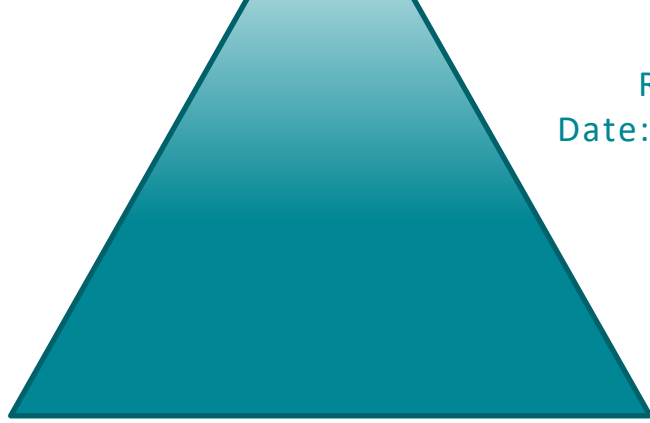




Forest High School
Relocation & Construction
Allambie Road, Allambie Heights

Construction Pedestrian & Traffic
Management Plan



Transport and Traffic Planning Associates

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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).

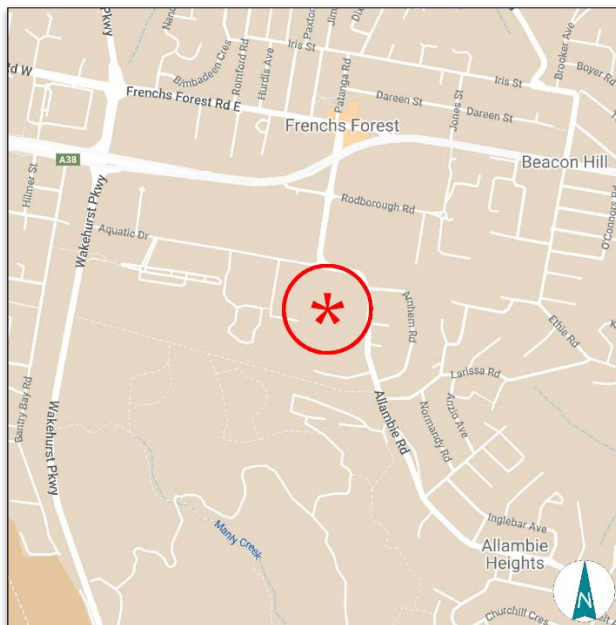


Figure 1 - Site Location

This report has been prepared by Transport and Traffic Planning Associates in satisfaction of Consent Conditions No. B16 and B32 of the Development Consent for the submission of a Construction Pedestrian & Traffic Management Plan as part of the Construction Certificate documentation.

The plan has been prepared by a traffic engineer who holds the Transport for New South Wales Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Lachlan Ellson

Card Number: TCT0041903

Date of Issue: 28/08/2019

2.0 Proposed Development

2.1 Site, Context & Existing Circumstances

The Site (Figure 2) is a consolidation of Lots 6 & 7 in DP1280981, Lots 750 & 751 in DP1271174 and part of Lot 3 in DP1280781 which occupies an irregularly shaped area of some 4.3ha. The site has a 280m long frontage on the southern side of Allambie Road and Aquatic Drive and 150 metres on the western side of Allambie Road.



Figure 2 - Site Boundary

The site is currently vacant, while part of it is occupied for parking uses. Adjoining to the south, is the Cerebral Palsy Alliance building and Arranounbai School.

The Northern Beaches Hospital Structure Plan has designated the current Site of The Forest High School in Frenchs Forest as the chosen location for the upcoming Frenchs Forest Town Centre, thus the Department of Education is in the process of relocating The Forest High School to subject site's location.

2.2 Approved Development Scheme

The State-led Frenchs Forest 2041 Place Strategy and Northern Beaches Council's Hospital Precinct Structure Plan require that The Forest High School be relocated from its current site at Frenchs Forest Road West, Frenchs Forest (Lot 99 DP 1241021) to a new site in order to facilitate the future development and transition of the area to become a Strategic Centre introducing 5,360 additional dwellings and 2,300 new jobs.

Accordingly, School Infrastructure New South Wales (SINSW) has identified and acquired a new site for the relocation of the school to Allambie Road, Allambie Heights. Relocation of The Forest High School involves the construction and operation of a new government high school which will increase capacity from 800 students to 1,500 students, comprising:

- Block A, a two (2) storey building comprising administration, staff spaces, staff amenities, and general learning spaces;
- Block B, a two (2) storey building comprising special support unit facilities, staff spaces, amenities, and general learning spaces;
- Block C, a two (2) storey building comprising library, general and specialist learning spaces;
- Block D, a two (2) storey building comprising science facilities, general learning spaces, staff facilities, and amenities;
- Block E, a two (2) storey building comprising food technology spaces, fabric and textile spaces, woodwork and metal work facilities, staff facilities, amenities and general learning spaces;
- Block F, a one (1) and two (2) storey building comprising a gymnasium with associated change rooms, showers, amenities and storage, first aid room, and metal work facilities;
- Block G, a two (2) storey building comprising a hall with movement studio, stage and lecture theatre, performance facilities, visual arts facilities, canteen, amenities, staff facilities, and general learning areas;
- Outdoor sporting facilities including a sporting field and six (6) games courts;
- Covered outdoor learning area (COLA) and covered outdoor working area (COWA);
- Basement parking area for 121 vehicles;
- Bicycle parking for 121 bicycles and scooter parking for 61 scooters; and

- Associated earthworks, tree removal, new tree planting and other landscaping, stormwater works, service upgrades and supporting infrastructure.

Site Development plans have been provided by architectus and are reproduced in Appendix A.

2.3 Construction Process

2.3.1 Demolition

The demolition works will be preceded by the installation of A-Class and B-class fencing along the site's perimeter to prevent unauthorised access, with the demolition works to take a maximum of 20 days. At its peak, the works will involve in the order of 50 persons (maximum) on the site at any one time. All materials will be unloaded and stored within the site outside of peak hours. The provision for loading/unloading will involve trucks entering the site in a forward direction and departing in a reverse direction. The maximum truck size accessing the loading area will be an 18.1m Truck & Dog with 20 arrivals per day.

