Issue	Response
Tweed Shire Council	
1. *Flooding and Stormwater* Council's initial review of the EIS raised significant flooding and stormwater concerns and these were forwarded directly to the proponent in an effort to streamline the assessment process. Whilst it is acknowledged that further information was provided to address Council's initial concerns, the following further information is still required. <u>Flood Impact Assessment</u> a. It is recommended that the Flood Impact Assessment clarifies that no properties will be affected by increased flood levels as a result of the proposed Murwillumbah Education Campus development. Flooding is a particularly sensitive issue at the moment considering the recent major flooding events. The current wording of the Flood Impact Assessment is slightly vague in this regard. <u>Stormwater Management</u> b. The Stormwater Management Report is to be updated to advise how the additional ponding and flooding on adjacent roads caused by the proposed Murwillumbah Education Campus will be mitigated. Engineering drawings are to be provided demonstrate how this is appropriately managed.	a. A revised Flood Impact Assessment (FIA) has been prepared by TTW which can be found at Appendix G of the Submissions Report. The revised FIA responds to concerns raised by Tweed Shire Council regarding potential flood impacts to adjacent properties and confirms that the change in flood condition effect is on the road reserve only. The change in flood flow is essentially ponding against the new retaining wall within the property line to protect the primary school building, and there is no adverse impact on private property from the existing flood behaviour as a result of the development. *(Submissions Report: Section 4.3, p34)* b. A Revised Civil Design Report has been prepared by TTW which can be found in Appendix U. It includes a draft Public Domain Plan which indicates additional road street drainage to mitigate ponding and flooding on adjacent roads cause by the proposed MEC. The intent of this draft plan is to demonstrate how these matters can be dealt with as part of the subsequent S138 application that will be required for these works. *(Submissions Report: Section 4.3 -Flooding and Stormwater, p34)*
2. *Traffic* a. The traffic generation has been estimated on the anticipated enrolments and full-time staff. An average peak hour trip rate was adopted as a conservative value based on students travel mode surveys (assumed at current school attendance) and target mode share. Further clarification is to be provided on how the average peak hour trip rate was determined in relation to why the target mode share was considered appropriate and why FTE staff numbers were used when daily staff numbers may be more appropriate. Also, clarification is required on whether school bus movements were included in the traffic modelling. Any identified changes in traffic modelling should be used to review intersection performance and access to the Kiss and Drop off area.	a. It should be noted that student travel modes for the traffic analysis to set trip rates was based on the catchment analysis of students in relation to the MEC campus and not based on existing travel modes. Further, the traffic analysis trip rates were not based on target mode share rather: • 100% staff drive trips was assumed (rather than the STP's 82% target) • The trip numbers also considered high school students who may drive once obtaining their license • Demand on the KnD facility was established by averaging existing vs target mode shares, and considering service capacity of the facility. To clarify, the TTIA analysis was prepared based on daily staff numbers (i.e. 168 staff rather than 150 FTE based on earlier daily loading assumptions). It is noted however as per site observations and

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	traffic counts only half of the staff trips occur in the PM peak. In reality, a proportion of daily staff are part-time or work different days/hours so there is a further component of staff trips that may not occur during peak periods. The analysis was deliberately conservative and this further adjustment was not applied, as these 'daily' staff trips patterns could vary from day to day. Traffic associated with the development however, especially in terms of staff, is capped by the provision of on-site parking which was the basis on the analysis. Similarly the on-site KnD facility will account for 45% of a potential 60% drive mode share for the primary school. This assumption for the KnD was adopted to reflect the likely use and capacity of the facility, with other parents opting for a 'park and walk' approach from nearby locations. While other trips and off-site parking may occur at varying levels, the existing grid pattern road network facilitates various routes to / from the precinct. A review of the net increase in traffic volumes associated with the school and performance of the neighbouring intersections, indicates that the surrounding road network will have more than adequate capacity to accommodate additional traffic associated with higher staffing numbers. A sensitivity test has been prepared to incorporate a scenario as an example for these potential additional trips being added to key intersections and updated SIDRA results are provided in Attachment B of the Transport Response Statement. Bus movements were not explicitly added to the analysis, however it should be noted that, all but two bus route trips already service MHS and therefore are incorporated into the background traffic and were not modified/removed for the development case. *(Submissions Report: Appendix E, p12)*
b. The proponent has advised that any changes to the bus route planning associated with MEC will consider notable traffic pinch points across the Murwillumbah CBD in consultation with Council. It is noted that the recommendation from the proponent's Traffic consultants in relation to the development of a Bus Operation Plan did not include an assessment of intersection pinch points or include Council in the Plan's development.	b. Confirmed. Council did identify several pinch points within the CBD road network through the consultation process and these have been used to inform the bus planning exercise. The bus planning is progressing with TfNSW, and Council will continue to be consulted throughout this process. Regarding outcomes to date, the refinements to bus routes associated with the MEC show a reduction in bus circulation needs around the CBD as well as opportunities to re-route away from known peak period congestion points. Detailed outcomes regarding changes are not yet able to be shared due to contractual processes with operators. Further details regarding bus operational planning are detailed in response to DPE's Item a above. *(Submissions Report: Appendix E, p13)*

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c. The proposed parking provision is considered inadequate. There are only 161 spaces proposed on site. There is an estimated 168 staff (teaching/support) to be on site on any given day. In addition, a DoE regional office is proposed with 25 staff and storage required for 7 fleet vehicles. Using the provided data that 99% of Staff drive to work, the minimum car parking required is (168 + 25) *.99 + 7) = 199 spaces just to cater for staff. While there is potential on street parking availability on Nullum Street of 48 spaces, these will be consumed by staff. Therefore, parents who wish to visit the school or students who are expected to drive (90 estimated) will park some distance away in front of residential properties and will result in parking compliance issues and resident amenity complaints to Council.	c. It is important to note that the FTE numbers on which the calculations are based are for ultimate approval 'design capacity', however forecast projections for student population do not actually reach full capacity, which means that the full quantum of FTE allocation is not expected to be realised. To supplement the parking assessment to date, a review of public and on-street parking occupancy has been undertaken for the streets and parking areas surrounding the MEC site. The detail of the results is provided in Attachment A of the Transport Response Statement. In summary: • A total estimated 404 on-street car parking spaces were surveyed within the surrounding catchment. ○ During peak times, available on-street parking supply will reduce to 382 spaces based on Nullum Street bus zone times (8:30-9:30am and 3:00-4:00pm) • A maximum of 74 parking spaces were occupied (which occurred at 10:30am) leaving a total of 322 spaces of available capacity within the surrounding streets. Based on the concentration of higher parking demands around Condong Street and Nullum Street (North of Condong Street) at this time, the demands in that particular area were attributed to the nearby community centre. During this time, on-street parking was rare and freely accessible across all other streets • During the school peak times (8:30am and 2:30pm) there are only 66 parking spaces occupied in the surveyed area, meaning there is currently 316 on- street spaces available. • Between 3:00-3:30pm, when school peak pick up occurs there are only 66 to 61 spaces occupied leaving at least 316 spaces available. The results demonstrate that there is significant on-street parking capacity surrounding the MEC site. Parking demands (even with the inclusion of the existing MHS) remain low throughout the school day. As agreed with Council officers at the meeting held on the 29th July, the parking survey results are representative of the existing operations around the MHS, inclusive of existing MHS demands. Further to this, the parking surveys confirm that there are currently no adverse parking issues (relating to safety, traffic efficiency or amenity) surrounding the MEC site. Therefore, the expected additional parking demands associated with the MEC can be adequately accommodated within the precinct and will not result in exacerbation of any safety, efficiency, or amenity impacts. The proposal seeks to maximise parking on-site for staff, while also considering the existing established MHS operations, its relationship with its surrounds, operational parking needs for the school, as well as accommodating and promoting other travel modes over time. The ability to accommodate additional parking on-site is limited without compromising safety or other facilities within the school such as reducing available play space. Further to this, the installation

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	of a KnD facility on-site is directly aimed at reducing parking demands associated with conventional parking layouts. While some overflow parking may occur in surrounding streets, this peak period operation is not unexpected for schools or community facilities as represented by Council's DCP rates. In addition, the site currently operates as a high school (MHS) and some level of parking activity within the surrounding area is well within the community's reasonable expectations. *(Submissions Report: Appendix E, p13)*
d. Further information is to be provided on how the existing school population will be accommodated while construction takes place.	d. In late 2021, following consultation with school communities and considering a range of factors, it was decided that Murwillumbah High School would relocate to Wollumbin High School from Day 1 Term 1 2023. This means students and staff can learn and work away from the construction zone while the Murwillumbah Education Campus is being built. It also provides an opportunity for the two schools to collaborate and integrate before they move together to the new high school at the campus. *(Submissions Report: Section 4.3 – Construction Management, p37)*
3. Water and Wastewater The following further information is requested: a. Please amend the Infrastructure Management Plan by JHA accordingly to reflect that: I. All new water connections are to be from the proposed 150 mm water main extension in Nullum Street (to be completed by TSC) with:	I. The project Services Engineer, JHA, has assessed the existing site infrastructure (both the potable water and fire service requirements) and confirmed that the existing 100mm water main and existing 100mm connection in Riverview Street provide more than adequate performance to service the MEC development. The intent is that the hydrant and potable water service for the site are both supplied from the existing connection at the north of the site adjacent to the main entry. The fire sprinkler service will be provided via storage tank on-site and hence the combined fire flows will have no impact on the main. A meeting with Tweed Shire Council representatives on Monday the 11th of July confirmed that there are no objections to use of this connection location. Based on the subsequent Pressure and Flow Test results provided by Council on the 14th July 2022 following the aforementioned meeting, it is apparent that the 100mm water main is able to provide 30L/s which exceeds the MEC site fire hydrant system performance of 20L/s and potable water probable simultaneous demand of 5.0L/s. During dialogue with Tweed Shire Council on the 11th July 2022, it was noted that council had no concerns with the development utilising existing potable water infrastructure if it provided sufficient performance. In summary, no new water connections are required from the proposed 150mm water main extension in Nullum Street as the existing connection at the northern main entry on Riverview

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	Street can be utilised and provides the necessary performance for both the potable water service and fire service to supply the site. *(Submissions Report: Appendix I, p2)*
i. A new fire flow connections from this main; and	i. JHA has assessed the existing 100mm water main in Riverview Street as having more than adequate performance to cater for the development. Based on this and further to meetings with TSC, the new fire flow connection from the proposed 150mm water main extension in Nullum Street is not required. A fire flow connection on Nullum Street would significantly impact upon the overall site infrastructure. To comply with AS2419.1 and FRNSW requirements, the Hydrant and Sprinkler Booster assemblies are to be located on Riverview Street. This is for several reasons, including: • Nullum Street is impacted by a significant 1% AEP flood event which would prevent the fire brigade appliance from accessing the hydrant and sprinkler booster assemblies if the area was inundated during a flood event. • A connection on Nullum Street would require the reticulation of fire service pipework from the south (Nullum Street) to a compliant booster in the north (Riverview Street). • To ensure compliance with AS2419.1, 150kPa operating pressure is required at the hydrant booster assembly for brigade operation. Given the topography of the site and accompanying losses in pipework, it is unlikely that this performance would be achieved if the fire flow connection be made on Nullum Street. To meet compliance, a dual diesel hydrant pump-set and 25kL fire water storage tank would be required. This will add significant cost to the development and like the hydrant booster, would require the additional infrastructure to be situated outside the 1% AEP flood impacted area which cannot be achieved by the brigade. During the meeting with Tweed Shire Council representatives on Monday the 11th of July, the extent of flooding on the site was discussed and its importance was agreed by all parties. This confirmed the requirement for the Hydrant and Sprinkler Booster location on Riverview Street. As a result of the Booster location, the water supply is to be from the existing connection on Riverview Street. *(Submissions Report: Appendix I, p2)*
ii. An interconnection of the existing fire water meter/connection in the north west corner of the site to the new fire connection in Nullum Street. This is to be via a private main linking the two public water meters.	ii. Having assessed the existing 100mm water main in Riverview Street as having adequate performance, there is no need to interlink the existing fire water meter/connection in the north west corner of the site to a potential new fire connection in Nullum Street.

