



PEDESTRIAN WIND ENVIRONMENT STATEMENT

HUNTER INDOOR SPORTS CENTRE (HISC)

WI180-02F02(REV3)- WS REPORT

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Prepared for:

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DOCUMENT CONTROL

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EXECUTIVE SUMMARY

This report presents an opinion on the likely impact of Stages 1 and 2 of the Hunter Indoor Sports Centre, located in New Lambton, on the local wind environment at the critical outdoor areas within and around the subject site. The effect of wind activity has been examined for the three predominant wind directions for the region, namely the west-north-westerly, north-easterly and southerly winds. The analysis of the wind effects relating to the proposed development have been carried out in the context of the local wind climate, building morphology and land topography.

The conclusions of this report are drawn from our extensive experience in this field and are based on an examination of the latest architectural drawings. No wind tunnel testing has been undertaken for the subject development, and hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection of the architectural drawings provided (received 20 May 2024). Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

The results of this assessment indicate that the development has incorporated several design features and wind mitigation strategies and is expected to be suitable for the intended use for the majority of the outdoor trafficable areas. However, there are some areas that are likely to be exposed to stronger winds. It is expected that the wind effects identified in the report can be ameliorated with the consideration of the following treatment strategies into the design of the development:

- Ground level trafficable areas:
 - o Retention of the proposed impermeable awning along the south-east aspects of the development.
 - o Retention of the existing densely foliating evergreen trees near the eastern and western aspects of the development.
 - o Retention of the proposed densely foliating evergreen trees within the development.

For the duration of the period in which only Stage 1 is built, no additional adverse effects are expected to occur on the ground level trafficable areas, and wind effects are expected to be similar to the existing conditions. The inclusion of recommended treatments pertaining to Stage 1 alone will be sufficient to ensure suitable comfort levels.

With the inclusion of the abovementioned recommendations in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the site during development of both stages will be suitable for their intended uses, and that the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety. Nonetheless, wind tunnel testing is recommended to be undertaken at a more detailed design to quantitatively assess the wind conditions and to optimise the size and extent of the treatments required.

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INTRODUCTION

This desktop pedestrian wind environment report supports the Response to Submissions (RTS) and Amendment Report for State Significant Development Application (SSD- 65595459) for the proposed Hunter Indoor Sport Centre (HISC) at 2 Monash Road and 24 Wallarah Road, New Lambton. SSD-65595459 sought development consent for an indoor stadium, amenities and associated civil and landscaping works.

The Amendment Report seeks changes to the original development proposal SSD-65595459.

The key project amendments include moving the building footprint and carpark west, adding turfed open space near Turton Road, and shifting the access driveway south. The realigned pedestrian promenade within the carpark includes a bridge over the open space.

The height at the south-eastern corner of the building will be increased to provide flexibility to use the upper level of the building for gymnastics and other activities, there are also minor internal reconfigurations to fit the revised footprint.

Within the public domain works include widening the Turton Road footpath, adding pedestrian safety fencing, and retaining the existing cycle/pathway on the south eastern corner of the site. The landscaping and public domain changes mean that four trees on the Turton Road frontage (previously proposed to be removed) can now be retained.

On the southern edge of the site, landscaping elements have been removed. Space is provided for the future expansion of pedestrian / cycleway route along this corridor (works to be delivered by others).

The active recreation area, including a half basketball court, has been deleted from the proposal.

Development consent is sought for the entire proposal, with the flexibility to deliver the project in two construction and operational stages."

An opinion on the likely impact of the proposed design on the local wind environment affecting pedestrians within the critical outdoor areas within and around the subject development is presented in this report. The analysis of wind effects relating to the proposed development has been carried out in the context of the predominant wind directions for the region, building morphology of the development and nearby buildings, and local land topography. The conclusions of this report are drawn from our extensive experience in the field of wind engineering and studies of wind environment effects.

No wind tunnel testing has been undertaken for this assessment. Hence this report addresses only the general wind effects and any localised effects that are identifiable by visual inspection, and any recommendations in this report are made only in-principle.

DESCRIPTION OF DEVELOPMENT AND SURROUNDINGS

The site is located at 2 Monash Road and 24 Wallarah Road, New Lambton, and is bounded Turton Road to the east, Monash Road to the south, Arthur Edden Oval to the west and Lambton High School to the north. The buildings surrounding the subject development are predominately low-rise residential buildings to the south and north and ovals and stadiums to the west and east of the Hunter Indoor Sports Centre.

