



Social Impact Assessment

Planning Proposal seeking R1 General Residential rezoning of bus depot

682A Coleridge Road, Bateau Bay NSW

Job No: 616

Date: 10 October 2022

Revision: C

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Signed Declaration


Assessment Details

Subject Land:	682A Coleridge Road, Bateau Bay NSW 2261
Proposal:	R1 General Residential rezoning of bus depot
Completion Date:	12 April 2022 (Revised on 10 October 2022 and 22 December 2022)

We, the undersigned, certify that:

- our combined experience in the preparation of social impact assessments spans over 15 years;
- the Social Impact Assessment contains all relevant information obtained through the assessment;
- we understand our legal and ethical obligations, and that none of the information in the SIA is false or misleading.

Prepared By

Name:	Brendon Clendenning	
Qualifications:	B Economics, M Planning	

Reviewed & Approved by

Name:	Ben Tesoriero	
Qualifications:	B Planning	

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1.0 Introduction

1.1 Background

A Planning Proposal is to be submitted to Central Coast Council (“Council”) to consider a rezoning of an existing bus depot at 682A Coleridge Road, Bateau Bay NSW, from SP2 Infrastructure to R1 General Residential. This Social Impact Assessment (SIA) is to supplement the Planning Proposal package lodged with Council.

1.2 Planning Proposal

The land is owned by Red Bus Services Pty Ltd, who are currently contracted by the NSW government to provide bus services within the Central Coast local government area (LGA). Red Bus Services Pty Ltd is required to regularly submit tenders to Transport for NSW in order to operate local bus services. The company intends to continue to provide bus services to the local area, however given the lack of certainty in the state government funding regimes, the company is pursuing alternative land uses, in the event their contract is not renewed. If the contract is not renewed, local bus services would be carried out by the successful firm.

The Planning Proposal would seek to rezone the land to R1 General Residential, the equivalent of adjoining lands to the north and south of the site. In order for the bus depot to remain operational for as long as possible it is proposed to include “transport depot” as an Additional Permitted Use.

Red Bus Services Pty Ltd are therefore preparing a Planning Proposal which will be submitted to Central Coast Council seeking to make the following zoning changes to the above property:

1. Amend the Land Use Zone Map from SP2 Infrastructure to R1 General Residential.
2. Amend the Lot Size Map to include a minimum lot size of 450m² (the same as surrounding residential land).
3. Amend Schedule 1 of *Wyang Local Environmental Plan 2013* (or the consolidated *Central Coast Local Environmental Plan 2022*) to include an additional permitted use on the land of a transport depot.

1.3 Purpose of the Social Impact Assessment

Social Impact Assessment (SIA) refers to the assessment of the social consequences of a proposed decision or action (development proposals, plans, policies, and projects); namely the impacts on affected groups of people, on their way of life, opportunities, health, culture, and their capacity to sustain these.

The SIA has been prepared to accompany the Planning Proposal and will provide Council and the applicant with information on potential social issues associated with the proposed change.

The SIA includes the following:

- A site analysis including site location and context, site description and description of surrounding development;
- A selected demographic analysis of the Bateau Bay statistical area and the Central Coast Local Government Area (LGA). Where relevant, the demographic analysis provides comparisons with the wider Central Coast LGA and the Greater Sydney Metropolitan Region;
- Demographic overview of the locality;
- Overview of available transport options in the locality;
- Overview of the existing level of social/community infrastructure within the locality;
- Consultation via telephone interviews with relevant stakeholders;
- Consultation via neighbourhood letterbox drop;
- Consideration of potential social impacts associated with the proposal;
- Conclusion summarising the social impact assessment and findings of this report.

2.0 Site Description and Planning Proposal

2.1 Site Description

The subject site consists of a single irregular-shaped allotment, legally described as Lot 3 DP 716082 and addressed as 682A Coleridge Road, Bateau Bay. The land is currently used as a transport depot for the Red Bus Services Pty Ltd, who provide local bus services within the Central Coast LGA.

The south-eastern end of the site contains a variety of metal storage and service buildings, surrounding a central sealed area containing a variety of bus parking spaces. Further sealed areas are located along the northern boundary, including a bus parking area within the north-east corner, and a car parking area located centrally along the northern boundary.

The eastern end of the site is primarily unsealed, containing wither turf or vegetation, and a small dam is located approximately in the centre of the site. Buildings on the western portion of the site are limited to two residential buildings, with various surrounding small outbuildings. Internal roads and driveways link all buildings and parking areas throughout the site.

The site has an area of approximately 5.14 hectares.



Figure 1: Aerial Photograph – 682A Coleridge Road, Bateau Bay NSW, with subject site outlined in red
Source: SIX Maps

2.2 Site Location and Context

The subject site is located at 682A Coleridge Road, Bateau Bay, which is situated just to the east of the Central Coast Highway (The Entrance Road) and is accessible from the southern end of Coleridge Road. The land is situated amongst primarily residential streets, particularly to the north and south, with the southern part of the Wyrribalong National Park directly adjoining to the east. Many of the surrounding streets terminate either side of the subject site. These streets include Poplars Avenue to the south and Wordsworth Avenue to the north, with Marsfield Avenue, Kipling Drive and Stephenson Road also terminating further to the north-east, at a point perpendicular to the northern boundary of the subject site.

A small row of attached two storey commercial buildings is located directly to the north of the site, surrounded by Bard Lane. Access to the site is available from Coleridge Road and Bard Lane.

Bateau Bay is a coastal suburb located approximately in the centre of the Central Coast coastline, being the southern-most suburb of the former Wyong Shire LGA. It is located approximately 6km to the south of The Entrance and 6.5km to the north of Terrigal; approximately 10km to the east of the Central Coast and Newcastle Railway Line; and approximately 13km to the east of the M1 Motorway, both of which provide transport access to Sydney and Newcastle.

- Aside from the Bard Lane cluster, other nearby commercial strips include:
- The Entrance Road, approximately 900m to the north.
- Forresters Beach Road, approximately 1.2km to the south.
- Bateau Bay Road, approximately 1.8km to the north.

The nearest shopping centre is located at Bateau Bay Square, approximately 2.2km to the north, with larger regional shopping centres located at Erina Fair (approximately 9km to the south-west) and Westfield Tuggerah (approximately 11km to the north-west).

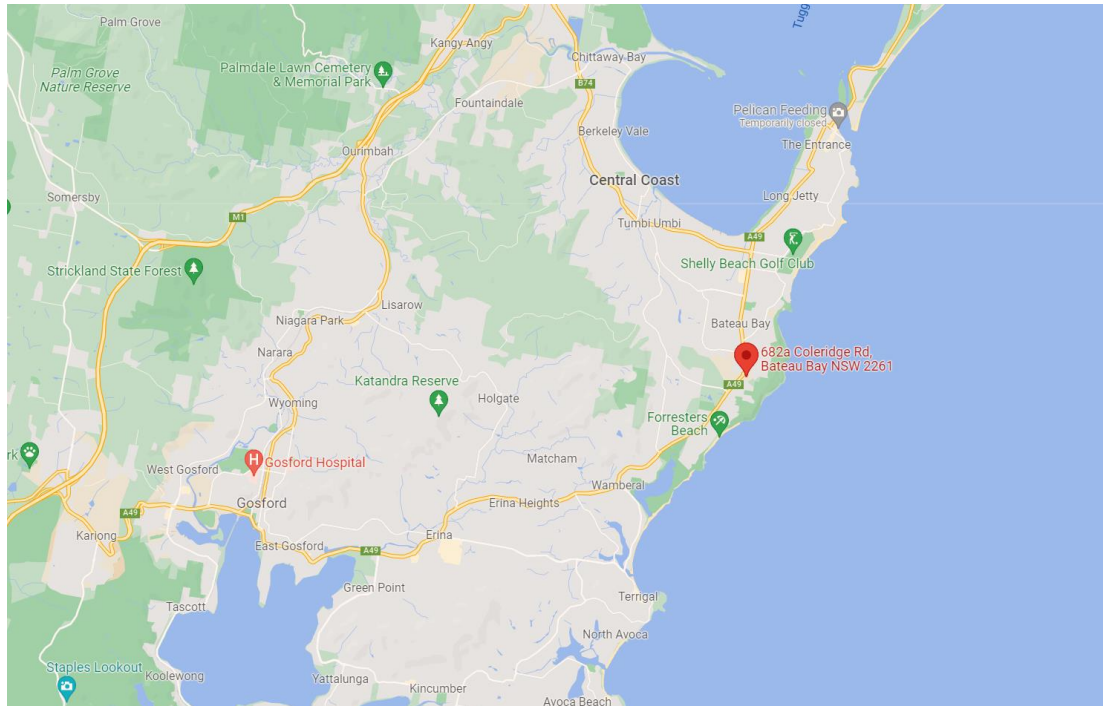


Figure 2: Wide Locality Map with Subject Site labelled
Source: Google Maps.

