29 April 2025

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Johnstaff Projects (NSW) Pty Ltd
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Project Director
School Infrastructure NSW
NSW Department of Education
Level 8, 259 George St,
Sydney, NSW 2000

Attention: Sumi Thambyrajah

Dear Sumi,

New Forest High School: Section 4.55 Modification 3 Construction Management Plan (CMP) statement

The purpose of this statement is to support the Section 4.55 Modification 3 for the new Forest High School.

While the same principles apply for delivering Stage 1 and Stage 2 Public Domain Work for the new Forest High School project as described in Johnstaff Construction Management Plan (CMP) Rev 4 dated 1 May 2023, extra principles apply for Stage 2 as set below in consideration of works adjacent to an operating school.

Stage 1 works comprise all works approved except the intersection upgrade to Aquatic Drive/Allambie Road with minor adjustments to kiss and drop arrangements and bus stop arrangements and with a temporary pedestrian crossing on Aquatic Drive, set back circa 50 metres from the west side of the existing roundabout.

These works are anticipated to be completed prior to the commencement of occupation of the site by students.

Stage 2 works comprise the completion of the intersection upgrade with permanent pedestrian crossing facilities on Aquatic Drive and removal of temporary measures.

These works will be undertaken post occupation of the site by students and over a nine (9) months period. As such Johnstaff confirm the following using the framework critieria of the CMP.

4.1 Legislative and regulatory requirements:

- All works will be in accordance with legislative and regulatory requirements.

4.2 Site Fencing, Public and Property protection:

- All work zones will be separated from students, public and neighbours and where there is a crossover, this will be managed to ensure safety of all persons and equipment;
- The works will be managed by the Department's nominated contractor who will provide oversight of all workers safety inductions;
- The Departments nominated contractor will be responsible for temporary traffic measures for the duration of the works; and
- There will no on-site parking for construction workers. All workers will be encouraged to use public transport to access the site.

4.3 Site amenities:

- There are anticipated to be up to 12 construction workers each day with dedicated temporary amenities located within a dedicated, entirely separated area of the school site to the acceptance of the Department.

5 Operating hours:

- Works will be completed within the approved hours of construction.

6.1 Traffic and Pedestrian Management Plan:

- This will be in accordance with SCT Consulting Modification 3 Transport Statement dated 22 April 2025 and TTPA Construction Traffic Management Plan (CTMP) dated 29 April 2025 **Attachment A to this statement**, both of which are generally in accordance with the prior versions;
- The works will be undertaken using a variety of heavy vehicles, the longest being an 18.1m truck and dog;
- The school kiss & drop and bus zones will continue to operate throughout the works, with traffic management in place during indentified school pickup and drop off times;
- The Departments nominated contractor will be responsible for temporary traffic measures for the duration of the works; and
- The Stage 1 temporary crossing be managed by traffic controllers during school pick up and drop off i.e. between the hours of 8.00am and 9.30am and between 2.30pm and 4.30pm Mondays to Fridays

6.2 Pedestrian Fencing

- The Department's nominated contractor will ensure all pedestrians and bike users will be protected by temporary construction fencing where adjacent to works zones;

6.3 Deliveries and materials storage

- There will be limited materials stored in works zones;
- All deliveries will be the responsibility of the Departments nominated contractor and managed by traffic controllers.

7.1 Enviromental Impacts

- The Department's nominated contractor will develop an environmental management plan.

7.2 Noise and vibration Management

- This will be in accordance with E-LAB Consulting Noise and Vibration Management Plan dated 29 April 2025 with key mitigation measures set out below:
- The Departments nominated contractor must co-ordinate with the school to schedule especially noisy works outside of noise-sensitive periods such as exams, music performances and assemblies;
- Respite periods from especially noisy works must be provided and must include the school lunch period and at least one other hour during the school day;
- The Departments nominated contractor must co-ordinate with the school to schedule, wherever practicable,
  noise sensitive activities away from the north and west facades of Blocks A, F and G which are in direct line of sight of the works zone;
- Especially noisy works must be scheduled outside of core school hours wherever practicable or where the above mitigation measures are not possible; and
- Attended vibration moniroting must be undertaken at the commencement of work and in the event of a complaint, in order to verify the safe working distances. If the levels exceed the vibration limits listed in Secton 4.2 of the Construction Noise and Vibration Management Plan preparted by E-LAB Consulting dated 29 April 2025, all reasonable measures must be employed to minimisie vibration.

7.3 Odour control

- The Departments nominated contractor will minimise release of odours in accordance with their environmental management plan.

7.4 Protection of Trees

- The Departments nominated contractor will protect all trees in accordance with the Arboriculture Impact Assessment Report submitted with the SSD.

7.5 Stormwater Management

- The Departments nominated contractor will develop a stormwater management plan.

7.6 Waste Management and recyling principles

- The Departments nominated contractor will manage and recyle waste in accordance wit the Waste Management Plan submitted with the SSD.

7.7 Dust Sediment and erosion controls

- Dust, sediment and erosion control measures in the work zones will be the responsibility of the Department's nominated contractor.

8. Dilapidation Report

- Prior to mobilisation a comprehensive dilapidation report will be undertaken by the Department's nominated contractor;

9. Arranounabai Social Impact Requirements

- The Department will continue to convene monthly PCG Meetings with The Forest High School; and Arranounbai School representatives and maintain regular open dialogue in the intervening periods.

10. Communications Strategy

- Complaints management will be in accordance with the Mecone Communication Strategy in Appendix 2 of the CMP

Yours faithfully,
Johnstaff Projects (NSW) Pty Ltd

Patrick Wright
Project Director
patrick.wright@johnstaff.com.au
M: +61 434 310229

Appendix A TTPA Construction Traffic Management Plan (CTMP) dated 29 April 2025

Ref: 23154
Date: April 2025
Issue: A

Forest High School

Allambie Road, Allambie Heights

MOD 3

Construction Pedestrian & Traffic Management Plan

Transport and Traffic Planning Associates

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Chatswood NSW 2067
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Table of Contents

1.0 Introduction 2

2.0 Proposed Development 3

2.1 Site, Context & Existing Circumstances 3

2.2 Proposed Mod 3 4

2.2.1 Overview 4

2.2.2 Interim Public Domain and Road Works 4

2.3 Construction Process 5

2.3.1 Stage 1 – Allambie Road Works 5

2.3.2 Stage 2 – Signalised Intersection 5

3.0 Existing Road Network and Traffic Conditions 6

3.1 Road Network 6

3.2 Traffic Controls 7

3.3 Traffic Conditions 8

3.4 Transport Services 8

3.5 Walking Facilities 8

4.0 Construction Traffic Management Plan 9

4.1 Construction Vehicle Route 9

4.2 Truck Manoeuvres & Movements 10

4.3 Construction Hours 10

4.4 Proposed Works Zone 11

4.5 Site Induction 11

4.6 Traffic Guidance Scheme 11

4.7 Pedestrian Management 12

4.8 Impact on Emergency Vehicle Access 12

4.9 Impact on School Access 12

4.10 Road Serviceability 12

4.11 Noise Monitoring 13

4.12 Parking & Materials Handling 13

4.13 Public Notification and Consultation 13

5.0 Driver's Code of Conduct 14

5.1 Objectives of the Drivers Code of Conduct 14

5.2 Code of Conduct 14

5.3 Crash or Incident Procedure 15

Table of Figures

Figure 1 - Site Location 2

Figure 2 - Site Boundary 3

Figure 3 - Road Network 6

Figure 4 - Traffic Conditions 7

Figure 5 - Truck Routes 9

Table of Appendices

Appendix A Development Plans

Appendix B Public Transport Maps

Appendix C TTPA Accreditation

1.0 Introduction

The Minister for Planning has approved a Development Application for the relocation and construction of Forest High School, formerly located at 135 Frenchs Forest Rd W, Frenchs Forest and currently moved to Allambie Road, Allambie Heights (Figure 1).

