Environmental Impact Statement

State Significant Development (SSD 11920082)
Upgrades to Hastings Secondary College - Port Macquarie Campus
6 Owen Street Port Macquarie.

PLANNING. URBAN DESIGN.
RETAIL AND ECONOMIC. HERITAGE

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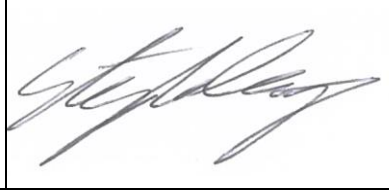
11 Dartford Road, Thornleigh NSW 2120
PO Box 230
Pennant Hills NSW 1715
t: 02 9980 6933
e: dfp@dfpplanning.com.au
DFP Planning Pty Limited
ACN 002 263 998
www.dfpplanning.com.au

DECLARATION

ENVIRONMENTAL IMPACT STATEMENT

Applicant Name: Applicant Address: Land to be developed: SSD Application Number: Proposed development:	New South Wales Department of Education Level 4, 35 Bridge Street, Sydney NSW 2000 16 Owen Street Port Macquarie (Lot 111 DP 1270315) SSD 11920082 Upgrade of Hastings Secondary College Port Macquarie Campus to deliver: • Demolition works to accommodate new works; • Upgrade to school entry, including signage; • Construction of new two (2) storey Creative and Performing Arts (CAPA) building; • Construction of new Police Citizens Youth Club (PCYC); • Partial refurbishment of Building L; • Partial refurbishment and alteration to Building B; • Removal of Building S and demountable buildings; • New lift connections, covered outdoor learning area (COLA) and covered walkways; • Associated earthworks, landscaping, stormwater works, service upgrades; and • Tree removal/ tree safety works.
ENVIRONMENTAL IMPACT STATEMENT	This report is an Environmental Impact Statement which addresses all relevant matters required by Section 4.12(8) (formerly s.78A) of the *Environmental Planning and Assessment Act 1979* and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.
DECLARATION	The undersigned certify that we have prepared the contents of this Environmental Impact Statement and to the best of our knowledge it: • addresses all relevant matters listed under Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*; • contains all available information that is relevant to the environmental assessment of the development to which the EIS relates; and • is not, by its presentation or omission of information, false nor misleading.
PREPARED BY Name: Qualifications: Address: Signature: Date: 24 May 2021	 Natasha Bartley Master of Planning MPlan 11 Dartford Road, Thornleigh NSW 2120 
Name: Qualifications: Address: Signature: Date: 24 May 2021	Stephen Earp B. Planning (Hons) RPIA 11 Dartford Road, Thornleigh NSW 2120 

11 Dartford Road
Thornleigh NSW 2120

PO Box 230
Pennant Hills NSW 1715

t: 02 9980 6933
f: 02 9980 6217

e: dfp@dfpplanning.com.au

DFP Planning Pty Limited
ACN 002 263 998

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Abbreviations

AADT	annual average daily vehicle trips
AECG	Aboriginal Education Consultative Group
AEP	Annual Exceedance Probability
AS	Australian Standard
ASS	acid sulfate soils
BCA	Building Code of Australia
BC Act	Biodiversity Conservation Act 2017
CAPA	Creative and Performing Arts
CIV	capital investment value
CMP	construction management plan
COLA	covered outdoor learning area
Council	Port Macquarie-Hastings Council
CPTED	crime prevention through environmental design
DA	development application
DCP	development control plan
DDA	Disability Discrimination Act 1992 (Cth)
DFP	DFP Planning Pty Limited
DoT	NSW Department of Transport
DP	Deposited Plan
DPIE	NSW Department of Planning, Industry and Environment
EEC	endangered ecological community
EFSG	Educational Facilities Standards and Guidelines
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPA	NSW Environmental Protection Authority
EPBC	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
EPI	environmental planning instrument
ESCP	erosion and sedimentation control plan
ESEPP	SEPP (Education Establishments and Child Care Facilities) 2007
ESD	ecologically sustainable development
FTE	full time equivalent
GANSW	Government Architect NSW
GFA	gross floor area
LALC	Local Aboriginal Land Council
LEP	local environmental plan
LGA	local government area
OSD	on site detention
PCYC	Police Citizens Youth Clubs
PRG	project reference group
RAP	remediation action plan
RL	reduced level
RMS	NSW Roads and Maritime Services
SDRP	State Design Review Panel
SEPP	State Environmental Planning Policy
SEARs	Secretary's Environmental Assessment Requirements
SINSW	School Infrastructure NSW
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW
WSUD	water sensitive urban design

Executive Summary

The NSW Department of Education proposes upgrades to Hasting Secondary College (Port Macquarie Campus) to provide new and upgraded facilities. This will involve site preparation work (including demolition), the removal of 26 trees, civil works, landscaping, and construction works.

The upgrades will support high-quality educational outcomes to meet the needs of students within the local community as follows:

- Demolition works to accommodate new works;
- Upgrade to school entry, including signage;
- Construction of new two (2) storey Creative and Performing Arts (CAPA) building;
- Construction of new Police Citizens Youth Club (PCYC);
- Partial refurbishment of Building L;
- Partial refurbishment and alteration to Building B;
- New lift connections, covered outdoor learning area (COLA) and covered walkways;
- Associated earthworks, landscaping, stormwater works, service upgrades; and
- Tree removal/ tree safety works.

As the works have a capital investment value exceeding $20 million, the project is deemed to be State Significant Development under *State Environmental Planning Policy (State and Regional Development) 2011*. The proposed works will generate up to 42 new construction jobs and up to 10 consultant jobs.

Hastings Secondary College Port Macquarie Campus is located at 16 Owen Street, Port Macquarie, within the Local Government Area of Port Macquarie-Hastings.

The Port Macquarie Campus is zoned R3 Medium Density Residential under Port Macquarie-Hastings Local Environmental Plan 2011. Development for the purpose of an educational establishment is permissible with consent in the R3 zone, where works are proposed.

The Department of Education and the project team have consulted with the local community, Port Macquarie-Hastings Council and State government agencies throughout the design of the development. Feedback provided through this time has been incorporated and addressed in final design and supporting documentation.

Environmental impacts associated with the proposed development have been the subject of detailed assessment, including impacts associated with built form, heritage, biodiversity, and traffic/parking. The assessment finds that while the proposal will generate impacts, these impacts can generally be mitigated such that their outcomes are acceptable.

The proposed works have been assessed on balance as providing significant public benefit to the immediate local and surrounding district through the provision of new and upgraded facilities including the joint use of the proposed PCYC with the community.

This Environmental Impact Statement report has been prepared under Part 4 of the *Environmental Planning and Assessment Act 1979,* in accordance with the Secretary's Environmental Assessment Requirements for SSD 11920082 issued by the Department of Planning, Industry and Environment, and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. The works proposed under this SSDA will be subject to the recommendations of specialist reports to ensure appropriate outcomes are achieved.

The proposed works have been designed to, and will be carried out in, the interests of the public. The works will meet the project objectives to provide upgraded and new facilities.

Accordingly, it is requested that the Minister for Planning and Public Spaces grant approval to the proposed State Significant Development application as set out in this report.

1 Introduction

1.1 Overview

1.1.1 Purpose of Report

DFP Planning Pty Ltd (DFP) has been commissioned by School Infrastructure NSW (SINSW) on behalf of the Department of Education (DOE) to prepare an Environmental Impact Statement (EIS) to accompany a development application (DA) to the NSW Department of Planning, Industry and Environment (DPIE) for proposed upgrades to Hastings Secondary College (Port Macquarie Campus), previously known as Port Macquarie High School.

The proposed development is for an educational establishment with a capital investment value (CIV) of more than $20 million and accordingly, is deemed to be State Significant Development (SSD) pursuant to Clause 15(2) of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (the SRD SEPP).

On 23 December 2020, the Secretary of the DPIE issued Secretary's Environmental Assessment Requirements (SEARs) (**Appendix 1**) for SSD Application No. 11920082.

This report has been prepared in accordance with the SEARs, Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation) to enable assessment and determination of the proposal.

1.1.2 Project Objectives and Summary

The proposed upgrades to Hastings Secondary College Port Macquarie Campus aims to reflect the College's Vision Statement, being:

> *"We will empower staff and students to become an innovative learning community. We will refine our professional practice to ensure success: we will know every student, grow every student and care for every student. We will shape pathways for students and staff which foster opportunity, personal growth and College belonging. Continued strengthening College frameworks to deliver professional excellence will enrich our professional knowledge."*

The proposed upgrade design for the college respects the former Masterplan of the site and provides new opportunities for a cohesive campus.

The project objectives are to provide sustainable and contemporary opportunities for learning which provide a strategy for reuse of new and existing fabric. The upgrade proposes to re-introduce an orthogonal approach to site planning, improve way finding and overall cohesiveness to connect with the sites history and earlier masterplan which has been lost through expansion of the school over time.

The below extract from the fjmt Architectural Design Statement (**Appendix 7**) outlines the architectural design response to the brief, site and opportunities/constraints:

> *The proposed Schematic Design has reviewed the circulation systems, has realigned the new building footprints and reassessed the form of the major external spaces, to re-introduce the design intent of the 1960's masterplan. It is important that the presentation of the campus from Owen Street, provides a new opportunity to communicate arrival and the purposes of the campus. The improved way finding allows for key navigation points along the main arrival at Owen Street, reinforcing north/south and east/west connections. A series of canopies, which provide both opportunities for outdoor learning and gathering as well as covered walkways, provide a unique entry and identity that acknowledges Port Macquarie Campus as one school across two campuses. These canopies, built from steel and timber, reflect the natural characteristics of the site. The scale and texture of the existing campus will be reinforced in the design resolution of the new insertions. The built and the natural heritage of the site and its buildings will form a palette for future development. The site has an established language of two story, face brick, low pitched metal roofs and a scope of natural bushland which the new masterplan will respect. The existing buildings with simple grid structure can have another life with careful planning to suit new Educational Principles. The landscape design weaves through the campus, providing an enduring connection to the site and the indigenous plantings. A diverse series of new outdoor learning opportunities are provided throughout the campus.*

1 Introduction

1.2 Site History

Hastings Secondary College Port Macquarie Campus is located within the ancestral lands of the Birpai (indigenous custodians) at Port Macquarie, who's peoples occupy territory extending across a vast area from Taree to Port Macquarie and inland to Gloucester. The original custodians of the project area were from the Manning River to Por Macquarie area, known traditionally as Ngamba and although it is likely they travelled inland, the climate on the coast facilitated year-round resources. Cultural sites have been identified in a larger area around the site including fish traps, bora and ceremonial sites, carved trees and burials.

The current project area is located at the base of Windmill Hill and was first identified in 1888 as Port Macquarie Park, which was then leased from 1927 as a golf course (latter moved to Tacking Point in 1953). In 1962 a section of the Port Macquarie Park was gazetted for Hastings Secondary School, Port Macquarie campus (previously known as Port Macquarie High School). Development of the site was predominantly undertaken between 1962 and 1972, with the addition of the MPC in 1985. As outlined in the Heritage Impact Statement Hastings Secondary College is a good example of the early "Wyndham Scheme" schools that were constructed across NSW in response to the introduction of the new HSC curriculum.

Table 1 describes the historical development of both sites.

Table 1	Chronological History – Hastings Secondary College, Port Macquarie Campus
Year	**Building Expansion Works**
1961-62	Construction of Building A – previously used as classrooms, now used as general learning areas and administration.
1694-67	Construction of Building B – previously used as classrooms, now used as art and music rooms.
1962	Construction of amenities block (Building c).
1971	Construction of Building L – previously used as the main building, now used as the science rooms and library.
Unknown	One of four demountable procured in 1696/1970 due to Building L and T construction delays, now used as pupil facilities.
1971	Construction of Building T – previously used as manual arts building, now used for technical and applied studies.
unknown	Construction of Building U – previously used as a canteen, now used for pupil services.
1971-72	Construction of building TAS, previously used as manual training block, now used for technical and applied studies.
1985	Construction of MPC – previously and still used a Multi-Purpose Centre.
unknown	Installation of 2 x sheds known as building W and X.
2021	Partial demolition of Building T, Demolition of TAS Building and Building C, installation of demountable classrooms.

Figure 1 - **Figure 4** illustrate the school buildings as existing.

1 Introduction

Figure 1 Building A/ existing school entry

Figure 2 Building L

1 Introduction

Figure 3 Multi-Purpose Centre

Figure 4 Building B

1 Introduction

1.3 Site Context

1.3.1 Location

The site is located approximately 1km south east of the Port Macquarie town centre (bound by Short, Clarence, Munster and William Streets) and is less than 250m west from Oxley Beach and 350m south from Town Beach (**Figure 5** and **6**). The site is adjacent to Oxley Oval on the eastern boundary, Port City Bowling Club on the Northern boundary, Owen Street on the western boundary and Burrawan Street on the southern boundary. A separate agriculture plot is located west of the campus on Burrawan Street.

Figure 5 Site Location

1.3.2 Site Description

Hastings Secondary College (Port Macquarie Campus) main site is located at 16 Own Street and is legally known as Lot 111 in DP 1270315 (survey at **Appendix 5**). The Lot and DP differs from the SEARs request as the two previous lots were consolidated, therefore creating a new Lot and DP.

The site has two road frontages, including frontage to:

- Owen Street (211.14m); and
- Burrawan Street (130.15m)

Hastings Secondary College (Port Macquarie Campus) contains a range of educational and ancillary buildings that have been constructed and expanded at various stages since 1962, including classrooms, administration/staff facilities, amenities, multi-purpose hall and recreation facilities (**Figures 7** and **8**).

The separate agriculture plot (which does not form part of this application) is located at 3 Burrawan Street and is legally known as Lot 2 DP 500362, Lot 2 DP 500017, Lot 2 DP 500018 and Lot 1 DP 78729.

1 Introduction

Figure 6 Aerial photograph of Hastings Secondary College (Port Macquarie Campus) site

Building	Date	Original Description	Current Use
B00A	1961-62	Classroom Block (South)	General Learning / Administration
B00B	1964-67	Classroom Block (North)	Art / Music
B00C	1962	Amenities Block	Pupil Facilities
B00L	1971	Main Building	Science / Library
B00S	Unknown	One of four weatherboard demountables procured in 1969 / 1970 due to B00L / B00T construction delays	Pupil Facilities
B00T	1971	Manual Arts Building	Technical & Applied Studies
B00U		Canteen	Pupil Facilities
BAG	1971	Agricultural Science	Agricultural Science
BTAS	1961-2	Manual Training Block	Technical & Applied Studies
MPC	1985	Multi-Purpose Centre	Multi-Purpose Centre
B00V	2019-20	Agricultural Shed	Agricultural Shed
B00W		Storage Shed	Storage Shed
B00X		Storage Shed	Storage Shed

Figure 7 List of buildings on site

Note – B00T has been partially demolished and BTAS and B00C have been demolished under separate planning pathways.

Figure 8 Location of Buildings and pedestrian refuges (Purcell)

Three (3) pedestrian refuges are located on the school's boundary, being:

- Owen Street at the entry gates to the school;
- North of the Owen Street/ Burrawan Street intersection; and
- East of the Owen Street/ Burrawan Street Intersection.

The topography of the school site falls from south east to north west at approximately 15m over 300m. No natural watercourses are mapped as traversing the site. Vegetation on the site is mainly located towards the pedestrian entry area along Owen Street.

1.3.3 Surrounding Development

Surrounding development within 500m of the site comprises retail, commercial, residential, and short-term rental accommodation (tourism) land uses. To the north, the site adjoins the Port City Bowling Club, and to the east the site adjoins Oxley Oval, with Oxley Beach beyond.

Pedestrian entry to the school is via Owen Street. The site has two (1) physical locations and addresses, one being for the agriculture plot (Ag plot) and the other for the remainder of the school (the School). The Ag plot is accessed off Burrawan Street.

The school currently has a maximum building level of two (2) storeys and no-onsite parking (**Figures 9**-**13**).

Figure 9 Apartment buildings to the north/ north-west of site

1 Introduction

Figure 10 Residential dwellings and apartments looking towards Owen Street from School oval

Figure 11 Port Macquarie Bowling Club and distant apartments

1 Introduction

Figure 12 Council carpark to east of site (Oxley Park)

Figure 13 View of Oxley Beach from Pacific Drive (not visible from eye level at Owen Street)

Further photos of the site and surrounds are provided at **Appendix 6**.

1 Introduction

1.3.4 Surrounding Road Network

Roadways adjoining and surrounding the school sites include collector and local roads include:

- **Owen Street** – collector road under the jurisdiction of Port Macquarie Hastings Council adjoining the western side of Hastings Secondary College Port Macquarie Campus. The road is two-way with on-street parking in on either side and in a central strip. (**Figure 14**). Bus zones and drop off areas are located on the eastern side of Owen Street.

  The road has a north-south alignment from its intersection with William Street and turns into Everard Street (east-west) at the southern end.

  There are five (5) pedestrian refuges along Owen Street, between William Street and Burrawan Street. Owen Street has an approved speed limit of 40km/h.

- **Burrawan Street** – local road under the jurisdiction of Port Macquarie Hastings Council adjoining the southern side of Hastings Secondary College Port Macquarie Campus The road is a two-way, with on-street-car-parking provided on both sides of the road (**Figure 15**).
  The road has an east-west alignment from its intersection with Grant Street in the east to its intersection with Pacific Drive to the west. The road has a posted speed limit of 50km/h with 40km/h school zone restrictions during school hours.

- **Pacific Drive** – collector road under the jurisdiction of Port Macquarie Hastings Council. This road does not adjoin the site, however, provides access to public carparking and a rear entrance to the site via Oxley Park to the east of the site. The road is two-way with restricted on-street parking.

  Pacific Drive is a continuation of William Street, where the alignment changes from east-west to north-south. The road has a posted speed limit of 50km/h.

- **Gordon Street** – local road under the jurisdiction of Port Macquarie Hastings Council adjoining Owen Street the north west of Hastings Secondary College Port Macquarie Campus The road is a two-way, with on-street-car-parking provided on both sides of the road.

Figure 14 Intersection of Gordon Street and Owen Street

1 Introduction

Figure 15 Burrawan Street looking west from Owen Street Intersection

1.3.5 Surrounding Transport Network

Rail Services

There are no rail services in Port Macquarie. The closet rail service is in Wauchope (approximately 20 minutes west of Port Macquarie) which is on the North Coast Railway Line and only services three (3) trains daily with a regional, rather than local catchment.

Bus Services

There are two (2) public bus stops within 400m west of the site on Lords Street, however Busways also facilitates several services for the exclusive use of the school, including some existing public routes modified to provide access to the school on the 332, 334K and 335W routes.

In total Busways provides an additional 12 services in the AM and 15 services in the PM to service the school, including the provision of services to students to the north of the Port Macquarie Campus, servicing more regional locations in the area.

Figure 16 captures the bus service areas during the AM and PM Peaks, indicating broad coverage of the student population.

1 Introduction

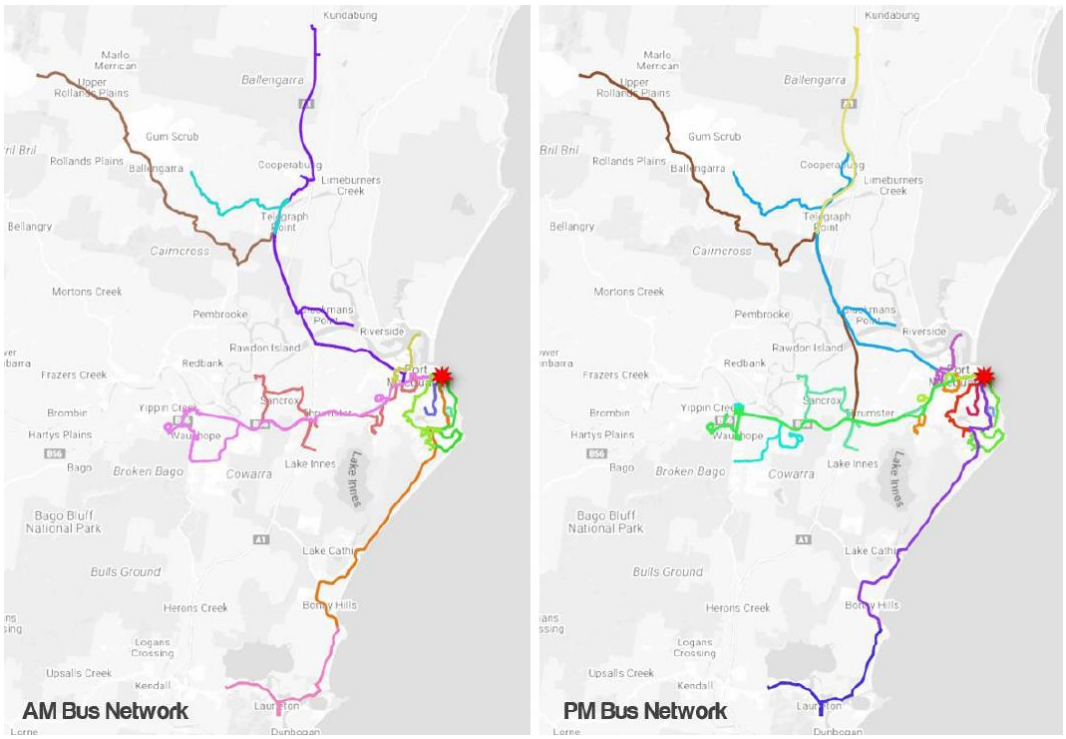

Figure 16 School bus network (Source: Ason Group)

1.3.6 Options Analysis

In line with other NSW Government expenditure, School Infrastructure projects require business cases to be prepared and submitted to NSW Treasury as part of the annual Budget process. A business case is a documented proposal to meet the Government's objectives that is used to inform investment decisions. It contains analyses of the costs, benefits, risks and assumptions associated with various investment.

Options analysis for school developments occurs as part of the business case process with a preferred option being put forward for funding and to progress to development application stage. It is only when an option is approved for funding that it can be made public. This is to avoid creating expectations before the project is adequately committed to.

The Options for Hastings Port Macquarie Campus sought to address the key drivers for change being:

- A lack of fit for purpose learning facilities at the Hastings Port Macquarie Campus, with a number of areas being unable to be used as General Learning Spaces (GLS) due to severe space constraints and an inability to properly address the curriculum for Year 11 and 12 students, and
- Poor asset condition generally, and
- The Police Citizens Youth Club (PCYC) facility presenting a 'joint-use arrangement' opportunity for Hastings Secondary College and PCYC NSW to allow students to access the facilities for school programs and activities.

The developed design proposed in this SSDA has been identified as the option which best addresses the issues above and meets education service needs in this intake area and has been approved for funding by NSW Treasury. It should be noted that the proposal for the PCYC facility forms part of the SSDA but construction of this is subject to separate business case and funding approval.

1 Introduction

1.3.7 Design Development

Development of Masterplan

The upgrades to Hastings Secondary College – Port Macquarie Campus re-imagine how the school community will grow and develop into the future. The design has sought to celebrate the natural beauty across the campus with improved linkages to the unique settings of the site through the integration of aboriginal history in the design, creation of new facilities while appreciating the surrounding landform and new opportunities for learning and socialisation in the natural settings.

The site has constraints that have also influenced the design, including:

- Existing services;
- Altered topography;
- Existing structures;
- Transitioning scale and context with neighbouring development;
- Mature trees, remnant vegetation and existing landscape character, and
- Building listed on the Department of Education s170 Register, being:
    - Building A (original portions); and
    - Building B (original portions).

Figures 17 – **20** indicate the s170 heritage items on the Hastings Secondary College, Port Macquarie Campus, which include the two (2) buildings described, which have been a key consideration of the design development process from the inception of the project.

