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Stakeholder Consultation Report

Redevelopment of Bankstown North Public School

322 Hume Highway, Bankstown

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1 Introduction

1.1 Commission

DFP has been commissioned by RPS Group on behalf of NSW Department of Education to prepare a Stakeholder Consultation Report (SCR) for the proposed redevelopment of Bankstown North Public School (BNPS).

This report is to accompany an Environmental Impact Statement (EIS) for a State Significant Development (SSD) and forms part of the development application (DA) package.

Information provided in this report has been prepared based only on information provided to DFP by RPS Group and JDH Architects.

1.2 Purpose of this Statement

On 2 May 2019, the Secretary of the Department of Planning, Industry and Environment (DPIE) issued Secretary's Environmental Assessment Requirements (the SEARs) for SSD Application No. 10290. This report has been prepared in response to the SEARs which requires a SCR to be prepared to collate, summarise, and analyse the consultation undertaken for the proposed redevelopment of BNPS.

1.3 Engagement Objectives

The purpose of the engagement activities undertaken was to consult with the relevant stakeholders and the surrounding Bankstown North community in order to:

- Provide an opportunity for community members to be informed of the proposal and to provide early feedback prior to preparation of the EIS and SSD package;
- Provide an opportunity for stakeholders to be informed of the proposal and to provide early feedback prior to preparation of the EIS and SSD package;
- Establish concerns of stakeholders and the community and provide solutions and responses to the concerns;
- Keep the school community informed of the plans, as they develop; and
- Satisfy the SEARS and comply with legislative requirements.

1.4 Summary of Proposed Development

This proposal seeks to undertake the following works:

- Construction of a new 3 floor building containing:
 - 24 teaching spaces;
 - Staff and Administration, Library and Special Programs areas;
 - Student amenities;
 - Ancillary outdoor learning and play areas.
- Retention of the existing hall;
- Expansion of landscaping and ancillary utilities as required;
- Continue to provide school operations during the redevelopment; and
- Reduce traffic congestion, improving school access and safety.

2 Stakeholder Consultation

2.1 Key Stakeholders

The following are the identified key stakeholders of the project:

- City of Canterbury Bankstown Council
- Government Architect NSW;
- Transport for NSW (formally Roads and Maritime Services (RMS));
- Sydney Water;
- BNPS teachers and admin staff,
- BNPS parent representatives as part of the Project Reference Group;
- Local Aboriginal land councils and registered Aboriginal stakeholders; and
- Affected landowners.

2.2 Engagement Activities

Engagement activities have been undertaken since July 2018 with all relevant stakeholders. The following sub-sections provides details of the engagement activities and a summary of the feedback received from the various stakeholders.

2.2.1 Project Reference Group

A Project Reference Group (PRG) was set up in order to develop the project design. There have been PRG meetings since June 2018 and membership includes the school Principal, a parent representative, the Public School Director (from SINSW), Project Director, AMU Representative (from NSW Department of Education), Senior Project Manager and Head Design Consultant.

The PRG identified the following as key requirements for the proposal:

- The proposed carpark capacity at the minimum not to be less than the existing.
- The home bases are designed to the Department of Education's current design guidelines and accommodating a nominal number of students, approximately 23 students per teaching space.
- Team teaching is supported, but operable walls are required in order to create individual home bases when needed.
- Central resource areas for staff are to be provided; including space for personal and professional resource storage.
- Community Clinic not required.
- Full-height battens to be used on balconies, rather than standard balustrades, for student safety reasons.

Table 1 provides a summary of the PRG meeting details held up to October 2019.

Table 1 Summary of PRG Meeting		
Meeting No.	Meeting Date	Meeting details
PRG#01	24.07.2018	The PRG was established and project scope and program were discussed. An introduction to the Education Principles was given.
PRG#02	07.08.2018	Acceptance of the Education Principles by the PRG. Specialist consultant appointment update and stakeholder meeting dates, project risk management update.
PRG#03	21.08.2018	Formal sign-off of the Education Principles. Update on project progression, specialist consultant appointment update, planning approval pathway (PAP)