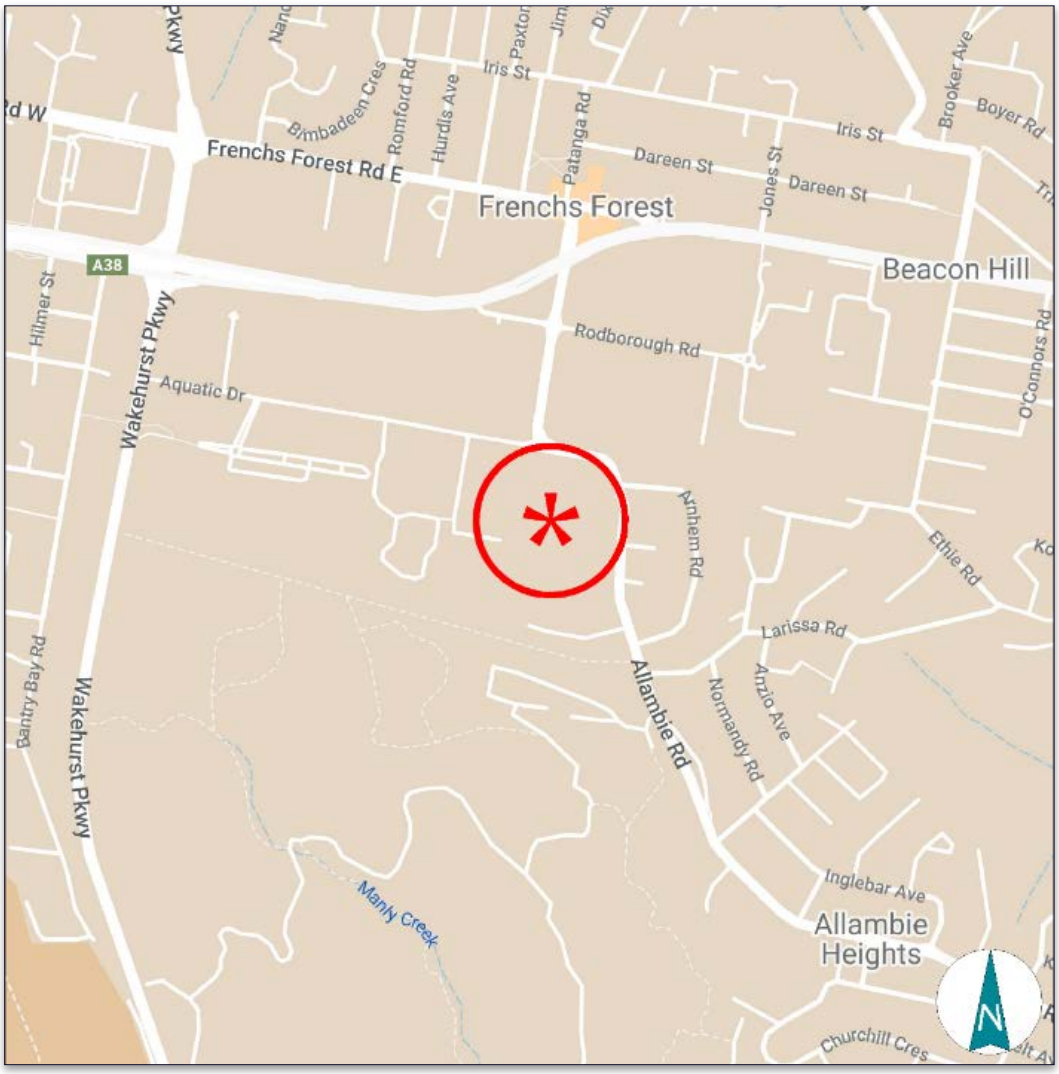


Figure 1 - Site Location

This report has been prepared by Transport and Traffic Planning for the submission of a Construction Pedestrian & Traffic Management Plan for the Stage 2 component of the Modification 3 changes.

2.0 Proposed Development

2.1 Site, Context & Existing Circumstances

The Site includes the roundabout at the intersection of Aquatic Drive and Allambie Road as demonstrated in Figure 2. It is located immediately to the north of the new Forest High School which is currently under construction.

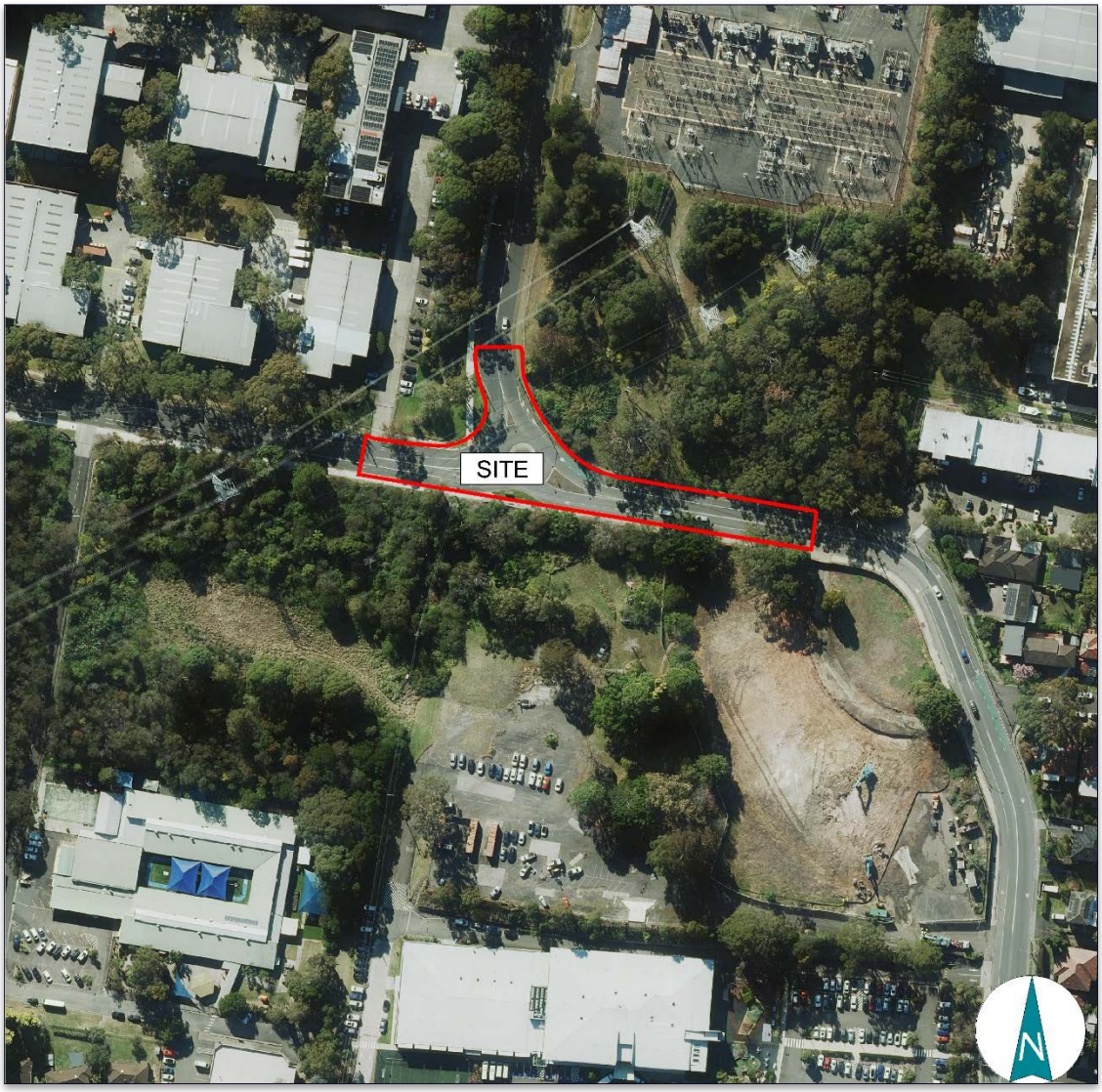


Figure 2 - Site Boundary

2.2 Proposed Mod 3

2.2.1 Overview

The proposed modifications entail staged construction of the public domain and road works as follows:

- Stage 1 works comprising all works except the intersection upgrade to Aquatic Drive / Allambie Road, with minor adjustments to kiss and drop arrangements and bus stop arrangements and with a temporary pedestrian crossing on Aquatic Drive. These works are to be completed prior to occupation of the site by students; and
- Stage 2 works comprising the completion of the intersection upgrade with permanent pedestrian crossing facilities on Aquatic Drive and removal of temporary measures.

2.2.2 Interim Public Domain and Road Works

The proponent has been progressing the design of the Allambie Road/Aquatic Drive intersection upgrade in consultation with Council, TfNSW and Sydney Buses.

Part of the design deliberations has been the possibility that the intersection be upgraded in a different manner to that which has been approved, in order to improve the efficiency of the intersection and to minimise disturbance to significant utility infrastructure within the road reserve. Accordingly, the proponent is required to undertake further investigations which will delay the delivery of the intersection upgrade as approved.

Notwithstanding, even if the intersection design were to remain unchanged, the design specifications, the requisite approvals under the Roads Act 1993 and the physical works could not be completed prior to the intended commencement of school operations in October 2025. Accordingly, it is proposed that the school commence operation in October 2025 without completion of the intersection upgrade and with several interim arrangements to enable the efficient use of the intersection and the safe management of pedestrians. It is proposed that the following interim measures be applied in this interim period:

- the student capacity of the school be limited to 1,200 students;
- a temporary, at-grade pedestrian crossing be installed on Aquatic Drive approximately 50m to the west of the intersection with Allambie Road, along with temporary kerb blisters, pedestrian islands and signage; and
- the temporary crossing be managed by traffic controllers during school pickup and drop-off – i.e. between the hours of 8:00am and 9:30am and between 2:30pm and 4pm Mondays to Fridays.

2.3 Construction Process

2.3.1 Stage 1 – Allambie Road Works

No changes to approved Construction Management Plan by Johnstaff dated 29 April 2025. Details of the staging plans have been provided in Appendix A.

2.3.2 Stage 2 – Signalised Intersection

This activity will involve the removal of the roundabout at the Allambie Road and Aquatic Drive intersection, and installing a signalised intersection in this location. This process is anticipated to take 9 months respectively to complete using up to 18.1m Truck & Dogs. The truck activity associated with this process will average some 3 visitations a day and trucks will enter and depart the site under traffic controller supervision via Aquatic Drive. The number of workers on-site will be some 12 persons. Details of the staging plans have been provided in Appendix A.

The works will include the signalised intersection and subsequent connections to Stage 1 works. A temporary pedestrian crossing has been proposed to assist with pedestrian movements around the site.

