each burial zone and will be based on the demand for burial plots.

For a detailed project description refer to the Environmental Impact Statement prepared by Ethos Urban.



Figure 1: Concept Site Plan



Figure 2: Stage 1 Works

2. SEARS REPORTING

A response to each relevant requirement of the Secretary's Environmental Assessment Requirements (SEARs) is provided in **Tables 1 and 2** below for both the Concept Proposal and Stage 1 requirements, including references to sections of this report where applicable. Reference should also be made to the SEARs and the below matters relate specifically to Items 6 and 11.

Table 1: Concept Proposal SEARs Requirements and References

Concept Proposal SEARs Requirements	Reference
10. Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment in accordance with the Transport for NSW Guide to Transport Impact Assessment (GTIA), which includes:	
an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	Refer to Traffic and Accessibility Impact Assessment prepared separately
an outline of the proposed concept development, including likely pedestrian and vehicular access arrangements, parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up- zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Refer to Traffic and Accessibility Impact Assessment prepared separately
an analysis of the impacts of the proposed concept development (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict), and any cumulative impact from surrounding approved developments.	Refer to Traffic and Accessibility Impact Assessment prepared separately
measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms (including proposed arrangements with local councils or government agencies) of delivery of any infrastructure improvements in accordance with relevant standards.	Refer to Traffic and Accessibility Impact Assessment prepared separately
proposals to promote sustainable travel choices for employees and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.	Refer to this document
a preliminary traffic and access management plan for the concept development detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Refer to Construction Traffic and Pedestrian Management Plan prepared separately

Table 2: Stage 1 SEARs Requirements and References

Stage 1 SEARs Requirements	Reference
10. Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment in accordance with the Transport for NSW Guide to Transport Impact Assessment (GTIA), which includes:	
an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	Refer to Traffic and Accessibility Impact Assessment prepared separately
details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Refer to Traffic and Accessibility Impact Assessment prepared separately
analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments..	Refer to Traffic and Accessibility Impact Assessment prepared separately
measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.	Refer to Traffic and Accessibility Impact Assessment prepared separately
proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end- of-trip facilities, and implementing a Green Travel Plan.	Refer to this document
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Refer to Construction Traffic and Pedestrian Management Plan prepared separately

3. GREEN TRAVEL PLAN OBJECTIVES

3.1 Objectives

The purpose of a Green Travel Plan is to set site-specific actions and incentives to manage travel demands and embrace the principles of sustainable transport to minimise private vehicle use and promote sustainable transport options.

New developments present an excellent opportunity to accommodate innovative ideas at an early stage into the designs so that transport demands arising from the future use of the development can be efficiently managed, and future staff and visitors of the development would reduce dependence on the usage of private vehicles.

The following objectives are set out to achieve the vision of this Green Travel Plan to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, or public transport etc:

- **Accessibility:** improve access, safety amenity and convenience of sustainable transport modes for travel to and from the site.

Incentives: incentivise the use of sustainable transport modes.

3.2 Green Travel Plan Benefits

In addition to providing area-wide benefits such as reduction of congestion and pollution, Green Travel Plans can deliver a range of benefits to staff and visitors of a development that can:

- Minimise the parking provided within the development.
- Provide staff and visitors with potential travel cost savings.

3.3 Report Structure

Consistent with industry's best practice to ensure the Green Travel Plan is robust, realistic, and achievable, the report has been structured as follows:

- Section 2: Documents existing transport conditions.
- Section 3: Identifies GTP objectives.
- Section 4: Set out actions that will help achieve the objectives.
- Section 5: Sets out a monitoring and review process.
- Section 6: Presents the overall study conclusions.

4. SITE AUDIT

4.1 Site Description

The site is located at 430-490 Douglas Park Drive, Douglas Park and is approximately 17.5 kilometres south-west of the Campbelltown Town Centre. More specifically, it is located approximately 1.8 kilometres south of Douglas Park Railway Station and is situated at Lot 2 in DP250359 between Douglas Park Drive and Mitchell Place.