2 Stakeholder Consultation

Table 1 Summary of PRG Meeting

Meeting No.	Meeting Date	Meeting details
		update, community and authorities consultation update. Site analysis and overview of the proposed massing options.
PRG#04	04.09.2018	Update on project progression, specialist consultant appointment update, PAP update, consultation update, project risk management update. Overview of exemplar schools and their educational models.
PRG#05	16.10.2018	Update on project progression, specialist consultant appointment update, PAP update, consultation update, project risk management update. Presentation of the Functional Design Brief.
PRG#06	11.12.2018	Update on project progression, specialist consultant appointment update, PAP update, consultation update, the Functional Design Brief endorsed, project risk management update. Feedback from PRG visit to Anzac Park Public School. Business Case status update: Business Case for Stage 1 approved by the Treasury.
PRG#07	12.02.2019	Update on project progression, specialist consultant appointment update, PAP update, consultation update, project risk management update, concept design update.
PRG#08	05.03.2019	Update on project progression, specialist consultant appointment update, PAP update, consultation update, functional Design Brief officially signed-off, AMU planned maintenance activities discussed, concept design update.
PRG#09	12.03.2019	Update on project progression, specialist consultant appointment update, PAP update, consultation update, project risk management update, AMU planned maintenance activities discussed, concept design update. Option B Preferred by BNPS and endorsed by the PRG.
PRG#10	26.03.2019	Update on project progression, specialist consultant appointment update, PAP update, consultation update, AMU planned maintenance activities discussed, concept design update. PRG members signed off Concept Design.
PRG#11	21.05.2019	Review of Educational planning and feedback from PRG visit to Rainbow Street PS; Project update; School, consultation update; Update on PAP; Timeline of Dental unit and NSW Sports unit relocation discussed; Project risk management update; Discussion on progression of concept design sign-off; AMU planned maintenance activities; Presentation of temporary school design; Discussion of the proposed support unit design and feedback from PRG.
PRG#12	20.08.2019	Project update on previous concept design status; Discussion on termination of previous concept design; Discussion of new scope of works and project staging; Presentation of revised masterplan according to new scope of works; Noted that earlier feedback received from PRG would be implemented into the revised scope of works; SINSW reviewed HDC concept design deliverables in order to fast track concept design development; D. Thompson noted as the new manager for the temporary school development.
PRG#13	03.09.2019	Update on project progression; Educational model options presented to the PRG for feedback; PRG noted 3-4 HBU clusters with the ability for HBU to be fully enclosed; AMU planned maintenance activities discussed regarding the retention of Block A; Development of temporary school plan discussed; Educational workshop 03 scheduled with staff and teachers at BNPS for the 18.09.2019.
PRG#14	25.09.2019	Update on project progression; Presented preliminary concept design for the revised scope; Proposed masterplan supported by S. Corish; Project risk management updated; Key feedback received from PRG Educational Workshop 03 presented; Proposed temporary school plan presented to PRG and D. Thompson; AMU planned maintenance activities discussed; PRG site visits to Harbord PS and William Stimson PS discussed.
PRG#15	15.10.2019	Update on project progression; Presentation of proposed concept design and educational model; Timeline of Planning application submission was discussed; Received PRG endorsement and sign-off of the proposed concept design; Timeline of PRG site visits to Harbord PS and William Stimson PS discussed.

2.2.2 Education Facilities Standards and Guidelines Team

An Education Facilities Standards and Guidelines (EFSG) team was set up in order to review the design specifications of the project. There have been six (6) EFSG meetings since September 2018 and membership includes the project design team and SINSW EFSG team.

2 Stakeholder Consultation

The following key functional requirements were identified by the EFSG review team:

- Improve the connection to the sports field and the playground.
- Access to natural light in the Library.
- Covered walkways between new and existing buildings are to be investigated.
- Visual connection to Bankstown Reservoir to be investigated.
- Overshadowing of play spaces to be considered.
- Community Clinic not required.
- Visual surveillance of all toilets and blind corridors to be investigated.
- Restricting access to the student amenities and egress staircase on the lower ground floor level to be investigated to alleviate out of hours security concerns.
- The current balustrades requirements for first floor levels and above, are 1300mm in height.
- Areas/roofs which are directly below or near balconies (2m horizontally and 3m vertically), will be required to be enclosed.
- Landscape opportunities to be investigated around the significant tree and how this space could be used for outdoor learning.
- Investigate reduction of noise impact on the school from Hume Highway.
- Visual surveillance from HBU's into withdrawal spaces to be investigated.
- Access to the existing canteen from the proposed development to be investigated.

2.2.3 Technical Stakeholders Group

The Technical Stakeholders Group (TSG) team was set up in order to review and advise on school operational matters including facility maintenance, safety, security, vehicle safety and WHS. There have been two (2) TSG meetings since April 2019 and membership includes the project design team, select SINSW teams and subject matter experts within DoE and SINSW.

The following key functional requirements were identified by the TSG:

- Overshadowing of play spaces to be considered and explored with shadow diagrams.
- The Temporary School will require a dedicated alarm system.
- Teacher supervision of student amenities requires special consideration.
- It was requested that the Student WC's are an 'Airline' style (hand basin in a 1,200mm wide cubical).
- The Communication Campus Distributor is proposed to be in the Library area and is 15.4sqm.
- The existing 2.1m perimeter Security Fence at Beresford Avenue and Hume Hwy should be retained.
- Covered walkways between new and existing buildings are to be investigated.
- Gate requirements for the proposed carpark are to be investigated, as well as how they are to be managed i.e. automated or manual.