The proposed development is to be constructed in two stages. Stage 1 consists of the proposed indoor sports centre at the north-west corner of the site. Stage 2 is a future construction to be built on the open spaces to the east and south of Stage 1, in addition to a car park to the north-east.

A survey of the land topography indicates a gradual slope towards the north-east, however, there are no major elevation changes in the area immediately surrounding the site.

An aerial image of the subject site and the local surroundings is shown in Figure 1, with the frequency and magnitude of the prevailing winds is superimposed for each wind direction.

The existing site consists of open land and the proposed development is 2 storeys high.

The critical outdoor trafficable areas associated with the proposed development, which are the focus of this assessment with regards to wind effects, are listed as follows:

- Ground Level areas.



Figure 1: Aerial Image of the Site Location and Prevailing Wind Directions

3 REGIONAL WIND

The Newcastle region is governed by three principal wind directions that can potentially affect the subject development. These winds prevail from the west-north-westerly, north-easterly, and southerly. These wind directions were determined from an analysis undertaken by Windtech Consultants of recorded directional wind speeds obtained from the meteorological station located at Williamtown Airport recorded from 1958 to 2013. The data has been corrected to represent winds over standard open terrain at a height of 10m above ground level. The results of this analysis are presented in Figure 2 in the form of a directional plot of the annual and 5% exceedance mean winds for the region. The frequency of occurrence of these winds is also shown in Figure 2

