Glenwood High School

Preliminary Construction Management Plan

09 November 2021

School Infrastructure NSW

Glenwood High School

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1. Introduction

This preliminary Construction Management Plan (CMP) accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) in support of a State Significant Development Application (SSD - 23512960).

The development is for upgrading works comprising alterations and additions to Glenwood High School at 85 Forman Avenue, Glenwood.

The site is roughly rectangular in shape, with a total area of 60,790m2 and street frontages to Forman Avenue to the south and Glenwood Drive to the east. Glenwood Reserve adjoins the northern and western boundaries of the school.

The preliminary CMP will be replaced by the Contractor's Construction Management Plan once appointed. It is acknowledged that the Contractor's Construction Management Plan must be submitted to the School Infrastructure NSW and the NSW Department of Planning, Industry and Environment (**DPIE**) for endorsement prior to works commencing on site.

1.1 Background

Glenwood High School (GHS) is located at 85 Forman Avenue, Glenwood NSW 2768 within the Blacktown LGA and is legally described as Lot 5227 DP 868693.

The school is owned by the Department of Education and is operated and maintained by a Public Private Partnership (PPP) Axiom 1 Pty Ltd.

The key driver for intervention at GHS is to replace the demountables with fit for purpose permanent facilities and provide the required core facilities for the increased student population. The proposed upgrade will need to achieve all the necessary educational outcomes, realising the NSW Department of Education's reform agenda.