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	Interconnection of the two authority mains would also impact future development and expansion opportunities within the site. Given the existing Riverview Street water connection is suitable for providing potable and fire water for the site via an existing connection without impacting Council infrastructure, an additional private main through the site is not necessary, and the project need not be burdened with the additional works, cost and ongoing maintenance this would generate. *(Submissions Report: Appendix I, p3)*
II. Please provide a quantification of the proposed development's water demand in accordance with Development Design Specification D11.	II. A response to site servicing matters has been prepared by the hydraulic engineering consultants JHA at Appendix I of the RtS. JHA has assessed the existing site infrastructure (both the potable water and fire service requirements) and confirmed that the existing 100mm water main and existing 100mm connection in Riverview Street provide more than adequate performance to service the proposed development. Based on the pressure and flow test results, the 100mm water main is able to provide 30L/s which exceeds the minimum site fire hydrant system performance of 20L/s and potable water probable simultaneous demand of 5.0L/s. *(Submissions Report: Section 4.3 – Wastewater, p36)*
III. Please confirm if the proposed development is to be serviced via the existing water meter for potable domestic supply, or, if additional water meters are proposed. Please note all new water meters are to be from the water main extension in Nullum Street are to be hydraulically interlinked from the private "mainline" servicing the existing water meters.	III. Further to the above item, it is intended that hydrant and potable water will both be supplied from the existing connection at the northern main entry on Riverview Street. The fire sprinkler service will be provided via storage tank on-site and hence the combined fire flows will have no impact on the main. This arrangement has since been discussed and confirmed as acceptable by representatives of Tweed Shire Council during a meeting on 11 July 2022. On this basis, connection to the proposed 150mm water main extension in Nullum Street is not required, as the existing connection at the northern main entry on Riverview Street can be utilised and provides the necessary performance for both the potable water service and fire service to supply the site. Accordingly, no additional water meters are required. *(Submissions Report: Section 4.3 – Water (Connections and Servicing), p36)*
b. The Infrastructure Management Plan by JHA states "all new portions of the development can drain via gravity to Council's infrastructure". Please provide conceptual engineering plans demonstrating that all proposed buildings can be serviced via private sanitary drainage.	b. JHA has provided documentation indicating how the private sewer drainage reticulates through the site. *(Submissions Report: Appendix J – Hydraulic Services Site Plan)*
c. Please provide a quantification of the proposed development's sewer demand in accordance with TSC Development Design Specification D12.	c. JHA has quantified the proposed development's sewer demand in accordance with Tweed Shire Council Development Design Specification D12. This analysis is supported by conceptual engineering plans prepared by JHA at Appendix J, demonstrating that all proposed buildings can be serviced by private sanitary drainage, with sufficient capacity within the system to account for all future potential growth scenarios.

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	(Submissions Report: Section 4.3 – Wastewater, p36)
d. There are existing 750mm trunk water mains traversing the site. Please provide amended plans displaying compliance with TSC Development Design Specification D15 and TSC Development Design Specification D11 which specifically addresses the following: I. Please provide a survey plan of the infrastructure; II. Please include a 5.0 metre wide easement centrally located about the surveyed location of the infrastructure; III. No buildings, structures, footings or landscaping greater than 1.0 metre in height at maturity within the infrastructure are to be located within the required easement; IV. Please provide plans demonstrating that these water mains can be access and maintained at times, and, that any repairs and/or augmentations to these mains will not interfere with the proposed development's operations; and V. Please provide plans confirm that cut/fill over these water mains will not compromise TSC's cover requirements as identified in TSC Development Design Specification D11. Please note TSC intends to provide conditions of approval requiring a Section 68 application to demonstrate how this main will be protected throughout construction.	d. Additional detail has been provided by the civil engineering consultant, TTW, at Appendix K, which demonstrates that proposed buildings are to be clear of this trunk main and associated easement. The proposed development seeks to include areas of hardstand (access road and parking) which traverse this easement, however this is consistent with the existing site circumstance which currently is, and will be, consistent with Council's design specifications. *(Submissions Report: Section 4.3 – Water (Existing Trunk Main), p36)*
4. Environmental Health *Construction* a. The application includes 'Construction Management Plan' (the 'CMP'). The CMP includes section 5.0 Element 3 – Air and Dust Management, which describes measures to manage air and dust impacts during construction. It is considered that additional measures need to be included to effectively manage such potential impacts. The below further information is requested: The Construction Management Plan, or any Construction Environmental Management Plan, is to be updated to include the wind speed at which any dust generating activities at the subject site must cease, and how this will be monitored. The plan/s should be updated to include details of any required quantitative dust monitoring, standards or	a. A revised Preliminary Construction Management Plan (CMP) has been prepared by Built, the consulting contractor engaged during the planning phases, and can be found at Appendix M. The CMP proposes revised construction staging. This can be found on page 6 of the revised CMP. These changes will enable works to be delivered in a manner which will allow new building to be delivered and occupied separately to Building A. Demolition of most buildings on the site will continue to occur in the first construction stage (Stage 1A) under a separate planning pathway (refer Section 6.26 of the EIS). However, demolition of building slabs and Building E will occur in Stage 1B under the SSD works. The proposed SSD works will occur under three (3) stages. Stage 1C will involve the construction of

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criteria to assess results against, and contingency measures in the event of non-compliances.	new buildings and works external to Building A. Internal alterations and fitout works within Block A will occur in Stages 2A and 2B. Section 5 of the CMP has also been revised in response to Council's concern regarding dust. The CMP appended to the EIS outlined strategies to be adopted where required to control dust. One strategy is to stop or reduce those work activities during moderate to high wind velocity periods. In response, this strategy now specifies that any wind speed above 60km/h as the threshold for the review of site works, thereby ensuring dust impacts to surrounds are mitigated. In addition, it is noted that the waste bin location identified in Appendix A of the revised CMP has not been modified. A note has been added which indicates that these trees are to be removed. It should be noted that the implications of this tree removal have been considered by both the ecologist and arborist in the revised BDAR and Arborist Report at Appendix N and Appendix S, respectively. *(Submissions Report: Section 4.3 – Construction Management, p37)*
Operation b. The application includes 'Noise and Vibration Impact Assessment', prepared by E-Lab Consulting, dated 15 March 2022, reference P00106.003, (the 'NVIA'). For both construction and operation, the NVIA considers noise monitoring carried out for the purposes of the proposal, requirements of the NSW Noise Policy for Industry, associated criteria and trigger levels, anticipated noise sources and recommended mitigation measures. The NVIA indicates the proposed development may proceed subject to implementation of the mitigation measures outlined within the report. The list of documents does not include the NSW Road Noise Policy (DECCW, 2011). The proposal is a land use development expected to generate additional traffic on existing roads. Accordingly, the below further information is requested: The applicant is requested to provide an updated Noise and Vibration Impact Assessment that assesses and addresses road noise impacts from the additional traffic generating development on residential and other sensitive lands. Such additional information shall address the NSW Road Noise Policy (DECCW, 2011).	b. Additional operational noise assessments were conducted as part of the revised NVIA to determine the impacts of general school operations as well as additional traffic movements related to operation on sensitive receivers. The revised NVIA can be found at Appendix R. These receivers are outlined in Figure 2 of the NVIA. In response to this particular item: • Section 9.8 Traffic Noise Generation Assessment – The NVIA notes that Nullum Street is forecasted to generate the largest increase in additional AM and PM peak traffic movements. The highest traffic generation is predicted to be on James Street and Nullum Street, as all traffic arriving or leaving school will need to pass through this section; Predicted façade noise levels have been assessed to the nearest façade of the residential noise-sensitive receiver closest to Nullum Street. The existing ambient noise during peak traffic hours has been established from short-term noise measurements at Nullum Street (refer to Section 7.3); The anticipated trips during AM/PM peaks associated with the school operating at full capacity were derived from the TIA at Appendix X of the EIS. Predicted noise levels for this traffic generation have been modelled and noise corrections (such as distance and façade reflections) have been factored into the façade noise level prediction; The result of the modelling has revealed that the additional noise levels from proposed traffic generation will be less than 2 dB above the existing road environment. In this regard,

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	it is noted that the proposed development will comply with NSW Road Noise Policy (DECCW, 2011). The updated aspects of the NVIA are further discussed below in response to TSC item 7. *(Submissions Report: Section 4.3 – Operational Noise and Vibration, p31)*
Contaminated Land ***c.*** The application includes 'Report on Preliminary Site Investigation for Contamination', prepared by Douglas Partners Pty Ltd, dated May 2020, reference 98119.01.R.001.Rev0 (the 'PSI'). The PSI recommended preparation of a Detailed Site Investigation. The application includes a 'Report on Detailed Site Investigation for Contamination', prepared by Douglas Partners Pty Ltd, dated August 2021, reference 203033.01.R.00.Rev2 (the 'DSI'). The DSI considers the environmental setting, site history information, site inspections, a conceptual site model, sampling and analysis, criteria, a discussion, and conclusions and recommendations. The DSI also includes an Acid Sulfate Soils Management Plan. The DSI identifies some exceedances of criteria, and generally disregards them as requiring further investigation or attention. As such, the below further information is requested: Report on Detailed Site Investigation for Contamination, prepared by Douglas Partners Pty Ltd, dated August 2021, reference 203033.01.R.00.Rev2 (the 'DSI') identifies some exceedances of nominated criteria. However the DSI does not provide sufficient information demonstrating that further investigation or attention of such exceedances is not required. The applicant is requested to provide an updated DSI addressing this matter.	c. A revised Detailed Site Investigation (DSI) Report was prepared by the land contamination consultant, Douglas Partners Pty Ltd to address agency submissions and can be found at Appendix L. The DSI that accompanied the EIS at Appendix S establishes Site Assessment Criteria (SAC) for the proposed development at Section 10. These are broadly divided into the following groups: • Health based investigation or screening levels (HIL/HSLs) representing risk to human receptors at residential premises with garden/accessible soil, including children's day care centres, preschools and primary schools; and • Ecological Investigation or screening levels (EIL/ESLs) representing risks to ecological or environmental receptors at urban residential areas and public open space. The results of the site investigations revealed that most soil samples taken from the site were below the adopted HIL/HSL and EIL/ESL criteria, except for an EIL/ESL exceedance of zinc at sample TP13/0.1 and petroleum hydrocarbons at both TP13.01 and BH3/0.1. Contrastingly, the revised DSI has revealed that the only EIL/ESL exceedance is zinc at sample pit T13/0.1. It is noted that the exceedance recorded at BH3/0.1 was done so in error as the consultant had not applied the nominated SAC at Section 10. As a result, the only exceedance relates to an elevated zinc reading at T13/0.1 that was marginally greater than the SAC. Notwithstanding this, it is noted that the revised DSI has undertaken a statistical analysis to determine the true concentrations of zinc in soil. The statistical analysis revealed that concentration of zinc at this sample is less than the SAC and does not to present a significant risk to potential ecological receptors. Douglas Partners consider that the site does not require further investigation, remediation and/or validation to render the site suitable for the proposed use. *(Submissions Report: Section 4.3 – Contamination, p37)*

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5. Parks and Active Communities

Sport and Recreation facilities

a. The proposed development features the following sport and recreation facilities:

- A single indoor basketball court;
- Three separated single outdoor basketball courts;
- An undersized outdoor sports oval;
- A communal hall; and
- 3 multi-use fitness/performing arts/studio classrooms.

