



Upgrades to Carlingford West Public School and Cumberland High School

Project update

July 2022

Investing in our schools

The NSW Government is investing \$8.6 billion in school infrastructure over the next four years, continuing its program to deliver 160 new and upgraded schools to support communities across NSW. This builds on the more than \$9.1 billion invested in projects delivered since 2017, a program of \$17.7 billion in public education infrastructure.

The NSW Department of Education is committed to delivering new and upgraded schools for communities across NSW. The delivery of these important projects is essential to the future learning needs of our students and supports growth in the local economy.

Project overview

The Department of Education has listened to the community's feedback, and has developed a joint project to upgrade Carlingford West Public School (CWPS) and Cumberland High School (CHS).

The upgrade at Carlingford West Public School is designed to deliver new flexible learning spaces, new hall, new library, new tennis courts, new canteen, and refurbished staff and administration areas.

The upgrade to Cumberland High School is designed to deliver new flexible learning spaces including specialist spaces such as wood/metal workshops and visual arts spaces, new multipurpose hall, sport and performance spaces, new library, new multipurpose sports courts, new canteen, and refurbished staff and administration facilities.

For more information contact:

School Infrastructure NSW
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Update on statutory planning

To deliver the benefits of the upgrades as soon as possible, we are following a combination of statutory planning pathways for the development. We have carefully considered the potential impacts of the works on the schools' neighbours and have incorporated this consideration in the planning of the upgrade work.

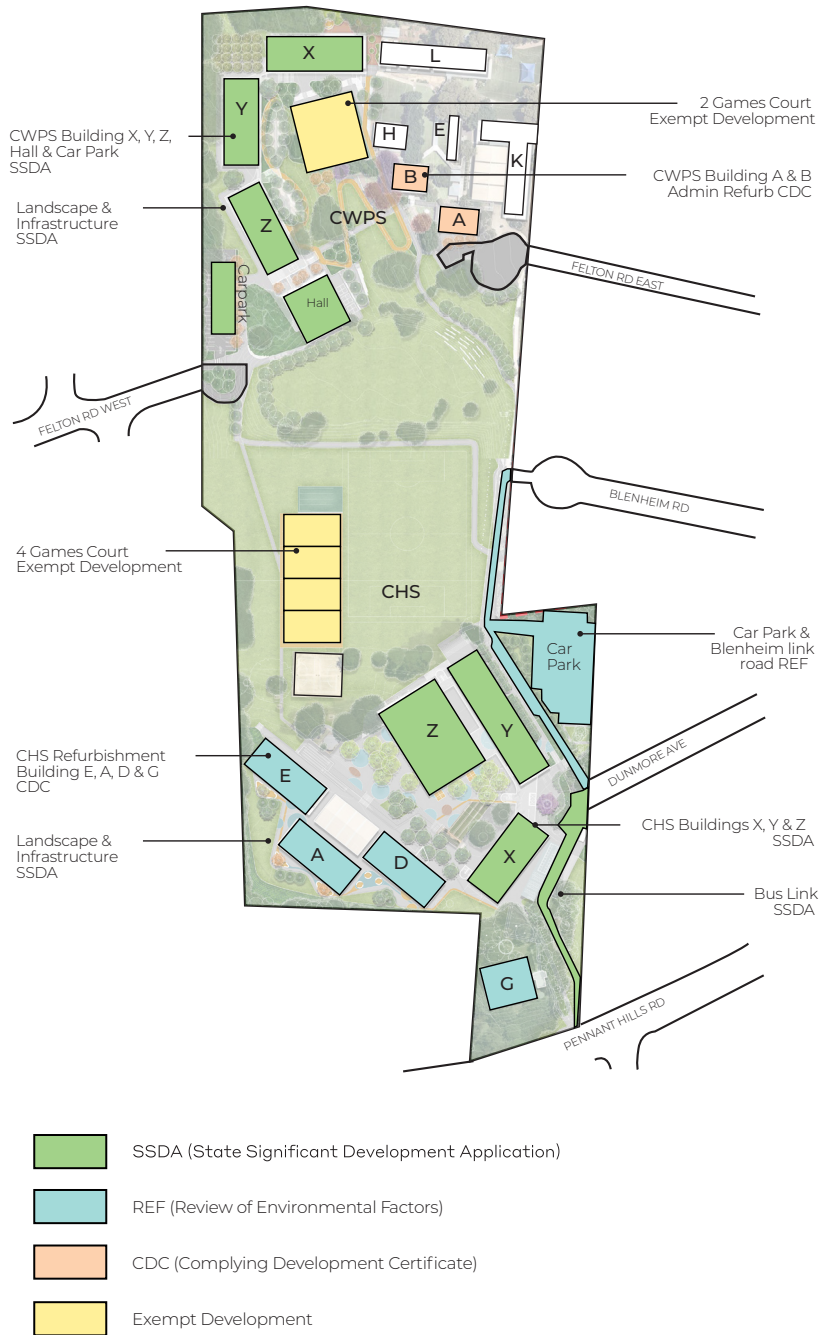
The majority of the scope of the project, which includes construction of all new buildings, CWPS car park and the bus link from Dunmore Avenue to Pennant Hills Road, is a State Significant Development (SSD) application, assessed by the NSW Department of Planning and Environment (DPE).