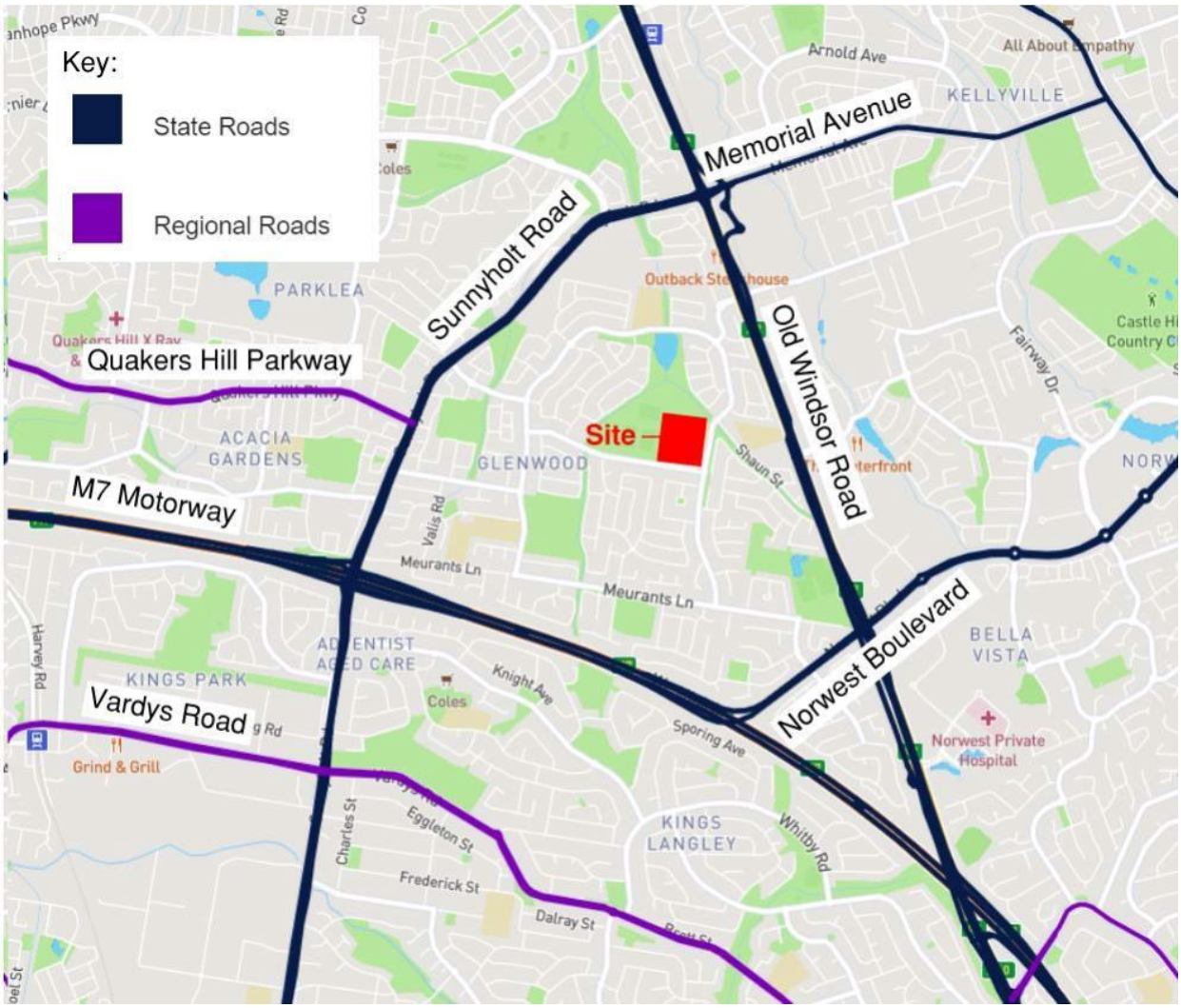

Figure 1 Context map showing location of Glenwood High School and surrounds (Source TTW Transport and Accessibility Impact Assessment)

1.2 Proposed Development

The proposed development seeks to upgrade Glenwood High School. The upgrade consists of the following alterations and additions:

- Construction of a new three-storey building at the north-eastern portion of the site facing Glenwood Park Drive which will accommodate new learning spaces
- Construction of one storey performance pavilion
- Refurbishment of existing Building Block A (ground floor only) to provide one new support unit within the space of an existing general learning space
- Refurbishment of Building Block D (ground floor only) to provide an additional office space and storeroom
- Refurbishment of Building Block E to re-purpose it on the ground floor for computer learning spaces, staff and administration spaces as well as upgrades to the library on the first floor
- Refurbishment of Building Block J to re-purpose it from visual arts and performing arts to learning spaces and workshops for food tech and woods/metal unit
- Demolition of existing botany room and construction of a new single storey pavilion comprising of interview rooms and end-of trip facilities; and
- The proposed development will also involve ancillary works at the site associated with the proposed upgrades.

The proposed development site plan is shown in **Figure 2** below.

Figure 2 Site Plan Glenwood High School Not to scale – (Source PTW Architects)

1.3 SEARs Requirements

This report addresses the requirements outlined in the Planning Secretary's Environmental Assessments Requirements (SEARs), issued 20 July 2021 for application SSD – 23512960 Upgrade of Glenwood High School.

Item	Name	SEARs Description	Section of this document
1	General Requirements	A description of any proposed construction or operational staging including relevant timing and dependencies.	Refer to Section 3
		Details of Construction and decommissioning including timing	Refer to Section 3
5	Transport and Accessibility	Analysis of the impacts of the traffic generated during construction of the proposed development, including: ▪ construction vehicle routes, types, and volumes ▪ construction program (duration and milestones) ▪ on-site car parking and access arrangements for construction, emergency, and construction worker vehicles ▪ cumulative impacts associated with other construction activities in the locality (if any) ▪ road safety at identified intersections near the site due to conflicts between construction vehicles and existing traffic in the locality ▪ measures to mitigate impacts, including to ensure the safety of pedestrian and cyclists during construction.	Refer to Section 3.4 Refer to Section 5
10	Noise and Vibration	Details the proposed construction hours and provide details of, and justification for, instances where it is expected that works would be carried out outside standard construction hours.	Refer to Section 4.1
12	Staging	Assess impacts of staging where it is proposed and detail how construction works, and operations would be managed to ensure public safety and amenity on and surrounding the site	Refer to Section 3.4
17	Sediment, Erosion and Dust Control	details of measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust, and fine particles.	Refer to Section 4

Item	Name	SEARs Description	Section of this document
18	Waste	Identify, quantify, and classify the likely waste streams to be generated during construction and operation. Provide the measures to be implemented to manage, reuse, recycle and safely dispose of this waste.	Section 6

Table 1 SEARs Requirements

2. Construction Management Plan Components

This preliminary Construction Management Plan covers the following areas of management:

- The operations of site management when undertaking the works including:
  - Legislative requirements
  - Hours of construction works
  - Staging
  - Public and property protection
  - Disruption notices
  - Health, Safety and Welfare
- Mitigation to minimise amenity and environmental impacts including:
  - Noise and vibration management
  - Dust
  - Hazardous materials
  - Odour control
  - Protection of trees
  - Stormwater management.
- Traffic/pedestrian management throughout the duration of the works
- Waste management including:
  - Construction waste management
  - Storage of hazardous goods
  - Hazardous materials management
- Services disconnections

3. Operations of Site Management

The works will be undertaken by a Principal Contractor. The Principal Contractor will be selected through a competitive tender process that will commence in Q4 2021.

