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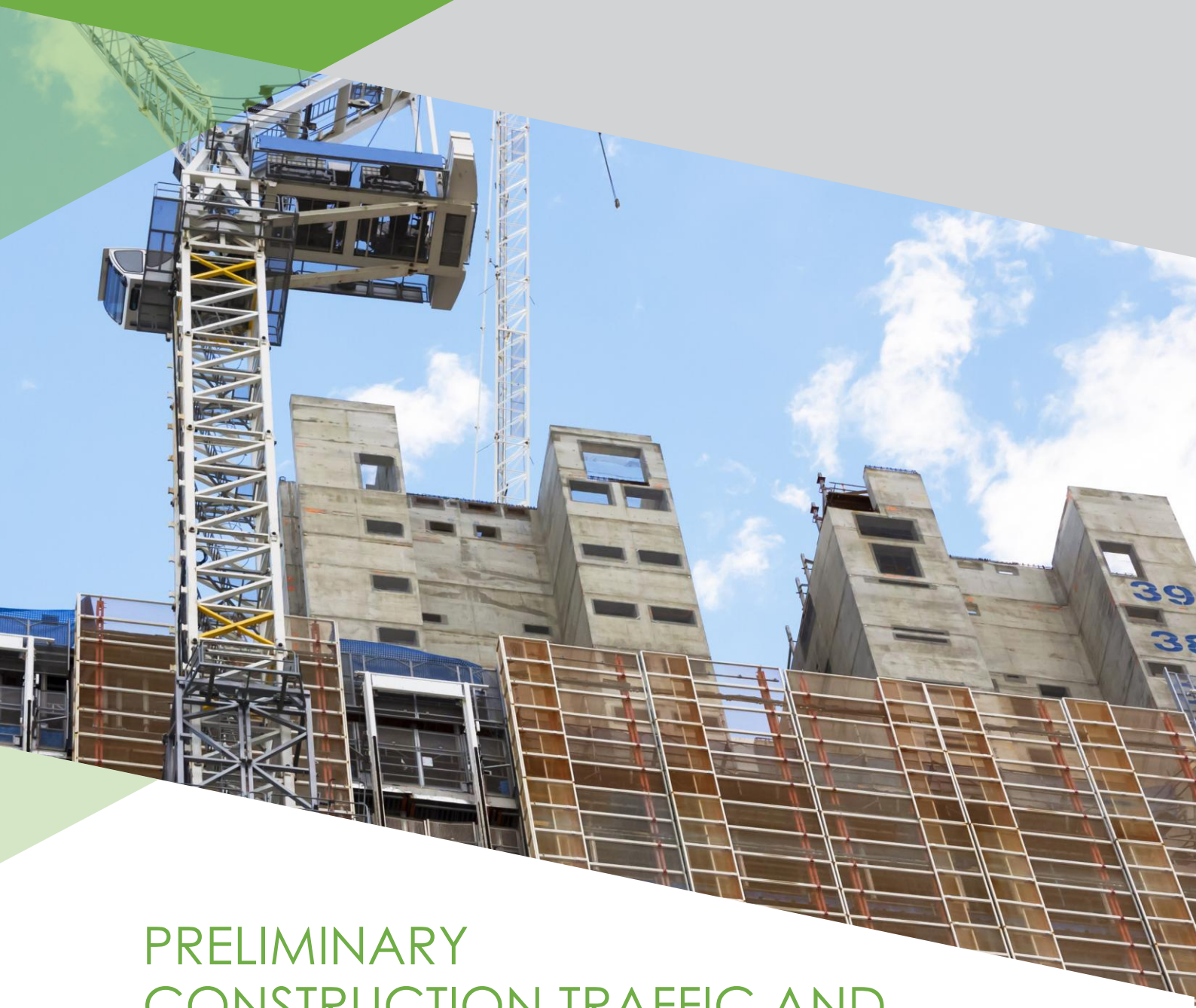
TRAFFIC AND TRANSPORT PLANNERS



# PRELIMINARY CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

**Newington College Stanmore Senior Campus – Alterations and Additions**
**200-244 & 221-235 Stanmore Road, Stanmore NSW 2048**

Reference: 20.384r03v05
Date: April 2026

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# DOCUMENT VERIFICATION

| Job Number | 20.384 | | | |
|---|---|---|---|---|
| **Project** | Newington College Stanmore Senior Campus – Alterations and Additions | | | |
| **Client** | Newington College | | | |
| **SSDA No.** | 78268465 | | | |
| Revision | Date | Prepared By | Checked By | Signed |
| v05 | 22 April 2026 | Cherry Choy | Ben Liddell |  |

# SafeWork NSW Certificates

| Prepare a Work Zone Traffic Management Plan | | | |
|---|---|---|---|
| **Name** | Ben Liddell | **Certificate No.** | TCT0008166 |

# CONTENTS

## Appendices

# 1. INTRODUCTION

TRAFFIX has been commissioned by the Council of Newington College (the Applicant) to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (PCTPMP) plan to accompany a State Significant Development Application (SSD-78268465) in relation to the proposed for alterations and additions to the Newington College Senior Campus in Stanmore.

This plan only relates to the proposed Stage 1 works comprising the Sevington Development located on the southern side of Stanmore Road. A separate CTPMP will be prepared for the future stages of the Masterplan once a detailed application is submitted for that site.

In summary, this SSDA seeks consent for the staged development of Newington College, including:

- Concept Proposal for the provision of new and upgraded facilities, including:
  - Building envelope for the redevelopment of Sevington Courts to accommodate recreational facilities and teaching spaces (refer to detailed Stage 1 Works below).
  - Building envelope for alterations and additions to Centenary Hall and development of an adjoining, four storey teaching and learning facility (College Lane Building). This development will accommodate a cafeteria and dining hall, lecture theatre, multi-purpose teaching spaces and additional pastoral spaces.
  - Building envelope for the development of the Concordia building to accommodate a performance theatre, multi-purpose gallery and exam centre, new teaching spaces and basement car parking. The Concordia redevelopment includes a new pedestrian bridge across Stanmore Road to the main campus.
  - Landscaping design strategy across the campus.
  - Car parking provision and circulation arrangements.
  - Increase of 368 students and 45 full-time equivalent (FTE) staff.
- Detailed Stage 1 works, including:
  - Earthworks and the associated demolition of Sevington Courts.
  - Construction, fit-out and operation of 3 storey building comprising multi-purpose indoor and rooftop courts, fitness centre, multi-purpose teaching spaces, amenities and basement car parking.

- Construction, fit-out and operation of 4 storey building comprising multi-purpose teaching spaces, administrative functions and amenities.
- Alterations to the existing driveway within the site to facilitate vehicle access to the new basement car park.
- Temporary car park during construction phase of Stage 1 Works.
- Tree removal and new landscaping adjacent to the Stage 1 development site.
- Increase of 368 students and 45 FTE staff.

This report shall be read in conjunction with Construction Management Plan prepared separately by others. This plan documents the preliminary construction traffic management arrangements relating to site establishment/demobilisation, excavation, structure, and fitout/finishes stages of construction and provides a framework for which a future CTPMP can be further developed and implemented, subject to a Condition of Consent.

It is also anticipated that a suitable condition of consent requiring a comprehensive CTPMP to be submitted to Council and/or Transport for NSW (TfNSW) prior to the release of any Construction Certificate.

The report is structured as follows:

- Section 2: Outlines the CTPMP requirements.
- Section 3: Describes the location and subject site.
- Section 4: Documents the existing traffic conditions.
- Section 5: Describes the overall construction program.
- Section 6: Describes the proposed traffic management arrangements.
- Section 7: Concludes the report.

# 2. CTPMP REQUIREMENTS

## 2.1 SEARs Requirements

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the transport and accessibility requirements for the SSD as stated below in **Table 1**.

