

# BOWRAL ST AND OLD S RD PLANNING PROPOSAL

## Socio-Economic Impact Assessment



Prepared for Boardman Developments

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## Quality Control

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This document is for discussion purposes only unless signed and dated by a Principal of HillPDA.

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## EXECUTIVE SUMMARY

HillPDA was engaged by Boardman Developments to prepare a Social and Economic Impact Assessment (SEIA) to accompany a planning proposal for the rezoning of land at 190-202 Bowral Street and 146-164 Old South Road, Bowral to Residential R2.

The SEIA aims to identify both potential positive and negative socio-economic impacts associated with the proposed development. This report also suggests mitigation measures which will help to maximise socio-economic benefits and minimise negative impacts.

The subject site has a legal property description spanning a number of Deposited Plan boundaries. The consolidated allotments form a site area of 6.2 hectares in size, with a southern frontage to Bowral Street of approximately 198 metres and an Eastern frontage to Old South Road of approximately 220 metres.

Currently on the site are 14 houses on lots ranging from approximately 1000m<sup>2</sup> to 5000m<sup>2</sup> and one farm homestead on a lot of approximately 16,000m<sup>2</sup>.

Rezoning the land to Residential R2 would enable the delivery of between 20 (low yield scenario) and 37 (high yield scenario) new homes.

### Demographic profile

At the 2016 Census, Bowral recorded a higher than average proportion of lone person and couple only households and lower than average occupancy rates compared with Wingecarribee Shire LGA.

Dwelling diversity in Bowral is limited with detached dwellings comprising 84% of the overall dwellings. Attached dwellings are mostly single storey villa homes.

### Assessment criteria

The social impacts assessed in relation to the Planning Proposal are measured using the following criteria

- Access and connectivity
- Local amenity
- Social infrastructure
- Neighbourhood character and identity
- Community identity and sense of belonging
- Social Infrastructure
- Housing
- Local economy and employment
- Demographic characteristics

### Social and economic impacts

The construction of new roads and homes will cost between \$13m (low yield scenario) and \$22m (high yield scenario). This will generate 25 to 47 jobs years directly in construction and a further 75 to 139 job years in production and consumption induced multiplier impacts.<sup>1</sup>

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<sup>1</sup> One job year equals one full-time job for one full year

Whilst the construction phase may have some adverse impacts on surrounding residents, the impacts could be controlled through appropriate construction mitigation measures, likely to be imposed as conditions of development consent subsequent to the proposed rezoning. As a consequence any adverse impacts during the construction phase would be likely to be modest and short term in duration.

Post construction, the majority of impacts identified would be positive and are considered to be in accordance with State Government objectives, the actions of the Southern Highlands and Tablelands Regional Action Plan, Sydney to Canberra Corridor Regional Strategy 2006-2031 and Wingecarribee Local Planning Strategy. There would be social benefits for future residents and the wider community as well as positive implications for the local and regional economy.

Positive social impacts would include;

- Improved dwelling supply and choice in the area
- No loss of 'green between' the townships to achieve the additional housing.

Positive economic impacts would include:

- 2 or 3 more jobs on site being residents that work from home
- Improved employment diversity and job creation
- A significant contribution to the local and regional economy.

Potential negative impacts arising from the development include:

- Car dependency
- Adverse amenity impacts during construction of the project.

Mitigation measures to control negative impacts would include:

- Development of a Construction Management Plan.

As such, it is anticipated that the proposed development would have an overall beneficial socio-economic outcome.

# INTRODUCTION



# 1.0 INTRODUCTION

HillPDA has been engaged by Boardman Developments to prepare a Social and Economic Impact Assessment (SEIA) to accompany a planning proposal for the rezoning of 190-202 Bowral Street and 146-164 Old South Road, Bowral for subsequent low-density residential subdivision for consideration by Wingecarribee Shire LGA.

The SEIA has been developed to align with industry social and economic impact assessment guidelines and aims to identify both potential positive and negative social and economic impacts associated with the proposed development. This report also suggests mitigation measures which will help to maximise social benefits and minimise negative impacts, to the community.

## 1.1 Regional and local context

### 1.1.1 Subject site description

The subject site has a legal property description spanning a number of Deposited Plan boundaries. The boundaries, Deposited Plan and lot numbers can be seen in Figure 1-6 below. The consolidated allotments form a site area of 6.2 hectares in size, with a southern frontage to Bowral Street of approximately 198 metres and an Eastern frontage to Old South Road of approximately 220 metres.

Currently on the site are 12 houses on lots ranging from approximately 1000m<sup>2</sup> to 5000m<sup>2</sup> and one farm homestead on a lot of approximately 16,000m<sup>2</sup>.

**Figure 1-1: Subject site lot boundaries**



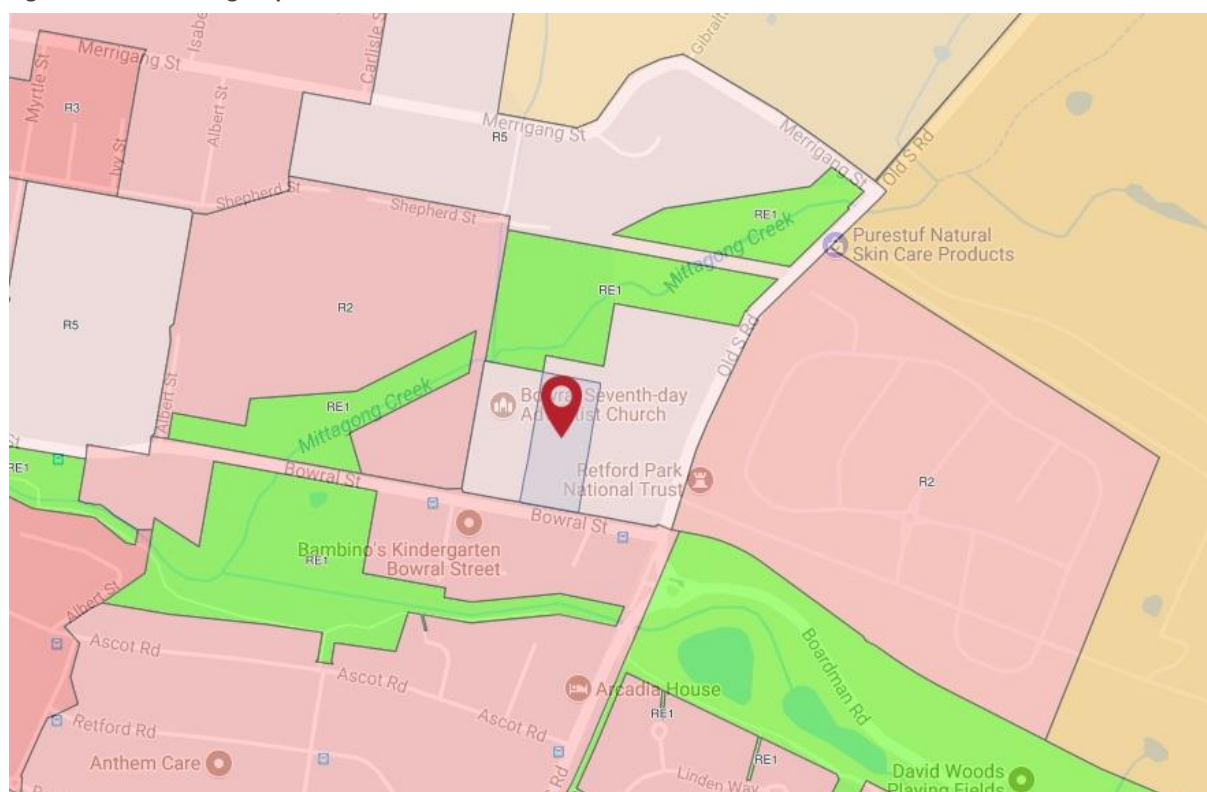


### 1.1.2 Planning controls

The subject site falls under the Wingecarribee Local Environmental Plan 2010. The site is currently zoned R5 Large Lot Residential, with a minimum lot size of 4,000 sqm. The key objective of R5 Large Lot Residential zoning is to provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.

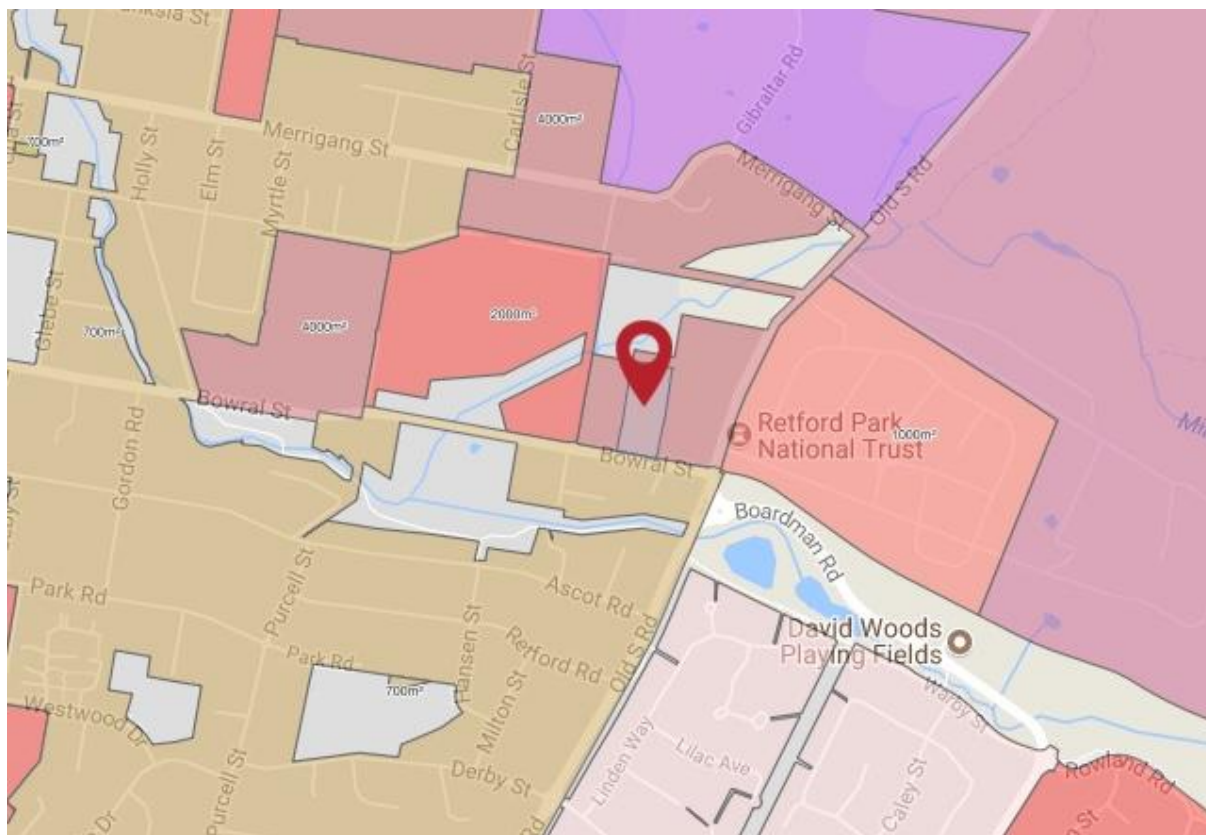
The proposal intends to rezone the land to R2 Low Density Residential. The objectives of R2 zoning are to provide for the housing needs of the community within a low density residential environment and to enable other land uses that provide facilities or services to meet the day to day needs of residents.