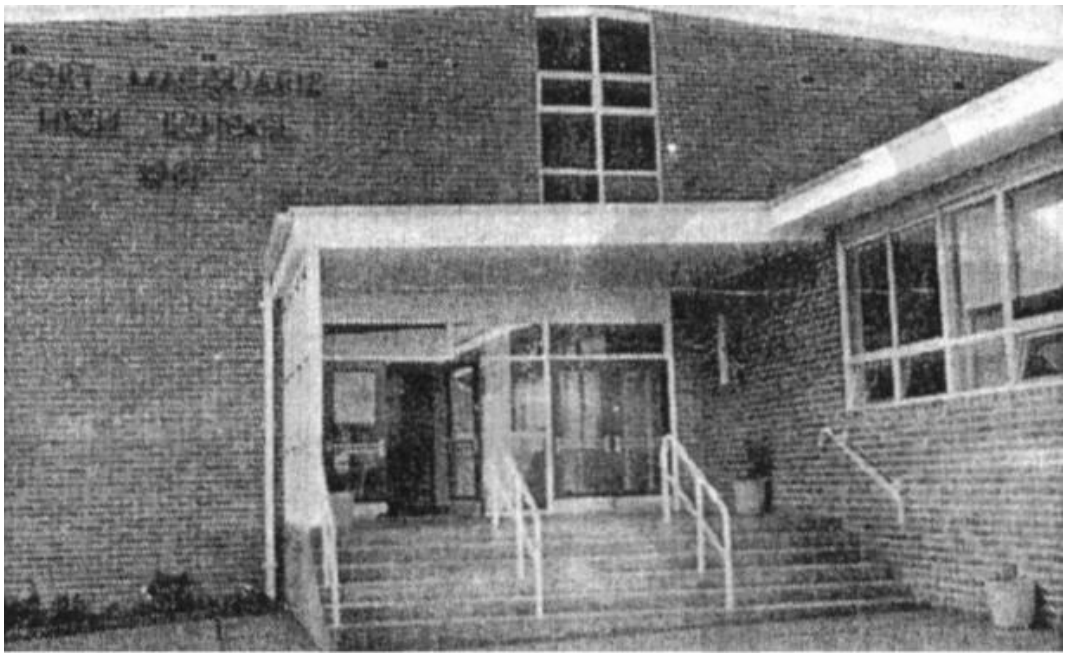

Figure 17 Building A – 1963

1 Introduction

Figure 18 Building A – Current view from Owen Street

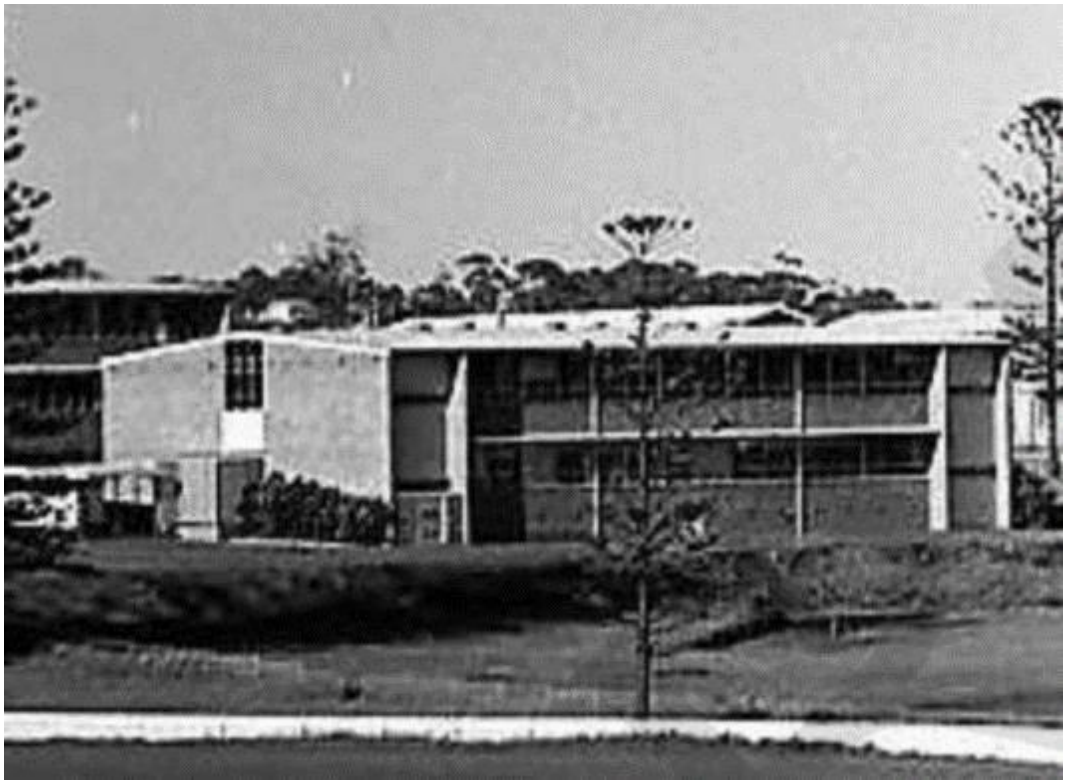

Figure 19 Building B – 1967 (from Oxley Park)

1 Introduction

Figure 20 Building B – current view from same location (obscured by other buildings and sporting areas)

The design and approach to the upgrades has progressed from the initial concept plan at **Figure 21** that was endorsed as part of the business case for the redevelopment of the site, however the vision behind the upgrades and the identified areas on the site for growth have remained largely reflective of the earlier masterplan. Items identified on the Department of Education's s170 Heritage Register have been considered through the evolving design process.

As Hastings Secondary College has two (2) campuses, there was emphasis surrounding the entry and landscaping to align the two (2) campuses as one (1) school. Students travel by bus, taxi, or drive between both campuses[1] to meet their educational needs.

The approach to the upgrade of Hastings Secondary College, Port Macquarie Campus was to utilise existing buildings where possible for refurbishment and upgrade to learning areas, in addition there was a need to provide additional specialist teaching and recreational facilities for the students and residents of the local area.

This approach was considered the best response to the site constraints, design objectives of the school and desired future learning spaces outcomes and joint use facilities. Following consultation with Government Architect NSW (GANSW), the Masterplan and concept designs were revised to focus on the main entrance and its connection to the landscape, including regeneration of the remnant trees and a series of new canopies along with the interface of the new Creative and Performing Arts (CAPA) and Policy and Citizens Youth Club (PCYC) buildings to ensure they provide a strong street presence and increase opportunity for public interaction.

These changes provided an opportunity to integrate history, retain valuable landscaped areas and provide passive surveillance to Owen Street. The evolution of the design concepts for the site are illustrated in **Figures 21** and **Figure 22**.

[1] A Development Application is currently before Port Macquarie-Hastings Council for upgrades to the Westport Campus.

1 Introduction

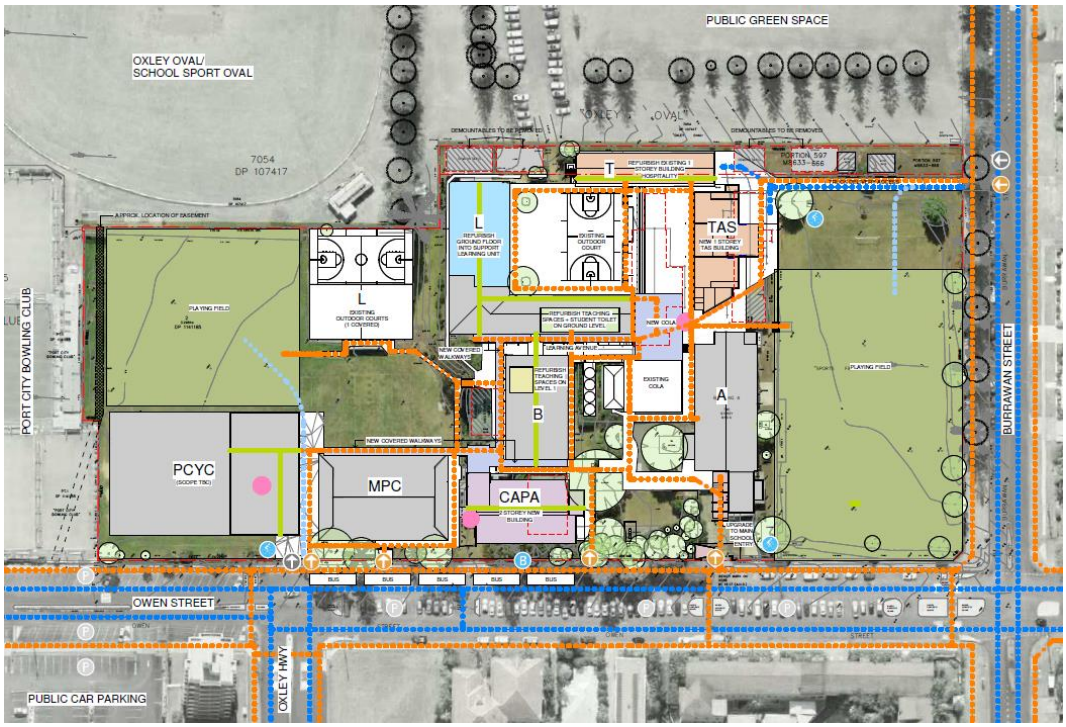

Figure 21 Business Case Concept Plan (Source: NBRS Architecture)

Figure 22 Developed concept plan (Source: fjmt)

SINSW and the project team continued liaising with school communities, residents, and technical stakeholders throughout the design phase.

Constraints which have influenced the design response include existing services, topography, existing structures (including s170 heritage items), neighbouring residential and commercial scale and context, remnant vegetation (koala feed species) and landscape character.

The revised masterplan protects significant heritage buildings, preserves biodiversity zones, provides greater operational efficiencies and passive surveillance, and is reflected in the documentation now submitted for assessment.

1 Introduction

Development of Final Scheme

fjmt has prepared an Architectural Design Statement (**Appendix 7**) which provides an analysis of the site context, identifies the opportunities and constraints of the site and details urban design strategies for the site which support the proposed built form as well as providing an assessment of the proposal against the Design Quality Principles set out under *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*.

The Architectural Design Statement also provides details of the materials and finishes, landscape treatments, photomontages and other information that provides details of the design analysis which has informed the final design.

The built form, scale, articulation, and materiality of surrounding buildings are residential and coastal in character. The design concept for the campus is to be reflective of surrounding developments as well as the archaeological history of the site and surrounds.

Topography, open space, and interface with the surrounding urban and coastal context were considered during design development. **Figures 23** - **25** demonstrate how the proposed massing for Hastings Secondary College, Port Macquarie Campus will present within the streetscapes of Owen and Burrawan Streets.

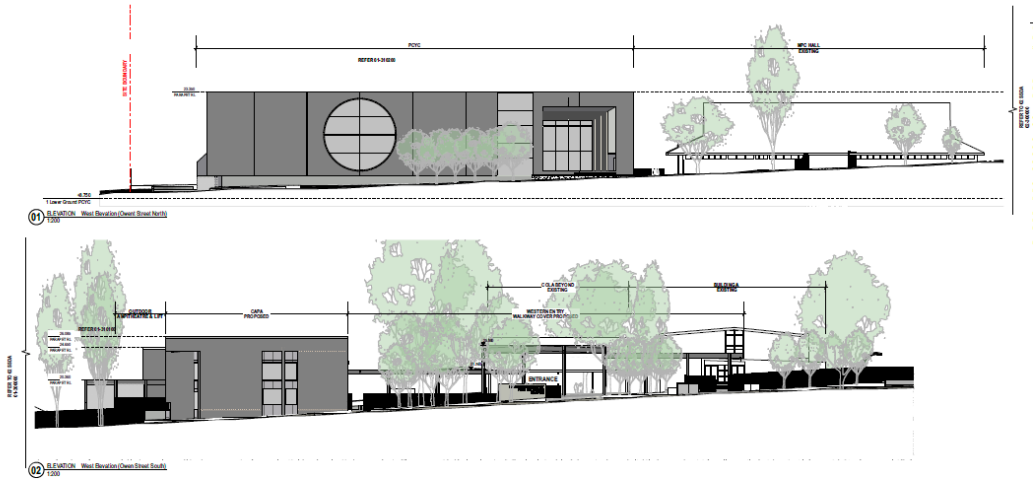

Figure 23 Proposed Owen Street streetscape (Source: fjmt)

Figure 24 Indicative Owen Street streetscape from Gordon Street (Source: fjmt)

1 Introduction

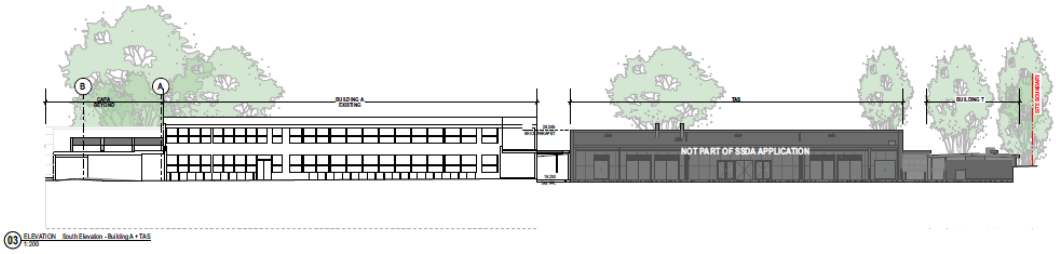

Figure 25 Burrawan Street elevation – Building A ans TAS (Source: fjmt)

The project includes the following works and aims to provide new spaces and upgrade learning and teaching spaces as follows:

- Demolition works to accommodate new works;
- Upgrade to school entry, including signage;
- Construction of new two (2) storey Creative and Performing Arts (CAPA) building;
- Construction of new Police Citizens Youth Club (PCYC);
- Partial refurbishment of Building L;
- Partial refurbishment and alteration to Building B;
- Removal of Building S and demountable buildings;
- New lift connections, covered outdoor learning area (COLA) and covered walkways;
- Associated earthworks, landscaping, stormwater works, service upgrades; and
- Tree removal/ tree safety works.

Refer to **Section 2.1** for a detailed description of works. Assessment of the environmental impacts of the proposal are set out in **Section 6**.

1.3.8 Separate Works Packages – Under Separate Planning Pathways

Three separate works packages are currently being carried out across the site. These works are summarised in **Table 2**.

Table 2 Summary of Separate Works Packages

Works Package	Scope of Work	Planning Pathway	Status[2]
Works Package 1	• Demolish Building "C" – A single storey building with a metal roof, careers room, seminar room, toilets, storerooms and a clerical room. • Demolish Building "TAS" – A single storey brick building with a metal roof, materials rooms, storerooms, toilets and staff study room. • Demolish paved area, awning and gardens between Building "C" and Building "T". • Demolish internal walls and doors as marked in Building "T"; and • Remove glazing and lightweight wall infill in Building "T".	Complying Development	Partially underway, not yet completed
Tree removal	Tree removal and pruning to accommodate CDC works	Development Application	DA 2021/29 – approved 3 March 2021
Works Package 2	• Demolish existing grass area north of proposed building TAS and east of proposed building T.	Complying Development	CDC under assessment

[2] Status is at the time of submission of SSD-11920082.

1 Introduction

Table 2 Summary of Separate Works Packages			
Works Package	**Scope of Work**	**Planning Pathway**	**Status[2]**
	• Demolish part of existing driveway. • Construction of TAS Building. • Alterations and additions to Building T. • Construction of associated works/ ancillary loading Bay and hardstand areas, landscaping, and realignment of driveway. • Construction of associated substation and trenching for servicing of the TAS Building and Building T; and • Fire Hydrant.		

To enable the works under the exempt development provisions of works packages 1 and 2, temporary demountable classrooms have been installed to the east of Building A.

2 Project Description

2.1 Project Summary

The key aspects and features of the proposal are set out in **Table 3**

Table 3 Summary of Key Aspects of Project

Aspect	Description
Project Summary	Site preparation, demolition works, tree removal, construction of new Creative and Performing Arts (CAPA) building, construction of new Police Citizens Youth Clubs (PCYC) building, internal refurbishments to existing buildings, upgrades to landscaping, core facilities and associated works.
Site Preparation[3]	• Removal of 26 trees; • Demolition of part buildings/ awnings, landscaping (concrete etc), beams and other structures (Refer to dwg 130031(4), 130032(4) and 130033(4) for full extent of demolition works; and • Civil works.
Built Form	**Building B** Refurbishment of Building B includes demolition of internal partitions to create one (1) larger general learning space **Building L** Refurbishment of Building L includes demolition of internal partitions and fixtures and to create four (4) support unit home bases, PE Staff room, two (2) PE General learning spaces, one (1) staff/ study support unit and ancillary uses (amenities, store, comms room, withdrawal spaces) **PCYC** The PCYC is proposed as a joint use facility and will provide 17 car parking spaces, two (2) disabled spaces, two (2) minibus spaces, two (2) courts, three (3) multipurpose rooms, one (1) gym and ancillary facilities (offices, change rooms, storerooms, kitchen area and youth hub) Subject to separate business case and funding. **CAPA** The CAPA is a new two storey building and will provide an additional four (4) general learning spaces, two (2) seminar/ rehearsal rooms, one (1) health/ PE/ Performing Arts Workshop, two (2) visual arts general learning space, one (1) visual arts work shop, ancillary facilities (store, amenities, comms room, staff room, dark room, kiln) and display windows.
Landscaping	Landscaping works including the planting of 32 new trees, native entry planting, large and small-medium shrubs, ground covers and planting to fences.
Entry and Signage	A brick entry statement wall with metal lettering of the School name is proposed along Owen Street. The signage comprises 3 lines of lettering '*HASTINGS SECONDARY COLLEGE PORT MACQUARIE CAMPUS*' at 300mm high with a depth of 100mm.
Utility Infrastructure	A new electrical substation is proposed along Owen Street. There is no impact to the main distribution room for telecommunications. New building distributers will be connected back to the existing communication and telecommunications infrastructure via new fibres. A 65mm water supply will be required to supply the simultaneous potable water demand for the site. The potable water system will require an upgrade in water connection from the Owen Street water main. Replace existing LP gas storage vessels with single 2.5 tonne LP gas storage tank at south eastern side of site. New fire booster along Owen Street
Site Area	3.45ha
Uses	Educational establishment and PCYC

[3] *Note: Supplementary packages of work will be undertaken via alternative planning pathways in order to facilitate the construction of the proposed buildings, including demolition works and construction of buildings. These enabling works do not form part of this SSD application and are referenced only for context in regard to the preparation of the site for the works now proposed. Refer to* ***Section 1.3.8*** *for more information*

2 Project Description

Table 3 Summary of Key Aspects of Project	
Aspect	**Description**
Access	Vehicular access for maintenance is provided off Burrawan Street. Additional vehicle access is proposed off Owen Street to access the proposed carpark of the PCYC. No current vehicle parking is located on site.
Car parking	• Zero (0) on-site parking (current) • On-Street parking – Owen Street – 151 spaces • Modifications are proposed to on-street parking on Church and Gordon Streets to increase on-street parking numbers from 51 to 62 on Church Street and 31 to 57 on Gordan Street. • Council Car park – Oxley Oval -44 spaces • Proposed on-site parking – School (0), • Proposed on-site parking - PCYC – 17 car parking spaces, 2 disabled spaces and 2 mini-bus spaces. • Drop off bay – located along Owen Street (current and proposed) • Bus zone – located along Owen Street (current and proposed)
Bicycle parking	• 0 spaces existing – 155 spaces required – 152 provided adjacent to Building A, three (3) to be provided in vicinity of PCYC.
Hours of operation	• Operational hours of Hastings Secondary College Port Macquarie Campus 07:30 – 16:30 (this includes extension classes, band, dance and choir) • School Bell times of Hastings Secondary College Port Macquarie Campus 08:15 – 14:15 Mon-Fri • PCYC operating hours – 06:00 – 22:00 Mon - Sun
Community use	• The PCYC will be available for community use from 6:00am – 07.45am and from 14:45 – 22:00 seven (7) days per week.
Construction hours	• 7am – 6pm Monday to Friday • No construction deliveries between 7.30am to 9:00am, and between 1:30pm to 3:00pm on school days. • 8am – 5pm Saturday; and • Sunday and Public Holidays: No planned work
Jobs	• Up to 10 full time consultant positions • Up to 42 full time construction jobs. • 13-month construction period
CIV	Exceeds $20 million (**Appendix 8**)

2.2 Physical Layout and Design

The new buildings (CAPA and PCYC) will be positioned along the western boundary of the site, allowing for some retention of ground-level playing field (interacting with Oxley Oval), responding to topography, and enabling secure community access to the PCYC outside of school hours (**Figure 26**).

Other new works relate to the entry, covered walkways, landscaping, and signage.

Refurbishment works of relate to existing buildings B and L.