**Table 1: SEARs Requirements and References**

| SEARs Requirements | Reference |
|---|---|
| **9. Traffic, Transport and Accessibility – Concept Proposal** | |
| 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 (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** |
| 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), potential queuing in drop-off/pick-up zones and bus bays during peak periods, 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** |
| measures to promote sustainable travel choices for employees, students 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** |
| justification for a private pedestrian bridge across Stanmore Road rather than consolidating the existing publicly accessible pedestrian bridge and detail management and mitigation measures that address Council and TfNSW project specific advice. | **Refer to Transport and Accessibility Impact Assessment prepared separately** |
| a preliminary operational traffic and access management plan for the concept development, including drop-off/pick-up zones, number of bus movements, bus bays and their operations. | **Refer to Transport and Accessibility Impact Assessment prepared separately** |

| | |
|---|---|
| Traffic Counts Assessment:<br>o this must include assessment of the school's impacts on the surrounding road network.<br>o counts should not be undertaken close to school holidays or long weekends. Vehicle counts should be undertaken during a typical day to provide an accurate understanding of the existing traffic conditions. | **Refer to Transport and Accessibility Impact Assessment prepared separately** |
| Provide 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. | **This Report** |
| **7. Traffic, Transport and Accessibility – Stage 1 Works** | |
| an outline of the proposed Stage 1 works, including likely 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** |
| an analysis of the impacts of the proposed Stage 1 works (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), potential queuing in drop-off/pick-up zones and bus bays during peak periods, 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** |
| traffic counts assessment undertaken on a typical school day during school terms (outside of weekends or school holiday weeks) | **Refer to Transport and Accessibility Impact Assessment prepared separately** |
| details of the existing and proposed car parking on the site. | **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** |
| measures to promote sustainable travel choices for employees, students 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 operational traffic and access management plan for the Stage 1 works, including drop-off/pick-up zones, number of bus movements, bus bays and their operations. | **Refer to Transport and Accessibility Impact Assessment prepared separately** |

| | |
|---|---|
| Traffic Counts Assessment:<br>o this must include assessment of the school's impacts on the surrounding road network.<br>o counts should not be undertaken close to school holidays or long weekends. Vehicle counts should be undertaken during a typical day to provide an accurate understanding of the existing traffic conditions. | **Refer to Transport and Accessibility Impact Assessment prepared separately** |
| Provide a Construction Traffic Management Plan detailing predicted Stage 1 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. | **This Report** |

## 2.2 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGSs) that are included in this report, should be implemented taking due account of on-site conditions that will occur over the construction period. Accordingly, construction crews are expected to respond proactively to ensure that this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is provided;
- Installations should be checked intermittently during the course of the day/s; and
- SafeWork NSW certified Traffic Controllers shall be on-site during work hours to supervise vehicle, cyclist and pedestrian movements.

To improve sign visibility, signs should be positioned utilising existing power poles and signage stems where possible, covered where not applicable, and not positioned between parked cars where possible (to avoid hazard to cyclists and improve visibility for vehicles).

It is noted that TRAFFIX is responsible for the preparation of this Preliminary CTPMP only and not for its implementation, which is the responsibility of the project manager/builder.

# 3. LOCATION AND SITE

The Newington College Senior Campus is located at 200-244 Stanmore Road, Stanmore and is bordered by Stanmore Road to the north, Newington Road to the south, and College Lane to the west. The College boundary also includes the Concordia building to the north at 221-235 Stanmore Road. The main campus is legally described as Lot 8 in DP710369 and the Concordia site is legally described as Lot A in DP109269, Lot 1 in DP49, Lot B in DP330028, and Lot 1 in DP526319.

Key features of the site include:

- The main campus site is a regular shaped allotment with an area of 8.7ha. The Concordia site (and access handle to Cavendish Street), immediately north of the main campus is irregular in shape and is 2,903m$^2$ in area.
- The topography of the main campus is a defining characteristic, particularly the grassed slope from the historic Founders Building down to Johnson Oval. The site has an overall fall of approximately 18m from the north-west corner to south-east corner.
- The at-grade car park adjacent to the Concordia building sits approximately 2.8m above the Stanmore Road street level and is accessed via Cavendish Street (to the rear).
- The existing school buildings are largely located along the College Lane and Newington Road edges of the site. Existing buildings generally range from 2-4 storeys in scale. The balance of the site comprises at-grade car parking and sporting facilities, including sporting ovals, and tennis courts.
- The Concordia building across Stanmore Road is a two-storey building with basement and car parking accessed from Stanmore Road. An at-grade car park is located within the eastern portion of this site, with vehicular access from a driveway to Cavendish Street (to the north).
- The site has a primary frontage to Stanmore Road (which accommodates both vehicular and pedestrian access to the site) and a secondary frontage to Newington Road, which is generally limited to pedestrian access and service vehicles.
- The area surrounding the site is predominantly zoned R2 Low Density Residential and includes a combination of single dwellings and residential flat building ranging from 1-3

storeys in height. Stanmore Train Station is located approximately 220m to the north. An existing pedestrian bridge and signalised traffic lights provide pedestrian access over Stanmore Road to Stanmore Train Station, further north.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