It is considered that the amalgamation of the four schools will result in an overall reduction of indoor sport facilities available to students. It is noted that Council has had some preliminary discussions with representatives from NSW Education regarding potential community use of schools by sport and recreation clubs in the Tweed Shire. It is the NSW Department's policy to encourage members of the community and education groups to use school facilities when these are not required by the school. https://education.nsw.gov.au/about-us/using-school-facilities/sharing-ourfacilities

However it is noted that the limited size of the indoor sporting facilities reduces the likelihood any sporting club or community group benefiting from the facility and in turn, the school would therefore not benefit financially from any sustained community use. Accordingly, Council advocates for the development to include a minimum two court indoor facility for the benefit of both the students and wider community to:

- Cater for future growth of the school;
- Cater for sustained community use; and
- Provide an income for the school to assist with maintenance etc.

Further, it is noted that the EIS states: Approval for any activities on the campus beyond this, for example for community use of the campus facilities, will be sought under a separate planning approval and are not sought as part of this application. Further clarification is requested in this

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a. **Sport and Recreation Facilities –** Existing facilities across the four schools compared to the proposed MEC is quantified in the below table:

Table 5 Existing indoor and hardcourt facilities for team sports

	MHS	WHS	MEPS	MEP	MEC
Indoor	1	1	Nil	Nil	1
Outdoor	3	2	1	Nil	5

The primary objective of the project is to provide students and teachers in Murwillumbah with new, high quality learning environments, outdoor spaces and core facilities. The number and size of outdoor spaces that will be provided has been determined based on consultation with principals and staff, input from technical stakeholders, and importantly the DoE's EFSG, which have been put in place to ensure that there is equity in relation to the facilities provided to public school students across NSW.

The campus will provide suitably sized sporting facilities including a new, full-sized indoor basketball court for the high school, a new public-school hall that can be used for indoor sport and five full-sized external hard courts (one for primary school and four for high school). This is in addition to the full-size football field and athletics track already on site. These facilities have the potential for community use, which is supported by the DoE share our space program and before and after school sporting activities.

(Submissions Report: Section 4.3 – Parks and Active Communities, p34)

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regard, as to whether the Department considers that any recreation use of the recreation building (in alignment with the Department's policy) requires further development consent.	
<u>*Natural shade along active transport routes.*</u> b. Shading of active transport (pedestrian and cycle) routes does not appear to have been considered. Although, active transport is promoted within the Transport Impact Assessment, natural shade and canopy cover is only considered within the school boundary (albeit reduced). It is recommended that street tree planting is included as part of the development to provide natural shade along these high use areas. Given that the school would be the primary user of the paths in this area, it is considered appropriate that landscaping (shade trees) along these routes are required to form part of the development. This request is consistent with the NSW DPIE Greener Neighbourhoods initiative. The extent of shade tree planting is recommended to be at a minimum, along High School Lane and along Nullum Street to the Hartigan Street intersection and Riverview Street where possible, taking into consideration any existing / proposed infrastructure within the road reserve.	b. Although potential locations for 'shade' street trees, including along High School Lane and Nullum Street were considered, these locations are unsuitable for planting due to footpath width requirements on High School Lane as well as the risk of tree damage by bus movement near the kerb of Nullum Street. It should also be noted that the Murwillumbah High School (MHS) is an established land use at the site with corresponding well-established active transport routes and crossing facilities. *(Submissions Report: Section 4.3 – Natural Shade Along Active Transport Routes, p32 and Appendix E – p14)*
<u>*Car parking shortfall and impact on adjacent Council managed sport facilities.*</u> c. It is noted that the Transport Impact Assessment (Bitzios v010) states that approximately 66 to 90 students are anticipated to be driving to school by the end of the school year (Term 3 for Year 12). No onsite student car parking is provided for. Additionally, the report concludes only 161 staff spaces are required and which varies from Council's DCP A2 requirement of 228 spaces. Adjacent on-street parking is time-limited and therefore cannot be utilised by students. The report clearly states Scenario 1 Off-site Hockey Fields Parking and Scenario 2 Off-site New Parking Area on Council Land were not adopted. However the application later states: Alternative to on-site parking, SINSW seeks to utilise available existing publicly available parking facilities within the surrounding precinct which has observed spare capacity to accommodate for these demands which would only experience these peak demands towards the end of the school year. As such, Council is concerned that the overflow car parking demand (60-90 cars per day) generated from the school development will unacceptably impact nearby public facilities. Council as facility-owner does not support	c. As noted in the earlier response to parking items, a review of public on-street parking occupancy in the streets surrounding the site reveals that there is sufficient capacity to accommodate any overflow parking demands. As such, the MEC would not be reliant on use of parking associated with the adjacent Council sports facilities. School Travel Plan measures and associated communication collateral can be specific to discourage use of this parking area such that there is no burden on this public facility. Regarding the potential use of council assets, this type of shared parking operation is also consistent with the existing operations as well as various other sports precincts across the Tweed Shire adjacent to schools. *(Submissions Report: Appendix E, p14)*

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the resultant burden this will have on the public facilities in the area, particularly without the development financially contributing to the surrounding area's ongoing management and maintenance.	
Covered outdoor areas. d. It is noted that the proposal lacks built shade to accommodate the number of students at the school during lunch time, particularly catering for hot summer days or wet weather. The proposed natural shade is supported, however it is considered that this does not provide shelter from the rain and is likely to take years for the proposed landscaping to establish.	d. The amount of covered outdoor space proposed for the new school campus is based on DoE's Educational Facilities Standards & Guidelines (EFSG), which provide a common reference point for all government schools and have been developed through research and learnings from other new school builds across NSW. It should be noted that the site requires both undercover/shaded areas as well as access to open space and natural sunlight, creating a balance of needs and ensuring the campus can accommodate all weather conditions throughout the year. In this case, the project provides covered outdoor learning areas (COLAs) for both primary and high school areas, as well as generously sized undercover learning spaces (open air) on each floor of the new buildings that also have the potential to accommodate lunch time activities. Regarding shade from trees, most trees shading playground areas are existing and thus will not require long periods of time to become established, which was a key concern raised by Tweed Shire Council. On balance, it is considered that the proposed development provides a combination of shade and spaces that provide for natural sunlight. *(Submissions Report: Section 4.3 – Built Shade, p25)*
6. *Sustainability and Environment* *Bushfire management* a. The bushfire assessment has been prepared in relation to the existing development footprint and so does not adequately address the proposed development, including proposed landscape plan. The assessment does not meet the SEARs, specifically in relation to how the proposed retained, landscape and compensatory plantings will be achieved consistent with the required minimum 36m wide APZ and how the proposed development demonstrates compliance with PBP 2019 objectives.	a. The bushfire assessment has been completed having regard to the SEARS which requires a consideration of bushfire risk. The bushfire risk to the site is low and the assessment has been completed having regard to the management of the hoop pine presenting a low bushfire risk to the school as provided within Planning for Bushfire Protection 2019. The Bushfire Risk Assessment has been updated to reflect the management of the core and retained Hoop Pine areas to protect the *Rhodamnia rubescens* and Hoop Pine areas. An updated Bushfire Management Plan (formally referred to as the Landscape Management Plan), has been completed that provides for retained vegetation areas of less than 1ha in the core Hoop Pine area and which retains the threatened species *Rhodamnia rubescens*. The core Hoop Pine area will be maintained to an area of less than 1ha, thereby satisfying the PBP 2019 test for low threat vegetation. The retained areas of Hoop Pine to the south of the core Hoop Pine area are separated from the core Hoop Pine area and are currently maintained by regular

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	slashing. This practice will continue. As such, these areas meet the low threat vegetation test as required in PBP 2019 and will continue to represent a low hazard. The alternative to not managing the Hoop Pine below the 1ha threshold is that the Hoop Pine is treated as forest or remnant vegetation with the commensurate asset protection zones and Bushfire Attack Levels (BAL) being applied to the existing and new buildings. Modelling for short fire run could be completed to reduce the BAL. However, due to the low bushfire risk of the Hoop Pines, the risk based approach was to manage/ treat this area to get it below the 1ha threshold within Planning for Bushfire Protection. The sugar cane field to the south of the site is not mapped as bushfire prone land and is an annual crop. Cane from the Tweed is typically grown for one year due to the warmer temperatures. Further south the cycle is two years. Sugarcane is harvested annually during the drier months of June through to November. This removes any fuel and hazard presenting to the school. Sugar cane burning is carried out by farmers before they harvest the cane. Sugar cane burning season generally runs from July to November/December again reducing fuel. As grasses (including sugar cane) cure, the amount of moisture within the grass decreases and the amount of dead material in the grassland increases. Sugar cane is generally not cured and is not considered a bushfire risk and or, it is generally harvested before the Bushfire Danger Period from 1 October each year - thus removing the hazard. Alternatively, the Hoop Pine area can be managed to Rural Fire Service Asset Protection Zone (APZ) standards The key APZ requirement would be separation of tree crowns by 2 – 5 metres. This would require significant removal and thinning of the trees that would most likely impact the threatened species. Blackash has taken a risk-based consideration of bushfire risk to the school and has held the position throughout the process that the bushfire risk presented to the school from the sugar cane and the Hoop Pine is minimal. The Bushfire Management Plan (formerly referred to as the Landscape Management Plan) has been drafted considering the threatened species issues and the bushfire risk. *(Submissions Report: Appendix F, p7)*
Vegetation b. 130 trees are proposed for removal, including threatened species. All trees have been planted as part of the existing landscaping and the proposed building footprint has been positioned to avoid tree removal where possible. 180 trees are proposed as replacement plantings, resulting in a net increase of 50 trees. The proposed species and locations of the	b. it should be noted that a total of 158 trees are proposed to be removed and 180 trees planted, resulting in a net increase of 22 trees across the site. It is noted that of the 158 trees proposed for removal, there are 69 trees to be removed irrespective of the proposed development, including 58 for bushfire management and 11 trees that are in poor health. Other trees identified for removal are located within, or conflict with the building envelope. Of those trees that are proposed to be

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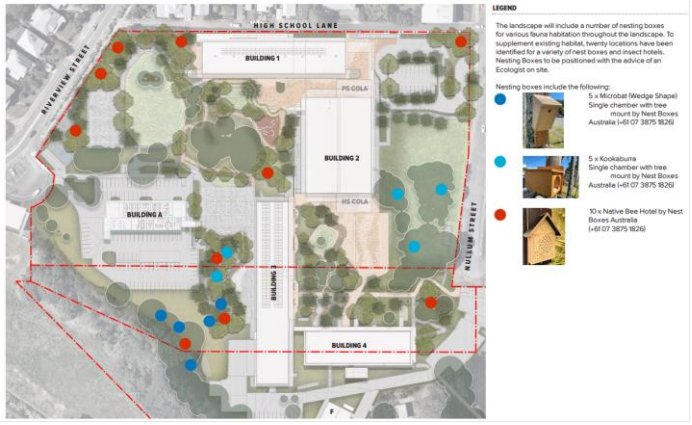
additional plantings are included to the landscape plan but not specifically identified. A minimum replacement ratio of 1:1 is recommended for all mature, native species proposed for removal. The location of the additional trees to be planted needs to be able to be achieved whilst still addressing APZ requirements.	removed, 132 are native trees. However, at the completion of the development the project will be planting 180 native trees, resulting in a net increase of 22 trees across the site and an increase of 48 native trees across the site. The updated tree canopy calculations indicate that the site will continue to retain tree canopy cover in excess of 30% (30.9%). *(Submissions Report: Section 4.3 –Trees and Canopy Cover / Open Space / Play Space, p32)*
c. Additionally, it is not specified in the bushfire assessment if any further vegetation removal is required, and it is not demonstrated how the proposed retained, landscape and compensatory plantings will be achieved consistent with the required minimum 36m wide APZ.	Please see the response to item 6a above
d. The construction management plan indicates the location of a site shed right next to large rainforest trees to be retained. It is recommended that this shed be relocated to avoid any impact on these trees.	d. It is noted that the waste bin location identified in Appendix A of the revised CMP has not been modified. A note has been added which indicates that these trees are to be removed. It should be noted that the implications of this tree removal have been considered by both the ecologist and arborist in the revised BDAR and Arborist Report at Appendix O and Appendix R, respectively. *(Submissions Report: Section 4.3 – Construction Management, p37)*
Fauna e. The assessment of potential impacts in relation to fauna, including threatened species is supported. There may be opportunities to provide supplementary habitat for threatened microbat species in the proposed landscaping through the provision of nest boxes.	e. A revised Landscape Design Report has been prepared by Arcadia which can be found at Appendix P and provides the location for nest boxes. Their location is reproduced in Figure 2. The type of nest boxes and their locations have been verified by the project ecologist, EMM Consulting, as being suitable.  Figure 2 Location of Nest Boxes *(Submissions Report: Section 4.3 – Fauna, p32)*

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7. <u>Strategic Planning & Urban Design</u>

It is noted that the intent to consolidate the four schools onto a single site is expressed via the project objectives (1.4 of the EIS) and design aspirations (3.3 of the EIS) as an opportunity to improve the educational and wellbeing outcomes for the students and the broader Murwillumbah community. Tweed Shire Council does not have an adopted policy position that would deal

specifically with planning and design of educational facilities. In preparing this response, Council staff made reference to the following documents:

i. State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017;

ii. NSW Design Guide for Schools 2018;

iii. Tweed Community Strategic Plan 2017-2027;

iv. Tweed Local Strategic Planning Statement;

v. Tweed Youth Action Plan 2013-2017; and

vi. Available relevant research publications.