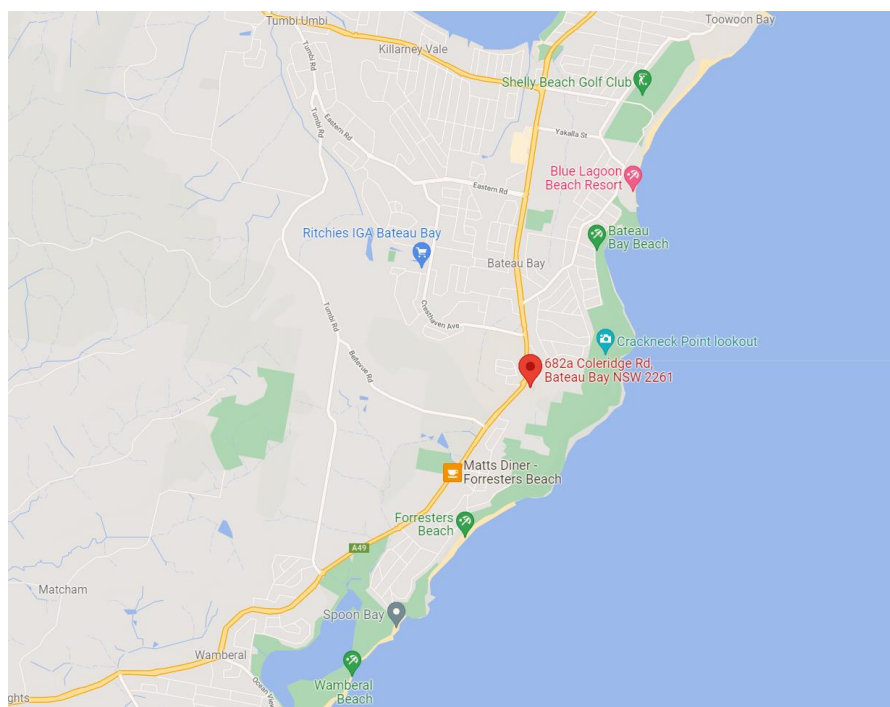


Figure 3: Locality Map with Subject Site labelled
Source: Google Maps.

3.0 Demographic Profile

3.1 Identification of Statistical Area

To ascertain the existing demographic profile of the community surrounding the subject site, an analysis of relevant demographic characteristics of the relevant statistical area, being the Bateau Bay area (herein referred to as “the Statistical Area”), has been conducted. Data has been sourced primarily from the Australian Bureau Statistics (ABS) 2016 Census with the ABS not expected to release data associated with the 2021 Census until June 2022. The statistical area is shown below (Figure 4).

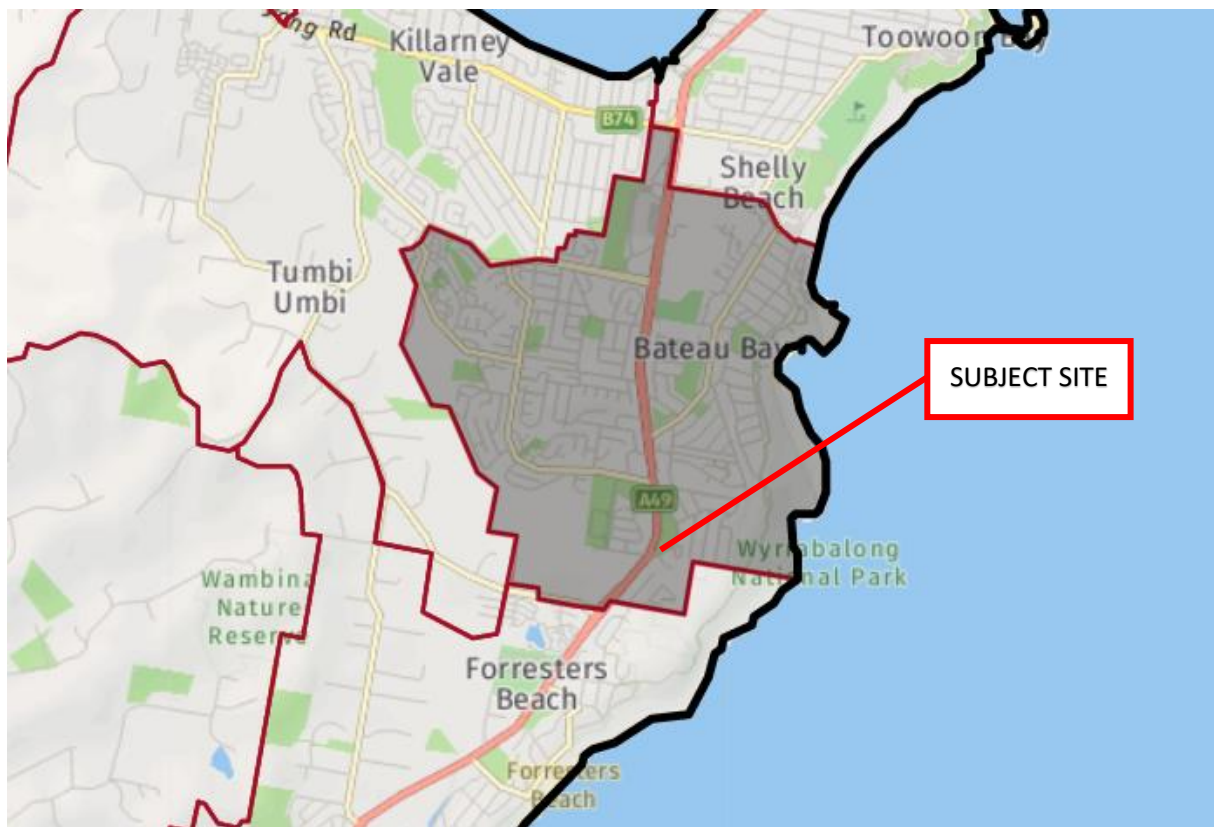


Figure 4: Subject site identified within Bateau Bay Statistical Area

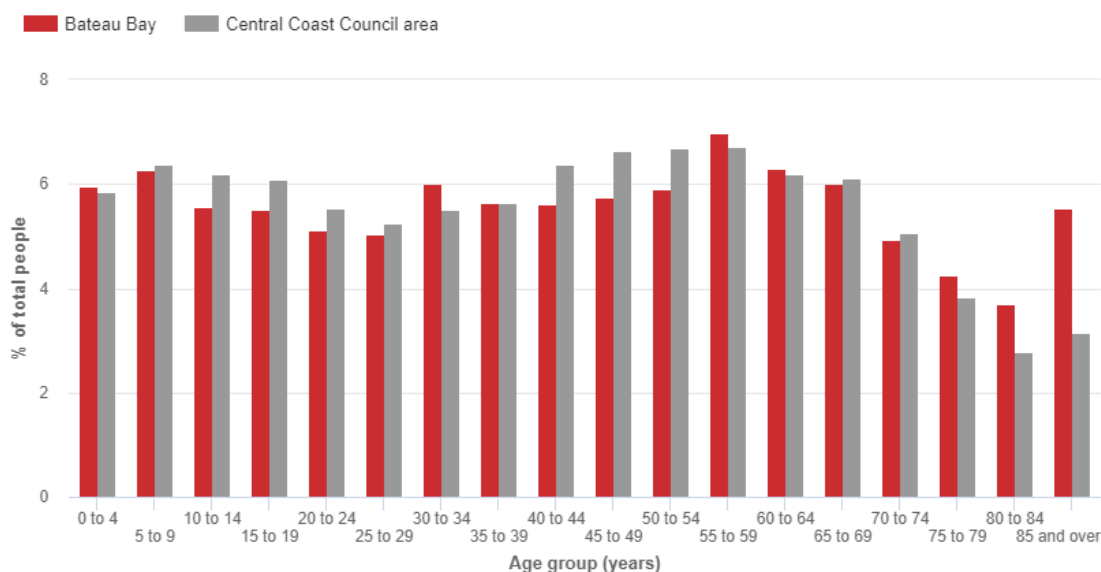
Source: <http://profile.id.com.au>



Analysis of the five-year age groups of the Statistical Area in 2016 compared to the Central Coast LGA shows that there was a noticeably higher proportion of people in each of the five-year groups between 75-85+, and a lower proportion in each of the five-year age groups between 5-29 and 40-54.

Age structure - five year age groups, 2016

Total persons



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Usual residence data). Compiled and presented in profile.id by [profile.id](http://profile.id.com.au) (informed decisions).