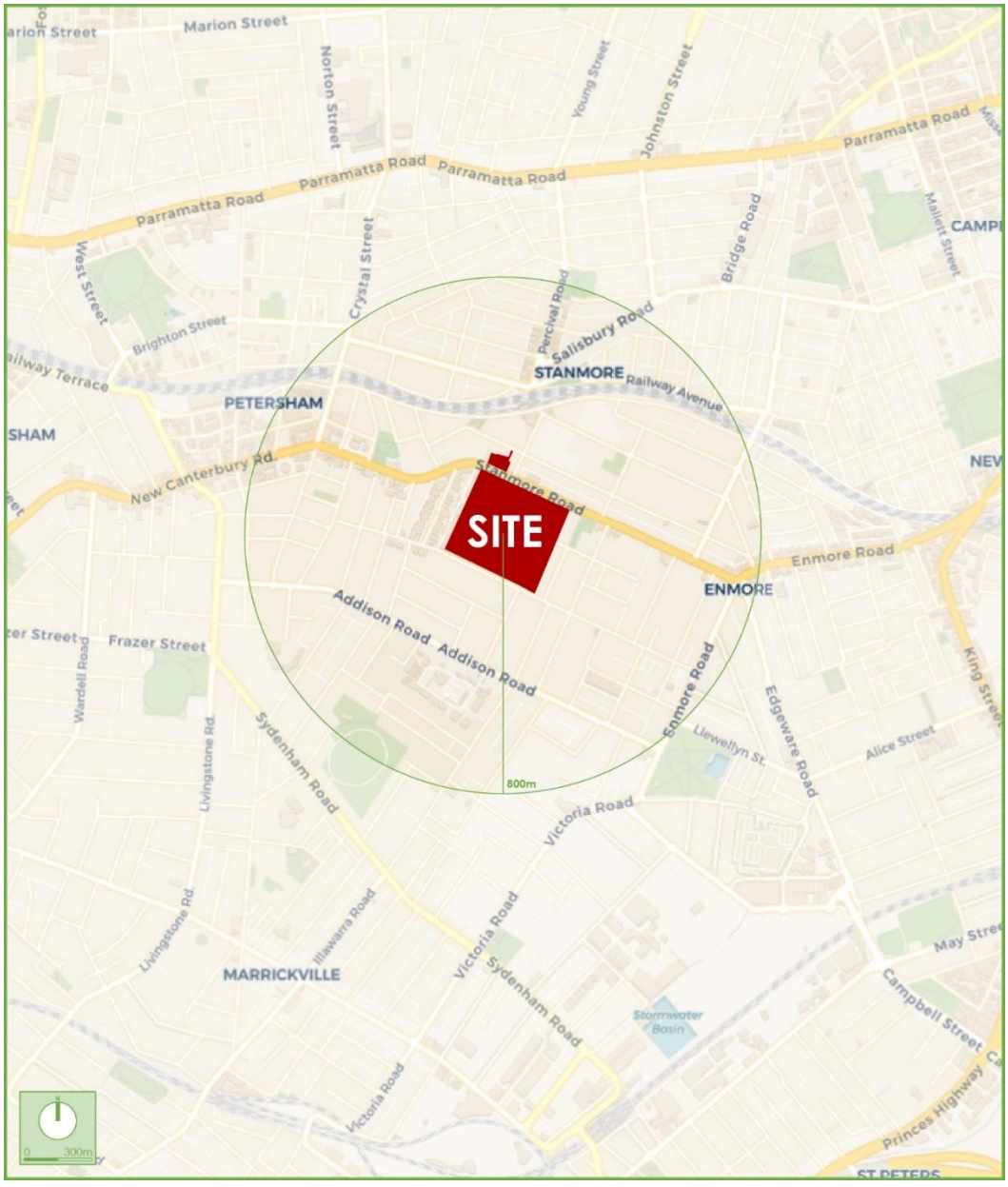


**Figure 1: Location Plan**


**Figure 2: Site Plan**

# 4. EXISTING TRAFFIC CONDITIONS

## 4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Stanmore Road: a TfNSW Main Road (MR167) that traverses in an east-west direction between Stanmore Road/Edgeware Road in the east and New Canterbury Road/Shaw Street in the west. Within the vicinity of the site, Stanmore Road has a posted speed limit of 60km/hr and is subject to a 40km/hr School Zone speed limit during school hours. Stanmore Road accommodates two (2) lanes of traffic in each direction within an undivided carriageway. Clearway restrictions operate in both directions from 6am-10am Monday to Friday on the eastbound side and 3pm-7pm Monday to Friday on the westbound side. Unrestricted kerbside parking is permitted on both sides of Stanmore Road outside of clearway restrictions and other on-street parking restrictions. In addition, Stanmore Road has pedestrian footpaths on either side and an overhead pedestrian bridge at the intersection of Stanmore Road and Holt Street.
- Enmore Road: a TfNSW Main Road (MR167) that generally traverses in a north-south direction between Princes Highway/King Street in the north and the intersection of Stanmore Road/Edgeware Road. Enmore Road converts into an Unclassified Regional Road (RR2021) between the intersection of Stanmore Road/Edgeware Road and Victoria Road in the south. Enmore Road north of the intersection Stanmore Road/Edgeware Road is subject to a High Pedestrian Activity Area 40km/h speed zoning and accommodates two (2) lanes of traffic in either direction. 'No Parking' restrictions operate in both directions during certain hours. Kerbside parking is permitted at certain

areas subject to various on-street parking restrictions. Enmore Road south of the intersection of Stanmore Road/Edgeware Road has a posted speed limit of 60km/h and accommodates two (2) lanes of traffic in each direction within an undivided carriageway. Unrestricted kerbside parking is permitted on both sides of Enmore Road outside of various on-street parking restrictions.

- New Canterbury Road: a TfNSW Main Road (MR167) that generally traverses in an east-west direction between the intersection of Stanmore Road/Shaw Street/Crystal Street in the east and the intersection of Canterbury Road/Old Canterbury Road/Griffiths Street in the west. Within the vicinity of the site, New Canterbury Road is subject to a posted speed limit of 60km/h and accommodates two (2) lanes of traffic in each direction within an undivided carriageway. Clearway restrictions operate in both directions from 6am-10am Monday to Friday on the eastbound side and 3pm-7pm Monday-Friday on the westbound side. Unrestricted kerbside parking is permitted along both sides of New Canterbury Road outside of clearway restriction and other on-street parking restrictions.

- Edgeware Road: an Unclassified Regional Road (RR7017) that generally traverses in a north-south direction between the intersection of Enmore Road/Stanmore Road in the north and Bedwin Road in the south. Within the vicinity of the site, Edgeware Road has a posted speed limit of 60km/h and accommodates one (1) lane of traffic in each direction within an undivided carriageway. Various kerbside parking restrictions span along Edgeware Road providing kerbside parking when applicable.

- Liberty Street: an Unclassified Regional Road (RR7017) that generally traverses in a north-south direction between the intersection of Kingston Road/Trade Street/Railway Avenue in the north and Stanmore Road in the south. Liberty Street has a posted speed limit of 60km/hr and is subject to a 40km/hr School Zone speed limit

during school hours. Liberty Street accommodates one (1) lane of traffic in each direction within an undivided carriageway. Unrestricted kerbside parking is permitted along both sides of Liberty Street.

- Crystal Street: an Unclassified Regional Road (RR2007) that generally traverses in a north-south direction between Parramatta Road in the north and the intersection of Shaw Street/Stanmore Road/New Canterbury Road in the south. Crystal Street is subject to a posted speed limit of 60km/h and accommodates two (2) lanes of traffic in each direction within an undivided carriageway. Kerbside parking is generally permitted along Crystal Street subject to various on-street parking restrictions.
- Newington Road: a local street that traverses in an east-west direction between Enmore Road in the east and Albert Street in the west. Within the vicinity of the site, Newington Road has a posted speed limit of 50km/hr and is subject to a 40km/hr School Zone speed limit during school hours. Newington Road permits two-way travel within an undivided carriageway. Various on-street parking restrictions span along Holt Street providing kerbside parking when applicable.
- Wemyss Street: a local street that traverses in a north-south direction between Stanmore Road in the north and Addison Road in the south. Within the vicinity of the site, Wemyss Street has a posted speed limit of 50km/hr. Wemyss Street permits two-way travel within an undivided carriageway. Various on-street parking restrictions span along Wemyss Street providing kerbside parking when applicable.
- Holt Street: a local road that traverses in a north-south direction between Trafalgar Street in the north and Stanmore Street in the south. Within the vicinity of the site, Holt Street has a posted speed limit of 50km/hr and is subject to a 40km/hr School Zone speed limit during school hours. Holt Street permits two-way travel within an undivided carriageway. Various on-street parking restrictions

span along Holt Street providing kerbside parking when applicable.

- Cavendish Street: a local road that traverses in an east-west direction between Cambridge Street in the east and Aubrey Street in the west. Within the vicinity of the site, Cavendish Street has a posted speed limit of 50km/hr and is subject to a 40km/hr School Zone speed limit during school hours. Cavendish Street permits two-way travel within an undivided carriageway. Various on-street parking restrictions span along Cavendish Street providing kerbside parking when applicable.
- College Lane: a local road that traverses in a north-south direction between Stanmore Road in the north and Newington Road in the south. Within the vicinity of the site, it is subject to 50km/hr speed zoning at all times and accommodates one (1) lane of traffic in the northbound direction. College Lane provides rear lane access for residential dwellings on the eastern side of Middleton Street and access to a servicing driveway for Newington College. Unrestricted kerbside parking is permitted along the western side of College Lane.

As can be seen from Figure 3 below, the site is conveniently located with respect to the collector and arterial road systems serving the region.

