

22 June 2026

TfNSW Reference: SYD26-00194/02
DPHI Reference: SSD-89584717



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
PO Box 21
Parramatta NSW 2124

Attention: Tia Mills

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT (SSD-89584717)
ADAPTIVE REUSE OF HOSPITAL AND SENIORS LIVING DEVELOPMENT
40 STEWART STREET, ERMINGTON**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Environmental Impact Statement (**EIS**) for the proposed redevelopment and adaptive reuse of existing hospital site for the purpose of seniors housing and associated works at 40 Stewart Street, Ermington.

TfNSW has reviewed the EIS and notes that the development will require minor modifications to the existing traffic control signals (**TCS**) that provides access to the private internal road including the dedication of land for the intersection as public road.

As such, TfNSW advise Department of Planning, Housing, and Infrastructure (**DPHI**) that separate TfNSW approval will be required section 87 (4) of the *Roads Act, 1993* is required. Civil works proposed on Stewart Street (**classified road**) will require TfNSW concurrence under section 138 of the *Roads Act, 1993*.

To assist the Applicant and DPHI regarding TfNSW approvals under the *Roads Act, 1993*, TfNSW provides the suggested conditions in consent in **TAB A** are included in any development consent issued.

If you have any further inquiries in relation to this matter, Simon Turner, Land Use Planner, would be pleased to take your call on (02) 8265 6363 or via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning Branch
Planning, Integration and Passenger Division

OFFICIAL

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W transport.nsw.gov.au

TAB A – TfNSW suggested conditions of consent

Modification to the TCS

Comment:

TfNSW has previously discussed the proposed entry to the site including access through TCS 2244 being the existing signalised intersection of the site. Access through the site may require approval under section 87 (4) of the *Roads Act, 1993*. Approval for the proposed modification to existing TfNSW infrastructure.

With respect to this matter TfNSW requested:

- The access road off the signalised intersection is on a private land. TfNSW requires at least 20m from the “Stop Line” to be dedicated as public road.
- There are no footpaths along the access road at the signalised intersection. TfNSW requires footpaths are provided on both sides of the access road.
- Traffic Control Signal Plan needs to be updated to incorporate the abovementioned requirements.

The proposal notes that no concerns in principle with this requirement and further discussions with TfNSW will be held as the project progresses to formalise this arrangement.

Suggested conditions:

Traffic control signals (TCS)

The proposed Traffic Control Signal works at the intersection of Stewart Street / King Street shall be designed to meet TfNSW requirements. The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on <https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/document-types/supplements-austroads-guides/road-design.html>).

The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of road works.

The developer will be required to enter a Works Authorisation Deed (WAD) for the abovementioned works.

Please send all documentation to development.sydney@transport.nsw.gov.au. TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

Civil works

The redundant driveways on the Stewart Street frontage of the site shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter on Stewart Street shall be in accordance with TfNSW requirements.

The design and construction of the new gutter crossings on Showground Road shall be in accordance with TfNSW requirements.

Detailed design plans of the proposed kerb and gutter are to be submitted to TfNSW for approval prior to the issue of a construction certificate and commencement of any road works. Please send all documentation to development.sydney@transport.nsw.gov.au.

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

Signposting

Access to the left-out waste vehicle driveway at the east of the site is to be designed to allow exit movements only for waste vehicles.

The driveway is to be used in a one-way traffic flow arrangement and be signposted with No Entry signs located at the boundary interface to the road reserve to prevent entry movements from Stewart Street Road into the exit driveway.

Construction Pedestrian Traffic Management Plan (CPTMP)

A Construction Pedestrian Traffic Management Plan (**CPTMP**) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate.

Please send to development.ctmp.cjp@transport.nsw.gov.au.

Road Occupancy Licence

A Road Occupancy Licence (**ROL**) should be obtained from Transport Management Centre (**TMC**) for any works that may impact on traffic flows on Stewart Street during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.