Martin Pollock

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Director Social and Infrastructure Assessments
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Department of Planning Industry and Environment

Dear Sir

RE: HASTINGS SECONDARY COLLEGE PORT MACQUARIE CAMPUS UPGRADE
APPLICATION SSD-11920082
16 OWEN STREET PORT MACQUARIE
COUNCIL AREA: PORTMACQUARIE-HASTINGS

I refer to the above State Significant Development Application and attach a submission objecting part of the proposed development. I am the owner of unit 6, 17-19 Owen Street Port Macquarie, which is generally known as the Mainsail building.

As indicated in the submission, I object to the proposed location of the CAPA building and the proposed PCYC building. I respectfully request that the CAPA building be relocated to another part of the Hastings Secondary College complex and that a more suitable location within Port Macquarie be selected for the PCYC facility.

Regards
Martin Pollock

SUBMSISSONS IN RESPECT TO

HASTINGS SECONDARY COLLEGE PORT MACQUARIE CAMPUS UPGRADE
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16 OWEN STREET PORT MACQUARIE
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CAPA BUILDING

I do not have any objection to the concept of a CAPA building within the Hastings Secondary College grounds, however, the proposed location of the CAPA building will have a severe adverse impact on the residents of 17-19 Owen Street (herein referred to as the Mainsail Building) including adverse impacts on privacy, visual outlook, traffic and parking congestion and increased noise. Furthermore, the proposed design, location and construction of the CAPA building will destroy existing flora and the habitat of extensive bird life in the area. Several of the trees marked for removal are very old magnificent pine trees and irreplaceable.

1 CONSULTATION

Appendix 9 of the SSDA Consultancy Report states that the Secretary's Environmental Assessment Requirements include consultancy with various key stakeholders, community groups, and relevant special interest groups, including affected landowners. That Consultancy requires the developer to:

*"Provide an opportunity for face-to-face engagement between the school communities, residents and staff, and members of the project team, and allow for Q&A and concerns to be raised. (*See paragraph 2.3 of the Consultancy report).

It was further stated in the report, that a meeting was held on 1-2 December 2020 where the targeted stakeholder were school communities and residents, and it was resolved to have "in-person sessions (one at each campus)"

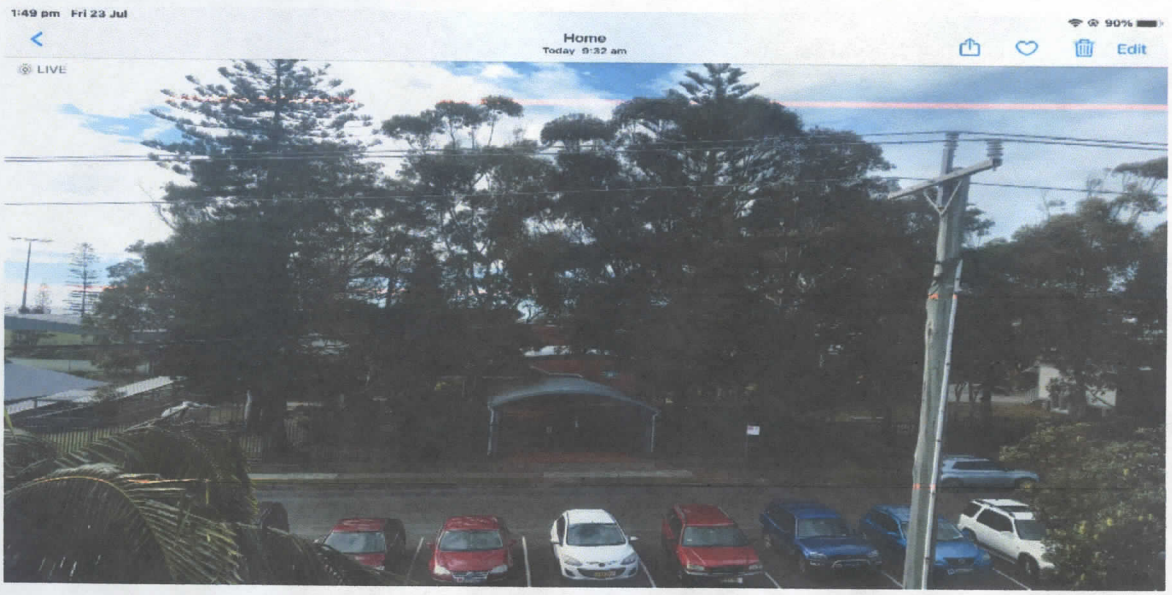
No consultation whatsoever took place with the residents of the Mainsail Building prior to the release of the development application. This is strikingly evident, as none of the reports within the development analyse or discuss how any of the proposed structure impact on the Mainsail building, despite the fact that the developer has been aware that the Mainsail residents were indeed "affected landowners" I refer to Table 7 on page 41 where the reports states:

> *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"*

The lack of consultancy with the Mainsail residents is somewhat unbelievable, given that the proposed CAPA building directly faces Mainsail and will have a significant impact on the outlook from the Mainsail building.

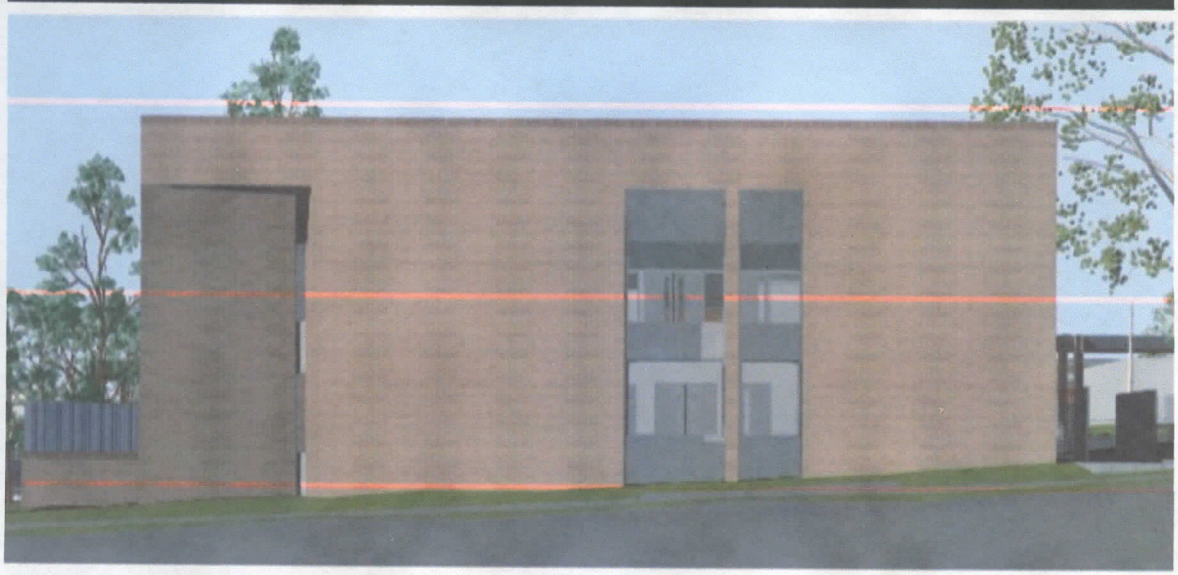
2 VIEW LOSS

To illustrate the severity of the visual impact that the proposed CAPA building will have on the residents of the Mainsail Building, set out below is a photograph of the current outlook from the Mainsail Building:



In stark contrast to this natural outlook, is the developer's outlook, looking at the proposed CAPA building from Owen Street, which is visually unacceptable:

[redacted]



CAPA From Owen St

[redacted]

3 PRIVACY

Another major concern is the failure to take into account the privacy of the Mainsail Building residents who reside, or have tenants living in the apartments facing direct across from the proposed CAPA building. As illustrated from the developer's illustration above, the CAPA structure will have virtually ground to rooftop windows directly looking into the living rooms of those apartments facing Owen Street. The privacy of the Mainsail residents will no longer be secure especially at night, given that the proposed CAPA building is earmarked to be used outside school hours for creative and performance art activity.

4 BULK, SCALE AND DESIGN

Having regards to the current structures within the College, the proposed building will be visually intrusive and not in keeping with the rest of the existing College buildings. Further, the existing structures within the College are set back from the boundary fence thereby allowing for a natural visual barrier between the structures and Owen Street. In the proposed development plans for the CAPA building, there is little or no provision for any natural flora to reduce the visual impact of the building. In contrast, the existing trees have provided the residents of Mainsail with a natural and bush like view for many years.