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2.2.4 Teaching Staff

JDH Architects held three (3) design workshops with a board group of Teaching and Admin staff at BNPS. Details of the three workshops are summarised below:

Workshop 1

Educational Planning Workshop 1 “The School I’d like” was conducted by JDH Architects on 10.09.2018. During the interactive workshop the attendees created student personas to better identify the needs of their students. The teachers were then encouraged to collaborate with each other and design their ideal learning space. The workshop has shown that BNPS teachers would require additional information about contemporary learning space design and that it would be beneficial to organise site visits to recently completed schools.

Additional consultation with BNPS staff and teachers regarding different educational models and their requirements on the design of learning spaces continued during the following PRG meeting and JDH design meeting. The proposed educational models were also discussed with SINSW Innovative Learning Environments (ILE). SINSW ILE advised that the teachers’ view on the “open plan” versus “traditional” teaching spaces needed to be tested and it recommended consolidating withdrawal spaces and practical activity areas together for pairs of teaching spaces.

Workshop 2

Educational Planning Workshop 2 was conducted by educational planner Anne Knock and JDH Architects on 29.01.2019. The interactive workshop was divided into two sessions and it introduced participants to the evidence-based approach connecting a variety of disciplines and perspectives on learning. The workshop presented examples of schools from around the world to showcase how various education styles are assisted by teaching spaces and involved engagement with the participants to further explore their educational principles and style.

During concept development, the project scope was adjusted. It was noted that most of the feedback received in previous Educational workshops would be retained, however a third workshop would need to be held, to review if the consciences from the staff at BNPS remained the same or if new teaching methods would be explored.

Workshop 3

Educational Planning Workshop 3 was conducted by JDH Architects and held on the 18.09.2019. JDH Architects tabled various design options relating to potential home base unit clusters, connections of home base units, shared or individual withdrawals, shared practical activity areas, preferred storage allowances and the introduction of balconies to learning environments.

Throughout the development of the concept design, BNPS staff and teachers favoured educational models with pairs of home bases, which are connected to create team teaching opportunities. The PRG endorsed the “reversible change” model with home bases that could be opened to each other or used individually depending on the needs of the learners and teachers. The staff and teachers agreed that clusters of two (2) or three (3) home base units would be beneficial to the proposed teaching method. This would create the opportunity for each stage of six (6) home bases to be consolidated on one floor plate to allow a whole year to be located in the same area.

Further, the staff and teachers agreed that withdrawal areas could be shared between two home base units and be accessible from the learning corridor. Practical Activity Areas could also be shared between three (3) home base units and that balconies should only be connected to Practical Activity Areas.

It was noted by BNPS that a dedicated teachers store should be provided per six (6) home base units or per floor, with storage in home bases being solely made up of joinery units.

The teachers indicated support for the library spread over two levels with an auditorium space. In addition, bathrooms should be located at playground level.

2 Stakeholder Consultation

2.2.5 City of Canterbury Bankstown Council

Three (3) meetings have been held with Canterbury Bankstown Council to discuss the proposal. The following provides a summary of these three meetings.

31 Aug 2018,

The purpose of this meeting was to advise Council of the intention to redevelop the school and discuss any matters relevant to BNPS that the Council would like to raise. Council identified that traffic impacts should be addressed in detail.

8 March 2019

A second meeting was held with Council where further design detail was provided. The following was raised by Council in their meeting:

- Staggered start and finishes times should be considered to minimise traffic impacts.
- Current Traffic issues should be addressed, and Council believe a through road should be incorporated.
- Increase or new school bus services should be considered
- After hours use of school should be managed by a Community and External Community Manager.
- Council queried what the demand for Before and After school care in the Community is.
- Consideration should be made of Community Play Groups use and other community groups that may want to use the school.
- Shared Use of playgrounds within the school should also be considered.
- Playgrounds should include sheltered outdoor areas.
- The proposal should consider a Landscape buffer to adjoining properties.
- Acoustic impacts will need to be considered.
- The EIS should outline the high level Sustainability Initiatives in the project.

11 December 2019

The third meeting held on 11 December sought to build upon the previous feedback given and review design changes to the proposal, allowing for more detail to be discussed. The following provides a summary of additional feedback given at this meeting:

- The kiss and drop zone must be carefully planned and designed and the Application should include modelling of the zone.
- Consideration should be given to promoting active transport options to the school.
- Demonstrate use of appropriate façade treatments to the Hume Highway/Beresford Avenue, Beresford Avenue Kiss and drop Entry, Davies Lane Exit and Rookwood Road/ Davies Lane intersections to encourage active transport uses.
- Provide details on electrical substation location and proposed treatment, especially if the sub-station is relocated to accommodate the future Pedestrian Bridge proposed by TfNSW.
- Provide details on mitigation strategies to maintain and/or improve amenity to surrounding residential uses. Potential impacts to amenity identified include visual, noise and vibration.
- Council highlighted their position that the dual use of the school with other Community uses should be prioritised.