The layout and indicative elevations of new buildings and entry are provided at **Figures 26-35.**

2 Project Description

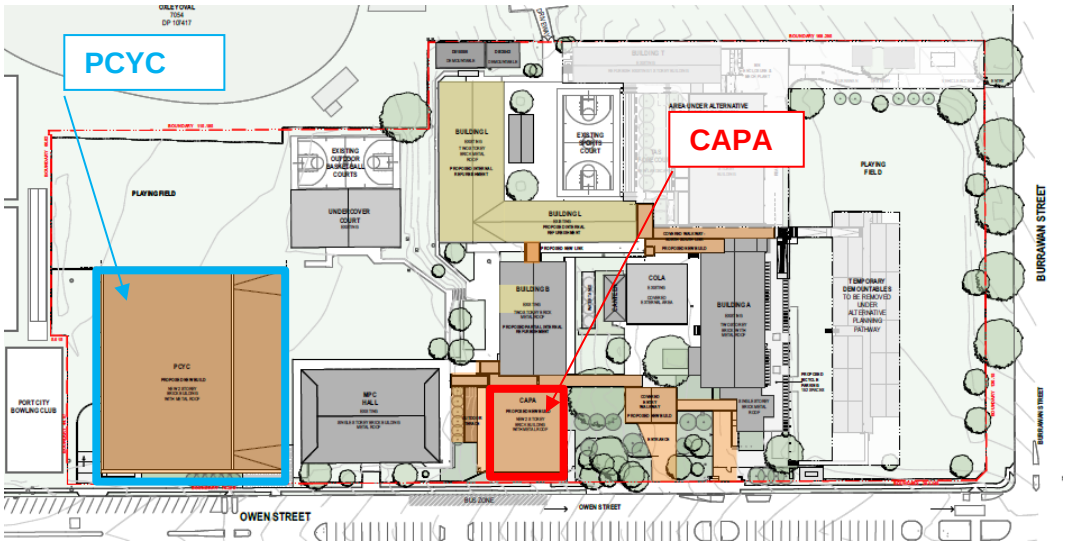

Figure 26 Proposed site plan (Source: fjmt)

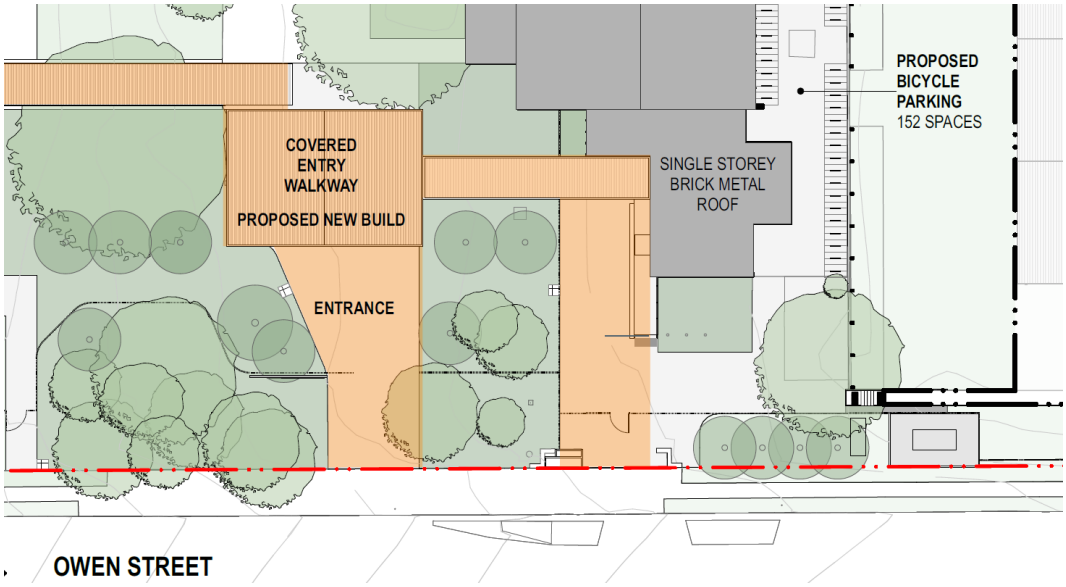

Figure 27 Proposed new entryway/ landscaping (Source: fjmt)

Figure 28 Indicative new school entry (Source: fjmt)

2 Project Description

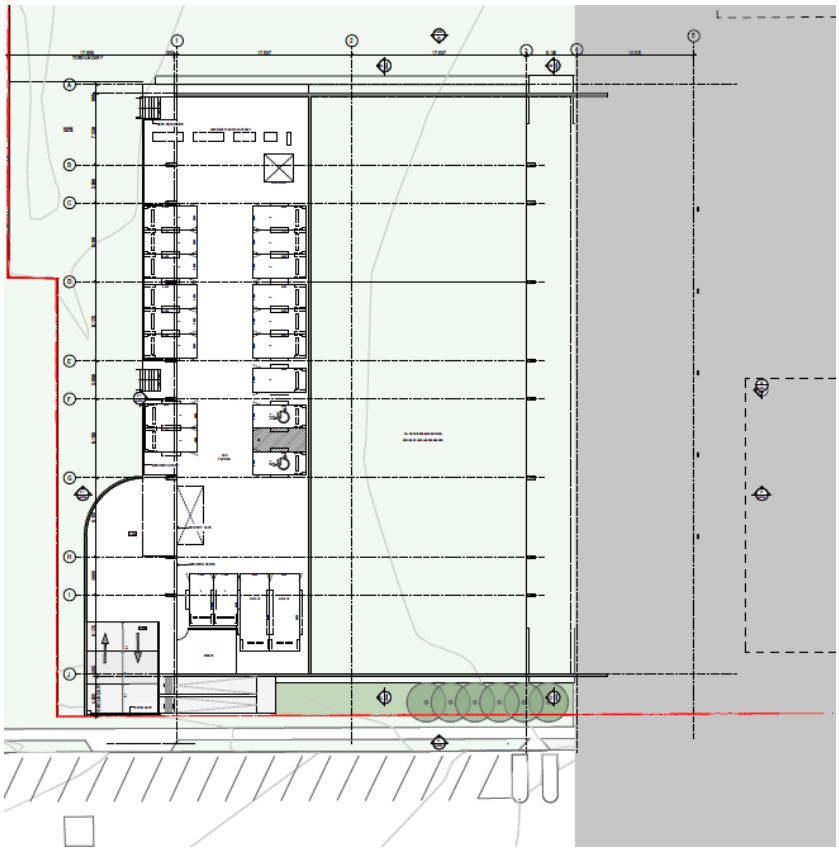

Figure 29 PCYC Lower Ground Floor (Source: fjmt)

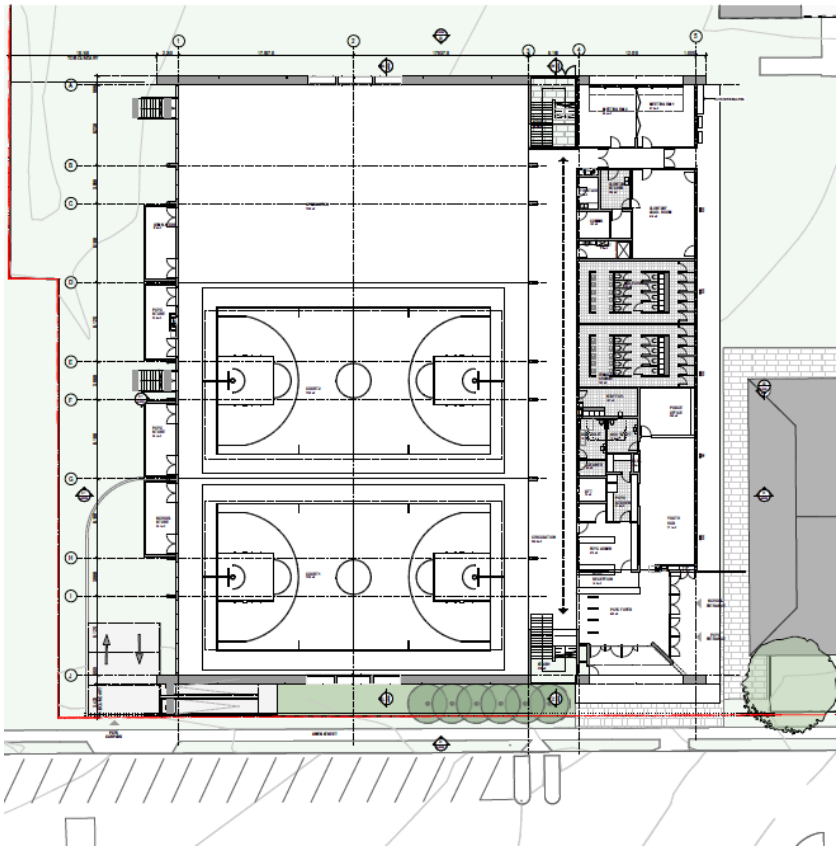

Figure 30 PCYC Ground Floor Plan (Source: fjmt)

2 Project Description

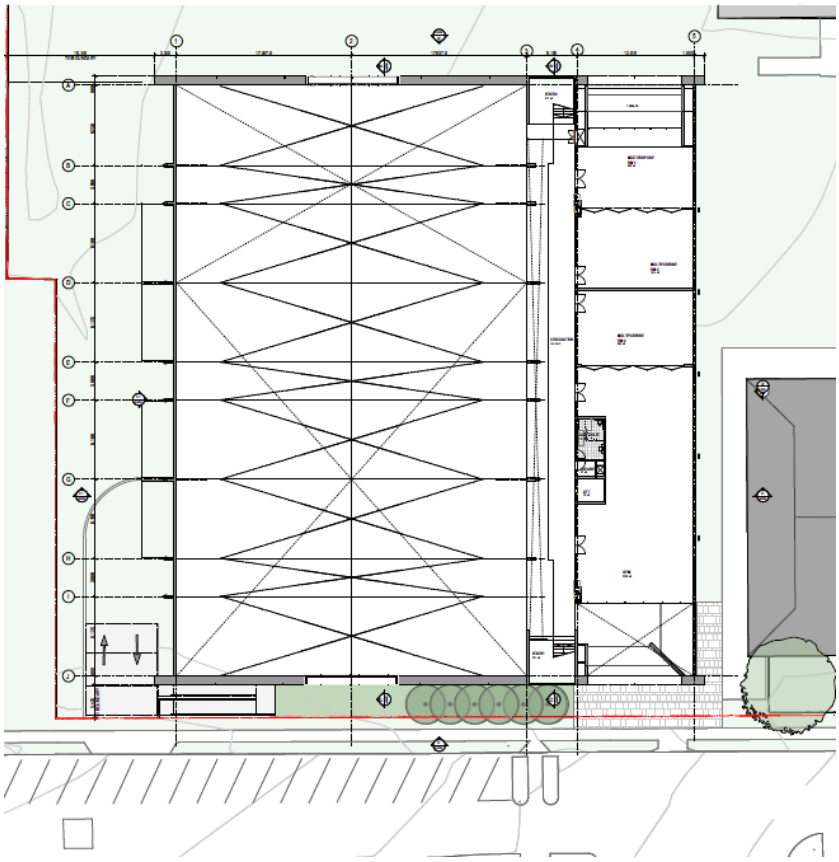

Figure 31 PCYC First Floor Plan (Source: fjmt)

Figure 32 Indicative PCYC elevation (Source: fjmt)

2 Project Description

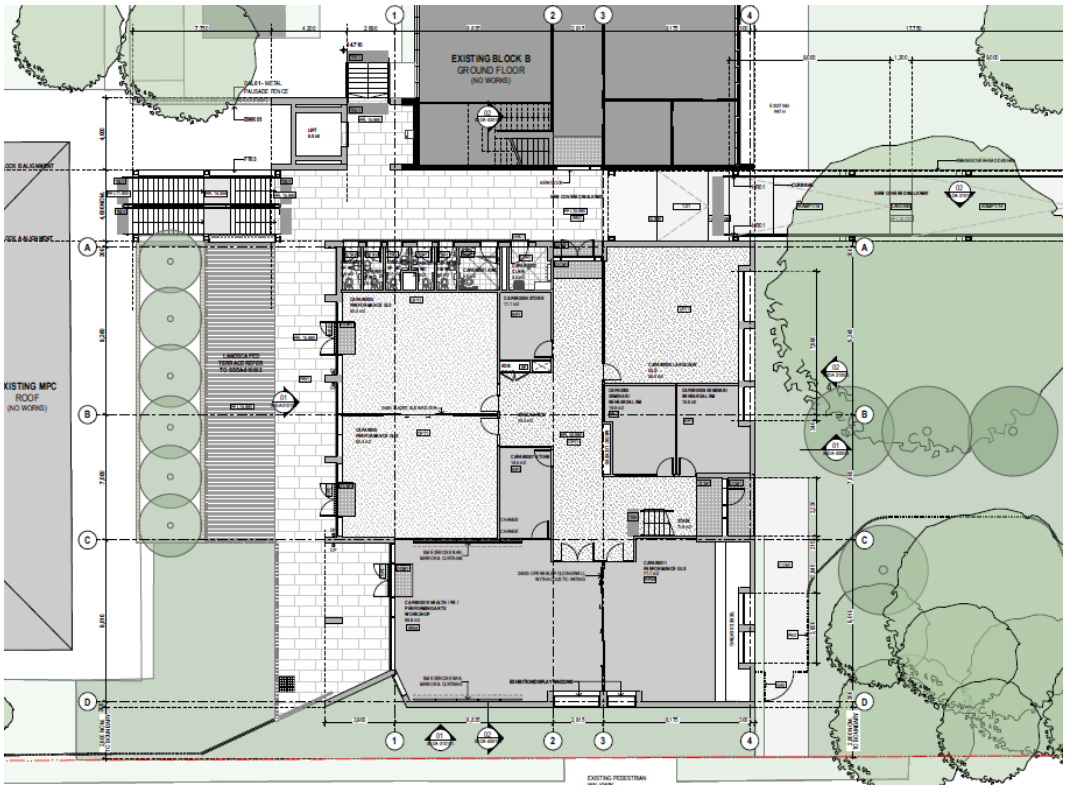

Figure 33 CAPA – Ground Floor (Source: fjmt)

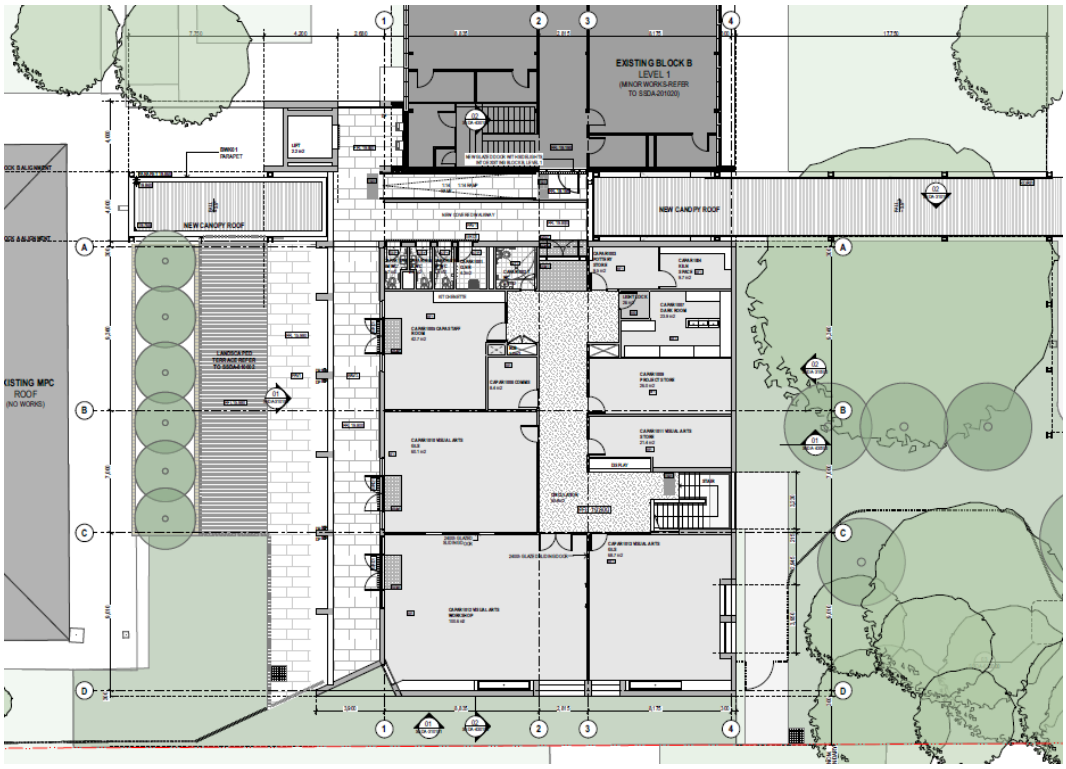

Figure 34 CAPA Upper Floor (Source: fjmt)

2 Project Description

Figure 35 Indicative CAPA southern elevation (Source: fjmt)

3 Strategic Context

3.1 Strategic Justification and Project Need

The NSW Government has increased their 'School Building Program' investment from $6.7 billion to $7 billion to deliver 200 new and upgraded schools to support communities across NSW. In the past year 50 new school or upgraded schools were delivered.

The upgrade of Hastings Secondary College Port Macquarie Campus assists in addressing the NSW Department of Education's legislative obligation to provide places for students seeking to be educated at a public school. This will be achieved through an upgrade of the existing campus and the construction of new facilities, including a joint community use PCYC.

The project will refurbish parts of existing buildings with new general learning areas and supported learning spaces, alongside provision of a new creative and performing arts building providing new learning spaces in line with the Department's Education Facilities Standards and Guidelines (EFSG) and will facilitate 21st Century and Future Focused learning objectives. In addition, a Joint PCYC facility is also proposed with exclusive use for the school within school hours.

The project objectives are as follows:

- To upgrade (in part) existing learning spaces;
- Provide additional learning spaces within a new creative and performing arts building;
- Provide joint use PCYC facility;
- To provide a high-quality built form and open spaces that are adaptable and flexible to cater for future educational needs;
- Provide specialist learning areas in accordance with EFSG requirements (Building L refurbishments); and
- To provide safe and efficient access for students, teachers, visitors and service personnel.

3.2 Strategic Plans

3.2.1 State Policies

Table 4 provides a summary assessment of the proposed development against the relevant provisions, goals and objectives of relevant State policies.

Table 4 Response to Provisions, Goals and Objectives of State Policies

State Policy	Response
NSW State and Premier's priorities • Highest quality education • Bumping up education results for children • Increasing the number of Aboriginal young people reaching their learning potential • Greening our city	The proposal is consistent with relevant State and Premier priorities as it will: • Create new jobs for construction workers, and maintain employment for teachers, support staff and maintenance workers • Provide educational infrastructure to support the growing population in the locality. • Provide specialist educational facilities for students with special support needs. • Provide a high-quality environment to enable a high quality publicly funded education; and • Provide a safe learning environment and education regarding personal protection and welfare.
North Coast Regional Plan 2036	The project is consistent with North Coast Regional Plan as it proposed upgrades and new facilities continue to deliver important education services.

3 Strategic Context

Table 4 Response to Provisions, Goals and Objectives of State Policies	
State Policy	**Response**
Future Transport Strategy 2056 Relevant vision outcomes: • Successful places • Accessible services • Sustainability	The strategy sets six state-wide outcomes to guide investment, policy and reform and service provision. The proposal will support the relevant vision outcomes identified in the NSW Future Transport Strategy 2056 by: • Active travel to the school is further encouraged through the provision of 155 bicycle bays and of end of trip facilities. • Encouraging the use of public transport through the provision of school bus services; and • Supporting more environmentally sustainable travel by adopting green travel initiatives to discourage private car use in favour of more sustainable means.
State Infrastructure Strategy 2018-2038 Building the Momentum	The proposal is consistent with this Strategy as it provides upgrades to some existing learning spaces. The upgrades will provide a modern digitally enabled learning environment for students.
Koala Habitat Protection Guideline (DPIE 2020)	The Koala Habitat Protection Guideline was the implementation tool for the new Koala Habitat SEPP. As SEPP's (Koala Habitat Protection) 2020 and 2021, are now in force, the SEPP's are the overarching legislation relevant to this proposal, and has been addressed at **Section 4.7.2** of this report
Community Strategic Plan – Think 2050	This Strategic Plan is still in its initial stages, with feedback sought from the community regarding their aspirations and priorities into the future. At this stage, there is no assessment or commentary that can be provided against this Strategic Plan.
Guidelines for development adjoining land managed by OEH (2013)	The Guidelines state the following in regard to considering the impacts of development on adjoining land managed by OEH: *Councils and other consent authorities need to consider the following issues when assessing proposals adjacent to NPWS land and, in particular, their impacts on the park, its values and NPWS management of the park: erosion and sediment control; stormwater runoff; wastewater; management implications relating to pests, weeds and edge effects; fire and the location of asset protection zones; boundary encroachments and access through NPWS lands; visual, odour, noise, vibration, air quality and amenity impacts; threats to ecological connectivity and groundwater-dependent ecosystems; cultural heritage; road network design and its implications for continued access to the park.* As indicated in the image below, the site is not adjacent to NPWS land and therefore this Guideline does not apply to this application, however, given there is open space adjacent to the site, environmental protection of the open space area has been considered throughout the design phase of this project. Measures for stormwater management, wastewater and sediment control have been designed/ considered to ensure there will be no impact from the proposed development on the neighbouring open space 
Port Macquarie Local Strategic Planning Statement	Planning Priority 13 includes "leverage and grow our anchor health and education sectors'. The LSPS states there are opportunities to further grow the contribution of our anchor health and education sectors to the economy.

3 Strategic Context

Table 4 Response to Provisions, Goals and Objectives of State Policies	
State Policy	**Response**
	The proposal assists in growing the education sector through the provision of upgraded and new facilities.
Port Macquarie-Hastings Bike Plan	The proposal includes the provision of 155 bicycle parking spaces and cycling is actively encouraged in the Preliminary School Transport Pan and through the provision of end of trip facilities. Recommendations in the Traffic Assessment also note potential addition to the current cycleway network to the school.
Crime Prevention Through Environmental Design (CPTED) Principles	This report provides a CPTED assessment of the proposal at **Appendix 4**. The assessment considers the objectives and desired outcomes of the principles/strategies employed by CPTED.
Healthy Urban Development Checklist, NSW Health	The design of the proposed upgrade to the Port Macquarie Campus is consistent with the relevant aspects of the Healthy Urban Design Checklist as it will: • Continue to utilise residential zoned land and not reduce the availability of agricultural land. • Include recreational facilities promoting physical activity. • Promote walking and cycling through provision of appropriate infrastructure within and immediately adjoining the site. • Include CPTED principles in its design to promote a safe environment for students and visitors to the school; and • Provide equitable access to facilities.
Better Placed: An integrated design policy for the built environment of NSW (GANSW, 2017) This policy aims to ensure a well-designed built environment that is: • Healthy for the community • Responsive to the needs and aspirations of local people • Integrated • Equitable and • Resilient	The project team met with the Government Architect and State Design Review Panel one (1) time through design process, and comments were incorporated into the design accordingly. A further meeting is booked with the SDRP to discuss further feedback to design prior to determination of the application. The project meets the objectives of this policy as follows: • The proposal provides 155 bicycle racks and end of trip facilities to encourage walking and cycling. • Proposed CAPA and PCYC promote physical activities. • The proposal is responsive to the needs and aspirations of the community by providing upgraded and additional, state-of-the-art educational facilities • The proposal is integrated into the community through the incorporation of a joint use PCYC facility and through being adjacent to residential, commercial and recreation uses. • The proposal provides educational facilities for all students including those with special needs • Connection to country discussions with AECG.
Design Guide for Schools (GANSW, 2018) This policy aims to: • Promote and champion good design processes and outcomes for schools across NSW; and • Deliver schools that respond positively to their physical, social and environmental context; and • Support the delivery of excellent learning environments.	Schedule 4 of the Education SEPP sets out the seven (7) design quality principles which must be addressed as part of any development application for a school (refer **Section 4.7.4**). the Design Guide for Schools provides further guidance around each of the seven (7) design principles, and outlines design considerations to be considered for school projects. The Architectural Design Report (**Appendix 7**) provides an analysis of the design against the design quality principles and finds that the proposal satisfies the principles, including responses to heritage context, biodiversity values, site circulation/accessibility, safety and security, amenity of learning spaces, adaptability of learning environments, and quality of character and materiality.
Environmental Design in Schools (GANSW, 2018)	The Environmental Design guide presents strategies for passive design as opportunities for making positive, sustainable change in the building or running of a school.

3 Strategic Context

Table 4 Response to Provisions, Goals and Objectives of State Policies	
State Policy	**Response**
This policy aims to provide school principals and school communities with a holistic understanding of environmental design.	The strategies set out in the Environmental Design guide have been incorporated into the proposal with common objectives with the EFSG and green star system, seeking to achieve environmentally sensitive design (ESD) and ensure its integration into school development. The proposal implements ESD principles and upgraded and new facilities will achieve a far superior resource efficiency than the current facilities. This has been achieved in light of the need for protection from environmental constraints such as noise and privacy impacts.
Draft Greener Places Design Guide (GANSW) The Draft Greener Places Design Guide framework provides information on how to design, plan, and implement green infrastructure in urban areas throughout NSW. The major components that make up the green infrastructure network fall into three categories: • Open space for recreation: green infrastructure for people • Urban tree canopy: green infrastructure for climate adaptation and resilience • Bushland and waterways: green infrastructure for habitat and ecological health.	The proposal provides additional landscaping, increasing the canopy coverage over the site. Outdoor learning areas are also proposed to increase teaching/ student learning facilities.

4 Statutory Context

4.1 Planning Approval Pathway

The proposal comprises alterations and additions to the existing educational establishment facilities with a CIV exceeding $20 million. Pursuant to Clause 15(2) of the SRD SEPP, the proposed works are classified as an SSDA.

4.2 Permissibility

Hastings Secondary College Port Macquarie Campus (16 Owen Street) is zoned R3 Medium Density Residential (R3 zone), as shown at **Figure 37**.

The R3 zone is a prescribed zone under the Education SEPP and educational establishments are permissible within the zone.

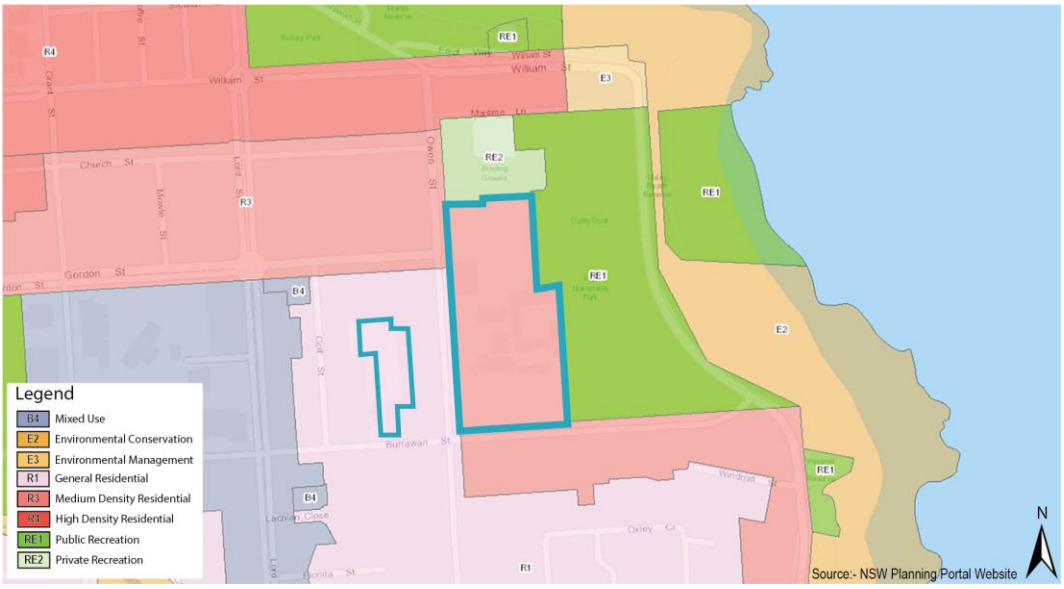

Figure 36 Extract from Port Macquarie Hastings LEP zoning map

4.3 Statutory Approvals

4.4 Commonwealth Department of Environment and Energy

4.4.1 Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)

A BDAR Waiver was issued by DPIE on 25 March 2021, which determines that the proposed development is not likely to have any significant impact on biodiversity values and therefore a Biodiversity Development Assessment Report (BDAR) is not required (**Appendix 26**).

