



# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**Douglas Park Memorial Park- Concept Plan and Stage 1  
430-490 Douglas Park Drive, Douglas Park**

Reference: 18.048r05v04


Date: June 2025

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## DOCUMENT VERIFICATION

Project Details	
<b>Project Name</b>	<b>Douglas Park Memorial Park- Concept Plan and Stage 1</b>
<b>Application Number</b>	SSD- 68287712
<b>Address of Subject</b>	Douglas Park Memorial Park- Concept Plan and Stage 1
<b>Lot</b>	SSD-68287712 dated 4 April 2024
Applicant Details	
<b>Applicant Name</b>	Benima Pty Ltd
<b>Applicant Address</b>	Level 2, 60 York Street Sydney NSW 2010
Report Details	
<b>Name of report this declaration relates</b>	Construction Traffic Management Plan
<b>Report reference no.</b>	18.048r05v04
<b>Report Date</b>	12 June 2025
<b>Company name (inc. ABN/ACN)</b>	Traffix Pty Ltd ABN: 6606513961
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Declaration By Consultant	
<b>Name</b>	Hayden Dimitrovski
<b>Registration no.</b>	TCT0028714
<b>Organisation registered with</b>	SafeWorkNSW Prepare a Works Zone Traffic Management Plan
<b>Declaration</b>	<p>The undersigned declares that the Construction Traffic Management Plan :</p> <ul style="list-style-type: none"> <li>➤ has been prepared in accordance with the following policy, guidelines, or legislative requirements: <ul style="list-style-type: none"> <li>• AS 2890</li> <li>• TfNSW Traffic control at work sites Technical Manual</li> <li>• AUSTROADS</li> <li>• Wollondilly Development Control Plan</li> </ul> </li> </ul>

Project Details	
	<ul style="list-style-type: none"> <li>➤ contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the Transport and Accessibility Impact Assessment relates;</li> <li>➤ does not contain information that is false or misleading;</li> <li>➤ identifies and addresses the relevant Planning Secretary's environmental assessment requirements (SEARs) for the project;</li> <li>➤ 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;</li> <li>➤ contains a consolidated summary of the proposed or necessary mitigation measures</li> </ul>
<b>Signature</b>	
<b>Date</b>	12 June 2025

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# 1. INTRODUCTION

This Construction Traffic Management 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 16,7940m<sup>2</sup>. 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 crematorium, chapel, administration building, vaults, remembrance sanctuaries, general site layout and all associated groundworks, roads, parking, 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 15,447 comprising shallow, single and triple layered burial plots;

- Construction of single storey chapel, single storey administration building and single storey storage shed and garage;
- Site landscaping, fencing, lighting and entry 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 RESPONSES

A response to each relevant requirement of the Secretary's Environmental Assessment Requirements (SEARs) is provided 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
<b>11. Traffic, Transport and Accessibility</b>	
<b>Provide a transport and accessibility impact assessment in accordance with the Transport for NSW Guide to Transport Impact Assessment (GTIA), which includes:</b>	
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 Transport 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 Transport 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 Transport 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 Transport 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 Green Travel Plan prepared separately
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 this report

**Table 2: Stage 1 SEARs Requirements and References**

Stage 1 SEARs Requirements	Reference
<b>10. Traffic, Transport and Accessibility</b>	
<b>Provide a transport and accessibility impact assessment in accordance with the Transport for NSW Guide to Transport Impact Assessment (GTIA), which includes:</b>	
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 Transport 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 Transport 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 Transport 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 Transport 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 Green Travel Plan prepared separately
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 this report

### 3. LOCATION AND SITE

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. EXISTING TRAFFIC CONDITIONS

### 4.1 Road Network

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**

## 4.2 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.

## 4.3 Pedestrian and Cycling Facilities

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



## 6. TRAFFIC AND PEDESTRIAN MANAGEMENT ARRANGEMENTS

### 6.1 Construction Vehicles

It is expected that the maximum sized vehicle to be utilised during the aforementioned construction stages be 12.5m long HRVs. Additionally, 6.4 metre small rigid vehicles (SRV) and 8.8 metre medium rigid vehicles (MRV) will be used throughout the construction process. Reference is made to the swept path analysis in **Appendix A**, demonstrating satisfactory vehicle access.