**Figure 1-2: Land zoning map**



Source: NSW Planning Portal (<https://www.planningportal.nsw.gov.au>)

**Figure 1-3: Minimum lot size**



Source: NSW Planning Portal (<https://www.planningportal.nsw.gov.au>)

### 1.1.3 Accessibility

Bowral Station is located approximately three kilometres from the subject site in Bowral Town Centre. Bowral station is located on the Main South Line; services travel between Campbelltown and Moss Vale with peak hour services to Sydney Central and Goulburn. Bus services connect Bowral town centre to Wollongong, and Nowra. Residents wanting to use bus connections would have to first travel the three kilometres to Bowral Town Centre.

Bowral is located approximately 118 kilometres from Sydney CBD. The journey to Sydney CBD by car is between one and a half and two and a half hours. Wollongong is approximately 69 kilometres away with a journey time of approximately one hour.

## 1.2 Proposed rezoning and subdivision

The client wishes to rezone from the current R5 Large Lot Residential to R2 Low Density Residential. A final layout plan has not been made firm and the client is considering a number of different design options. These indicative design options vary in the number and size of lots. In some designs only the large lot to the west containing the farm homestead is subdivided, while the remaining lots remain unchanged. Other designs include changes to all existing lot boundaries. As there is no firm design option, in considering the social and economic impacts of the proposal, this report includes a 'high' and 'low' scenario. These scenarios assume a likely maximum and minimum number of dwellings which will be developed.

Figure 1-4 shows an example of a low scenario in which the existing large lot at 190 Bowral Street containing the farm homestead is subdivided into 20 lots. The remaining lots along Bowral Street and Old South Road remain unchanged.



**Figure 1-4: Indicative design option e.g. 1**

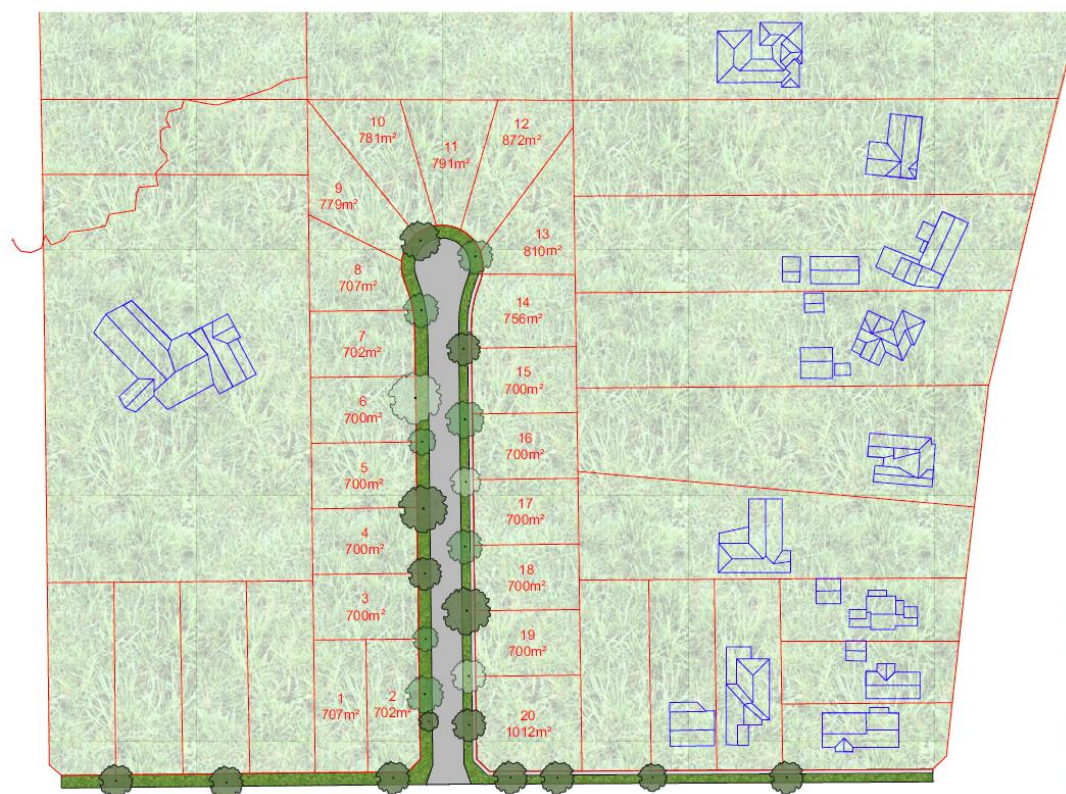


Figure 1-5 shows an example of a high scenario in which all existing lot boundaries have been altered to provide a total of 45 lots. This example retains 9 existing dwellings on smaller lots.

**Figure 1-5 Indicative design option e.g. 2**



### 1.3 Assessment methodology

Table 1 presents the key steps and tasks which have been undertaken as part of this SEIA.

**Table 1-1: Assessment methodology**

Phase <b>01</b>	<ul style="list-style-type: none"> <li>• Site and locality assessment. This included a site visit and inspection of the surrounding area, to assess the local context, identify potential impact receptors and understand the scale of the proposed change to the locality</li> <li>• Review of the proposed development</li> </ul>
Phase <b>02</b>	<ul style="list-style-type: none"> <li>• Documentation review – review of documents relating to the proposed development including technical reports</li> <li>• Infrastructure audit – review of other relevant nearby facilities and land uses</li> <li>• Demographic analysis – identification of the current and future population community profiles</li> </ul>
Phase <b>03</b>	<ul style="list-style-type: none"> <li>• Identification of the key changes (physical and demographic) likely to occur from the proposed development/activity</li> <li>• Description and analysis of how key stakeholders are likely to be affected</li> <li>• A review of the community consultation that was undertaken to determine the community values and concerns</li> </ul>
Phase <b>04</b>	<ul style="list-style-type: none"> <li>• Assessment of the impacts during construction and operation</li> <li>• Identification of the significance and likelihood of impacts</li> </ul>
Phase <b>05</b>	<ul style="list-style-type: none"> <li>• Identification of appropriate management and mitigation measures to inform the future development</li> </ul>

### 1.4 Impact assessment framework

The impact assessment presented in this report identifies and evaluates changes to existing social conditions due to the project. This includes the assessment of direct and indirect benefits and effects/impacts, as well as consideration of any cumulative impacts.

Figure 1-6 reflects the assessment process that was undertaken to determine the overall significance of impacts. The following sections outline the criteria that underpin each of the assessment components that contribute to the assessment framework. Professional judgement and experience is applied on a case-by-case basis to identify the significance of impact on the social environment.

Figure 1-6: Impact assessment framework

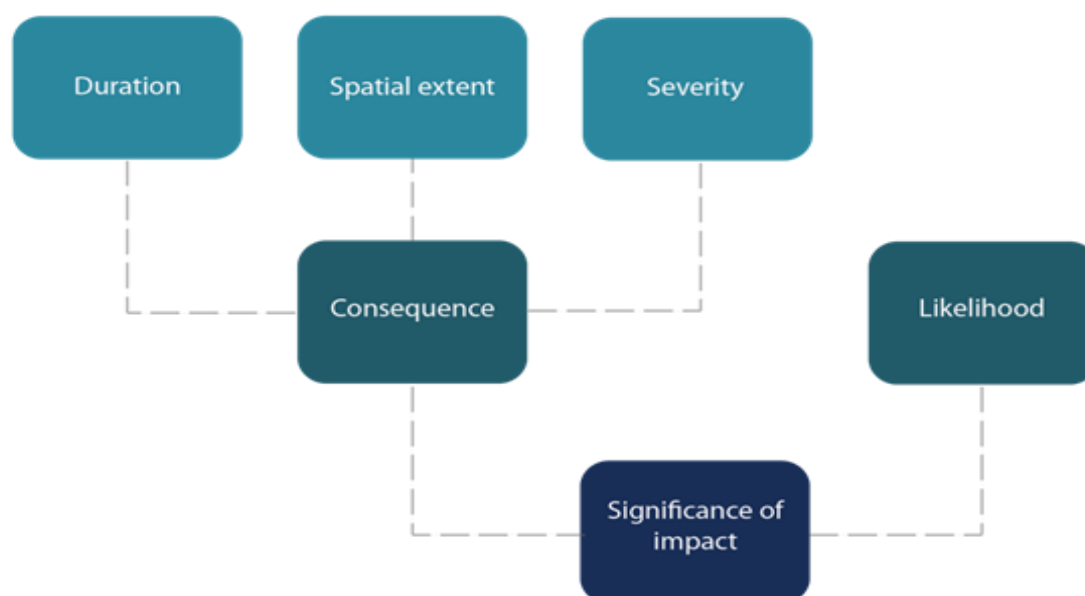


Table 1-2 below outlines the criteria for defining duration, spatial and severity outcomes

Table 1-2: Criteria for determining the significance of impact

Impact	Duration	Impact	Spatial extent	Impact	Severity of impact
Short term	Less than one year Low frequency	Direct Property	Individual/household	Negligible	No discernible positive or negative changes to baseline conditions
Medium term	One to six years Medium intermittent frequency	Locality	Small number of households	Small	Minimal positive or negative changes to baseline conditions
Long term	Less than six years Consistent frequency	Suburb	Large part of/ whole community Suburb as defined by ABS	Medium	Moderate positive or negative changes to baseline conditions
		Municipality	Local Government area or greater	Large	Major positive or negative change to baseline conditions Government

**Error! Not a valid bookmark self-reference.** identifies the overall the level of impact rating which is comprised of multiple combinations of duration, spatial and severity outcomes.

Table 1-3: Level of impact

Category	Significance
Negligible	No discernible positive or negative change to baseline condition.
Slight	Small change to baseline condition, generally short or short-medium term, confined to a locality or suburb and is able to be mitigated or enhanced.