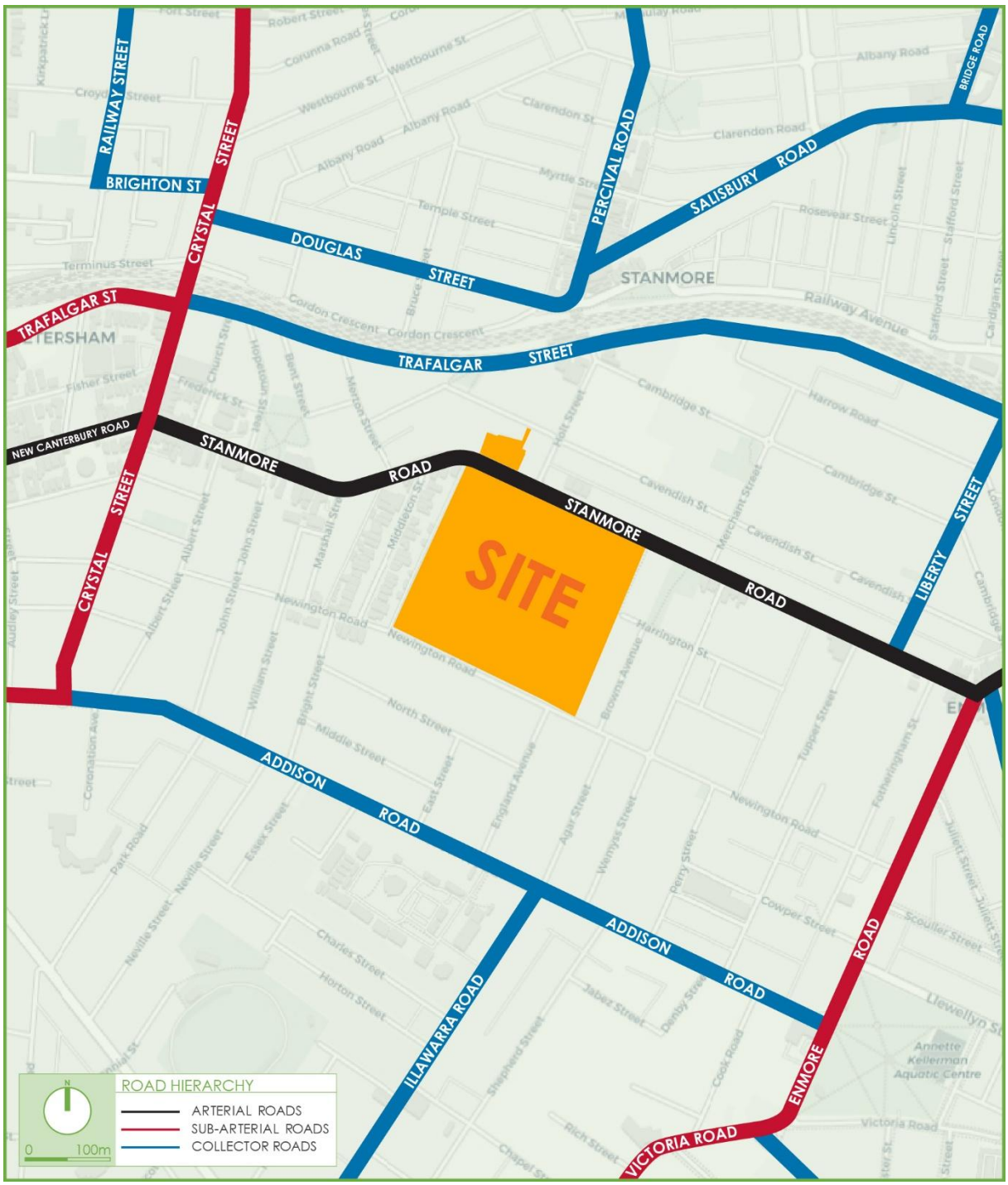


**Figure 3: Road Hierarchy**

## 4.2 Public Transport Services

The existing public transport services operating within 400m of the school are presented in **Figure 4** and summarised in **Table 2** below.

**Table 2: Bus Routes**

| Bus No. | Route |
|---|---|
| **Government Bus Services** | |
| 428 | Canterbury to City Martin Place |
| 561S | Balmain to Newington College |
| 564S | Ryde Depot to Newington College |
| SB41 | Newington Wyvern House to Strathfield Park |
| **Chartered Services** | |
| North Shore Route | St Ives, Lindfield, Willoughby North, Castlecrag, Northbridge, Cammeray |
| Cronulla Route | Cronulla Station, Miranda Westfield, Hurstville Station, Earlwood, Dulwich Hill |
| Eastern Suburbs Route | Maroubra Junction, South Coogee, Coogee, Clovelly, Randwick, Kensington, Rosebery |
| Dee Why / Annandale Route | Dee Why, Mosman, Cremorne, Annandale |
| Strathfield Route | Strathfield Park, Homebush, Concord, Canada Bay, Five Dock, Haberfield, Leichhardt |

In addition to the above bus services, the College is also situated approximately 200 metres south of Stanmore Railway Station, which provides services along the following lines:

- T1 – City to Berowra via Gordon
- T2 – City to Parramatta or Leppington
- T2 – Parramatta or Leppington to City
- T3 – Liverpool or Lidcombe to City
- T3 – City to Liverpool or Lidcombe
- T7 – Lidcombe to Olympic Park

More information relating to all bus and train service information can be found on the Transport for NSW Info website: **https://www.transportnsw.info**.

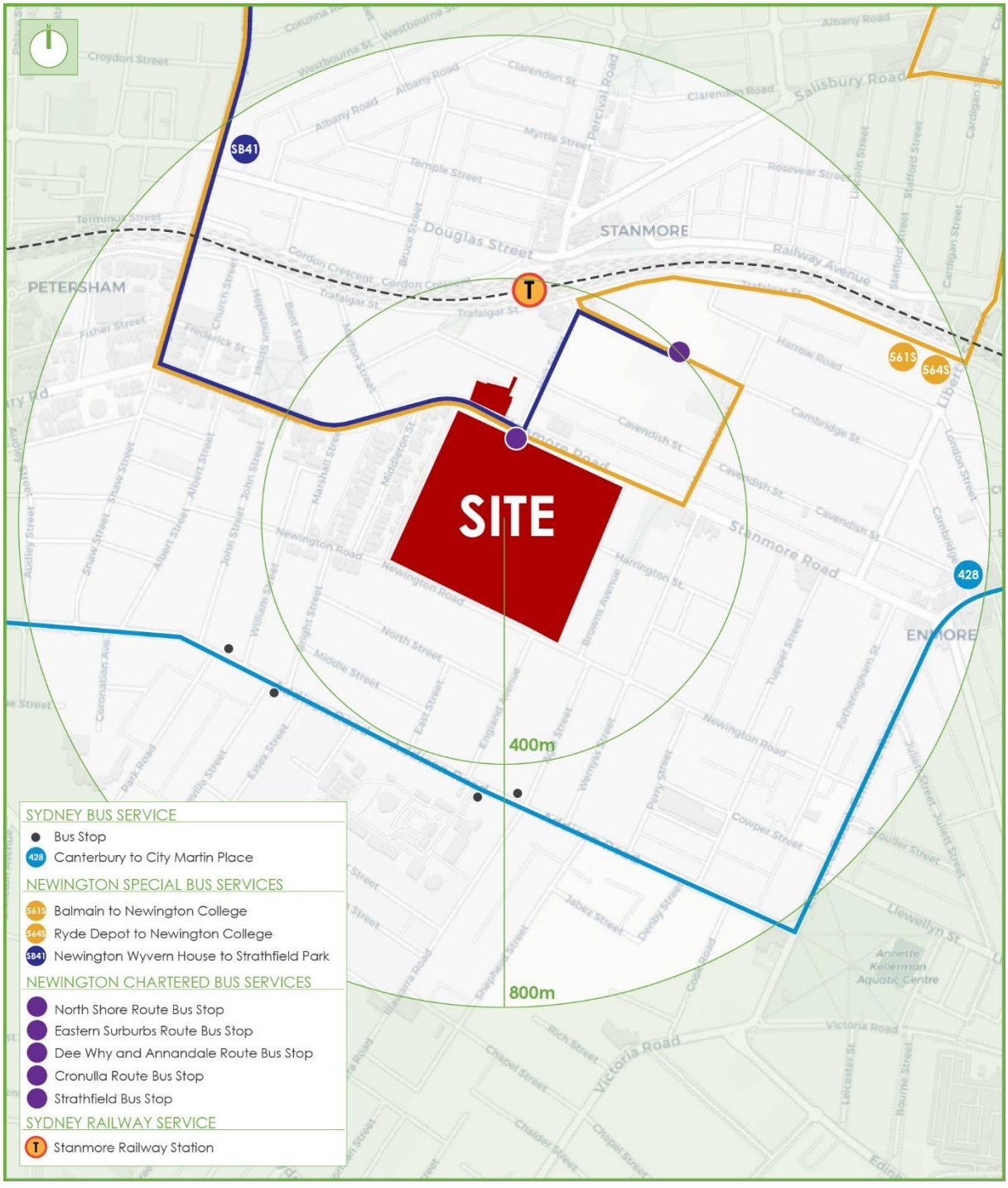


**Figure 4: Public Transport**

## 4.3 Active Travel

### 4.3.1 Bicycle Facilities

Limited on-road cycle routes (low/medium traffic) and off-road cycle routes are located within the vicinity of the College. Thes facilities are as follows:

- On-road (low/medium traffic): Available along Holt Street, Cavendish Street, Middleton Street, College Lane, and Newington Road.
- Off-road: Available on Stanmore Road between Holt Street and Middleton Street.