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The road network servicing the Site (Figure 3) comprises:

- Warringah Road - a State Road and arterial route providing a major link between Roseville and Chatswood to the Manly-Warringah suburbs
- Wakehurst Parkway – a State Road and sub-arterial route running north-south linking the Spit bridge to Narrabeen via Frenchs Forest
- Frenchs Forest Road East/West – A sub-arterial route linking the suburb of Punchbowl to Georges River Road with the suburbs of Enfield and Burwood.
- Allambie Road – A Regional Road and collector route linking North Manly to Allambie Heights and Frenchs Forest

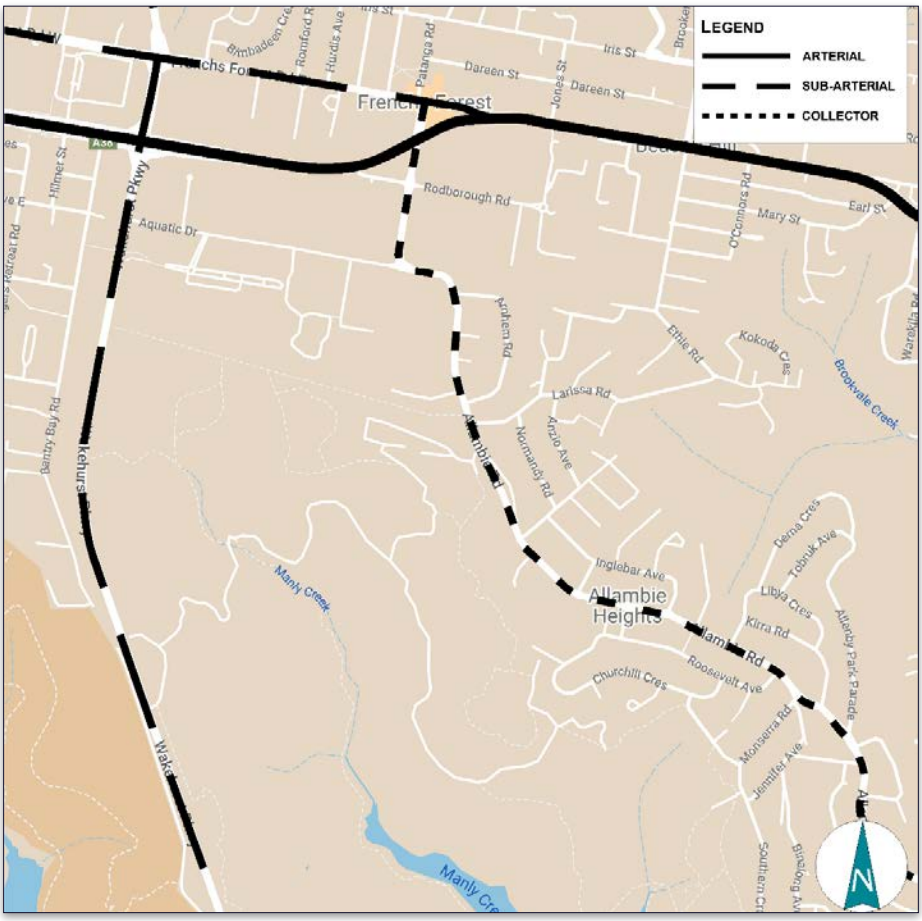


Figure 3 - Road Network

3.2 Traffic Controls

The existing traffic controls on the road network (Figure 4) comprise:

- The large intersection of Wakehurst Parkway and Warringah Road
- The three traffic signals at the Frenchs Forest Road East/Allambie Road intersection, Frenchs Forest Road East/Warringah Road intersection and the Warringah Road/Allambie Road intersection
- The roundabout in front of the entry to the site at Aquatic Drive and Allambie Road intersection
- The roundabout at Rodborough Road and Allambie Road intersection
- The traffic signals at Allambie Road/Mortain Avenue
- Give Way signal and no right turn at Aquatic Drive and Wakehurst Parkway intersection

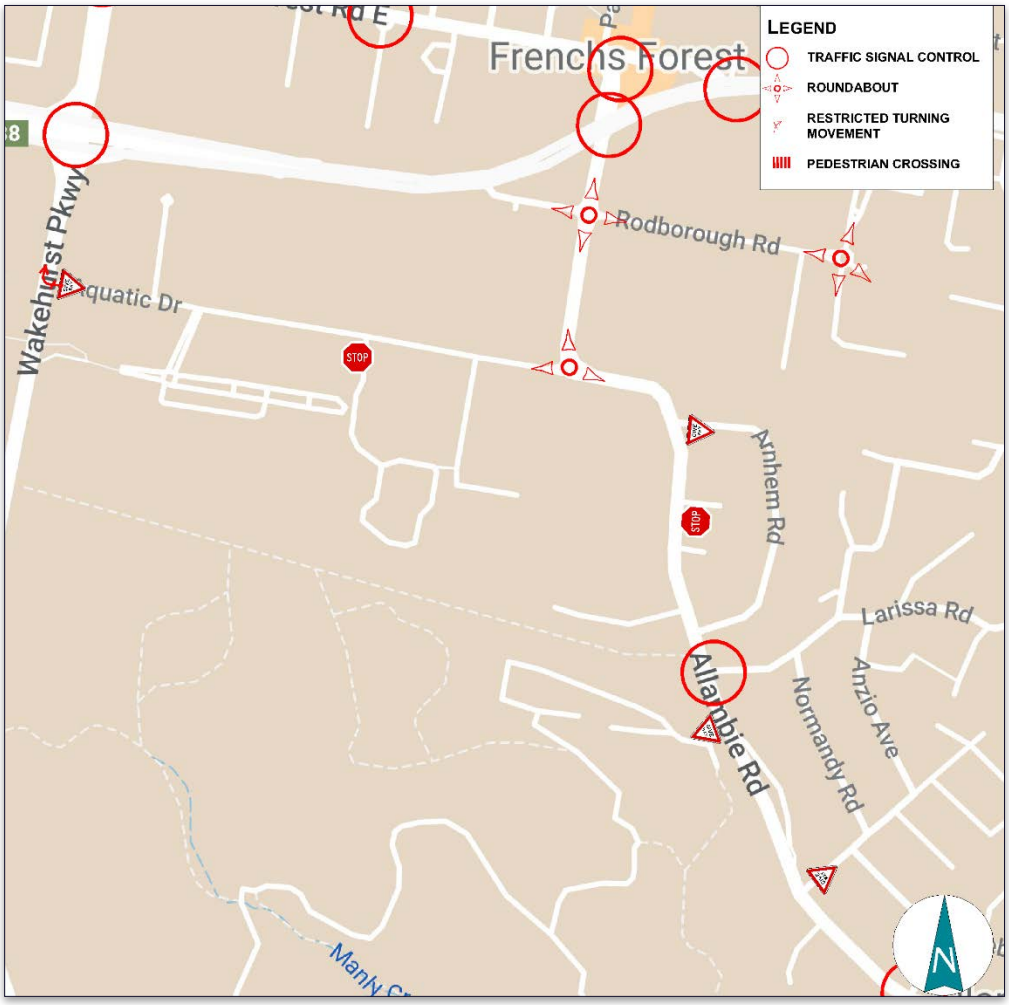


Figure 4 - Traffic Conditions

3.3 Traffic Conditions

TfNSW provides an indication of traffic conditions on the road system serving the Site for Warringah Road, 100 metres East of Daines Parade. Annual Average Daily Traffic data for the intersection was taken in 2023.

100m East of Daines Parade, Beacon	**AADT**
Eastbound	27,938
Westbound	28,655

3.4 Transport Services

Train Services

There are no train services in close proximity to the site. The nearest rail station is Roseville train station, located 9.4km from the site, an 18-minute drive.

Bus Services

Access to the Bus network is provided by bus stops near the Site on Allambie Road and Warringah Road. Some routes that run from these are:

- Route 142 – Manly to Skyline Shops
- Route 174X – Narraweena to City Wynyard (Express Service)
- Route 280 – Chatswood to Warringah Mall

Details of the available public transport services are provided in Appendix B.

3.5 Walking Facilities

Established pedestrian footpaths are available in the vicinity of the site. Overall, the site is surrounded by a well-established and heavily patronised area that caters to pedestrians, using a variety of desired lines linking commercial, retail, school, club, and restaurant uses with public transport services and the surrounding local residential areas. Bus routes mentioned are all within walking distance of the site.

4.0 Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements associated with the construction processes will access the Site via Allambie Road, Aquatic Drive and Rodborough Road, and access from the site's western and northern boundaries, as illustrated in Figure 5. All trucks involved with the works will access the site using the classified State and Regional Road system.

It is unlikely that work will result in concurrent truck arrivals/departures. Nevertheless, it is noted that any truck queuing or marshalling of construction vehicles will not be permitted on the road network, and call-up procedures will be in place to manage arrivals, if necessary, by the nominated contractor.

The largest vehicle that will use the access point will be an 18.1m Truck & Dog Vehicle during the entirety of the works. An adequate maneuvering area will be provided on-site to ensure construction vehicles can enter and exit in a forward direction under the supervision of a certified traffic controller.

Accredited traffic controllers will be at the site access to manage pedestrian movements and assist with vehicles ingressing and egressing. Only one vehicle will enter or exit the site at the access at a time.

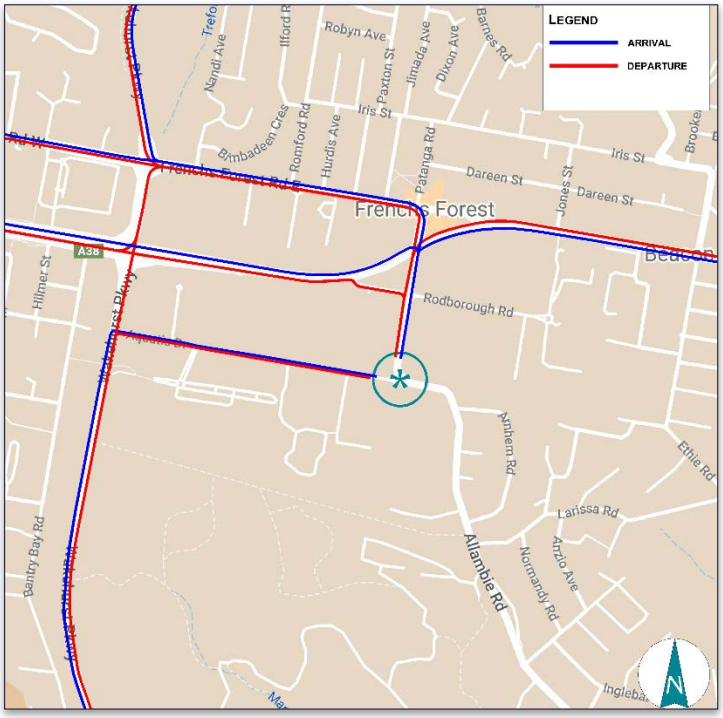


Figure 5 - Truck Routes

4.2 Truck Manoeuvres & Movements

It is anticipated that the construction works will generally involve the following heavy vehicle types:

Vehicle Type	Length
Truck & Dog	18.1m
Heavy Rigid Vehicles (HRV)	12.5m
Medium rigid vehicles (MRV)	8.8m
Small rigid vehicles (SRV)	6.4m
Mobile cranes	9.8m - 13.5m
Concrete trucks	8.8m
Concrete pump	8.8m
Excavator, Bobcat, Forklift, Manitou	< 8.8m
Utility vehicle/Van	5.2m (B99)

Suppose a required truck length exceeds the specified maximum during the phase of work. In that case, a separate application will be submitted to Council identifying the dates of access and the proposed length of the required truck.