4.5 NSW Department of Planning, Infrastructure and Environment (DPIE)

4.5.1 Heritage Act 1977

The *Heritage Act 1977* contains provisions relating to the protection of items of State heritage significance or items of potential significance.

Section 57 relates to items listed in the State Heritage Register or to which an interim heritage order applies and development relating to such items triggers the integrated development provision of the EP&A Act. Neither site comprises an item listed on the State Heritage Register or subject to an interim heritage order.

A Statement of Heritage Impact prepared by Purcell recommends the listing of Building A and Building B on the Department of Education's Section 170 Heritage Register under the Heritage Act 1977.

No external works are proposed to Building B (minor internal refurbishment only). Works to Building A relate to the entry for compliance with accessibility. Neither Building A or B are items of local heritage significance under Port Macquarie-Hastings LEP 2011.

4.5.2 National Parks and Wildlife Act 1974 (NPW Act)

The NPW Act contains provisions relating to the protection of native terrestrial fauna, flora and Endangered Ecological Communities (EEC) and contains the primary statutory controls relating to Aboriginal heritage in NSW.

Section 90 of the NPW Act does not apply to SSD pursuant to Section 4.41 of the EP&A Act, however provisions relevant to Section 90 of the NPW Act have been considered in the body of this assessment.

An Aboriginal Cultural Heritage Assessment (ACHA) has been prepared by EMM (**Appendix 10**), which provides an assessment of the Aboriginal cultural heritage values of the site. The findings of the ACHA are discussed in detail at **Section 6.2.1**.

4.6 Transport for NSW (TfNSW) – NSW Roads and Maritime Services (RMS)

4.6.1 Roads Act 1993

Section 138(1) of the *Roads Act 1993* relates to works associated with public roads and provides that a person must not:

> *"(a) erect a structure or carry out a work in, on or over a public road, or*
>
> *(b) dig up or disturb the surface of a public road, or*
>
> *(c) remove or interfere with a structure, work or tree on a public road, or*
>
> *(d) pump water into a public road from any land adjoining the road, or*
>
> *(e) connect a road (whether public or private) to a classified road,*
>
> *otherwise than with the consent of the appropriate roads authority."*

The site is surrounded by public roads with active frontages to Owen street and Burrawan Street. The proposal comprises modifications to create a vehicle crossing on Owen Street, to service the PCYC carpark, which will require the consent of the roads authority.

4.7 Mandatory Matters for Consideration

4.7.1 Environmental Planning and Assessment Act 1979

Section 1.3 – Objects of the EP&A Act

Section 1.3 of the EP&A Act sets out the Objects of the Act. An assessment of the proposed development's consistency with these Objects is provided at **Appendix 4**. The assessment concludes that the proposal is consistent with the Objects of the Act.

Section 4.33 – Determination of Crown Development Applications

The proposed development is submitted by the NSW Department of Education and so is classified as a *Crown development application* under Section 4.32. Section 4.33 of the EP&A Act sets out matters to be considered by consent authorities in the determining or imposition of a condition upon a Crown development application.

Section 4.41 – Approvals etc Legislation that Does Not Apply

Section 4.41 outlines that a range of authorisations are not required for SSD. None of the authorisations listed under Section 4.41 would otherwise have been required for the proposed development, so these provisions have no effect on the current proposal.

Section 6.28 – Crown Subdivision, Building, Demolition and Incidental Work

The EP&A Act requires that Crown building work cannot commence until it is certified that the work complies with the Building Code of Australia (BCA). As discussed in **Section 6.9** and set out in **Appendix 22**, the proposed works are capable of satisfying the provisions of the BCA.

4.7.2 Biodiversity Conservation Act 2016

Part 7 of the Biodiversity Conservation Act 2016 (BC Act) sets out provisions relevant to biodiversity assessment and approvals under the EP&A Act. Specifically, Clause 7.9 applies to an application for development consent under Part 4 of the EP&A Act for SSD. This includes the proposed development.

Clause 7.9(2) and (3) set out the following requirements:

> *(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.*
>
> *(3) The environmental impact statement that accompanies any such application is to include the biodiversity assessment required by the environmental assessment requirements of the Planning Agency Head under the Environmental Planning and Assessment Act 1979.*

DPIE issued a BDAR waiver for this project on 25 March 2021(**Appendix 26).** Accordingly, further assessment under the BC Act is not required.

4.7.3 State Environmental Planning Policy (State and Reginal Development) 2011

Clause 15 of Schedule 1 of the SRD SEPP identifies development for an educational establishment that has a CIV of more than $20 million as SSD as specified in **Appendix 8**.

Wilde and Woolard has prepared a Capital Investment Value Report which confirms that the CIV of the proposed development will be greater than $20 million. For the purposes of confidentiality, the CIV Report will be submitted to DPIE separate to the DA submission.

Clause 11 of the SRD SEPP outlines that DCPs (whether made before or after the commencement of the SEPP) do not apply to SSD.

4.7.4 State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

Part 4 of the Education SEPP sets out specific development controls for schools, which are addressed in **Table 5**.

Table 5 Education SEPP Part 4 - Schools

Requirement	Response
Clause 35(6)(a): Evaluation of design quality principles in Schedule 4	fjmt has prepared an Architectural Design Statement (**Appendix 7**) which provides an evaluation of the proposal against the design quality principles under Schedule 4 and demonstrates consistency.
Clause 35(6)(b): Does development enable shared community use of school facilities	The proposed development will enable (and maintain) the shared community use PCYC facilities (refer **Section 2.1**).
Clause 35(9): DCP controls relating to Clause 35 subclauses (1), (2), (3), or (5) does not apply	Noted, but notwithstanding, an assessment against DCP controls has been provided at **Appendix 4**.
Clause 42: Development consent may be granted even though development would contravene a development standard imposed by this or any other EPI.	Assessment on Built Form is contained in **Section 6.1** of this EIS. The proposal does not contravene any development standards
Clause 57 Traffic generating development: Referral to RMS required if development will result in educational establishment being able to accommodate 50 or more additional students.	Proposal will not result in accommodation of 50 or more additional students. However, as the proposal includes a joint use PCYC facility (within the school boundary) which does result in additional traffic, DPIE should give written notice of the application to the TfNSW (formerly RMS).

4 Statutory Context

Table 5 Education SEPP Part 4 - Schools	
Requirement	**Response**
	As discussed at **Section 5.3.1** of this EIS, the project team has carried out consultation with TfNSW and has incorporated that feedback into the body of this DA submission.

4.7.5 State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP applies to the state and seeks to facilitate the efficient delivery of infrastructure. The SEPP sets development controls for specified types of infrastructure and referment requirements for 'traffic-generating development.

The site is not located within 90 metres of a classified road and therefore would only trigger a requirement to be referred to Transport for NSW if it involves the erection of new premises or an enlargement or extension of existing premises that provided more than 200 car parking spaces or was to generate more than 200 motor vehicle trips per hour.

The site currently provides no on-site parking, however, proposes 19 parking spaces and 2 mini bus parking spaces for the PCYC. The proposed works and PCYC activities will not generate more than 200 additional motor-vehicle trips per hour.

Traffic generation resulting from educational establishments is considered via clause 57 of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*. There is a requirement to refer the application to TfNSW under the Education SEPP.

4.7.6 State Environmental Planning Policy No. 55 – Remediation of Land

SEPP 55 relates to remediation of contaminated land and requires, amongst other things, investigations to be undertaken as part of the development assessment process, to determine whether the subject land is likely to be contaminated and if so, what remediation work is required.

Preliminary site investigation (DSI) was carried out by Douglas Partners (**Appendix 11**) in accordance with SEPP 55 and NSW Environmental Protection Agency (EPA) endorsed criteria. No Remediation Action plan was recommended as part of the investigation.

The assessment concludes that the site is suitable for the proposed development.

4.7.7 State Environmental Planning Policy No. 64 – Advertising and Signage;

SEPP 64 aims to ensure that signage is safe, compatible in its character setting, and effective in its communication.

The proposed signage is of a scale which is considered suitable for the length and height of the built form and the size of the Site and will not dominate the streetscape of Owen Street

Signage is outlined in the Architectural plans and Architectural Design Statement prepared by fjmt (**Appendix 2** & **7**). A more detailed assessment is provided at **Appendix 4**.

4.7.8 State Environmental Planning Policy (Koala Habitat Protection (2020 and 2021)

The policy applies to specific Councils as set out in Schedule 1 of the 2021 SEPP, or land identified in the 2020 SEPP.

Port Macquarie-Hastings is listed in Schedule 1 of the 2021 SEPP and as such this policy applies. The SEPP requires that the consent authority be satisfied that the developable land is not potential, or core, Koala Habitat.

This Policy aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline—

(a) by requiring the preparation of plans of management before development consent can be granted in relation to areas of core koala habitat, and

(b) by encouraging the identification of areas of core koala habitat, and

(c) by encouraging the inclusion of areas of core koala habitat in environment protection zones.

The site is not identified as Core Koala Habitat, however there are some remnant trees at the entry to the college on Owen Street. This stand of vegetation will be enhanced through additional planting of koala feed trees.

4.7.9 State Environmental Planning Policy (Coastal Management) 2018

The aim of this Policy is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal Management Act 2016, including the management objectives for each coastal management area, by—

(a) managing development in the coastal zone and protecting the environmental assets of the coast, and

(b) establishing a framework for land use planning to guide decision-making in the coastal zone, and

(c) mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016.

The site is identified as containing “Coastal Use Area” (**Figure 38**). In consideration of development on land within the coastal area, this report identifies the proposal is unlikely to cause adverse impacts to the foreshore, beach, headland or rock platforms.

Figure 37 Coastal use area map

4.7.10 State Environmental Planning Policy (Vegetation in Non Rural Areas) 2017

This SEPP applies to the site as the site is zoned R3 Medium Density Residential. The policy aims:

(a) to protect the biodiversity values of trees and other vegetation in non-rural areas of the State, and

(b) to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation.

Whilst some removal of vegetation is proposed, the vegetation recommended to be retained and enhanced by the SDRP has been retained in the current design. A BDAR Waiver has been issued by DPIE on 25 March 2021 **Appendix 26.**

4.7.11 Draft State Environmental Planning Policy (Remediation of Land)

The Department of Planning and Environment (now DPIE) exhibited the proposed SEPP from 1 January to 13 April 2018. It is proposed the new land remediation SEPP will:

- Provide a state-wide planning framework for the remediation of land maintain the objectives and reinforce those aspects of the existing framework that have worked well.
- Require planning authorities to consider the potential for land to be contaminated when determining development applications and rezoning land.
- Clearly list the remediation works that require development consent; and
- Introduce certification and operational requirements for remediation works that can be undertaken without development consent.

In light of the above, it is considered that the assessment of the proposed development within this report satisfactorily considers relevant matters, and that the proposal is acceptable in these regards.

4.7.12 Draft State Environmental Planning Policy (Environment)

DPIE exhibited the proposed Environment SEPP to 31 January 2018 which seeks to protect and manage the natural environment and proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property.

It proposes consolidating the following seven existing SEPPs:

- State Environmental Planning Policy No. 19 – Bushland in Urban Areas
- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011
- State Environmental Planning Policy No. 50 – Canal Estate Development
- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment
- Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2-1997)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Willandra Lakes Regional Environmental Plan No. 1 – World Heritage Property.

It is considered that the environmental assessment within **Section 6** of this EIS satisfactorily considers relevant matters and that the proposal is acceptable in these regards.

4.7.13 Draft State Environmental Planning Policy (Infrastructure) (Health Infrastructure Provisions).

The proposed amendments to SEPP (Infrastructure) relate to infrastructure such as community heath centres, consulting rooms and ambulance facilities. These amendments do not impact on the proposed development.

4.7.14 Draft State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

The review of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 is in the 'consideration' phase. An overview of the proposed amendments as they may relate to this project are:

- Clarify existing provisions to better reflect the policy intent;
- Facilitate ongoing assessment commensurate with impacts and capital investment values;
- Update organisation names, definitions, and legislation references;

- Increase the capital investment value trigger for new schools and alterations and additions to existing schools and tertiary institutions to better reflect the nature and impact of these developments; and
- Clarify investigations, including geotechnical and other testing, surveying, and sampling as exempt development.

The proposed amendments to the Education SEPP do not impact the proposed development.

4.7.15 Port Macquarie Hastings Local Environmental Plan 2011

A detailed assessment of the proposed development against the relevant provisions of Port Macquarie Hastings Local Environmental Plan 2011 (LEP) is provided in **Appendix 4**. In summary, the proposal is generally consistent with the provisions of the LEP.

The proposal is consistent with both the height of building and floor space ratio development controls with a maximum height of 13.880m and an FSR of 0.327:1. Impacts associated with the proposed built form are discussed in **Section 6.1**.

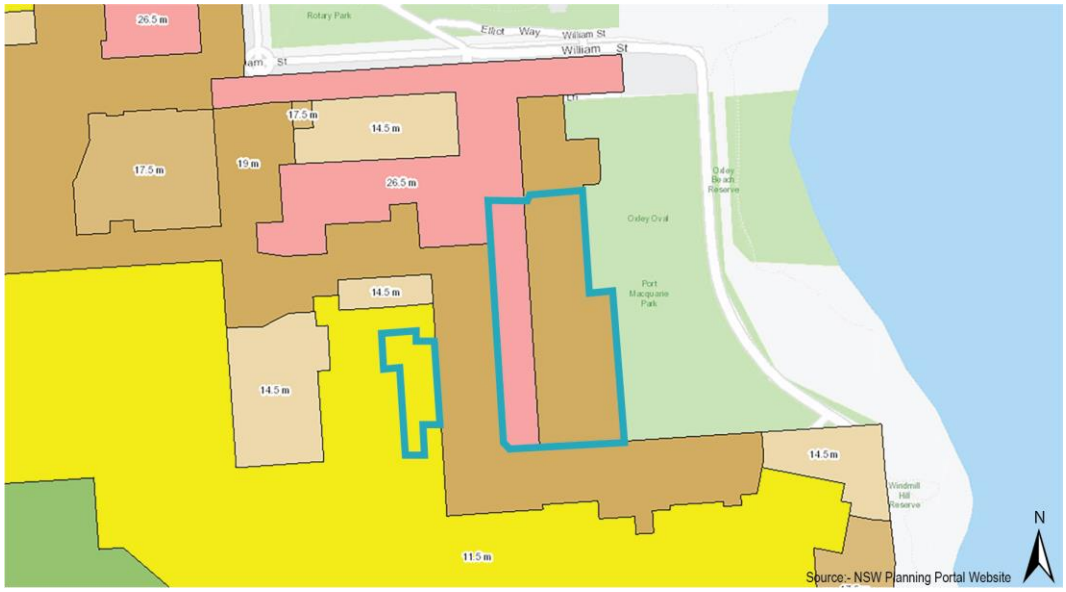

Figure 38 Height of building map

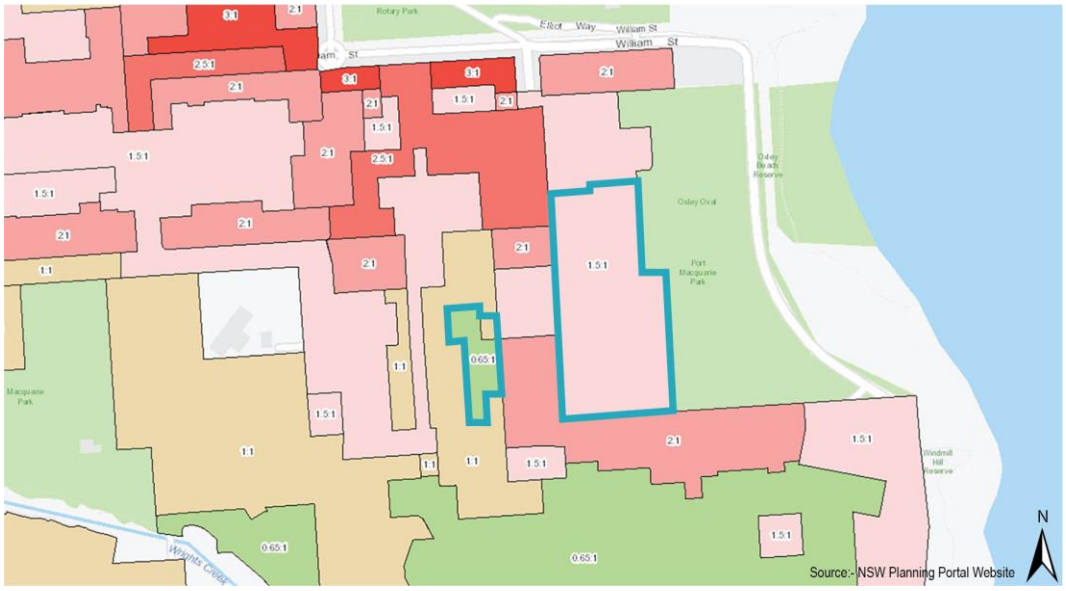

Figure 39 Floor space ratio map

4 Statutory Context

4.7.16 Port Macquarie Hastings Development Control Plan 2013

It is noted that Clause 11 of the State and Regional Development SEPP and Clause 35(9) of the Education SEPP exclude the application of Development Control Plans to SSDAs. Notwithstanding, an assessment of the proposed development against the provisions of Port Macquarie Hastings DCP 2013 that may otherwise be deemed relevant is provided at **Appendix 4**.

5 Consultation

5.1 General

In accordance with the SEARs issued by the Department of Planning and Environment, the project team has carried out consultation with the following stakeholders:

- Port Macquarie-Hastings Council;
- Department of Planning and Environment;
- NSW Government Architect;
- NSW Environment Energy and Science Group (EESG);
- Transport for NSW;
- Special interest groups including Local Aboriginal Land Council and registered Aboriginal stakeholders;
- Affected landowners;
- Aboriginal Education Consultive Group;
- Hastings Secondary College Staff and Students; and
- Relevant Community Groups.

Consultation was carried out between late 2020 and early 2021. SINSW has prepared a Community Engagement Summary Report (**Appendix 9**) which details all consultation carried out for the proposal. Details of the consultation carried out by the project team are set out in the following sections.

5.2 Community Engagement

5.2.1 Project Reference Group

The main role of a Project Reference Group (PRG) is to provide feedback and local knowledge to the project team and where appropriate to act as a communication channel through which to feed information between the wider School community and project team.

A PRG was formed for the Hastings Secondary College – Port Macquarie Campus Upgrade Project, which comprised the following representatives (**Table 6**):

Table 6 Project Reference Group for Hastings Secondary College Port Macquarie Campus Refurbishment Project

Project Reference Group Members	Role
NSW Department of Education/ SINSW	Senior Project Director
NSW Department of Education/ SINSW	Project Director
NSW Department of Education/ SINSW	Principal Statutory Planner
NSW Department of Education/ SINSW	Principal– Port Macquarie Campus
NSW Department of Education/ SINSW	Principal– Westport Campus
NSW Department of Education/ SINSW	Executive Principal
NSW Department of Education/ SINSW	Community Engagement Officer
NSW Department of Education/ SINSW	Senior Manager Asset Management
NSW Department of Education/ SINSW	Manger Asset Utilisation
NSW Department of Education/ SINSW	Director, Educational Leadership, Rural North Operational Directorate
Hastings Secondary College - Parent & Citizens Association (P&C)	Representative

5 Consultation

Table 6 Project Reference Group for Hastings Secondary College Port Macquarie Campus Refurbishment Project	
Project Reference Group Members	**Role**
Hastings Secondary College - Parent & Citizens Association (P&C)	Representatives
Currie and Brown (Australia) Pty Ltd	Project Managers
Francis-Jones Morehen Thorp Pty Ltd (fjmt)	Architects

The PRG has been consulted with extensively throughout the design development process, including initial design workshops and monthly meetings which provide the PRG with opportunity to have input on the design of the school. The PRG vision is closely tied to the final proposal now submitted for assessment and determination.

To date, there have been 7 PRG meetings and these will be on-going throughout the project as necessary now that schematic design is complete, to ensure the project is carried out in accordance with the initial visions and objectives of the PRG.

5.2.2 Community and Community Groups

Multiple community engagement strategies were carried out to ensure a broad range of the community was canvassed about the project. Key community stakeholders were identified as school staff, parents, local community, Council and Aboriginal community.

The Consultation Report (**Appendix 9**) details all consultation carried out for the proposal, including with community groups. Engagement strategies include:

- Project Reference Group meetings.
- Community information sessions
- Online Information pack
- Project updates
- Facebook posts
- Newspaper article
- Works notices
- Notifications

Since March 2020, a total of 13 interactions with community members were logged.

Feedback received from the above community consultation has been taken into consideration in the preparation of this EIS, including steps to address key concerns, as summarised in **Table 7**.

Table 7 Response to Key Concerns from Consultation		
Key Concern	**Response**	**References**
School enrolments and Capacity		
• Ability of proposed upgrade to meet future demand	The new and upgrade works aim to support high quality education outcomes of students within the community. The Department will utilise enrolment management mechanisms to ensure future students can be adequately accommodated.	**Section 6.8** **Appendix 27**

5 Consultation

Table 7 Response to Key Concerns from Consultation		
Key Concern	**Response**	**References**
Design impacts to school communities		
• Design and effectiveness of open/multi-use learning spaces	The proposal incorporates outdoor learning areas to provide flexibility in teaching environments.	**Appendix 7**
• Parking availability	The Traffic Assessment recommends changes to parking arrangements in Church and Gordon Streets to provide additional on-street parking. Revised parking arrangements to Owen Street are also proposed to provide additional kiss and drop facilities and a dedicated accessible space. A carpark is proposed for the PCYC with 19 spaces and two (2) minibus spaces.	**Section 6.3** **Appendix 17** **Appendix 18**
Design Impacts to residential communities		
• Proposed building heights, scale, and bulk	The proposed upgrades include the provision of new school and joint use facilities with new structures presenting a two (2) to three (3) storey height (PCYC) façade to Owen Street. The new facilities provide connectivity with the public domain. Retention of a playing field and existing structures was important in the design of the upgrade works and the siting of the new facilities. All new buildings are compliant with building height control. Assessment of visual and acoustic impacts are discussed in this EIS.	**Section 6.8** **Appendix 2** **Appendix 7**
• Biodiversity	The land is not core Koala Habitat. A BDAR waiver was issued by DPIE on 25 March 2021.	**Section 4.4.1** **Section 4.7.2** **Section 6.4.2** **Appendix 26**
• Visual impacts on adjacent properties	The works have been identified as having a potential impact on dwellings/units at 11 Owen Street, 17-19 Owen Street, 21 Owen Street and 23 Owen Street. The extent of impacts has been identified as minimal to all properties except for the units in the apartment building at 11 Owen Street. The visual impact analysis carried out by fjmt identifies that of the eight (8) storeys of the apartment building, existing views across the school site to Oxleys Beach and the ocean beyond will be impacted for units at Levels 3-5 inclusive. Analysis of the floor plan of the building identifies that in general, all units above Level 2 benefit from up to 180° views from Town Beach to the north to Windmill Hill to the southeast. The proposed PCYC building will impact on a portion of this view but will not preclude the remainder of the views enjoyed by the apartments. The visual impact analysis has found that the school site is subject to planning controls which would enable built form up to 26.5m along the Owen Street frontage although the height of the PCYC is less than half this control. The assessment has also found that the PCYC is in the most suitable location in terms of site planning and there are no alternative locations that would otherwise avoid the visual impacts to the units at 11 Owen Street, without transferring those impacts elsewhere and resulting in poorer outcomes for the school and PCYC facilities. The extent of view impacts will not detract from	**Section 6.1.1** **Appendix 7** **Appendix 27**

5 Consultation

Table 7 Response to Key Concerns from Consultation		
Key Concern	**Response**	**References**
	all key views of impacted dwellings and therefore on balance, the visual impacts of the proposed new buildings are considered to be acceptable.	
• Air-conditioning, air circulation and fans.	The new and upgrade works have bene designed to achieve a 4 star Green Star Design and As-Built certified rating for the Creative and Performing Arts & PCYC and the EFSG sustainability initiatives Block B and L.	**Appendix 23**
Design impacts to Aboriginal communities		
• Connecting with Country	Aboriginal community consultation was undertaken for the project and resulted in the registration of two (2) unique Registered Aboriginal Parties (RAPs) for the project. The RAPs were involved in consultation throughout the project. Consultation with the RAP's will continue throughout the project.	**Appendix 7** **Appendix 10**
Community Consultation		
• Process and timing for informing residents and receiving feedback	The SSDA process includes a public consultation phase which provides the community with further opportunity to comment on the proposed works.	**Appendix 9**

Community consultation will continue throughout the assessment and construction phases of the project. Future consultation will include:

- Ongoing management of content for the dedicated Project website;
- Ongoing management of Consultation Manager Database;
- Ongoing project information dissemination to provide timely and clear information, including newsletters, media releases, factsheets, community updates, letterbox drops; and
- Dedicated school Facebook page.