### 6.2 Vehicular Access

It is proposed all construction vehicles will access and egress the site via Douglas Park Drive throughout the construction period. All construction vehicles will access and egress the site in a forward direction. In addition to the above, the following items are noteworthy:

- All loading and unloading activities are to be contained wholly within the site;
- All adjacent property accesses will be maintained at all times;
- All vehicles are not to obstruct any pedestrian crossings or footpaths;
- Existing club staff and visitors will still be able to access the wider precinct via the Wyong Road access.
- No access from Mitchell Place will be provided for construction vehicles to minimise impacts to neighbouring residents.

### 6.3 Traffic Controllers

SafeWork NSW accredited traffic controllers will be utilised at the site vehicle access points to assist construction vehicles during work hours.

### 6.4 Trucks Arrivals

All trucks will be linked via CB radio and / or hands-free mobile and will only be called to the site when required and when there is sufficient capacity to accommodate the proposed

trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on-street.

## 6.5 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) classified State Roads, where possible. All drivers will be required to radio in prior to arriving onsite, to avoid queuing on surrounding roads. Drivers will not be permitted to park on surrounding roads outside of the site. The proposed truck routes are recommended to allow all vehicles to access the site in a forward direction and to avoid the club entrance.

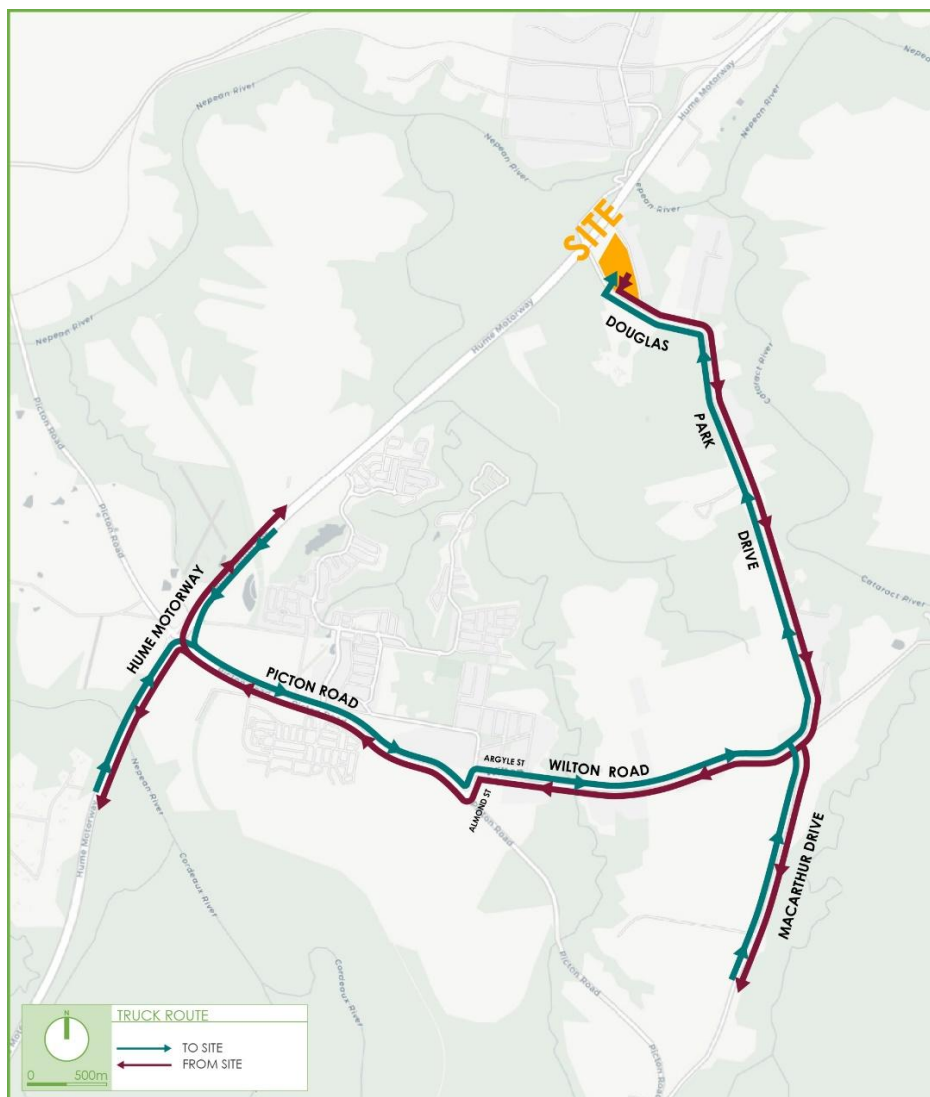
A copy of the routes would be provided to all drivers prior to attending the site, and the proposed inbound and outbound truck routes from Wyong Road are presented in **Figure 6**.