The envisaged truck movements per day throughout the works is 3. Trucks servicing the site are restricted to the approved construction hours only when accessing the streets in the vicinity of the site.

4.3 Construction Hours

The approved hours of construction activity will be as per the Consent Conditions. The principal contractor shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all vehicle activity occurs strictly within the hours stipulated by the Conditions of Consent. Should any work be required to take place within public roads (in the vicinity of the site) outside these hours, this would be subject to prior approval from the Council.

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control Regulation 2017.

4.4 Proposed Works Zone

It is not anticipated that a Works Zone is necessary for the works. There is adequate space within the work site for materials storage and truck manoeuvring, a certified traffic controller will be located on Aquatic Drive to assist with truck movements. If a Works Zone is required at some stage in the future, a separate application must be lodged with the Council to establish the arrangement.

4.5 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal 'site induction' process, and all the inductions will be performed specifically to each trade according to Workcover OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

4.6 Traffic Guidance Scheme

The TGS will present traffic management principles, with detailed information for work site operations contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites will be undertaken with reference to WorkCover requirements and RCC Workplace Health and Safety Manuals.

The TGS will be prepared by a Certified Traffic Controller (under TfNSW regulations) in accordance with Australian Standards 1742.3. The TGS will include:

- Stage 1
    - As per approved Construction Management Plan
- Stage 2
    - Temporary measure established during stage 1 works will be maintained to manage the flow of pedestrians and traffic during school pick up/drop off times.

Contraflow will be used at times to minimise impact to vehicles passing through the roundabout. If any changes in work methodologies are required, the relevant TGS will be updated by a certified traffic controller.

4.7 Pedestrian Management

Pedestrians walking along the site frontage will be protected by temporary construction fencing. TfNSW accredited traffic controller shall always supervise all vehicle movements into and out of the site and materials movements to and from the site ensuring pedestrians have right of way at all times.

4.8 Impact on Emergency Vehicle Access

The proposed works would not affect access to the site and neighbouring sites by emergency vehicles. Emergency protocols on the site would indicate a requirement for a traffic controller to assist with emergency access on the site. All truck movements to the site and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

The liaison would be maintained with the ambulance, fire services, police, and other emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

As such, there would be no impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

4.9 Impact on School Access

The works will be scheduled for completion for a Day 1 Term 4 2025 (13 October 2025) initial occupation. The kiss & ride and bus zones will continue to operate during the works, with traffic management in place at all times. A permanent pedestrian crossing will be constructed in the school holidays.

4.10 Road Serviceability

The contractor will ensure that the roads in the vicinity of the site remain in clean and serviceable states during the construction. Any damage to kerbs, signage, trees, footpaths etc., will be repaired or replaced to the satisfaction of the Council.

Prior to mobilisation a comprehensive dilapidation report will be undertaken by ADCO.

4.11 Noise Monitoring

Continuous noise monitoring will be in place to ensure noise is within the mandated thresholds. There will be a minimum one-hour noise respite period each working day.

4.12 Parking & Materials Handling

There will not be any provision for on-site parking or materials storage. All works will be within the road reserve.

4.13 Public Notification and Consultation

All communication will be as per the approved Communications Plan.

Johnstaff will act as the liaison with the school, neighbouring schools, neighbours and community to respond to any noise concerns.

5.0 Driver's Code of Conduct

5.1 Objectives of the Drivers Code of Conduct

- To minimise the impact of earthworks on the local and regional road network
- To minimise conflict with other road users
- To minimise road traffic noise; and
- To ensure truck drivers use specified heavy vehicles routes between the site and the sub-regional road network

5.2 Code of Conduct

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons
- Notify their employer if they are not fit for duty prior to commencing their shift
- Obey all applicable road rules and laws at all times
- In the event an emergency vehicle behind your vehicle, pull over the allow the emergency vehicle to pass immediately
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas
- Ensure all loads are safely contained/restrained, as necessary
- Drive over devices – located at the site's access – to vibrate off and wash off any loose material attached to heavy vehicles
- Operate their vehicles in a safe and professional manner, with consideration for all other road users
- Hold a current Australian State or Territory issued driver's licence
- Notify their employer or operator immediately should the status or conditions of their driver's licence change in any way
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs

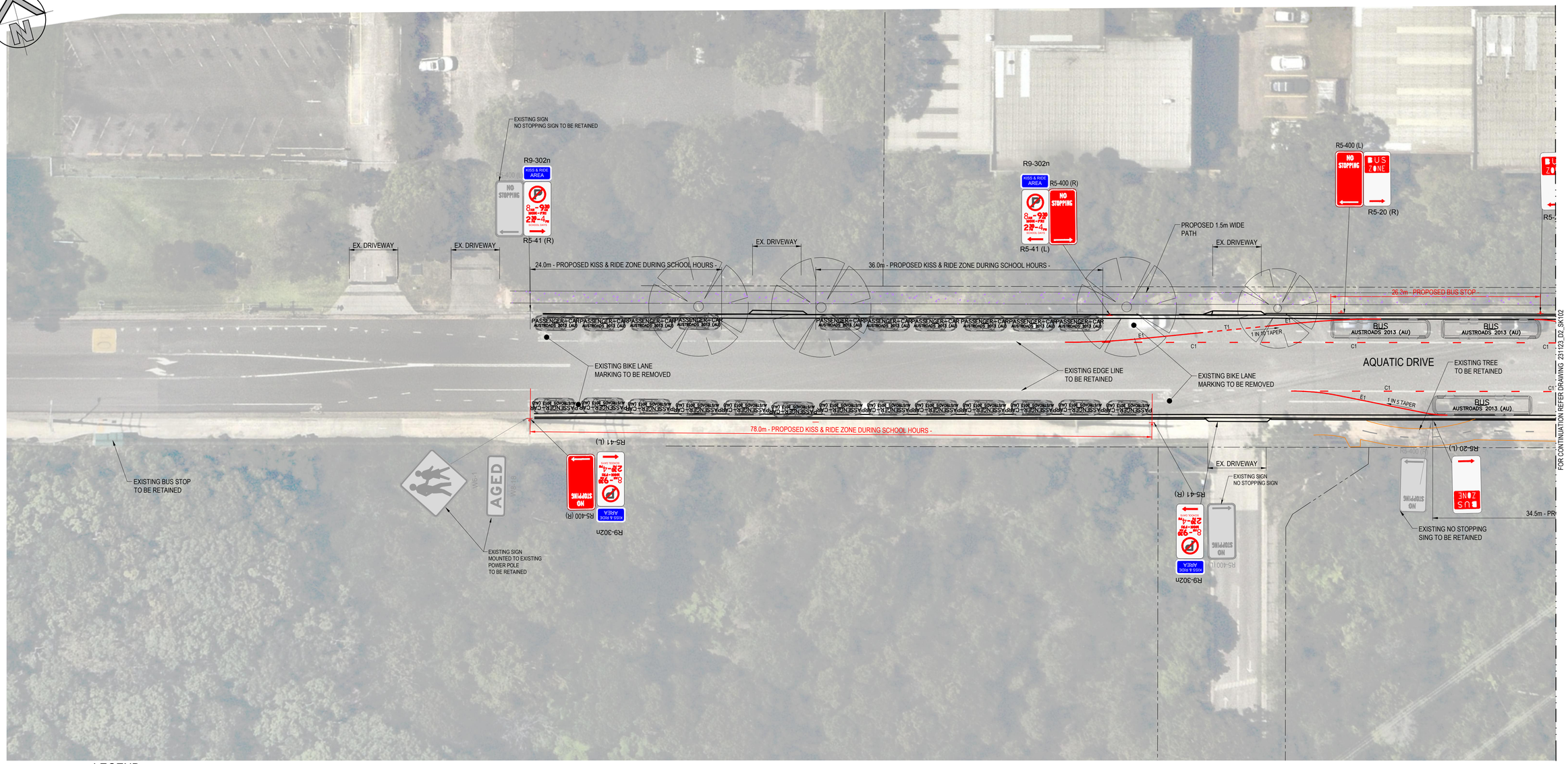
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device
- Advise management of any situations of which you know, or think, may present a threat to workplace health and safety
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary, and
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site, as necessary, to avoid unnecessary delays to other vehicles.

5.3 Crash or Incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the follow information is noted:
    - Details of the other vehicles and registration numbers
    - Names and addresses of the other vehicle drivers
    - Names and addresses of witnesses, and
    - Insurers details
- Give the following information to the involved parties:
    - Name
    - Address, and
    - Company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
    - If there is a disagreement over the cause of the crash
    - If there are injuries; and/or
    - If you damage property other than your own
- As soon as reasonably practical, report all incident details to your manager.