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On 24 February 2020, Council's Engineering Officer issued a memo of advice relating to the proposed stormwater disposal and strategy for the proposed redevelopment of BNPS. The memo outlines there is no engineering objection to the proposed design stormwater system, and standard engineering conditions are provided to assist in understanding what the requirements would be if a formal application were before Council.

3 August 2020

A fourth meeting was held with Council's planning and engineering staff to discuss school travel for the proposed redevelopment, specifically to present findings from a student travel and transport surveys, provide an overview of the catchment, discuss projected growth and targets for active travel to school, discuss feedback obtained from TfNSW and discuss possible initiatives to encourage active travel for the school.

Initial feedback was provided on 17 August 2020 from Council's Strategic Projects Officer, providing feedback on the shared path along Jacob Street, access to the school across State road corridors and broader provision of footpaths (under the upcoming Active Transport Action Plan). Advice was also provided in regard to the Bankstown CBD and Bankstown Airport Collaboration Area through the development of a Place Strategy.

This feedback was then consolidated by Council in a further response from Council's Strategic Planner on 17 August 2020, which outlined the following:

Hume Highway Pedestrian Bridge

Council strategically supports the TfNSW proposed installation of a pedestrian bridge over the Hume Highway and believes this will be critical to the successful implementation of the school's Green Travel Plan.

Extent of Active Catchment

Council is supportive of the actual catchments over the notional 400, 800 and 1200 metres for assessing the potential penetration area of active travel. Though, the walking speed adopted should be reviewed to ensure it is appropriate for younger children such as those at BNPS.

Davis Lane – Footpath on Southern Frontage

While a pathway for school children along the southern side of Davis Lane may be possible, either through land resumption or the removal of parking, Council is concerned to the safety of the children as this pathway would expose the children to vehicles entering/exiting the commercial developments fronting the Hume Hwy (shown in the Nearmap street view below). As such, it would be preferable and safer to have the children walk along the northern side of Davis Lane and cross within the school grounds.



Davis Lane Intersection

Council supports the proposed signalisation and upgrades to the intersection as Davis Lane and Rockwood Road. Additional modelling is recommended to understand the impact or benefit of this signalisation onto the Hume Highway's functionality, especially if the school population was to increase to 1,200 in the long term.

2 Stakeholder Consultation

2.2.6 Government Architect NSW (GANSW)

The project team met with GANSW on two (2) occasions to discuss project design. A summary of these meetings is provided below.

20 March 2019

The first meeting was held on 20 March 2019. Feedback from this meeting is summarised below:

- Site arrangement was supported, with special commendation for the central heart playground and large COLA.
- Including ESD principles in the form and mass of the buildings needed to be further explored, with particular attention to solar shading and the depth of the classrooms for cross ventilation and sunlight.
- Careful consideration to the vertical circulation was encouraged to ensure social interaction and optimum travel times.
- The concept presented based on current education principles was supported. Further attention was required to shared learning spaces and ensuring the classrooms, play spaces and open areas reflect the demographics and character of the area.
- Future plans should include key dimensions, RLs and indicative layouts of key spaces.
- Provide sections and elevations of the proposal.
- Introduce articulation to the architecture from all angles. Pull out the COLA to emphasise entry points. Explore materiality that reflects local character and context.
- Develop and provide a detailed Landscape Plan explaining existing and new planting
- Review the fencing and edging – encourage soft fencing, reduction of fencing, and use of building edges as the secure line in lieu of fences where possible.
- Provide site and context plans that demonstrate active transport strategies and linkages with existing, proposed and potential foot and bicycle paths
- Provide circulation diagrams explaining movement of school population within the campus and to and from the entrances/exits at peak times
- Provide 3D studies to demonstrate developed response to scale, materiality and detailing of buildings and hard landscape elements
- Engage with local Aboriginal community representatives to develop a strategy to incorporate site specific histories and narratives into the design.

13 November 2019

The second meeting was held on 13 November 2019. Feedback from this meeting is summarised below:

- The locations of the proposed stage 1 buildings, the carpark and central 'heart' are logical given the site conditions and constraints. Diversity of outdoor spaces and the handling of level changes are supported.
- The Public Forecourt that is accessible as a public space to the wider community and the gradient of open spaces from public to private (school heart) are credible and will contribute to a hierarchy of highly useable spaces.
- The rational introduction of an internal road and kiss-and-drop is a clever solution to reducing traffic congestion on Beresford Avenue and the Hume Highway. The impact of traffic on Davis Lane will require further consideration and consultation with the local community and traffic consultants.