A tool drop-off and storage facility will be provided on site. This would allow tradespeople to drop off and store their tools and machinery, enabling them to use public transport to travel to/ from the site on a daily basis. Workers will also be informed of the appropriate tool/equipment drop-off and storage arrangement within site sheds and amenities. Public Transport schedules will be provided to all workers during the site induction to promote alternative modes of transport.

2.3.2 Earthworks

This activity will involve the excavation of the site to provide for a level building platform. This process is anticipated to take 120 days to complete using a small excavator machine with the removal of the spoil by 18.1m Truck & Dog type vehicles with some 30 movements per day. Trucks will enter the Site from the currently existing eastern access, and exit, as shown on the Appendix C turning path diagram. The number of workers on site will be some 80 persons.

2.3.3 Construction and Fitout

The construction and fitout phase will take approximately 365 days and, at peak activity, involve a maximum of 200 people on the site at any one time.

Whilst the activity on the site will be more intense during this period, the movement of heavy vehicles will only average around 15 visitations per day, with 42 times per day during concrete pours. Trucks during these works will be restricted to a 12.5m Heavy Rigid Vehicle. Workers will be encouraged at all times to utilise the public transport system or carpool wherever possible.

The provision for loading/unloading for this process will involve trucks standing within the site and all materials being unloaded and stored within the site as well. During the latter stage, small deliveries will be able to occur in the car parking spaces. Pedestrians walking past the development will be protected by temporary fencing.

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

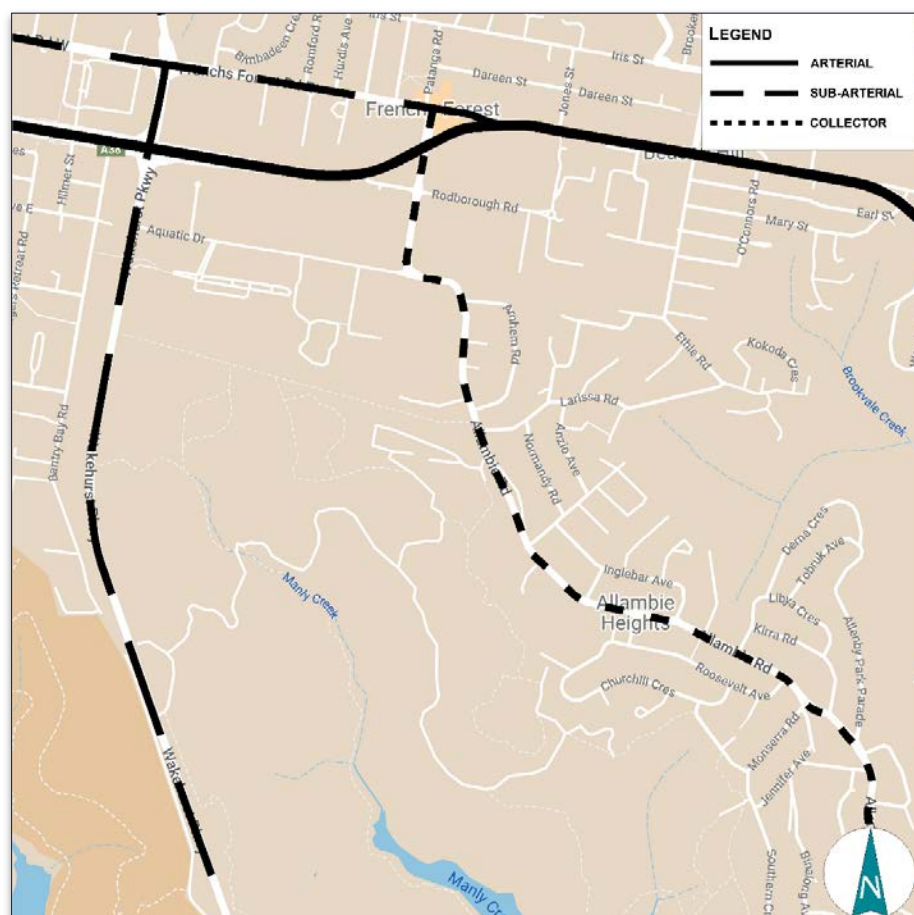


Figure 3 - Road Network

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/Mortmain Avenue
- Give Way signal and no right turn at Aquatic Drive and Wakehurst Parkway intersection