Figure 6: Age Structure of the Statistical Area, compared with Central Coast LGA - 2016

Source: <http://profile.id.com.au>

The most significant local variation compared with the local population is for people aged 85+, with approximately 5.5% of Bateau Bay residents aged 85+, compared with only 3.1% of total residents within the Central Coast local government area. It is likely that this is closely linked to the relatively high numbers of retirement villages and aged care facilities within the northern end of the Bateau Bay Statistical Area.

3.3 Family and Household Structure

3.3.1 Household Type

The family and household structure of the population is an indicator of the residential role and function of an area, providing key insights into the settlement of an area and the associated level of demand for local services and facilities.

Household type							
Bateau Bay - Total households (Enumerated)				2016			2011
							Change
Households by type	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016
a Couples with children	1,323	28.7	28.3	1,279	27.8	28.5	+44
a Couples without children	1,135	24.7	25.2	1,167	25.4	25.3	-32
a One parent families	618	13.4	12.7	601	13.1	13.1	+17
Other families	19	0.4	0.9	44	1.0	0.9	-25
a Group household	78	1.7	2.9	105	2.3	2.7	-27
a Lone person	1,243	27.0	25.1	1,283	27.9	25.8	-40
Other not classifiable household	152	3.3	3.9	87	1.9	2.9	+65
Visitor only households	36	0.8	0.9	35	0.8	0.9	+1
Total households	4,604	100.0	100.0	4,601	100.0	100.0	+3

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id (informed decisions).
Please refer to specific data notes for more information

Figure 7: Household Type for the Statistical Area, compared with the Central Coast LGA over time

Source: <https://profile.id.com.au>

Analysis of the household/family types in Bateau Bay in 2016, shows that there is limited variation between Bateau Bay and the wider Central Coast LGA. The incidence of each household type within Bateau Bay is approximately indicative of the incidence of each household type within the remainder of the LGA, with some minor variations.

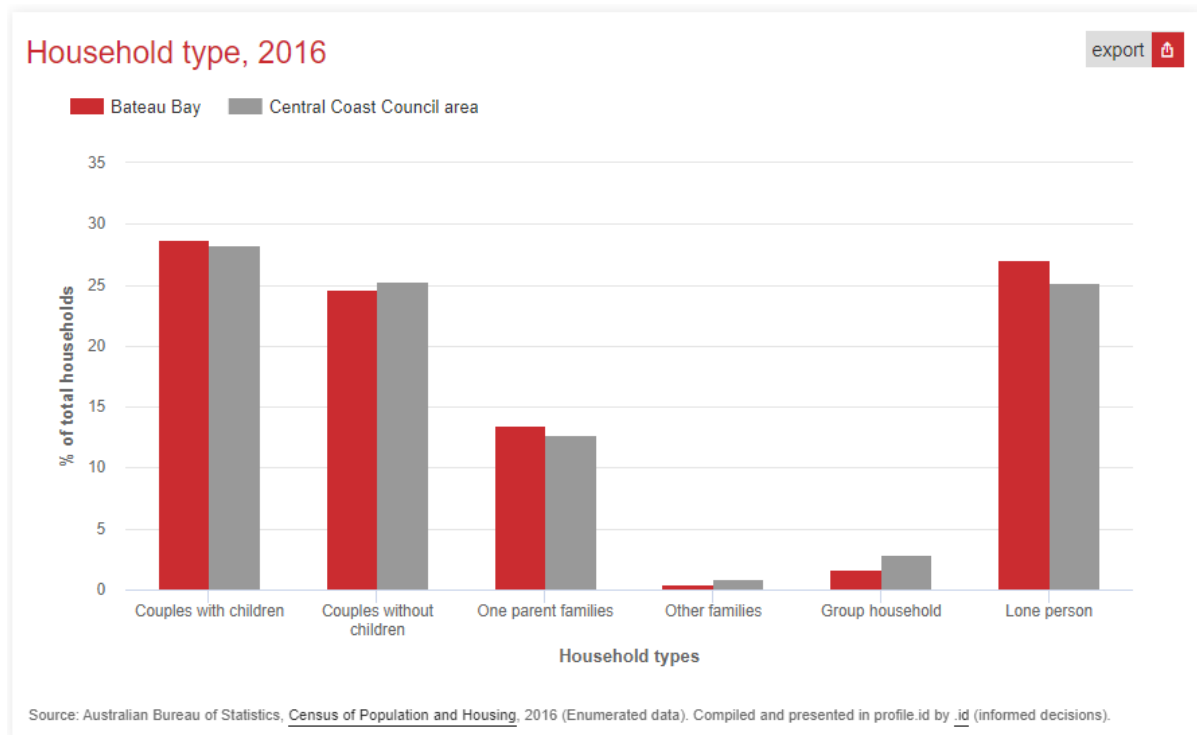
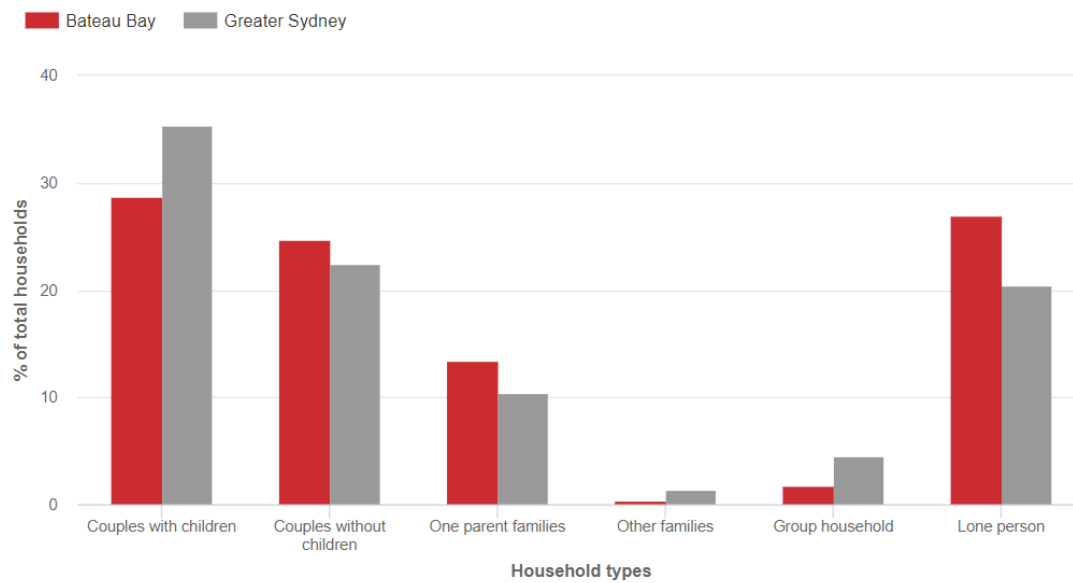


Figure 8: Diagrammatic depiction of Household Type for the Statistical Area, compared with the Central Coast LGA - 2016

Source: <https://profile.id.com.au>

When compared with Greater Sydney, which includes the Central Coast LGA, Bateau Bay experiences a higher proportion of couple households without children, one parent families, and lone person households, and a relatively lower proportion of each of the other statistical categories, particularly lone person households and one parent families.

Household type, 2016



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Enumerated data). Compiled and presented in profile.id by [profile.id](https://profile.id.com.au) by [_id](https://profile.id.com.au) (informed decisions).

Figure 9: Diagrammatic depiction of Household Type for the Statistical Area, compared with the Greater Sydney- 2016

Source: <https://profile.id.com.au>

3.3.2 Dwelling Structure

Identifying the composition of different dwelling structures assists in understanding the availability of housing types. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households; while larger, detached or separate dwellings are more likely to attract families and prospective families, although this is not a mutually exclusive pattern. The residential built form often reflects market opportunities or planning policy, such as the building of denser forms of housing around public transport nodes or employment centres.

The table below indicates that separate houses represent a large majority of housing in the Statistical Area (77.9%) compared with a similar rate of 76.6% in the Central Coast LGA.

Dwelling structure

Bateau Bay - Dwellings (Enumerated)				2016			2011			Change
Dwelling type	↕	Number↕	%↕	Central Coast Council area %↕	Number↕	%↕	Central Coast Council area %↕	2011 to 2016↕		
Separate house		3,966	77.9	76.6	4,000	78.4	77.9	-34		
Medium density		1,086	21.3	18.3	1,089	21.3	17.4	-3		
High density		0	—	3.4	0	—	3.3	0		
Caravans, cabin, houseboat		12	0.2	0.9	8	0.2	1.0	+4		
Other		10	0.2	0.4	6	0.1	0.3	+4		
Not stated		15	0.3	0.4	0	—	0.1	+15		
Total Private Dwellings		5,089	100.0	100.0	5,103	100.0	100.0	-14		

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id (informed decisions).