Appendix A
Development Plans

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994



LEGEND

- EXISTING KERB TO BE RETAINED
- EXISTING PATH TO BE RETAINED
- PROPOSED PATH WIDENING
- PROPOSED LINEMARKING
- EXISTING LINEMARKING TO BE RETAINED
- PROPOSED TYPE 1 PEDESTRIAN FENCE
- PROPOSED BOUNDARY SECURITY FENCE
- TREE PROTECTION ZONE (TPZ)

PUBLIC DOMAIN PLAN - STAGE 1

SCALE: 1:250 @A1

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:250

ISSUED FOR APPROVAL

SURVEY INFORMATION
SURVEYED BY
C.M.S. SURVEYOURS
PTY LIMITED
DATUM: AHD
ORIGIN OF LEVELS: SSM 9185, RL 127.659

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
01	ISSUED FOR APPROVAL	LC	TD	08.04.2025					

Client
ADCO

Architect
ARCHITECTUS

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H&H Job No: 231123

DRAWING TO BE PRINTED IN COLOUR

Project
PROPOSED THE FOREST HIGH SCHOOL
187 ALLAMBIE ROAD, ALLAMBIE HEIGHTS, NSW

Title
PUBLIC DOMAIN PLANS
STAGE 1, SHEET 1 OF 5

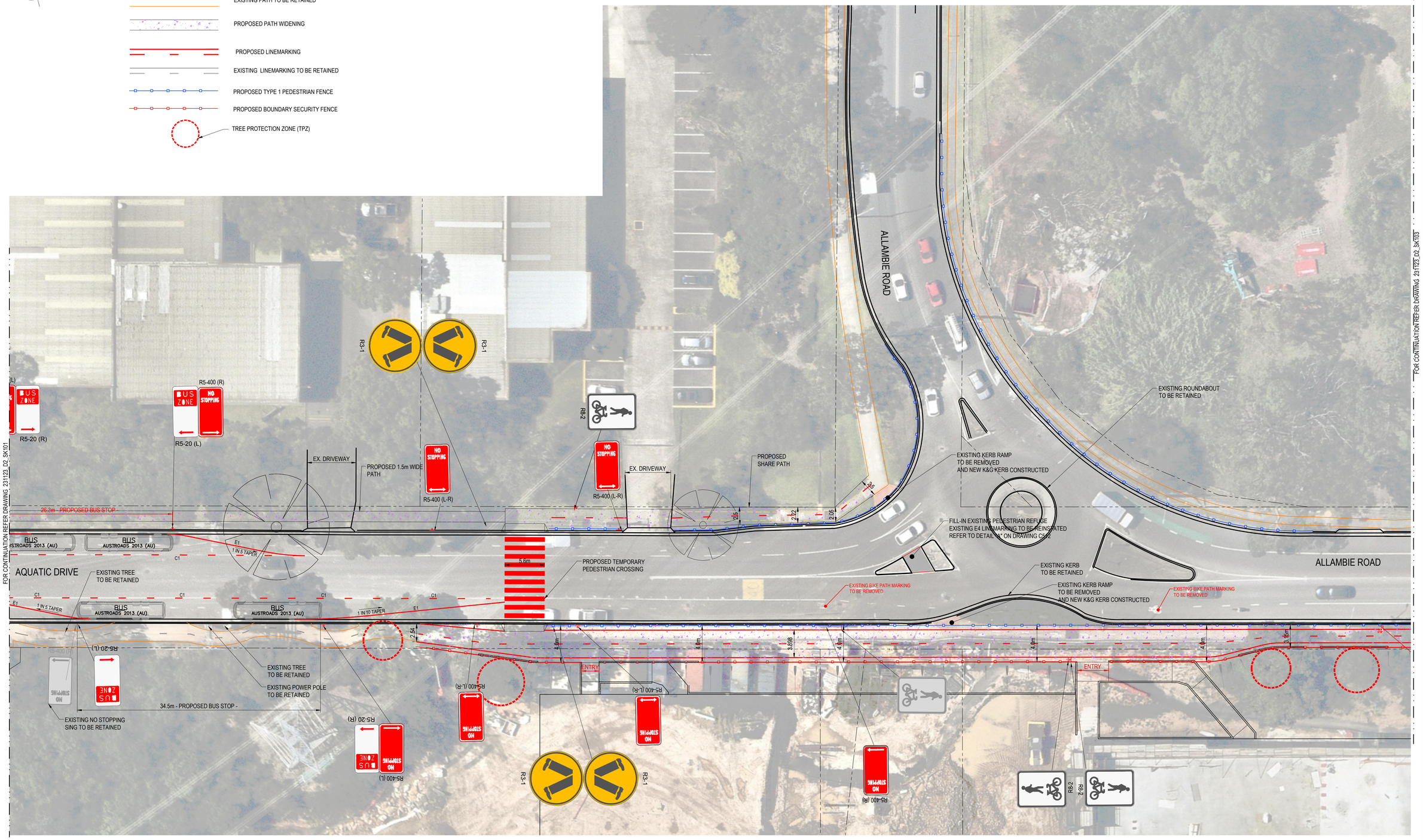
Drawn	Designed	Original issue date
L.Caha	L.Caha	JULY
Checked	Approved	Scale @A1
T.Dempsey	A.Francis	1:250

Drawing number: 231123_D2_SK101

Revision: 01

LEGEND

- EXISTING KERB TO BE RETAINED
- EXISTING PATH TO BE RETAINED
- PROPOSED PATH WIDENING
- PROPOSED LINEMARKING
- EXISTING LINEMARKING TO BE RETAINED
- PROPOSED TYPE 1 PEDESTRIAN FENCE
- PROPOSED BOUNDARY SECURITY FENCE
- TREE PROTECTION ZONE (TPZ)



FOR CONTINUATION REFER DRAWING 231123_D2_SK101

FOR CONTINUATION REFER DRAWING 231123_D2_SK103

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:250

PUBLIC DOMAIN PLAN - STAGE 1

SCALE: 1:250 @A1

ISSUED FOR APPROVAL

SURVEY INFORMATION
SURVEYED BY
C.M.S. SURVEYOURS
PTY LIMITED
DATUM: AHD
ORIGIN OF LEVELS: SSM 9185, RL 127.659

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
01	ISSUED FOR APPROVAL	LC	TD	08.04.2025					

Client
ADCO

Architect
ARCHITECTUS

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Web www.henryandhymas.com.au

DRAWING TO BE PRINTED IN COLOUR

henry&hymas

Project
PROPOSED THE FOREST HIGH SCHOOL
187 ALLAMBIE ROAD, ALLAMBIE HEIGHTS, NSW

Title
PUBLIC DOMAIN PLANS
STAGE 1, SHEET 2 OF 5

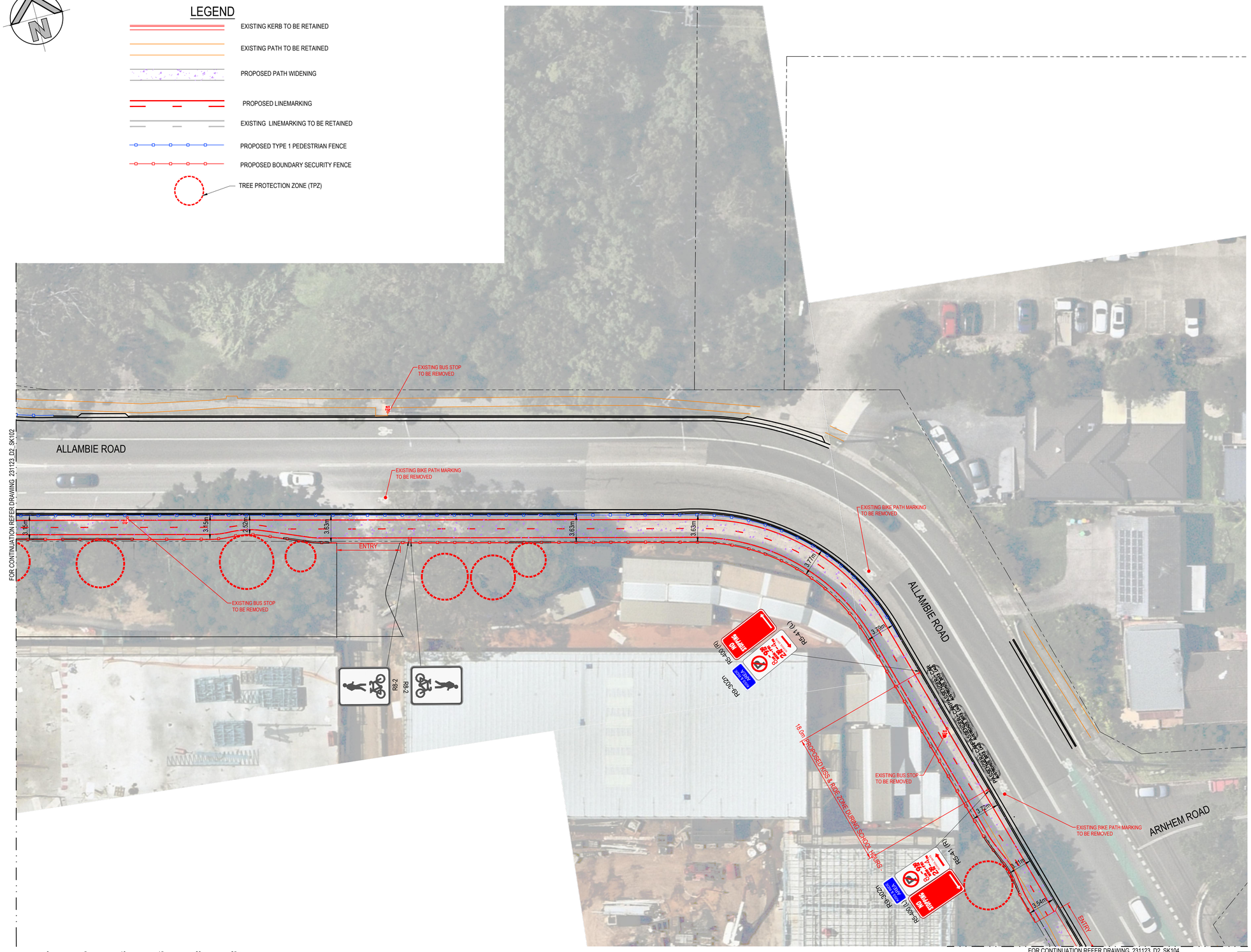
Drawn	Designed	Original issue date
L.Caha	L.Caha	JULY
Checked	Approved	Scale @A1
T.Dempsey	A.Francis	1:250

Drawing number: 231123_D2_SK102

Revision: 01

LEGEND

- EXISTING KERB TO BE RETAINED
- EXISTING PATH TO BE RETAINED
- PROPOSED PATH WIDENING
- PROPOSED LINEMARKING
- EXISTING LINEMARKING TO BE RETAINED
- PROPOSED TYPE 1 PEDESTRIAN FENCE
- PROPOSED BOUNDARY SECURITY FENCE
- TREE PROTECTION ZONE (TPZ)