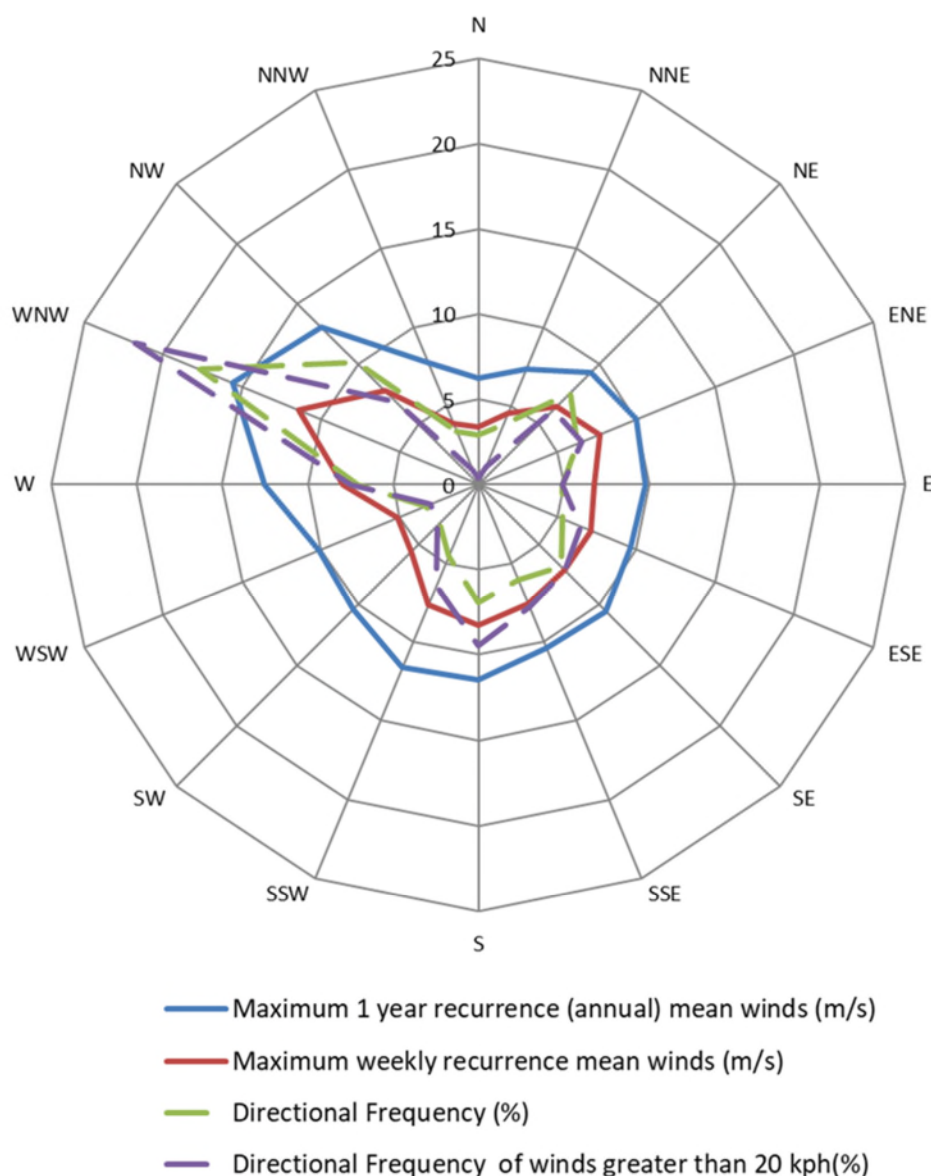


Figure 2: Directional Annual and 5% Exceedance Hourly Mean Wind Speeds (referenced to 10m height in standard open terrain), and Frequencies of Occurrence, for the Newcastle Region

WIND EFFECTS ON PEOPLE

The acceptability of wind in any area is dependent upon its use. For example, people walking, or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant. Various other researchers, such as A.G. Davenport, T.V. Lawson, W.H. Melbourne, and A.D. Penwarden, have published criteria for pedestrian comfort for pedestrians in outdoor spaces for various types of activities. Some Councils and Local Government Authorities have adopted elements of some of these into their planning control requirements.

For example, A.D. Penwarden (1973) developed a modified version of the Beaufort scale which describes the effects of various wind intensities on people. Table 1 presents the modified Beaufort scale. Note that the effects listed in this table refers to wind conditions occurring frequently over the averaging time (a probability of occurrence exceeding 5%). Higher ranges of wind speeds can be tolerated for rarer events.

Table 1: Summary of Wind Effects on People (A.D. Penwarden, 1973)

Type of Winds	Beaufort Number	Mean Wind Speed (m/s)	Effects
Calm	0	Less than 0.3	Negligible.
Calm, light air	1	0.3 – 1.6	No noticeable wind.
Light breeze	2	1.6 – 3.4	Wind felt on face.
Gentle breeze	3	3.4 – 5.5	Hair is disturbed, clothing flaps, newspapers difficult to read.
Moderate breeze	4	5.5 – 8.0	Raises dust, dry soil and loose paper, hair disarranged.
Fresh breeze	5	8.0 – 10.8	Force of wind felt on body, danger of stumbling
Strong breeze	6	10.8 – 13.9	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, wind noise on ears unpleasant.
Near gale	7	13.9 – 17.2	Inconvenience felt when walking.
Gale	8	17.2 – 20.8	Generally impedes progress, difficulty balancing in gusts.
Strong gale	9	Greater than 20.8	People blown over.

It should be noted that wind speeds affecting this particular development can only be accurately quantified with a wind tunnel study. This assessment addresses only the general wind effects and any localised effects that are identifiable by visual inspection and the acceptability of the conditions for outdoor areas are determined based on their intended use. Any recommendations in this report are made only in-principle and are based on our extensive experience in the study of wind environment effects.

RESULTS AND DISCUSSION

The expected wind conditions affecting the development are discussed in the following sub-sections of this report for the various outdoor areas within and around the subject development. The interaction between the wind and the building morphology in the area is considered and important features taken into account including the distances between the surrounding buildings and the proposed building form, as well as the surrounding landform. Note that only the potentially critical wind effects are discussed in this report. A glossary of the different wind effects described in this report included in Appendix A.

For this assessment, the wind speed criteria for pedestrian comfort that are considered are listed as follows:

- Walking Criterion (8m/s with a 5% probability of exceedance)
for general circulation and pedestrian thoroughfares, e.g. footpaths, private balconies/terraces, through-site links etc.
- Standing (Short Exposure) Criterion (6m/s with a 5% probability of exceedance)
for stationary activities generally less than an hour, e.g. waiting areas, communal terraces, main entries, café seating etc.
- Sitting (Long Exposure) (4m/s with a 5% probability of exceedance)
for stationary activities longer than an hour, e.g. outdoor cinemas, outdoor fine dining etc.

Note that the above wind comfort levels are derived from the Lawson (1975) criteria. Although this assessment is qualitative in nature, the abovementioned criteria for pedestrian comfort are considered when assessing the wind environment impacts. However, all areas are also assessed with consideration to a pedestrian safety criterion of 23m/s for the annual maximum gust.