The school will continue to operate during Construction. The Principal Contractor will liaise closely with the school and the Facility Manager to ensure that the designated areas of construction will be safe and clearly delineated between construction site access and the day-to-day access of the school's activities and 'business as usual'.

The activities of the school may change during construction. Examples of this are the commencement of an OSCH service, or other activities pertinent to the school's curriculum. The Principal Contractor will hold weekly meetings with key stakeholders including the Facility Manager (as a PPP school) and the school principal or a designated representative to report on all current and future activities of both construction and the school to ensure the safe, planned scheduling of construction tasks and all access to the school by students, visitors, staff, to remain separate to the construction site activities.

Strict protocols for site access and any planned functions or activities arranged by the school shall be communicated between the school and the Contractor with an agreed time frame to allow for preparation and access. All construction personnel shall remain within the site boundary.

All statements and proposals documented in this preliminary CMP will be reviewed at the time of contract award for the Works to ensure alignment with the proposed methodologies and construction staging of the preferred Contractor.

3.1 Legislative Requirements

The Works will be undertaken in accordance with the following legislative requirements and any others that must be complied with in carrying out of the works as required:

- Protection of the Environment Operations Act and Regulations
- Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA)
- Environmentally Hazardous Chemicals Act 1985
- Environmentally Hazardous Chemicals Regulation 2017
- Protection of the Environment Administration Act and Regulations
- Work Health and Safety Act 2011
- Occupational Health and Safety Regulation 2017 and relevant codes of practice and Standards
- Australian Standard 2601-2001: Demolition of Structures
- Code of Practice - How to Manage and Control Asbestos in the Workplace 2019
- Code of Practice – How to Safely Remove Asbestos 2019
- Code of Practice – How to Manage Work Health and Safety Risks 2019
- Waste Avoidance and Resource Recovery Act 2001
- Environmental Planning and Assessment Act 1979

- Heritage Act 1997
- Local Government Act 1993
- Soil Conservation Act 1938
- Australian Standard 4970-2009: Protection of Trees on Development Sites.

3.2 Estimated Employment during Construction and Operational Phases

Please refer to the Quantity Surveyor Certificate of Cost prepared by RLB Cost Managers for the number of employment opportunities generated by construction phases.

Please refer to the EIS prepared by Architectus Statutory Planner for the number of employment opportunities generated by operational phases.

3.3 Hours of Construction Works

Construction work would be undertaken in accordance with the construction hours set out in the conditions of approval for the Environmental Impact Statement. These are expected to be:

- Monday to Friday – 7.00am to 6.00pm
- Saturdays – 8.00am to 1.00pm
- No works would be undertaken on Sundays or public holidays.

3.4 Staging

The Glenwood High School upgrade will be constructed in multiple stages with the potential of combining the bulk excavation works, in ground services relocations (subject of separate planning applications) and civil works concurrently as one early works package. This is subject to market procurement assessment, providing budget and environmental controls de-risking the project and the school grounds.

During the constructability review for Glenwood High School the following options and assumptions were considered:

- Access to the site to be constructed from Glenwood Park Drive to be used for the construction of the new performance centre and new building
- The new performance centre is to be programmed to be completed as a priority to enable refurbishment of the existing blocks to commence and optimise programme
- Cumberland Forest to be protected during the works
- An assumed programme of 12 months to complete the new building
- Demountables have been moved prior to construction commencing along with associated services
- Sewer diversion has taken place prior.

It should be noted that the application does not seek approval for staging. Construction is anticipated to occur as per the below and shown in **Appendix A** however will be subject to change depending on the Contractor's methodology.

The establishment of site boundary, construction of site office and site access, and the earth works will be undertaken under separate DA.

3.4.1 Stage 1

Duration: approximately 3 months

- Installation of foundations for the new building and performance centre to take place. This is expected to be a piled foundation for the new building and will require a piling platform to be installed
- The foundations to the performance centre are expected to be prioritised to enable the next stage for this building to progress ahead of the new building to enable an earlier handover
- Foundations for a tower crane, depending on Contractor's methodology, will also be installed at this stage.