<b>Moderate</b>	Medium change to baseline condition that may be short, medium, or long term. The spatial extent may vary, however impacts would usually respond to mitigation or enhancement.
<b>Major</b>	Large change to baseline condition usually resulting in medium to long-term effects. Spatial extent is generally at a LGA or regional level with the potential for substantial effects on the social or economic environment. Negative impacts would require extensive mitigation.

#### 1.4.1 Likelihood of impact

The significance of which potential social impacts and benefits would occur as a result of the proposal is assessed by comparing the level of impact (low, moderate and high) against the likelihood of impact occurring. The likelihood criteria used for the assessment is identified in Table 1-4.

**Table 1-4: Likelihood of impact**

Likelihood	Description	Probability
<b>Near certain</b>	Expected to occur, almost frequently	90 percent
<b>High</b>	Could occur in many instances	70 percent
<b>Possible</b>	Just as likely to happen as not	50 percent
<b>Low</b>	Very limited occurrence	30 percent

#### 1.4.2 Significance of impact

Table 1-5 identifies the risk assessment matrix used to determine levels of risk from the likelihood (identified in) and consequence ratings.

**Table 1-5: Significance of impact**

Consequence ratings					
Likelihood rating		Neutral	Slight	Moderate	Major
	Rare	Negligible	Negligible	Minor	Moderate
	Low	Negligible	Negligible	Minor	Moderate
	Possible	Negligible	Minor	Moderate	Moderate
	High likelihood	Minor	Minor	Moderate	Major
	Near certain	Minor	Moderate	Major	Major



# STRATEGIC POLICY CONTEXT

## 2.0 STRATEGIC POLICY CONTEXT

This Chapter provides a summary of the key policy documents and guidelines relevant to the Subject Site. Many of the policy findings and directions are of key interest to this study and have been considered in the impact assessment outlined in section seven.

### 2.1 State Government

#### 2.1.1 Sydney to Canberra Corridor Regional Strategy 2006-2031

The Sydney–Canberra Corridor Regional Strategy applies to the local government areas of Wingecarribee, Goulburn Mulwaree, Upper Lachlan, Yass Valley, Palerang and Queanbeyan. The Regional Strategy represents an agreed NSW Government position on the future of the Sydney–Canberra Corridor. It is the pre-eminent planning document for the Sydney–Canberra Corridor Region and has been prepared to complement other relevant State and local strategies and planning instruments.

Of particular relevance to this study is the chapter entitled ‘Housing and settlement’, which outlines a strategy to accommodate the projected population growth and associated demand for additional dwellings. It states the Region is faced with declining household sizes and a growing population. In addition to this, demand for tourist accommodation, temporary rental accommodation and from people looking for second homes needs to be planned for. It is projected that an additional 25,500 dwellings will be needed to meet demand over the period to 2031. The Strategy aims to achieve a more appropriate mix for future housing that reflects the region’s changing housing needs.

#### Bowral

The strategy states that to meet the expected demand for dwellings in Wingecarribee Shire over the period to 2031, an additional 3000 dwellings need to be planned for. Due to the ageing of population predicted, a higher proportion of infill and medium density housing will need to be provided. The chapter identifies Bowral as the major regional centre of Wingecarribee Shire and as such states that it should be the preferred location for infill development and redevelopment consistent with creating greater housing choice.

Bowral is neighboured by the centres of Mittagong and Moss Vale. The Strategy stresses a commitment to the distinctive character of the three centres through the separation of their respective urban areas by extensive bushland, floodplain and rural land, also known as the ‘green between’. Maintaining this distinction and not allowing these towns to be joined by development is seen as critical.

#### 2.1.2 Southern Highlands and Tablelands Regional Action Plan 2012

The Southern and Tablelands Action Plan 2012 aims to take advantage of the regions infrastructure assets and attraction as a tourist destination to drive economic growth. Key to the plan and of importance to the subject site is the plan’s commitment to providing a range of housing options to support a growing population. The plan states that ‘local housing strategies and high-quality urban environments will promote healthy communities’.

The plan outlines the following directions to support this aim:

#### **Direction 24: Deliver greater housing supply and choice**

The direction states having a supply of well-located land for residential development will create downward pressure on house prices. It describes how councils must be flexible and responsive to shifts in local housing

markets, development and population growth. In particular, the direction highlights the need for a range of housing choices.

The acknowledgment of the need for flexibility and choice in housing reflects the changing nature of communities and the decrease in average household size. It states that ‘planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population.’

#### **Direction 25: Focus housing growth in locations that maximise infrastructure and services**

The direction focuses on the need to focus growth in existing centres, such as Bowral, to take advantage of existing job markets, commercial and retail opportunities and infrastructure such as public transport. It aims to focus future settlement to locations that:

- Maximise existing infrastructure and services and minimise the need for new services
- Prioritise increased densities within existing urban areas
- Prioritise new release areas that are an extension of existing strategic and local centres.

#### **Direction 27: Deliver more opportunities for affordable housing**

The direction aims to deliver greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing. This greater housing diversity is intended to match forecast decreases in household size.

## **2.2 Local Government**

### **2.2.1 Wingecarribee Local Planning Strategy 2015-2031**

Chapter four of the Wingecarribee Local Planning Strategy addresses housing needs in the Shire. Council’s position is that a sufficient surplus residential land is needed to provide choice and contribute to housing affordability, but not at the expense of the unnecessary rezoning of greenfield sites. This aligns with the aims of the Sydney-Canberra Corridor Regional Strategy, particularly the maintaining of a ‘green between’ separating regional centres. The strategy highlights the benefits of infill development and states location characteristics which offer the best opportunities for successful infill developments. Characteristics of relevance to the subject site are the preferment of areas which enjoy good access to employment, business/retail, community and recreation services and with close connection to transport termini.

The strategy identifies the need for a supply of smaller dwellings to provide affordability or to allow people to age in place. It is stated that Council is aware, from the many requests received to subdivide larger residential lots, that older residents would be attracted to smaller lots and more compact quality housing if it were available and if it represented ‘downsizing’ rather than ‘downgrading’. The strategy also states that it is up to the market to meet this challenge.

The strategy acknowledges that a significant proportion of the older population prefer ageing in place, and that this has the potential to slow down the rate at which housing is recycled for a younger population. It goes on to reason that the provision of quality compact housing may attract residents currently living on larger lots to relocate, thereby freeing up those larger lots for new residents. Furthermore, smaller dwellings on smaller lots within those towns and villages where infrastructure, environmental sensitivities and community preferences could do much to retain an area’s traditional residential amenity.

The strategy includes a Bowral Township Precinct Plan, of which, a report from a local planning strategy workshop identified resident’s view of more housing choice being seen as an opportunity. The workshop indicated that a particular threat is that the rural land surrounding the town could be a target for residential

development to the detriment of the landscape and the wider community. Rather, better use should be made of existing developed areas.

### 2.2.2 Wingecarribee LEP 2010

The Wingecarribee LEP 2010 has the broad function of controlling development throughout the city and provides details on which land uses are permissible and prohibited within each zone. The LEP makes provision for a range of dwelling types and lifestyles in a number of zones, within the urban areas of the towns and villages. The subject site is intended to be rezoned to R2 Low Density Residential.

#### Objectives of R2 zone

- To provide for the housing needs of the community in a low density residential environment
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

### 2.2.3 Bowral Township DCP 2010

The role of the Bowral DCP 2010 is to identify Council's expectations for the future growth of Bowral. Although the DCP is not a statutory environmental planning instrument it must be taken into consideration during the assessment process.

Council recognises that every new development impacts on and changes the existing environment and so each development proposal must demonstrate a positive contribution, either directly or indirectly, to the objectives and intended outcomes of the Plan. The controls contained in the Plan represent the minimum standards accepted by Council when undertaking development within Bowral. The term 'development' applies to renovations, refurbishments and extensions to existing buildings, as well as to new construction.

Part C of the plan sets out the objectives and planning controls that will be applied to the assessment of all types of residential development.

This Part of the Plan aims to achieve:

- Conservation of the unique characteristics of the residential areas of Bowral, particularly in the case of the identified Conservation Areas
- New residential development which is sympathetic with existing streetscapes and neighbourhood character
- New residential development that is energy efficient, provides good amenity, and is safe and attractive
- Residential development which meets the needs of a range of community and demographic types, including smaller households, older people, people with a disability or people requiring group accommodation.

## 2.3 Summary of Key findings

State and Local Government policies agree in their approach to residential development in the region. The change in demographics towards an older population and smaller households dictates a need for increased housing supply and housing variety. Development should occur in locations with existing infrastructure and services while maintaining greenfield sites and bushland that separates existing centres. The proposed rezoning and subsequent development is consistent with these aims; this is discussed in further detail in chapters 6 and 7.

# COMMUNITY PROFILE

## 3.0 COMMUNITY PROFILE

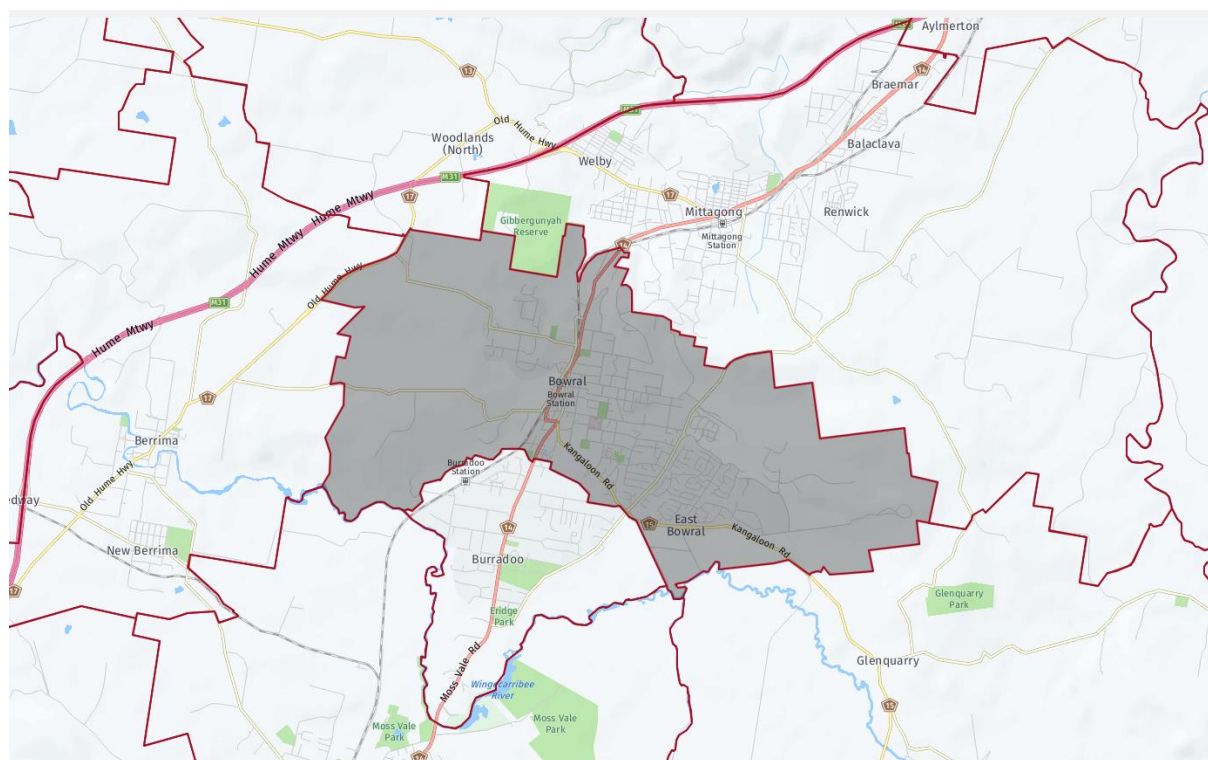
This section provides a snapshot of the socio-economic characteristics of the study area to better understand the underlying and emerging social needs of the community and potential social impacts of the proposed development.