2 Stakeholder Consultation

- The increase in tree numbers and the retention of the biodiversity zone is supported. Encroachments on the biodiversity zone are not. The use of trees for visual and noise mitigation is encouraged with further development of the tree canopy in the north-east corner and carpark required. Alternative carpark layouts should be explored to promote additional tree canopy opportunities.
- The architecture presented is schematic at present, however the massing and block planning is supported. It is encouraged that the maximum visual permeability across the campus, in particular through the void between Blocks 2 and 4, with the school heart and feature tree remains as a focal point.
- It is encouraged to consider a clerestory on the upper levels of the proposed new blocks for cross ventilation up and through the building, as well as promoting opportunities in section for passive natural and cross ventilation.
- A nuanced response to heritage with material and façade design is required, to respond to the form and architecture of the adjacent heritage building on site and to the formal language of the water tower.
- Culture and Heritage consultation should continue during the development of the Architecture and Landscape designs; this includes both Indigenous and Migrant histories with relevance to the location.

2.2.7 Transport for NSW & Roads and Maritime Services

Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) (now under TfNSW) were also met with to obtain feedback on the proposed traffic arrangements. The following provides a summary of meeting minutes from the six meetings held:

28 February 2019

- It was indicated at the meeting that each stage of the proposal would be subject to separate development application submissions.
- Modelling was already being undertaken for RMS given the key corridor works in the area. It was stipulated that the traffic modelling for the school would be incorporated in this modelling to be provided during the SEARs or EIS stage of the proposal for assessment.
- Further mitigation/drop off pick up measures would be assessed once Traffic Modelling along with a Traffic Impact Assessment has been submitted for assessment.
- Any Traffic Impact Assessment prepared, as well as modelling undertaken should demonstrate that the intensification of the school site would be of minimal impact to the classified road network in terms of safety and efficiency for both vehicles and pedestrians. This should be demonstrated through appropriate mitigation measures to ensure queuing does not impact major intersections in the area.

19 June 2019

- RMS was to provide the Applicant with further details on strategic planning for the area and proposed pedestrian bridge over the Hume Hwy. This information was provided by RMS to the Applicant on 20 June 2019.
- The Applicant was to investigate process for transfer of land (approx. 50-100m² depending on the final option) to RMS for the pedestrian bridge landing in the south eastern corner of the school property.
- It was identified that it is the RMS intention is to link the pedestrian bridge to the proposed shared path that runs along the western side of Stacey Street for the entire length. This will encourage parents/children to actively walk or ride to school.

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- It was discussed that it was unlikely that the pedestrian bridge could be constructed as early works due to acquisitions required for the bridge landing on the southern side of Hume Highway.
- The design retained the substation location, but consideration will be given to relocate the substation further north, away from Hume Highway to accommodate the bridge landing.
- The RMS indicated they would like DoE to consider contributing to funding the bridge or include scope to upgrade Jacob Street as an option for parents to drop off/pick up kids i.e including carparking. This could be an option to assist with traffic congestion within Beresford Avenue during morning drop off and afternoon pick up periods.
- The Applicant identified that the current budget for the school works could not accommodate a contribution towards the pedestrian bridge.
- The drop off and pick up areas had not been selected yet.
- Stage 2 works may include increasing the height of existing Stacey Street Noise Walls subject to findings of acoustic assessments.
- The Applicant was also to provide pedestrian forecasts/traffic modelling to RMS and additional Geotech investigations.
- No objections to removal of right turn into Beresford, however the right turn out of Beresford is used.

2 October 2019

- DoE do not propose any off-site infrastructure as part of works, including any on site drop-off and pick-up roads.
- It was indicated that the proposal would include an operational management plan to deal with traffic management. Discussion on options to address traffic congestion on Hume Highway caused by school traffic included a solution of two lanes of stacked cars in each direction within Beresford Avenue and a pick-up area at the end of cul-de-sac.
- The Applicant noted that heavy vehicles currently queue across the Beresford intersection and block pedestrian crossings which causes a safety issue for pedestrians. Pedestrians, including small children, are frequently forced to navigate into the intersection to move around vehicles that block the intersection. The school receives regular complaints about this issue from parents.
- Council have suggested a “private road” be constructed between Davis Lane and Beresford Avenue through the school site to be used as a drop-off and pick-up road. DoE do not support this idea and also do not have funding for these works.
- RMS are to investigate a pedestrian bridge over the Hume Hwy as part of their Stacey Street upgrade project. The Applicant indicated that it would be preferable to include these works as part of Stage 1 works to match the project timeframes.
- The school was to confirm if they would dedicate land to facilitate construction of the pedestrian bridge. There is a current substation in this area that would need to be considered in any design.
- The south west corner of the school site is a noise sensitive area as it is close to the Hume Highway. Proposed buildings would be located away from this area. The current building is used by the sports unit and library and has extensive noise mitigation/ architectural treatments. It is possible that this building may be demolished, the Applicant is awaiting further structural assessment to confirm.
- The RMS outlined the Stacey Street strategic design, indicating that construction funding has not yet been granted. Key points of this design include:

2 Stakeholder Consultation

- Dual right turns eastbound into Stacey Street.
- Removal of pedestrian crossing at Rookwood Road.
- Proposed grade separation of Hume Highway and Stacey Street intersection.
- Investigation into removing westbound right turn on Hume Hwy into Beresford Avenue.
- Investigation into removing pedestrian crossing across Hume at Beresford Avenue and replace with a pedestrian bridge.

1 November 2019

- RMS further detailed the Stacey Street project stating the proposal includes:
 - Removal of right turn into Beresford Avenue from Hume Highway. The signalised intersection, speed camera and the right turn out of Beresford to be retained.
 - The school upgrade will potentially require re-phasing of Traffic Signals on Rookwood Road.
 - Rookwood Road traffic reduction project to encourage buses.
 - No acquisition proposed for the Stacey Street frontage and acquisition for pedestrian bridge is still to be assessed by RMS. Widening will be on southern side of Hume Highway.
 - There is a possibility of raising the noise wall along the Rookwood Road frontage. No noise mitigation works identified at this stage for Hume Highway, as no widening works adjacent to the school are proposed.
 - Shared Paths are proposed for southern side of Hume Highway and western side of Stacey Street. There is a potential to combine the pedestrian bridge over the school as the shared path route crossing Hume Hwy. RMS is currently investigating this option. All pedestrian crossing movements will be provided at the Stacey / Hume intersection.
 - The pedestrian bridge over Hume Highway is likely to contain lookout area/viewing platform and parking on the southern side. The bridge may not be in place at the time of school upgrade completion.
- The existing building near Hume Highway / Beresford Avenue intersection has been identified as qualifying for a moderate level of heritage significance, and will be retained for the upgrade.
- The building setback is currently 11 metres, incorporating the 9 metre DCP offset and 2 metre heritage offset, a reduction is being sought from Council for the new buildings to have an offset of 2-3 metres to maximise available area for student open space within the school grounds. This option would make it very difficult to incorporate bridge ramps along Beresford Avenue.
- Access and parking is proposed for a boundary road with entrance from the end of Beresford Avenue, kiss and ride will be within the school and exit onto Davis Lane.
- New staff and visitor parking will be provided on the north east corner of the site.
- The school upgrade will require a new/upgraded Substation including relocation which will require lengthening of cables along Beresford Avenue. The preferred proposal was for relocation to the Hume Highway frontage which would also be beneficial for the bridge landings.
- RMS had no objections to leasing of RMS triangle of land to the school for temporary staff parking.

26 November 2019

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- The school identified traffic issues being:
 - Difficulty entering Hume Highway from Beresford Avenue during peak school periods, due to queuing on Hume Highway.
 - Pedestrians crossing Hume Highway at the school.
 - Parking in nearby streets is limited, including Jacob Street and the carpark near Sydney Kebabs.
 - The school is aiming to facilitate safe access and egress for parent's kiss and drop/pickup as well as pedestrians crossing at the Beresford Avenue intersection.
 - The school fully support the pedestrian bridge proposal and believe it is an excellent safety outcome.
- Stacey Street Project
 - Left in and left out only from Beresford Avenue to Hume Highway is preferred by the TfNSW project team as the safest and most effective option for Beresford Avenue traffic.
 - It is proposed to remove signalised intersection entirely to remove the at grade crossing which strengthens the case for a pedestrian bridge that is significantly safer for concentrated / higher volumes of pedestrians crossing the Hume Highway.
 - The TfNSW team propose that right turns out of Beresford Avenue will be ceased once the future Pedestrian Bridge is in place. This will avoid conflicts between pedestrian crossing time and right turn time that would occur if retaining the right turn out.
- Future pedestrian bridge over Hume Highway
 - The bridge landing is to consider a setback (3 metre proposed) to existing 1920's brick building.
 - RMS will provide pedestrian bridge design footprint to the School for comment.
 - Construction methodology of pedestrian bridge to consider existing structural issues with 1920's brick building (vibration monitoring etc).
 - The school is carrying out a mode assessment of student travel, which will be provided to RMS when available.
 - Pedestrian bridge could remove requirement for pedestrian gate from school on Hume Highway frontage, allowing for relocation of substation.
 - Consensus that safety aspects of bridge would be more significant than any visual impacts on the heritage building
- All parties agreed that that removal of traffic signals and provisions of a pedestrian bridge in the future would be supported as the bridge removes the pedestrian conflict of an at grade crossing and the proposed kiss and ride access arrangement through to Davis Lane would reduce the requirement for vehicles to exit from Beresford Avenue.