5.3 Public Authority Engagement

5.3.1 Transport for NSW and the former Road and Maritime Service

TfNSW issued comments for inclusion in the SEARs for the proposed development. Following issuing of the SEARs, the project team consulted with the TfNSW to discuss matters relating to the proposed upgrades of Hastings Secondary College Port Macquarie Campus.

Consultation was undertaken 22nd February 2021, with minor correspondence prior to set up meeting. The meeting participants consisted of four (4) representatives from Ason Group and three (3) representatives from TfNSW. Discussion related to a review of central parking on Owen Street, shared paths to the school, school zone times and review of bus services.

Ason Group undertook the reviews requested by TfNSW. Ason Group determined rearranging the central parking on Owen Street would also require a re-alignment Owen Street and was not pursued. Shared Paths have been included as part of the Action Plan in the Preliminary School Transport Plan.

5.3.2 Busways

Consultation was undertaken 15th February 2021. The meeting participants consisted of four (4) representatives from Ason Group and one (1) representative from Busways. Discussion

related to a reduction in services following the installation of seatbelts. Busways confirmed there are no capacity issues for existing services.

5.3.3 NSW Government Architect

The project team has carried out consultation with Government Architect NSW (GANSW) through video conference the State Design Review Panel (SDRP) on 17th February 2021.

The SDRP supported the following elements of the design approach:

- Clarity of the Masterplan and axial built form strategy which creates a legible and cohesive campus.
- Building layouts and relationships intended to promote visual permeability through the site.
- Opportunities created through the negotiation of topographical changes, such as the generous terraced landscapes.
- The potential for joint use of facilities with the wider community.
- The setback entry from Owen Street intended to provide ecological value and enhance the landscaped setting of the school along Owen Street.

The SDRP recommendations and the design team response are provided in **Table 8**.

Table 8 Design response to GA feedback

GA feedback	Design response
Connection with Country	
Engage with Traditional Custodians, including Indigenous parents and local organisations to inform a meaningful approach to Country.	Aboriginal community consultation was undertaken for the project and resulted in the registration of two (2) unique Registered Aboriginal Parties (RAPs) for the project. The RAPs were involved in consultation throughout the project. Consultation with the RAP's will continue throughout the project.
Consider the inclusion of an Indigenous consultant in the design team - one who has local knowledge if possible - acknowledging that story threads extend beyond specific sites.	EMM Consulting Pty Limited (EMM) and Indigeco, who have authored the ACHAR will assist with the engagement with the Birpai community.
Consider opportunities to approach Birpai elder groups, Birpai language groups and the Local Aboriginal Land Council (LALC) to seek input into the design of the school and how it relates to this place.	To date, two (2) initial discussions have been held with representatives of the LALC and Elders.
Articulate, in future presentations, how engagement with Traditional Custodians, including Indigenous parents and local organisations is informing the design approach	The project commits to an ongoing process of engagement with the Traditional Custodians, and the two (2) organisations already embedded in the College.
There is an opportunity to anchor the connection to Country and amplify the significance of the site's river and coastal location within the design approach – this will help to establish a place-based identity for the school.	Fjmt will collaborate with the various stakeholders to understand how best the connections to Country can be anchored into the design approach.
Draw on both historical and contemporary modes of habitation and respond to the specific ecology of the area.	Refer above design responses
Consider opportunities for practices & processes, naming, massing, materiality, form, circulation and	Pre-existing knowledge of local species was used to inform the plant selection. Other opportunities for practices & processes,

Table 8 Design response to GA feedback	
movement, landscape, specification of plant species that are endemic to the bioregion and so on.	naming, massing, materiality, form, circulation and movement will evolve through continued consultation.
Explore how a rich connection with place might reinforce the school's strengths and inform its pedagogical approach in how it relates to built and natural form.	Noted - The provision of cues within the landscape and the built form will assist with informing an ongoing approach. The development of the curriculum is not part of this SSA Approval
Masterplan and Landscape	
The immediate context of the Port Macquarie Campus at the mouth of the Hastings River, and with such proximity to the ocean is exceptional; the ecological significance, natural beauty and spatial quality provide rare opportunities for school design. Develop the design to integrate the built form with landscape elements and amplify the unique character of the setting. Provide detail of the form and character of these interfaces including opportunities for undercover play and learning areas.	Refer to **Appendix 12**
Demonstrate how the site integrates with the natural environment and provides continuous vegetation and habitat zones.	A small stand of remnant vegetation exists, interfacing with Owen Street - it is proposed to regenerate and enhance this bushland
Acknowledging the prevalence of koala habitat on the site and surrounding area.	The remnant vegetation identified as preferred use by koalas at the front entry to the school has been retained as depicted in the landscape plans (**Appendix 12**).
Explore opportunities for the site's ecology to inform the schools' pedagogical approach.	The provision of cues within the landscape will assist with informing an ongoing approach.
Demonstrate how tree retention is maximised for biodiversity, sustainability, shade, amenity and aesthetic quality. Provide an arboricultural assessment that indicates the significance of existing trees and a drawing that identifies trees to be retained, new trees proposed and trees to be removed.	Tree removal and tree planting/ landscaping are shown on the landscape plans. An Arboricultural Report has been prepared regarding the existing trees and trees proposed for removal. (**Appendix 12** and **Appendix 30).**
As the design develops, the panel encourages the pursuit of a more ambitious tree canopy coverage. Demonstrate how the proposal will exceed the 40% tree canopy target.	Revegetation of the small stand of remnant vegetation along with additional landscaping will provide additional canopy coverage. (**Appendix 12**).
Increasing the tree canopy buffer at the school's entrance around the identified koala habitat is strongly encouraged.	Revegetation of the tree canopy buffer at the schools entrance is proposed as part of the landscaping works. (**Appendix 12**)
Built Form	
Demonstrate how the coastal context and unique setting of the site informs the built form, including its massing, character, façade composition, operability (user controlled flexibility), and materiality.	**Passive design** The new built forms are orientated to maximise their passive response. The facade to the north is protected by deep set verandahs which will enable outdoor learning and a continued connection to the environment. Windows will provide natural ventilation and harness the sea breezes. **Materiality** Whilst the materiality of the new buildings is predominately brick to align with the existing campus, the colour will be slightly lighter,

5 Consultation

Table 8 Design response to GA feedback	
	referencing the sandy colour of the coast. Soffits and window reveals will be lined with either timber boards or integrated colour fibre cement sheets, again referencing the colours of the surrounding natural environment. **Appendix 7** **Views** Long views across the site will be enhanced as the users move along the axial connectors.
The reconfigured and setback entry from Owen Street is commended as it provides an opportunity to enhance the landscape setting of the school; the rational expression of the pavilion, however, feels institutional and formal. Reconsider the treatment and expression of the entry to demonstrate how it responds to the immediate context.	The entry has been redesigned to protect and enhance the stand of trees at the entry to the site and to provide an improved interface with Owen Street and the internal facilities of the School (**Appendix 2** and **12**).
Retention, augmentation and rehabilitation of the stand of trees in this entry area is recommended to amplify the landscape qualities of the littoral rainforest. This objective should also be supported by moderating the impact of adjacent built form.	The entry has been redesigned to protect and enhance the stand of trees at the entry to the site (**Appendix 12**).
The architectural treatment and expression of the PCYC is was difficult to understand in relation to the rest of the proposal. This significant element within both the school and the streetscape requires further development to demonstrate how it responds to its context and to the overall campus.	The architectural treatment of PCYC has been revised to provide an improved interface with both Owen Street and the existing campus (**Appendix 2**).
Sustainability	
Provide details of the proposed ESD initiatives and how they support a more ambitious sustainability strategy. Details are to include the response to the microclimate, urban heat island mitigation, and proposed passive design strategies to ensure that access to natural light and ventilation are provided and maximised for all internal spaces. Capitalising on the natural qualities of the coastal environment for passive thermal comfort and ventilation is strongly encouraged.	Recommendations within the Sustainability Report prepared by JHA have been incorporated into the design (**Appendix 23**). The project seeks to achieve National Construction Code (NCC) Section J – Energy Efficiency Targets (i.e.: exceeding targets); and a certified 4 Star Green Star Design & As Built V1.3 rating

5 Consultation

5.3.4 Port Macquarie-Hastings Council

A meeting was held with Port Macquarie-Hastings Council on 2nd February 2021 to discuss the proposal and gather feedback. **Table 9** provides an overview of key issues raised and the design/ project response.

Table 9 Consultation Summary – Port Macquarie-Hastings Council - Key Issues and Responses

Key Issue	Design Response
Traffic impact from PCYC, including parking requirements for PCYC.	Addressed within the Traffic Assessment (**Appendix 17**). Underground parking provided for PCYC.
Aircraft Noise	Addressed in EIS and **Appendix 20**.
PCYC – views, street activation and setback	A view analysis has been incorporated into the Architectural Design Statement and addressed within the report. The PCYC has been designed with display windows to interact with the street frontage and public. Setback provided is like existing Multipurpose centre along Owen Street.
Acoustic	Noise logging undertaken in late 2020. Noise and Vibration Impact Assessment provided (**Appendix 20**) .
Archaeology	Council unaware of potential for cultural heritage on site. ACHA provided (**Appendix 10**).
Biodiversity – BDAR waiver report to be prepared.	BDAR Waiver received.
Bushfire	Bushfire statement confirming site not bushfire affected (**Appendix 31**).
Flooding/ Drainage	Storm water Management Plan and civil plans address stormwater drainage. The proposal incorporates OSD (**Appendix 13** and **14**). A flood letter has been provided to confirm the site is not affected by flood (**Appendix 32**).
Sewer – zone of influence	The proposed footprint of the PCYC building encroaches within the Port Macquarie Hastings council sewer asset currently on the north boundary of the lot. It is anticipated that the extent of the sewer line, 1.0m beyond the footprint either side of the building, will need to be concrete encased.
Air Quality	Air Quality Assessment provided by Douglas Partners (**Appendix 29**). Mitigation measures are outlined in **Appendix 3**

6 Environmental Assessment

The following subsections provide a detailed assessment of the following environmental issues:

- Built form and urban design;
- Aboriginal and European heritage significance;
- Traffic, transport and parking;
- Tree removal and biodiversity;
- Landscape;
- Noise and vibration; and
- Ecologically sustainable development.

Other environmental issues are assessed in **Table 12** and the suitability of the site for development is assessed in **Table 13**.

6.1 Built Form and Urban Design

The project requires consideration of the opportunities and constraints that present at the site. The context of the site sits within a residential/ commercial coastal setting.

Fjmt has set out the approach to the analysis of the site constraints and opportunities, as well as the design response to these matters, in an Architectural Design Statement (**Appendix 7**). The Architectural Design Statement identifies the urban residential/ commercial/ coastal context of the site and surrounds, and sets out the environmental factors and pedagogical approach that informed the design including:

- Existing urban context and interface with neighbouring built form.
- Existing site heritage and interface with neighbouring development/ land uses.
- Environmental factors including topography of the land, existing view corridors and existing vegetation.
- Clear and well-defined pedestrian and vehicle access points which respond to the surrounding road network.
- Existing services.
- Existing built form to be retained within the site.
- Consideration of security and proposed after-hours access.

Site and Design Context

An opportunities and constraints study of the site identified the main site constraints, which are topography, internal open space and recreational areas, interface with adjoining properties and retention of remnant vegetation at the school entry.

The study then identified the areas of the site suitable for development. The proposed built form has been designed and located to protect and enhance remnant vegetation at the entry to the site, provide appropriate interface with the existing surrounding development, Owen Street and recreational areas.

The proposal includes the partial demolition works to Building B and L to refurbish existing learning spaces into new learning and supported learning spaces. These works are internal to the site and will not impact the built form perception from the surrounding streetscapes or open space areas.

Other minor demolition works required to accommodate the works relate to pathways, gazebos, stairs, awnings.

6 Environmental Assessment

Two (2) new buildings are proposed along the western boundary of the site (**Figures 41** and **42**), including:

- Creative and Performing Arts Building (CAPA); and
- Police Citizens Youth Clubs (PCYC).

Works to the entry are proposed to protect and enhance the remnant vegetation and to create a welcoming and safe arrival point to the college.

Creative and Performing Arts Building (CAPA)

The CAPA is a new two storey building and will provide an additional four (4) general learning spaces, two (2) seminar/ rehearsal rooms, one (1) health/ PE/ Performing Arts Workshop, two (2) visual arts general learning space, one (1) visual arts workshop, ancillary facilities (store, amenities, comms room, staff room, dark room, kiln) and display windows (**Figure 41**).

The CAPA building will provide a new interface with the public domain at the Owen Street frontage, with layout, location and treatment designed to be supportive of the potential out of school hours use, allowing immediate access to the building from the public domain without requiring internal access to the college.

The CAPA building is set back 2.8 metres from Owen Street and has a maximum height of 11m. The building is constructed of glazing and brick with a brick parapet to conceal the roof.

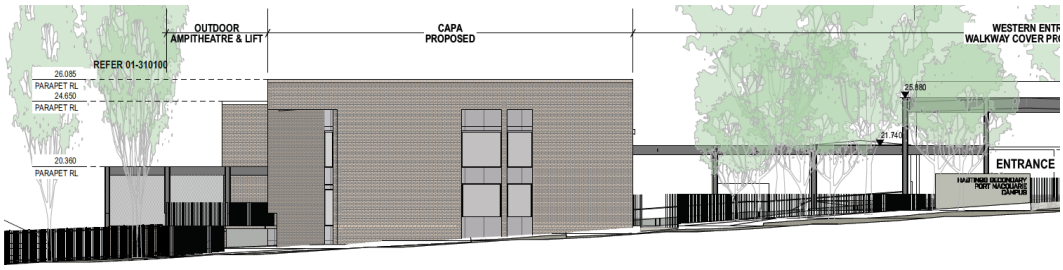

Figure 40 Owen Street Elevation – CAPA and School Entry (Source: fjmt)

Police Citizens Youth Club (PCYC)

The PCYC building is proposed as a joint use facility. The PCYC will provide 17 car parking spaces (basement), two (2) disabled spaces, two (2) minibus spaces, two (2) courts, three (3) multipurpose rooms, one (1) gym and ancillary facilities (offices, change rooms, storerooms, kitchen area and youth hub) (**Figure 42**).

The PCYC building will provide a new interface with the public domain at the Owen Street frontage, with layout, location and treatment designed to be supportive of the joint use nature of the building and extended opening hours, allowing immediate access to the building from the public domain without requiring internal access to the college.

The PCYC building is set back 3.425 metres from Owen Street and has a maximum height of 13.880m. The building is constructed of glazing and brick with a brick parapet to conceal the roof.

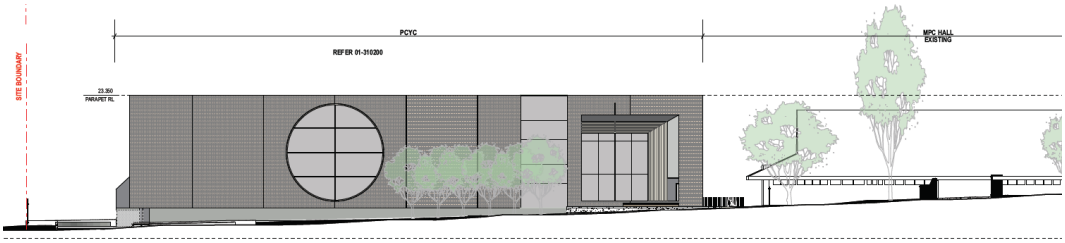

Figure 41 Elevation of PCYC on Owen Street (Source: fjmt)

Entry Works

6 Environmental Assessment

An upgraded entry on Owen Street is proposed to protect and enhance the remnant vegetation and to provide a sense of place and safe entry for students and visitors.

The works comprise new signage, additional landscaping, and new covered walkways (**Figure 43**).

Figure 42 Owen Street Entry (fjmt)

6.1.1 Views

The impacts to views from the public and private domains have been completed via the following assessments:

- Visual Impact Assessment – Public domain assessment (Ethos Urban **Appendix 36**)
- View Analysis – Desktop assessment, public and private domain (FJMT, See Architectural Plans **Appendix 2**)

The proposed upgrades to Hastings Secondary College – Port Macquarie Campus include the provision of new school and joint use facilities including structures up to three (3) storeys in height. The masterplan design development process for the project has determined the most suitable locations for new facilities across the site having regard to current built form, planning controls, connectivity, topography, accessibility, and street connection (amongst other opportunities and constraints). The PCYC was also redesigned to maintain some views through the school and further to the horizon.

Alternative locations for the PCYC have been explored on the school site as they are limited and not considered feasible or appropriate due to the following:

- The approved works to the Hastings Secondary College Port Macquarie Campus are for upgrades rather than full-scale redevelopment. New buildings on the school site are limited to the new CAPA building and new PCYC. The buildings are required to be located within the existing built form structure of the school which is concentrated to the centre of the school site. The only undeveloped land on the school site is comprised of open space areas to the north and south.
- The PCYC requires a street frontage as it will be in use by the community. It is also sited next to the Multipurpose Centre which is also a shared use facility. Both can be easily separated through security fencing from the rest of the school while allowing access to the facilities for the public. The location of the PCYC assists with safety and crime

prevention through the security fencing separating the shared use facilities from the main school facilities in out of school hours.

- The northern open space is area is closest to the Port Macquarie town centre and provides a more accessible location than the open space to the south.

The proposed built form (in particular the new joint-use PCYC facility) will present a two (2) to three (3) storey façade to Owen Street which will provide connectivity with the public domain and a new street presence for the school and PCYC facilities. The new CAPA building provides new specialist facilities within a two (2) storey-built form which is positioned and designed to be more recessive than the PCYC building. There are no alternative locations achievable on the site for the new buildings that would provide the same outcomes with regard to connectivity and street connection, without impacting upon or detracting from existing school facilities or open spaces. All new buildings are compliant with building height controls.

The works have been identified as having a potential impact on dwellings/units at 11 Owen Street, 17-19 Owen Street, 21 Owen Street, and 23 Owen Street. The extent of impacts has been identified as minimal to all properties except for the units in the apartment building at 11 Owen Street. The visual impact analysis carried out by FJMT identifies that of the eight (8) storeys of the apartment building, existing views across the school site to Oxleys Beach and the ocean beyond will be impacted for units at Levels 3-5 inclusive.

Analysis of the floor plan of the building identifies that in general, all units above Level 2 benefit from up to 180° views from Town Beach to the north to Windmill Hill to the southeast. The proposed PCYC building will impact on a portion of this view but will not preclude the remainder of the views enjoyed by the apartments (**Figures 43**-**46**).

The visual impact analysis has found that the school site is subject to planning controls which would enable built form up to 26.5m along the Owen Street frontage although the height of the PCYC is less than half this control. The assessment has also found that the PCYC is in the most suitable location in terms of site planning and there are no alternative locations that would otherwise avoid the visual impacts to the units at 11 Owen Street, without transferring those impacts elsewhere and resulting in poorer outcomes for the school and PCYC facilities. The extent of view impacts will not detract from all key views of impacted dwellings and therefore on balance, the visual impacts of the proposed new buildings are considered to be acceptable.

The project team has included the following design responses to reduce the visual impacts of the facility:

- In response to design concerns raised by Council, the PCYC building was rotated 90 degrees so that it is slimmer to the street and retains partial views across to the oval from Owen Street between the facility and the Bowling Club; and
- The PCYC will include a window opening to Owen Street that will provide views through the building which removes the unbroken perception of massing and helps to reduce the bulk and scale.

At the time of lodgement, Visual Impact Assessment from the private domain is still being undertaken and will be provided prior to determination.