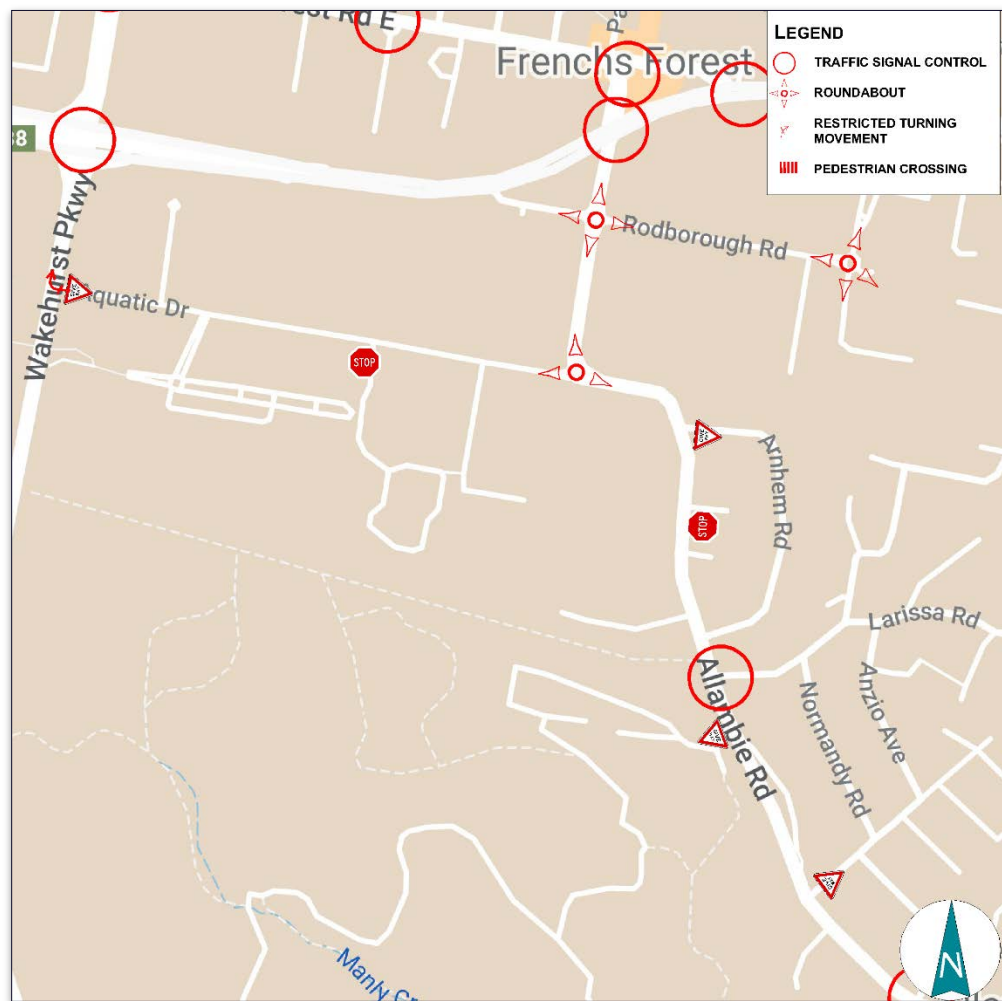


Figure 4 - Traffic Conditions

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 and Aquatic Drive, and access from the site's western and eastern 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. The entrance to Doe Street is also to be widened in the construction stages, allowing for better truck movements.

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

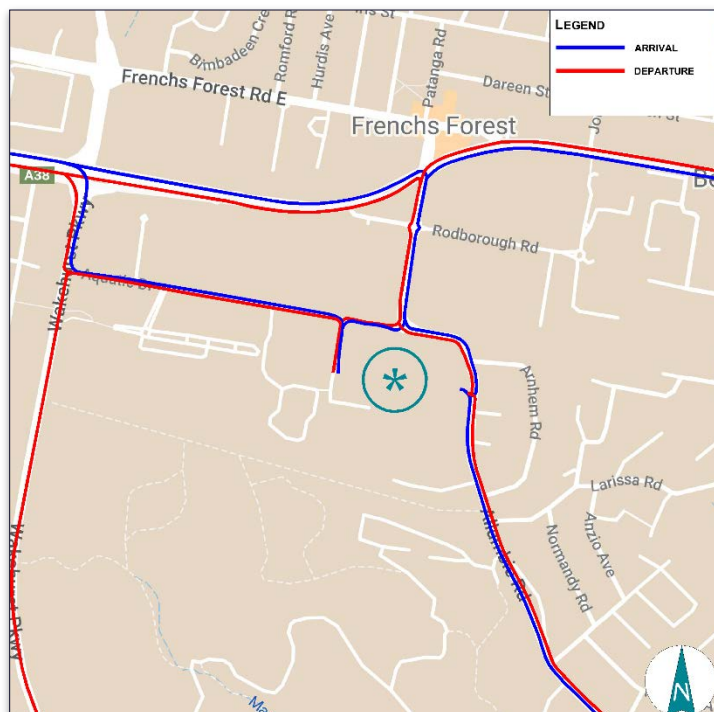


Figure 5 - Truck Routes

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)

The largest truck generally requiring access to the site during the works per stage is as follows:

Demolition	18.1m Truck & Dog
Excavation	18.1m Truck & Dog
Construction	12.5m Heavy Rigid Vehicle
Fitout	12.5m Heavy Rigid Vehicle

The turning path assessment details are provided in Appendix C, indicating satisfactory truck manoeuvring in and out of the site depending on the appropriate phase of works.

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 as follows:

Demolition	20 per day
Earthworks	30 per day
Construction & Fitout	15 per day

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 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 presents 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 must be undertaken with reference to WorkCover requirements and RCC Workplace Health and Safety Manuals.

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

- The proposed works site
- Traffic control signage

The TGSs for the construction processes are provided in Appendix D.

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 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.

4.10 Parking

The peak workforce is estimated to be approximately 163 full-time workers. It is expected that because of the public transport access of the site, approximately 10 per cent of workers would arrive on site by public transport. Of the remaining 90 per cent of workers, a vehicle occupancy of 2.0 is assumed, which is typical of construction sites. The maximum number of cars therefore is expected to be approximately 75 vehicles. There will be no on-site parking provisions available with workers to be restricted to on-street parking within industrial areas.

The on-street network around the industrial area has sufficient spare capacity for the 75 vehicles based on site observations:

- Aquatic Drive: 510m of generally vacant length up to the Forestridge Business Park, which often has on-street parking. This provides 80 vehicle parking spaces assuming 6.3m per vehicle.
- Rodborough Road west: 60m of generally vacant length, which would provide about 10 parking spaces assuming 6.3m per vehicle.
- Rodborough Road east: 250m of generally vacant length, which would provide about 39 parking spaces.

Rodborough Road is a reasonable walk to the site but could be workable for trades to drop tools on site and then park longer term at this location. Road network impacts by worker traffic to the site will be mitigated by the construction workers generally starting earlier and finishing earlier than the commuter peak periods and would likely not coincide with the school or road network peak periods. Construction workers will be encouraged to carpool, further reducing the impact on the road network and local parking demands. Final construction

vehicle numbers are still being confirmed. A preliminary estimate of 20 heavy vehicle truck movements is anticipated on a typical day.

4.11 Materials Handling

All materials are to be stored within the site boundary at all times. Loading/unloading of materials will occur from the Loading Area by crane or with the assistance of trolleys/forklifts. No materials shall be placed dumped or left on any council road or footpath area at any time.

4.12 Public Notification and Consultation

Under the approval of the Council, the contractor would prepare notification letters that would be emailed to adjoining property owners to advise of the timeframes for completion of each phase of the development/construction process. The notification will be provided a minimum of 7 days prior to the implementation of any temporary traffic control measure.