The site is irregular in configuration with a total site area of approximately 16.95 hectares. It has a northwest boundary to existing rural land measuring 351 metres. The northeast boundary fronts Mitchell Place and measures 826.3 metres whilst the southwest boundary fronts Douglas Park Drive and measures 662.9 metres.

The existing rural property comprises a single dwelling house with vehicular access available from Douglas Park Drive.

A Location Plan is presented in **Figure 3**, with a Site Plan presented in **Figure 4**.



Figure 3: Location Plan



Figure 4: Site Plan

4.2 Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 5** with the following roads of particular interest:

- **Hume Motorway:** a TfNSW Main Road (HW 2) that generally traverses in a north-south direction between Parramatta Road in the north and the Victorian state border at Albury in the south. Within the vicinity of the site, it is subject to a 110 km/h speed limit and accommodates two (2) lanes of traffic in each direction. In relation to the site, the closest access to or from the Hume Motorway is via Picton Road.
- **Picton Road:** a TfNSW Main Road (MR 95) that generally traverses in a north-south direction between Menangle Street in the north and Mount Ousley Road (Princes Motorway) in the south. Within the vicinity of the site, it is subject to an 80 km/h speed limit and accommodates one (1) lane of traffic in each direction.
- **Wilton Road:** a TfNSW Main Road (MR 610) that generally traverses in an east-west direction between Appin Road in the east and Mount Almond Street in the west (classified road between Appin Road and Macarthur Drive only). Within the vicinity of the site, it is subject to an 80 km/h speed limit and accommodates one (1) lane of traffic in each direction.
- **Douglas Park Drive:** a local rural road that generally traverses in a north-south direction between Camden Road in the north and Wilton Road in the south. It is subject to an 80 km/h speed limit and accommodates one (1) lane of traffic in each direction. Douglas Park Drive is an un-kerbed rural road with table drains along either side. It should be noted that west of the Hume Highway overpass, Douglas Park Drive undulates through the Nepean River gorge and narrows to a single lane at some locations.
- **Dredge Avenue:** a local rural road that traverses in a north-south direction between a cul-de-sac in the north and Douglas Park Drive in the

south. It is subject to a 50 km/h speed limit and accommodates one (1) lane of traffic in each direction. Mitchell Place is unkerbed rural road with table drains along either side.

➤ Mitchell Place:

a local rural road that traverses in a north-south direction between a cul-de-sac in the north and Douglas Park Drive in the south. It is subject to a 50 km/h speed limit and accommodates one (1) lane of traffic in each direction. Mitchell Place is unkerbed rural road with table drains along either side.

It can be seen from Figure 5 that the site is located in an open rural area with convenient access to the local road network serving the region. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.



Figure 5: Road Hierarchy

4.3 Sustainable Transport Options

The development is not currently accessible by public transport with the closest station being Douglas Park Railway Station 1.87 kilometres north of the site however due to the inadequate road through the gorge between the station and the site no bus services operate along Douglas Park Drive.

4.4 Pedestrian and Cycling Facilities

The subject site is not presently accessible by pedestrian and cycling facilities.

5. ACTIONS AND STRATEGY

5.1 Site Specific Measures

This Green Travel Plan recommends the following measures to be implemented at the occupation stage to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, or public transport etc.

5.1.1 Electric Vehicle (EV)

The continual shift in global vehicle trends towards electric vehicles (EV) promotes significant benefits to the environment. To further promote sustainable modes of transport, it is recommended to consider electric vehicle charging bays for staff within the development. This may further incentivise staff to make the transition to electric vehicles (EV).

5.1.2 Taxis and Ride Share

Taxi and rideshare information will be prominently displayed in the Travel Access Guide. This information will assist both staff and visitors of the potential alternatives to utilising their own private vehicle.

5.1.3 Car Pooling

The site will explore the potential of a car-pool scheme for staff involving a digital notice board. These message boards will provide a way for staff to coordinate travel and schedules with their respective colleagues, where practical

Visitors to cemeteries already generally have high car occupancies rates at approximately three (3) passengers per vehicles as previously explored (TRAFFIX Transport and Accessibility Impact Assessment, reference 18.048r06v01 dated 31/07/2024). However, visitors will be further encouraged to car pool via the Travel Access Guide provided in Appendix A.