16 June 2020

- TfNSW advised that the existing right turn into Beresford Avenue from Hume Highway was currently a problem for the road network and an increase in school traffic may make the intersection unworkable. TfNSW advised that this existing right turn should be removed when the school capacity is upgraded and the school traffic volume increase.
- TfNSW indicated that chevron line markings applying to the right turn lane in Hume Highway may be suitable to close the right turn as a short-term measure until the Hume Highway/Stacey Street intersection works commence.

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- The Applicant will identify the proposed travel route to the school when the right turn into Beresford Avenue is removed and identify the projected number of journeys to use this new travel route.
- TfNSW indicated a preference for vehicles exiting Davis Lane to have the opportunity to proceed straight ahead into George Street as this may help to mitigate congestion on Hume Highway. TfNSW did however recognise that modelling shows that the current signals at Rookwood Road/Davis Lane can accommodate school traffic exiting the schools kiss and drop/through site road.
- Further evidence is to be provided to identify the student live-in data for the catchment to the west of the school. Additional information to clarify and confirm that there will be no need for a change to the Rookwood Road/Davis Lane intersection controls.
- SINSW advised that this school upgrade project did not have the scope or a budget to undertake road network works outside of the school property. SINSW have requested that TfNSW formalise the responsibilities for any changes to the road network as a result of the school upgrade.
- SINSW have requested that TfNSW identifies who at TfNSW will decide on the responsibility for the funding of road network changes and upgrades. SINSW will then arrange to pursue investigations through the appropriate Governance channel.

29 July 2020

- RPS enquired to TfNSW about potential adjustments to the pedestrian crossing at Hume Highway and Beresford Avenue to make crossing more desirable.
- TfNSW confirmed that there are no changes that can be made to the pedestrian crossing at Hume Highway and Beresford Avenue to make crossing at this intersection more desirable.
- Currently during peak periods, the cycle time for pedestrians at this location is 150 seconds, and this is consistent with pedestrian delays throughout the Sydney metropolitan area when crossing main roads.
- TfNSW would not implement an automatic phasing of the pedestrian crossing phase in peak hours as this would result in an operational dis-benefit to the high traffic volumes that use Hume Highway. Crossing at this location will continue to be demand driven.
- The existing signalised pedestrian crossing is the most desirable as it is the most direct desire line across the highway to the school.

4 August 2020

- RPS responded to TfNSW to discuss the pedestrian crossing across Hume Highway at the Beresford Avenue intersection. This intersection is currently unsafe and is a deterring factor for students walking to school.
- A request was made for TfNSW to consider looking at the Hume Highway pedestrian crossing to improve safety for the school community in the period before a pedestrian bridge is provided. The request suggested that the introduction of a refuge island and two stage pedestrian crossing to align with the western side of Jacobs Street (where the footpath is currently directing pedestrians) should be considered.
- More detailed comments were provided by PTC on 7 August 2020 which resulted in some slight adjustments to the proposed crossing treatments raised by RPS, and these were forwarded on to TfNSW for consideration. PTC noted that the TfNSW removal of the right-turns in and out of Beresford Avenue provide an opportunity to improve pedestrian safety on the crossing in the period before the pedestrian bridge is provided.
- No response has been received to date from TfNSW on this enquiry.

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2.2.8 Local Community

Information booths were held with the community between August 2018 and November 2019 to inform the local community of proposed changes and to obtain feedback from the community on the concept plans. **Table 2** provides a summary of the feedback obtained.