### 6.5.1 From Hume Motorway

- Routes to Site:
  1. Arrive from M31 Hume Motorway, northbound or southbound.
  2. Exit the motorway on to Picton Road eastbound.
  3. Turn left onto Almond Street, northbound.
  4. Turn left on to Argyle Street, eastbound.
  5. Continue on to Wilton Road, eastbound.
  6. Turn left on to Douglas Park Drive, northbound.
  7. Turn right into the construction site.
  
- Routes from Site:
  1. Turn left out of the construction site, southbound.
  2. Turn right onto Wilton Road, westbound.
  3. Continue onto Argyle Street, westbound.
  4. Turn left on to Almond Street, southbound.
  5. Turn right on to Picton Road, westbound.
  6. Turn left or right on to M31 Hume Motorway, northbound or southbound.

**6.5.2 To and from Picton Road South**

- Routes to Site:
  1. Arrive from Picton Road, northbound.
  2. Turn right onto Macarthur Drive, northbound.
  3. Turn right onto Wilton Road, eastbound.
  4. Turn left on to Douglas Park Drive, northbound.
  5. Turn right into the construction site.
  
- Routes from Site:
  1. Turn left out of the construction site, southbound.
  2. Turn right onto Wilton Road, westbound.
  3. Turn left onto Macarthur Drive, southbound.
  4. Turn left on to Picotn Road, southbound.



**Figure 6: Proposed Inbound and Outbound Truck Routes**

## 6.6 Permits

Permits including out of hours permits, road/lane closure permits, crane permits etc. will be submitted to Council in a separate application, if required.

## 6.7 Crane Requirements

At this stage a crane is not considered necessary for construction however further details will be provided prior to construction commencing in an updated plan.

## 6.8 Pedestrian Control

Pedestrian access surrounding the work site will be managed safely during all construction stages. In order to maintain pedestrian safety, chain mesh fencing with shade cloths will be installed along the along the perimeter of the construction site to maintain pedestrian thoroughfare. The fencing and shade cloth will be maintained from throughout all stages of construction.

In addition to the above, all material, plant and spoil bin storage is to be accommodated within the site at all times during all stages of construction. No building materials shall be placed, dumped or left on any Council road or shoulder area at any time. Should the builder require any place of any plant/equipment on Council road or land, an application for relevant approvals will be required.

These pedestrian control arrangements are therefore considered acceptable and will ensure that pedestrian safety is maintained at all times.

## 6.9 Emergency Vehicle Access

Emergency vehicle access adjacent to the work site will be maintained at all times.

## 6.10 Access to Neighbouring Properties

Neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

### 6.11 Worker Vehicles

Workers will be encouraged during inductions to carpool with others. It is also envisaged that on-site car parking will be provided, noting the large site area. Management personnel will ensure that all construction worker vehicles are parked onsite only and at no time will be parked on public roads.