### 4.3.2 School Zones and Crossings

The surrounding roads of the school are generally subject to 60km/h speed zoning on Stanmore Road and 50km/h on other local roads. The location of formal 'School Zones' applicable at 8:00am-9:30am and 2:30pm-4:00pm on school days are summarised below:

- Stanmore Road just west of Merchant Street;
- Stanmore Road just east of Middleton Street;
- Newington Road just east of Middleton Street; and,
- Newington Road just west of Browns Avenue;

In addition to the above, the main entrance on Stanmore Road is primarily used by students to enter the school. Currently there is a pedestrian overpass to allow pedestrians to cross Stanmore Road without interrupting traffic flow on Stanmore Road. However, the overpass does not have provisions for accessible requirements, hence, a set of traffic lights is located directly at the entrance.

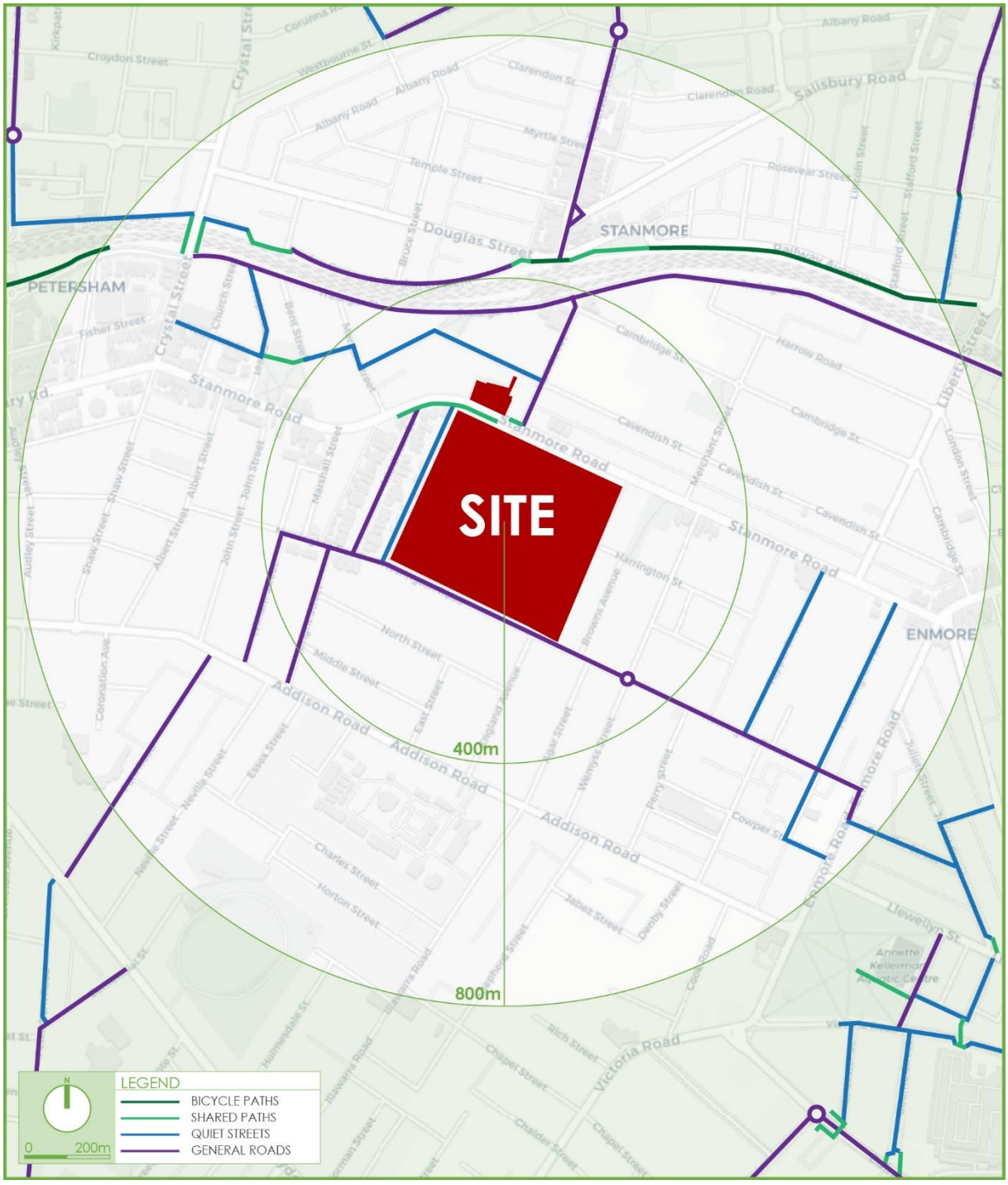


**Figure 5: Active Transport**

# 5. OVERVIEW OF CONSTRUCTION PROGRAM

## 5.1 Hours of Work and Noise

The construction works are anticipated to occur within the proposed hours of operation summarised as follows:

- Monday to Friday 7:00am to 6:00pm;
- Saturday 8:00am to 1:00pm; and
- Sunday or Public Holiday No building activities to be carried out at any time.
- Additionally, heavy construction vehicle movements are to arrive or depart the site outside of the signposted school zone periods 8:00am-9:30am and 2:30pm-4:00pm on school days.

The above construction hours are subject to any future condition of consent.

## 5.2 Overview of Construction Works

The following information is available at this stage of the approval process and will be further refined by the appointed builder in response to a suitable condition of consent:

### 5.2.1 Site establishment/demobilisation, Demolition, and Bulk Excavation

It is envisioned that this stage will commence in QF4 2026 for a duration of approximately six (6) months, pending the approval of the SSDA, and receipt of construction certificate. This stage will involve a maximum workforce of 10 people on-site at any one time. Access to the site for construction vehicles is proposed off Stanmore Road with all vehicles entering and exiting in a forward direction.

It is expected that the largest truck type to be used during this period will be a 12.5m heavy rigid vehicles, with 8.8m medium rigid vehicles, and 6.4m small rigid vehicles also to be used.

This stage will have an average of six (6) truck arrivals per day (6 in, 6 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

### 5.2.2 Structure

Structural works will commence in QF2 2027 for a duration of approximately 15 months, pending completion of demolition and bulk excavation works. This stage will involve a maximum workforce of 75 people on-site at any one time. Access to the site for construction vehicles is proposed off Stanmore Road with all vehicles entering and exiting in a forward direction.

It is expected that the largest truck type to be used during this period will be a 12.5m heavy rigid vehicles, with 8.8m medium rigid vehicles, and 6.4m small rigid vehicles also to be used.

This stage will have an average of eight (8) truck arrivals per day (8 in, 8 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

### 5.2.3 Fit out and Finishes

Fitout and Finishing works will commence in QF3 2028 for a duration of approximately six (6) months, pending completion of structural works. This stage will involve a maximum workforce of 100 people on-site at any one time. Access to the site for construction vehicles is proposed off Stanmore Road with all vehicles entering and exiting in a forward direction.

It is expected that the largest truck type to be used during this period will be a 12.5m heavy rigid vehicles, with 8.8m medium rigid vehicles, and 6.4m small rigid vehicles also to be used.

This stage will have an average of 10 truck arrivals per day (10 in, 10 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

## 5.3 Expected Construction Traffic Impacts

Light vehicle traffic generation during the construction phase will predominantly be associated with construction workers commuting to and from the site, including project managers, tradespersons, and general construction workers. These light vehicle movements are expected to occur predominantly during the early morning arrival and late afternoon departure periods, which typically fall outside the standard road network peak periods.

Heavy vehicle movements will depend on the requirements for construction plant, equipment deliveries, and material haulage, which are subject to change based on the final construction methodology. Nevertheless, the expected heavy vehicle movements outlined above are considered minor and will not have any adverse impacts to the surrounding road network.