0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:250

PUBLIC DOMAIN PLAN - STAGE 1

SCALE: 1:250 @A1

ISSUED FOR APPROVAL

SURVEY INFORMATION										
SURVEYED BY C.M.S. SURVEYOURS PTY LIMITED										
DATUM: AHD										
ORIGIN OF LEVELS: SSM 9185, RL 127.659										
	01	ISSUED FOR APPROVAL	LC	TD	08.04.2025	08	ISSUED FOR WAD APPROVAL	LC	TD	30.10.2024
	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE

Client
ADCO

Architect
ARCHITECTUS

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Facsimile +61 2 9417 8337
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Web www.henryandhymas.com.au

H&H Job No: 231123

DRAWING TO BE PRINTED IN COLOUR

henry&hymas

Project
PROPOSED THE FOREST HIGH SCHOOL
187 ALLAMBIE ROAD, ALLAMBIE HEIGHTS, NSW

Title
PUBLIC DOMAIN PLANS
STAGE 1, SHEET 3 OF 5

Drawn	Designed	Original issue date
L.Caha	L.Caha	JULY
Checked	Approved	Scale @A1
T.Dempsey	A.Francis	1:250

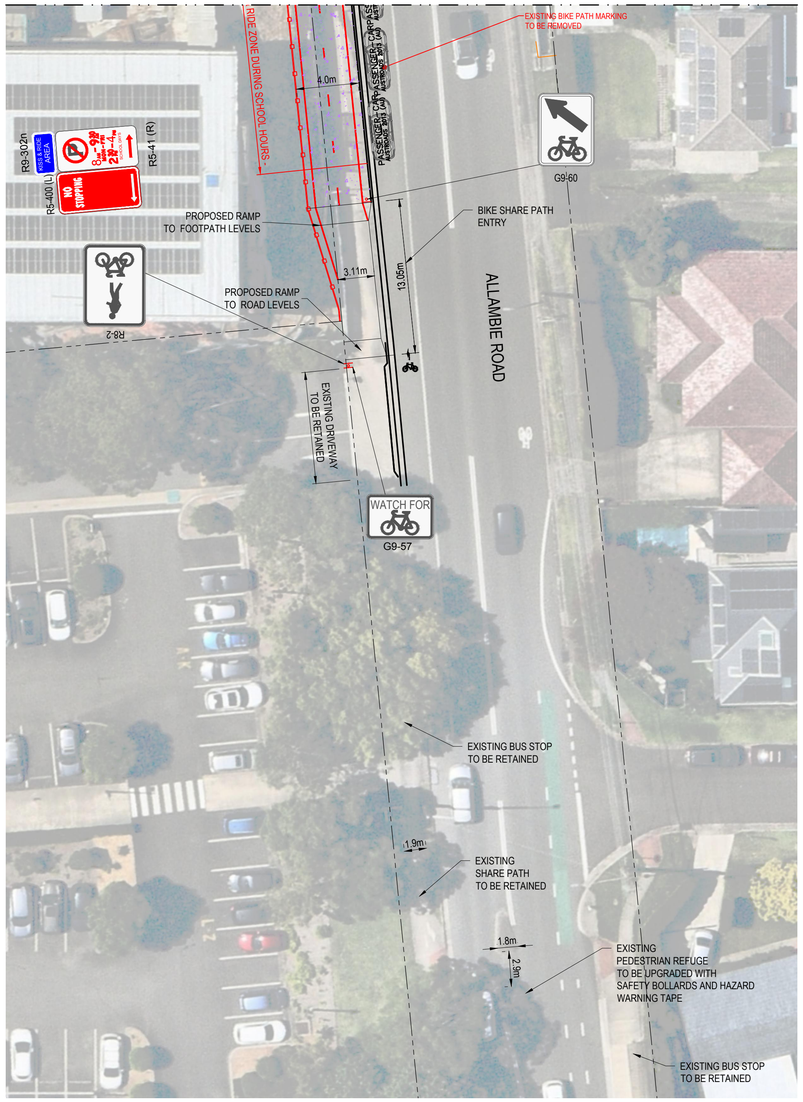
Drawing number: 231123_D2_SK103

Revision: 01

LEGEND

- EXISTING KERB TO BE RETAINED
- EXISTING PATH TO BE RETAINED
- PROPOSED PATH WIDENING
- PROPOSED LINEMARKING
- EXISTING LINEMARKING TO BE RETAINED
- PROPOSED TYPE 1 PEDESTRIAN FENCE
- PROPOSED BOUNDARY SECURITY FENCE
- TREE PROTECTION ZONE (TPZ)

FOR CONTINUATION REFER INSET ON RIGHT



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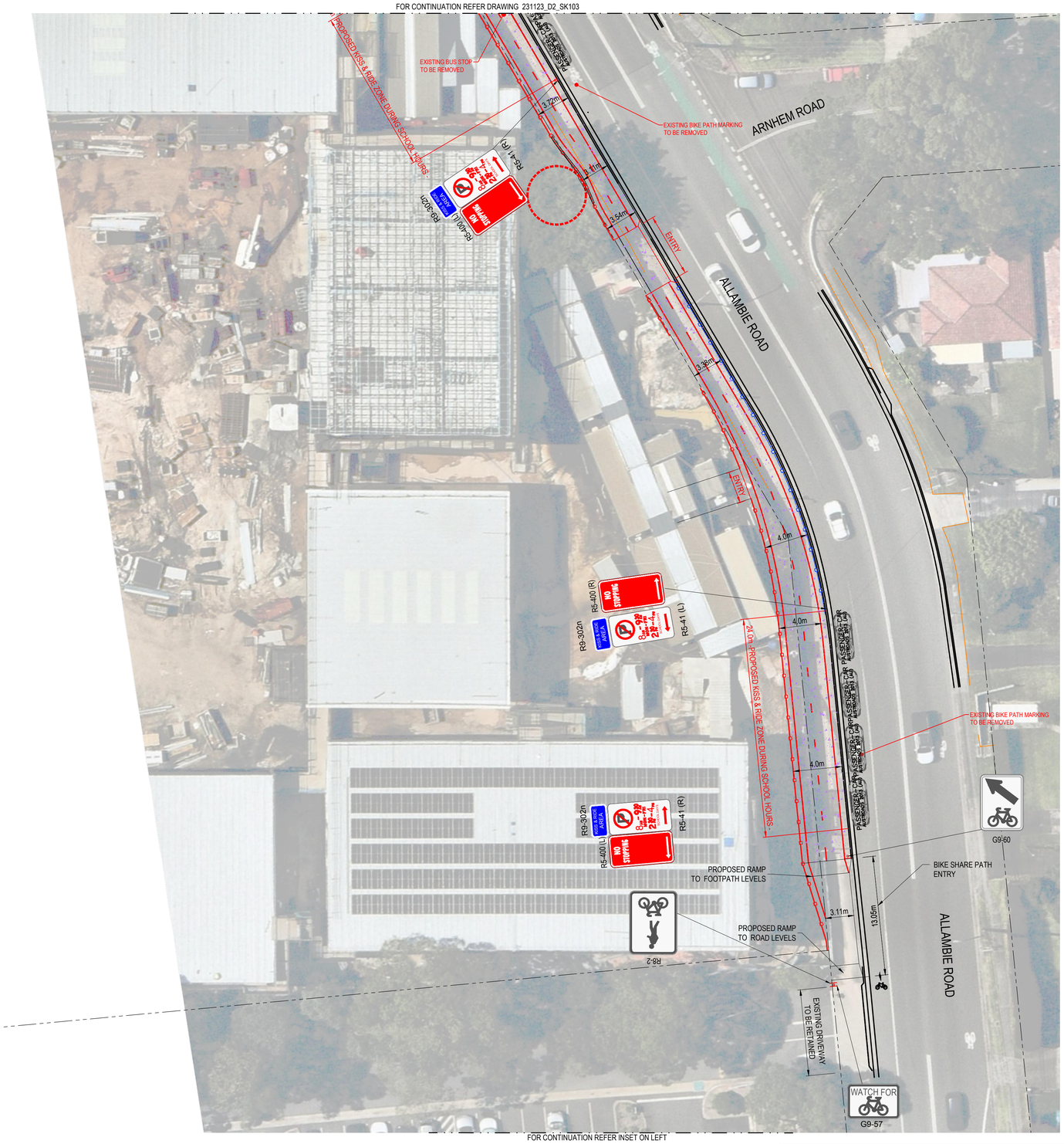

FOR CONTINUATION REFER INSET ON LEFT

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5 4 3 2 1
SCALE 1:250

PUBLIC DOMAIN PLAN - STAGE 1

SCALE: 1:250 @A1

ISSUED FOR APPROVAL

SURVEY INFORMATION
SURVEYED BY
C.M.S. SURVEYOURS
PTY LIMITED
DATUM: AHD
ORIGIN OF LEVELS: SSM 9185, RL 127.659

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
01	ISSUED FOR APPROVAL	LC	TD	08.04.2025					