### 3.1 Study area

The analysis uses data from the 2016 Australian Census of Housing and Population as compiled by the Australian Bureau of Statistics (ABS).

For the purpose of this analysis, the area has been defined using Bowral State Suburb (SSC<sup>2</sup>) as defined by the 2016 Australian Census of Housing and Population (ABS). The suburb is outlined in Figure 3-1 below. To provide context and highlight the uniqueness of the location, comparisons are made against Wingecarribee LGA as defined by the 2016 Australian Census of Housing and Population (ABS). The Wingecarribee LGA area is outlined in Figure 3-2 below.

**Figure 3-1: Bowral Town**

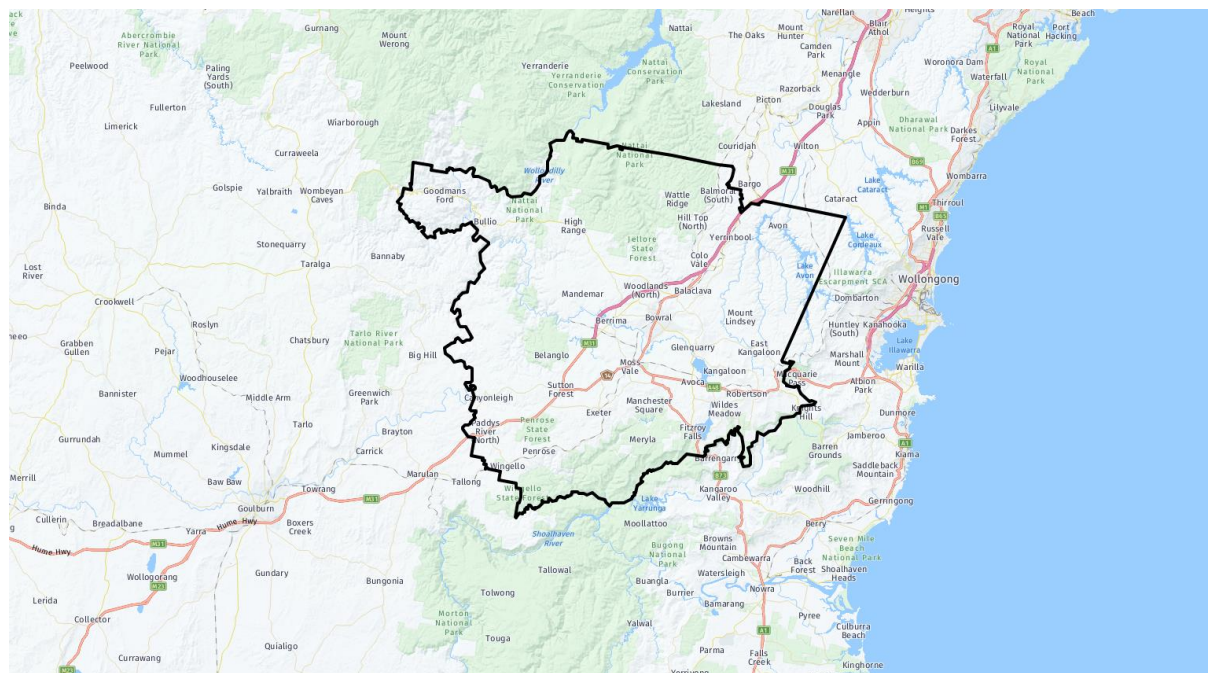


Source: Profile.id

<sup>2</sup> State Suburbs (SSC) are an ABS approximation of localities gazetted by the Geographical Place Name authority in each State and Territory. Gazetted Localities are the officially recognised boundaries of suburbs (in cities and larger towns) and localities (outside cities and larger towns).



**Figure 3-2: WIngecarribee LGA**



Source: Profile.id

# BOWRAL: COMMUNITY PROFILE

Bowral (SSC)

## POPULATION

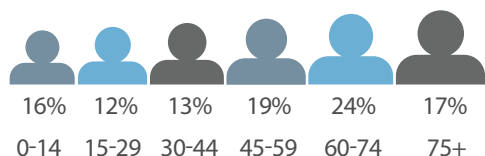
Wingecarribee Shire (LGA)

TOTAL

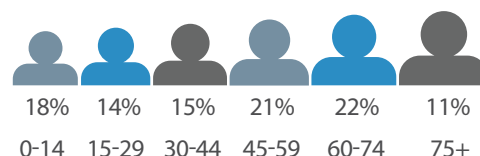
10,335

TOTAL

47,882



34% AGED 65+ 0.50 DEPENDENCY RATIO



26% AGED 65+ 0.44 DEPENDENCY RATIO

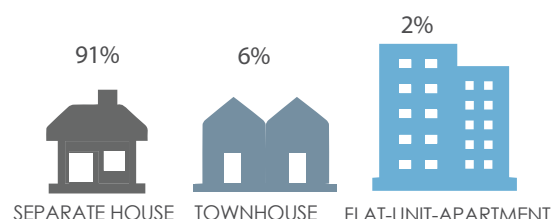
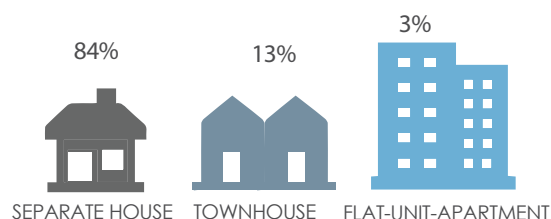
DWELLINGS

547

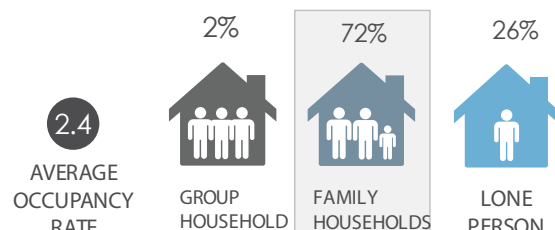
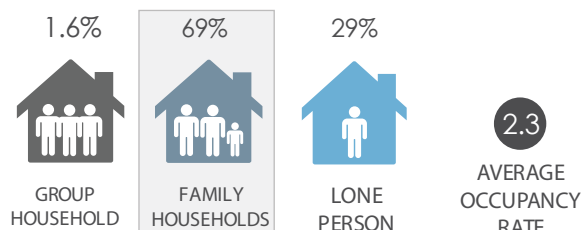
## HOMES

DWELLINGS

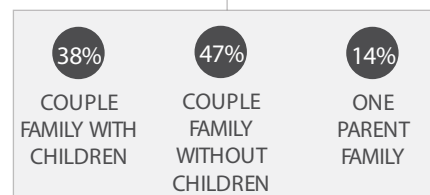
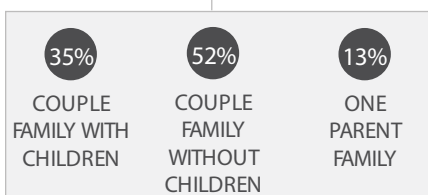
17,291



## HOUSEHOLDS



## FAMILIES



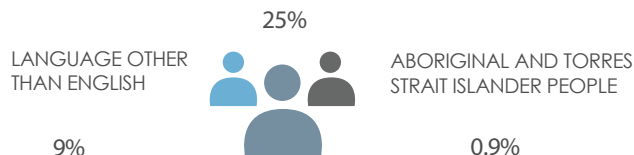
# BOWRAL: COMMUNITY PROFILE

Bowral (SSC)

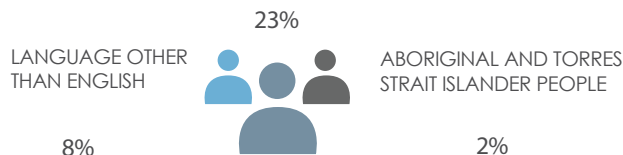
## PEOPLE

Wingecarribee (LGA)

PEOPLE BORN OVERSEAS



PEOPLE BORN OVERSEAS



PLACE OF BIRTH (TOP 3)

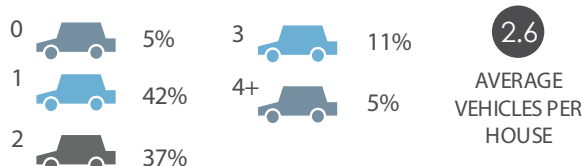
75% AUSTRALIA 7% ENGLAND 1.6% NEW ZEALAND

PLACE OF BIRTH (TOP 3)

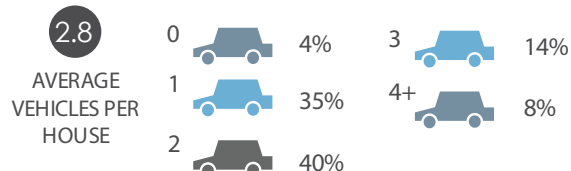
77% AUSTRALIA 6% ENGLAND 1.5% NEW ZEALAND

## VEHICLES

NUMBER OF MOTOR VEHICLES PER HOUSEHOLD



NUMBER OF MOTOR VEHICLES PER HOUSEHOLD



## MONEY

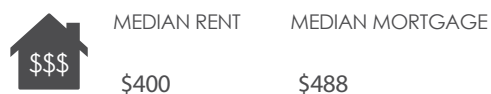
MEDIAN INCOME (PER WEEK)



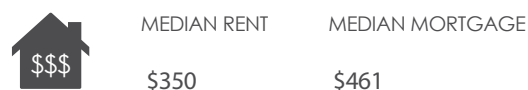
MEDIAN INCOME (PER WEEK)



MEDIAN RENT/MORTGAGE (PER WEEK)



MEDIAN RENT/MORTGAGE (PER WEEK)



TOP FIVE INDUSTRIES OF EMPLOYMENT



### 3.1.1 Social Advantage and Disadvantage

The Socio-Economic Indexes for Areas (SEIFA) has been developed by the ABS to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. The SEIFA measures the relative level of socio-economic advantage and disadvantage based on various census characteristics, such as income, education, unemployment and occupations. In the context of this Index, a lower score indicates an area that is relatively disadvantaged compared to an area with a higher score. Table 3-1 below identifies the index rankings and quantiles.