3.4.2 Stage 2

Duration: Approximately 12 months (Performance Centre & New Building)

- The single storey construction of the performance centre will commence after the installation of the foundations. It is likely that the completion of the remaining foundations for the new building will still be ongoing and access to the performance centre is to be maintained
- On completion of the foundations the ground floor slabs will be constructed for the new building
- At this stage the tower crane installation will take place to facilitate the construction of the new building
- Construction of the performance centre will continue including internal fit out, service connections and commissioning to enable handover.
- Handover of Performance Centre after 6 months.
- On completion and handover of the performance centre the hoarding will be adapted so that access and use of the building can commence while the construction of the new building continues. The refurbishment of Block J will commence.
- The construction of the new building to roof level will continue with the formation of slabs and columns to roof level
- Handover of Block J after 4 months.

3.4.3 Stage 3

Duration: Approximately 3 months (External Works to New Building)

- Handover the Block J once refurbishment completes.
- External works to the new building including roof, cladding, external staircases and walkways
- On completion of the external works to the building the tower crane will be demobilised and removed from site.
- Internal fit-out, service connections and completion of the new building
- External to the building the detention storage is to be installed and drainage connections from the new building will be completed.
- The final earthworks are to take place to form design levels from the new building to the existing ground levels. This will also include the landscaping of the area.
- Handover of the new building.

3.4.4 Stage 4

Duration: Approximately 3 months (Refurbishment Blocks E, A and D)

- On completion and handover of the new building the commencement of blocks D, E and D, A can commence
- This will involve decanting to the new building and establishing a site boundary around Blocks D, E and A
- Refurbishment of Blocks D, E and A to take place
- Site access will be from Glenwood Park Drive along the service road and vehicular access by non-construction personnel to this area is to be restricted to for safety reasons and to avoid congestion.
- Handover the Blocks D, E and A and removes all site fences once refurbishment completes.

3.5 Public and Property Protection

The general principle is to separate construction areas of work from surrounding stakeholders and residents. Where there is a cross-over this will be managed to ensure safety of all persons and equipment.

The construction phasing will be developed to ensure continued school operations and distinct isolated construction zones which maximises separation between the school operation and construction work.

Appropriate site hoarding and fencing (as specified in Australian Standards and SafeWork NSW requirements) will be installed prior to commencement of works to prevent public access and to maintain security for the various areas of the works.

The potential construction vehicles routes include:

Construction vehicles arriving from and leaving toward the north are likely to access the site via the following route:

Old Windsor Road > Miami Street > Tarwin Avenue > Glenwood Park Drive

Construction vehicles arriving from and leaving toward the south are likely to access the site via the following route:

Old Windsor Road > Norwest Boulevard > Greenhill Drive > Meurants Lane > Glenwood Park Drive

Construction vehicles arriving from and leaving toward the west are likely to access the site via the following route:

M7 > Norwest Boulevard > Greenhill Drive > Meurants Lane > Glenwood Park Drive

Construction vehicles arriving from and leaving toward the east are likely to access the site via the following route:

M2 > Old Windsor Road > Norwest Boulevard > Greenhill Drive > Meurants Lane > Glenwood Park Drive

The entry gates to the site will be manned by traffic control staff during site operation hours and will be locked shut when the site is closed. Traffic controllers will be used where required to manage the interface of construction vehicles with pedestrians and/or public vehicles.

These public and property protection measures will be reviewed at the time of contract award for the works to ensure alignment with the proposed preferred methodologies and construction staging, to ensure that the safety of the public and staff is always maintained during the works.

3.6 Disruption Notices

Any planned Disruptions to school operations and services will be managed through the process of Disruption Notices (**DNs**). For such stoppages, the DN will describe the applicable works, timetable, issues, and contingency plans.

DNs will be submitted by the Contractor to the Project Manager, School Infrastructure NSW and Axiom 1 for approval. Depending on the nature of the works, these are required 10 days prior to commencement of works, however this doesn't take into consideration the review and approval process, which depending on the scope of works can take upwards of 4 weeks.

4. Environment and Amenity

The Contractor undertaking the Works will be required to submit for approval to the Principal a comprehensive Environmental Management Plan (EMP) to ensure that all elements of the plan meet all statutory requirements as well as NSW Health's requirements.

The Contractor will be responsible for producing a detailed Dilapidation Report of the adjoining buildings and surrounding infrastructure prior to the commencement of works.

As a minimum, the erosion and sediment controls for the Works shall be designed, installed, and maintained in accordance with the requirements provided by the Principal Contractor.

The environmental performance of the Contractor will be monitored throughout the works.