In addition, the following measures are to be considered to further mitigate construction vehicle related impacts:

- Stagger delivery times throughout the day to reduce peak traffic impacts;
- Sequence construction activities to minimise overlap of major vehicle movements;
- Ensure no queuing or marshalling of trucks occurs on public roads at any time;
- Promote sustainable transport options, encourage carpooling, and reduce reliance on private vehicles;
- Full-time Safe Work NSW qualified traffic controller/s to be provided at any construction access to manage pedestrian movements/safety;
- Pedestrian safety surrounding the work site will be managed with appropriate hoarding, as required;
- Construction activities to be contained within the site, where possible;
- Emergency vehicle access will be maintained at all times; and
- All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto 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.

## 5.4 Cumulative Construction Assessment

A cumulative construction activity assessment can be undertaken once the development is approved, and a builder is appointed. This assessment cannot be undertaken at this time, noting the subject development has not been approved and the construction programs of approved developments in the vicinity of the site are unknown. In addition, Urbis has reviewed the Major Portals and Council's DA tracker and has not identified any proposed or approved

developments in the immediate vicinity. These portals will be reviewed closer to the commencement of construction.

In any case, the appointed builder would be encouraged to liaise with neighbouring builders/developers to ensure critical construction activities (large concrete pours etc.) would not overlap to minimise construction impacts.

# 6. TRAFFIC & PEDESTRIAN MANAGEMENT ARRANGEMENTS

## 6.1 Site Establishment Plan

A detailed site establishment plan will be developed by the appointed builder prior to the commencement of any works. The plan is expected to detail the location of the proposed hoarding/fencing, vehicle access points, pedestrian access points, and contractor parking etc.

## 6.2 Site Contact

The contractor will provide the details of the nominated contact person to comply with instructions issued by Council's Traffic Engineer or the Police.

## 6.3 Vehicular Access

It is proposed that construction vehicles (up to a 8.8m MRV) will utilise the existing entry driveway on Stanmore Road during all stages of construction, where appropriate. 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 required to enter and egress the site in a forward direction only; and
- All vehicles are not to obstruct any pedestrian crossings or footpaths.

## 6.4 Road Safety

The road safety at each key intersection will be assessed once the construction truck volumes and truck routes are determined. It is expected that any identified pedestrian, bicycle, or vehicle safety issues will be appropriately managed through the implementation of Traffic Guidance Schemes at key intersections or conflict points in the vicinity of the site.

## 6.5 Works Zone

As mentioned above, it is expected that the majority of all construction works will occur within the site. Nevertheless, a works zone along Stanmore Road may be required to facilitate deliveries from large vehicles. This would be determined by the appointed building once the construction methodology is known.

## 6.6 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 of 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.

## 6.7 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) Main Roads where possible, with a copy of the routes provided to all drivers prior to attending the site. The proposed truck routes are presented in Error! Reference source not found. and summarised as follows.

- Routes to Site (IN):
  1. Arrive on Parramatta Road, eastbound/westbound.
  2. Turn left/right onto Crystal Street, southbound.
  3. Turn left onto Stanmore Road, eastbound.
  4. Turn right to the Site Access, southbound.
- Routes to Site (OUT):
  1. Depart the site and turn left to Stanmore Road, westbound.
  2. Turn right onto Crystal Street, northbound.
  3. Continue along Crystal Street, northbound.
  4. Turn left/right on Parramatta Road.

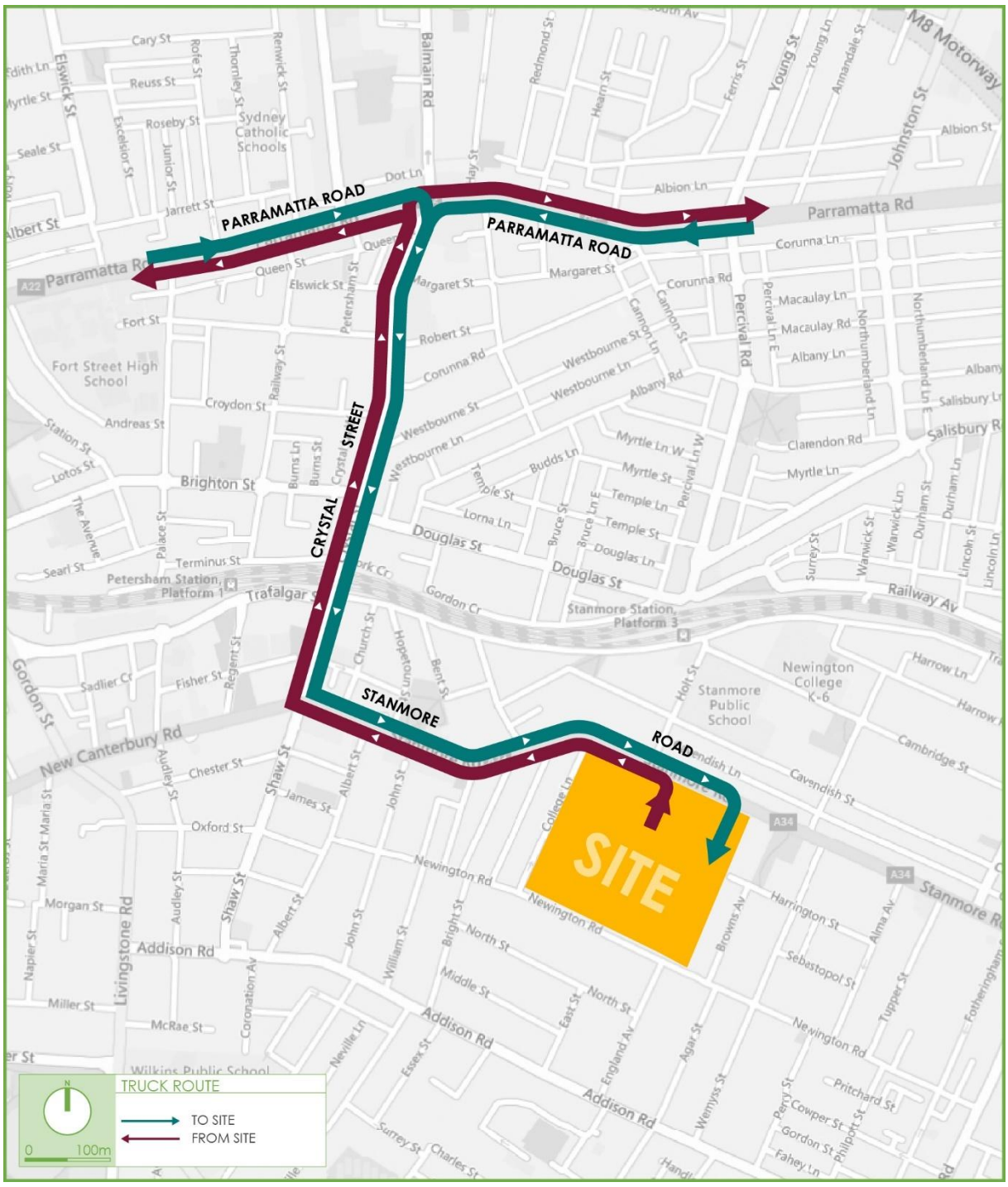


**Figure 6: Proposed Truck Routes**

## 6.8 Swept Path Analysis

Swept path analysis has been undertaken of the proposed truck routes for the critical manoeuvres at the Stanmore Road / Site Access using the following vehicles:

- 8.8m Medium Rigid Vehicles.

These swept paths are provided in **Appendix A** and confirm that satisfactory access to the site can be achieved.

## 6.9 Emergency Vehicle Access

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

## 6.10 Traffic Controllers

SafeWork NSW certified Traffic Controllers will be utilised at the site vehicle access points to assist truck movements during work hours. It is noted that traffic controllers are not to stop or slow traffic at any time to allow trucks to enter or exit the site. Additionally, pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

## 6.11 Permits

Permits including out of hours permits, road/lane closure permits, crane permits etc. will be submitted to Council / TfNSW in a separate application. This includes any infrastructure connection works on Stanmore Road.

## 6.12 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages. It is expected that 'A Class' hoarding and associated access gate/s will be installed around the perimeter of the site to provide security to the site and pedestrians. Pedestrian footpaths will not be closed without appropriate pedestrian control measures, such as detours or traffic controller's assistance. No crane works will be permitted over pedestrian footpaths without footpath closures/detours or 'B Class' hoardings.