**Table 3-1: SEIFA rankings and quantiles**

Measure	
Rank	To determine the rank of an area, all the areas are ordered from lowest score to highest score. The area with the lowest score is given a rank of 1; the area with the second-lowest score is given a rank of 2 and so on, up to the area with the highest score which is given the highest rank.
Decile	Deciles divide a distribution into ten equal groups. In the case of SEIFA, the distribution of scores is divided into ten equal groups. The lowest scoring 10% of areas are given a decile number of 1, the second-lowest 10% of areas are given a decile number of 2 and so on, up to the highest 10% of areas which are given a decile number of 10.
Percentile	Percentiles divide a distribution into 100 equal groups. In the case of SEIFA, the distribution of scores is divided into 100 equal groups. The lowest scoring 1% of areas are given a percentile number of 1, the second-lowest 1% of areas are given a percentile number of 2 and so on, up to the highest 1% of areas which are given a percentile number of 100.

Bowral is ranked highly in all four indexes. It is within the top 10 per cent for all areas surveyed for advantage and disadvantage in Australia and NSW. Table 3-2 below presents the SEIFA results for Bowral.

**Table 3-2: Bowral SEIFA score and decile**

Bowral SSC						
	Australia			NSW		
	Rank	Decile	Percentile	Rank	Decile	Percentile
Advantage and disadvantage	11,310	9	83	3,209	8	79
Disadvantage	10,741	8	79	3,063	8	75
Economic resources	8,503	7	63	2,352	6	58
Education and occupation	11,895	9	87	3,419	9	84

Source: ABS SEIFA data

### 3.1.2 Summary of key findings

- The subject site is located in the suburb of Bowral
- The median age of Bowral is 52, which is marginally higher than Wingecarribee Shire LGA at 47
- Bowral is characterised by a high proportion of people aged over 60 (41%) compared to Wingecarribee Shire (33%) and a lower proportion of people under 30 (28% in Bowral and 32% in Wingecarribee Shire)

- The total age dependency ratio measures the number of dependents (aged 0 - 14 and aged 65+), to the total population of working age (15 to 64). As the ratio increases there may be an increased burden on the working population to financially maintain the economically dependent. At 0.50 Bowral had a slightly higher dependency ratio than Wingecarribee LGA (0.44)
- There is a large number of Lone person households (29%) and a large number of family households are couples without children (52% of family households)
- Dwelling diversity in Bowral is limited with separate houses comprising 84% of overall housing stock
- Bowral scored highly on the SEIFA index which indicates the area is relatively socio-economically advantaged and crime rates were low.

# SOCIAL INFRASTRUCTURE AUDIT



## 4.0 SOCIAL INFRASTRUCTURE AUDIT

The following Chapter undertakes an audit of existing social infrastructure to better understand gaps and likely future needs of the resident population in the locality. This Chapter applies industry standard benchmarks to determine the number of facilities required to meet the projected population growth on the Subject Site.

This audit has been informed by a desktop analysis of geographical data and resources, including;

- Wingecarribee Shire Council Website
- Core List Australia (2016)
- NSW Department of Education and Communities 'My School' and 'My Child' website
- ArcGIS Online.

The audit is indicative and based on the data available at the time of preparing this report. Due to errors in this base data, facilities not being registered or the facility not having a virtual presence, some facilities may not have been recorded.

### What is social infrastructure?

Social infrastructure is an asset that accommodates social services or facilities. Social infrastructure is an important aspect of society as it provides the community with tangible or perceived benefits linked to the safety, health and wellbeing of that community. It also links to the economic growth and the sustainability of the community, therefore playing a critical role in society.

Specifically, this report has been produced to address the needs of particular infrastructure types, which include the following:

- Education – childcare, schools, tertiary facilities
- Active and passive recreation – such as parks, sporting ovals and social clubs, halls etc.
- Community and culture – libraries and community centres

For the purposes of clarity, this report excludes businesses such as retail or commercial services. While these facilities provide a valuable social function, the future provision of these businesses in any area is typically market-led and does not benefit from formal government funding.

### 4.1 Parameters of provision

As different scales of social infrastructure have the potential to service different sized catchments, different parameters of distance have been used in the audit. For example, a public primary school is intended to serve a catchment of about 1-2km, usually within walking distance. However, a secondary school has a catchment of about 3-5km and a university will cater for a significantly wider population.

In conducting the audit of social infrastructure local and district level facilities have been identified. Table 4-1 identifies the facilities included in the audit and the catchments that they serve.

**Table 4-1: Social infrastructure parameters of provision**

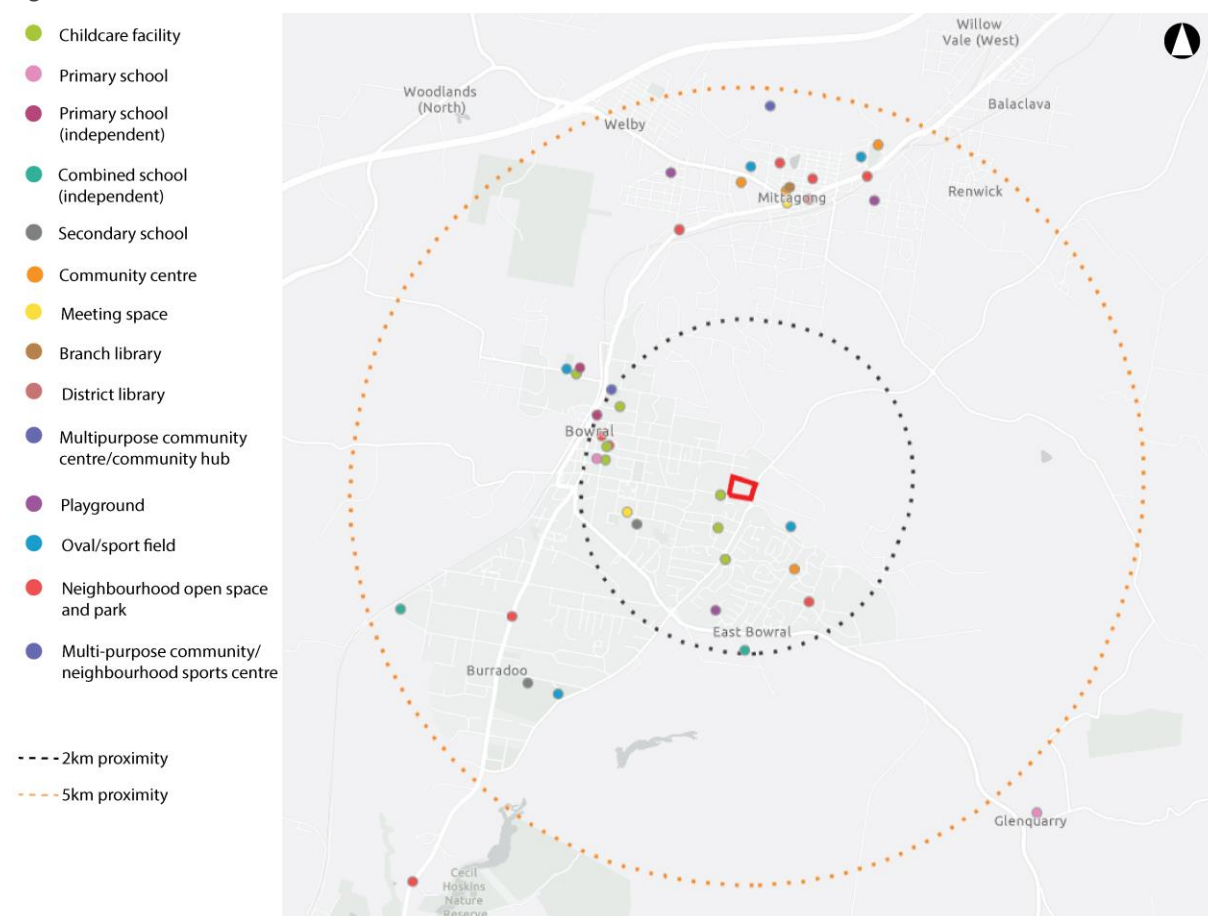
	Local (within 2km)	District (within 5km)
Childcare and educational facilities	<ul style="list-style-type: none"> <li>– Primary school</li> <li>– Long day care</li> </ul>	<ul style="list-style-type: none"> <li>– Specialist school</li> <li>– Secondary school</li> </ul>

	<ul style="list-style-type: none"> <li>Preschool</li> <li>Out of school hours care</li> </ul>	<ul style="list-style-type: none"> <li>Combined school</li> </ul>
Community and cultural facilities	<ul style="list-style-type: none"> <li>Branch library</li> <li>Meeting space</li> <li>Community centre</li> </ul>	<ul style="list-style-type: none"> <li>District library</li> <li>Multipurpose community centre/community hub</li> </ul>
Active open space	<ul style="list-style-type: none"> <li>Playground</li> <li>Outdoor sport court i.e. tennis and basketball</li> <li>Oval/sport field</li> </ul>	<ul style="list-style-type: none"> <li>Multi-purpose community/ neighbourhood sports centre</li> <li>Indoor sport facilities</li> </ul>
Passive open space	<ul style="list-style-type: none"> <li>Neighbourhood open space and parks</li> </ul>	

Source: HillPDA

Figure 4-1 illustrates the facilities identified within two and five kilometres of the subject site. The following section identifies the facilities located within this catchment.

**Figure 4-1: Social infrastructure audit**



Source: HillPDA, adapted from ArcGis 2018

#### 4.1.1 Childcare and educational facilities

As of May 2018, there are five childcare facilities and two primary schools within two kilometres of the subject site. One primary school is public, while one is a non-government school. All facilities but one childcare centre had capacity to accept new enrolments.