However, in addition to this, the planning pathways being used by this project are as below and in the diagram.

- The link road from Dunmore Avenue to Blenheim Road and adjoining CHS car park will be delivered under a Review of Environmental Factors (REF), a planning assessment under the State Environmental Planning Policy (SEPP) for Transport and Infrastructure facilities. See section below for more information on the works planned.
- Existing buildings being refurbished, including CWPS Building A and B, are being completed under a Complying Development Certificate (CDC).
- The games courts are exempt development.

For more general information about the different planning pathways used in NSW visit DPE's webpage:

www.planning.nsw.gov.au/Assess-and-Regulate/Development-Assessment/Planning-Approval-Pathways



Planning pathways for upgrades

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Link road between Dunmore Avenue to Blenheim Road

As part of the measures being considered to improve transport and access to the schools, a one-way road linking Dunmore Avenue and Blenheim Road will increase the flow of vehicles and help reduce congestion.

Both Dunmore Avenue and Blenheim Road will remain two-way for general use, including by local residents.

The proposed link road works under a REF include construction of new one-way, car only access, link road at the east boundary which will run clockwise from Dunmore Avenue, heading north, and exiting from Blenheim Road, to facilitate the new 54m kiss and drop zone (see Indicative site plan for link road).

This strategy has been developed following consultation with transport experts from City of Parramatta Council and Transport for NSW.

Details of the works will be shared with the community prior to construction of the link road starting.

Next steps

Works on the link road are expected to start in September 2022.

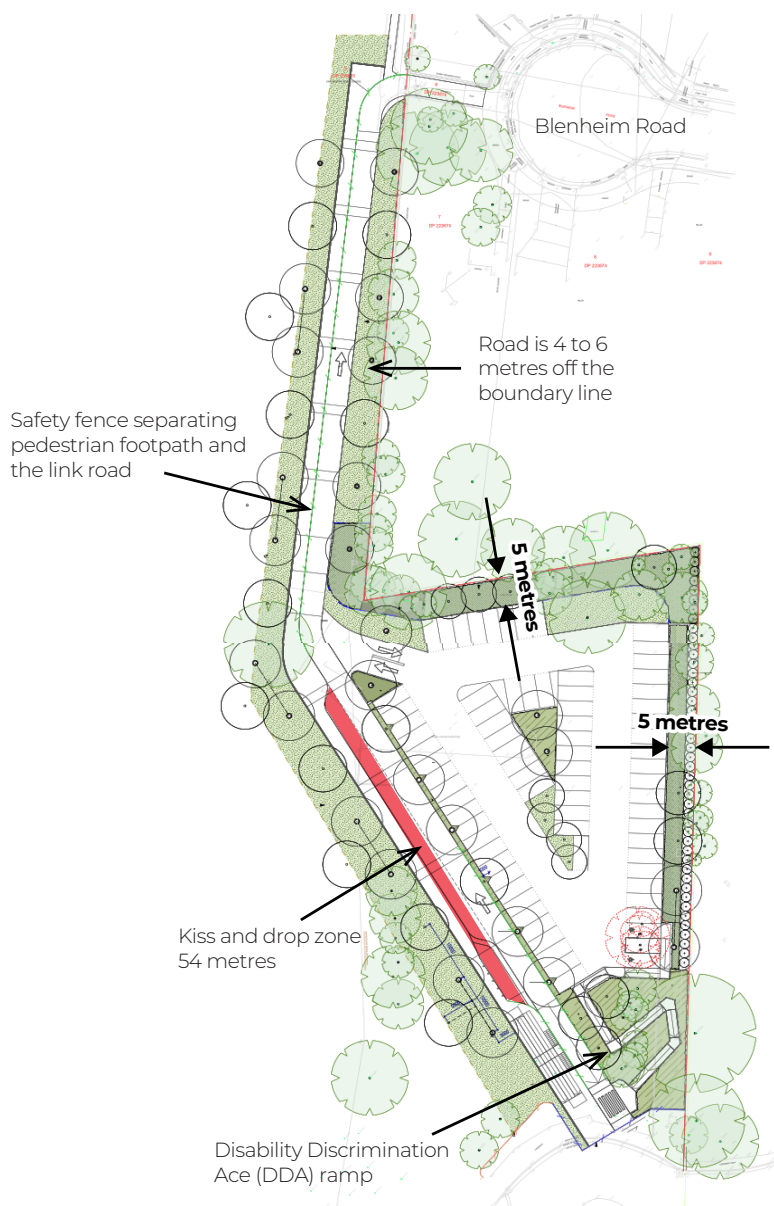
The project team is continuing to prepare the State Significant Development (SSD) application, including the environmental impact statement and the supporting technical studies. Technical studies involve research, site investigations, surveys and assessment, data analysis, and community and stakeholder consultation. They consider traffic, noise, operations, heritage and construction management.