Specifically, from a strategic planning perspective, the scale and height of the proposed buildings is inconsistent with the low scale and heritage character of both the immediate neighbourhood and Murwillumbah. Notably, Building 2 is proposed to be 2 storeys and 10.13m. Buildings 1 and 3 are proposed to be 12.43m tall and contain 3-storreys each. Building 4 is proposed to be 16.03m tall and contain 4-storeys. The proposed design does not respect the low scale neighbourhood character, streetscape and heritage values of the surrounding residential areas, noting that the subject site has a 9m building height limit under the TLEP 2014.

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A maximum height limit of 9 metres for the site is prescribed in TLEP. Section 6.1 of the EIS assessed the proposed height and bulk of the development against the planning principles for assessment of height and bulk set by Veloshin v Randwick Council [2007] NSWLEC 428. The height and bulk of the proposed development was determined to be consistent with these principles, in terms of maintaining and upholding the existing character of the site or local area and aligning with relevant legislation and Tweed Shire Council Development Controls. Notwithstanding, the merits of the proposed design and heights of the building have been considered here in response to the submissions received.

The existing MHS site contains eleven (11) permanent buildings. These consist of a mix of two and three storey buildings, a number of which exceed the 9m height control applying to the site (namely Building E – 10.5m, Building D – 10.31m and Building A – 14.65m). The highest existing building on the site (Building A) be retained as part of the proposal. The area surrounding the site consists of low-scale residential development (1-2 storeys in scale) to the northern boundary.

Four (4) new buildings are proposed on-site, with two distinct areas for the Primary and High School. The heights of all buildings are outlined in the table below:

Building	RL	Height above existing ground level (metres)
Building 1	20.15	12.43
Building 2	24.03	10.137
Building 3	27.63	12.43
Building 4	26	16.03
Building A (existing & retained)	33.33	14.65

Under section 3.43 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP) schools are not required to comply with building heights set out in LEPs. Notwithstanding, the maximum building heights at the site as well as the surrounds have been taken into consideration within the design, location, scale and exterior of the buildings, which seek to ensure that the proposed development is compatible with the local character.

It should be noted that R3 zoned land to the north and B5 zoned land on Nullum Street (pursuant to the Tweed LEP 2014) have maximum height limits ranging from 10 to 13.6 metres. Buildings 1, 2 and 3 are all at heights that are within this range of permissible height limits that frame the development

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	site to the north and east. Buildings 3 and 4 exceed the maximum height limit to the east by approximately 1.05m and 2.46m, respectively. Buildings 3 and 4 have been located downslope of Building A and designed in such a way that they are built into the slope of the land so as to sit comfortably within the suburban streetscape, when viewing the campus from the street. Therefore, the existing Building A will continue to be the most prominent building on the site, particularly when viewed from Riverview Street. Refer to Figure 1 for a visual representation of Building A in the context of new buildings on the site, from Riverview Street and High School Lane. More views can be found in the Architectural Design Report at Appendix H to the EIS and summarised in Section 6.6 of the EIS.  Figure 1 Proposed view towards Building A from corner of Riverview Street and High School Lane (without trees) Source: Architectural Design Report It should be noted that if the site was developed as intended (within the R3 zone), two storey buildings could be located along the street frontage with setbacks significantly less than those proposed. Therefore, the separation of buildings from street frontages coupled with their design ensures that the development is no more visually obtrusive than if the site was developed for residential purposes. It also allows for retention of existing significant trees and generous depth in landscaped areas to visually soften the development. Regarding the layout of the proposal, the final design seeks to respond to local climate, adjoining streetscapes and site topography. The proposed built form and site layout provides separate areas

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	for the high school and primary school uses, and a significant volume of open and play space, in response to comments made by the public and school community during consultation. *(Submissions Report: Section 4.3 – Built Form, Scale and Siting, p24)*
Appendix AB 'Noise and Vibrations' does not include noise impacts on dwellings generated by general school use. Given the intensifying use of the site - the school will have the ultimate capacity of 1,700 students accommodated across these four buildings – there is concern about amenity impacts and lack of appropriate attenuation measures. Building 1 is proposed to be near the boundary of the site and about 15m from residential dwellings. There is no landscape buffer proposed between Building 1 and the site boundary. This proposal may lead to noise impacts on surrounding dwellings and the lack of vegetation buffer will greatly impact the amenity of High School Lane.	Additional operational noise assessments were conducted as part of the revised NVIA to determine the impacts of general school operations as well as additional traffic movements related to operation on sensitive receivers. The revised NVIA can be found at Appendix R. These receivers are outlined in Figure 2 of the NVIA. In particular, the following operational assessments have been added as part of the revised NVIA to respond to agency and public submissions: • Section 9.4 Recess and Lunch Assessment – An assessment of the noise generated by students conversing and playing outdoors during recess and lunch has been conducted to determine the level of impact on nearby noise-sensitive receivers; The noise generated by students at recess/lunch during a 15-minute period was predicted to the facades of the nearest surrounding noise-sensitive receivers, with consideration of reasonable worst-case scenario assumptions; The modelling has revealed that the proposed operation will comply with the applicable noise (day) criteria from the NSW Industrial Noise Policy (INP); • Section 9.5 Indoor Teaching Assessment –The worst-case for noise from general teaching and learning is expected to be noise generated from Building 1, situated along High School Lane, as there are residential receivers across the street facing the façade of Building 1; An assessment of noise from general indoor teaching and learning within Building 1 whilst classrooms are in session, with consideration of reasonably worst-case assumptions, has revealed that the proposed operation will comply with the applicable noise (day) criteria from the NSW INP; • Section 9.6 Outdoor Teaching Assessment – Noise from outdoor learning spaces in Building 1 to residential receivers across the street facing the façade of Building 1 has also been considered. An assessment of noise, with consideration of reasonably worst-case assumptions, has revealed that the proposed operation will comply with the applicable noise (day) criteria from the NSW INP; • Section 9.7 Kiss and Drop – An assessment of noise emissions from the kiss and drop facility. The noise generated by this facility has been predicted to the most-affected facade of the nearest noise-sensitive receivers, with consideration of reasonably worst-case assumptions.

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	The results indicate that the operation of this facility will comply with the applicable noise criteria from the NSW INP; Given the above, it is considered that the proposed development complies with the applicable noise criteria from relevant policies and is therefore unlikely to result in any negative noise and vibration impacts to surrounding residential receivers. *(Submissions Report: Section 4.3 – Operational Noise and Vibration, p31)*
8. Developer Contributions Please note that Council is likely to request payment of relevant s64 developer contributions.	It is noted that developer contributions may be the subject of future discussions with TSC .
Heritage NSW - Aboriginal	
Heritage NSW notes that the following recommendations were made in the ACHAR with respect to the management of ACH: • The ACHAR did not identify any Aboriginal objects or their potential to occur within the development footprint, however, consultation with the RAPs identified a range of cultural sites and places in the general vicinity of the study area. With the possible exception of red Cudgen soil profiles associated with a regional Dreaming story – and which there is currently no evidence within the study area – no direct impacts to these places were identified. However, a range of interpretive opportunities were recommended by the RAPs as an outcome of the ACHAR. • Recommendations are proposed for inclusion in the project approval to guide post-approval requirements for Aboriginal heritage. These include the development of an Aboriginal Cultural Heritage Management Plan (ACHMP) to provide a framework for such activities, as well as direction on its content; and; the development an Interpretation Strategy and Plan to provide acknowledgement and other visual/educational opportunities for the Aboriginal and broader local community.	It is anticipated that conditions will be imposed on any consent granted for outcomes of the ACHAR to be implemented as part of the delivery of the project. *(Submissions Report: Section 4.3 – Heritage, p36)*
Heritage NSW – European	
The subject site is not listed on the State Heritage Register (SHR), nor is it in the immediate vicinity of any SHR items. Further, the site does not contain any known historical archaeological relics. Therefore, no further heritage comments are required	A Heritage Impact Assessment (HIA) was prepared by EMM at Appendix L of the EIS. This HIA considered the proposed works have varying levels of direct and indirect impact to the heritage significance of the site and the Block A building. The HIA provides a list of recommendations relating to how works can be conducted to mitigate impacts to Block A.

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	Although there are no changes to the works proposed to Block A, the HIA has been revised to cross-reference identified Block A works with the relevant stage as outlined in the revised CMP at Appendix M. Note, the conclusion and recommendations provided in the original HIA have not changed as a result of the revised staging. *(Submissions Report: Section 4.3 – Heritage, p36)*
Biodiversity and Conservation Division (BCD)	
In summary, the BCD recommends that: 1. The BAM accredited assessor: a. review the proposed construction and demolition footprints and ensure they are accurately presented in the BDAR as part of the development footprint. b. review the bushfire risk assessment and ensure all areas subject to fire hazard reduction measures additional to any existing measures that require removal or modification of native vegetation are identified in the BDAR as part of the development footprint. c. revise the BDAR to include mitigation and management measures aimed at maintaining and protecting Rhodamnia rubescens and its habitat on the subject land during the operational phase of the project.	A revised BDAR has been prepared by EMM Consulting Pty Ltd and includes updated development footprint diagrams. The development footprint has been calculated in close consultation with BlackAsh Bushfire Consulting to clarify the bushfire management requirements in relation to the Hoop Pine Plantation and the *Rhodamnia rubescens* in particular. The Bushfire Management Plan and the Bushfire Risk Assessment confirms that R*hodamnia rubescens* will be retained in-situ without bushfire management (i.e., without the need for vegetation removal, pruning etc). *(Submissions Report: Section 4.3 – Development Footprint, p33)*
2. The bushfire risk assessor: a. either amend the bushfire risk assessment to include further explanation and justification for identifying the hoop pine plantation as low threat vegetation or revise the bushfire risk assessment to include a bushfire APZ consistent with PBP 2019 between the proposed buildings and the hoop pine plantation. b. revise the bushfire hazard assessment and setback requirements specified in the bushfire risk assessment on the basis the area of pasture on the property adjoining the subject land is grassland vegetation. c. revise the bushfire risk assessment to demonstrate how the hoop pine plantation would be managed to the standard of an Asset Protection Zone	The Bushfire Consultant, Blackash, has provided a detailed response in Appendix F. The Bushfire Risk Assessment has been updated to reflect the management of the core and retained Hoop Pine areas to protect the *Rhodamnia rubescens* and Hoop Pine areas. An updated Bushfire Management Plan (formally referred to in the EIS as the Landscape Management Plan) has been completed (see Appendix 2 of the updated Bushfire Risk Assessment), that provides for retained vegetation areas of less than 1ha in the core Hoop Pine area and which retains the threatened species *Rhodamnia rubescens*. The core Hoop Pine area will be maintained to less than 1ha and the sugar cane to the south of the site is a managed crop and as such meets the PBP 2019 test for low threat vegetation. The retained areas of Hoop Pine to the south of the core Hoop Pine area are separated from the core Hoop Pine area and are currently maintained by regular slashing. This practice will continue and as a