The following specific environmental management principles will be implemented on site:

4.1 Noise and Vibration

This section is to be read in conjunction with the Noise and Vibration Assessment Report prepared by AECOM.

Management of noise emissions from the site will be consistent with requirements of the Interim Construction Noise Guideline, and relevant Australian Standards. A Construction Noise Management Plan will be prepared by the Contractor. No machine work will occur outside the normal working hours set unless approval has been given through a Disruption Notice process.

The noise and vibration from the use of any plant equipment and/or building services associated with the premises shall not give rise to an offensive noise as defined under the provisions of the Interim Construction Noise Guideline, EPA, and Australian Standards.

As part of the noise mitigation treatment for the project, the Contractor will be responsible for the management, checking of compliant maintenance regimes and statutory supervision of all equipment, such as making sure all trucks and machinery involved in the works are checked for defective exhaust systems and general servicing.

4.2 Dust

To control dust generation, water will be sprayed at the source of origin and surrounding areas to prevent airborne dust particles migrating into the surrounding environment.

Management of dust prevention is to be developed by the Contractor and agreed by the Project stakeholders.

The need for measures to prevent tracking of soil onto roadways outside of the site will be assessed by the Contractor and provided where necessary. Options available to the Contractor include:

- Wheel shaker
- Wheel wash
- Hosing
- Manual cleaning

Additional precautions that will be implemented during the works include the covering of all haulage trucks with tarpaulins, monitoring of weather conditions (including wind). Management and contingency plans will be developed to prevent any foreseeable impacts from dust.

4.3 Hazardous Materials

This section is to be read in conjunction with the Detailed Site Investigation Report prepared by Douglas Partners.

All works will be undertaken in strict accordance with the Detailed Site Investigation Report submitted as part of the SSD. Any other control plans as required such as a Hazardous Materials Plan and Asbestos Removal Control Plan will be developed by the Contractor.

Specialist licensed contractors will be used to remove material classified as hazardous. These materials will be removed separately first and disposed of in accordance with EPA and statutory requirements. Certification will be provided that identified hazardous materials have been removed.

An Unexpected Finds Protocol will be established for use during earthworks, to ensure that the due process is carried out in the event of a possible contaminated find. The appropriate control plans as required such as a Hazardous Materials Plan and Asbestos Removal Control Plan will be developed by the Contractor. A licensed demolition contractor and/ or Head Contractor are to inspect the site to determine the presence of any hazardous materials in accordance with the requirements of AS2601.

Specialist licensed Contractors will be used to remove material classified as hazardous. These materials will be removed separately first and disposed of in accordance with EPA and statutory requirements. Certification will be provided that identified hazardous materials have been removed.

As the contamination and geotechnical investigation has largely found fill underlying the site, it is unlikely that there will be sub-surface archaeology impacted as part of the development. Despite this, if a heritage or archaeological item is discovered during the course of the works, onsite works will cease, and the Office of Environment and Heritage will be contacted. Advice will also be sought from a qualified Heritage Consultant, prior to work recommencing.

As part of the Aboriginal Cultural Heritage Assessment Report, it has been advised that no further Aboriginal archaeological works are required to be undertaken. However, key recommendations made have been incorporated into the Preliminary CMP:

- All contractors undertaking earthworks on-site should be briefed on the protection of Aboriginal heritage objects under the National Parks and Wildlife Act 1974 and the penalties for damage to these items.
- All contractors undertaking earthworks in the study area should undergo an induction on identifying Aboriginal heritage objects

4.4 Odour Control

The scope for demolition activity for the site will be minor and odour problems will be minimal. All plant and machinery involved in the Works will be regularly serviced and checked for exhaust emissions and catalytic converters.

4.5 Protection of Trees

This section is to be read in conjunction with the Arboricultural Impact Assessment Report prepared by Ecological and BDAR prepared by Kleinfelder.

The Contractor undertaking the Works will be required to comply with Australian Standard 4970-2009: Protection of Trees on Development Sites to include tree management guidelines for the proper care and protection of trees retained and integrated into construction projects.

Where trees are required to be retained and are within proximity to the works, the contractor will be required to maintain procedures for their protection at every stage of the development process.

4.6 Stormwater Management

This section is to be read in conjunction with the Civil Design Report and Flood Impact Assessment prepared by Enstruct Pty Ltd.

Measures will be employed on the site overall, to control soil erosion during construction. These measures will be in accordance with requirements provided by the Principal Contractor.