5 FAUNA

Following on from the above, the developer has indicated that all the trees depicted in the above photograph will be removed. The removal of these trees will severely disrupt, if not destroy forever, the natural habitat of the several hundred of birds such as lorikeets, magpies, cockatoos and galahs, amongst others, that roost/nest in these trees each night. The existence of these birds has for many years contributed to the natural beauty of this part the Town and Oxley beach precincts. If the CAPA building were to proceed in its current proposed location, the preservation of these trees would form a natural accoustic buffer from any sound emanating from the CAPA building. In order to preserve the trees, an amendment to the design of the CAPA building would need to take place to ensure that there is sufficient space between the building and Owen Street to preserve and accommodate the trees.

6 NOISE

Given that the purpose of the proposed building is "creative and artistic art", it is inevitable that the sounds will emanate from the building during performances and students practicing. The maturity and size of the existing trees would assist in mitigating any noise coming from the CAPA building, as they would form an acoustic barrier to any activity occurring in the building, especially at night.

Besides any noise created by those entering and leaving the CAPA building after any performances which occur at night, there is the very real possibility that internal noise from the activities within the CAPA building will also have a negative impact on the residents of the Mainsail buildings. Anyone who lives in the Mainsail building would testify that any

noise in Owen Street carries a long distance up Owen Street, particularly at night. This is, to some extent, due to the fact that the school is closed at night and there is vacant land within the school grounds adjacent to the bowling club.

Noisy chatter and traffic noise by groups of people coming and going from the venue at night will impact Mainsail residents' overall peace and enjoyment. Any late-night noise will have an adverse impact on those living in the Mainsail Building, especially as some residents in Mainsail are shift workers and afterhours activity will affect their rest and relaxation time and may have workplace health and safety ramifications.

7 PARKING

Currently parking currently on Owen Street and in and around Hastings College is inadequate, with local residents often struggling to get a park space outside their own residence, when the College is operating. This situation will be made that much worse when there are performances conducted in the CAPA building especially when family and friends are invited to attend.

The developer states at paragraph 4.7.5 of the Environmental Impact Statement:

> *"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**".*

If both the CAPA building and the PCYC buildings were to proceed, as set out in the developer's plans, the accumulative effect of sound emanating from both buildings at night, with the subsequent movement of up to 200 motor vehicles parking and then leaving at night, would be extremely disruptive to, not only the residents of the Mainsail building, but also to all the residential buildings in Owen Street directly affected by these proposed structures.

8 WIND TUNNEL

I have concerns that the proposed position of the CAPA building will create a wind tunnel with winds being channelled directly at the Mainsail Building.

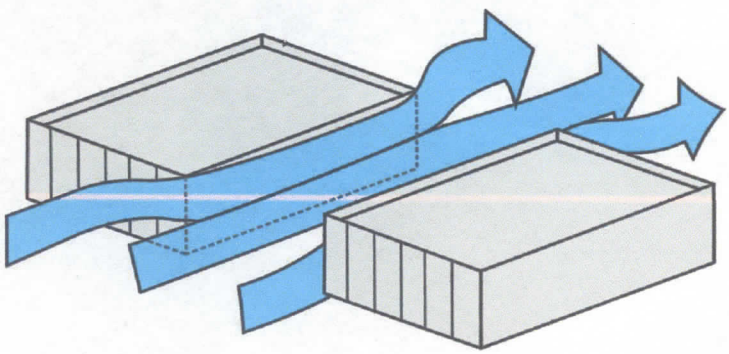
In the Wind Assessment Report, the following is stated:

"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 side stream 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 between the CAPA Building and MPC Hall is also a possibility from the north-easterly wind.** The photograph below illustrates the expected wind directions:

"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 of Appendix A1 of the Wind Assessment Report provides a clear example of the impact of wind funnelling between two buildings.



The Mainsail Building is directly opposite the gaps between the proposed CAPA building and Building B and also directly opposite the gap between the proposed CAPA building and the MPC building. Therefore, funnelling of winds between these buildings from north easterly winds will have nowhere to go except directly on to the Mainsail Building. This will have a major impact on the residents of the Mainsail Building who own apartments with a balcony that face Owen Street.