Client: ADCO

Architect: ARCHITECTUS

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henry&hymas

H&H Job No: 231123

DRAWING TO BE PRINTED IN COLOUR

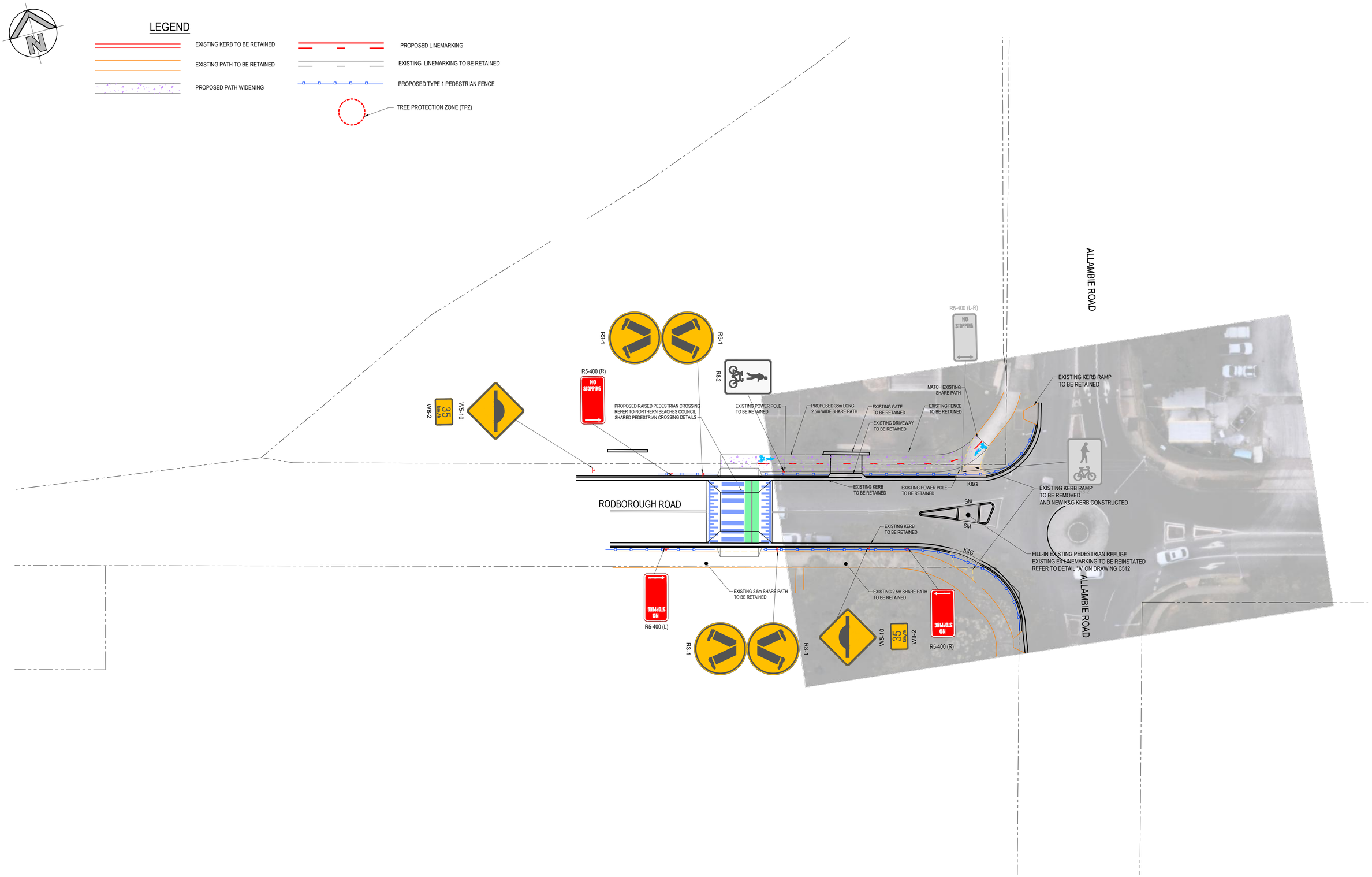
Project: PROPOSED THE FOREST HIGH SCHOOL
187 ALLAMBIE ROAD, ALLAMBIE HEIGHTS, NSW

Title: PUBLIC DOMAIN PLANS
STAGE1, SHEET 4 OF 5

Drawn	Designed	Original issue date
L.Caha	L.Caha	JULY
Checked	Approved	Scale @A1
T.Dempsey	A.Francis	1:250

Drawing number: 231123_D2_SK104

Revision: 01



PUBLIC DOMAIN PLAN - STAGE 1

SCALE: 1:250 @A1

ISSUED FOR APPROVAL

SURVEY INFORMATION
SURVEYED BY
C.M.S. SURVEYOURS
PTY LIMITED
DATUM: AHD
ORIGIN OF LEVELS: SSM 9185, RL 127.659

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
01	ISSUED FOR APPROVAL	LC	TD	08.04.2025					

Client
ADCO

Architect
ARCHITECTUS

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H&H Job No: 231123

DRAWING TO BE PRINTED IN COLOUR

Project
PROPOSED THE FOREST HIGH SCHOOL
187 ALLAMBIE ROAD, ALLAMBIE HEIGHTS, NSW

Title
PUBLIC DOMAIN PLANS
STAGE 1, SHEET 5 OF 5

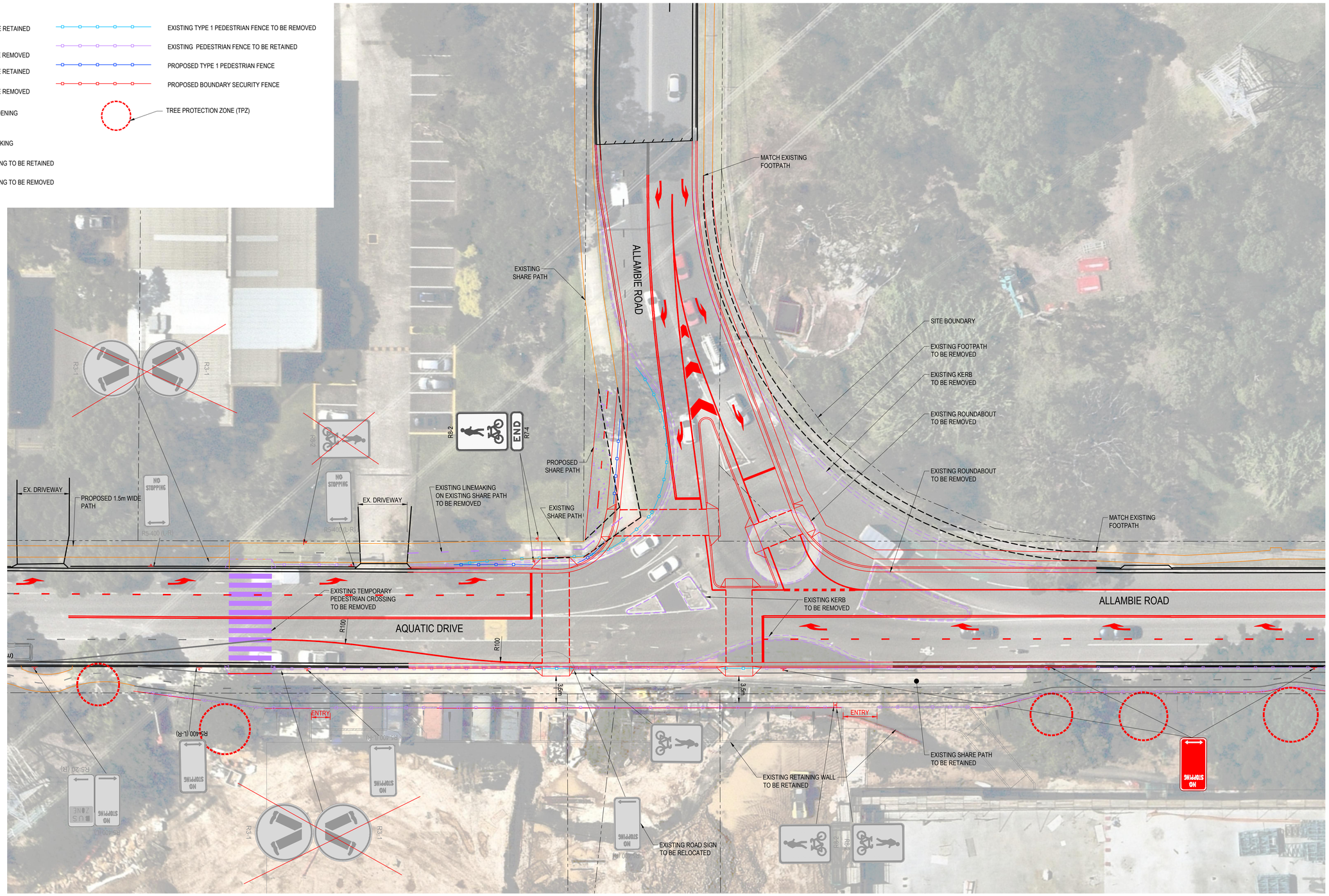
Drawn	Designed	Original issue date
L.Caha	L.Caha	JULY
Checked	**Approved**	**Scale @A1**
T.Dempsey	A.Francis	1:250

Drawing number: 231123_D2_SK105

Revision: 01

LEGEND

- EXISTING KERB TO BE RETAINED
- PROPOSED KERB
- EXISTING KERB TO BE REMOVED
- EXISTING PATH TO BE RETAINED
- EXISTING PATH TO BE REMOVED
- PROPOSED PATH WIDENING
- PROPOSED LINEMARKING
- EXISTING LINEMARKING TO BE RETAINED
- EXISTING LINEMARKING TO BE REMOVED
- EXISTING TYPE 1 PEDESTRIAN FENCE TO BE REMOVED
- EXISTING PEDESTRIAN FENCE TO BE RETAINED
- PROPOSED TYPE 1 PEDESTRIAN FENCE
- PROPOSED BOUNDARY SECURITY FENCE
- TREE PROTECTION ZONE (TPZ)



0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:250

PUBLIC DOMAIN PLAN - STAGE 2

SCALE: 1:250 @A1

ISSUED FOR APPROVAL

SURVEY INFORMATION
SURVEYED BY
C.M.S. SURVEYOURS
PTY LIMITED
DATUM: AHD
ORIGIN OF LEVELS: SSM 9185, RL 127.659

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE	REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
01	ISSUED FOR APPROVAL	LC	TD	14.04.2025					

Client
ADCO

Architect
ARCHITECTUS

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H&H Job No: 231123

DRAWING TO BE PRINTED IN COLOUR

henry&hymas

Project
PROPOSED THE FOREST HIGH SCHOOL
187 ALLAMBIE ROAD, ALLAMBIE HEIGHTS, NSW

Title
PUBLIC DOMAIN PLANS
STAGE 2

Drawn	Designed	Original issue date
L.Caha	L.Caha	JULY
Checked	Approved	Scale @A1
T.Dempsey	A.Francis	1:250