5.1.4 Shuttle Bus

The applicant has confirmed that a cemetery-operated shuttle bus will be available for large ceremonies and funerals. The bus will operate between the subject site and nearby railway stations to assist attendees travelling to and from the site. Further details will be provided when available from the operator at a later stage during operational stages.

5.1.5 Routes

All staff and visitors will be advised to avoid accessing the site southbound via Douglas Park Drive. The concerns about visibility, steepness, and lack of safety rails suggests that Douglas Park Drive through the gorge should not be accommodating any significant amount of traffic.

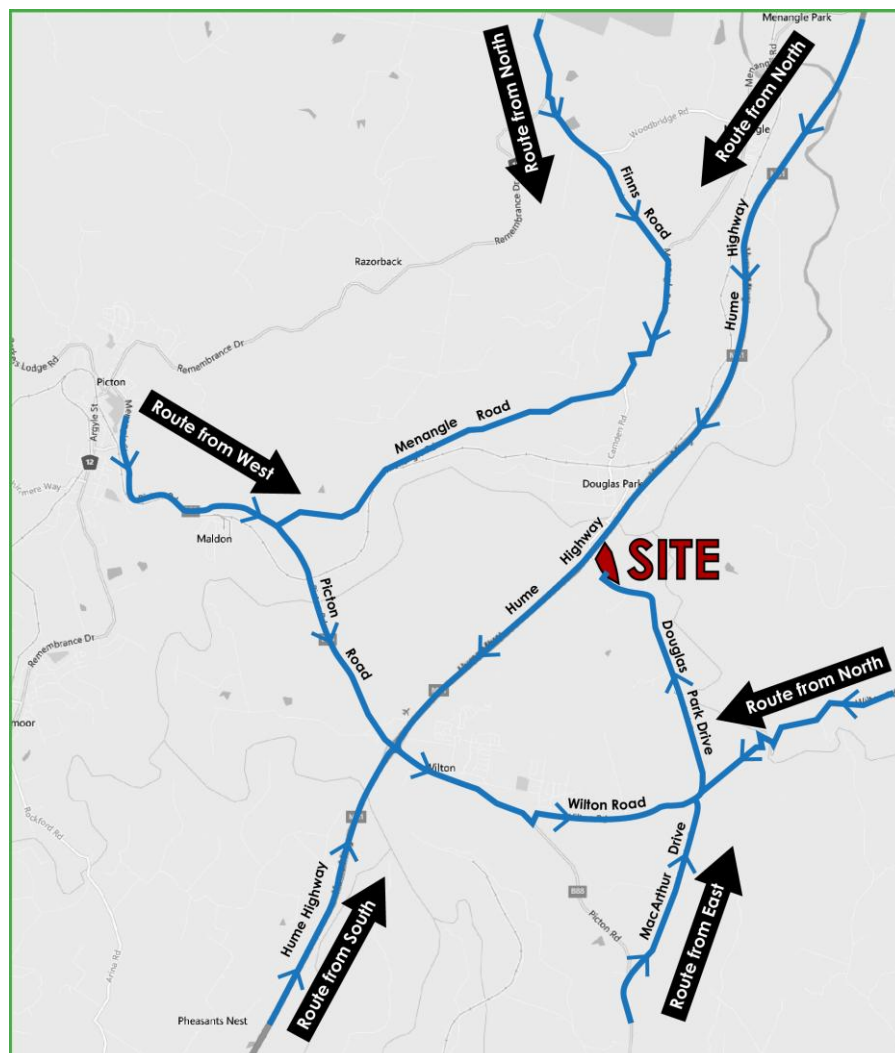


Figure 6: Routes to and from the site

5.1.6 Other Measures

Council also has a continual responsibility to implement measures in the public domain that can influence a positive shift towards non-car based travel, which includes improving sustainable transport infrastructure in the locality and update the community on a regular basis.

5.2 Transport Access Guide

The information provided in this Green Travel Plan will be provided to staff and visitors in a package of easy-to-understand information brochure often referred to as a Transport Access Guide (TAG).