10 PROPERTY VALUE

I, like most residents, in the Mainsail Building, took into consideration, when purchasing a Mainsail apartment, the ambiance of the area, the street appeal of looking on to a natural tree lined property opposite, and the overall quietness and peacefulness of the area at night. The proposed CAPA and PCYC building (discussed below) would have an adverse impact on those attributes and, ultimately, would adversely impact on the overall property values within the Mainsail Building. I urge serious consideration to the relocation of the CAPA building to the eastern side of the playing/sports field, and that the PCYC facility be relocated to another location in Port Macquarie better suited for its purpose.

PCYC BUILDING

I am aware that the residents of the La Mer building at 11 Owen Street, have lodged a submission objecting to the PCYC building and recommending a number of alternative locations within the Port Macquarie region more suited to the activities of a PCYC facility. I whole-heartedly concur with the objections raised in the submissions lodged on behalf of the La Mer residents, and also agree with the suggested alterative locations for the PCYC in other areas of Port Macquarie.

The use of the PCYC will also have an ongoing impact on La Mer and the surrounding residential buildings as there will inevitably be a constant flow of traffic and noise, in view of the anticipated use and the demographics of people using the PCYC facilities. Those facilities are primarily directed toward the youth, who may not be sensitive to their surroundings as they enter and leave the facility.

The disturbance factor is even more relevant given that the PCYC facility is planned to be open from 6am to 10pm seven days a week. These planned operating hours are extreme and do not take into consideration the residents in the surrounding residential buildings, and the demographics of who reside in these buildings and their lifestyle and working conditions. People on shift work or those who need to retire early, will be mostly affected by continuous nightly activity and the noise of people talking as they leave the PCYC building, and the many vehicle engines being turned on at 10pm each night.

Even though the PCYC is directly opposite La Mer, this does not mean that the Mainsail Building will not be exposed to these disturbances from the early morning or night time movements of people entering or leaving the PCYC building. Car parking spaces are being planned for Gordon Street along both sides of the road between La Mer and the vacant

block on the corner of Gordon and Owen Streets. The sound of vehicles, especially if any are motor bikes, will directly impact on Mainsail, and especially those who own units with windows which face Gordon Street. Further, as mentioned above, sounds at night carry a long way up Owen Street and any activity and noise coming from or from the area close to the PCYC, will be heard by residents in the Mainsail Building.

The noise research report conducted by JHA Services (see document 20) estimates in Chapter 5.2 Table 16 (page 23) that the decibel level emanating from the PCY building during sports games would be 84dB(A) and this would be reduced to 44 dB(A) at the La Mer building in the evening due to distance to La Mer and "building fabric sound reduction". Similarly, during dance and disco activities the noise level is estimated to be 94 dB(A) (see table 17 on page 24) but somehow the noise is again reduced to 44dB(A). There is inconsistency in the noise reduction based on the distance from La Mer. The noise for sport is claimed to be reduced by 31 dB(A), yet despite the fact that the distance to La Mer is the same, the noise reduction for music and disco is reduced by 39 dB(A). This discrepancy does not appear to be explained.

The conclusion of the report is that the estimated noise levels at night are acceptable **"if the windows are closed."** There is no guarantee that windows will be closed and during summer months, there is a real possibility that windows may be opened and consequently the noise levels will be far greater than estimated by the report. Additionally, the report states that acoustic design of all external glazing and building fabric will need to be considered. To mitigate noise levels, acoustic design of external windows and building should be **mandatory,** if this project proceeds.

The purpose of a PCYC facility is not suited to Owen Street, which is predominately a residential street, that is valued for its peaceful aesthetics, and is in keeping with the tourist attractions of the surrounding Town and Oxley beaches and parklands. It is commendable that finances have been approved for PCYC in Port Macquarie. However, the general community and the youth that such a facility is designed is help, would gain more from the PCYC building being located in a more central and commercial area, and therefore more suited to the early and late operating hours.

I strongly urge that you do not approve this application in its present form, and strongly urge that the PCYC be relocated to another part of Port Macquarie and, that the CAPA building be relocated to the eastern end of the current playing/sports field, where it will still be able to provide the needs of Hastings Secondary College and eliminate all the concerns of the residents of the Mainsail Building.

Thank you for the opportunity to present these submissions and I look forward to hearing from you in relation to your decision.

Regards

Martin Pollock