Drawing number: 231123_D2_SK108

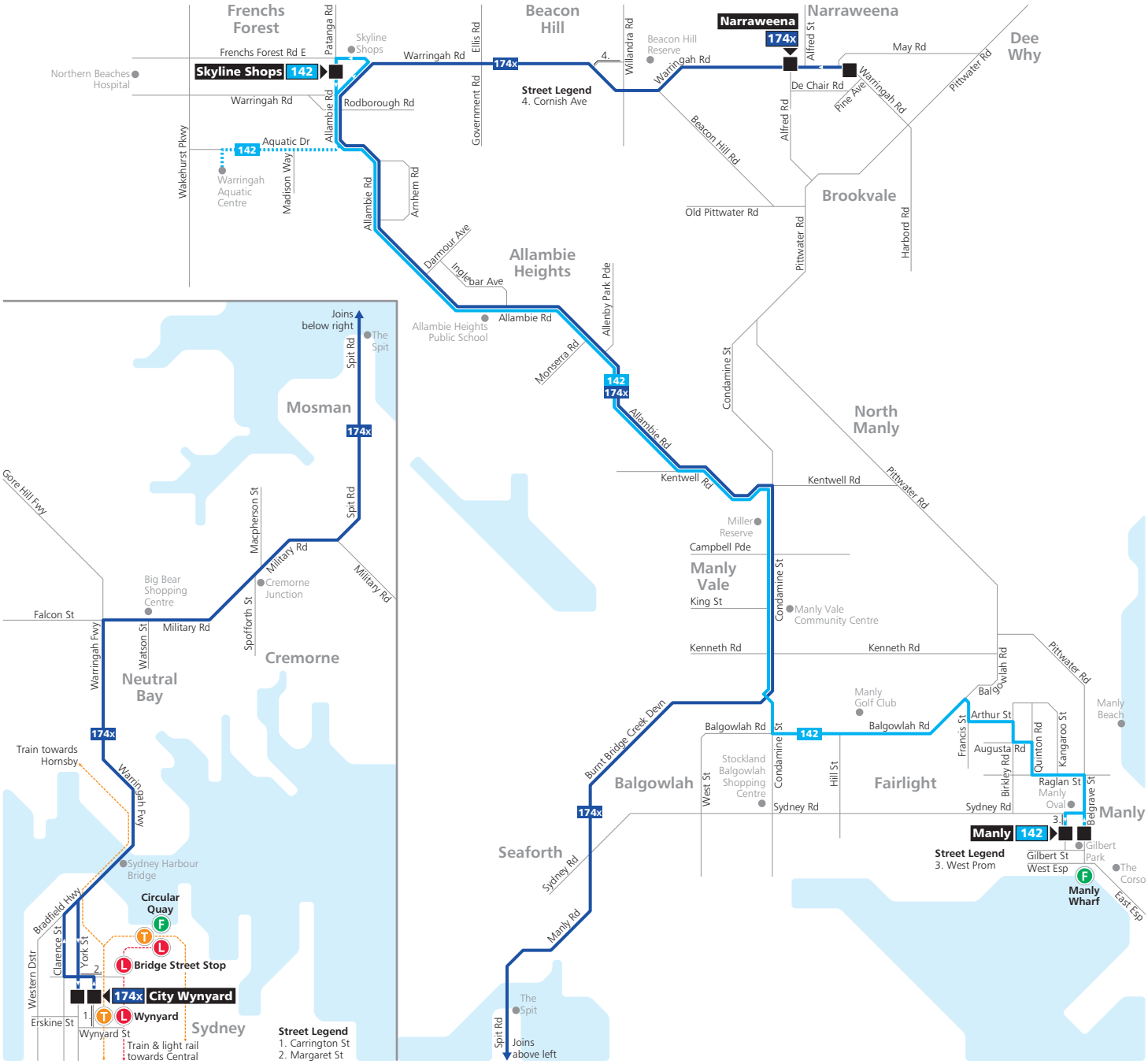
Revision: 01

Appendix B
Public Transport Maps

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Routes 142, 174x

B



Route 174x to City Wynyard

Picks up and sets down passengers at all stops to Kenneth Road Manly Vale, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

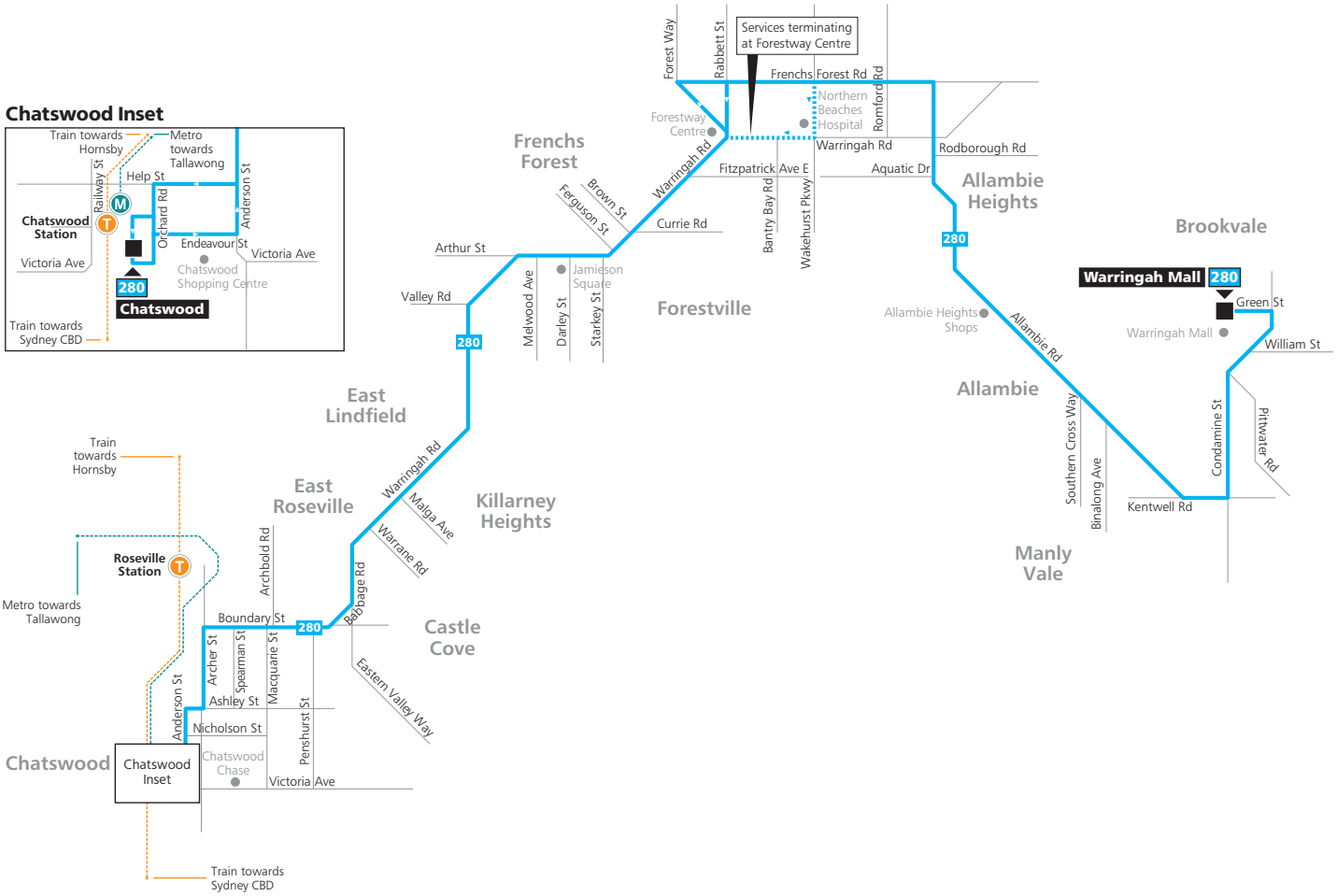
Route 174x to Narraweena

Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, Kenneth Road Manly Vale, then all stops.

NSW GOVERNMENT | Transport

transportnsw.info

Route 280



Legend

- Bus route
- 280 Bus route number
- Bus route start/finish
- Metro line/station
- Train line/station

North

Diagrammatic Map
Not to Scale

NSW GOVERNMENT

Transport

transportnsw.info

Appendix C
TTPA Accreditation

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Suite 604, Level 6, 10 Help Street, Chatswood NSW 2067
P (02) 9411 5660 | **M** 0479 095 329 | **W** ttpa.com.au | **E** lachlan@ttpa.com.au

Lachlan Ellson – Director and Traffic Engineer

Lachlan is an established consultant with over 5 years of experience specialising in resolving complex traffic and parking issues in land use development projects. He advises both the public and private sectors. Lachlan manages the company's simulation and modelling section and is proficient in various CAD and design packages including AutoTurn and traffic modelling software (SIDRA). He also has a detailed awareness and understanding of the TfNSW design standards for traffic control at work sites as well as the relevant Australian Standards.

Education

Bachelor of Engineering (Civil), University of Wollongong, 2022

Professional Experience

2018 - current	Transport and Traffic Planning Associates	Sydney, NSW

Key Skill Areas

- CAD Design
- Auto Turn Simulation Assessments
- Construction Traffic Management Plans
- SIDRA Modelling
- Traffic Impact Assessments
- Traffic Guidance Schemes

Project Experience

Traffic Impact Assessments

- 50-54 McCauley Street, Alexandria
- Meriton Developments NSW
- 11-13 King Street, Campbelltown
- 24 Grose Street, Glebe

Traffic Modelling (SIDRA)

- Morisset Traffic Modelling – Proposed town lifestyle living, tourist accommodation, town centre development and concert location
- Georges River Traffic Study – Testing of potential rezoned precincts to accommodate greater residential capacity
- Riverstone Precinct – Assessment of proposed intersections and advising potential changes
- Bunnings Developments

Construction Traffic Management Plans

- St Michaels Catholic Primary School, Daceyville
- 15 Whiting Street, Artarmon
- 28 The Strand, Whale Beach
- 479 Sydney Road, Balgowlah
- 60-64 Hills Street, Gosford