Consultation with the relevant authorities, including TfNSW and Council, will be required prior to and throughout the works. Evidence of the beginning of this consultation has been provided in Appendix E.

5.0 Drive 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 to 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

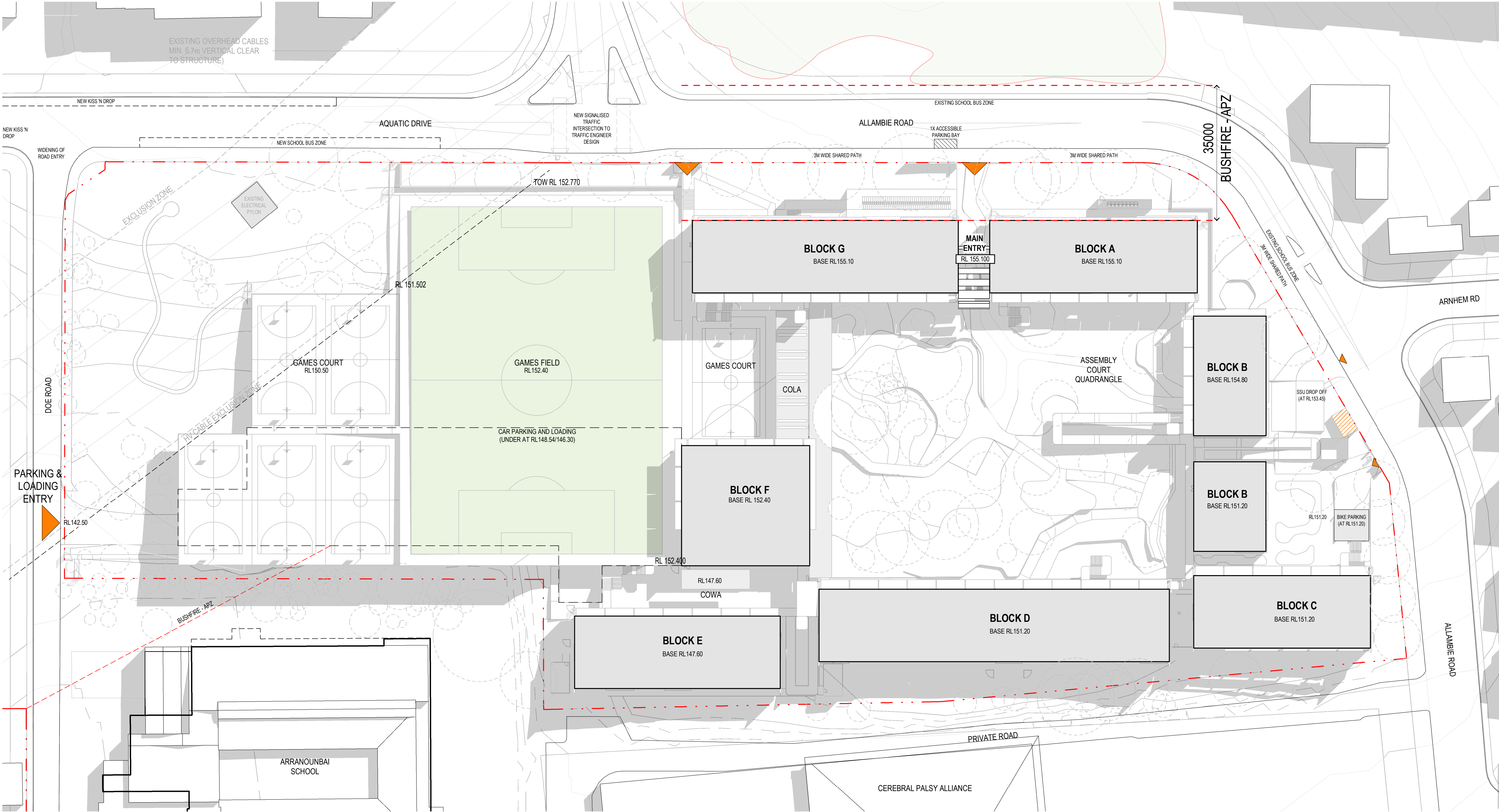
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device
- Advise management of any situations of which you know, or think, may present a threat to workplace 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

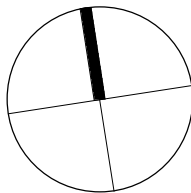
- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the follow information is noted:
 - Details of the other vehicles and registration numbers
 - 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