6 Environmental Assessment

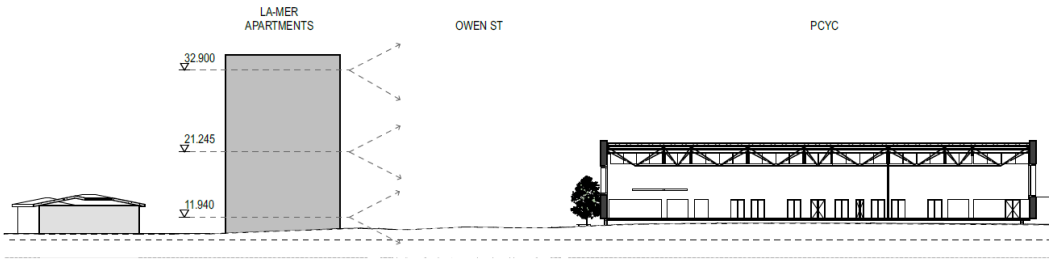

Figure 43 View Analysis (Source: fjmt)

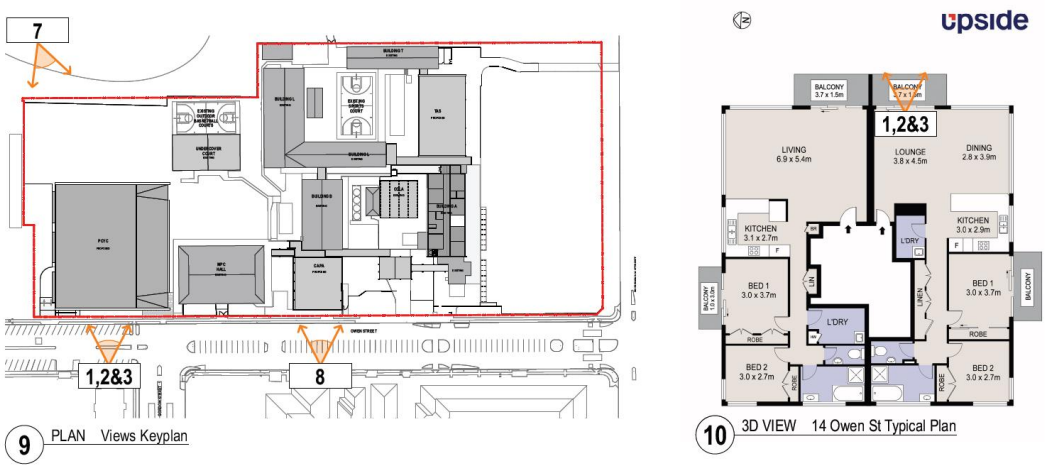

Figure 44 View Plans

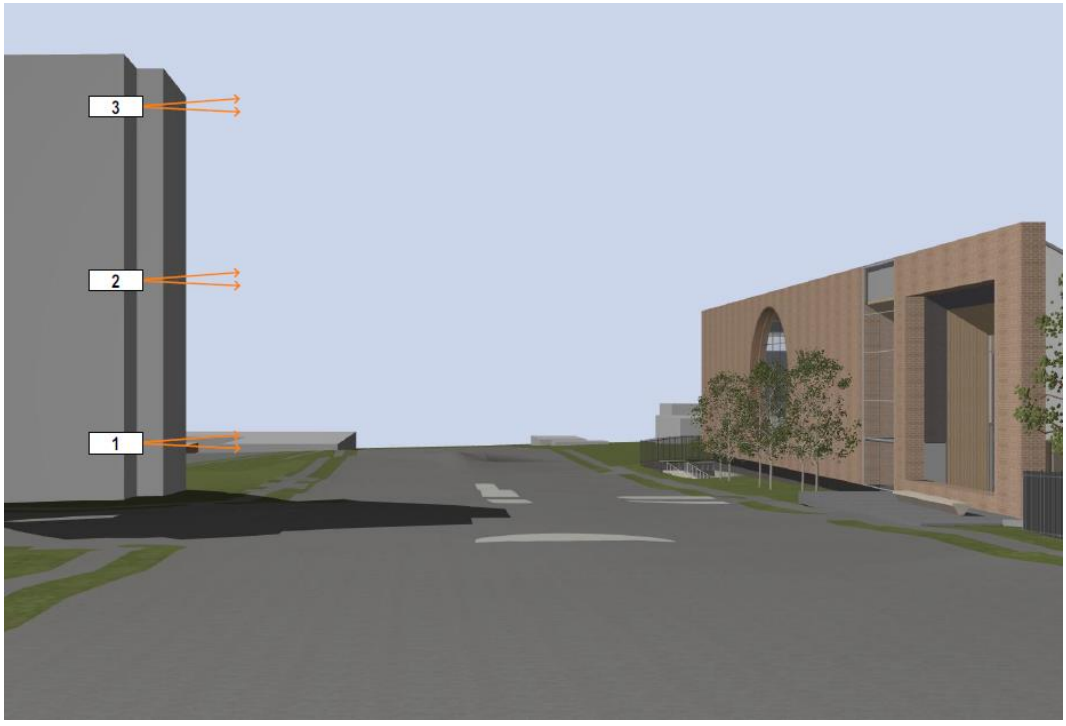

Figure 45 3d image of 11 Owen Street and proposed PCYC – numbers indicate where views are taken from (Source: fjmt)

6 Environmental Assessment

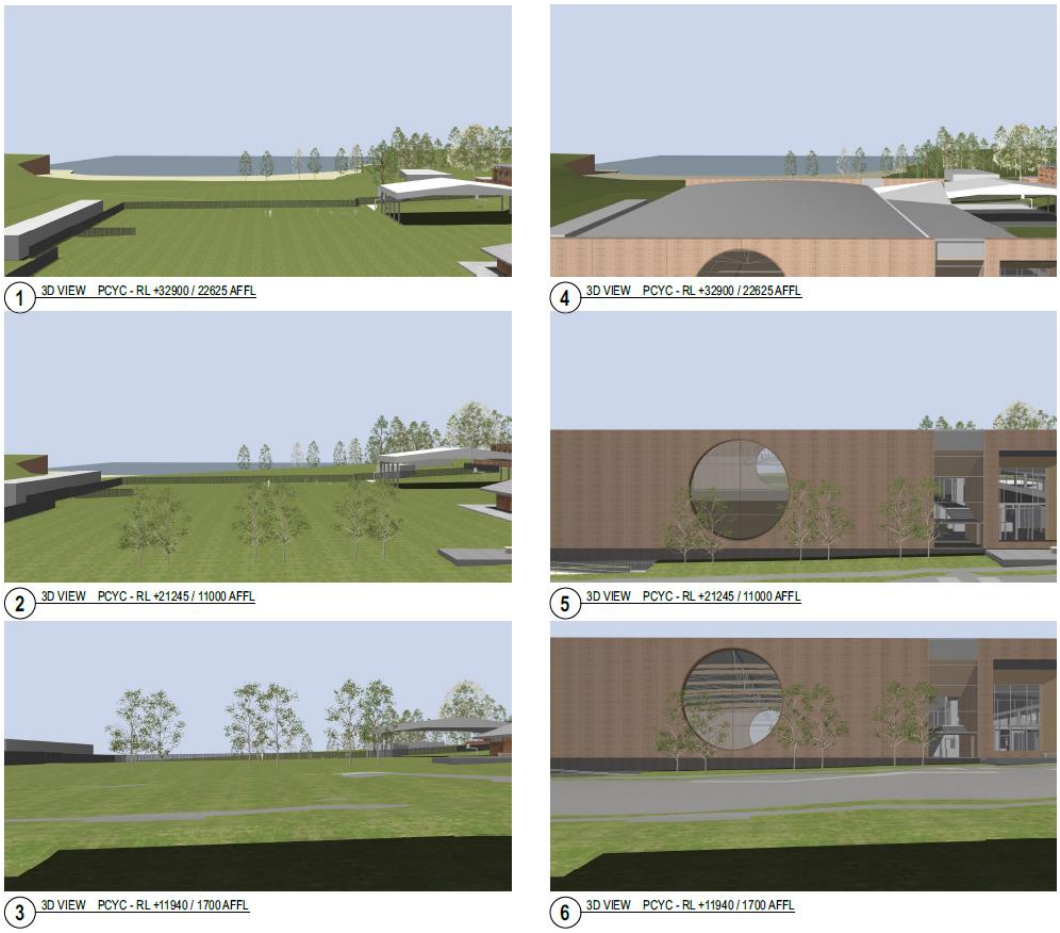

Figure 46 Indicative existing and proposed views (Source: fjmt)

6.2 Heritage Significance

6.2.1 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment (ACHA) (**Appendix 10**) has been prepared for the site by EMM Consulting. The ACHA was produced in accordance with the *Guide to Investigating, assessing and reporting on Aboriginal cultural heritage in NSW* (OEH 2011); the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (DECCW 2010); the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (DECCW 2010); and relevant statutory controls.

Aboriginal community consultation was undertaken for the project following the *Aboriginal cultural heritage consultation requirements for proponents 2010* and resulted in the registration of two (2) unique Registered Aboriginal Parties (RAPs) for the project. The RAPs were involved in consultation throughout the project and provided feedback on the ACHA where required.

An extensive AHIMs search was conducted, which identified 71 registered Aboriginal sites or places within the region, but no sites were identified within the project area.

A site survey was carried out by the archaeologist and representatives of the RAP organisations. The survey identified no observable cultural material and notes that given the level of disturbance, the potential for buried cultural materials was considered unlikely.

The ACHA provides recommendations as follows:

- *Prior to ground disturbance, an Aboriginal heritage management plan (AHMP) must be developed by a heritage specialist in consultation with the Aboriginal stakeholders and consent authority to*

provide the post-approval framework for managing Aboriginal heritage within the study area. The AHMP should include the following issues:

- *processes, timing, and communication methods for maintaining Aboriginal community consultation and participation through the remainder of the Project.*
- *descriptions and methods of any additional investigative and/or mitigative archaeological actions that may be required prior to works commencing or during the Project. These may include cultural inductions for all personnel and subcontractors outlining the past history and sensitivity of the region,*
- *archival recording, archaeological excavation and/or cultural monitoring for any areas where the surface impacts of the Project intersect the identified Aboriginal objects and/or sites, and/or areas of archaeological sensitivity, and any additional requirements identified by the Aboriginal community.;*
- *description and methods of post-excavation analysis and reporting of any archaeological investigations and activities implemented as part of the AHMP. For excavations, these should include suitable collection and processing of stone artefacts, and chronological, soil, and environmental samples.*
- *description and methods for undertaking further Aboriginal heritage assessment, investigation, and mitigation of any areas of the project footprint that have changed following completion of the ACHA and/or during the final design and construction phases of the project.*
- *procedures for managing the unexpected discovery of Aboriginal objects, sites and/or human remains during the Project.*
- *procedures for the curation and long-term management of cultural materials recovered as part of the works outlined in the AHMP and any preceding stages associated with the Project; and*
- *processes for reviewing, monitoring, and updating the AHMP as the Project progresses.*

- *Consultation should be maintained with the RAPs during the finalisation of the assessment process and throughout the Project.*
- *A heritage-interpretation strategy must be developed by a heritage specialist to identify the interpretive values of the study area, and specifically Aboriginal heritage values across the study area, and to provide direction for potential interpretive installations and/or devices. This strategy should be made available for consultation and feedback with the RAPs. Following consultation and feedback on the strategy, a heritage interpretation plan would refine the strategy with content (visual and textual) and design details in order to allow the implementation stage. The interpretation strategy and interpretation plan must include consideration of three main components identified though the ACHA process:*
  - *input and feedback from the RAPs.*
  - *the historical record of the study and its immediate environs in relation to past Aboriginal and contemporary societies; and*
  - *the past cultural and environmental landscape informed by current archaeological assessment and analysis within the ACHA, and any future activities that may result from the project.*
- *A copy of the ACHAR should be lodged with AHIMS and provided to each of the RAPs.*
- *Where the heritage consultant changes through the project, suitable hand over should be undertaken to ensure no loss or mistranslation of the intent of the information, findings and future steps in heritage management occur.*

The investigation, assessment and recommendations of the ACHAR are considered suitable for the proposed works and will be implemented into the outcomes of the project, including the development of the Aboriginal Heritage Management Plan, consultation with RAPs and preparation of a Heritage Interpretation Strategy.

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6.2.2 European Heritage Significance

Hastings Secondary College Port Macquarie campus is not identified as an item of local heritage significance. The site does not adjoin and is not adjacent to any items of heritage significance. However, given this role Port Macquarie in early European settlement of Australia, and the importance of the school in relation to the history of education pedagogy, a Statement of Heritage Impact was prepared. (**Appendix 16**). The SOHI provides a Statement of Heritage Impact and makes recommendations for local listings that will be considered by SINSW as part of its heritage management responsibilities.

6.3 Traffic, Transport and Parking

Despite the proposed development not increasing the capacity or traffic movements of the school, the approach to the development is to wholistically reduce car base travel, including mode share travel as detailed in Section 4.3 of the Preliminary School Transport Plan (PTSP) (**Appendix 18**). Mode share targets take into account walking, cycling and bus services. Action plan items for mode share targets are identified in Section 4.2 of the PTSP.

Ason Group has prepared a Transport Assessment (TA) (**Appendix 17**), which provides details of transport and accessibility impacts and opportunities relating to the proposed new public school, as required by the SEARs.

Existing site access is shown in **Figure 47**, with proposed secure and controlled access detailed in **Sections 6.3.1 and Figure 48.**

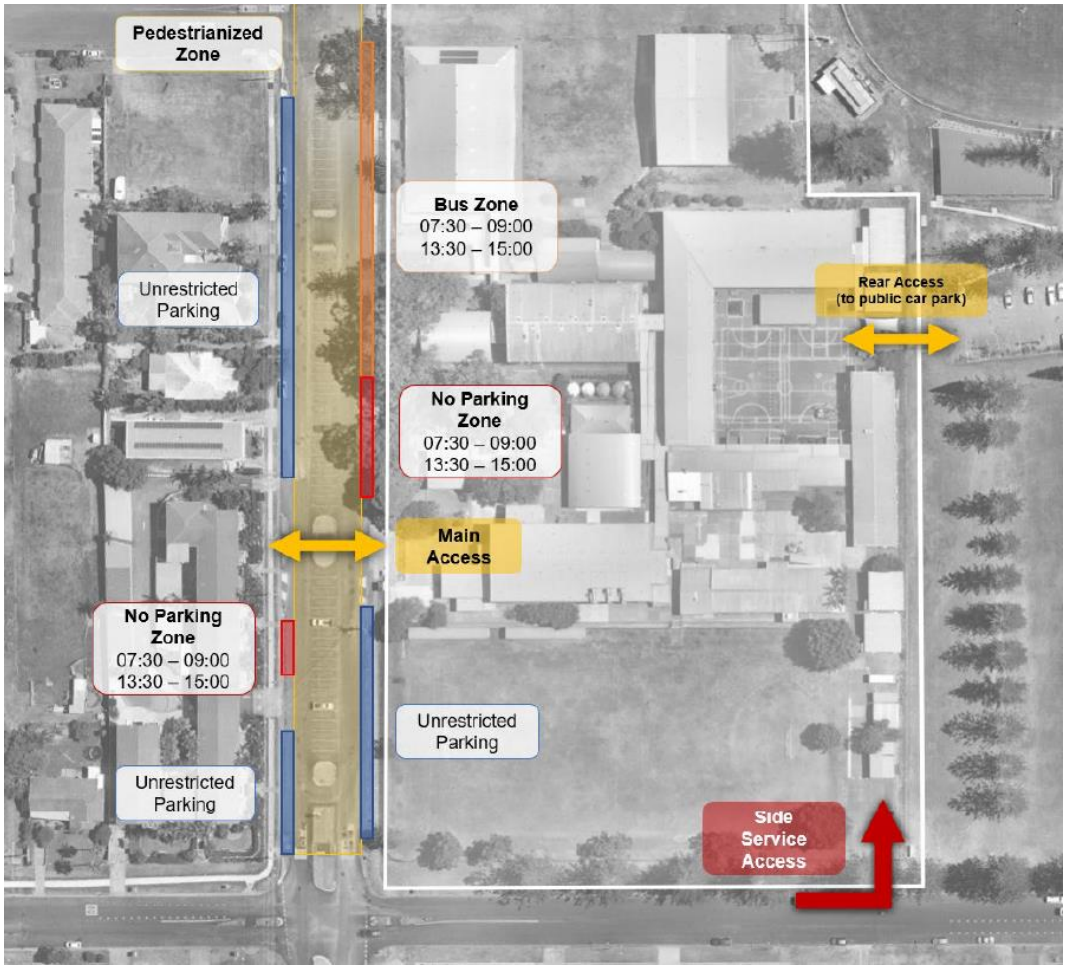

Figure 47 Existing access (Source: Ason Group)

6 Environmental Assessment

6.3.1 Pedestrian Access

The works include upgrade to the existing pedestrian entry along Owen Street and the provision of a secured second entry to the PCYC. Key pedestrian accesses are located along Owen Street, adjacent to the kiss and drop and bus zone. Secure pedestrian zones are proposed for the PCYC and School entry and controlled pedestrian zones for the CAPA and Multi-Purpose Hall (**Figure 48**).

The surrounding street network does not provide footpaths or shared paths to all roads.

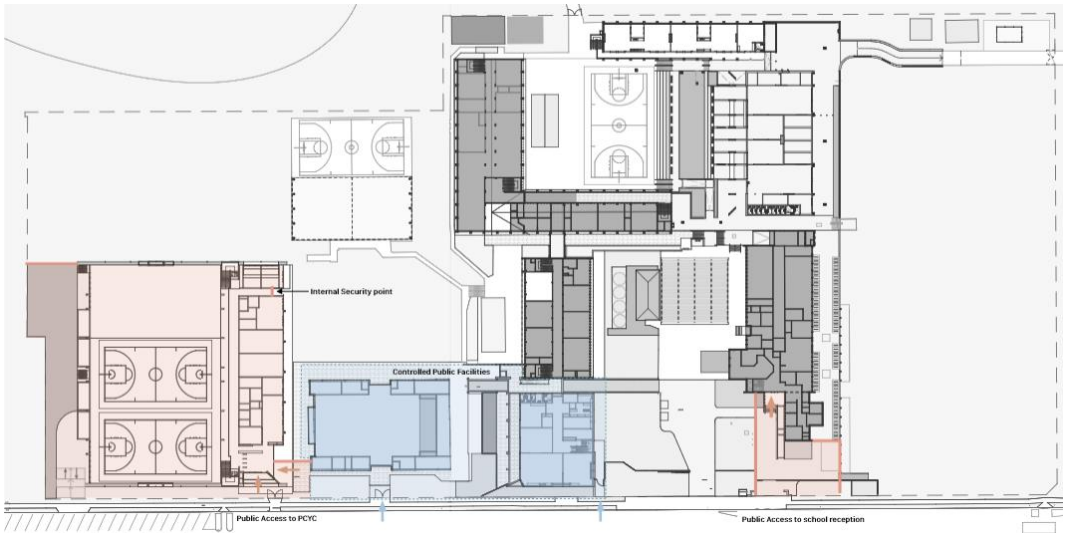

Figure 48 Secure and controlled pedestrian access (Source: fjmt)

6.3.2 Cycle network

The Traffic Impact Assessment identifies the provision of on-road cycleways may not provide adequate safety for accessibility to the school. Additional corridors are recommended in the form of identification of shared path links, providing off-road connectivity. Further details are provided in **Table 10** below.

The identified corridors aim to support the outcomes of the School Travel Plan in encouraging modal shift towards active transport modes such as walking and cycling for the Campus population and intends to reduce dependency on private vehicles particularly for students within favourable walking and cycling proximity to the Campus (**Figure 49**).

Figure 49 Proposed shared path recommendations (Source: Ason Group)

Table 10 Shared Path / Footpath Upgrade Recommendations			
Element	**Identified Connection**	**Justification**	**Recommended Action**
1	Gordon Street Corridor	The Gordon Street corridor is characterized by the primary bridge connection over the Kooloonbung Creek and forms the locale's primary east-west link in connecting the Port Macquarie CBD to the Campus locale. A shared path within the corridor aims to target and improve walking and cycling connectivity to the residential areas west/north-west of the Campus and the Port Macquarie township.	That SINSW provide data to assist Council / TfNSW in the justification of the network update.
2	Burrawan Street Connection	The Burrawan shared path resolves a critical connecting point between the existing Pacific Drive cycleway, which forms part of a scenic cycling corridor spanning the coastline. While it is recognised that the Pacific Drive cycleway predominantly exists as a road shoulder lane, it is anticipated that the Burrawan Shared Path form an ancillary connection with limited catchment, noting that the Lord St shared path corridor should form the primary catchment route for students south of the Campus.	That SINSW provide data to assist Council / TfNSW in the justification of the network update
3	Lord Street Corridor	Lord Street forms the main north-south corridor that provides connectivity between residential areas to the Port Macquarie CBD, as the Kooloonbung Creek separates the areas. In conjunction with the Burrawan St connection, the Lord St corridor aims to provide improved catchment for the Campus' south and southwest residential areas.	That SINSW provide data to assist Council / TfNSW in the justification of the network update.
4	Owen Street, between Burrawan St and William Street	Existing footpath is 1.2 metres wide on east side of Owen Street. Based on the number of pedestrians observed along the frontage of the school, where high volume of pedestrians were observed. Widening of footpath to 2.5 metres in width on the east side of Owen Street between PCYC and Burrawan Street intersection as part of the Project. Balance of footpath upgrade by others.	That SINSW include the footpath upgrade works along Owen Street, between Burrawan Street and the School Site boundary (PCYC). That SINSW provide data to assist Council / TfNSW in the justification of the network update.

Source – Traffic Impact Assessment (Ason Group)

6.3.3 Vehicular Access and parking

Current parking arrangements for the college are on-street parking. No on-site parking is proposed for the college; however, 19 spaces are proposed on-site for the PCYC. Modification of the existing on-street parking arrangements are proposed **Figures 50 - 52** as follows:

- Reconfigure parking on Church Street to provide additional 11 spaces;
- Reconfigure parking on Gordon Street to provide additional 26 spaces;
- Proposed dedicated loading area at campus entry along Owen Street;
- Proposed dedicated accessible space at campus entry along Owen Street; and
- Amend unrestricted parking at corner of Owen Street and Burrawan Street to include restrictions for Kiss and drop.

Service vehicle access is off Burrawan Street, where forward entry and exit is proposed.

The provision of 152 Bicycle spaces are proposed adjacent to Building A, and three (3) within the vicinity to PCYC.

An additional kiss and drop facility are proposed along Owen Street **Figure 52**.

While the traffic modelling results demonstrate satisfactory performance during school and network peak hours, there is a degree of inter-campus movements between the Hastings Port Macquarie and Westport sites, particularly for senior students attending classes between the two.

Currently, these movements occur intermittently throughout the day and are facilitated predominantly by chartered taxi services, or senior students using their private vehicles. Data from the schools estimates there being 178 students being affected with up to 712 trips per week. The number of students that transfer across campus is higher than typical scenarios, due to the planning for construction activities at each of the Westport and Port Macquarie Campus which necessitated in the need for higher levels of inter-campus transfer.

The existing movement patterns present an opportunity to consolidate the travel demand for inter-campus movements and reduce dependency on taxi services and private vehicle ridership.

Investigations being undertaken involve considerations of regular bus movement between the two campuses, which is subject to detailed operational review with the Department of Education.

This transport issue will be mitigated through an SINSW School Operations Review that will deliver short, medium, and long-term options to reduce or remove the frequency of trips and ensure the safety of travel for students. To safely accommodate the current inter-campus trips a transfer stop is proposed to be located on Owen Street utilising the same area as the existing bus stop, on the basis that the transfer occurs outside School Bus operations.

An additional vehicle entry point to the site is proposed for the PCYC to accommodate off-street parking for police vehicles and minibuses.

6 Environmental Assessment

Figure 50 Existing on street parking arrangements (Source: Ason Group)

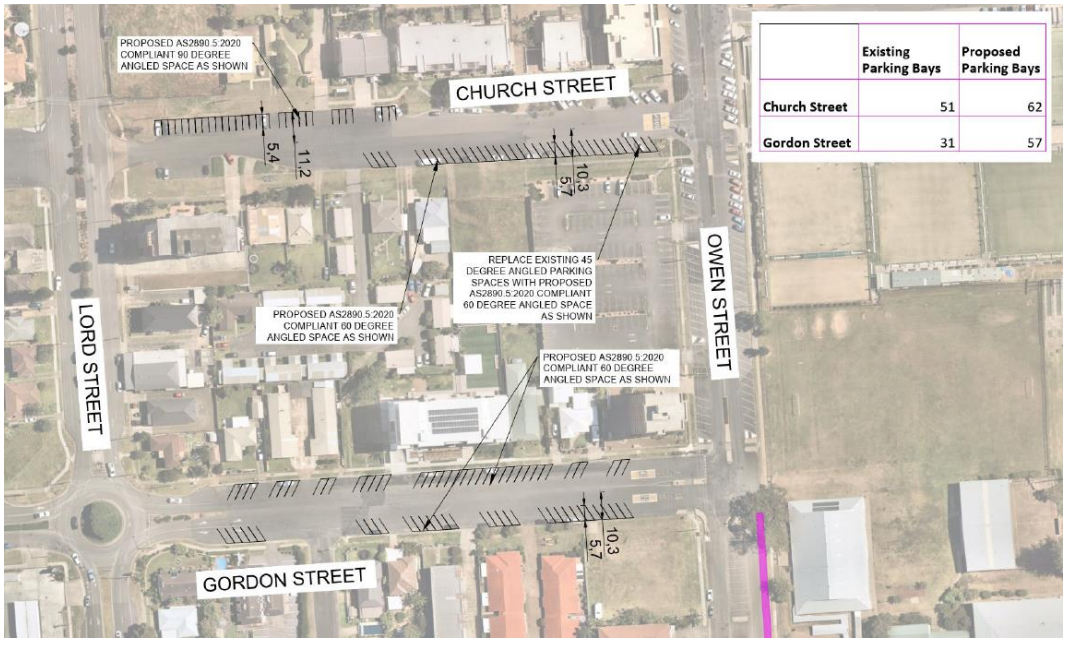

Figure 51 Proposed changes to on-street parking – Church and Gordon Street (Source: Ason Group)

6 Environmental Assessment

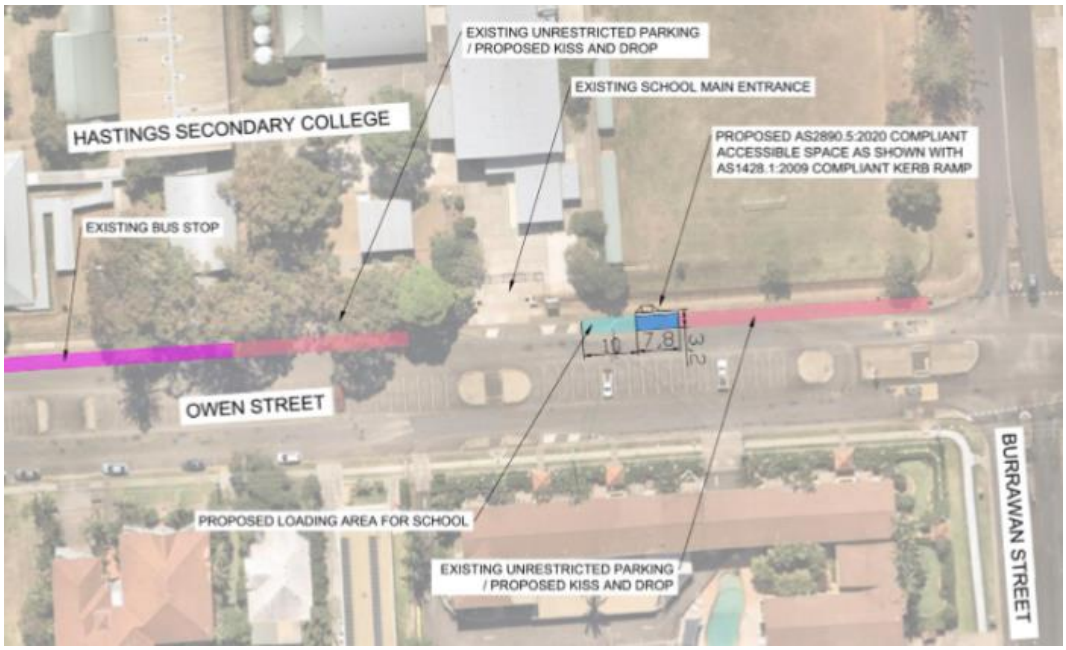

Figure 52 Proposed changes to Owen Street parking facilities (Source: Owen Group)

6.4 Tree Removal and Biodiversity

6.4.1 Tree Removal

The Tree MD prepared an Arboricultural Impact Assessment Report (**Appendix 30**) and inspected 71 trees on the site. The proposed works will require the removal of 26 trees across the site as detailed in **Table 11**, and as depicted at **Figure 53**.