Figure 4-2: Local childcare and educational facilities

Category	Name	Address	Places available
Childcare	East Bowral Family Day Care Centre	71 Boardman Rd, Bowral NSW 2576	No
	Bambino's Kindergarten, Bowral Street	183 Bowral St, Bowral NSW 2576	Yes
	Bowral Street Childcare	182 Bowral St, Bowral NSW 2576	Yes
	Gumnut Bowral Memorial Kindergarten	50 Wingecarribee St, Bowral NSW 2576	Yes
	Mount Gibraltar Pre School	62 Oxley Dr, Bowral NSW 2576	Yes
Primary	Bowral Public School	Bendooley St, Bowral NSW 2576	Yes
Primary (independent)	St Thomas Aquinas Catholic Primary school	24 Bundaroo St, Bowral NSW 2576	Yes

As of May 2018, there are two secondary and two combined schools within five kilometres of the site. One secondary school is public, while one is a non-government school. Both combined schools are non-government schools. All facilities had capacity to accept new enrolments.

Figure 4-3: District childcare and educational facilities

Category	Name	Address	Places available
Secondary	Bowral High school	2 Aitken Rd, Bowral NSW 2576	Yes
Secondary (independent)	Chevalier College Bowral	11 Charlotte St, Burradoo NSW 2576	Yes
Combined (independent)	Southern Highlands Christian School	22 Boardman Rd S, Bowral NSW 2576	Yes
	Oxley College	11-29 Railway Rd, Burradoo NSW 2577	Yes

#### 4.1.2 Community and cultural facilities

As of May 2018, there are two local community and cultural facilities located within two kilometres of the subject site. These are a meeting space in the form of a community hall and a community centre.

Figure 4-4: Local community and cultural facilities

Category	Name	Address
Meeting Space	Loseby Park Community Hall	Park Rd, Bowral NSW 2576
Community Centre	East Bowral Community Centre	71 Boardman Rd, Bowral NSW 2576

As of May 2018, there are two district community and cultural facilities located within five kilometres of the subject site. These facilities are one district library and one multipurpose community centre and community hub.

**Figure 4-5: District community and cultural facilities**

Category	Name	Address
District Library	Bowral Central Library	18 Bendooley St, Bowral NSW 2576
Multipurpose community centre/community hub	Bowral Memorial Hall	24 Bendooley St, Bowral NSW 2576

### 4.1.3 Active open space

As of May 2018, there is one local active open space facility located within two kilometres of the subject site. David Woods Plaing Fields are located approximately 900 metres from the subject site. A network of shared bike/walking paths linking Bowral to East Bowral and the playing fields.

**Figure 4-6: Local active open space**

Category	Name	Address
Oval/sport field	David Woods Playing Fields	100 Boardman Road, East Bowral NSW 2576

As of May 2018, there are two district active open space facilities located within five kilometres of the subject site. These facilities are two outdoor swimming centres, one located in Bowral itself and the other in neighbouring Mittagong. A Council owned indoor swimming pool with gym facilities is located outside the five kilometre catchment in Moss Vale and is open year round. This facility is located approximately a 12 minute drive from the subject site.

**Figure 4-7: District active open space**

Category	Name	Address
Multi-purpose community/n'hood sports centre	Bowral swimming centre	152 Mittagong Rd, Bowral NSW 2576
	Mittagong swimming centre	Hawkins Drive, Mittagong NSW 2575

### 4.1.4 Passive open space

As of May 2018, there are two local passive open space facilities located within two kilometres of the site. It is noted that a park approximately 0.5 ha in size is being created as part of the subdivision in Retford Park. This park will constitute an additional area of local passive open space situated within two kilometres of the subject site.

**Figure 4-8: Local passive open space**

Category	Name	Address
Neighbourhood open space and park	Hammock Hill Reserve	Hammock Hill Rise, Bowral NSW 2576
Neighbourhood open space and park	Corbett Gardens	Wingecarribee St, Bowral NSW 2576
Neighbourhood open space and park	Retford Park Estate	1325 Old S Rd, Bowral NSW 2576

## 4.2 Summary of Key findings

- The Subject Site currently has good access to community facilities. Residents on the subject site would however experience a degree of car dependency as some facilities are located outside of walking range and public transport options are limited. However, there are shared pathway facilities suitable for cycling in close proximity to the site linking it to Bowral and East Bowral localities.
- There are two sensitive uses (two childcare centres) located within close proximity of the subject site.

# RESIDENTIAL DEMAND



## 5.0 RESIDENTIAL DEMAND

The following chapter undertakes a review and analysis of the demographic and housing characteristics within Bowral suburb and Wingecarribee Shire LGA as appropriate. The intent of the chapter is to provide a justification for the planning proposal and subsequent subdivision of the subject site, increasing the potential number and variety of dwellings within Bowral.

This analysis shows that the proposal aligns with the aims of the Sydney to Canberra Corridor Regional Strategy 2006-2031, Southern Highlands and Tablelands Regional Plan and Wingecarribee Local Planning Strategy, as outlined in section 2.0. These policies encourage the provision of greater housing supply and choice, delivered in locations that maximise infrastructure and services. They also support the delivery of more opportunities for affordable housing.

### 5.1.1 The need for increased dwelling supply and choice

A lack of dwelling supply and choice can decrease housing affordability through increase end sale and rental prices. A lack of suitable dwellings can also encourage residents to relocate to other areas which contain homes that suit their needs, leading to decreased employment and economic decline if employment or businesses follow suit and relocate elsewhere.

A lack of housing variety and choice can also contribute to a decrease in housing affordability. A lack of smaller dwellings leads to under-occupancy as empty nesters or older people remain in large homes more suited to families.

## 5.2 Dwelling choice

### 5.2.1 Current situation

Within Bowral and Wingecarribee Shire LGA, the vast majority of dwellings are separate houses (83.8% and 98% respectively). Bowral features a slightly higher proportion of townhouses and apartments than Wingecarribee shire LGA due to being a regional town. Table 5-1 shows the full breakdown of dwelling type.

Table 5-1: Dwelling type

Dwelling type	Bowral	%	Wingecarribee Shire LGA	%
Separate house	3,418	83.8	5,419	98.0
Townhouse	545	13.4	87	1.6
Apartment	105	2.6	15	0.3

Source: ABS Census 2016

Table 5-2 shows the breakdown of dwellings by the number of bedrooms. Both Bowral and Wingecarribee Shire LGA contain a large proportion of dwellings with three, four or more bedrooms. The average number of bedrooms per dwelling was 3.3 in Bowral and 3.4 in Wingecarribee Shire LGA. The census data also shows that the average number of people per household was 2.3 in Bowral and 2.4 in Wingecarribee. This tells us that on average, each dwelling in Bowral and Wingecarribee Shire LGA contains one unoccupied bedroom.

Table 5-2: Dwellings by number of bedrooms

No. of bedrooms	Bowral	%	Wingecarribee	%
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None (includes bed-sitters)	9	0.2	47	0.3
1 bedroom	90	2.2	425	2.4
2 bedroom	671	16.3	2,312	13
3 bedroom	1,511	36.8	7,038	39.6
4 or more bedrooms	1,737	42.3	7,557	42.5
Average number of bedrooms per dwelling	3.3		3.4	
Average number of people per household	2.3		2.4	

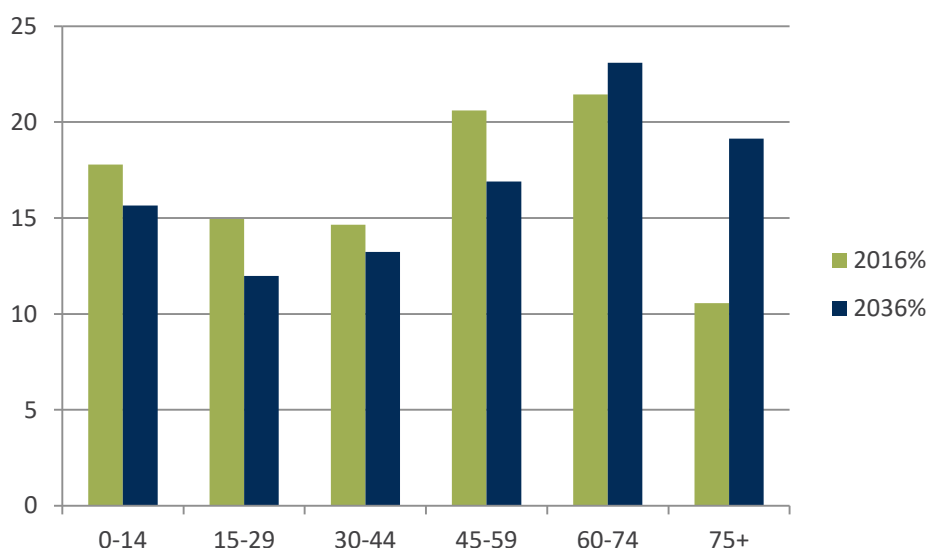
Source: ABS Census 2016

### 5.2.2 Projections

The population of Wingecarribee is projected to grow from 47,800 in 2016 to 51,750 in 2036 representing an increase of eight per cent; like any population growth, this will create demand for more housing. An examination of the changing demographics of this population growth informs the type of housing needed to meet this demand. Figure 5-1: Population projections by age cohort shows the projected change in age composition. It shows a fall in the proportion of people aged under 60 and a growth in the share of those aged over 60. Most significantly those aged over 75 are predicted to increase from 11 to 19 per cent of the population.

Persons over the age of 60 are typically categorised as empty nesters, retirees or seniors. As such there may be an increasing demand for smaller style dwellings for persons seeking to downsize while ageing in place.

**Figure 5-1: Population projections by age cohort**



Source: ABS Census 2016, NSW Department of Planning and Environment Projections

Table 5-3 shows the change in household composition in Wingecarribee Shire LGA. Projections show a growth in the proportion of couple only and lone person households. By 2036 these will make up 66 per cent of all household types. When viewed in conjunction with the older age demographic, these couple only and lone person households are likely to be made up of the empty nesters, retirees or seniors described above. Smaller style dwellings may also appeal to young couples without children who could be categorised as young professionals.

The number of couple with children households is set to fall from 5,150 to 4,950, while the numbers of single parent and other family households will see modest growth, making up nine per cent of households in 2036. The number of multiple family households is set to remain the same.

**Table 5-3: Household composition**

Household composition - Wingecarribee Shire LGA	2016		2036	
	Number	%	Number	%
Couple only	6,900	36	8,450	38
Couple with children	5,150	27	4,950	22
Single parent	1,800	9	1,850	8
Other family households	150	1	200	1
Multiple-family households	250	1	250	1
Lone person	4,800	25	6,200	28
Group	350	2	350	2
<b>Total</b>	<b>19,400</b>		<b>22,200</b>	

Source: ABS Census 2016, NSW Department of Planning and Environment Projections

The changing age and household composition demographics outlined in this section indicate that demand for new housing in Wingecarribee Shire is likely to be for smaller style dwellings that will suit older people.