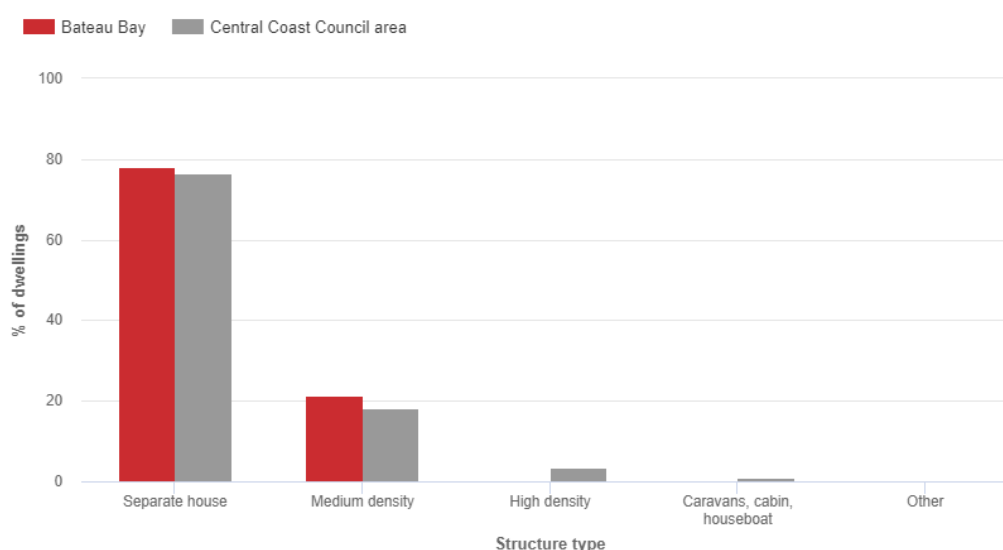
Please refer to specific data notes for more information

Figure 10: Dwelling Structure for the Statistical Area, compared with the Central Coast LGA over time

Source: <https://profile.id.com.au>

The Statistical Area features a slightly lower proportion of all other forms of housing compared with the remainder of the Central Coast LGA, excluding the category of 'medium density' which is 21.3% compared to the Central Coast LGA percentage of 18.3%. Bateau Bay contains no high density housing.

Dwelling structure, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

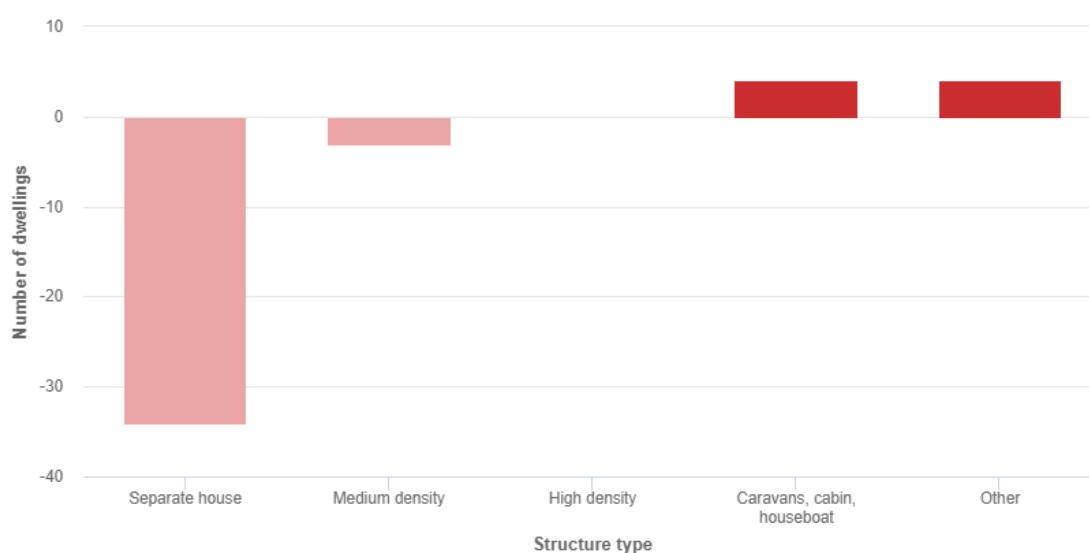
Figure 11: Diagrammatic depiction of Dwelling Structure for the Statistical Area, compared with the Central Coast LGA - 2016

Source: <https://profile.id.com.au>

Notably, between the last two published Census periods, there was a localised reduction in the number of 'separate house' dwelling structures in the Statistical Area as showing in **Figure 12** below.

Change in dwelling structure, 2011 to 2016

Bateau Bay



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Figure 12: Change in Dwelling Structure between 2011 and 2016 for the Statistical Area

Source: <https://profile.id.com.au>

3.3.3 Housing Tenure

Tenure data, to some extent, may provide insights into the socio-economic status of an area as well as the role that the area plays in the housing market. For example, a high concentration of private renters may indicate an area attractive to specific housing markets such as young singles and couples, while a concentration of home owners may indicate a more settled and less transitory area, with mature families and empty-nester household types. Tenure can also reflect built form, with a significantly higher share of renters in medium and high-density housing and a substantially larger proportion of home-owners in separate houses, although this is not a mutually exclusive pattern.

Housing tenure

Bateau Bay - Households (Enumerated)				2016			2011			Change
Tenure type	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016
a Fully owned	1,666	35.6	33.4	1,620	35.2	33.6				+46
a Mortgage	1,535	32.8	32.5	1,547	33.6	33.2				-12
Renting - Total	1,027	22.0	25.7	1,092	23.7	26.2				-65
a Renting - Social housing	290	6.2	3.4	354	7.7	3.6				-64
a Renting - Private	731	15.6	21.9	723	15.7	22.1				+8
Renting - Not stated	6	0.1	0.4	15	0.3	0.5				-9
Other tenure type	104	2.2	1.4	119	2.6	1.3				-15
Not stated	343	7.3	7.0	224	4.9	5.7				+119
Total households	4,675	100.0	100.0	4,602	100.0	100.0				+73

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id (informed decisions).

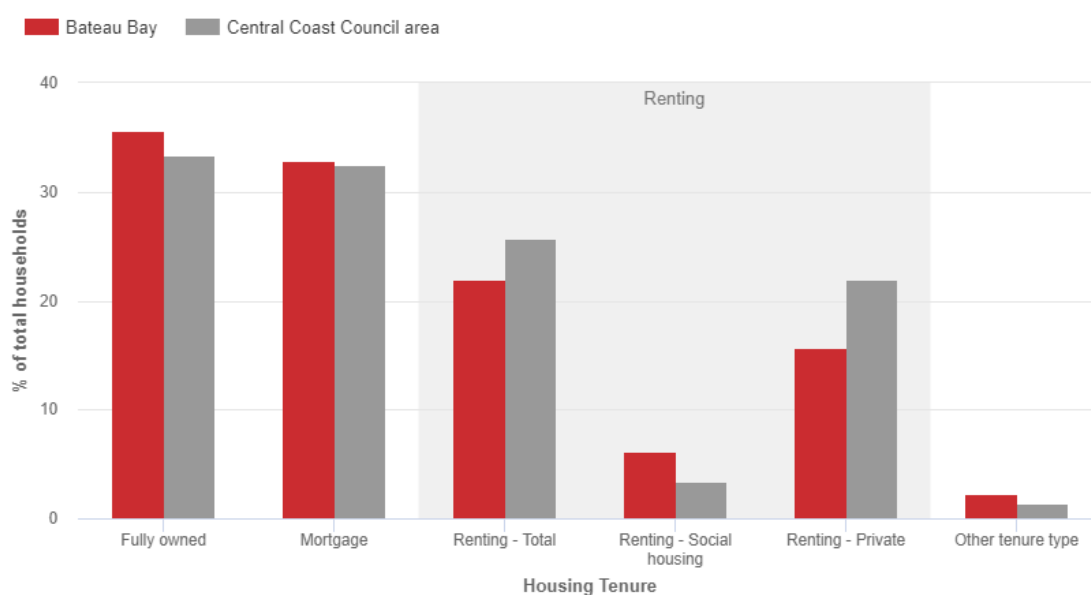
Please refer to specific data notes for more information

Figure 13: Housing Tenure for the Statistical Area, compared with the Central Coast LGA over time

Source: <https://profile.id.com.au>

The data shows one of the more significant statistical relationships when comparing the Statistical Area with the Central Coast LGA, with 6.2% of households in 'social housing' renting arrangements, compared with only 3.4% in the wider LGA. There is also a notable disparity between 'private' rent arrangements (15.6% and 21.9% respectively).

Housing tenure, 2016



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Enumerated data). Compiled and presented in profile.id by [.id](#) (informed decisions).

Figure 14: Diagrammatic depiction of Housing Tenure for the Statistical Area, compared with the Central Coast LGA - 2016

Source: <https://profile.id.com.au>

Change in housing tenure, 2011 to 2016

Bateau Bay



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2011 and 2016* (Enumerated data). Compiled and presented in profile.id by [.id](#) (informed decisions).

