

23 July 2026

TfNSW Reference: SYD26/01995/04
DPHI's Reference: SSD-78268465

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

Attention: Ingrid Zhu

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
NEWINGTON COLLEGE REDEVELOPMENT
200-244 AND 221-235 STANMORE ROAD, STANMORE**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Environmental Impact Statement (**EIS**) for the abovementioned development.

TfNSW has reviewed the submitted information and provides advice in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (**DPHI**).

Should you have any enquiries in relation to this matter please contact Jason Liang, Land Use Planner by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in grey ink, appearing to read "Aleks Tancevski".

Aleks Tancevski
Senior Manager Complex Development Services Planning
Transport Planning Branch
Planning, Integration and Passenger

TAB A – TfNSW Advisory Comments and Recommended Conditions

Works impacting Stanmore Road and Roads Act 1993 concurrence

Comment:

- Any works proposed or required on Stanmore Road (state road) will require the concurrence of TfNSW under section 138 of the *Roads Act 1993*.
- It is noted that a temporary vehicle crossing is proposed on Stanmore Road to provide access to the temporary staff car park during the Stage 1 construction activities, located on the existing tennis courts on the north-eastern corner of the site, depicted in Appendix B of the Preliminary Construction Traffic and Pedestrian Management Plan prepared by Traffix dated 22 April 2026.
- It is noted that for the Concordia Building site access, the entry driveway is proposed on Cavendish Street and exit only proposed onto Stanmore Road, with left turn movements only permitted.

Recommended conditions:

TfNSW would provide its concurrence under section 138 of the *Roads Act 1993* for the proposed works on Stanmore Road, subject to the following recommended conditions being included in any development consent:

1. The proposed temporary vehicular access on Stanmore Road and associated car parking areas shall be designed in accordance with AS 2890.1- 2004 (Parking Facilities, Part 1: Off-Street car parking) and shall be designed to accommodate the simultaneous entry/exit movements of vehicles to/from Stanmore Road. Vehicle swept path plans shall be provided to demonstrate a B99 vehicle entering the site while a B85 vehicle is leaving the site, with the necessary manoeuvring clearances in accordance with AS 2890.1: 2004.
2. The temporary vehicular access on Stanmore Road shall be for the temporary staff car park use only during the Stage 1 works. The temporary access shall be closed and reinstated to kerb and gutter following the completion of the Stage 1 works.
3. The design and construction of the temporary vehicle access, kerb and gutter reinstatement and associated works on Stanmore Road shall be in accordance with TfNSW requirements.

Detailed design plans of the proposed kerb and gutter crossing 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.

4. All works, including the temporary access removal and kerb and gutter reinstatement works, shall be at no cost to TfNSW.
5. All vehicles must be contained wholly within the site before being required to stop. The proposed security gate is to be designed and constructed to ensure that a B99 vehicle can be fully accommodated on site while waiting for the gate to open.
6. All vehicles are to enter and exit the site in a forward direction.
7. Sight distances from the proposed vehicular crossing to road users on Stanmore Road are to be in accordance with AS 2890. Vegetation and proposed landscaping/fencing must not hinder sight lines to and from the vehicular crossing to motorists, pedestrians, and cyclists.
8. An 'All Traffic Left' sign is to be installed at the Concordia Building site vehicular exit, as well as the temporary staff car park exit, facing motorists exiting the site to Stanmore Road.
9. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001.

The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW. Please send all documentation to development.sydney@transport.nsw.gov.au.

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

10. Any public utility adjustment/relocation works on the state road network (Stanmore Road) will require detailed civil design plans for road opening/underboring to be submitted to TfNSW for review and acceptance prior to the commencement of any works. The developer must also obtain any necessary approvals from the various public utility authorities and/or their agents.

Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued.

11. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system on Stanmore Road are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@transport.nsw.gov.au.

A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued.

12. The developer is required to enter into a Works Authorisation Deed (**WAD**), or other suitable arrangement as agreed to by TfNSW, for the abovementioned works on/impacting Stanmore Road.
13. A Final Construction Pedestrian Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council and TfNSW for review and endorsement prior to the issue of a construction certificate.
14. The Applicant should submit a copy of the final Green Travel Plan to DPHI and the Principal Certifying Authority for endorsement, prior to the issue of any Occupation Certificate.
15. A Road Occupancy Licence (**ROL**) shall be obtained from the Transport Management Centre for any works that may impact on traffic flows on Stanmore Road during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

Pedestrian Bridge Over Stanmore Road

Comment:

It is noted that the EIS documentation includes a concept/building envelope and reference scheme for a proposed pedestrian bridge over Stanmore Road, which would be subject to a separate future detailed development application/SSDA for the Concordia Building. The proposed pedestrian bridge over Stanmore Road will require TfNSW's concurrence under section 138 of the *Roads Act 1993*.

The future bridge design will need to comply with the following requirements:

- The detailed design for the proposed bridge shall be:
 - undertaken by a suitably qualified technical services supplier registered under the TfNSW Technical Services Registration Scheme.
 - designed and constructed in accordance with the applicable provisions of AS 5100, TfNSW Specification PS361, relevant TfNSW bridge specifications, and TfNSW model drawings.
 - designed to accommodate collision loads in accordance with AS 5100 and TfNSW Specification PS361.
 - designed to ensure that cladding or architectural treatments do not inhibit access for inspection, operation and maintenance, and comply with the maintenance access requirements of AS 5100 and TfNSW specification PS361.
- The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. The bridge shall be constructed by a TfNSW prequalified contractor.
- Special fencing is required to protect pedestrians, secure the bridge and to protect road users below the bridge (i.e. throw screens). These are to be a sufficient height to prevent throwing or dropping of objects (i.e. at least 3m above the surface of the walkway or 2m above the top rail of the structure).
- The pedestrian barrier can be designed with LED lighting within the handrail combined with overhead lighting for pedestrian safety.
- Adequate space on the bridge shall be provided to allow stopping and viewing without significantly interrupting pedestrian and cycle movement.
- It is understood that the proposed bridge will be privately owned and maintained. The developer will be required to sign a maintenance agreement with TfNSW to confirm that the bridge asset over state road will be inspected and maintained in accordance with TfNSW Bridge Inventory and Inspection Policy TS 01630 (PN158).
- An inspection report will need to be submitted every 2 years to TfNSW along with maintenance records for the private bridge structure.
- If any high-risk maintenance action is identified in the asset, TfNSW should be notified of defects including risk management measures for the private bridge structure.
- Works As Executed (WAE) documents shall be submitted to TfNSW on completion of the private bridge structure.

- It is understood that the proposed bridge is intended to be publicly accessible. A formal easement for access would be required to be provided within the Newington College land which provides the public with access 24/7 (or as agreed with Council as the road authority for Stanmore Road).
- A bridge of this nature would likely have a 100-year design life and would need to be built separately to/so that it is separable from any adjoining building, so that if the adjoining building had to be demolished in the future, the bridge could stand separately.