### 6.12 Monitoring

A monitoring and review process for the CTMP will be set out by the Construction Project Manager to ensure that the CTMP is implemented correctly, in compliance with all regulations and policies and also adapted to reflect any changes or variations during the actual construction process. The Construction Project Manager will be required to address any issues that may arise during the construction process.

### 6.13 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone / email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to community members and the club so that their safety is not compromised. The details and direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.

### 6.14 Traffic Guidance Schemes

The Traffic Guidance Scheme (TGS) included in **Appendix B** demonstrates the proposed signage / traffic management measures to be adopted for all stages of construction. The TGS included will ensure that vehicle and pedestrian movements are managed safely and efficiently:

- TGS No. 1 – Truck Access

The proposed TGS will ensure that all traffic and pedestrians are managed safely during truck movements. This TGS has been designed in accordance with the requirements of the TfNSW Traffic Control at Work Sites Technical Manual, with copies of the TGSs to be kept on-site at all times.

## 7. CONCLUSIONS

This report should be read in conjunction with other documentation relating to the internal construction activities. The plan outlined above is considered satisfactory for a SSDA submission and will minimise any disruptions to residents / visitors of neighbouring developments, and pedestrians in the area. This plan meets all requirements of the TfNSW *Traffic Control at Work Sites Manual* and is recommended for adoption.