Figure 15: Change in Housing Tenure between 2011 and 2016 for Statistical Area

Source: <https://profile.id.com.au>

3.3.4 Household Size

The household size data indicates that 2 person and 1 person households are the most common type of household within the Bateau Bay Statistical Area, representing over half of all households. There is little variation between the Statistical Area and the wider Central Coast LGA, or between 2011 and 2016.

Household size							
Bateau Bay - Households (Enumerated)							
Number of persons usually resident	2016			2011			Change
	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016
1 person	1,250	27.8	26.4	1,288	28.6	26.8	-38
2 persons	1,485	33.0	33.9	1,521	33.8	34.1	-36
3 persons	637	14.2	15.0	618	13.7	14.8	+19
4 persons	701	15.6	15.0	682	15.1	14.8	+19
5 persons	305	6.8	6.6	273	6.1	6.5	+32
6 or more persons	119	2.6	3.1	124	2.8	3.0	-5
Total classifiable households	4,497	100.0	100.0	4,506	100.0	100.0	-9

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id (informed decisions).
Please refer to specific data notes for more information

Figure 16 Number of people per household for the Statistical Area, compared with the Central Coast LGA over time

Source: <https://profile.id.com.au>

3.3.5 Number of Bedrooms

The data indicates that the Statistical Area contains a relatively low number of 2 bedroom households, with a rate of approximately 12.9% recorded in the Statistical Area, compared with 18.1% in the Central Coast LGA. This is partially offset by a higher proportion of 0 or 1 bedroom households, and 4 bedroom households.

Number of bedrooms per dwelling

Bateau Bay - Households (Enumerated)				2016		2011		Change
Number of bedrooms	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016	
0 or 1 bedrooms	254	5.4	3.7	278	6.1	3.9	-24	
a 2 bedrooms	604	12.9	18.1	634	13.8	18.8	-30	
3 bedrooms	1,875	40.0	39.0	1,960	42.7	41.5	-85	
a 4 bedrooms	1,358	29.0	25.7	1,282	27.9	25.1	+76	
5 bedrooms or more	292	6.2	6.9	261	5.7	5.9	+31	
Not stated	303	6.5	6.6	178	3.9	4.9	+125	
Total households	4,686	100.0	100.0	4,593	100.0	100.0	+93	

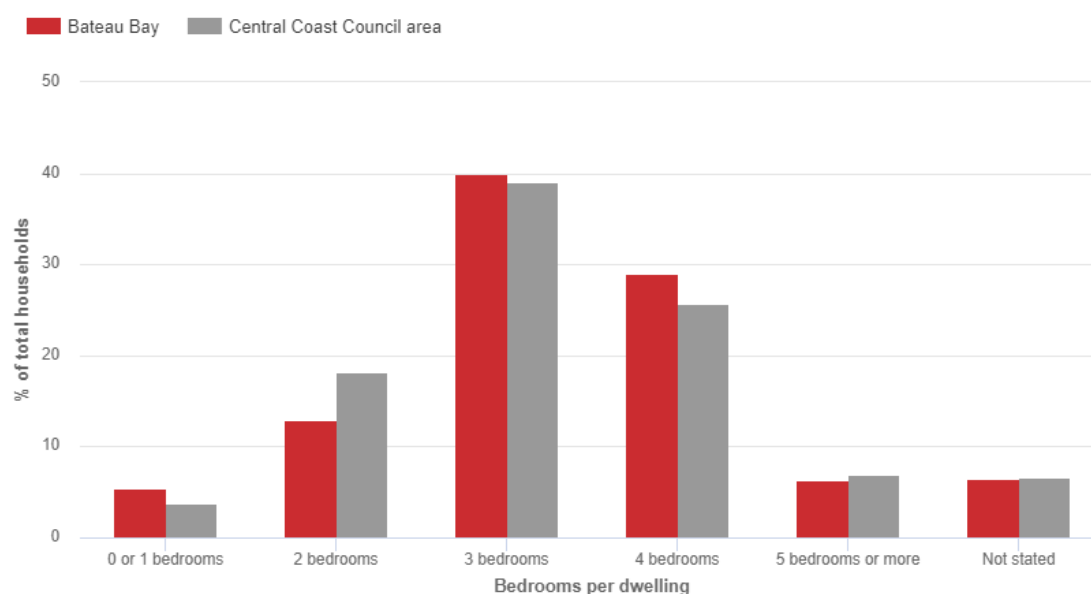
Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id (informed decisions).

Please refer to specific data notes for more information

Figure 17: Number of Bedrooms per Dwelling for the Statistical Area, compared with the Central Coast LGA over time

Source: <https://profile.id.com.au>

Number of bedrooms per dwelling, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Figure 18: Diagrammatic depiction of Number of Bedrooms per Dwelling for the Statistical Area, compared with the Central Coast LGA - 2016

Source: <https://profile.id.com.au>

3.3.6 Bedrooms Per Dwelling

Using data contained within Section 3.3.4 and Section 3.3.5, the following aggregate figures are provided.

Number of persons	10,460
Number of rooms	13,979

There are typically approximately 0.75 people per bedrooms within the Bateau Bay Statistical Area.

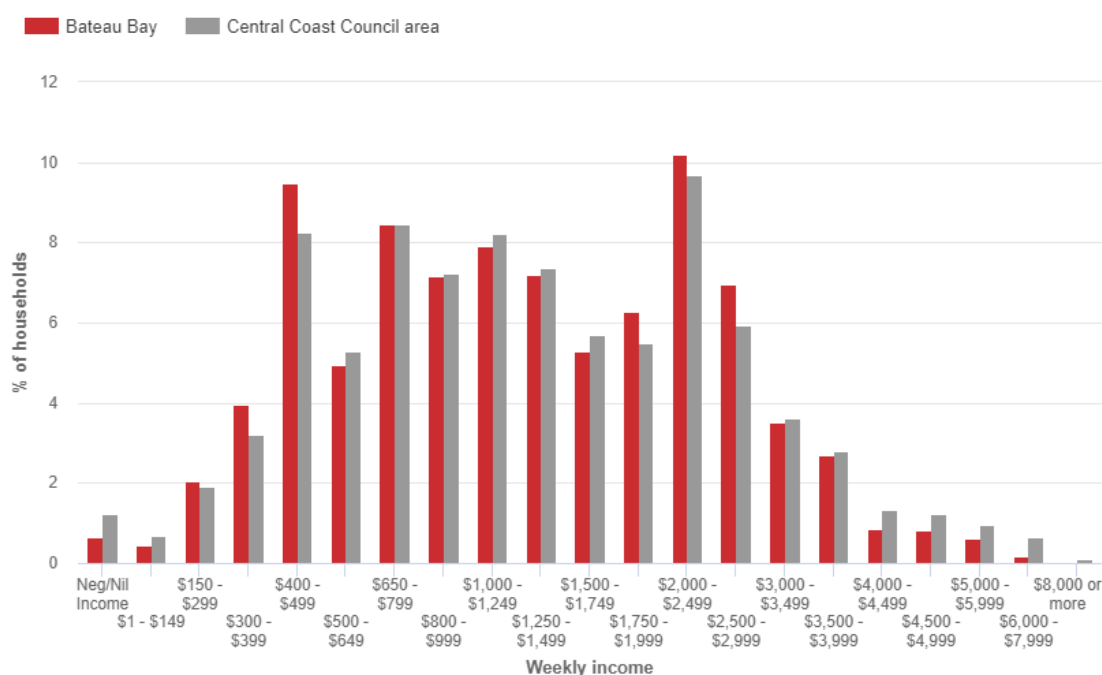
3.4 Income

3.4.1 Household Income

Household income is also one of the most important indicators to help evaluate the economic opportunities and socio-economic status of an area. The amount of combined income a household generates is linked to a number of factors:

- the number of workers within the household;
- the percentage of people unemployed or on other income support benefits; and
- the type of employment undertaken by the household members.

Weekly household income, 2016



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Enumerated data). Compiled and presented in profile.id by *profile.id* (informed decisions).

Figure 19: Weekly Household Income for the Statistical Area, compared with the Central Coast LGA - 2016

Source: <https://profile.id.com.au>

The data above shows that incomes within the statistical area experience a reasonably constant relationship with incomes in the wider Central Coast area. However, there is a lower incidence of households in each income range above \$3,000 per week, compared with the remainder of the LGA, suggesting that Bateau Bay contains a relatively low proportion of very affluent households.

The trend is amplified when compared with Greater Sydney, with notably lower incidence of those households on very low and very high incomes, indicating a relatively low level of income inequality, compared with Greater Sydney. The data also indicates a much higher incidence of low household incomes in the Bateau Bay statistical area, compared with Greater Sydney, particularly between \$400, and \$999 per week, but excluding very low incomes of less than \$150 per week, where the incidence is much higher across Greater Sydney.