Pedestrian access to neighbouring properties shall be maintained at all times and no building materials shall be placed, dumped, or left on any Council road or footpath area. Footpaths are to remain in a safe condition for use by pedestrians. A TfNSW certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety.

## 6.13 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.

## 6.14 Worker Parking

Limited on-site car parking will be made to certain trades over the course of the construction period, with a maximum of five (5) spaces expected. The number and location of worker parking spaces at any given time will be managed internally by the appointed builder taking into consideration their construction programme, however, should be maximised when available. Any on-site parking would be prioritised to construction employees who carpool (carshare) or require access to specialised equipment, in order to minimise the impact on the surrounding streets. It is noted that as the on-site car parks are constructed, workers/trades will be able to utilise these areas as well.

Workers will be encouraged to utilise public transport at induction meetings, noting the proximity of bus services and the Stanmore Railway Station. Information relating to the available public transport options will be provided within induction material provided to contractors by the appointed builder. All site staff related to the works are to park in designated off-street areas or be encouraged to use public transport.

No-go parking areas directly adjacent to the site will be communicated to workers and monitored daily. The Site Construction/Project Manager designated person will monitor parking in the surrounding streets regularly throughout each day and issue workers with a Non-Conformance Notice for any infringements. During each Stage of construction, the Site Construction/Project Manager will regularly review and update the Traffic Management Plan and inform workers on the location of designated parking areas.

In addition to the above, appropriate on-site storage units will be available to all contractors to allow the storage of tools etc., thus reducing the need to transport via private vehicles.

## 6.15 Temporary School Staff Parking

It is proposed that all staff car parking removed as part of the Sevington development construction (about 31 spaces) will be relocated to two (2) tennis courts on the north-eastern corner of the College. Thus, there will not be a reduction in on-site staff parking during construction. A proposed car park plan is included within the submitted architectural set and demonstrates that 36 parking spaces can be accommodated within the proposed temporary car park. A temporary driveway crossing will be provided to Stanmore Road, and existing vegetation will be trimmed or removed to provide adequate sight distance to pedestrians and motorists.

## 6.16 Monitoring

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

## 6.17 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, and email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to community members, parents, students, staff 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.

## 6.18 Traffic Guidance Schemes

The Traffic Guidance Scheme (TGSs) included in **Appendix C** demonstrates the proposed signage / traffic management measures to be adopted for the following works:

- **TGS 01 – All stages of construction**

*Management of pedestrian and vehicular traffic along Stanmore Road.*

The proposed TGSs will ensure that traffic and pedestrians are managed safely during truck movements to and from the site. The TGS is 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.

## 6.19 Tree Protection

Adequate tree protection will be provided during all stages of construction to prevent damage to trees within the vicinity of the site, as appropriate.

# 7. CONCLUSION

This Preliminary CTPMP should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the site, general overview of the construction program and traffic management arrangements which are proposed at this early stage.

The plan outlined above is considered satisfactory for the purposes of a SSDA submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

It is envisaged a comprehensive CTPMP will be prepared by TRAFFIX once consent is obtained, based on the construction methodology adopted by the appointed builder.

# APPENDIX A

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 | TM | 25-09-25 |

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
Architects AJC

Client
Newington College

Scale / Plan Orientation

0 2.5 5 7.5 10m
1:400 @ A3

Project Description
Newington College

Drawing Prepared By

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

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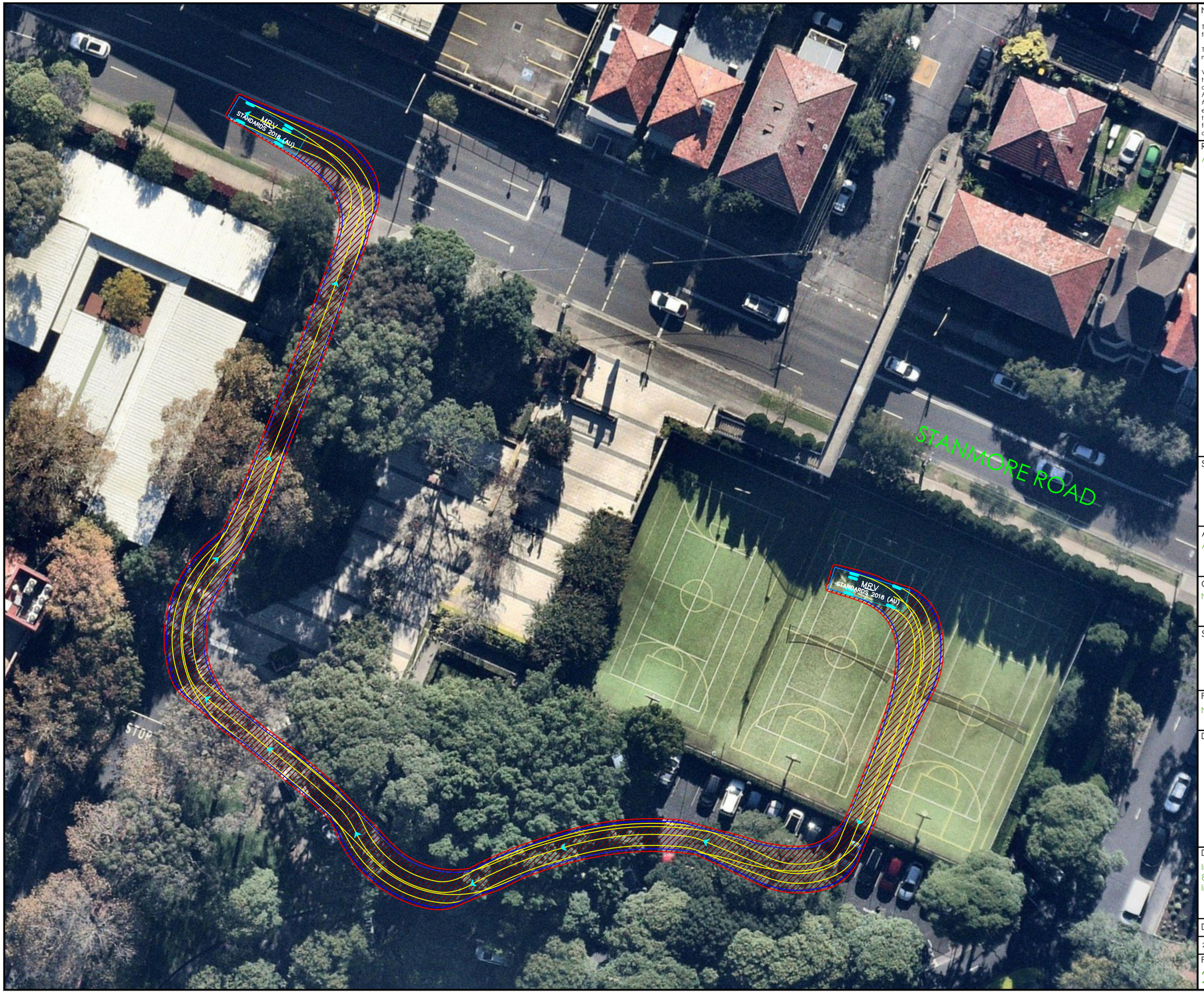
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Intersection: Stanmore Road and Site Access
8.8m MRV
Ingress Manoeuvre

| Drawn: | Checked: | Date: |
|---|---|---|
| TM | BL | |

20.384d04v01 TRAFFIX - CTMP Swept Paths.dwg

| Project No. | Drawing Phase | Drawing No. | Rev. |
|---|---|---|---|
| 20.384 | PCTMP | TX.01 | A |

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| Rev. | Revision Note | By. | Date |
|---|---|---|---|
| A | Swept Path Analysis | TM | 30-09-25 |