The site will be continually cleaned of rubble to minimise possible sediment flow during rainfall periods.

Stormwater kerbs and drainage lines will have sediment controls in the form of sedimentation socks or similar (to be approved by the project civil engineer).

Stormwater grate intakes surrounding works will be covered with geotextile fabric to allow water to enter while retaining sediments.

Should external surface run-off flow into works areas, it may need to be diverted to reduce sediment transportation using sedimentation socks or similar (to be approved by the project civil engineer).

All drainage control devices will be maintained regularly during and following heavy rainfall periods. Any remedial works required to these controls will be undertaken as a priority.

5. Traffic Management

This section is to be read in conjunction with the Construction Traffic Management Plan prepared by TTW.

The Contractor will be required to submit a Construction Traffic Management Plan (CTMP) for approval prior to commencement of the works.

5.1 Construction Entry and Exit

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the arterial road network, where possible.

As such, dedicated construction vehicle routes have been developed with the aim to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on the local road network in the vicinity of the site. Alternative routes would not be used without specific prior approval from the appropriate stakeholders

The potential construction vehicle routes are shown in **Figure 3** and include:

- To/from the north – via Old Windsor Road > Miami Street > Tarwin Ave > Glenwood Park Drive
- To/from the west – via M7 > Norwest Boulevard > Greenhill Drive > Meurants Lane > Glenwood Park Drive
- To/from the south – via Old Windsor Road > Norwest Boulevard > Greenhill Drive > Meurants Lane > Glenwood Park Drive
- To/from the east – via M2 > Old Windsor Road > Norwest Boulevard > Greenhill Drive > Meurants Lane > Glenwood Park Drive

Some of the local roads included in these construction haulage routes contain roundabouts with narrow pedestrian medians. Therefore, it is not advised for construction vehicles to make U-turns at these roundabouts, however, most of them will allow heavy vehicles to mount the roundabout if necessary for through-movements. The final CTMP should investigate these routes in more detail.