Weekly household income, 2016



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Enumerated data). Compiled and presented in profile.id by *id* (informed decisions).

Figure 20: Weekly Household Income for the Statistical Area, compared with Greater Sydney Region - 2016

Source: <https://profile.id.com.au>

3.4.2 Household Income by Quartile

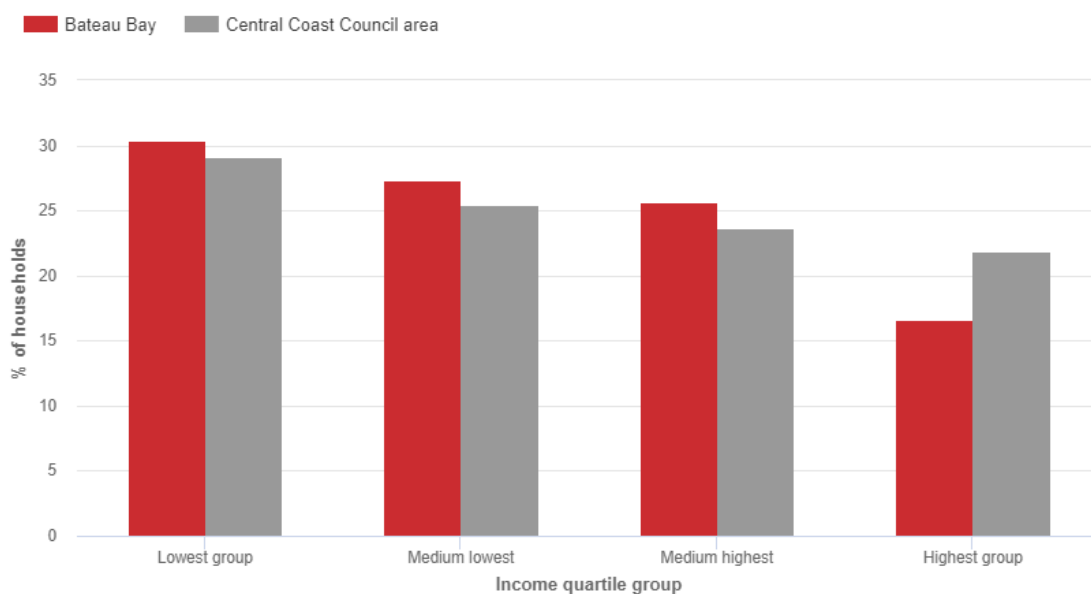
Household income can also be viewed using the income quartile method, which has been adopted as an objective method of comparing the income distribution between two areas. Equivalised household income also provides a useful statistical tool used to adjust income to allow for household size and composition (number of adults and children) to put all households on an equal footing.

Equivalised household income divides the household income by an equivalence factor, according to the 'modified OECD' equivalence scale. This factor is derived by adding the following:

- First Adult (+ 1)
- Second and subsequent adults, and children over 15 years (+ 0.5)
- Children under 15 years (+ 0.3)

This reduces the incidence of asset rich, cash poor pensioners living alone, who are commonly identified as low income households. The relationships are similar to those identified above. Compared with the Central Coast Council area, the Statistical Area has a notably lower incidence in the highest income quartile, offset by a moderately higher incidence in each of the lower three quartiles.

Household income quartiles, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by id (informed decisions).

Figure 21: Household Income Quartiles for the Statistical Area, compared with the Central Coast LGA - 2016

Source: <https://profile.id.com.au>

This relationship is more easily understood through the interpretation of equivalised household income., which accounts for the number of occupants of a household.

Equivalised household income quartiles, 2016

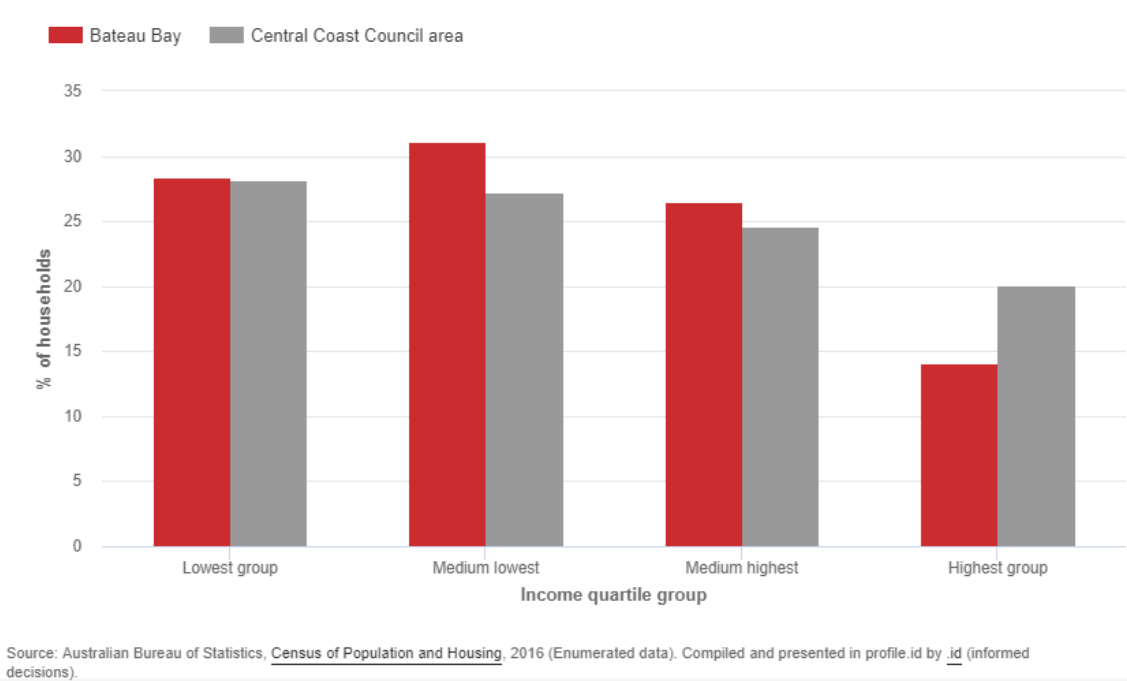


Figure 22: Equivalised Household Income Quartiles for Statistical Area, compared to Central Coast LGA - 2016
Source: <https://profile.id.com.au>

When compared with Greater Sydney, the Statistical Area has a higher incidence in the two lower income quartiles, offset by a significantly lower incidence in the highest income quartile.