Table 2 Local Community Feedback		
Booth Date/Time	Location and Advertisement	Project Stage and Feedback notes
Tue 21 Aug 2018, 10am to 11am	Bankstown Central Shopping Centre, near Woolworths. Advertised in the local paper.	<u>Facilitated by:</u> M. Ashe (SINSW Comm's team) BJ, & TK (RPS). Consulted: 9 people from Bankstown and Punchbowl area Handed out 6 information sheets and 6 question feedback sheets which could be returned via email. <u>Feedback provided:</u> <ul style="list-style-type: none"> Impact of traffic on surrounding roads and waiting time to pick-up children. What was being done for other schools? Feedback was generally positive.
Sat 8th Sep 2018, 10:30am to 12pm	At BNPS. Advertised in the local paper and school newsletter	<u>Facilitated by:</u> M. Ashe (SINSW Comm's Team) and Barton Johns (RPS) 4 Surveys were distributed. Attendance from parents, locals and former BNPS teachers and students. <u>Feedback Provided:</u> <ul style="list-style-type: none"> Concerns over presence of asbestos and risks to children. Traffic concerns as current traffic is bad, concern that tripled school population will be impossible to manage with current arrangement / roads. Confusion whether Block A will be retained or demolished. Questions around whether green space will be maintained. Concerns over current DA for 3-storey commercial and residential unit block on Hume Hwy which will be overlooking school oval. The school should provide screening / landscaping. Suggested that the upgrade should include of a purpose-built support unit for children with learning difficulties.
Tues 2 Oct 2018, 9:30am to 11am	Bankstown Plaza' (near Station) Advertised in the local paper.	<u>Facilitated by:</u> Zeeshan (SINSW Project Officer) and BJ, TK (RPS-PM). Consulted with 6 people from community, mainly senior citizens. General observation – Booth location was too far from BNPS to be relevant to community. No specific BNPS feedback received and only general comments on State Government were provided.
Tues 26 Nov 2019 10am to 11am	Paul Keating Park. Advertised in the local paper.	<u>Facilitated by:</u> M. Ashe (SINSW Comm's team) and TK (RPS). Consulted 1 person. No specific BNPS feedback received.

2.2.9 Local Aboriginal Land Council and Registered Aboriginal Stakeholders

In the preparation of the EIS, an Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Unearthed Archaeology and Heritage. The ACHAR documents the consultation process carried out in accordance with the former Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents 2010*.

As a result of the consultation process, a total of eight (8) Aboriginal organisations or individuals registered an interest in the project, including:

- Gandangara Local Aboriginal Land Council;

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- Darug Land Observations;
- Amanda Hickey Cultural Services;
- Goobah;
- Cullendulla;
- Biamanga;
- Murramarang; and
- Barking Owl Aboriginal Corporation.

The ACHAR outlines the consultation carried out with all Aboriginal organisations or individuals, and concludes the following as a result of the consultation process:

- Consultation should continue throughout the duration of the project;
- Consultation should be undertaken with Gandangara Local Aboriginal Land Council in respect of including Aboriginal history and cultural heritage into the proposed Heritage Interpretation Plan for the school;
- No further archaeological investigation is required, however, Gandangara Local Aboriginal Land Council have stated that they would like the opportunity to monitor any ground disturbance; and
- An Aboriginal Heritage Impact Permit (AHIP) is not required for any works at BNPS.

3 Findings and Conclusions

3.1 Findings and Response to Consultation

The consultation carried out with all stakeholders throughout the development of the project has resulted in findings that have assisted in shaping the project and its built form outcomes.

Consultation with authorities has provided feedback that impacts both the exterior and interior of the site works, including traffic/pedestrian access and site layout including existing traffic congestion and pedestrian access matters. Specifically, the consultations with RMS and TfNSW resulted in the following agreements:

- Removal of the right turn from Hume Hwy into Beresford Avenue.;
- No objection by RMS to the leasing of RMS land to the school for staff parking during construction;
- Relocated substation to allow for the construction of the future pedestrian bridge; and
- To investigate the leasing of part of the school property to land the future pedestrian bridge on the northern side of Hume Hwy.

A further unresolved query regarding potential safety upgrades to the pedestrian crossing of Hume Highway at Beresford Avenue remains with TfNSW to provide comment.

Consultation with technical stakeholders has refined the project scope to ensure the proposal achieves a satisfactory level of consistency with all interests.

Consultation with Aboriginal stakeholders has ensured that all interested parties are aware of the project, and the Gandangara Local Aboriginal Land Council will remain involved to monitor ground disturbance.

Consultation with the school and local community has ensured there is a high level of awareness of the upgrades, relevant concerns have been recorded and are able to be accommodated within the project scope (where reasonable). Primary feedback external to the site was in relation to traffic impacts, which are being substantially improved through the provision of a new link-road through the site.

3.2 Future Consultation

Stakeholders will continue to be consulted through the SSD exhibition and referral process, enabling another stage for input and design response before any work is approved and proceeds to construction.

It is noted that DPIE will impose standard conditions of consent which require ongoing community consultation throughout the construction phase and for 12 months after occupation of the building. These requirements are in line with SINSW's consultation strategy and compliance will be achieved.

3.3 Conclusion

The details of this Stakeholder Consultation Report have outlined how the requirements of the SEARs issued for the BNPS project have been satisfied through the detailed and ongoing consultation with relevant stakeholders. Information provided in this report has been prepared based only on information provided to DFP by RPS Group and JDH Architects.

Feedback provided to the project team to date has been recorded and responded to in the project material, with the primary matters of the continuity of school operations during the redevelopment and a reduction of traffic congestion being addressed with improvements to access and safety.

Accordingly, the proposal is considered to satisfy the consultation requirements of the SEARs and the material contained in this report supports the outcomes of the EIS, to which this report is appended.