## 8. MITIGATION MEASURES

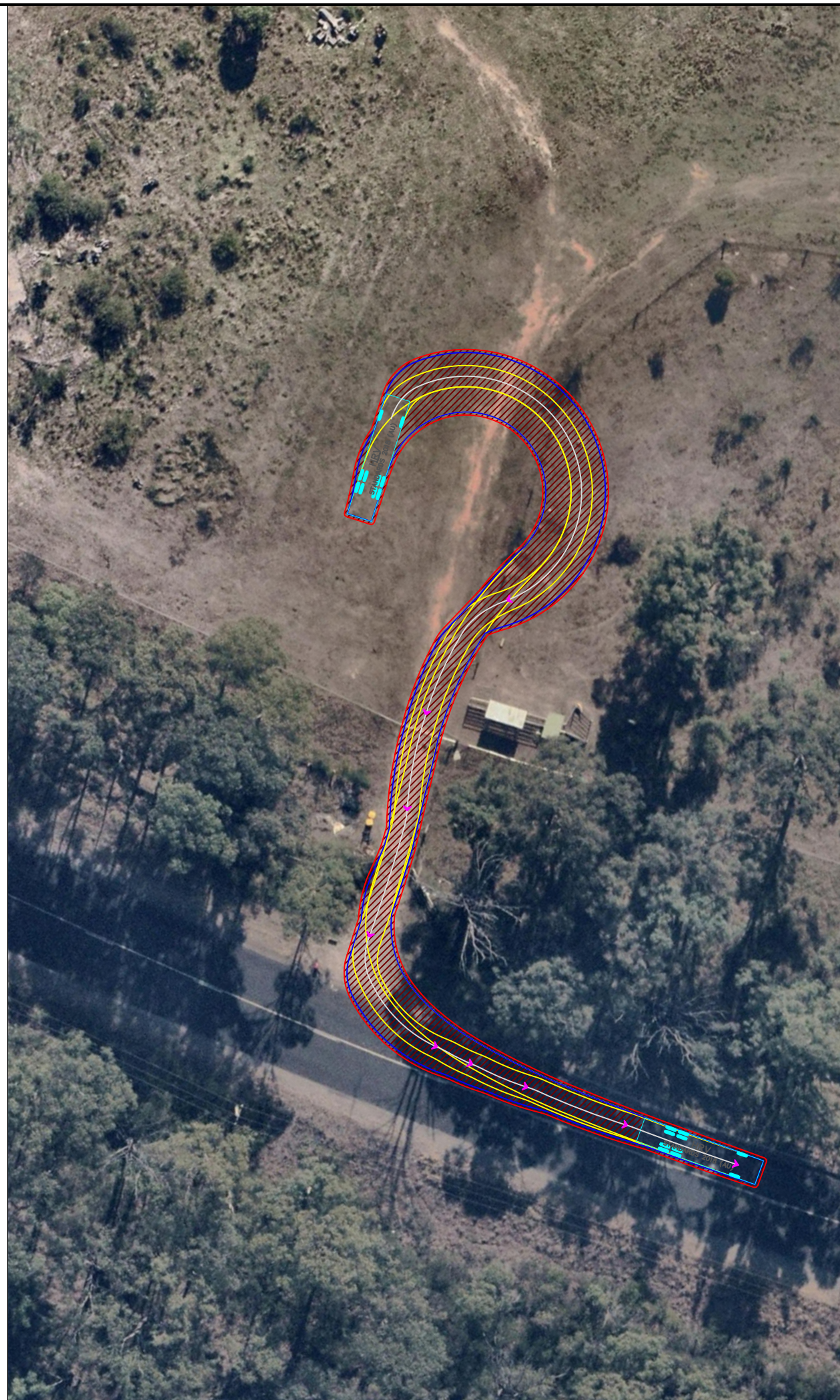
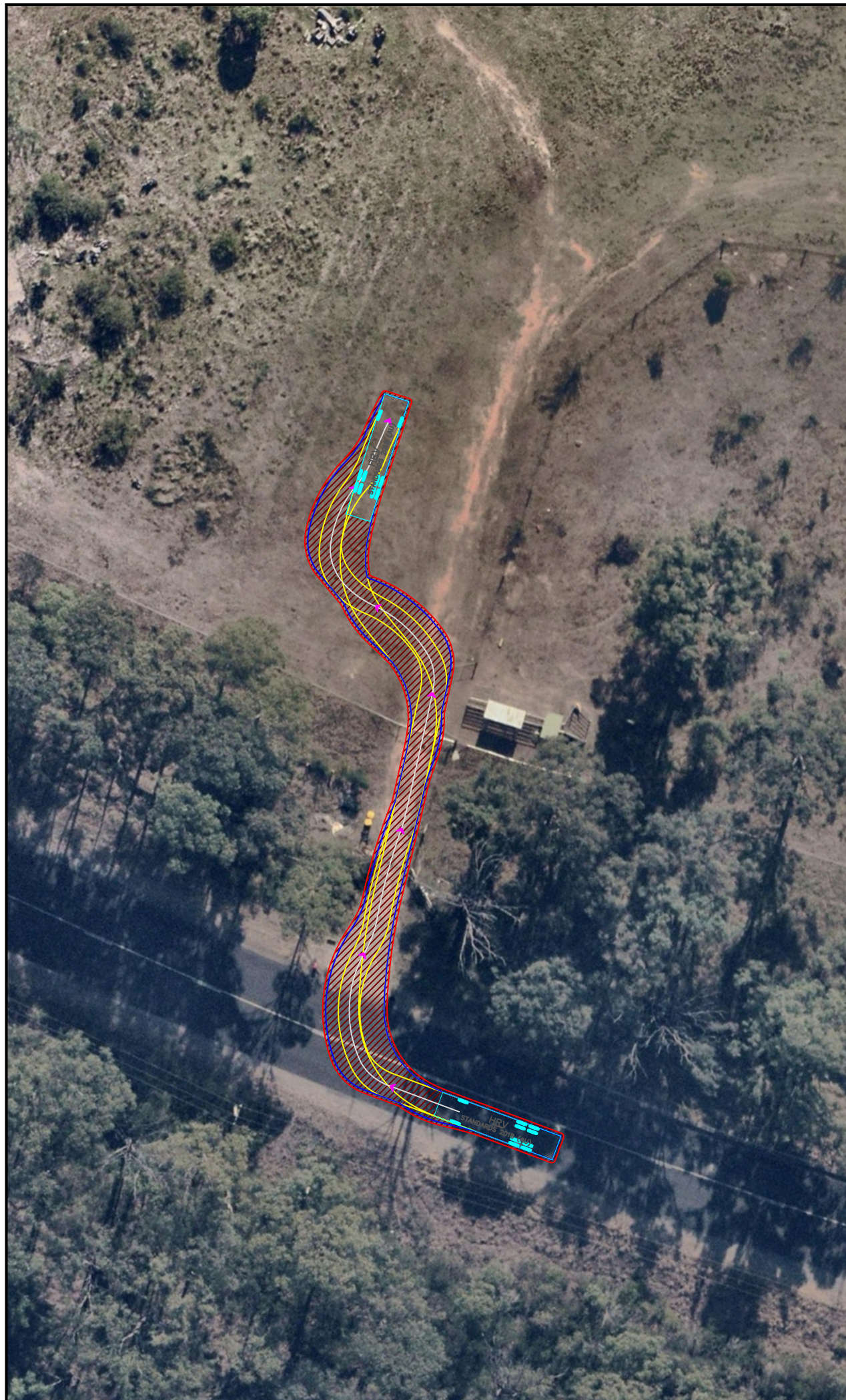
**Table 3: Mitigation Measures**