A Transport and Accessibility Impact Assessment (TAIA) will be prepared to support the environmental impact statement for the SSD application. It is a technical study that analyses the existing transport network, assesses the suitability of vehicle access points and the impact of the development on the area, and sets out a draft School Transport Plan.

All feedback from community received so far has been considered in the ongoing development of the project.

Prior to lodging the SSD application, a community information session will be held to update the community on the progression of designs and outcomes of technical studies.

After the SSD application is lodged with the Department of Planning and Environment, it will be put on public exhibition and there will be further opportunity for the community to make submissions directly to DPE during that time.



Site plan for link road between Dunmore Avenue and Blenheim Road

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More information

What is a Review of Environmental Factors?

In 2017 the NSW Government introduced a new education-based State Environmental Planning Policy (SEPP) to make it easier to provide new and upgraded education facilities for communities. Under the SEPP minor development works can be carried out without development consent from council.

For this project, the allowable works include the Dunmore Avenue to Blenheim Road link road and adjoining CHS car park.

To ensure the school and local community benefits from improved transport access as soon as possible, we are planning to progress these works while the SSD application is being prepared. Before commencing the works we need to undertake a Review of Environmental Factors (REF) to determine whether there will be any potential impacts on the environment, in accordance with the provisions of Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act), and the environmental considerations outlined in clause 228 of the Environmental Planning and Assessment Act Regulations 2000.

Under the REF, SINSW is required to provide 21 days notification to the adjoining neighbours of the link road, with information about our intention to undertake the development works, and to take into consideration any comments they may have on the proposal.

What is complying development and exempt development?

We are delivering some parts of the project using a classification of works called Complying Development which includes both Planning and Building approval and is assessed by an accredited certifier rather than a local council. This pathway is used for very low impact development and applies to minor school buildings and works under the SEPP. Complying development must meet a number of pre-determined criteria to gain approval.

Some low impact components of the project is 'exempt' development, such as minor school buildings and works under the Transport and Infrastructure SEPP (TISEPP). Examples of exempt development under the TISEPP include amenities buildings, sports courts, access ramps and portable classrooms installed for up to 48 months.

What parking facilities will the upgraded schools have?

While the construction of the link road includes a CHS staff car park, a car parking strategy will be developed as part of an overarching design, which will include car parking spaces for staff of both CWPS and CHS. This will be included in the project's SSD application.

What is happening with trees?

We will be planting more trees than we remove as part of the REF works for the link road and carpark. In constructing the link road some existing introduced and native trees will need to be pruned or removed. These will be replaced with many more local native species with associated landscaping and pedestrian walkways infrastructure. The landscape design strategy of the upgrades project is to retain as many of the existing trees as possible, increase the urban tree canopy cover across the site and integrate harmoniously with the natural topography. A landscape plan will be included in the SSD application.

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