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without impacting the habitat viability for the critically endangered flora species, Rhodamnia rubescens, occurring within the hoop pine plantation.	consequence, these areas meet the low threat vegetation test as required in PBP 2019. This will continue presenting a low bushfire hazard. The Planning Secretary's Environmental Assessment Requirements (SEARs) issued on 5 May 2021 required: 21. Bushfire Provide a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with Planning for Bush Fire Protection (NSW RFS, 2019). Blackash has completed the Bushfire Hazard Assessment report. The NSW Rural Fire Service (RFS) provided a response on the 31 May 2022 that considered the Blackash Bushfire Hazard Assessment and Bushfire Management Plan. The RFS recommended the following condition be included in any consent granted: 1. Bush Fire Emergency Management and Evacuation Plan shall be prepared in accordance with the NSW RFS document: 'A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan'. This can be completed prior to occupation. Following extensive work by a range of specialists, particularly the Biodiversity Development Assessment Report, modification is required to protect the *Rhodamnia rubescens* and Hoop Pine areas. An updated Bushfire Management Plan (forerly referred to in the EIS as the Landscape Management Plan) has been completed (see Appendix 2 of the updated Bushfire Risk Assessment) that provides for retained vegetation areas of less than 1ha and which retains threatened species. A meeting was held with BCD on 10 August 2022 to discuss the items raised and to provide context of bushfire risk at the site. The meeting was productive with the lower bushfire risk of the site and ensuing management arrangements being accepted by BCD. A separate Bushfire Management Plan has been drafted to align the bushfire and biodiversity requirements. *(Submissions Report: Appendix F, p1)*
NSW Rural Fire Service	
The proposal is for redevelopment of the existing school to make an expanded educational campus. The NSW RFS recommends the following condition be included in any consent granted:	This can be completed prior to occupation as requested.

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1. Bush Fire Emergency Management and Evacuation Plan shall be prepared in accordance with the NSW RFS document: 'A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan'. A copy of the Bush Fire Emergency Management and Evacuation Plan should be provided to the Local Emergency Management Committee for its information prior to the occupation of the development.	
Transport for NSW (TfNSW)	
Bus Service Management TfNSW has identified the need for additional work to identify changes required to school bus services during the construction and operational phases of the project. This work needs to consider the temporary relocation of students during construction and the relocation of new students to the site prior to occupation. This work needs to be carried out prior to the commencement of construction. It is noted that the Proponent has established a working group with TfNSW, Council and relevant bus service providers to enable this work to progress. It is recommended that the EIS clearly identify this process and any proposed mitigation measures, including any new facilities require to support any change in school bus routes.	Please refer to the response DPE Item a. for further detail. The Bus Operational Planning process is on-going but has progressed well as detailed in response to DPE's Item a above. Bitzios Consulting is currently working with TfNSW's Bus Planning Team and operators for planning for temporary schools and arrangements for the MEC. *(Submissions Report: Appendix E, p11)*
Regulatory Signs and Devices All regulatory signs and devices proposed to be installed or modified by the Major Project will require endorsement by the Local Traffic Committee (LTC) prior to Council approval. For further details of this process please refer to A guide to the delegation to councils for the regulation of traffic.	Noted, this standard process is understood and requirement for works to go through the Local Traffic Committee is expected to be covered in consent conditions. *(Submissions Report: Appendix E, p11)*
School Zone Signage The existing School Zone signage will remain in effect during the construction phase whilst students have been relocated to Wollumbin High School. TfNSW recommends that the School Zone signage is covered during this period. This recommendation will require the endorsement of the LTC in consultation with TfNSW and NSW Police Force.	Noted, and this aspect can be covered in consent conditions. *(Submissions Report: Appendix E, p11)*
Construction Traffic Management Plan (CTMP) The Construction Traffic Management Plan (CTMP) identifies three (3) construction vehicle access gates. Gate 3 requires the implementation of a Traffic Guidance	Noted, CTMP will be further developed over stages and in consultation with Council *(Submissions Report: Appendix E, p12)*

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Scheme (TGS) reducing Riverview Street to a single carriageway, with contra-flow arrangements proposed to manage traffic during phases one and two of construction. The suitability of this arrangement should be further discussed with Council to confirm that it is supported and can be implemented prior to commencement of construction.	
Parking A school of this size has the potential to impact on available car parking in surrounding streets, particularly during planned school events. Further consultation should be undertaken with Council to confirm appropriate options to address on-street parking during planned school events.	Noted, a review of on-street parking occupancy has been undertaken for the surrounding streets as detailed in response to DPE's Item c above. As noted, there is sufficient on-street car parking capacity to accommodate for overflow parking demands. As part of school operations and ongoing management, consultation will occur between the MEC and Council to manage the occurrence of school eventsand to ensure they don't overlap with other events at the nearby sportingfields. This is not dissimilar to what already occurs in this precinct that contains an established high school and sporting fields. *(Submissions Report: Appendix E, p12)*
Department of Planning and Environment	
1) Engagement a. The Department requires details of community consultation undertaken by the Department of Education (DoE) prior to EIS lodgement. Details should include method, date and length of each consultation event and should provide details of any documented community feedback.	a. An addendum to the MEC Consultation Report has been prepared by SINSW and can be found at Appendix C. This addendum provides details of community consultation undertaken by the DoE prior to lodgement. Details include method, date and length of each consultation event and provide details of documented community feedback. It should be read in conjunction with the Consultation Report which accompanied the EIS at Appendix M. The addendum provides a summary of early planning which informed the business case for the proposed development. SINSW notes that business cases are Cabinet-in-Confidence as they contain commercial information that could affect the public procurement process. However, as soon as practically possible once that approval had been granted, the project was announced to the community in October 2020. Broader consultation with staff, students, parents and the wider community has followed this announcement. The addendum provides a more detailed summary of the consultation that has occurred following the project announcement. This includes consultation with stakeholders such as staff, school communities (including students), the Aboriginal community and the broader Murwillumbah community. A summary is provided in Section 3.1 through to Section 3.4 of the Consultation Report Addendum prepared by SINSW. In addition, the SIA statement at Appendix D notes that the principals who will lead the schools at the campus are continuing to actively engage and consult with the school community as they plan

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	for the transition to the merged schools at the campus. The campus principals are present across all schools at various times of the week, and available via multiple channels (e.g. at school, over the phone, information hubs). They attend all Parents & Citizens (P&C) meetings. It was reported that concerns have softened since the announcement, with school community members now investing time and interest in the project. Regarding the concern raised by MEPS P&C, it should be noted that a 'Community Information Hub' took place on two occasions, from 29 March to 1 April 2021 and again on 5 April to 7 April 2022, which saw attendance of approximately 110 and 50 people, respectively. Furthermore, this was only one of many forms of community consultation that has occurred prior to the lodgement of the EIS. Given the above, it is noted that community consultation has occurred prior to the EIS lodgement with multiple stakeholders and it is considered that a high degree of community consultation has been undertaken proportionate to the development proposed. Through sustained efforts from the project team, all stakeholders have been, and continue to be, consulted thereby ensuring that their concerns are heard and considered. *(Submissions Report: Section 4.2, Community Consultation, p21)*
2) <u>Traffic, Transport and Parking</u> a. <u>Bus Operational Plan for Murwillumbah</u> The Submissions Report must include a summary of outcomes from consultation between School Infrastructure NSW, TfNSW, local bus service providers and Council associated with the transport working group for the Bus Operational Plan for Murwillumbah. Key outcomes, constraints and risks relevant to the school catchment and delivery of the plan in time with the anticipated school opening year should be provided.	a. Following the preparation of the transport and traffic impact assessment (TTIA) submitted as part of the SSD, Bitzios Consulting has been commissioned to investigate the bus network changes to accommodate the MEC. The Bus Operational Planning remains on-going at this time and outcomes will feed into route amendments for 2023 (temporary high school phase) as well as end state planning. As part of this project, Bitzios Consulting and representatives from SINSW are working with multiple sections within TfNSW's Bus Planning Team (Bus Network Planning and Contracts Teams) along with the various bus operators. A summary of consultation to date includes: • Through the Transport Working Groups (TWG), TfNSW representatives acknowledged that the bus planning aspect for new and updated schools is typically undertaken following approval, with annual bus pass application and route planning occurring around

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	October each year. Updates to existing contracts are done on an as-required basis in consultation with the operator
	• TfNSW has advised that temporary high school bus changes will be dealt with via changes to existing contracts. The temporary high school bus route changes have been prepared and currently in review and consultation with operators
	• TfNSW's bus contracts team have also recently advised of a proposed roll- out of real time bus tracking for school bus services and integration into TfNSW's "AnyTrip" Application, with Murwillumbah a key focus for TfNSW.
	• Through the TWGs, Council provided input on the bus operations including the following items of concern:
	  ○ Bus movements between schools through the Murwillumbah Town Centre during peak times are observed to impact network performance as well as intersection performance (for example Nullum Street / Wollumbin Street intersection)
	  ○ The off-site bus interchange locations across the shire do not fall within a clear responsibility for either Council, Operators or TfNSW. This is not specifically related to the MEC bus should be a consideration for TfNSW in future bus planning reviews.
	
	With consideration to the above feedback, the bus planning review has developed a consolidated school bus network using Remix. This network has then been reviewed for both the end state (post opening of the MEC) as well as the temporary high school at Wollumbin High School.
	
	Preliminary investigations have determined that the proposed changes to the bus network can provide significant bus kilometre savings per day, with the majority of these bus kilometre savings occurring within Murwillumbah's town centre road network travelling between the existing schools. In addition, the MEC busplanning work has provided an opportunity and catalyst for TfNSW and operators to review the overall school bus system for Murwillumbah. This includes allschools, not only those directly related to the MEC.
	
	Preliminary outcomes of bus routes changes are currently undergoing review by TfNSW's bus network planning and contracts teams. Detailed outcomes regarding changes are not yet available and/or able to be documented in the SSD response given contractual processes with operators. Following this, further and more detailed refinement will occur including bus departure and arrival times at Nullum Street and coordination with bell times.
	
	It is important to note that these detailed operational aspects of the temporary school and bus operating system are still in development as part of operational planning.