Project Stage	Mitigation Measures	Relevant Section of the Report
Design (D)		
Construction (C)		
Operation (O)		
C	All works will be contained on-site to minimise impacts to the road network and neighbouring residents.	Section 5.2
C	Access will be provided from Douglas Park Drive throughout construction to limit impacts on residents along Mitchell Place.	Section 6.2
C	Trucks will follow the truck routes specified to minimise impacts on local roads.	Section 6.5
C	All workers vehicles will be accommodated on-site to minimise impacts to residents.	Section 6.11
C	Traffic Guidance Schemes are provided to ensure drivers are aware of construction vehicles accessing the site.	Section 6.14

# APPENDIX A

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## Swept Path Analysis



**Notes:**  
 This drawing is prepared for information purposes only. It is not to be used for construction.  
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.  
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

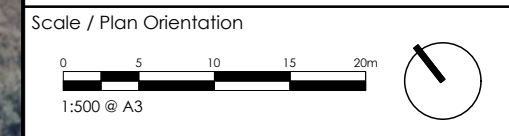
Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	28-06-24

**Swept Path Legend**

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect

Client  
 HT Building Pty Ltd



Project Description  
 Port Kembla Metal Recyclers

Drawing Prepared By

**TRAFFIX**  
 TRAFFIC AND TRANSPORT PLANNERS

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 PO Box 1124 w: www.traffix.com.au  
 Strawberry Hills, NSW 2012

Drawing Title  
 Swept Path Analysis  
 12.5m Heavy Rigid Vehicle  
 Left: Entry into Site  
 Right: Exit from Site