The TAG will be provided to staff via email correspondence and visitors on the facility's website. The TAG provides a visual representation of customised travel information for people travelling to and from the site.

A copy of the recommended TAG is provided in **Appendix A**.

5.3 Travel Plan Coordinator

This GTP requires the nomination of an individual, being a 'Travel Plan Coordinator' to oversee its implementation, as well as to review and update the GTP to reflect the site operation, changes to public transport services. The nomination of the Travel Plan Coordinator can be undertaken at Occupation Certificate stage.

5.4 Actions

A series of actions are recommended in **Table 3** which forms the strategies and initiatives that can be implemented to promote more sustainable transport options. It is pertinent that these actions are regularly monitored and updated to reflect current local transport conditions.

Table 3: Green Travel Plan Action Table

Strategy	Action	Target	When	Responsibility
Reduce Car-based travel				
Car Pooling	Encourage staff to car pool, where possible.	Staff and Visitors	Within two months post occupation.	Travel plan coordinator
Short Term Drop-off / Pick-up Parking	Provide on-site short-term parking for taxis, rideshare and visitors etc.	Staff and Visitors	On-going	Travel plan coordinator
Shuttle bus	Shuttle service between nearby railway stations and the memorial park.	Visitors during large services	Post-occupation	Travel plan coordinator
Promote Sustainable Car-based Travel				
Electric Vehicle (EV)	Consider EV charging stations	Staff and Visitors	Development application / construction certificate	Travel plan coordinator
Keep Information Up-to-Date				
Green Travel Plan - Update and Review	Provide staff, and visitors with updated GTP to encourage non-car-based travel	Staff and Visitors	Ongoing – Travel Plan Coordinator to organise yearly update to GTP	Travel plan coordinator

5.5 Communications Strategy

The Transport Access Guide will be distributed to staff via internal email communications and will be available for viewing by visitors on the facility's website.

6. MONITORING AND MAINTENANCE

A monitoring and review process for this travel plan will be set out by the Travel Plan Coordinator to ensure that information contained within reflects any changes to the local transport conditions as well as building facilities.

A Travel Plan Coordinator will be designated with the responsibility of maintaining the travel plan.

Regular review of the success measures outlined in this plan will be undertaken intermittently to determine whether alternative or supplementary measures are necessary. The Transport Access Guide is also to be updated simultaneously to reflect any updated to transport services in the vicinity of the site.

This evaluation will provide a reliable overview of the areas in which the Green Travel Plan is operating effectively and which areas that require more attention.

7. CONCLUSIONS

This travel plan has recommended a number of actions to manage future travel demands being generated as a consequence of the development, specifically, these actions seek to reduce reliance on private vehicle trips and comprise the following:

- On-site Passenger drop-off / pick-up area;
- Consider provision of EV charging facilities;
- Encourage staff car pooling;
- Maintain an open channel of communication with Council to maintain / improve existing sustainable infrastructure in the local area; and
- Make TAG easily accessible to staff and visitors.

It is pertinent to note that those actions recommended in this Green Travel Plan should be implemented together as a set of coordinated measures to achieve its maximum effect of influencing travel habits to increase non-car based travel to and from the site, as well as promoting a healthier and active lifestyle.

8. MITIGATION MEASURES

Table 3: Mitigation Measures

Project Stage	Mitigation Measures	Relevant Section of the Report
Design (D)		
Construction (C)		
Operation (O)		
O	A shuttle bus service to and from nearby train stations will be provided for large services to reduce private vehicle usage when the development is operational.	Section 5.1.4
O	The Transport Access Guide will be provided to ensure visitors and staff are aware of all transport options.	Section 5.2
O	A Travel Plan Coordinator will be appointed to ensure regular review and updates to actions and strategies that minimise private vehicle use based on feedback from visitors/staff.	Section 5.3
C	Electric vehicle parking to be provided to encourage visitors to use low emissions vehicles.	Section 5.1.1

APPENDIX A

Transport Access Guide

TRAVELLING TO DOUGLAS PARK MEMORIAL PARK



SHUTTLE BUS

By Shuttle Bus: A shuttle bus will be provided for large services and funerals between the memorial park and nearby railway stations with further details to be provided during operational stages.