## 5.3 Price growth

### 5.3.1 Dwelling end sale price growth

In September of 2017, the median sale price for dwellings within Bowral reached \$916,000, 10% higher than the median sale price for the Southern Highlands. These figures are shown in table Table 5-4.

**Table 5-4: Median sale prices (\$'000)**

Median Sale price in September	2014	2017	Growth	Growth (%)
Bowral	\$599	\$916	\$317	53
Southern Highlands	\$500	\$833	\$333	67

Source: NSW Rent and Sales Report, September of identified year

Table 5-5 shows the growth in house and unit sale prices from March 2017 to February 2018. The data shows a steady increase in price growth for houses of five per cent in both Bowral and Wingecarribee Shire LGA. During the same period the median sale price for units in Bowral grew 38 per cent, far ahead of the seven per cent recorded in Wingecarribee Shire LGA.

This high price growth is likely to be a result of the lack of supply of smaller households and in Bowral and older age cohort present in Wingecarribee Shire LGA as outlined in section 5.2.

**Table 5-5: Median sale prices**

	March 2017	February 2018	Growth	Growth (%)
<b>Bowral</b>				
Median sale price house	\$905,000	\$951,000	\$46,000	5
Median sale price unit	\$582,500	\$804,975	\$222,475	38
<b>Wingecarribee Shire LGA</b>				
Median sale price house	\$778,000	\$820,000	\$42,000	5
Median sale price unit	\$565,000	\$606,000	\$41,000	7

Source: RPData

## 5.4 Summary of key findings

- The vast majority of dwellings in Bowral are separate houses
- Bowral has a high level of under occupancy
- Census data and demographic projections show high existing levels and growth in the over 60 age cohort as well as couple only and lone person households
- Growth has been high in median sale prices for units over the 12 months from March 2017 to February 2018.

# SOCIO-ECONOMIC IMPACT ASSESSMENT

## 6.0 SOCIO-ECONOMIC IMPACT ASSESSMENT

This Chapter details the potential social and economic impacts of the proposed subdivision and mitigation measures designed to minimise negative impacts and maximise positive impacts. This is based on the analysis from the previous chapters.

### 6.1 Potential socio-economic impact review

An extensive issue scoping was undertaken. The impacts have been identified and assessed and mitigation strategies considered.

**Table 6-1: Categories of impacts**

Section	Criteria
7.2	Access and Connectivity
7.3	Local Amenity
7.4	Neighbourhood Character and Identity
7.5	Social Infrastructure
7.6	Community Identity and Sense of Belonging
7.7	Housing
7.8	Local Economy and Employment
7.9	Demographic Characteristics

### 6.2 Access and connectivity

Preliminary plans for the potential low-density residential subdivision of the site include one proposed road providing access to the lots from Bowral Street. Lots located on Old South Road will retain access directly on to Old South Road for the existing dwellings, whilst potentially subdivided rear lots will have access to a secondary road linking the main access road from Bowral Street.

Bowral station is the closest connection to the rail network and is located approximately 3 kilometres from the subject site. Bowral station is located on the Main South Line with services operating between Campbelltown and Moss Vale with peak hour services to Sydney Central and Goulburn. Bus services connect Bowral Town Centre (approximately 2.5 kilometres from the subject site) to Wollongong, and Nowra.

A number of shared pathways for walking and cycling connect Bowral and East Bowral. This active transport network provides a green and healthy alternative to driving to the town centre.

#### 6.2.1 Potential negative impacts

##### *High car dependency*

As identified above, the Subject Site currently has limited access to public transport, potentially resulting in high car dependency. As identified in section 4.0 the median number of motor vehicle per household in Bowral is 2.6 while the occupancy rate is 2.3, which suggests that households are highly car dependant.

High car dependency can have a negative impact on the amenity and safety of an area. It can also be a source of increased costs to individuals and households in the form of vehicle expenses and reduced travel choices.



Additional residential development would however, increase the population ‘catchment’ for proposed public transport services which may improve the feasibility and delivery timeframe of new transport routes to the Subject Site and in the area more generally. Additionally, a degree of car dependency is to be expected outside of major cities and active transport networks do exist for journeys to and from Bowral town centre.

## 6.3 Local amenity

Amenity has its meaning of pleasantness, but also has a physical (or tangible) component. This includes the character and appearance of buildings, proximity to commercial or recreational facilities, quality of infrastructure and absence of noise, unsightliness or offensive odours. It also has a psychological or social component.

Changes to local amenity can affect the ability of a resident, a visitor or the community to enjoy or undertake activities within the local area. The construction of the proposed development has the potential to alter the local amenity and residential character of Bowral and the surrounding suburb. Once fully occupied, new development is likely to be similar to adjacent and neighbouring residential areas.

### 6.3.1 Potential negative impacts

#### *Reduced amenity during construction*

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area. Sensitive receivers generally relate to residents but may also include child care centres, community and recreational facilities or businesses (such as cafes and restaurants) that rely on the amenity of a locality to attract customers.

During construction, the following may affect local amenity:

- The removal of established vegetation
- The introduction of construction facilities to the environment
- Noise, dust arising from construction activities
- Unpleasant odours
- Increased traffic volumes and/or congestion.

Short term reduction in amenity may impact the residential properties and the existing community facilities located adjacent to the Subject Site. However, construction impacts on local amenity are generally contained within close proximity to construction sites and the Subject Site. Two childcare centres are located within close proximity of the subject site. Considering the small size of the subject site and number of lots that would be developed, any increase in traffic volumes and/or congestion would be minimal.

A range of mechanisms can be applied to minimise any potential construction impacts on amenity. Such mechanisms are employed by most building contractors and implemented through a Construction Management Plan. Such plans tend to focus on issues such as demolition and construction staging, noise, air and water quality, construction traffic management, pedestrian safety and site management. They include simple but effective measures such as screening, noise mitigation at source and varying work hours.

These mechanisms can be as simple as avoiding noisy or disruptive construction activities during the hours when residents are likely to want to enjoy their gardens or rest, for example on evenings and weekends.

While established vegetation would be removed, a number of trees on the subject site are Radiata pines. Radiata pines are widely regarded as an environmental weed outside of plantations and their removal and replacement with council approved trees could be viewed as a positive.

## 6.4 Neighbourhood character and identity

Neighbourhood character and identity relates to the distinctive features of a place or environment that generate a sense of ownership by the community and contribute to a person's appreciation of their surroundings. The protection of scenic and cultural landscapes is often highly valued by the community and forms a strong part of the identity and character of a place. The protection of scenic and cultural landscapes is important for the sustainability, liveability and productivity of a district.

The land to the north of the subject site is zoned RE1 public recreation and consists of grassland along Mittagong Creek. To the west of the subject site is approximately 16,000m<sup>2</sup> of R5 large lot residential land comprising of a church and childcare centre. To the west of this land is a large area of RE1 public recreation land. Land to the south of the subject site consists of single story houses on R2 low density residential land. To the East is Retford Park, R2 low density residential land currently under development.

The rezoning is likely to result in increased densities on the Subject Site via a subsequent low-density residential subdivision. However, the resulting alteration of existing views and change in landscape character is considered to be in keeping with the surrounding residential areas to the South, East and South East. Hence, the overall impact is considered low. The resulting residential lot pattern is also likely to create a seamless garden suburb character along Bowral Street, which is alternate to the current fragmented landscape character that is currently in place.

## 6.5 Social infrastructure

Population growth in an area has the potential to increase demand for a range of community facilities including community centres, schools, open space and sports and recreation facilities. Table 6-2 identifies the population that could be located on the subject site. The proposed subdivision is projected to result in an approximate increase of between 36 and 75 people. This estimation has been arrived at by assuming one dwelling per lot on the newly subdivided land and multiplying this number by the current occupancy rate in Bowral (2.3).

**Table 6-2: Social infrastructure demand – service age groups**

Scenario	Dwellings	Population
Existing use	15 dwellings	Approximately 35 people
Proposed subdivision (low)	Approximately 20	Approximately 46 people
Proposed subdivision (high)	Approximately 37	Approximately 85 people

### 6.5.1 Potential Negative Impacts

#### *Social infrastructure demand*

The additional population is expected to result in small additional demand on the existing social infrastructure within Bowral. To gain an approximate idea of the incoming population by service age group, HillPDA has applied the percentage breakdown of service age groups from ABS census data for Bowral to our estimations for the new population on the subject site post-development. These estimations are presented in Table 6-3.

**Table 6-3: Incoming population**

Service Age Group	Bowral		New residents Low Yield	New residents High Yield
	Number	%	Number	Number
Babies and pre-schoolers (0 to 4)	422	4.1	2	3

Primary schoolers (5 to 11)	823	8	4	7
Secondary schoolers (12 to 17)	760	7.4	3	6
Tertiary education and independence (18 to 24)	523	5.1	2	4
Young workforce (25 to 34)	619	6	3	5
Parents and homebuilders (35 to 49)	1,653	16	7	14
Older workers and pre-retirees (50 to 59)	1,311	12.7	6	11
Empty nesters and retirees (60 to 69)	1,555	15.1	7	13
Seniors (70 to 84)	2,138	20.7	10	18
Elderly aged (85 and over)	502	4.9	2	4
<b>Total</b>	<b>10,312</b>	<b>100</b>	<b>46</b>	<b>85</b>

Source: Adapted from ABS Census 2016, NSW Department of Planning and Environment Projections. Compiled and presented by .id

Standards of provision for social infrastructure are shown in Table 6-4. Our estimates show a likely additional two or three baby / pre-schoolers, four to seven primary schoolers and three to eight secondary schoolers. As all schools and all but one childcare centre have capacity, these facilities would be able to accommodate the additional children resident on the subject site. The estimations for those over school age are similarly low and the new community is not likely to create demand for additional social infrastructure facilities. Given the expected change in demographics in Bowral towards an older population and smaller households, demand for childcare and school places from the existing population is likely to increase slowly, if at all.

As the potential incoming population on the subject site is small, additional demand for social infrastructure generated by the development is expected to be accommodated by existing and planned facilities and services. The significance of the impacts by the proposed subdivision on existing social and community infrastructure is therefore considered to be negligible.

**Table 6-4: Standards of provision**

Hierarchy	Social Infrastructure Type	Threshold
<b>Childcare and education</b>		
<b>Local</b>	Long day care	1 place: 5 children 0-4 years
	Out of school hours	1 place: 25 children 5-12 years
	Public Primary School	1:1,500 new dwellings (approx.)
<b>District</b>	High School (6 – 10ha)	1:4,500 dwellings (approx.)
<b>Childcare and education</b>		
<b>Local</b>	Local Community Centre	1:6,000 people
	Branch Library	1:33,000 people
<b>District</b>	District Library	1:40,000 people
	Community Services District	1:20,000 people

Source: Growth centre Commission – Development code (2006) and other industry standard benchmarks

## 6.6 Community identity and sense of belonging

### *Integrating with surrounding communities*

Community cohesion refers to the connections and relationships between individuals and their neighbourhoods. Levels of community cohesion and sense of belonging are said to be good where communities have access to a diverse range of local and regional infrastructure, barriers to movement are minimised and there are a variety of meeting places, which encourage strong support networks.