5.1 Ground Level areas

5.1.1 Complete Development (Stage 1 + Stage 2)

The Ground Level trafficable areas are exposed to the prevailing north-easterly, southerly, and west-north-westerly winds. The prevailing west-north-westerly winds are expected to have minor impact on the trafficable areas to the eastern aspects of the development as the proposed building itself shields the eastern Ground Level areas from these winds. The north-easterly winds are expected to flow along Turton road and the adjoining pedestrian footpath, these winds are expected to impact the Ground Level trafficable areas of the proposed development mainly in the form of direct flow through the car park area. To help mitigate these adverse wind impacts from the prevailing north-easterly winds, it is recommended to retain the proposed densely foliating evergreen trees within the carpark region of the development and to retain the existing densely foliating evergreen trees near Turton Road pedestrian footpath.

The southerly winds are expected to flow along Turton Road and over the low-rise residential buildings across Monash Road. The Existing trees along Monash Road are expected to break down the flow before it streams into the Ground Level areas of the proposed development. Additionally, the southerly winds are expected to impact the Indoor Sports Centre Ground Level trafficable areas in the form of direct flow especially around the forecourt and the outdoor Half Court areas. To mitigate the wind effects from the southerly winds, it is

recommended to retain the proposed densely foliating evergreen trees around the southern aspect of the proposed development and retain the proposed awning along the south-eastern aspects of the development. The Open Space located on the western aspect of the development is also exposed to the prevailing west-north-westerly winds, in the form of direct flow. It is recommended to retain the proposed and the existing densely foliating evergreen trees around the western aspects of the site. The abovementioned treatments are shown in Figure 3 below.

With the above treatments incorporated into the design, it is expected that the wind environment in the trafficable Ground Level areas surrounding the development will meet the required safety and comfort criteria and be suitable for their intended use.

5.1.2 Stage 1 Only

The majority of the outdoor trafficable areas are expected to experience similar wind conditions to the complete development scenario, except for areas along the open spaces in which the future Stage 2 portion of the development will be built. However, for the duration of the period in which only Stage 1 is built no additional adverse effects are expected to occur on the ground level trafficable areas, and wind effects are expected to be similar to the existing conditions. The inclusion of recommended treatments pertaining to Stage 1 alone will be sufficient to ensure suitable comfort levels as depicted in Figure 4.

Treatments Legend

-  Retention of the proposed impermeable awning.
-  Retention of the existing densely foliating evergreen trees.
-  Retention of the proposed densely foliating evergreen trees.



Figure 3: Recommended Treatment for the Ground Level (Stage 1 and 2)

Treatments Legend

-  Retention of the proposed impermeable awning.
-  Retention of the existing densely foliating evergreen trees.
-  Retention of the proposed densely foliating evergreen trees.



Figure 4: Recommended Treatment for the Ground Level (Stage 1 Only)

Davenport, A.G., 1972, "An approach to human comfort criteria for environmental conditions". Colloquium on Building Climatology, Stockholm.

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Penwarden, A.D. (1973). "Acceptable Wind Speeds in Towns", *Building Science*, vol. 8: pp259-267.

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APPENDIX A WIND EFFECTS GLOSSARY

A.1 Downwash and Upwash Effects

The downwash wind effect occurs when wind is deflected down the windward face of a building, causing accelerated winds at pedestrian level. This can lead to other adverse effects as corner acceleration as the wind attempts to flow around the building, as seen in Figure A.1.

This can also lead to recirculating flow in the presence of a shorter upstream building, causing local ground level winds to move back into the prevailing wind.

The upwash effect occurs near upper level edge of a building form as the wind flows over the top of the building. This has the potential to cause acceleration of winds near the leading edge, as well as potentially reattaching onto the roof area. This effect causes wind issues particularly near the leading edges of tall building and on the rooftop areas if there is sufficient depth along the wind direction. Upwash is more apparent in taller towers and podia.