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
Architects AJC

Client
Newington College

Scale / Plan Orientation

0 2.5 5 7.5 10m

1:400 @ A3

Project Description
Newington College

Drawing Prepared By

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Ingress Manoeuvre

| Drawn: | Checked: | Date: |
|---|---|---|
| TM | BL | |

20.384d04v01 TRAFFIX - CTMP Swept Paths.dwg

| Project No. | Drawing Phase | Drawing No. | Rev. |
|---|---|---|---|
| 20.384 | PCTMP | TX.02 | A |

# APPENDIX B

Proposed Temporary Car Park Plan

PUBLISH DATE: 17/04/2026 7:27:14 PM

THE CONTENT OF THIS DRAWING MUST BE UNDERSTOOD IN THE CONTEXT OF THE SHEET STATUS AND READ IN CONJUNCTION WITH THE GENERAL NOTES FOUND ON THE COVER PAGE OF THIS DOCUMENT SET. DO NOT USE THE CONTENT OF THIS DRAWING FOR USES THAT ARE NOT CONSISTENT WITH THE ADVISED STATUS. DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. IF IN DOUBT, CONTACT AJC FOR CLARIFICATION

STANMORE ROAD

STANMORE ROAD

SITE BOUNDARY

EXISTING CHAINWIRE FENCE ON BOUNDARY

VISUAL SPLAY

SLIDING SECURITY GATE

EXISTING COURT FENCE TO REMAIN

EXISTING COURT FENCE TO REMAIN

STORAGE

PARSONAGE

EXISTING BITUMEN ROAD

01 01-3201

01 01-4101

01 01-3102

EXISTING TENNIS COURTS

STAGE 01 WORKS TEMPORARY CARPARK
36 No. CARPARK BAYS

7400

5450 6900 2500 2500 2500 2500 2500 2500 5000

5450 5800 5450 5800 5450

01. 02. 03. 04. 05. 06. 07. 08. 09. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36.

EXISTING TENNIS COURTS

STAGE 01 TEMPORARY PROJECT BOUNDARY

RETRACTABLE SEATING BAY APPROX. 340 SEATS

Prop. RL 29.410

CHAPLAIN'S RESIDENCE

OLD BOY'S OVAL

PROPOSED BITUMEN ROAD

STAGE 01 PROJECT BOUNDARY

## KEY

- SITE BOUNDARY
- STAGE 01 PROJECT BOUNDARY
- EASEMENT
- EXISTING COLLEGE BUILDINGS
- TEMPORARY CARPARK
- EXISTING TREES
- TREE PROTECTION ZONE (TPZ)
- NEW TREES

**AJC ARCHITECTS**
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ABN 53 003 782 250

**NOMINATED ARCHITECTS**
MICHAEL HEENAN 5264,
BRIAN MARIOTTI 9451,
JOHN WHITTINGHAM 7030

**CLIENT**
NEWINGTON COLLEGE

**PROJECT**
SEVINGTON MULTI PURPOSE SPORTS COURT
**PROJECT NO**
24097

**LOCATION**
200-244 Stanmore Road, Stanmore, NSW, 2048

0 2 m 4 m 8 m 16 m

| REV | DATE | DESCRIPTION | DN | AP |
|---|---|---|---|---|
| 09 | 17/04/26 | SSDA SUBMISSION | | |
| 08 | 01/12/25 | SSDA SUBMISSION | | |

**SHEET STATUS**
NOT FOR CONSTRUCTION

**SHEET TITLE**
STAGE 01 - TEMPORARY CAR PARK PLAN

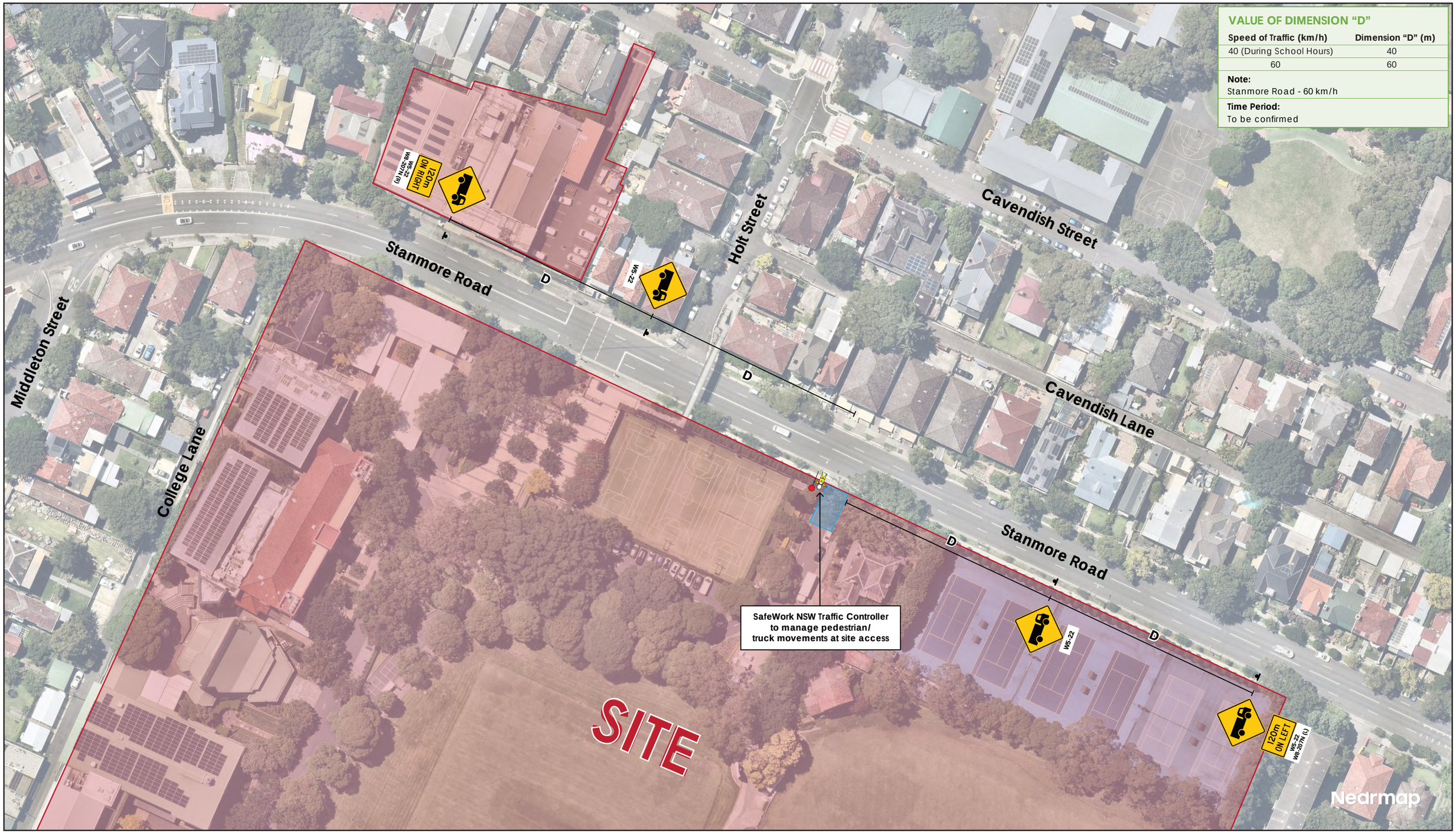
**SCALE**
1 : 200 @ A1

**SHEET NUMBER**
SSDA-
01-6101

**REVISION**
09

# APPENDIX C

Traffic Guidance Scheme




**VALUE OF DIMENSION "D"**

| Speed of Traffic (km/h) | Dimension "D" (m) |
|---|---|
| 40 (During School Hours) | 40 |
| 60 | 60 |

**Note:**
Stanmore Road - 60 km/h

**Time Period:**
To be confirmed


TRAFFIX
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info@traffix.com.au


LEGEND — Site Access

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
NEWINGTON COLLEGE STANMORE

PROJECT NUMBER
20.384

DATE
05.09.2025

CLIENT
NEWINGTON COLLEGE

TGS
**TGS 01: SITE ACCESS**

PREPARED BY
TOM MOJSIEJUK

APPROVED BY
BEN LIDDELL

SAFEWORK NSW CARD NUMBER
TCT0008166

SIGNATURE
Ben Liddell