The subject site is located in an established neighbourhood and the proposal would not place any strain on social and community infrastructure as a result of the incoming population. The nature of the subdivision would not create any barriers to movement for the local population and would not involve any separation of the proposed lots from the rest of the neighbourhood.

## 6.7 Housing

### *Housing supply, diversity and affordability*

The Australian Bureau of Statistics forecasts that Wingecarribee Shire LGA will be home to an additional 4,050 people in 2036. The largest growth will be seen in the over 60 age cohort. This growth will be accompanied by a projected fall in household size from 2.4 people per household to 2.2 people and a rise in the proportion of couple only and lone person households.

As outlined in Sydney to Canberra Corridor Regional Strategy 2006-2031, section 2.0 the Southern Highlands and Tablelands Regional Plan and Wingecarribee Local Planning Strategy, all strategies identify increasing housing supply and choice as a key priority. It states that councils must be flexible and responsive to shifts in local housing markets and population growth such as those predicted in Wingecarribee Shire LGA. Meeting these requirements will aid in providing more opportunities for affordable housing. The Wingecarribee Local Planning Strategy 2015-2031 also adds that sufficient surplus residential land is provided without the necessity of rezoning Greenfield sites.

The proposed subdivision would result in an approximate net increase of 36 to 75 people, making a true contribution to local and regional housing supply and accommodating those that are directly affected by housing affordability.

## 6.8 Local economy and employment

### 6.8.1 Potential Positive Impacts

#### *Investment*

HillPDA has estimated the construction costs for the high yield (37 new homes) and low yield (20 new homes) scenarios. Construction will have short-term benefits in respect to economic activity and construction related work.

The low yield scenario is estimated to cost \$13m and the high yield scenario is estimated to cost \$22m. This is based on the following assumptions:

- New roads including services at \$8,000 per linear metre
- New homes at \$450,000 each
- 10% contingency.

#### *Construction related work*

It is estimated that the equivalent of 2.17 construction positions over 12 months are created for every one million dollars of construction work undertaken<sup>3</sup>. Based on between \$13m and \$22m of construction cost, between 25 and 47 job years<sup>4</sup> would be directly generated in construction.

<sup>3</sup> Source: ABS Australian National Accounts: Input-Output Tables 2014-15 (ABS Pub: 5209.0)

<sup>4</sup> Note: One job year equals one full-time job for one full year

**Table 6-5: Construction Related Jobs**

	Direct Effects	Production Induced Effects		Consumption Induced Effects	Total
		First Round Effects	Industrial Support Effects		
Low case					
Multipliers	1	0.737	0.818	1.422	3.978
Employment No. per \$million	2.165	1.596	1.772	3.079	8.612
Total Job Years Generated	25	19	21	36	100
High case					
Multipliers	1	0.737	0.818	1.422	3.978
Employment No. per \$million	2.165	1.596	1.772	3.079	8.612
Total Job Years Generated	47	34	38	66	186

Source: HillPDA

From the ABS Australian National Accounts: Input-Output Tables 2014-15 HillPDA has identified employment multipliers for first round, industrial support and consumption induced effects. These would be 0.74, 0.82 and 1.42 respectively for every job year directly in construction. Including the multiplier impacts, the development is estimated to generate between 100 and 186 job years.

### ***Employment***

Whilst the planning proposal is for residential subdivision and would not create jobs on the subject site once construction is complete, there are workers that undertake the majority of the work from home. According to ABS Census data 10.4% of workers in Bowral undertake the majority of their work at home<sup>5</sup>. This is considerably higher than the national average of around 7%. Both Bowral suburb and Wingecarribee Shire have 1.0 working residents per occupied dwelling (ABS Census 2016) which means that one in every 10 dwellings in Bowral is being used as a place of work. Hence under the Planning Proposal we would expect between three and four residents on site to be working from home. This is an increase in two or three jobs from the base case (likely number of jobs under the current situation).

### ***Supporting the local economy***

The proposed subdivision will provide between 20 and 37 new dwellings. Assuming 95% of the dwellings are occupied and an average occupancy rate of 2.43 persons per dwelling<sup>6</sup> we estimate between 46 and 85 more residents living on the Subject Site when fully developed.

These residents would generate demand for local retail and commercial goods and services. With an assumed average retail spend of \$14,372 per capita<sup>7</sup> the additional residents would spend approximately between \$660,000 and \$1.22m every year on retail goods and services. The majority of this expenditure will support the existing centres of Bowral and Mittagong.

<sup>5</sup> Based on Bowral Community Profile Census 2016

<sup>6</sup> Based on Bowral Community Profile Census 2016 (persons living in detached homes)

<sup>7</sup> This is equivalent to the Wingecarribee LGA per capita spend as sourced from Anysite 2017 data.

## **6.9 Demographic characteristics**

### **6.9.1 Potential impacts**

The Planning Proposal has the potential to lead to demographic change if new people move into the area as a result of new properties. As identified in 7-2, the proposed subdivision is likely to result in an increase in population of between 46 and 85.

The changes to demographic characteristics are considered to be small as the site is currently home to approximately 35 residents. Any new people who move to the area are likely to have similar socio-economic characteristics to the existing population and projected populations. This would also minimise any adverse social impacts. Changes to demographic characteristics are predicted to be small and consequently have a low social impact.

# SIGNIFICANCE OF IMPACTS



## 7.0 SIGNIFICANCE OF IMPACTS

Table 7-1 provides the assessment of the level and significance of the social benefits and impacts which are likely to result from the proposed development. This includes an assessment of the duration, extent, severity, consequence rating, likelihood, overall significance. Management measures and benefit enhancements have been provided. This is based on the following mitigation measures are recommended to reduce the potential negative impacts and maximise the potential benefits of the proposed development:

- Developing a Construction Management Plan
- Raise awareness of the public open space
- Encourage surrounding residents to walk/cycle to the facilities on the Subject Site, reducing private vehicle use and increasing opportunities for social interaction.

Overall, the negative impacts of the proposed subdivision can be successfully managed with the implementation of the above mitigation measures such that it is anticipated that the proposed subdivision would have an overall socio-economic benefit. This is based on the criteria and methodology identified in section 1.

Table 7-1: Impact level and significance

	STAKEHOLDER	DURATION	EXTENT	SEVERITY	CONSEQUENCE	LIKELIHOOD	MITIGATION/ ENHANCEMENT	SIGNIFICANCE OF IMPACT
Impacts								
<i>Car dependency</i>	■ Future residents and visitors to the Subject Site	Short Term	Locality	Small	Slight	Possible		Minor Negative
<i>Reduced amenity during construction</i>	■ Residents in close proximity to the Subject Site	Short Term	Locality	Small	Slight	Possible	■ Construction Management Plan	Minor Negative
<i>Social infrastructure demand</i>	■ Future residents and visitors to the Subject Site	Medium Term	Municipality	Small	Slight	Low		Negligible
	■ Residents in close proximity to the Subject Site							
<i>Changing the demographic characteristic of the area</i>	■ Residential areas in close proximity to the Subject Site	Long Term	Suburb	Small	Slight	Low		Negligible
Benefits								
<i>Integration with surrounding communities</i>	■ Future residents and visitors to the Subject Site	Long Term	Suburb	Medium	Major	Possible		Moderate Positive
	■ Residents in close proximity to the Subject Site							
<i>Supporting population growth</i>	■ Wingecarribee Shire LGA	Long Term	Municipality	Large	Major	High		Major Positive
	■ Southern Highlands and Tablelands Region							
<i>Housing supply and diversity</i>	■ Wingecarribee Shire LGA	Long Term	Municipality	Large	Major	High		Major Positive
	■ Southern Highlands and Tablelands Region							

	STAKEHOLDER	DURATION	EXTENT	SEVERITY	CONSEQUENCE	LIKELIHOOD	MITIGATION/ ENHANCEMENT	SIGNIFICANCE OF IMPACT
<i>Construction related expenditure</i>	<ul style="list-style-type: none"> <li>Local businesses</li> <li>Wingecarribee Shire LGA</li> <li>The Greater Sydney Region</li> </ul>	Short Term	Municipality	Medium	Slight	High		Moderate Positive
<i>Supporting economic development</i>	<ul style="list-style-type: none"> <li>Southern Highlands and Tablelands Region</li> </ul>	Long Term	Municipality	Large	Major	High		Major Positive
<i>Improving the local and regional economy</i>	<ul style="list-style-type: none"> <li>Southern Highlands and Tablelands Region</li> <li>Local businesses</li> </ul>	Long Term	Municipality	Large	Major	High		Major Positive
<i>Salary generation and employment</i>	<ul style="list-style-type: none"> <li>Local businesses</li> <li>Wingecarribee Shire LGA</li> <li>Southern Highlands and Tablelands Region</li> </ul>	Long Term	Municipality	Large	Major	High		Major Positive
<i>Improved access to employment</i>	<ul style="list-style-type: none"> <li>Future residents within the Subject Site</li> <li>Residents within the surrounding suburbs</li> <li>Local businesses</li> </ul>	Long Term	Municipality	Large	Major	High		Major Positive
<i>Supporting the local economy</i>	<ul style="list-style-type: none"> <li>Local businesses</li> </ul>	Long Term	Municipality	Large	Major	High		Major Positive

## 8.0 CONCLUSION

This report has assessed the potential positive and negative social and economic impacts arising from the Planning Proposal for the subsequent subdivision of subject site for consideration by Wingecarribee Shire Council. The following provides a summary of the positive and negative impacts and mitigation measures recommended for the proposed development.

Potential benefits arising from the development include:

- Delivery of housing supply and choice providing for an ageing population and high levels of lone person and couple only households
- Alignment with the State Vision for increased housing supply and choice in areas with existing infrastructure.
- Benefit of economic multipliers
- Increasing housing within existing town boundaries, no loss of 'green between' etc.

Potential negative impacts arising from the development include:

- Adverse amenity impacts during construction of the project.

The following mitigation measures are recommended to reduce the potential negative impacts and maximise the potential benefits of the proposed development:

- Developing a Construction Management Plan
- Raise awareness of the public open space.

Overall, the negative impacts of the proposed subdivision can be successfully managed with the implementation of the above mitigation measures such that it is anticipated that the proposed subdivision would have an overall socio-economic benefit.

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