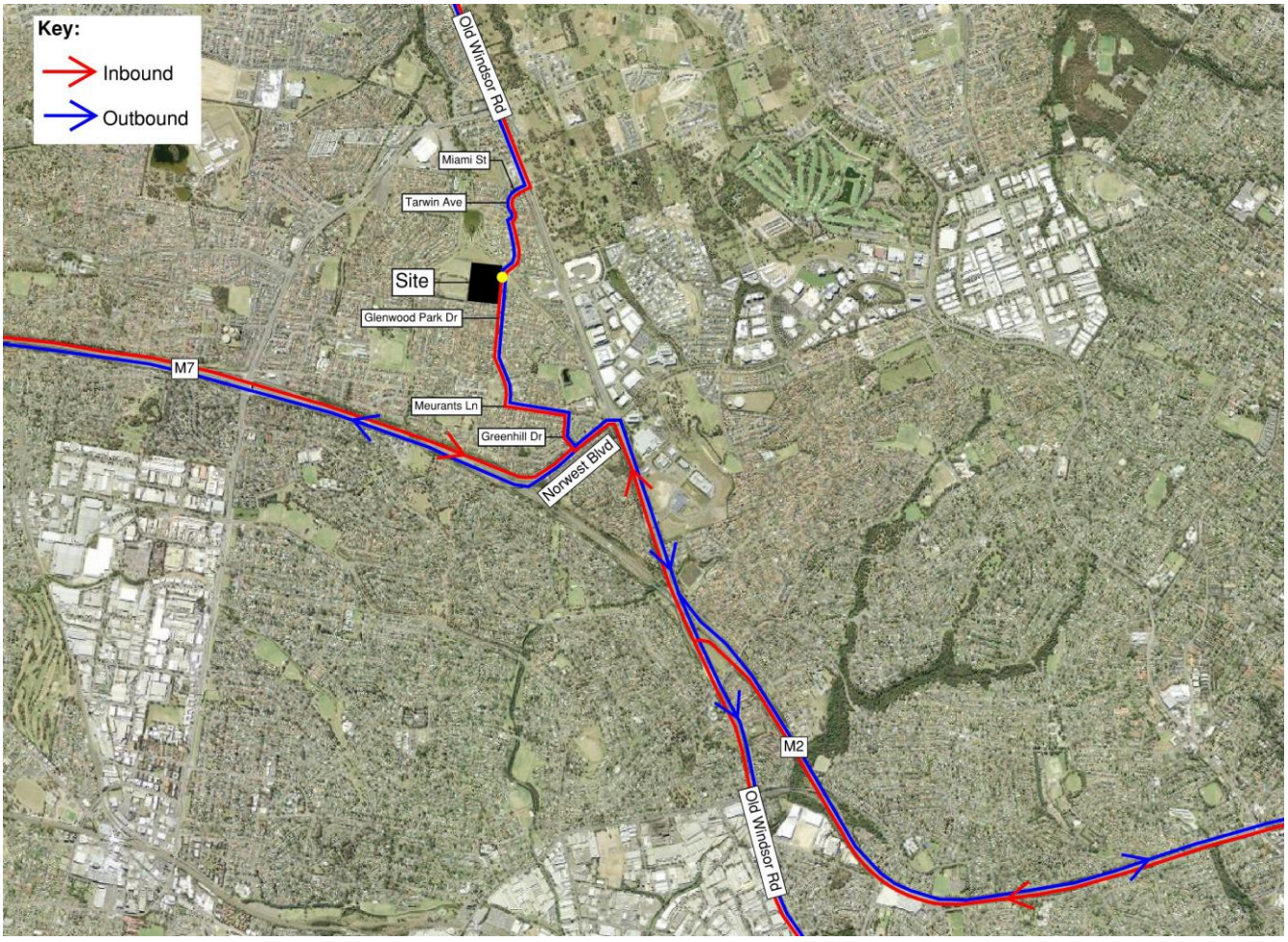

Figure 3 Truck Haulage Rotes (Source TTW Transport and Accessibility Impact Assessment)

Construction vehicles would access the site via Glenwood Park Drive. However, specific details of the site access arrangements will need to be developed in conjunction with the appointed contractor and their construction methodology. The selected construction vehicle access would need to allow for all vehicles to enter and exit the site in a forward direction and would need to minimise any vehicle queuing on Glenwood Park Drive, which could affect emergency vehicle access or the precinct traffic operations.

5.2 Construction Vehicle Types

Construction vehicles likely to be generated by the proposed construction activities would generally include rigid vehicles (6.4m-12.5m), 18m truck-and-dog vehicles and/or 19m semi-trailers and vans and utes depending on the construction activities. Additional construction equipment may include:

- Articulated vehicles for delivery of heavy plant and equipment
- Heavy and medium rigid trucks for construction material delivery
- Heavy rigid tankers for fuel delivery for compacting and excavation machinery
- Rigid trucks for removal of excavated material
- Mobile cranes
- Fixed//tower cranes

- Piling Rigs
- Concrete delivery trucks and concrete pumps
- Light vehicles.

A vehicle wash-down area where required will also be placed at vehicle entry points to prevent construction vehicles tracking dust/mud onto public roads.

5.3 Pedestrian Protection

Pedestrian and vehicle passage to and around the site will be maintained, or alternate routes determined where necessary and be defined by clear signage.

Temporary hoarding appropriate to the interaction between pedestrians and construction works (as per WorkCover requirements and Australian Standards) will be constructed to prevent unauthorised access to the site. These hoardings and fences will be staged to allow access to in-use areas during the works.

Other pedestrian management measures to consider include scheduling truck and other construction vehicle movements to occur outside of school peak hours to minimise interactions with pedestrians arriving or leaving the school. Signage may also be considered to direct students or staff away from prohibited areas of work, or to signalise any detours.

5.4 Parking

All Contractor vehicles will be located within the confines of the work area. There will be no parking made available on other areas of the school grounds. There may be other options for worker parking management as explained below:

Option 1: Workers may use the surrounding on-street parking as parking studies have shown large available capacities. There is unrestricted parking on Glenwood Drive, Forman Avenue and the south-eastbound lane on Shaun Street. The north-westbound lane on Shaun Street has a 4P area between 9:30am – 3pm, Monday to Friday. To permit on-street worker parking, some management techniques may be required such as:

- Providing workers with public transport information
- Encouraging carpooling
- Requesting workers to not park in front of residential properties where possible
- Preventing workers from parking within 100m of the site to reserve these parking spaces for school users

Option 2: Investigate with Council the possibility for workers to park in a designated area of Glenwood Reserve adjacent to the school site. On average, this reserve has 110 available parking spaces each day which could be utilised for worker parking.

6. Waste Management

This section is to be read in conjunction with the Construction Waste Management Plan prepared by EcCell Environmental Management.