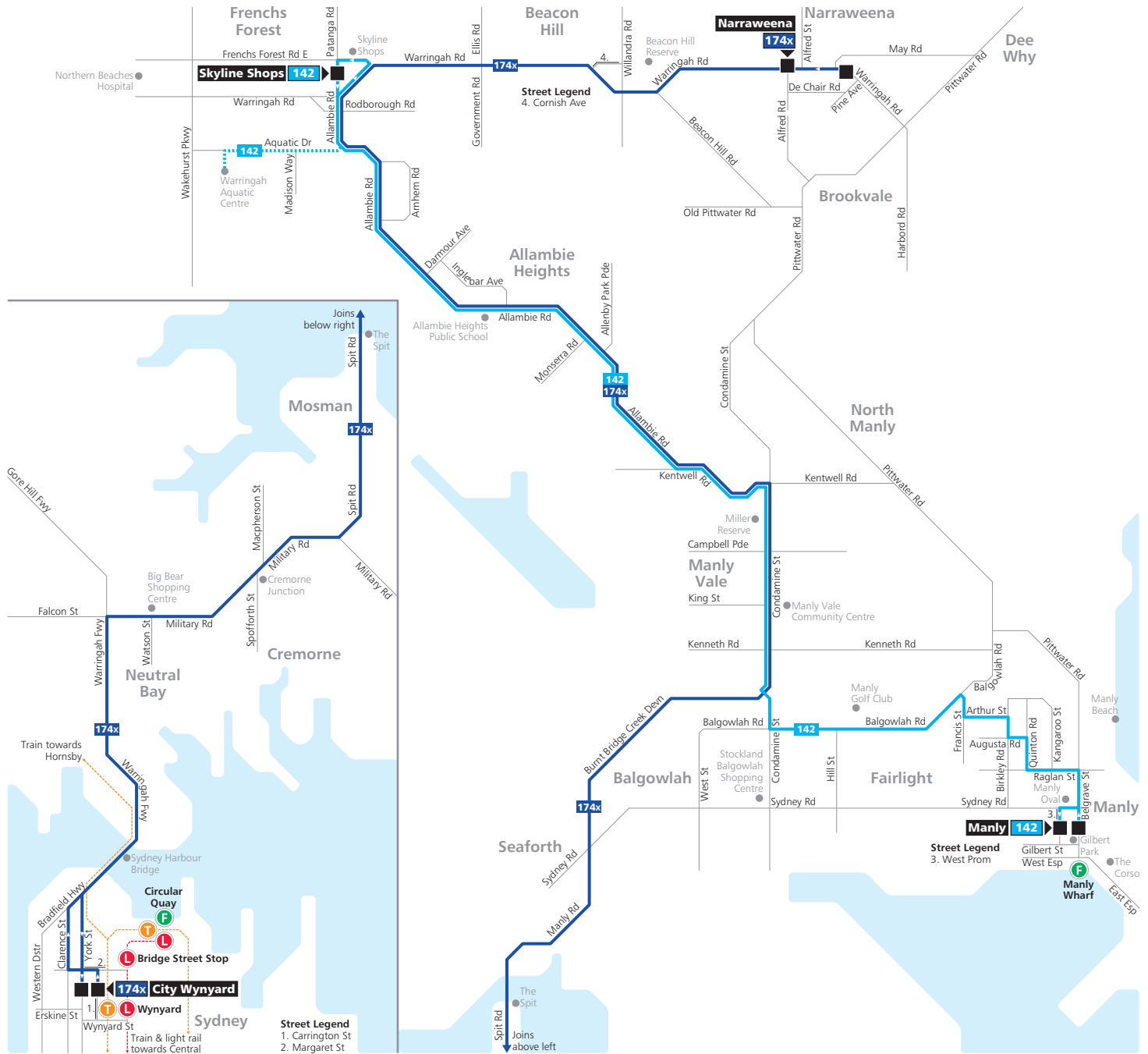
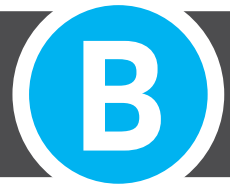
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G	FOR INFORMATION	17/06/2022
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I	FOR INFORMATION	08/07/2022
J	60% SCHEMATIC DESIGN ISSUE	08/07/2022
K	70% SCHEMATIC DESIGN	15/07/2022
L	100% SCHEMATIC DESIGN	22/07/2022
M	FOR INFORMATION	26/07/2022
N	100% SCHEMATIC DESIGN - CONSULTANT COORDINATION ISSUE	29/07/2022
O	100% SCHEMATIC DESIGN - CONEXT PLANS	01/08/2022
P	100% SCHEMATIC DESIGN - REISSUE	05/08/2022
Q	SCHEMATIC DESIGN - ISSUE FOR TENDER	09/09/2022
R	SCHEMATIC DESIGN - ISSUE FOR TENDER - REVISION	13/09/2022



Appendix B

Public Transport Maps

Routes 142, 174x



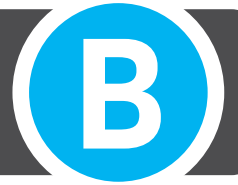
Route 174x to City Wynyard

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

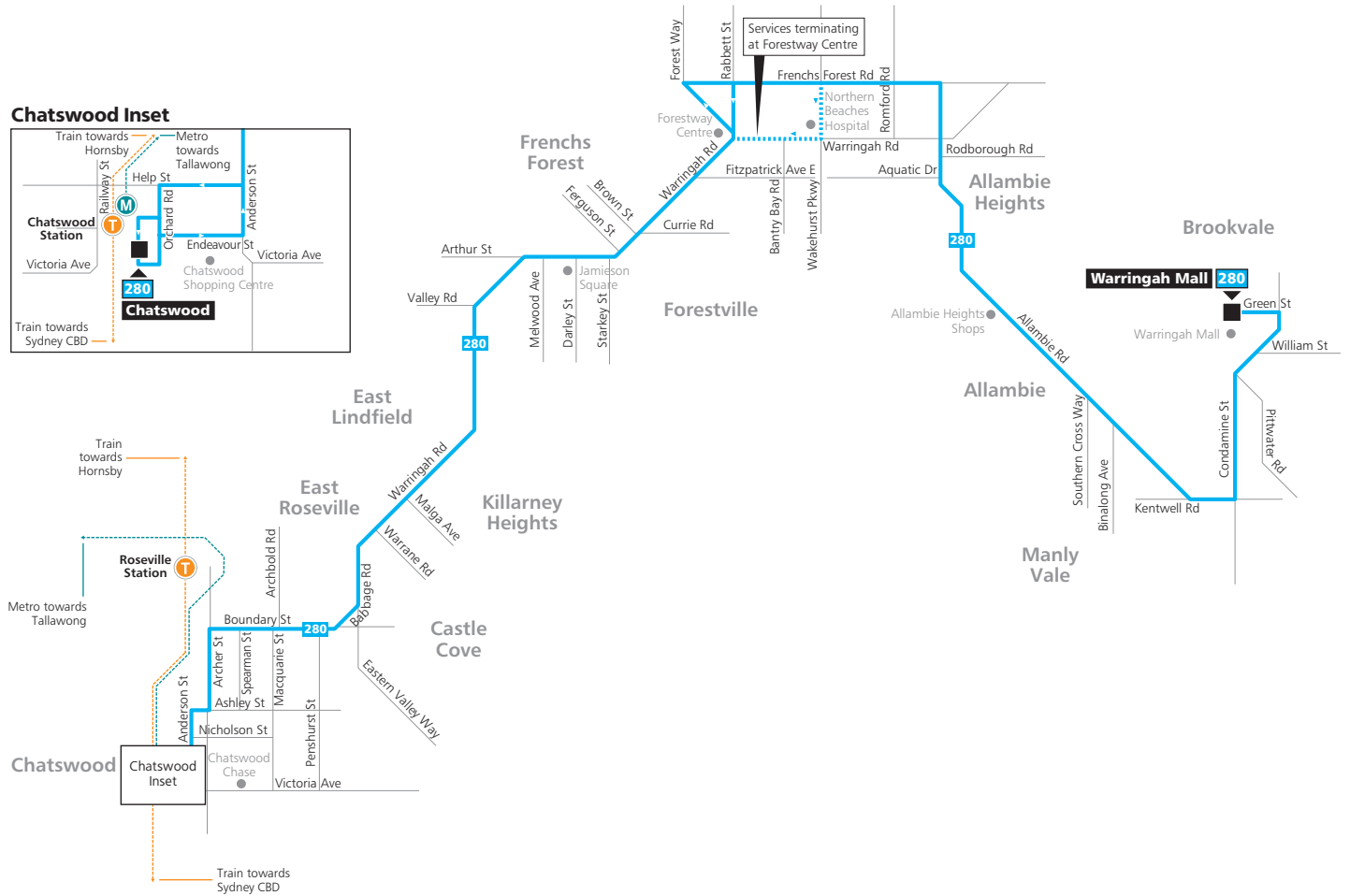
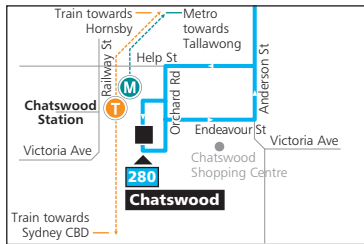
Route 174x to Narraweena