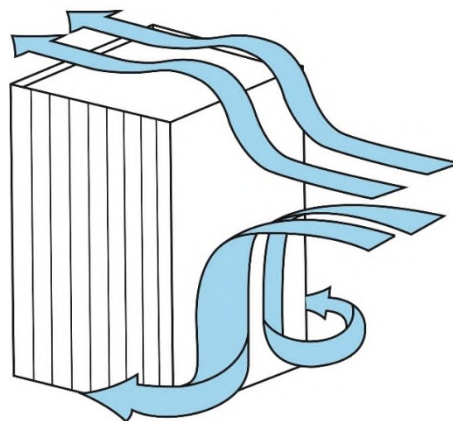


Figure A.1: Downwash Leading to Corner Wind Effect, and Upwash Effects

A.2 Funnelling/Venturi Effect

Funnelling occurs when the wind interacts with two or more buildings which are located adjacent to each other, which results in a bottleneck, as shown in Figure A.2. This causes the wind to be accelerated through the gap between the buildings, resulting in adverse wind conditions and pedestrian discomfort within the constricted space. Funnelling effects are common along pedestrian links and thoroughfares generally located between neighbouring buildings that have moderate gaps between them.

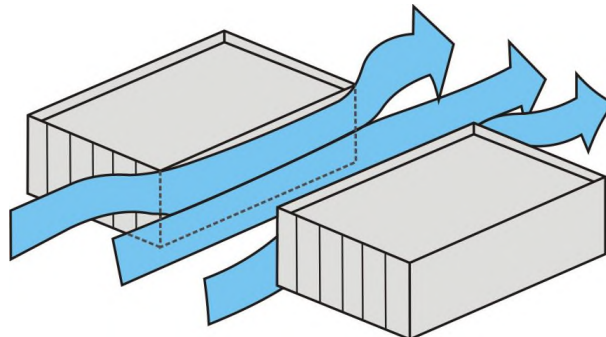


Figure A.2: Funnelling/Venturi Wind Effect

A.3 Gap Effect

The gap effect occurs in small openings in the façade that are open to wind on opposite faces, as seen in Figure A.3. This can involve a combination of funnelling and downwash effects. Presenting a small gap in the façade on the windward aspect as the easiest means through which the wind can flow through can result in wind acceleration through this gap. The pressure difference between the windward façade and the leeward façade also tends to exacerbate the wind flow through this gap.

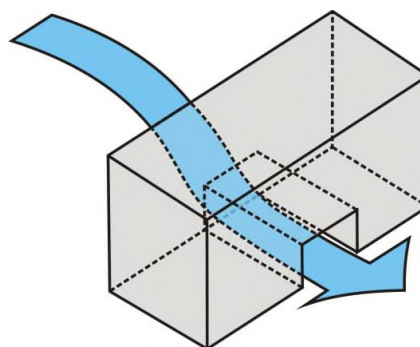


Figure A.3: Gap Wind Effect

A.4 Sidestream and Corner Effects

The sidestream effect is due to a gradual accumulation of wind shearing along the building façade that eventuates in an acceleration corner effect. The flow is parallel to the façade and can be exacerbated by downwash effects as well, or due to corner effect winds reattaching on the façade.

This is shown in Figure A.4. The corner refers to the acceleration of wind at the exterior vertical edge of a building, caused by the interaction of a large building massing with the incident wind, with the flow at the corner being accelerated due to high pressure differentials sets up between the windward façade and the orthogonal aspects. It can be further exacerbated by downwash effects that build up as the flow shears down the façade.

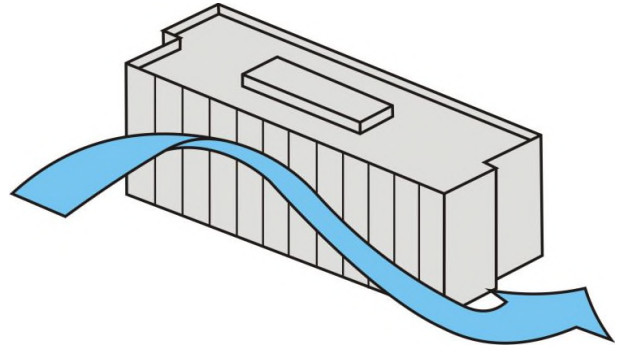


Figure A.4: Sidestream and Corner Wind Effect

A.5 Stagnation

Stagnation in a region refers to an area where the wind velocity is significantly reduced due to the effect of the flow being impeded by the bluff body. For a particular prevailing wind direction, this is typically located near the middle of the windward face of the building form or over a short distance in front of the windward face of a screen or fence. Concave building shapes tend to create an area of stagnation within the cavity, and wind speeds are generally low in these areas.