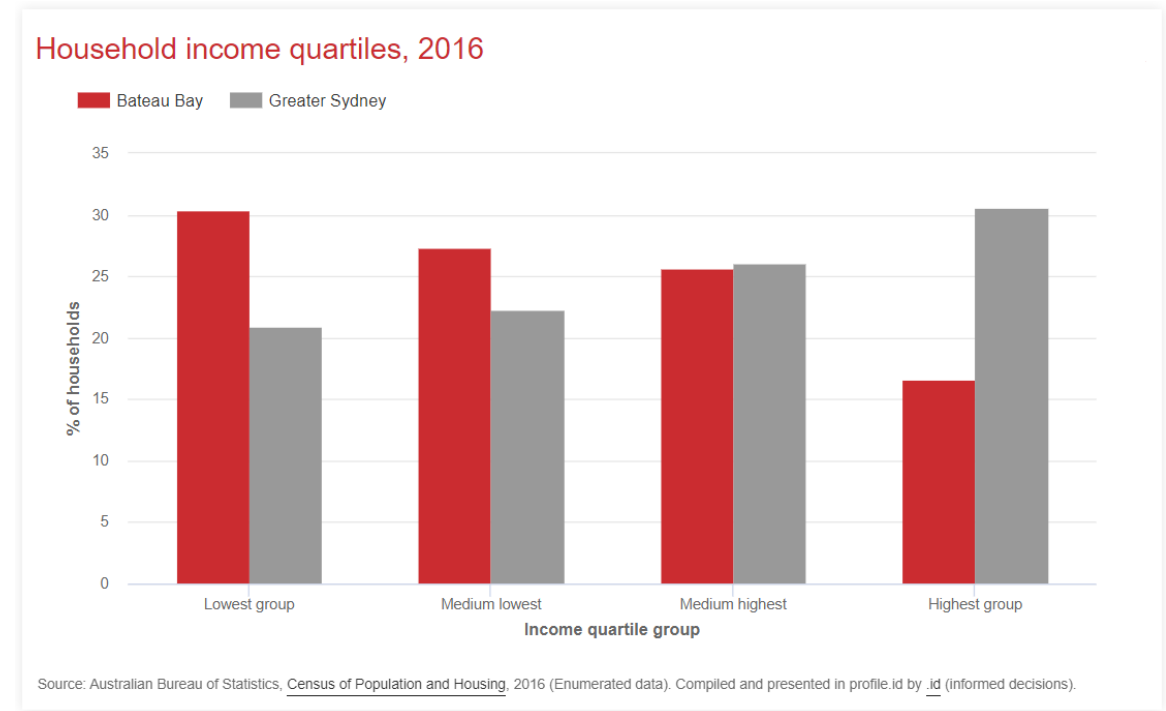
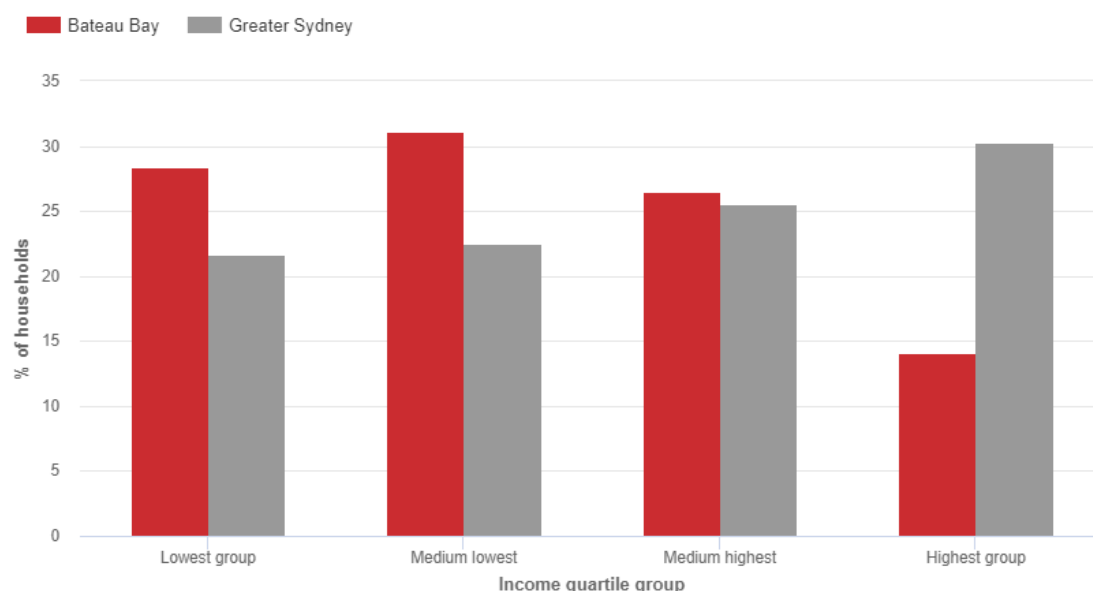


Figure 23: Household Income Quartiles for the Statistical Area, compared with the Greater Sydney Region - 2016
Source: <https://profile.id.com.au>

Again, the relationship is reinforced when using equivalised household incomes; however, the relationship becomes more pronounced, particularly in the highest quartile, suggesting that within the Statistical Area higher incomes tend to be associated with larger household in comparison to Greater Sydney.

Equivalised household income quartiles, 2016



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Figure 24: Equivalised Household Income Quartiles for Statistical Area, compared to the Greater Sydney Region - 2016

Source: <https://profile.id.com.au>

3.5 Index of Disadvantage

The Index of Relative Socio-Economic Disadvantage is derived from attributes such as low income, low educational attainment, high unemployment, jobs in relatively unskilled occupations and variables that reflect disadvantage rather than measure specific aspects of disadvantage (e.g. Indigenous and Separated/Divorced).

High scores on the Index of Relative Socio-Economic Disadvantage occur when the area has few families of low income and few people with little training and in unskilled occupations. Low scores on the index occur when the area has many low income families and people with little training and/or employed in unskilled occupations. For example, an area that has a Relative Socio-Economic Disadvantage Index value of 1200 is less disadvantaged than an area with an index value of 900. It is important to understand that a high score reflects lack of disadvantage rather than high advantage, a subtly different concept.

Index of Relative Socio-economic Disadvantage			export	reset
Central Coast NSW's small areas and benchmark areas				
Area	2016 index	Percentile		
Springfield	1,009.3	51		
Warnervale - Wadalba District	1,008.6	50		
Australia	1,001.9	46		
New South Wales	1,001.0	45		
Southern Lakes District	1,000.6	45		
Hamlyn Terrace	999.3	45		
Narara Valley District	998.5	44		
Warnervale - Wallarah - Bushells Ridge	995.2	43		
Bateau Bay	994.9	42		
The Entrance Ward	994.6	42		
Erina	992.7	41		
Kincumber	991.2	41		
Noraville - Norah Head	990.1	40		
Killarney Vale - Tumby Umbi	989.2	39		
Central Coast Council area	989.0	39		
Gosford Central District	985.9	37		

Figure 25: Extract of Index of Relative Socio-economic Disadvantage for the Central Coast LGA, with the Statistical Area shown highlighted - 2016

Source: <https://profile.id.com.au>

This data indicates that the Central Coast LGA is the 60th most Socio-Economic Disadvantaged LGA of the 152 LGA's in NSW, highlighting that the Central Coast LGA is neither greatly disadvantaged nor has a strong absence of disadvantage. The above table indicates levels of disadvantage within specified Social Planning Districts (SPDs) within the Central Coast LGA that identifies some pockets of strong disadvantage. Bateau Bay SPD is the 35th least disadvantaged of the 76 statistical areas within the Central Coast LGA. Bateau Bay receives a score of 994.9 and is marginally less disadvantaged than the wider LGA with a score of 989.0. This also sits below the scores for Greater Sydney (1,018.0), New South Wales (1,001.0) and Australia (1,001.9). There is therefore a moderate prevalence of disadvantage within the Statistical Area.

3.6 Employment

3.6.1 Location of Employment

ABS Place of Work data, mapped to 'destination zones', provides a spatial representation of the location of economic and employment activity. The subject site is located within a destination zone located

approximately between Bateau Bay Beach to the north, Forresters Beach to the south, and the Central Coast Highway to the west.

All industries

Central Coast NSW - Employment locations - Number of local workers 2016

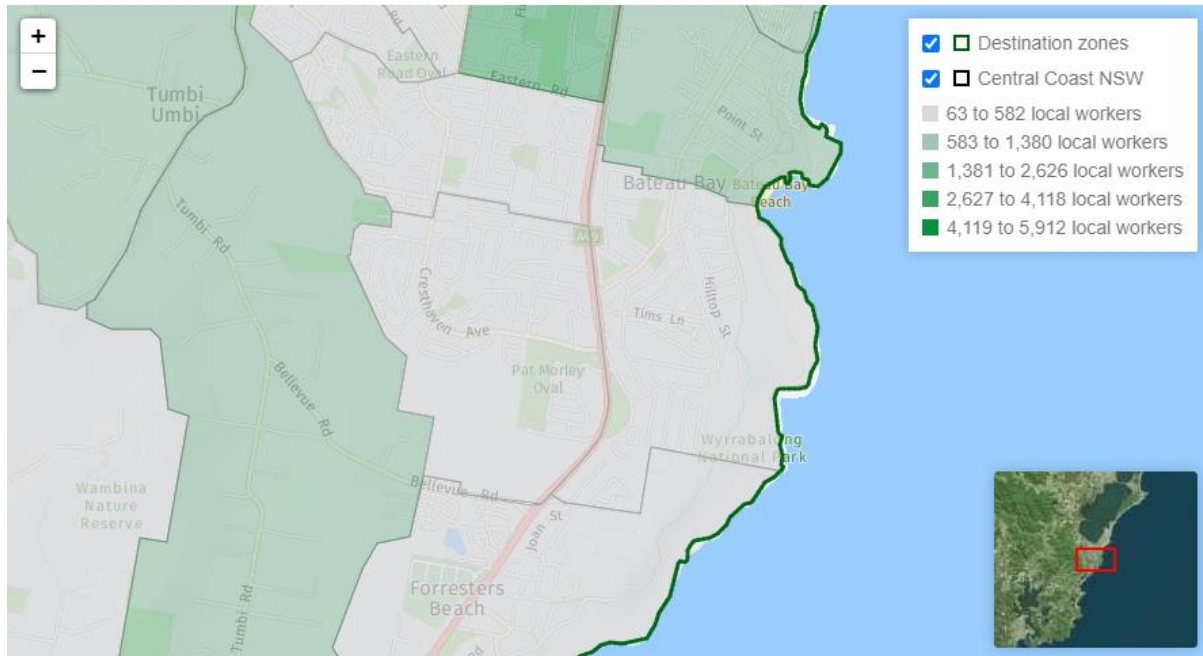


Figure 26 Employment location map showing the number of jobs located within each destination zone - 2016

Source: <https://profile.id.com.au>

This destination zone contains 509 jobs, comprising of 0.5% of jobs across the Central Coast. Larger nearby areas of employment include the destination zone to the north, which contains Bateau Bay Square and is shown at the centre of the top of the image above. This Destination Zone provides 1,585 jobs, comprising of 1.5% of jobs across the Central Coast.