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.

Route 280



Chatswood Inset



Legend

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

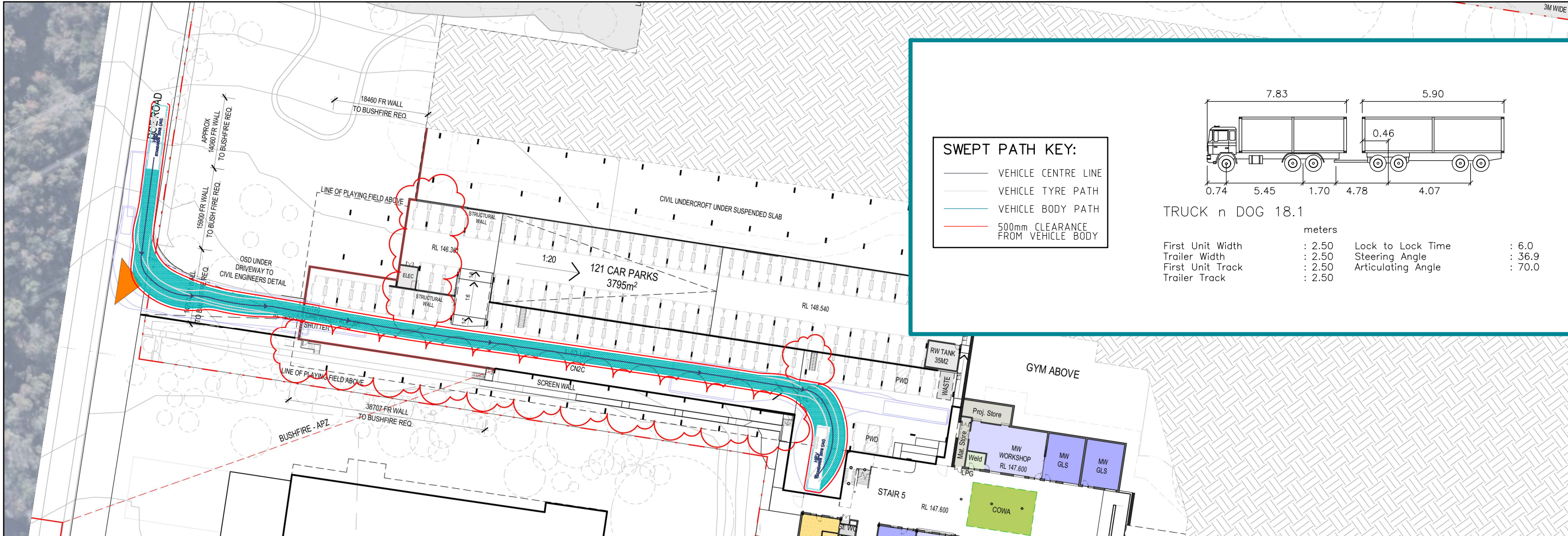
Diagrammatic Map
Not to Scale

Appendix C

Turning Path Assessment

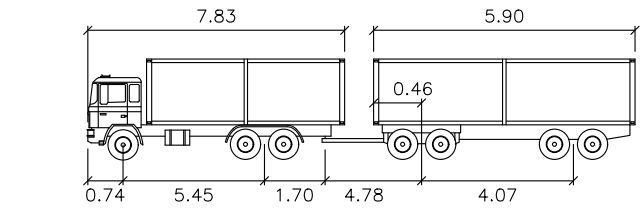
T:\WORK\23\23154 - FOREST HIGH SCHOOL\DRAWING\23154-V1.1-SP.dwg
Plotted by Antonios