Table 11 Trees Proposed for Removal

Retention Value	Tree numbers
Low	8 trees (Tree Nos: 1, 3, 22, 32, 38, 43, 50 and 52)
Medium	18 trees (Tree Nos: 2, 8-21, 31, 33 and 65)
High	-
Total Trees for Removal	**26**

In addition, the following trees to be retained are identified as being impacted by the proposed works. Every effort will be made to preserve their long-term viability including the involvement of a qualified arborist in design discussions and to implement protection measures. However, despite these efforts there is a possibility that their retention may not be viable. Details are as follows:

- Tree 4 – requires non-invasive root mapping assessment. Construction should be porous paving.
- Trees 40 and 42 – requires Crown lifting. Final pier location for the shelter will need to be flexible to avoid significant root systems. Requires AQF level 5 arborist supervision.
- Trees 30 and 34 – Entry area requires adjustment to minimise impacts on subject trees. Potentially impacted by stormwater, will require adjustments or preliminary non-invasive assessment.
- Trees 35, 37 and 63 – potential to route services through hard surfaced areas to minimise impact

- Tree 59 – works to tree require AQF level 5 arborist non-invasive exploratory assessment

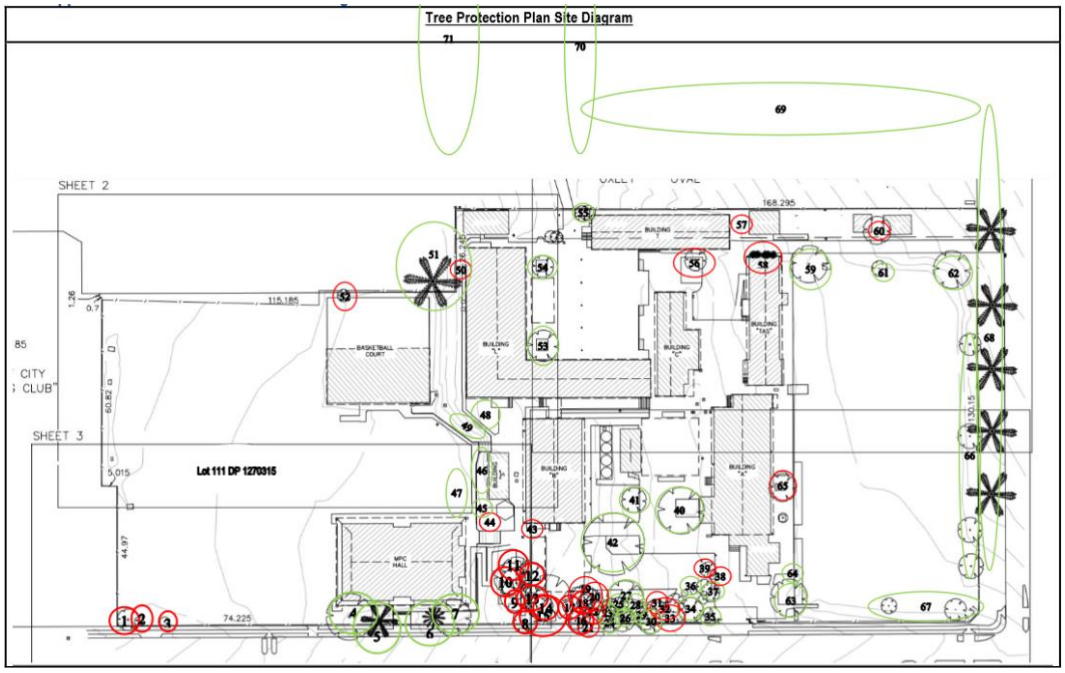

Figure 53 Tree removal plan (The Tree MD)

Appropriate measures that comply with *AS 4970-2009 – Protection of Trees on Development Sites* will be put in place to protect the remaining trees on the site.

Replacement planting will be undertaken as indicated in the landscaping plans at **Appendix 30** and discussed at **Section 6.5**. While the development requires some tree removal, replacement planting of 32 trees, will result in a nett gain of 6 trees across the site.

6.4.2 Biodiversity

A BDAR Waiver was issued by DPIE on 25 March 2021, which determines that the proposed development is not likely to have any significant impact on biodiversity values and therefore a BDAR is not required (**Appendix 26**).

6.5 Landscape

A landscape strategy has been developed by fjmt (**Appendix 12**) to complement the design development of the built form. The landscaping works improve accessibility to and within the site and continues to promote the movement of students between formal and natural/ outdoor areas.

A range of surface finishes and materials will be utilised across the sites to respond to function, maintenance, and longevity requirements. Level changes across the site is accommodated using ramps, stairs and landscaping. Outdoor furniture and, covered walkways have been incorporated around the landscape design.

New planting is proposed across the sites, providing a total of 32 new tree species with pot sizes between 300mmL and 500L, allowing for mature heights in excess of 3m which will allow for a significant improvement to natural shading from the tree canopy (**Figures 54** and **55**). The proposed replanting will ensure a net gain in trees provided on the site by six (6) additional trees. In addition to tree planting, small, medium, and large shrubs and groundcovers are proposed.

6 Environmental Assessment

Figure 54 Part landscape plan (entry and CAPA)

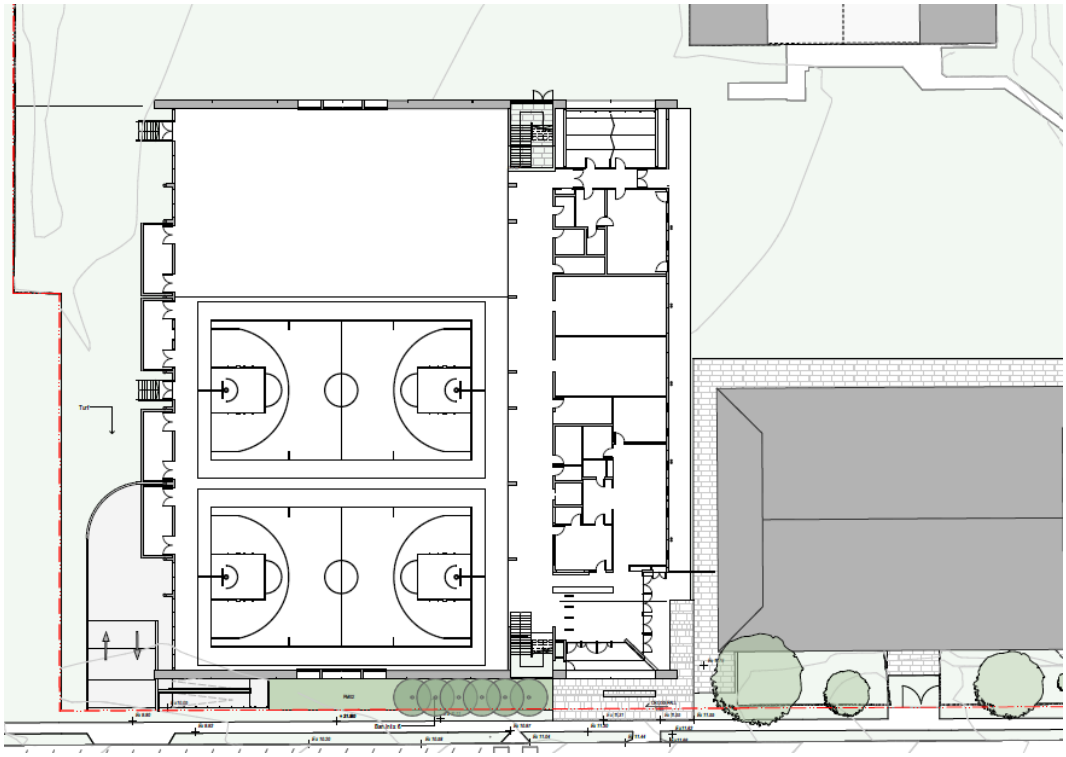

Figure 55 Part landscape plan (MPC and PCYC)

6.6 Noise and Vibration

JHA has prepared a Noise and Vibration Assessment (**Appendix 20**) in accordance with to the relevant policies and guidelines identified in the SEARs, and notes that acceptable noise limits are derived from the EPA's *Noise Policy for Industry* for intrusive noise impacts, and the Association of Australasian Acoustical Consultants (AAAC) *Technical Guideline for Child Care Centre Noise Assessment* noise criteria for children in outdoor areas.

6 Environmental Assessment

The assessment involved a survey of the existing noise environment; derivation and establishment of assessment criteria for noise emissions, a noise impact assessment relative to appropriate criteria, and recommendations for measures to minimise the potential for disturbance to surrounding residents. Its findings and recommendations are outlined in **Sections 6.6.1** (operational) and **6.6.2** (construction) below.

Figures 56 and **57** identifies/ describes the location of acoustic loggers, which were used at nearby sensitive receivers to determine the acoustic environment.

Figure 56 Location of acoustic loggers used to determine existing acoustic environment (JHA)

ID	Sensitive Receiver	Receiver Type	Distance (m)
1	Port City Bowling Club	Active Recreational	6
2	Oxley Oval	Active Recreational	50
3	28 Burrawan Street	Medium Residential (R3)	140
4	29 Owen Street	General Residential (R1)	30
5	1 Gordon Street	Medium Residential (R3)	30

Figure 57 Description of location of acoustic loggers (Source: JHA)

6.6.1 Operational Noise Emissions Assessment

Noise modelling of the school's future operation has been based on worst-case operational scenarios to the nearest residential receivers.

External Mechanical Plant

Noise from proposed development mechanical plant rooms should be controlled to ensure external noise emissions are not intrusive and do not impact on the amenity of the noise sensitive receivers.

At this stage, mechanical plant selections have not been made; therefore, it is not possible to undertake a detailed assessment of the mechanical plant noise emissions. Acoustic assessment of all mechanical plant shall continue during the detailed design phase of the

project in order to confirm any noise control measures to achieve the relevant noise criteria at the nearest noise sensitive receivers.

Public Address and School Bell Systems

No change to the school bell system is proposed.

PCYC

The PCYC facilities will be used by students during school hours for activities such as indoor sport and fitness. They will also be used by community groups during school hours and outside of school hours. Operating hours of the PCYC premises are from 6am to 10pm, 7 days per week.

It shall be noted that noise leakage via natural ventilation openings will be critical. Therefore, the sound insulation rating for natural ventilation openings is required to match that for the façade / roof. Attenuated air intakes (at low level in the façade) and outlets (at roof level) are required to achieve this sound insulation rating.

Noise break-out from indoor sport games with spectators in the Multipurpose Sporting Courts is assessed at the nearest residential receiver. At this stage, the PCYC building western façade comprises a combination of masonry and glazing, with glazing being the weakest component. The roof is metal roof sheeting.

Calculation	*Sound Pressure Level*
Reverberant Internal Noise Level of indoor sport games $L_{Aeq,15min}$, dB(A)	84
Building fabric sound reduction, dB	-30
Distance attenuation, dB	-31
Predicted noise level at nearest receiver, $L_{Aeq,15min}$ dB(A)	23
Noise Level Criteria (Evening-time), $L_{Aeq,15min}$ dB(A)	44 / Yes

Figure 58 Predicted noise levels from Multipurpose Sports Courts during indoor games with spectators

Operational noise from the Multipurpose Sporting Courts is expected to meet the required criteria during the evening time (6pm – 10pm) at residential receivers if windows and doors are closed.

Traffic

Traffic generated as a result of the proposed school development is not expected to exceed the criteria of 2.0dB increase based as per the NSW RNP.

6.6.2 Construction Noise and Vibration Planning

A preliminary construction noise assessment has been carried out. Based on the results of the preliminary assessment, the noise associated with the normal construction works is expected to exceed the noise limits for standard hours in accordance with the ICNG Guideline.

In order to minimise any potential construction noise and vibration impacts on the nearest residential receivers, recommendations have been provided based on the relevant guidelines. If, during any construction work, equipment exceeds the established noise and / or vibration level criteria at any sensitive receiver, the additional noise and vibration control measures will be enacted to minimise the noise and vibration impacts. These matters would be clearly set out in the any Construction Environmental Management Plan that must be prepared by the contractor as part of any approval.

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6.6.3 Aircraft Noise

The Port Macquarie Airport Master Plan 2010 Addendum sets out assessment material for the Port Macquarie Airport, including **Figure 59** which identifies the ANEF contours of the airport and **Figure 60** which identifies the proximity of the airport to site.

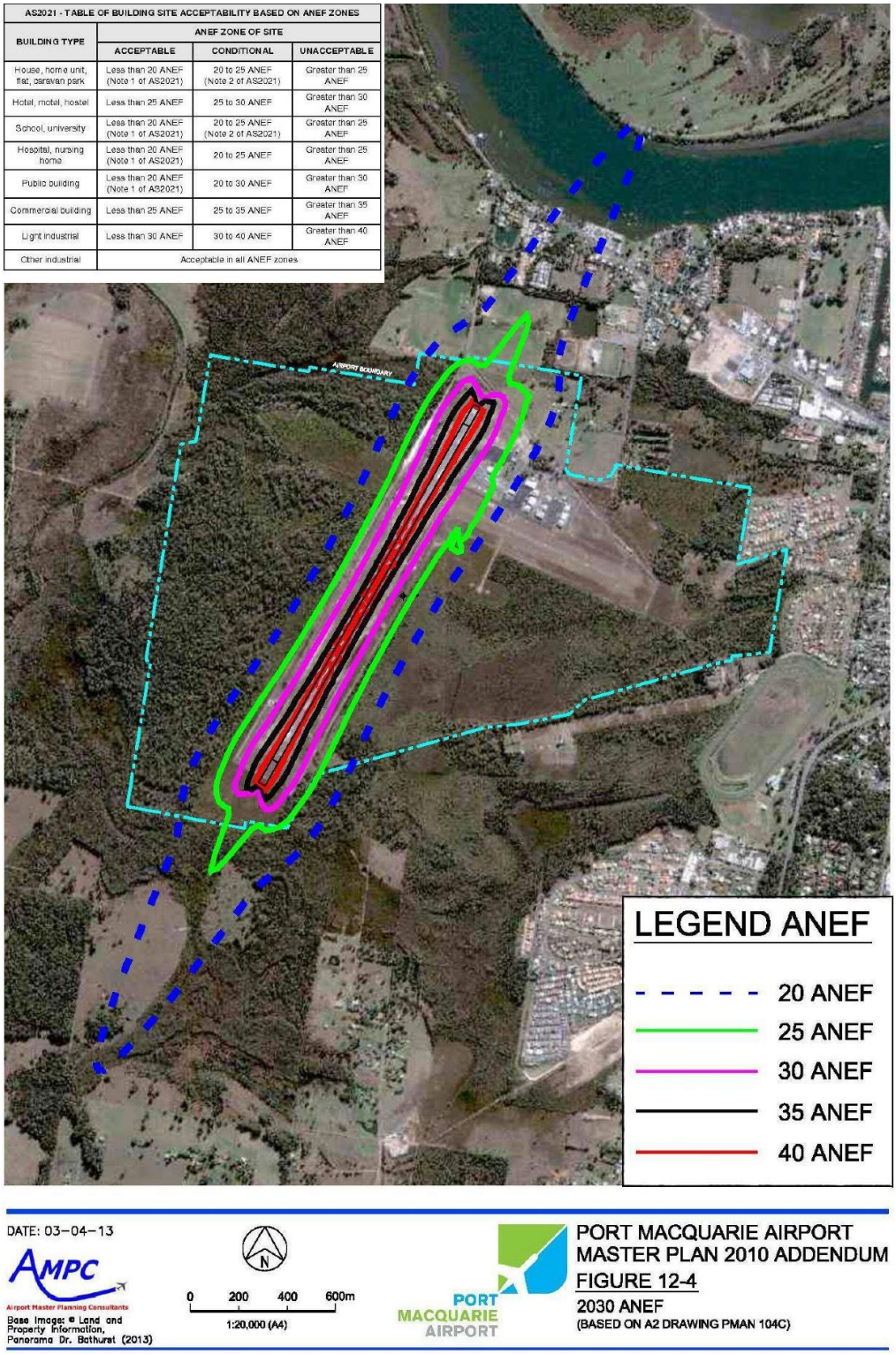


Figure 59 Port Macquarie Airport ANEF contours

6 Environmental Assessment

Figure 60 Location of site to airport

JHA confirms in the Noise and Vibration Impact Assessment (**Appendix 20**) that the proposed development is located outside the Australian Noise Exposure Forecast (ANEF) contours and that no aircraft noise assessment is required.

The proposed development has considered the potential impacts of the works on Aviation and Airspace protection, noting that under the Master Plan Addendum, the Object Limitation Surface (OLS) applicable to the Port Macquarie campus is between RL 110 and RL 120. In addition to the OLS, it is noted that Port Macquarie Hastings Local Environmental Plan 2011 sets out maximum building height controls for the site at part 26.5m (under which the new buildings are proposed) and part 19m.

As the proposed new buildings will have a maximum building height of 13.88m, the works are consistent with both the OLS and the maximum building height controls for the site, which would reflect coordination of Aviation and Airspace protection together with planning controls for built form within the region.

In addition to the above, the following consultation is noted to have been carried out to date with no issues raised:

- The Civil Aviation Safety Authority (CASA) was consulted to provide comment on the SEARs for this project. CASA reviewed the information and outlined that "*according to the Architectural Plans, the buildings will not be significantly tall and therefore the proposal will not affect aviation operations at Port Macquarie Airport*";
- Air Services Australia (ASA) was consulted to provide comment on the SEARs for this project. ASA outlined that "*given the close proximity of this development to Port Macquarie Airport, this development should be evaluated by Port Macquarie Airport operator in the first instance. Port Macquarie Airport operator will determine if this development needs to be referred to Airservices for assessment"*. It is noted that Port Macquarie-Hastings Council (being the Port Macquarie Airport operator) also provided a response to the request for SEARs and outlined that "*there is nothing further from a Council perspective that needs to be included*". Further consultation with Council has not raised any additional requirements, therefore it is anticipated that the development does not require further assessment by ASA.

The project team has commenced further consultation with Port Macquarie-Hastings Council (as Airport Authority) in regard to flight paths that might be impacted by the proposed

development. Once this consultation is complete, should any further assessment material be required it will be forwarded to DPIE to include with the assessment of this application.

6.6.4 Solar Access/ Overshadowing

The proposed new buildings do not impact on neighbouring or adjacent developments. Shadow analysis has been provided in the architectural plans (**Appendix 2**). The PCYC, MPC, CAPA and sports oval all receive a minimum of 3hrs hours of sunlight before noon on June 21st as indicated at **Figure 61.**

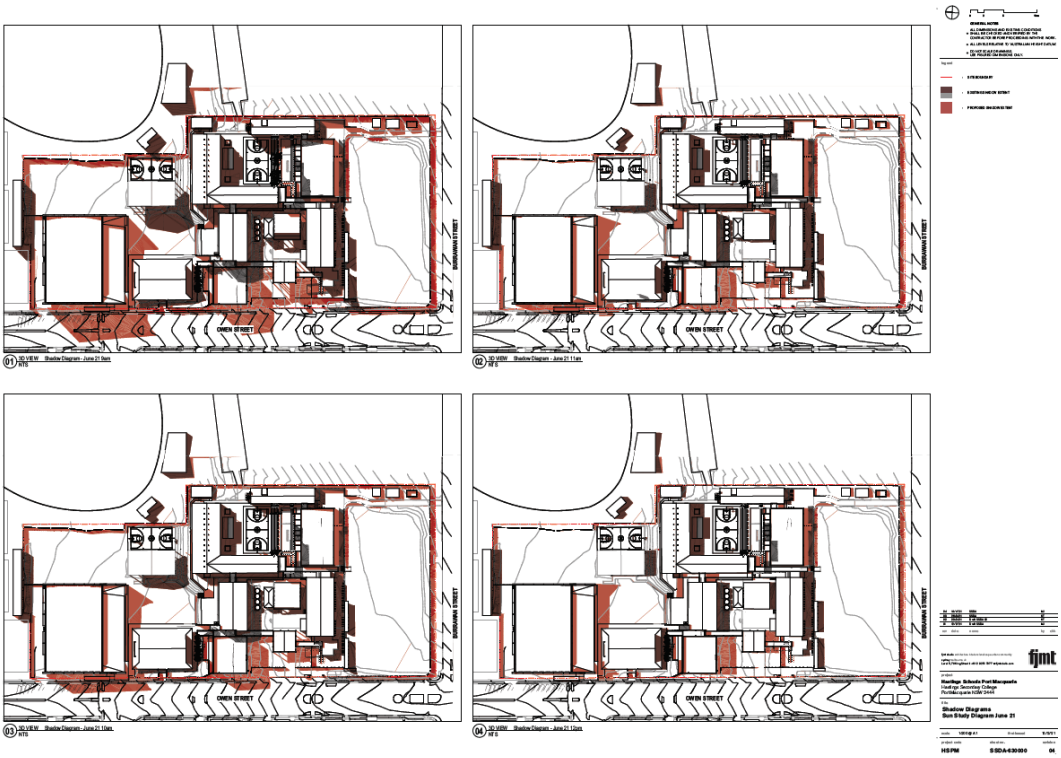


Figure 61 Solar access diagrams

6.6.5 Lighting

The Architectural Design Statement (**Appendix 7**) details a lighting strategy which consists of up lights and bollard lighting to build upon the existing lighting strategy and safe egress routes from each building.

6.7 Ecologically Sustainable Development

Compliance with the Educational Facilities Standards and Guidelines and the National Construction Code is demonstrated in an Ecologically Sustainable Development (ESD) Assessment for the project prepared by JHA (**Appendix 23**).