Drawn: HD	Checked: -	Date: 28-06-24
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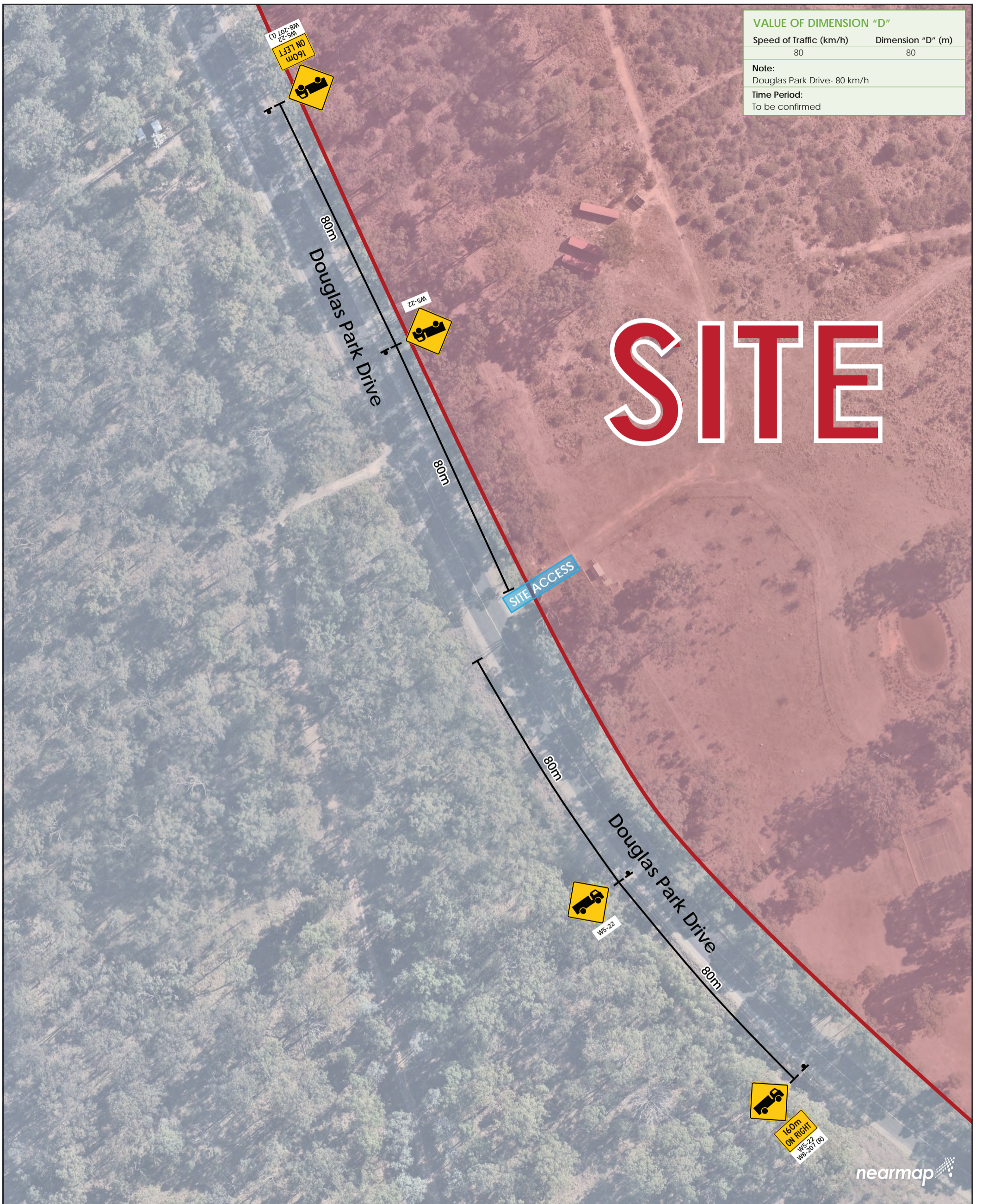
18\_048d02v01 TRAFFIX CTMP Swept Path Analysis.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
18.048	CTMP	TX.01	A

## APPENDIX B

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Traffic Guidance Scheme



VALUE OF DIMENSION "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
80	80
<b>Note:</b> Douglas Park Drive- 80 km/h	
<b>Time Period:</b> To be confirmed	

# SITE

## TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

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 (02) 8324 8700  
 info@traffix.com.au

- GENERAL NOTES**
- Plan not to scale.
  - All signage dimension D shall comply with the minimum requirements of TfNSW TCAWS Technical Manual.
  - Qualified personnel to undertake a site inspection prior to implementation.
  - It must be noted that TRAFFIX is not responsible for the implementation of this TGS, which is the responsibility of the on-site qualified traffic controller.

**PROJECT**  
 LOT 2 DOUGLAS PARK DRIVE  
 DOUGLAS PARK

**PROJECT NUMBER**  
 18.048

**DATE**  
 28.06.2024

**CLIENT**  
 HUMAN TOUCH RETIREMENT

**TGS**  
 TGS 01: SITE ACCESS

**PREPARED BY**  
 HAYDEN DIMITROVSKI

**APPROVED BY**  
 HAYDEN DIMITROVSKI

**SAFEWORK NSW CARD NUMBER**  
 TCT0028714

**SIGNATURE**