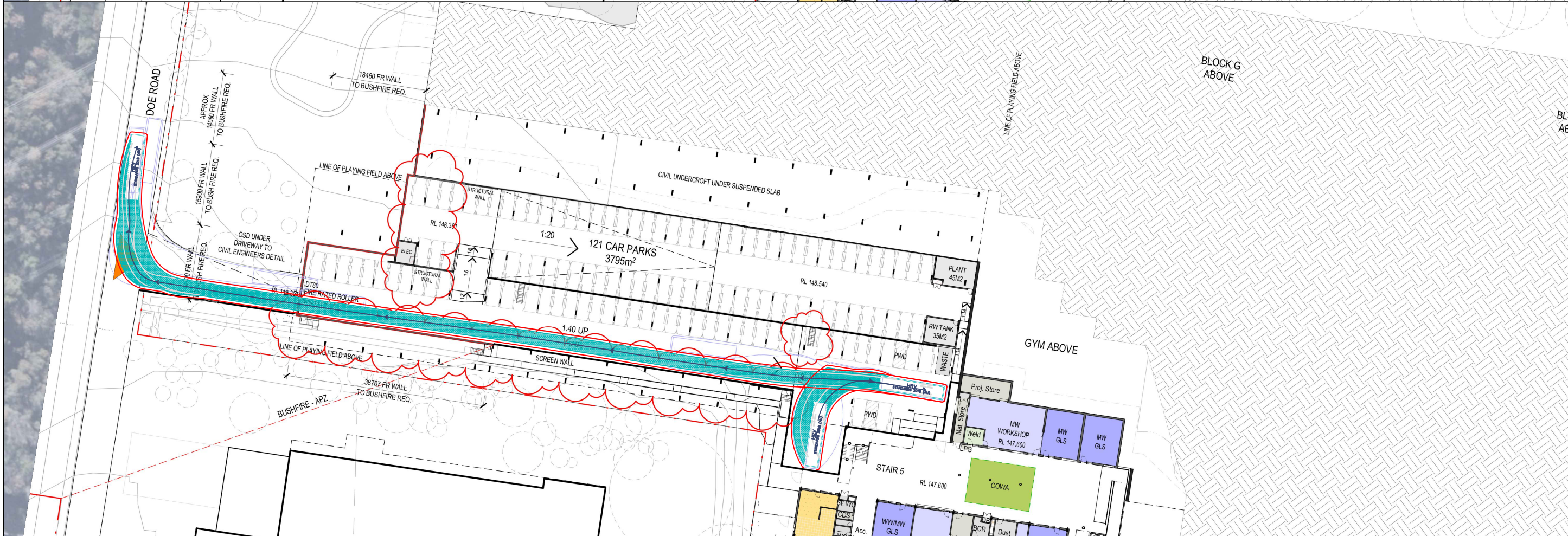
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



TRUCK n DOG 18.1

	First Unit Width	: 2.50	Lock to Lock Time	: 6.0
	Trailer Width	: 2.50	Steering Angle	: 36.9
	First Unit Track	: 2.50	Articulating Angle	: 70.0
	Trailer Track	: 2.50		



**FOREST HIGH SCHOOL
ENTRY AND EXIT OF A 12.5m HEAVY RIGID VEHICLE DURING CONSTRUCTION
SWEPT PATH ASSESSMENT**

DRAWING REF NO. 23154-V1.1-SP

SHEET NO. 02 OF 02

ISSUE DATE 11 September 2023

DESIGNED BY A.LAFKAS

SCALE A3 0 8.0 16.0 1:800



DISCLAIMER
This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994
Address: Level 6, Suite 604, 10 Help Street, Chatswood NSW 2067
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

Appendix D

Traffic Guidance Scheme

NOTES:

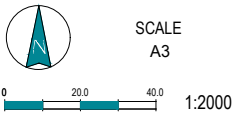
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND:

-  SITE BOUNDARY
-  SIGN
-  SITE ACCESS

FOREST HIGH SCHOOL
GENERAL CONSTRUCTION WORKS
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 23154-V1.2-TGS SHEET NO. 01 OF 01 ISSUE DATE 28 November 2023



CERTIFICATION
THE DESIGNER AND THE REVIEWER
ARE CURRENT CARDHOLDER OF
TRAFFIC CONTROL WORK: PREPARE
WORKS ZONE

DESIGNER:
NAME: VAN CUONG DAU
CARD NO.: TCT1038469
CLASS: PREPARE WORK ZONE

REVIEWER:
NAME: LACHLAN ELLSON
CARD NO.: TCT0041903
CLASS: PREPARE WORK ZONE

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 6, Suite 404, 10 Help Street, Chatswood NSW 2067
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

Appendix E

Correspondence with TfNSW and Council



Alec Christofides

From: Alec Christofides
Sent: Monday, 1 July 2024 8:15 AM
To: Phillip.Devon@northernbeaches.nsw.gov.au
Cc: Robert.Barbuto@northernbeaches.nsw.gov.au; Kelsey Godwin-Smith; David Lock; Scott Cameron; Lachlan Ellson
Subject: RE: The Forest High School - CPTMP

Hi Philip,

Does Northern Beaches Council have any comments on the previously issued CPTMP? Please feel free to give me a call if you have any queries.

Alec Christofides
Senior Project Engineer

02 8437 5000 0400 989 344
Level 2, 7-9 West Street
North Sydney NSW 2060
adcoconstruct.com.au  



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From: Alec Christofides
Sent: Friday, May 31, 2024 2:34 PM
To: Phillip.Devon@northernbeaches.nsw.gov.au
Cc: Robert.Barbuto@northernbeaches.nsw.gov.au; Kelsey Godwin-Smith <kelseyg@adcoconstruct.com.au>; David Lock <dlock@adcoconstruct.com.au>; Scott Cameron <scameron@adcoconstruct.com.au>; Lachlan Ellson <lachlan@ttpa.com.au>
Subject: RE: The Forest High School - CPTMP

Hi Phillip,

Hope you are well.

Please find attached updated CPTMP for the project for your information. Only minor updates have been made to the parking strategy.

As always, please feel free to reach out to me via email or mobile phone.

Alec Christofides

Senior Project Engineer

02 8437 5000 0400 989 344

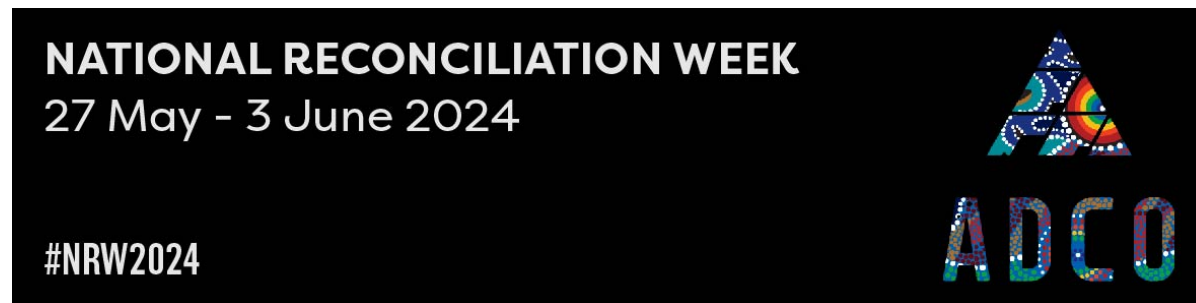
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North Sydney NSW 2060

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From: Alec Christofides

Sent: Thursday, October 12, 2023 11:02 AM

To: Phillip.Devon@northernbeaches.nsw.gov.au

Cc: Robert.Barbuto@northernbeaches.nsw.gov.au; Kelsey Godwin-Smith <kelseyg@adcoconstruct.com.au>; David Lock <dlock@adcoconstruct.com.au>; Scott

Cameron <scameron@adcoconstruct.com.au>; Lachlan Ellson <lachlan@ttpa.com.au>

Subject: The Forest High School - CPTMP

Hi Phillip,

Hope you have been well.