Issue	Response
	SINSW as well as TfNSW's contracts team are well aware of the lead times regarding these aspects and working in collaboration to ensure services are updated for the temporary high school as a matter of priority. In response to the potential constraints and risks associated with the bus planning phase of the project, the following is noted: • The existing 49 bus routes (and their seating capacity) is considered at this stage to be sufficient to accommodate initial demands for MEC campus 'opening'. This is due to the high level of interchange bus movements already utilising Nullum Street, which will be reduced as a result of the MEC. While the MEC catchment is large, the four existing schools are relatively closely located with the current focus on route planning of existing services. Increases in enrolments and bus pass applications are reviewed annually as part of annual bus review processes once enrolment and student pass numbers are known. For the temporary high school, the increase in bus patronage will relate to Murwillumbah High School (MHS) students currently living within proximity to MHS. The interchange nature of the Nullum Street and multiple services will provide numerous opportunities per peak period to accommodate boarding and alighting for high school students traveling to / from Wollumbin High School (WHS). • Nullum Street currently functions as a key bus interchange location for school services not impacted by the temporary high school. Based on the temporary high school bus planning, it is expected that some level of interchange at Nullum Street will continue to occur. TfNSW and Bitzios Consulting are in the process of consultation regarding the extent of changes required to support the temporary school bus planning as well as accommodating bus interchange needs (for other schools) along Nullum Street during construction of the MEC. Fortunately, Nullum Street provides an extensive area of kerbside allocation to accommodate and maintain bus interchange on the northern and eastern extent of Nullum Street, well separated from construction activities associated with the MEC. • Nullum Street / Wollumbin Street was raised as an existing intersection pinch point by Council, including the existing need for buses to use the intersection. As part of bus route planning, localised route updates have been considered including the diversion of routes away from Nullum Street / Wollumbin Street and to use the Brisbane Street / Wollumbin Street roundabout. In addition, the ability to remove bus circulation to three out of four schools as a result of the MEC significantly reduces bus movements through the town centre. *(Submissions Report: Appendix E, p2)*

Issue	Response
b. <u>Travel Mode Share Targets and Trip Numbers</u> It is understood that proposed mode share targets set out in the preliminary School Transport Plan (STP) were developed from catchment analysis surrounding the school site. The EIS states that existing school catchment student surveys were undertaken to understand current modal splits and to inform expected trip rates to the new school site. The Submissions Report must provide current transport mode splits, mode share targets and resulting vehicle trip rates that are informed by the significant shift in existing student catchment populations relative to the location of the new school site. Together with analysis of student population within the walking and cycling catchment of the new school, achievable transport mode targets and realistic expected trip numbers should be provided. Clarification as to whether catchment service improvements anticipated from outcomes of the Bus Operational Plan for Murwillumbah have informed proposed mode share targets is also required. Note: The Department has engaged a Transport consultant to undertake an assessment of the proposed mode share targets and traffic and parking generation resulting from mode share targets set out in the STP.	<u>Modal Assumptions for Traffic Assessment</u> It appears there is some misinterpretation between mode share targets in the STP and demand numbers used for the traffic and parking assessment. A review of the existing travel mode shares for each of the four schools as well as the potential changes associated with the consolidation and relocation of students to the MEC site was undertaken and a key element of the TWG's. The TIA's traffic and parking assessment considered the items raised by DPE as noted below: • Existing school travel was reviewed based on the travel mode surveys as noted in Section 3.8. While this was used as an input, existing mode shares was not the determining factor of mode share for the MEC campus for the STP or either the traffic or parking assessments • STP mode shares were developed based on a catchment analysis of student and staff location in relation to the MEC campus to set realistic targets. • The STPs travel mode targets while still 'aspirational' were not used solely as the basis to set traffic trip generation rates or parking demand assessments. **Primary School** 	Travel Mode	Existing	Mode Share Targets*	Notes
---	---	---	---
Staff			
Private Vehicle	99%	82%	
Walking	1%	8%	
Cycling	0%	5%	
Bus	0%	5%	
Student			
Private Vehicle	60%	35%	the proportion of students that do not live along an existing school bus route
Walking	4%	5%	the proportion of students that live within 15 min cycle of the school
Cycling	2%	10%	the proportion of students that live within 15 min of the school
Bus	34%	50%	the proportion of students that live within an existing school bus route | **High School** | Travel Mode	Existing	Mode Share Targets	
---	---	---	---
Staff			
Private Vehicle	99%	82%	
Walking	1%	8%	
Cycling	0%	5%	
Bus	0%	5%	
Student			
Private Vehicle	30%	24%	the proportion of students that do not live along an existing school bus route
Walking	10%	7%	the proportion of students that live within 15 min of the school
Cycling	7%	10%	the proportion of students that live within 15 min of the school
Bus	53%	59%	the proportion of students that live within an existing school bus route	 *: % of students based on catchment anaylsis

<table>
<tr><th>Issue</th><th>Response</th></tr>
<tr><td></td><td>

Traffic generation and parking demands were however developed based on capturing existing MHS school traffic volumes which assist in providing realistic volume of high school related trips to the subject site
As per Section 7.1 of the TTIA, a peak hour trip rate was adopted as a conservative value based on access, parking supply and KnD demand/capacity, rather than target mode shares which while are desirable, may not be immediately achieved. Of note:

100% staff driving trips was assumed in the traffic analysis rather than an STP’s 82% target
The vehicle trips also considered high school students who may drive once obtaining their license.

<table>
<tr><th>Component</th><th>Quantity</th><th>Type</th><th>Driving Mode Share</th><th>Resultant Trips</th></tr>
<tr><td>Primary School Students Trips</td><td>461</td><td>KnD</td><td>45%</td><td>207</td></tr>
<tr><td>High School Student Trips</td><td>769</td><td>KnD</td><td>27%</td><td>208</td></tr>
<tr><td>High School Student Trips[a]</td><td>66</td><td>Self-Drive</td><td>100%</td><td>66</td></tr>
<tr><td colspan="4">Total students</td><td>481</td></tr>
<tr><td colspan="4">Total students w/ car share correction factor</td><td>297</td></tr>
<tr><td>School Staff Trips[b] (Within on-site parking provision)</td><td>129</td><td>staff</td><td>100%</td><td>129</td></tr>
<tr><td>School Staff Trips[a] (Off-site parking)</td><td>74</td><td>staff</td><td>100%</td><td>74</td></tr>
<tr><td>DoE Staff[c]</td><td>25</td><td>staff</td><td>100%</td><td>25</td></tr>
<tr><td>DoE company vehicles</td><td>7</td><td>staff</td><td>100%</td><td>7</td></tr>
</table>
a. High School Student Trips and off-site/overflow staff trips assumed to use existing public parking
b. School Staff trips to the site is capped/limited by on-site parking supply, with remaining trips being off-site based on maximum 203 staff on any given day during the initial period until end of term-4 2025
c. Maximum DoE staff, unlikely all staff travel to the site every day with flexible working arrangements likely to continue. Trips have however been conservatively assessed as unused parking may be used for MEC staff.

A 45% mode share trip rate for primary school KnD was used based on averaging the existing and desired mode shares (60% existing, 35% desired target).
A 27% high school drive mode share rate was based on averaging existing and mode share target rates (24% and 30% respectively)

It is also important to note the travel mode shares discussed in detail in consultation with Council, all affected schools and TfNSW as part the TWGs. Consolidation of the various school catchments and subsequent changes to travel modes and targets also incorporated stakeholder input.
</td></tr>
</table>

Issue	Response
	This component of the TWG informed various aspects of the site masterplan and traffic analysis including: • Gate entry orientation away from Riverview Street to preserve carrying capacity and discourage pedestrian activity along unsuitable roads • The onsite Kiss 'n' Drop (KnD) facility scale, location, access capacity and queuing impacts on the neighbouring roads • Bus stop planning to utilise existing facilities and manage bus access, queuing, and operations • The limited need and ability to provide additional active transport linkages and crossings given the established catchments and markets for MHS and MPS. As further clarification, a 45% driving mode share applies to the primary school KnD. This does not reflect overall car trips (e.g. could be approximately 60% of modal travel based on existing schools) but is the expected peak demand to be accommodated off Nullum Street based on TWG feedback. Specifically, regarding the design of the KnD, the trip demand component was one of several factors that informed the options analysis phase and ultimately the design of the KnD facility. During the TWG, Council officers provided input to the layout options, scale, and operations of the KnD facility. This also included input and acknowledgement that the KnD facility was not to be designed to encourage use or be relied on by parents as the primary or preferred travel mode choice (i.e. to balance traffic congestion and to encourage other modes). As such other parents' trips are expected to perform pick-up activities by car but may opt to 'Park and Walk' from the surrounding areas as is commonly experienced at schools across the Tweed Shire. While other trips and off-site parking may occur at varying levels (up to approximately 90 trips during the peak periods, noting based on traffic surveys and observations generally only 50% of staff trips occur during the PM peak), the established grid road network will facilitate various routes to / from the wider precinct. Given the number of vehicle trips spread across several routes (i.e. 10-20 trips per route) this traffic will not result in any adverse traffic impacts that would warrant the needs for additional infrastructure upgrades to be imposed. A sensitivity test has been prepared to incorporate a scenario as an example for these potential additional trips being added to key intersections and updated SIDRA results are provided in Attachment B of the Transport Response Statement. <u>Bus Mode Share</u> To clarify, the bus mode share was based on proportion of students that live within an existing school bus route catchment and as such bus mode share is not reliant on outcomes of the Bus Operational

Issue	Response
	Plan. The traffic and parking analysis however did not assume this mode share shift would be immediate (i.e. vehicle trip generation is higher than mode share targets such as 45% KnD for the primary school as opposed to a 35% car mode share). Considering the established nature of Murwillumbah's school bus system (including but not limited to affected schools), bus planning remains and is important factor. The bus operational plan seeks to not only address the changes a SINSW is therefore working collaboratively with TfNSW Bus Planning team and operators to ensure bus travel mode share is maximised for the MEC and the bus system is improved as a whole for the region. *(Submissions Report: Appendix E, p3)*
c. <u>Active Transport</u> STP mode share targets provide a notable uptake in cycling for staff and students compared to the existing low cycling rates and survey results which indicate high private vehicle usage for students and staff. The EIS makes reference to the STP, noting new cycling infrastructure in the locality, however there are no recent or future infrastructure upgrades detailed, and there is minimal analysis of existing cycling infrastructure provided to justify the cycle target increase. The Department has concerns that a number of the roads identified as being suitable cycling do not appear to be conducive to safe cycling, especially in relation to a number of roads that are located furthest from the proposed school. The Submissions Report must: • detail cycling infrastructure surrounding the site, note any missing cycling infrastructure links within the catchment identified in the TIA, and whether there are planned upgrades surrounding the school and within the broader school catchment • confirm what ground truthing has been done to identify the cycling catchment having regard to safe cycling parameters including road seal, width, shoulders, grades and speed limits.	c. It is important to note that STP targets are aspirational, and while these targets are included in the STP they are not the basis for the analysis when it comes to actual travel, traffic or parking demand. To confirm no cycling infrastructure improvements are proposed beyond the immediate site frontages. The following immediate active transport infrastructure improvements are proposed as part of the project: • New pedestrian crossing on High School Lane crossing to Nullum Street • New pedestrian crossing on Nullum Street south of High School Lane • A new pedestrian link along the south side of High School Lane, connecting Riverview Street to Nullum Street • Provision of bicycle and other wheel devices (i.e. skateboard, scooter) parking facilities on-site which are more than demands forecast based on the travel mode survey. The travel modes share, and catchment analysis undertaken demonstrates that the available cycle catchment is constrained by both the large geographic catchment of the MEC, limited population concentration in the immediate vicinity of the school and topography constraints associated with historical road reserves across Murwillumbah. While some cycle routes could be investigated for further investment, it is important to note that the site is already occupied by an established high school that serves the immediate area of Murwillumbah. Council together with TfNSW are undertaking various studies to plan and prioritise walking and cycle infrastructure for the region, with this site remaining as part of an established community precinct. The wider local area surrounding the school includes residential areas along Byangum Road, out to Bray Park in the west and east of the Tweed River. These areas are currently serviced by local bus services, which will continue as part of the bus operational planning and are expected to be adapted to suit the change in patronage mix/dispersion.

