

Whilst I don't personally fully oppose to the development in its entirety, there are some aspects and items that need to be considered/addressed as per dot points below.

- I object to the PCYC as part of this development. There are many more suitable sites/locations for such a facility to be located within in Port Macquarie. I don't object to the need for one, I object to it being located within a school in this residential area as proposed.
- The proposed PCYC Operating hours – 6am – 10pm - Monday through Sunday. An increase in noise/traffic/parking demands/people/events etc will obviously occur. This is going to have a major impact on the serenity and peacefulness of the current environment offered at Main Sail, which was a major contributing factor to why we purchased in this area. There is no respite on offer for the residents as part of this application, and demand for the use of the PCYC is only going to increase during busy holiday periods. Is this acceptable?
- The unallocated carparking out the front of Main Sail which is used by Main Sail residents and visitors. It should not be used during construction for construction or by construction vehicles.
- There has been no assessment on the visual impacts of the development on the Main Sail Apartment Complex (17-19 Owen St). The Visual Impact Assessment available has focussed the assessment on the La Mar unit block (14 Owen St directly opposite the proposed PCYC location) and Oxley Cove Apartments. Main Sail's current visual amenity and views are going to be significantly to be impacted by the proposed development, in particular the CAPA and PCYC buildings, given that many of the residences balconies look directly over or towards the proposed locations of these buildings and will be impacted both during and post construction. We are aware that a Visual Impact Assessment is currently being undertaken on three (3) of the residences at Main Sail (all of which are located on the top level). Our level is on the second level. The opportunity for assessment of the impacts on our residence was not provided by the Currie & Brown Assistant Project Manager, albeit a request to undertake an assessment was requested within the timeframe provided. The outcomes of this impact assessment and report itself cannot be considered as part of this application given it is had not been completed at the time of this submission preparation. Therefore the visual impact of the development on Main Sail has not been considered at all and cannot be considered. This development is going to significantly affect the views in all directions from Main Sail and the existing serenity that it provides its residents. Why couldn't the CAPA building be located behind the existing mature trees at the front of the school, thereby providing a visual screen? Has this option been considered? These trees also provide habitat and roosting sites for a number of animals and birds (Eg. Corella's, cockatoos and magpies). The proposed façade, if the trees have to go, should incorporate a green theme to thereby minimise the visual impact from a brown brick building.
- A number of additional carparks are being allocated along Gordon St, between Owen and Lord Streets, to cater for the impacts of the development. Has any consideration been given to the implications this may have on the proposed future development on the vacant block of land on the corner of Owen and Gordon Streets? There are insufficient car parking spaces in this general area when an event is on in the existing hall (eg. church on Sunday). So the addition of additional facilities under this development and a natural increase in demand for car parks, especially from the PCYC, is only going to worsen the current situation for residents in this location.
- Assumptions used in the noise assessment on PCYC activities particularly the use of the Multipurpose rooms during a dance/disco event meet the required criteria if windows and doors are closed. What are the expected levels if this assumption is not used? It seems as

though this assumption has been made to suit compliance with relevant noise standards. Given the prevailing wind direction and a number of balconies along 17-19 Owen St, it is highly unlikely that this will occur particularly in summer. Our windows are open each day for the breeze. We support that consideration is given during detailed design as to the building fabric/ventilation openings in order to meet the required noise criteria or is some form of treatment warranted for those potentially affected residences?

- The traffic assessment does not appear to directly address construction related impacts on traffic during the CAPA construction.
- The proposed traffic routes during construction of the PCYC whereby trucks turn right off William St into Owen St, what consideration has been given to the impacts this will have on an already busy intersection and the likely disruptions/effects this may cause along William St?
- The indicative streetscape image from Gordon St (Figure 24 in the EIS) does not provide a true representation of how the development will look once completed at this location, somewhat non representative and misleading (refer Figure 24 from EIS vs Image 1). There is no planting proposed on the vacant block at 13-15 Owen St as part of this development nor is there any currently that exists, but trees are shown which partially blocks/dilutes the expected views from this location towards the development, acknowledging this is an indicative plan. Take these out of this image would provide a more accurate image of the potential development when completed.

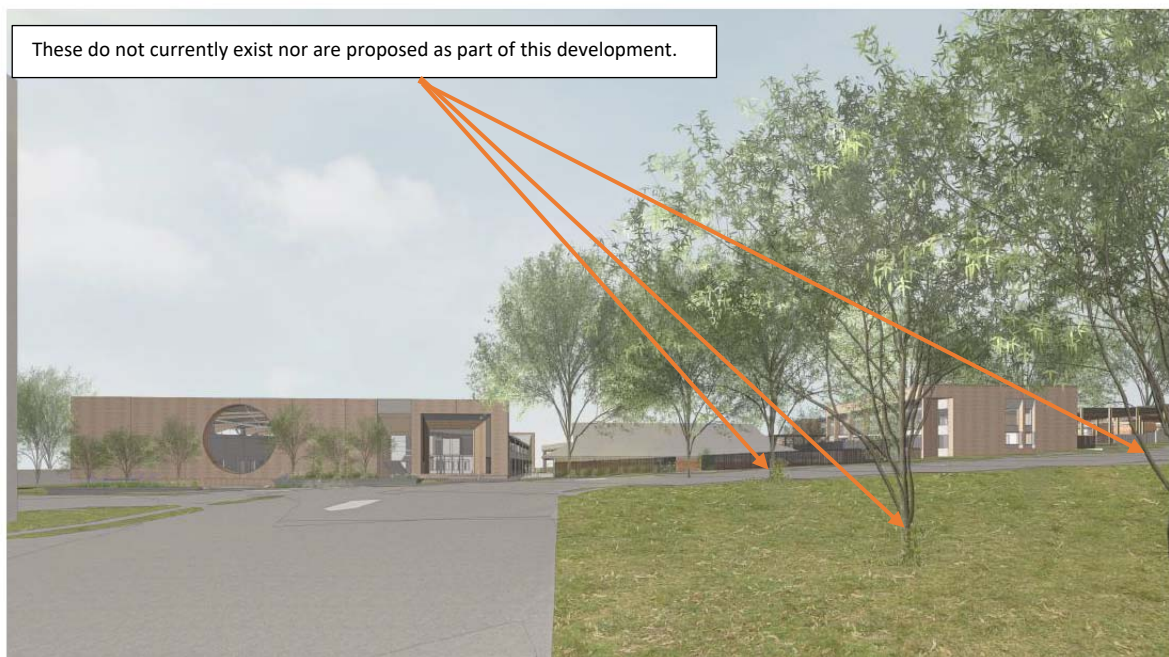


Figure 24 Indicative Owen Street streetscape from Gordon Street (Source: fjmt)



*Image 1: Current view from this approximate position (source Google Streetview).*

- Why can't construction be undertaken between 8-1pm on Saturdays which is a condition imposed on many other developments across the state?
- There is very limited discussion on the Lighting / Security lighting impacts from the proposed development.