As you may be aware, ADCO have been awarded the contract to construct the new forest high school. We have developed our Construction Pedestrian Management Sub-Plan which we I have attached for your information.

Please feel free to reach out to me via email or my mobile if you have any questions with the implementation of this plan.

Kind regards,

Alec Christofides

Senior Project Engineer

02 8437 5000 0400 989 344
Level 2, 7-9 West Street
North Sydney NSW 2060

adcoconstruct.com.au  



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Alec Christofides

From: Alec Christofides
Sent: Monday, 1 July 2024 8:55 AM
To: John Broady
Cc: Elaine Luu; Scott Cameron
Subject: RE: The Forest Highschool - 187 Allambie road, Allambie Heights - CPTMP
Attachments: FOREST HIGH SCHOOL CPTMP APRIL 2024 ISSUE F.pdf

Hi John,



Thanks for your response.

Elaine,

Please find attached current CPTMP.

Can you please let me know if you have any comments.

Alec Christofides
Senior Project Engineer

02 8437 5000 0400 989 344
Level 2, 7-9 West Street
North Sydney NSW 2060
adcoconstruct.com.au  



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From: John Broady <John.Broady@transport.nsw.gov.au>
Sent: Monday, July 1, 2024 8:45 AM
To: Alec Christofides <achristofides@adcoconstruct.com.au>
Cc: Elaine Luu <Elaine.Luu@transport.nsw.gov.au>
Subject: RE: The Forest Highschool - 187 Allambie road, Allambie Heights - CPTMP

Hi Alec

I could not find the attachment.

Elaine Luu now looks after the area, so you would need to send the information to her for comment.

I can give Elaine any background info re the project if she needs it.

John

OFFICIAL

From: Alec Christofides <achristofides@adcoconstruct.com.au>
Sent: Monday, July 1, 2024 8:16 AM
To: John Broady <John.Broady@transport.nsw.gov.au>
Cc: David Lock <dlock@adcoconstruct.com.au>; Kelsey Godwin-Smith <kelseyg@adcoconstruct.com.au>; Scott Cameron <scameron@adcoconstruct.com.au>; Lachlan Ellson <lachlan@tpa.com.au>
Subject: RE: The Forest Highschool - 187 Allambie road, Allambie Heights - CPTMP

You don't often get email from achristofides@adcoconstruct.com.au. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi John,

Hope you are well.

Does TfNSW have any comments on the below updated CPTMP? Please give me a call if you have any queries that you wish to discuss.

Alec Christofides

Senior Project Engineer

02 8437 5000 0400 989 344

Level 2, 7-9 West Street

North Sydney NSW 2060

adcoconstruct.com.au  



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From: Alec Christofides

Sent: Friday, May 31, 2024 2:36 PM

To: john.broadly@transport.nsw.gov.au

Cc: David Lock <dlock@adcoconstruct.com.au>; Kelsey Godwin-Smith <kelseyg@adcoconstruct.com.au>; Scott Cameron <scameron@adcoconstruct.com.au>

Subject: RE: The Forest Highschool - 187 Allambie road, Allambie Heights - CPTMP

Hi John,

Hope you are well.

As per the below correspondence, please find attached updated CPTMP for your information. Minor updates have been made to the parking strategy.

Alec Christofides

Senior Project Engineer

02 8437 5000 0400 989 344

Level 2, 7-9 West Street

North Sydney NSW 2060

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NATIONAL RECONCILIATION WEEK

27 May - 3 June 2024

#NRW2024



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From: Alec Christofides

Sent: Friday, October 13, 2023 10:32 AM

To: john.broadly@transport.nsw.gov.au

Cc: David Lock <dlock@adcoconstruct.com.au>; Kelsey Godwin-Smith <kelseyg@adcoconstruct.com.au>; Scott Cameron <scameron@adcoconstruct.com.au>

Subject: FW: The Forest Highschool - 187 Allambie road, Allambie Heights - CPTMP

Hi John,

Hope you are well.

I'm forwarding this email onto you because I received a bounce back from Brett's email. Please let me know if there are any other particular people that need to be issued the CPTMP.

Alec Christofides

Senior Project Engineer

02 8437 5000 0400 989 344

Level 2, 7-9 West Street

North Sydney NSW 2060

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From: Alec Christofides

Sent: Thursday, October 12, 2023 5:13 PM

To: 'Brett.Morrison@transport.nsw.gov.au' <Brett.Morrison@transport.nsw.gov.au>

Cc: Kelsey Godwin-Smith <kelseyg@adcoconstruct.com.au>; David Lock <dlock@adcoconstruct.com.au>; Scott Cameron <scameron@adcoconstruct.com.au>; Lachlan Ellson <lachlan@ttpa.com.au>

Subject: The Forest Highschool - 187 Allambie road, Allambie Heights - CPTMP

Hi Brett,

Hope you have been well.

ADCO have been awarded the contract to construct the new forest high school located at 187 Allambie Road, Allambie Heights NSW. Your contact details have been passed on by our client SINSW.

We have developed our Construction Pedestrian Management Sub-Plan which we I have attached for your information.

Please feel free to reach out to me via email or my mobile if you have any questions with the implementation of this plan. We are expecting to start construction works in the coming weeks.

Kind regards,

Alec Christofides

Senior Project Engineer

02 8437 5000 0400 989 344

Level 2, 7-9 West Street

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Appendix F

TTPA Accreditation

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