Issue	Response
	The findings of the TTIA noted given the large geographical catchment for the MEC and review of student catchment demonstrates greater reliance on maximising the bus utilisation to service students to minimise private vehicle usage rather than active transport being a key focus. As discussed at length with Council and TfNSW officers through MEC transport workshops, the limited cycle up-take and catchment coupled with the various constructability issues associated potential improvement locations limits opportunities for worthwhile active transport infrastructure. Notably Council's Roads representatives who are responsible for active transport have not questioned or requested additional active transport infrastructure. Rather the only active transport related request raised was by a separate part of Council in relation to street trees for shading of existing routes. As noted in the further response to this item it is considered there is no nexus between these works and the proposed development given the existing established school on-site and limited increase in demands. The project has also discussed the STP and active transport facilities with SINSW's Sustainable Transport Technical Advisor who has not raised any specific concerns with the STP, nor additional infrastructure improvements given wider topography constraints. Since the TTIA was prepared, independent road safety audits have been prepared for the area immediately surrounding the MEC campus to review existing conditions and the design. Of note, the limited items raised relate to existing maintenance issue for Council or items that are being addressed as part of the project design (i.e. pathway improvements in Nullum Street, improved pedestrian connection along High School Lane, reorientation of school site with focus away from Riverview Street frontage given constraints on that frontage). SINSW is committed to promoting and facilitating active school travel and is working with Council on various school sites across the Tweed Shire including for the MEC. SINSW will continue to engage with both Council and TfNSW beyond development approval phase of a project on funding sources and project identification to support safe school travel. The STP will remain a live document and will undergo monitoring and review. This includes a review of travel mode data, mode share targets and transport initiatives. While the travel mode share targets outlined in the STP are considered aspirational at this stage, they consider a range of area specific factors as well as state policies for regional NSW. *(Submissions Report: Appendix E, p6)*
d. <u>Parking</u>	d. To supplement the parking assessment to date, a review of public and on-street parking occupancy has been undertaken for the surrounding streets and parking areas. A parking occupancy survey was conducted on Thursday 23 June 2022. This survey was within the school term 2 so a level of

Issue	Response
Part 8.4.2 of the Traffic Impact Assessment (TIA) states that surrounding public parking (offsite) capacity is generally available to accommodate for overflow parking demand. However, no off-site parking analysis has been provided to demonstrate existing parking availability on surrounding streets to accommodate overflow student, staff and visitor parking. At this stage and based on the current information, the Department does not support the proposal's car parking provision and associated heavy reliance of surrounding streets and potentially Council assets to accommodate car parking for visitors, students and staff. The Department does not support use of Council carparks without a license or agreement in place with Council. The Department recommends you consult further with Council on this issue and draws your attention to Section 5 (c) of Council's objection. The Submissions Report must include off-site parking analysis detailing the capacity of surrounding streets and parking facilities (if any) to accommodate overflow parking associated with the school's use, and that overflow parking would not significantly detract from existing on-street parking supply. The Submissions Report must also provide evidence of agreement by Council for use of its carparks to accommodate any overflow carparking.	existing parking demand generated by the Murwillumbah High School's school population can be assumed to contribute to existing parking demand. The detail of the results is provided in **Attachment A** which contains a table of parking supply/demand to determine occupancy and illustrative maps to show street level parking availability. In summary: • A total estimated 404 on-street car parking spaces were surveyed ○ During peak times available on-street parking supply will reduce to 382 spaces based on Nullum Street bus zone times (8:30-9:30am and 3:00-4:00pm) • A maximum of 82 parking spaces were occupied (at 10:30am) leaving 322 spaces of available capacity. Based on the concentration of higher parking demands around Condong Street and Nullum Street (North of Condong Street) at this time this is likely due to an event being held at the nearby community centre. • In the school peak times (8:30am and 2:30pm) there are only 66 parking spaces occupied in the surveyed area, meaning there is currently 316 on- street spaces available during school peaks Based on the parking demand assessment potential overflow parking that could be generated by the school could be in the order of 74 to 140 cars (the latter based on daily staff and year 12's self-driving by term-3, when the campus is at capacity) This would mean at least 176 on-street parking spaces (44% of available supply) would remain available at most times. This is conservative with respect to daily parking given the base demand already accommodate a level of parking generated by the existing MHS operations. During the afternoon school peak pick up time, with potential 'Park and Walk' pick-ups in the wider area, there could be demand for a further 93 vehicles to park short-term. This would reduce unoccupied public parking supply to 83 on-street spaces for a short period in the afternoon school peak. The results demonstrate that there is significant on-street parking capacity surrounding the MEC site and parking demands (even with the inclusion of the existing MHS) remain low throughout the school day. The expected demands associated with the MEC will therefore not result in adverse parking impacts outside the community's reasonable expectations. Regarding the potential use of council assets within the surrounding precinct to accommodate parking overflow associated with the MEC, this overflow parking can be accommodated on-street without any reliance on any Council off-street car parking facilities. *(Submissions Report: Appendix E, p7)*

<table>
<tr><th>Issue</th><th>Response</th></tr>
<tr><td>3) <u>Sports and recreation Facilities</u>

The Submissions Report must quantify the replacement ratio of existing sporting facilities across the four schools and provide justification for any net loss of sporting facilities currently available for school and community use.</td><td>Sport and Recreation Facilities – Existing facilities across the four schools compared to the proposed MEC is quantified in the below table:

Table 5 Existing indoor and hardcourt facilities for team sports
<table><tr><th></th><th>MHS</th><th>WHS</th><th>MEPS</th><th>MEP</th><th>MEC</th></tr><tr><td>Indoor</td><td>1</td><td>1</td><td>Nil</td><td>Nil</td><td>1</td></tr><tr><td>Outdoor</td><td>3</td><td>2</td><td>1</td><td>Nil</td><td>5</td></tr></table>
The primary objective of the project is to provide students and teachers in Murwillumbah with new, high quality learning environments, outdoor spaces and core facilities. The number and size of outdoor spaces that will be provided has been determined based on consultation with principals and staff, input from technical stakeholders, and importantly the DoE’s EFSG, which have been put in place to ensure that there is equity in relation to the facilities provided to public school students across NSW.

The campus will provide suitably sized sporting facilities including a new, full-sized indoor basketball court for the high school, a new public-school hall that can be used for indoor sport and five full-sized external hard courts (one for primary school and four for high school). This is in addition to the full-size football field and athletics track already on site. These facilities have the potential for community use, which is supported by the DoE share our space program and before and after school sporting activities.

(Submissions Report: Section 4.3 – Sports and Recreation Facilities, p33)</td></tr>
<tr><td>4) <u>Biodiversity</u>

The Biodiversity Development Assessment Report must be updated to address overall development footprint relevant to both demolition, building and construction footprint, and tree removal footprint required for bushfire protection and hazard reduction.</td><td>A revised BDAR has been prepared by EMM Consulting Pty Ltd and includes updated development footprint diagrams. The development footprint has been calculated in close consultation with BlackAsh Bushfire Consulting to clarify the bushfire management requirements in relation to the Hoop Pine Plantation and the Rhodamnia rubescens in particular. The Bushfire Management Plan and the Bushfire Risk Assessment confirms that Rhodamnia rubescens will be retained in-situ without bushfire management (i.e., without the need for vegetation removal, pruning etc).

(Submissions Report: Section 4.3 – Development Footprint, p33)</td></tr>
<tr><td>5) <u>Flooding</u>

Note: The Department has engaged a flood consultant to undertake an assessment of the Flood Impact Assessment lodged with the application and other flood related matters associated with the proposal</td><td>It is noted that no peer review on the Flood Impact Assessment has been received to date.</td></tr>
</table>

Issue	Response
6) <u>Staff Numbers</u> The total number of staff proposed is unclear. The Submissions Report must clarify proposed staff numbers in a table, providing a summary of proposed full time school staff, part time school staff and Department of Education office staff. Further, the TIA states that there will be a period from school opening (in 2024) until the end of Term-4, 2025 when the MEC may have up to 203 staff on-site on any given day. There is no reference to this in the EIS and relevant parking and traffic analysis has not been provided to accommodate for 203 staff. If up 203 staff may be present on site until Term-4 2025, relevant parking and other staff-based considerations must be amended to include an operational scenario of 203 staff.	Regarding staffing, although the roles will likely comprise a mix of full-time and part-time positions, the breakdown has considered the total number of staff on site at any one time. This is a function of Full-Time Equivalent (FTE) positions plus other roles which is considered to provide an accurate representation of likely staff population at the site at any one time, enabling the assessment of impacts to be undertaken for this SSDA. For context, all schools in NSW are provided with a permanent staffing allocation (i.e. FTE positions). This allocation is based on the school's geographic location and the number of students enrolled. FTE positions will include a number of different types of roles including executive (principals, deputy principals), teaching, and administrative and support staff. One permanent FTE position is equivalent to 5 full days of work per week, but schools can also be allocated a part of a permanent FTE. Departmental staffing allocations are relatively stable, but they are reviewed annually for each school based on projected enrolments for the following school year. In addition to an FTE allocation, schools can fund other staffing positions from their own school budget based on their specific needs, such as to help reduce the impact of various disadvantages and provide programs and individualised support for special learning needs. This may include a range of roles including classroom teachers, specialist educators, student wellbeing, teachers' aides, and administration staff. The number of school-funded positions is at the discretion of the principal and will change each year depending on the budget available and the needs of the school. School-funded positions are by their nature temporary and, as they are additional to the core teaching positions, they are often part time. The current NSW DoE staffing allocation across all four schools adds up to a total of 148.7 FTE positions. Combined FTE for the primary schools is 40.08 and FTE for the high schools is 108.88. This includes some positions the schools are eligible for under DoE's small school supplement scheme. DoE has committed to maintaining all FTE positions through the transition to the campus and until the end of the 2025 school year. From the start of 2026, the number of FTE positions eligible for the MEC will be determined based on the number of students enrolled in the merged primary school and merged high school. If enrolments were to stay the same as current levels across the existing schools, the campus would be eligible for a total staffing allocation of 128 FTE positions. This includes FTE of 34.4 for the primary school and FTE of 93.6 for the high school. The reduction from current levels would be due to the removal of duplicate positions, such as the reduction from 2 principals to 1 principal per school, and loss of the small school supplement positions that will no longer be required.

Issue

Response

When the campus is operating at capacity, a total of 150.1 FTE positions will be required based on the total number of students. This includes FTE of 43.4 for the primary school and FTE of 106.7 for the high school.

Currently, other school-funded temporary positions across the four schools results in approximately 203 staff attending the sites on a typical day. Given their temporary nature, there is no commitment to maintain additional school-funded positions after the transition to the campus. It is however, reasonable to expect that the new schools will continue to employ additional staff over and above the FTE. This is at the discretion of the principals based on available budget and local needs. There are no projections available regarding how many school-funded positions there will be beyond 2022.

For the purposes of the SSDA, a 36% loading on the FTE allocation for the proposed campus has been adopted. This is based on the apparent current loading across the four schools in assessing the difference between the existing FTE allocation of 148.7 and the typical site attendance of 203.

Given the above, a breakdown of staff and students at existing schools as well as the likely staff population at the school has been summarised in the Table below for ease of reference.

	Existing staff and student numbers					MEC Opening	Following conclusion of hiring freeze (post 2025)	At full student capacity
	MHS	**WHS**	**MEPS**	**MEP**	**DoE Office**			
FTE	65	43.88	21.7	18.38	25	173.96 (includes DoE staff)	153 (includes DoE staff)	175.1 (includes DoE staff)
Other roles	18	13.12	8.3	14.62	N/A	54	46	54
Total on site on a given day	83	57	30	33	25	228	199	229
Students	411	377	206	186	N/A	1180 (assuming enrolments do not decline)	1180 (assuming enrolments do not change)	1722
Students (total)	1180							

Issue	Response
	(Submissions Report: Section 4.1 – Staff Numbers, p20)
Public Submissions Themes	

Traffic with consolidated school campus	It is important to note, while the MEC campus will focus traffic into specific locations it does not result in significant increase in overall school traffic in the central Murwillumbah area.
	
	Through consolidation there is the opportunity for reduce trips and wider congestion including:
	
	• With the closure of other school campuses this will reduce school peak congestion on other parts of the road network with roads that have greater road and intersection capacity constraints
	• A consolidated campus will reduce circulate trips currently occurring from:
	  ○ Parents who may have children of both a primary school and high school age having to travel between campuses
	  ○ Bus routes currently connecting the four public schools. Central bus network kilometres will be reduced from bus service providers routes no longer having to circulate between several campuses including return trips to sites such as the Nullum Street bus interchange.
	
	The subject site is the location of the established MHS and existing site analysis demonstrates that the surrounding road network (including Riverview Street and Nullum Street) have capacity to accommodate the MEC. The MEC's transport components underwent design development and refinement in consultation road and transport authorities including Tweed Shire Council and Transport for NSW. The MEC design incorporates the necessary transport infrastructure to accommodate the proposal. In addition, as part of the school operations once the MEC campus is established, school travel management procedures will be in place, monitored and updated over time.
	