6.1 Waste Management and Recycling Principles

The Contractor will be required to prepare a Waste Management and Recycling plan specific to the Works. This will be in line with the Construction Waste Management Plan prepared by EcCell Environmental Management. The Contractor will be required to reuse and recycle where possible, and all material that cannot be recycled / reused will be disposed of at an approved landfill facility.

Once the Glenwood High School is operational, all waste produced will be managed in accordance with the relevant Operational Waste Management Policy by the schools. This policy will be reviewed and updated as required to suit the operation of the development.

6.2 Storage of Dangerous Goods and Hazardous Materials

Dangerous goods (such as petrol, diesel, oxy-acetylene, oils, etc.) will be stored in a lockable compound with sufficient ventilation in accordance with relevant codes of practice and standards.

Material safety data sheets on all flammable and potentially harmful liquids will be provided by the contractor undertaking the works.

7. Services Disconnections

As part of the Glenwood High School upgrade, some service disconnections to the existing school services will be required.

Services impacts on the existing school will be done with full coordination and input with relevant hospital and authority stakeholders and will only proceed with approval via a DN process.

All Service authorities will be consulted prior to the works commencing to ascertain lead times and correct termination locations. All termination works will be undertaken in accordance with project design engineers' specifications and instructions. All termination works will be undertaken by suitably licensed contractor.

Appendix A. Construction Staging

Stage 1 (3 Months):

- Installation of foundations for the new building and performance centre to take place.

1 AERIAL VIEW - EXISTING
1 : 600 @A1

Key Plan:

N

Drawing Disclaimer:
Do not scale from drawings.
Verify all dimensions on site before commencing work.
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Note
PTW takes no responsibility for external building elements. Anything connected with any design, materials selection, construction or installation of any cladding, facade or external building element must be checked by and remains the responsibility of others, including suitably qualified experts as may be required.

Rev	Amendment	By	Chk*	Date
B	DRAFT SSDA SUBMISSION	MB	DJ	21/10/25
A	DRAFT SSDA SUBMISSION	MB	DJ	21/10/01

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Project PA030471
GLENWOOD HIGH SCHOOL
FORMAN AVENUE, GLENWOOD, NSW
2768

Status
DRAFT SSDA SUBMISSION

Title
SSDA
SITE - AERIAL VIEW - EXISTING

Drawing Number
DA-AR-0011

Revision
B

A1

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Stage 2 (12 Months):

- Construction of Performance Centre. (6 Months).
- Construction of the new build.
- On completion of the Performance Centre, handover of the building adjust site fence to suit, and commence the refurbishment of Building J.
- Handover the Block J once completes (4 months).

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1 : 600 @A1

Key Plan:

N

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trading as PTW Architects

NSW Nominated Architects
S Parsons Architect No.6098
D Jones Architect No.4778

PTW

0 1 2 5 8m
1 : 600 @ A1

Project PA030471
GLENWOOD HIGH SCHOOL
FORMAN AVENUE, GLENWOOD, NSW
2768

Status
DRAFT SSDA SUBMISSION

Title
SSDA
SITE - AERIAL VIEW - EXISTING

Drawing Number DA-AR-0011

Revision B

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A1

Stage 3 (3 Months):

- Construction of external works to new building, including cladding installation, roof, external staircase / walkways.
- Construction of internal fitout and services connection to the new building.
- Construction of earthworks from design level to ground level, including landscaping of the area.
- On completion of the earthworks and landscape, handover the new building.

1 AERIAL VIEW - EXISTING
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Key Plan:

N

Drawing Disclaimer:
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Note
PTW takes no responsibility for external building elements. Anything connected with any design, materials selection, construction or installation of any cladding, facade or external building element must be checked by and remains the responsibility of others, including suitably qualified experts as may be required.

Rev	Amendment	By	Chk*	Date
B	DRAFT SSDA SUBMISSION	MB	DJ	21/10/25
A	DRAFT SSDA SUBMISSION	MB	DJ	21/10/01

*Registered Architect
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Stage 4 (3 months):

- On completion of the new building, adjust the site fence to suit.
- Decant people in Block E, A & D to the new building.
- Create new site fence in front of block E.
- Commence refurbishment of Block E, D and A.
- On completion of the refurbishment, remove the site office and fences, and handover the site to the School.

Adjust site fence to keep the site office.

Refurbishment of Block E, A & D

New site fence for refurbishment.

1 AERIAL VIEW - EXISTING
1 : 600 @A1

Key Plan:

N

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