CAR

By Carpool: Car Pooling is a great way to reduce traffic congestion. Please consider your co-workers and other visitors when visiting the memorial park.

By Taxi: Taxi services are available by contacting the following company: 13 CABS by calling **13 22 27** or visiting their website **<http://www.13cabs.com.au>**.

By Electric Vehicles: Electric vehicle parking is provided on-site for visitors to charge their vehicle during a visit.

By Uber: Offers car rideshare services available through the Uber app on your smartphone.

TRANSPORT GOALS

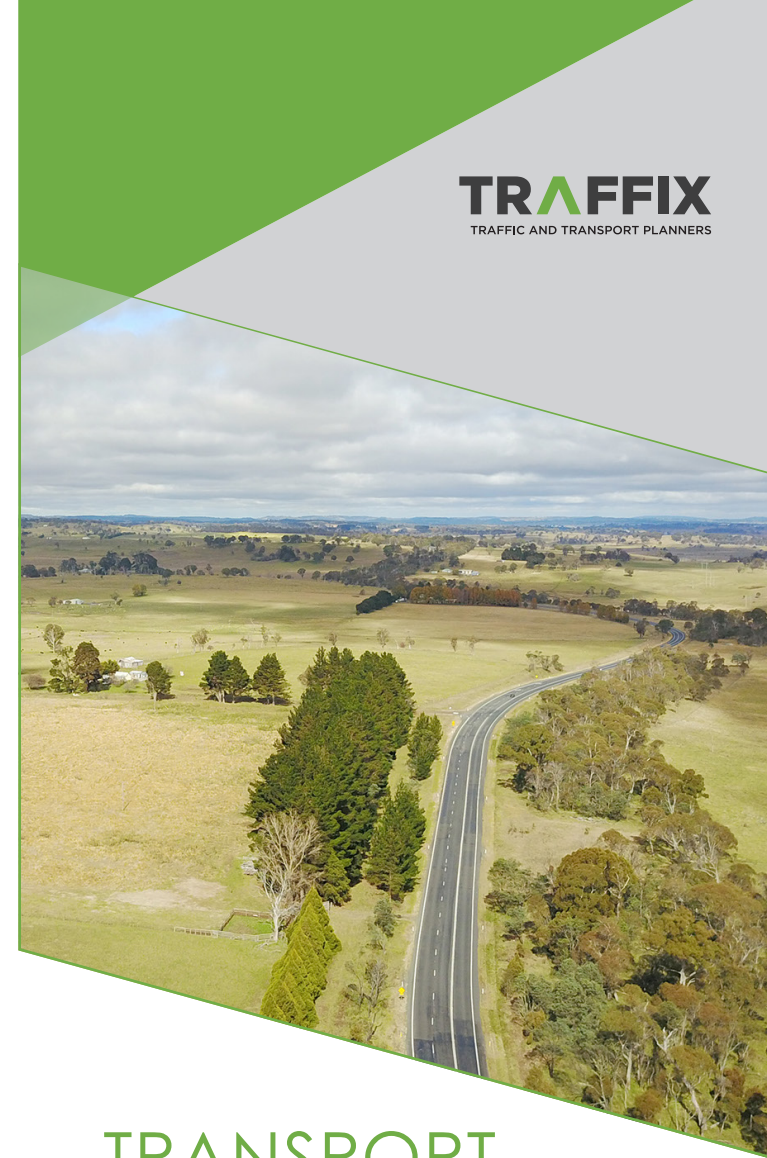
This Travel Access Guide (TAG) provides information to staff and visitors on how to travel to and from Douglas Park Memorial Park by alternative modes of transport, reducing reliance on private vehicles.

We support active travel as its benefits include:

- Minimising car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer, more pleasant urban environment
- Opportunities for staff and visitors to be healthier, improve their wellbeing and increase their daily physical activity

For further public transport information
go to **www.transportnsw.info** or call **131 500**

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS



TRANSPORT ACCESS GUIDE

Douglas Park Memorial Park
430-490 Douglas Park Drive, Douglas Park

ACCESS ROUTES

The routes going to and from the site are presented in the figure below.