The principles of ESD (as set out under Clause 7(4) of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*) are addressed below:

- ***The Precautionary Principle***: The proposal demonstrates a considered design response that avoids irreversible damage to the environment and creates spaces with an ability to adapt to a changing environment.
- ***Inter-Generational Equity***: The works demonstrate a strong commitment to the preservation of environmental health, diversity and productivity.
- ***Conservation of Biological Diversity and Ecological Integrity***: The project supports local biological diversity and integrity by the planting of native (and other) vegetation,

reducing stormwater runoff and an integrated landscape as detailed in **Sections 6.4, 6.5** and **6.9**.

- ***Improved Valuation, Pricing and Incentive Mechanisms***: The project has weighed up economic cost benefits with a short term and long-term view to deliver the best environmental and use benefits on budget.

Energy efficiency has been considered throughout the project including incorporating high performance glazing and shading strategies, together with energy efficient appliances, water efficient fixtures and water conservation.

The Sustainability Assessment recommends:

- Light coloured roof material;
- High performance glazing systems;
- Shaded balcony to north of CAPA building;
- South facing glazing to increase natural daylight;
- Ceiling fans and openable windows;
- No gas or electric panel heaters – air conditioners will be heated with reverse cycle air condition;
- Use of illuminated LED fittings; and
- Use of Photovoltaics.

Other considerations of the project include ecology, waste management and design, layout and orientation as detailed in the EIS. Full details of sustainability recommendations are provided at **Appendix 23**.

6.8 Construction Impacts

The following details the construction impacts and how these will be mitigated (where appropriate):

- Timing for each works package will be as follows:
    - Stage 1 – Site establishment and demolition – 1 month
    - Stage 2 - Overall 13 months, broken down into:
        - Building B – 2 months
        - Building L – 12 months
        - CAPA – 12 months
        - PCYC – 13 months
- During Stage 1, all vehicle movements are to be in a forward direction only, with spoil to be loaded within the site boundary under supervision of an authorised traffic controller.
- Supervision by an authorised traffic controller for deliveries.
- No on-site parking available to contractors.
- The school will remain operational during all construction works.
- There will be physical separation between operational parts of the sites and the construction works at all times; and
- Construction impacts will be minimised by implementing acoustic recommendations and by managing construction operations around school needs.

6 Environmental Assessment

A Preliminary Construction Management Plan is included within the Traffic Assessment prepared by Ason Group and is provided as **Appendix 17** which confirms the works will comply with all legislated safety and environmental requirements.

6.9 Other Environmental Issues

An assessment of other environmental issues associated with the proposed development is provided in **Table 12**.

Table 12 Assessment of Other Environmental Issues

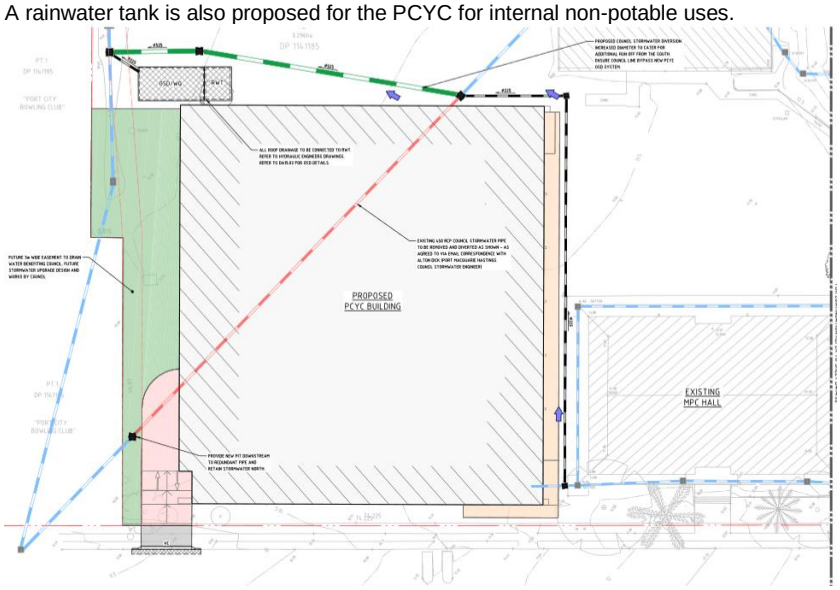
Issue	Assessment Findings
Stormwater Drainage	Stormwater works are proposed to accommodate the new built form and landscaping works having regard to stormwater runoff volumes and detention (stormwater quantity), stormwater quality treatment measures (stormwater quality) and erosion and sedimentation control (**Appendix 14**). A new stormwater system is proposed for the PCYC, CAPA and external works. Stormwater runoff will be conveyed via a proposed below-ground pit and pipe system, with each system then directed to an OSD tank before connecting to Council's system. The minimum pipe diameter fort he proposed drainage system is 225mm. Overland flow routes are provided away from existing and proposed buildings. A re-direction of the existing stormwater pipe in the proposed location of the PCYC will be required, this will require a 3m easement to placed over the new location of the stormwater pipe. A rainwater tank is also proposed for the PCYC for internal non-potable uses.  *Figure 62 Extract of Stormwater Management (Sheet 1) from Civil Plans*

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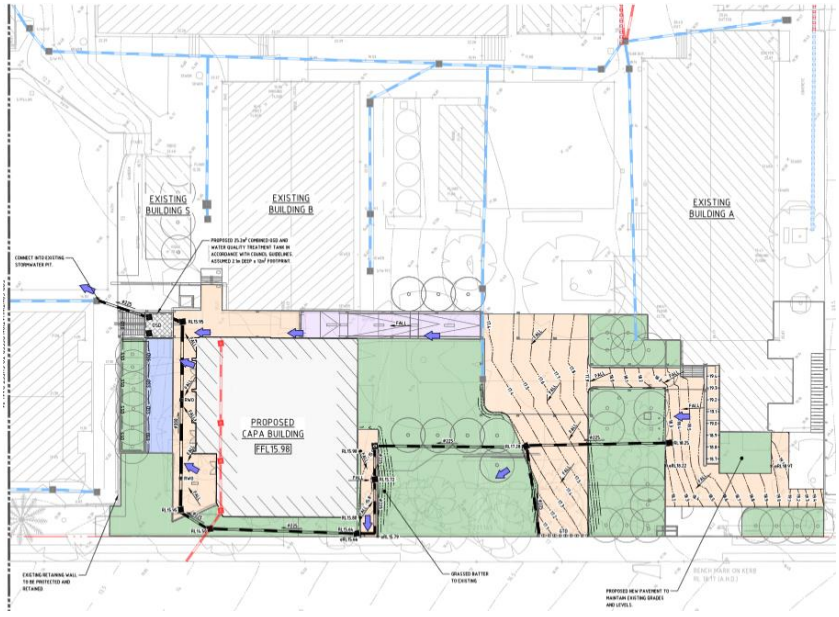
Table 12 Assessment of Other Environmental Issues	
Issue	**Assessment Findings**
	 *Figure 63 Extract of Stormwater Management (sheet 2) from Civil Plans* The proposed works will result in an increased pervious area from existing conditions to the catchment area for the CAPA, and as such an OSD is required.
Bushfire	A bushfire statement was prepared by Peterson Bushfire which confirms the site is not identified as bushfire prone land, however recommendations are made regarding landscaping, fire hydrants and gas services (**Appendix 31**).
Flooding	A flood letter has been prepared by Northrop which confirms the site is not flood affected (**Appendix 32**).
Soil Erosion and Sediment Control	Civil Engineering Plans include an Erosion and Sediment Control Plan (**Appendix 14**) which details the management strategies to be implemented during construction to minimise the impacts of sedimentation and erosion across the site. The proposed strategies satisfy the Landcom design guide "Managing Urban Stormwater – Soils and Construction" (the Blue Book).
Social Impacts	A Social Impact Assessment has been provided at **Appendix 27**. The proposed development will improve the social wellbeing of the Port Macquarie community and surrounds through the provision of purpose-designed, high-quality new and refurbished educational facilities and shared use facilities which are designed to achieve best practice outcomes pursuant to the BCA and other relevant standards and guidelines. The new buildings have been designed and located to minimise amenity impacts to neighbouring properties and to be sympathetic to the existing streetscape. The works proposed will be subject to the recommendations of specialist reports to ensure appropriate traffic and acoustic outcomes are achieved. The proposed works have been designed to, and will be carried out in, the interests of the public and will provide safe and efficient access for children, teachers, visitors and service personnel. Accordingly, the proposal will have substantial positive social impacts through the provision of new educational establishment social infrastructure. The PCYC, CAPA and MPC will also be used by the community.
Accessibility	Section 4 of the BCA report prepared by Phillip Chun (**Appendix 21)** confirms that the proposed development is capable of compliance with the intent of the Disability Discrimination Act (DDA) 1992, Disability (Access to Premises – Buildings) Standard 2010, the Building Code of Australia and relevant Australian Standards. Therefore, accessibility to and within the site is considered to be acceptable at this planning stage of documentation.

6 Environmental Assessment

Table 12 Assessment of Other Environmental Issues	
Issue	**Assessment Findings**
Contamination	Report on Geotechnical Investigations includes the results of a Preliminary Site Investigation (PSI) carried out by Douglas Partners (**Appendix 11**) in accordance with SEPP 55 and NSW Environmental Protection Agency (EPA) endorsed criteria[4] (include footnote). No Remediation Action plan was recommended as part of the investigation. The assessment concludes that the site is suitable for the proposed development.
Hazardous Building Material	A Hazardous Building Material Survey was undertaken by Douglas Partners (**Appendix 35**). Hazardous building materials were detected on site and should be removed by a qualified person, prior to any significant disturbance including from maintenance, refurbishment, or demolition. It is recommended a Materials Management Plan and Asbestos Management Plan be prepared.
Crime Prevention Through Environmental Design	A detailed CPTED Assessment has been carried out at **Appendix 4**, which outlines that the proposed development has been designed having regard to the CPTED principles. • Territorial re-enforcement – fencing, landscaping, proposed and existing built form and existing signage establish a 'civic' domain, encouraging communal responsibility for the public areas and clearly communicating to people where they should and should not be. • Surveillance – the proposal promotes strong natural surveillance of both the public domain and interior of the site through placement of administration facilities and proposed buildings. The site will include lighting to deter criminal activity. • Access control – the proposed development will utilise physical barriers, including fencing, gates, built form and landscaping to provide access control. Symbolic barriers will be utilised including signage, landscaping, waste servicing areas and natural direction of pedestrian traffic to the administration office. • Space/Activity Management – The site achieves natural community control by orienting new buildings to the street frontage and through existing mature vegetation located along the Owen Street Boundary. The design, landscaping and signage will combine to reinforce CPTED principles and represent a positive security outcome for the schools.
Structural Adequacy	Northrop has prepared a Structural Design Certificate (**Appendix 19**) which confirms that the proposed upgrades can comply with relevant provisions of the BCA, and relevant referenced standards.
Waste	A Construction Waste Management Plan (CWMP) (**Appendix 24**) and an Operational Waste Management Plan (OWMP) (**Appendix 25**) have been prepared by Elephants Foot. The Plans identify the likely waste streams to be generated during the construction and operation phases of the development. The Waste Management Plans outline measures to avoid the generation of unnecessary waste, minimise the volume of waste to be collected, and recycle, reuse and recover waste generated by the proposed works.
Wind Impacts	A Wind Impact Assessment (**Appendix 33**) prepared by Windtech have assessed the local wind conditions, surrounding development and works proposed, and recommends: CAPA • Retention of the densely foliating existing landscaping along Owen Street • Inclusion of the proposed 3m height porous screening to the east of the outdoor theatre • Inclusion of the proposed densely foliating trees around the outdoor theatre PCYC • Retention of the densely foliating existing landscaping to the south of the PCYC building
Building Code of Australia	As evidenced by the BCA Compliance Statement & Access Report (**Appendix 21** and **22**), the proposed development can achieve compliance with the Building Code of Australia.
Aircraft Noise	The site is not affected by Aircraft noise as noted in **Section 6.6.3**
Air Quality	Typical mitigation measure provided at **Appendix 29**. The potential risks to receptors from air emissions from the proposed development is considered to be low and can be appropriately managed via typical mitigation measures.

[4] Endorsed criteria and guidelines include Managing Land Contamination (DUAP 1998), Sampling Design Guidelines (EPA, 1995), Consultants Reporting on Contaminated Land (EPA, 2020)

6 Environmental Assessment

6.10 Contributions

The proposed development is for social infrastructure by a Crown developer, and therefore is not subject to the levying of development contributions. Consistent with the advice from DPIE in Circular D6, a DA for a Crown authority for 'educational services' is not subject to the levying of contributions for open space, community facilities, parking, or general local and main road works.

6.11 Suitability of the Site for Development

An assessment of the suitability of the site for the proposed development is carried out in **Table 13**.

Table 13 Assessment of Suitability of the Site for Development

Issue	Assessment Findings
Geotechnical	Douglas Partners has prepared a Report on Geotechnical Investigations (**Appendix 11**) which establishes excavation conditions, footing requirements and ensures appropriate earthworks are undertaken to support the proposed structures. Douglas Partners established the site to be generally underlain by silt, sand and clay topsoil and fill to depths of 0.4m to 2.0m and residual clay profile underlain by possible extremely weathered bedrock at depths ranging from 2.0m to 5.5m. The site is classified as "Class P'. Douglas Partners also recommends 'if new trees are proposed for the site, they should not be planted closer to the building than a distance equal to the mature height of the tree, as advised in AS 2870 (2011)'.
Groundwater	Groundwater was encountered in one Borehole location (Bore 201) at 5.7m depth. The test pit location is at the north western corner of the proposed PCYC.
Acid Sulphate Soils	Douglas Partners report on Geotechnical Investigations notes, "*the site is not within a mapped area of acid sulphate soils"*. The Preliminary Site Investigation does note that Wrights Creek (approx. 300m from the south west corner if site) is mapped as comprising a high probability of occurrence between 1 and 3m below the ground surface.
Salinity	Douglas Partners Report on Geotechnical Investigations states *'Reference to the NSW Central Resource for Sharing and Enabling Environmental Data (SEED) information system eSpade indicates that soils in the surrounding area have shown no salting evident within available soil profiles'*.
Utilities	The Infrastructure Report (**Appendix 15**) has assessed the existing capacity and adequacy of the existing site utilities. As a result of these investigations, it is found that some augmentation and upgrades to some utility services are required.

The above assessment finds that the site is suitable for development, having regard to subsurface conditions, contamination and utility servicing.

6.12 Public Interest

In accordance with Section 4.15(1)(e) of the EP&A Act, the proposed development is in the public interest as it:

- Will meet the current and future education demands for residents of Port Macquarie and the surrounding catchment area;
- Provides additional joint use facility for public and education use;
- Will ensure the established use of the site as an educational establishment is enhanced and safeguarded for the long-term;
- Will provide high quality learning and teaching spaces with flexible layout arrangements and durable finishes ensuring the proposal operates as a long-life, high utility and low maintenance educational establishment;

- Has been designed in accordance with the visions, objectives and expectations of the community, the Department of Education and design experts;
- Incorporates appropriate design and urban design analysis to ensure the best design outcome is achieved for the site, students and surrounds in the interests of all stakeholders;
- Is permissible in the land use zones and is generally consistent with relevant planning controls and legislation;
- Will provide a net increase in the number of trees across the two sites, by 6 additional trees;
- Will minimise the potential for environmental amenity impacts through both the construction and operational phases;
- Achieves appropriate environmental performance outcomes in relation to acoustic amenity, traffic movements, stormwater drainage and waste management;
- Will be provided with adequate connection to necessary infrastructure and servicing to ensure the development operates smoothly at full capacity; and
- Is capable of meeting the deemed to satisfy provisions of the BCA and the spirit and intent of the DDA.

7 Risk Assessment and Mitigation

In accordance with the SEARs, this section identifies the potential environmental impacts associated with the development:

- A description of the existing environment, using sufficient baseline data and methodology to establish baseline conditions.
- An assessment of the potential impacts of all stages of the development on all potentially impacted environments, sensitive receivers, stakeholders and future developments. The assessment must consider any relevant legislation, policies and guidelines.
- Consideration of the cumulative impacts due to other related development proposed or underway on the site, including development progressed under other assessment pathways and all other developments in the vicinity (completed, underway or proposed).
- Identification of all proposed monitoring or required changes to existing monitoring programs.
- Measures to avoid, minimise and if necessary, offset predicted impacts, including detailed contingency plans for managing any significant risks to the environment and triggers for each action.

The following table sets out the anticipated impacts, the level of respective impact in terms of severity (low, medium, high), identifies mitigation measures, and once these measures are applied, identifies residual risks (low, medium, high).

Table 14 Environmental Risk Assessment

Impact Theme	Impact Detail	Level of Impact	Mitigation Measures	Residual Risk
Transport and Assessment				
Construction	It is noted during Stage 1, all vehicle entry and exit movements are to be in a forward direction only, with spoil to be loaded within the site and under the careful supervision of an authorised traffic controller. An authorised traffic controller would also be required for the movements of vehicles that would cross the footpath during deliveries. All workers and subcontractors engaged on-site would be required to complete a site induction. There is a requirement for an authorised traffic controllers to be present throughout the demolition, and construction stages of the project. A Work Zone will be required throughout the duration of the construction stage along the PCYC frontage of the school along Owen Street, between the site boundary and the intersection of Gordon Street and Owen Street. It is currently fronted by 60-degree angled, unrestricted spaces.	Low	No on-site parking for construction contractors . Site induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health and safety (WHS), driver protocols and emergency procedures. Authorised traffic controllers to be present throughout the demolition, and construction stages of the project. Forward in – forward out travel direction for construction vehicles. Supervised traffic control will be required where two-way flow is restricted over any length of the roadway, depending on the number of truck movements required and would be managed outside of peak hour vehicle and pedestrian activity.	Low

7 Risk Assessment and Mitigation

Table 14 Environmental Risk Assessment

Impact Theme	Impact Detail	Level of Impact	Mitigation Measures	Residual Risk
	Additional Work Zone along Owen Street, south of the existing main entry gate may be required.			
Operation	Management of pedestrians and vehicles to avoid congestion or conflict between travel modes.	Low	Forward in, forward out for service vehicles onto Burrawan Street. Compliance with Preliminary School Travel Plan	Low
Noise and Vibration				
Construction	Based on the results of the preliminary assessment, the noise associated with the normal construction works is expected to exceed the noise limits for highly noise affected receivers within standard hours. For any vibration intensive plant expected to be within close proximity of the minimum distances described in the Noise & Vibration Impact Assessment, the contractor must engage a qualified engineer to carry out a vibration survey in order to assess any potential risks. The vibration survey and assessment will determine whether the vibration levels might exceed the relevant criteria then vibration mitigation and management measures will need to be put in place to ensure vibration impacts are minimized as far as practicable.	Low	A Detailed Construction Noise and Vibration Management Plan (CNVMP) will be prepared for construction.	Low
Operation	Noise emissions associated with operation of the school includes mechanical plant, multi-purpose hall, PCYC, CAPA, outdoor playground, and traffic noise generated by the proposed development.	Low	Acoustic assessment of all mechanical plant shall continue during the detailed design phase of the project in order to confirm any noise control measures to achieve the relevant noise criteria at the nearest noise sensitive receivers. The operational noise impacts of the multi-purpose hall, PCYC, CAPA, outdoor playground and traffic noise generated by the proposed development, have been evaluated and no amelioration is required.	Low
Aboriginal Heritage				

7 Risk Assessment and Mitigation

Table 14 Environmental Risk Assessment

Impact Theme	Impact Detail	Level of Impact	Mitigation Measures	Residual Risk
Construction	The ACHA identified that given the very high level of disturbance that is evident across the study area it is therefore considered that the impact associated with the proposed development will consist of a very low risk of impacting Aboriginal archaeological material.	Low	The ACHA provides mitigation measures for the unlikely event that Aboriginal artefacts were to be found. Site contractors will be briefed on the protection of Aboriginal heritage objects and an induction on identification of artefacts will take place once approval is sought and construction begins.	Low
Operation	N/A to archaeological objects on site given very low potential they will be present.	N/A	N/A	N/A
Air Quality				
Construction	13 Month Construction period. The Air Quality Assessment identifies potential air and dust emissions that may occur throughout the construction phase.	Low	Preparation of a Construction Environment Management Plan. If construction duration exceeds 13 months a new Air Quality Report should be prepared.	Low
Operation	N/A	N/A	N/A	N/A
Wind				
Construction	The prevailing north-easterly winds to flow through the existing sports court and TAS Forecourt and funnel between the TAS building and Building L, affecting the New Covered Walkway, and potentially sidestream along the northern façade of the TAS Building and Building A. Prevailing north-easterly and southerly winds are expected to be the primary influences on the wind environment for the CAPA Building. Southerly winds can be expected to adversely impact the New Covered Western Walkway, and potentially funnel between the CAPA building and Building B. Furthermore, with the addition of the CAPA Building, prevailing southerly winds are expected to sidestream along its western aspect, impacting the pedestrian footpath along Owen Street. North-easterly winds are expected to directly impact the outdoor terrace and accompanying covered walkway to the north of the CAPA building. Funnelling	Low	The inclusion of the new landscaping in the form of densely foliating evergreen trees and other vegetation along the TAS Forecourt is expected to assist in mitigating the effects of the north-easterly winds. The retained existing vegetation and proposed planting around the CAPA Building is expected assist in mitigating the impact of the southerly wind in this area. The addition of the proposed 3m height porous screening to the east of the outdoor terrace is expected to mitigate the effect of the north-easterly wind on the area.	Low

7 Risk Assessment and Mitigation

Table 14 Environmental Risk Assessment

Impact Theme	Impact Detail	Level of Impact	Mitigation Measures	Residual Risk
	between the CAPA Building and MPC Hall is also a possibility from the north-easterly wind. The PCYC building and surrounds are exposed to the prevailing north-easterly and southerly winds. Southerly winds are expected to sidestream along the western façade of the PCYC building, directly impacting the wind environment of the pedestrian footpath on Owen Street.		Retention of the existing densely foliating landscaping along Owen street to the south of the PCYC building adjacent to MPC Hall and the proposed CAPA building is expected to slow down winds flowing along Owen Street and assist mitigate the adverse wind conditions along the pedestrian footpath on Owen Street.	
Operation	N/A	N/A	Plant/ retain and ensure longevity of vegetation as mentioned above	Low
Visual Impacts				
Construction	N/A	Low	No mitigation measures proposed as they have been designed in response to the proposal.	Low
Operation	N/A	N/A	N/A	N/A

8 Evaluation and Conclusion

The proposed upgrades to Hastings Secondary College have been assessed in accordance with the SEARs issued by DPIE and consultation carried out with the public and relevant public agencies.

The proposal is consistent with the objects of the EP&A Act, including ecologically sustainable development, and is consistent with the State's strategic planning objectives for the site as set out in the North Coast Regional Plan as it will continue to meet the educational needs of the community.

The proposed works have been assessed on balance as providing significant public benefit to the immediate local and surrounding district through the upgrade of public education infrastructure.

The project team has carried out consultation with a wide range of stakeholders, including State government departments, local government, community, and experts in the design of schools. The advice received throughout the consultation process has informed the consideration of built form impacts and traffic management and has been incorporated into the current proposal where possible, reflecting a commitment to provide a quality and objective-driven outcome.

The public interest is served by the proposed development through the provision of:

- Increased supply of learning spaces and supported learning spaces within refurbished and new facilities;
- Works with a significant capital investment value that will provide both new facilities and improved educational infrastructure to support the local community;
- Construction of a joint use PCYC facility for both the college and community use; and
- Creating 42 new construction jobs and 10 consultant jobs.

Environmental impacts of the proposal have been assessed and are capable of mitigation to achieve acceptable levels of impact subject to a number of measures being adopted, as set out in the assessment material supporting this EIS. Mitigation measures proposed under this project are summarised at **Appendix 3**.

Accordingly, it is recommended that the Minister for Planning and Public Spaces approves the proposed SSDA.