	(Submissions Report: Appendix E, p15)

Travel mode shares, and walk/cycle considerations	To clarify, and as per Section 7.1 of the Traffic Impact Assessment (TIA) Report, the mode shares adopted for the traffic and parking assessment for the MEC campus, along with the draft School Travel Plan have been developed based on a catchment analysis of students located within relevant active transport and public transport service catchments to the MEC campus. The adopted mode shares are not based existing school mode share and catchments at the existing schools noted in Section 3.8 of the TIA Report. Only 10% of students live in a walk-up catchment and 25% live in a potential cycle catchment of the MEC campus. The use of these travel modes was also informed by staff and student surveys of

Issue	Response
	all schools associated with the MEC for both existing and future MEC travel patterns. The street topography surrounding the school to keymarkets was also a determining factor for the potential walk and cycle catchments. Additionally, availability of local bus services for 'outer suburban' Murwillumbah means bus travel is a more attractive option for the MEC. This is relevant for students currently enrolled at schools such as WHS and MEPS. Active transport uptake is therefore focused on capturing those students living in proximity to the MEC, which have existing pathway facilities that service the existing MHS and MPS school areas. Existing facilities were reviewed, and independent road safety audits have since been prepared for the area immediately surrounding the MEC . Of note, the limited items raised relate to existing maintenance issue for Council or items that are being addressed as part of the project design (i.e. pathway improvements in Nullum Street). As per Table 4.1 of the TIA report the following active transport improvements will be delivered as part of the project: • New pedestrian crossing on High School Lane crossing to Nullum Street • New pedestrian crossing on Nullum Street south of High School Lane • A new pedestrian link along the south side of High School Lane, connecting Riverview Street to Nullum Street • Provision of bicycle and other wheel devices (i.e. skateboard, scooter) parking facilities on-site which are more than demands forecast based on the travel mode surveyable 4.1 of the TIA report the following active transport *(Submissions Report: Appendix E, p15)*
Construction Traffic	The surrounding road network will have sufficient capacity to accommodate the low levels of additional construction traffic coupled with the temporary closure of school activities at the subject site. Buses and other heavy vehicles currently operate on all streets proposed to be used by construction vehicles. Two parking areas for construction worker vehicles are provided on- site and there are 404 on-street car parking spaces in the surrounding precinct Based on recent parking surveys a maximum of 74 parking spaces were occupied (at 10:30am) leaving 322 spaces of available capacity in the surrounding area.

Issue	Response
	 SOURCE: Nearmap Figure 2.1: Nearby On-street Car Parking Restrictions *(Submissions Report: Appendix E, p16)*
Kiss and Drop Facility	The proposed Kiss and Drop (KnD) facility will serve as a safer and more efficient pick up and drop off facility for the Murwillumbah Education Campus (MEC) that does not currently exist at the Murwillumbah High School. The KnD facility will facilitate the majority of primary school pick-up by car along with a proportion of high school pick-ups. However, the KnD facility was not designed as a "capture all" solution given the need to manage traffic congestion and encourage other transport modes. The demand of the KnD also consider the existing behavioural aspect for the MHS and high proportion of off-site "park and walk" that utilise the surrounding precinct and is expected to remain. The KnD location and design was refined through discussions with the TWG. Of note: • The KnD facility was relocated away from the major traffic route of Riverview Street to reduce impacts to network operations. • The KnD driveway access and vehicle storage does not rely on High School Lane • The scale of the KnD facility was such that it does not significantly burden the site to compromise play or education spaces on the site • The scale and operations of the KnD was appropriate to facilitate efficient pick-up /drop-off operations but designed at a scale to promote 'over-reliance' of private vehicle mode share. • That queuing areas on Nullum Street accommodate line marking and kerbside allocation to maintain through movements for bus access to the Nullum Street bus interchange facility.

Issue	Response
Parking demand, including overflow parking and parking at event times	A total of 161 staff parking spaces are proposed to be provided on-site. This provision is a practical maximum on-site parking supply based on availablespace, while balancing the need for other school facilities (such as available play space) and adequate separation of student areas from on-site vehicle traffic. In addition to on-site parking there are a total estimated 404 on-street car parking spaces within a walkable distance of the MEC. During peak times school times available on-street parking supply will reduce to 382 spaces based on Nullum Street bus zone times (8:30-9:30am and 3:00-4:00pm) A maximum of 74 parking spaces were occupied (at 10:30am) leaving 322 spaces of available capacity. In the school peak times (8:30am and 2:30pm) there are only 66 parking spaces occupied in the surveyed area, meaning there are currently 316 on-street spaces available during school peaks in the wider precinct. The results demonstrate that there is significant on-street parking capacity surrounding the MEC site and parking demands (even with the inclusion of the existing MHS) remain low throughout the school day. Regarding school event times, the abovementioned parking supply will be available and the school would seek to take a coordinated approach with Council to manage event times to limit potential for events at the school overlapping with any major sporting activities at the nearby sporting fields. This factor is no different to the existing and established operation of the existing MHS. *(Submissions Report: Appendix E, p17)*
Choice of public school	It is acknowledged that the proposal will reduce the number of public-school options families can choose from. However, rather than only one or two existing schools being upgraded, or schools being partially upgraded, the proposal ensures that all public-school students in Murwillumbah will benefit from access to new and flexible learning spaces, which will help to improve educational outcomes. Additionally, as with any public school in NSW, if students are experiencing challenges at their local school, DoE works with students, teachers and families to resolve any issues that have arisen. Parents are also able to apply for out of area enrolment to other schools in accordance with DoE's enrolment policy. *(Submissions Report: Section 4.3, Social Impacts, p22)*
Impacts of school	Like other regional schools across NSW, Murwillumbah is facing significant challenges with falling enrolments. Infrastructure across the Murwillumbah Cluster of schools is aging and as a result some schools do not currently provide new, flexible learning environments. Furthermore, with the smaller

Issue	Response
	high school student populations in MHS and WHS and separate demand for subjects, both high schools are currently unable to consistently offer a full range of elective subjects . Given the above, one of the strategic drivers of the project and the infrastructure design has been to provide students from all public schools in Murwillumbah with access to high-quality learning environments and an increased range of subject choices. It should also be noted that feedback received from community and parents has been incorporated into the design of the campus to provide an environment that alleviates some of their primary concerns. For instance, an early concern relating to mixing of primary and high school students was addressed through the provision of separate primary and high schools, each with their own core facilities such as libraries and canteens, and physical separation of the schools on the site. While it is acknowledged that the campus will be a different school environment, it has been designed with student outcomes in mind. While there are a range of views around issues like the impact of a larger school on educational performance and behavioural issues, there is no clear association that can be drawn and the culture of the schools will be strongly influenced by school governance, family environment and individual behaviours. It could also be argued that amalgamation is a broader policy issue and beyond the scope of this SSDA. Notwithstanding, the supplementary SIA statement identifies current initiatives being implemented by school principals and staff to build a positive new culture and sense of community from day one, so that all students will be known, valued and cared for at the future schools at the campus. *(Submissions Report: Section 4.3, Social Impacts, p22)*
Job losses	DoE acknowledges that if current enrolments were to remain the same at the beginning of 2026, there would be a reduction of FTE positions compared to the number of FTE positions identified in the baseline. Currently there are approximately 149 FTE positions across the four schools. Once operating at full capacity, MEC will require 150 FTE positions. In other words, when the campus is operating at capacity, the FTE will be slightly higher than the current FTE at all four schools. The department has made it clear that no permanent staff member will lose employment as a result of this project. The SIA proposes mitigation measures to help with any potential reduction loss in of temporary positions. *(Submissions Report: Section 4.3, Social Impacts, p23)*
Existing and future demands for school places	With a proposed new capacity of 582 primary school children and 1,140 high school students, the MEC is proposed to result in an overall capacity of 1,722 students. This number is higher than 2020 enrolment figures but does represent a reduction in overall school capacity available across the four existing schools. Notwithstanding, analysis of the most recent population forecasts indicates that the MEC will be able to easily accommodate projected growth to 2036 and beyond.

Issue	Response
	Should population exceed forecasts, the site will also allow for additional growth. The core facilities at the campus are designed to cater for a total school population of 1,995. Although classrooms in the current design only accommodate up to 1,722 students, additional learning spaces can be added at the site subject to future planning approval pathways. Furthermore, such a scenario is only likely if population increases by way of rezoning of existing land, at which point the need for additional community infrastructure would be addressed by DPE. *(Submissions Report: Section 4.3, Social Impacts, p23)*
Changing school	In the case of this project, there will be a transition for children currently attending MEPS, MPS and WHS which, if adequate support isn't put in place, has potential to impact the school community. This includes temporary transition of MHS students during the construction phase as well as the operational phase. Several mitigation measures are identified in the SIA report to help alleviate these risks. The supplementary SIA statement identifies initiatives which are currently being implemented by principals and staff across the schools to provide the necessary support and help prepare the school community for transition to the new campus. These include initiatives such as: • Familiar team for school communities – the principals who have been appointed to lead the schools at the campus are accessible to students and families via multiple channels and attend all P&C meetings. Teachers also go across schools and get to know children across sites. • Education team coordination – the combined staff group participate in regular meetings and workshops to develop the learning culture, pedagogy, curriculum, programs and processes for the future schools, and to plan ahead in terms of staffing arrangements. • Joint culture – a working party has been established so that parents and carers from all four schools can contribute to the development of the future schools. A range of joint social and learning activities are being organised so that children from different schools can get to know each other. • Flexible spaces – to familiarize school communities with collaborative teaching and learning spaces, prototypes of these spaces are being established in all existing schools. • Specific support – wellbeing teams in existing schools are coming together to focus on inclusion for children with special needs. • Temporary school – the new principals are working through a transition program to support staff and students prepare for the temporary relocation of MHS.

Issue	Response
	The SIA also recognises the social benefits of a joint primary/secondary school campus. For instance, a joint campus promotes dialogue between the two phases and offers opportunities for a more seamless education journey from Kindergarten to Year 12. *(Submissions Report: Section 4.3, Social Impacts, p23)*
ESD Initiatives	The project currently exceeds the requirements of the NSW Government Resource Efficiency Policy, which only requires new, non-office government buildings to be designed to Green Star – Design & As Built v1.3, with targets of 5 stars in metropolitan areas and 4 stars in regional NSW. While certification is encouraged, it is not mandatory. SINSW will be certifying this project as 4 star Green Star Design & As Built v1.3 to provide third-party verification that best-practice sustainability outcomes will be achieved. DoE is committed to the principles of ESD and sustainable operation of education infrastructure. The project will reduce the consumption of resources, water and energy by: • Installing solar power generation systems on building roofs to provide renewable energy for both the high school and the primary school; • Using energy efficient LED lighting throughout the campus; • Installing a system to measure and monitor energy usage; • Maximising natural ventilation to reduce reliance on air conditioning; • Harvesting rainwater for non-drinking water usage on site; • Planting native and low-water tolerant plants; • Use of modern methods of construction, including manufacture of modular building components such as walls and facades off-site, to reduce material waste and the impacts of on-site construction; • Providing separate bins for general waste, recyclables and organics as well as signage to encourage correct use of the waste management system. Once the campus is operational, the new schools will have the opportunity to reduce their environmental impact through energy reduction and waste management programs, such as the Waste Wise Schools program. The architects note that material selections are robust and require limited maintenance. The Design for Manufacture and Assembly (DfMA) strategy for the campus is designed to maximise the

Issue	Response
	lifespan of the project with the ability to adapt the spaces to different uses and also allow for disassembly. *(Submissions Report: Section 4.3, Ecologically Sustainable Developments, p26)*
Energy Consumption	A total of 198kW (99kW for Primary School and 99kW for High School) of photovoltaics (PV) will be installed across the campus. This is a large contribution that will help the campus meet a significant portion of the on-site energy demand through renewable energy. *(Submissions Report: Section 4.3, Ecologically Sustainable Developments, p26)*