When accounting for the industry category of 'Transport, Postal and Warehousing', the Destination Zone contains 140 jobs in that industry category, representing 4.3% of jobs across that industry category on the Central Coast.

Transport, Postal and Warehousing

Central Coast NSW - Employment locations - Number of local workers 2016

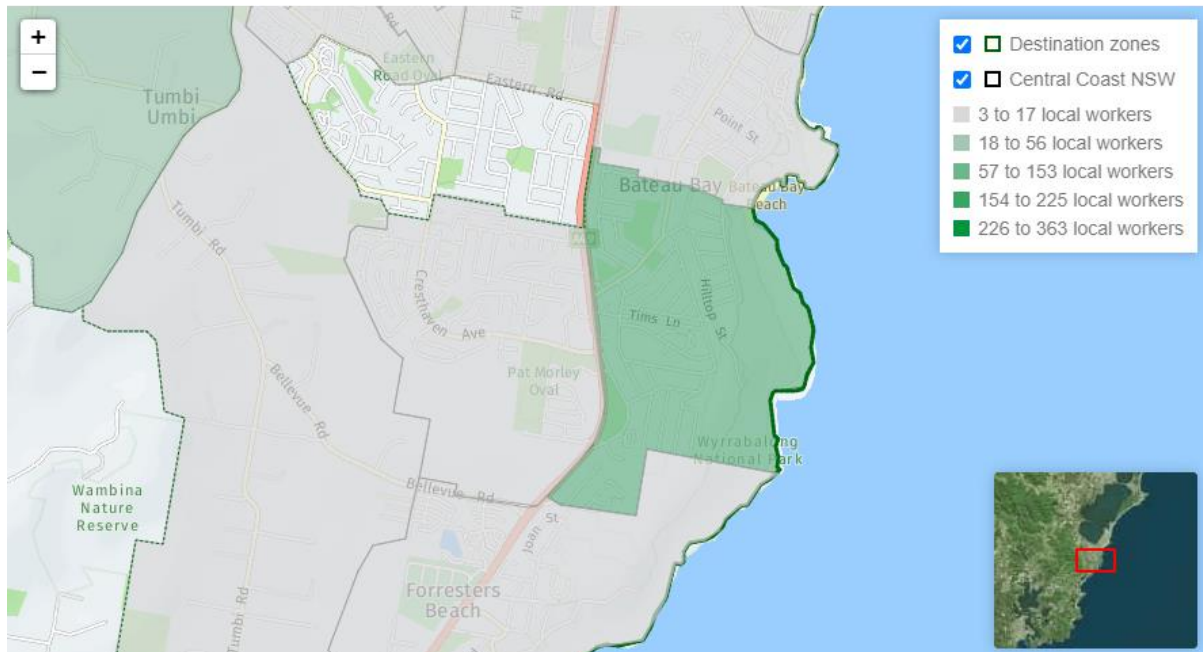


Figure 27 Employment location map showing the number of transport, postal and warehousing jobs located within each destination zone – 2016

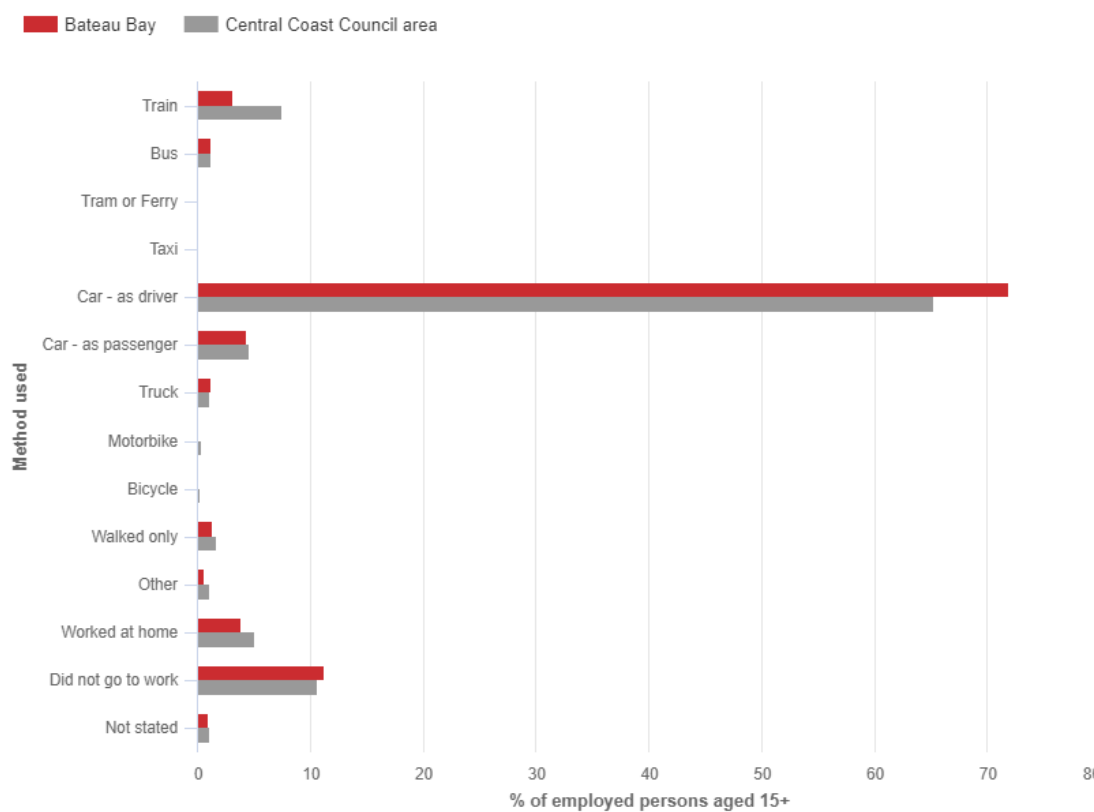
Source: <https://profile.id.com.au>

3.6.2 Journey to Work

The most common method of travel to places of employment is 'car – as driver', with the Bateau Bay statistical area exhibiting a higher incidence at 71.9%, compared with 65.2% across the Central Coast LGA. Residents of the Bateau Bay statistical area were far less likely to travel to work by train, with only 3.1% of residents utilising that method, compared with 7.5% across the Central Coast LGA. This is not unexpected, given the distance between Bateau Bay and the nearest railway stations at Tuggerah and Ourimbah, approximately 10km away in a north-westerly direction.

Method of travel to work, 2016

Total employed persons



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Usual residence data). Compiled and presented in profile.id by *id* (informed decisions).

Figure 28: Graph showing methods of travel to work, comparing Bateau Bay with the wider Central Coast LGA - 2016

Source: <https://profile.id.com.au>

3.7 Transport and Access

Bateau Bay exhibits a relatively similar rate of car ownership as the wider Central Coast LGA, and the rate of car ownership increased between 2011 and 2016, both in terms of the proportion of households that own a car, and in terms of the number of cars owned per household.

Car ownership export reset

Bateau Bay - Households (Enumerated)				2016		2011		Change
Number of cars	↕	2016		2011		Central Coast Council area %		2011 to 2016 ↕
		Number ↕	% ↕	Number ↕	% ↕	Number ↕	% ↕	
a No motor vehicles		352	7.5	6.7	469	10.2	8.7	-117
1 motor vehicle		1,547	32.8	35.2	1,689	36.7	38.2	-142
a 2 motor vehicles		1,673	35.4	33.5	1,515	32.9	33.0	+158
3 or more motor vehicles		760	16.1	16.7	647	14.1	13.6	+113
Not stated		391	8.3	7.9	284	6.2	6.5	+107
Total households		4,723	100.0	100.0	4,604	100.0	100.0	+119

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id (informed decisions).
Please refer to specific data notes for more information

Figure 29: Table showing methods of car ownership, comparing both Bateau Bay with the wider Central Coast LGA, and 2011 with 2016

Source: <https://profile.id.com.au>

Despite this, in 2016, 7.5% of households within the Bateau Bay statistical area did not own a car, and would therefore rely on other transport methods.

The site is a short walking distance from three bus stops. One stop is located on Coleridge Road (yellow circle below) while two are located opposite one another on The Central Coast Highway (red rectangle below), servicing buses traveling in both directions.



Figure 30: Locality Map, showing nearby bus stops to 682A Coleridge Road, Bateau Bay

Source: <http://maps.au.nearmap.com>

The walking distance to each bus stop is described below:

- Coleridge Road before Central Coast Highway – approximately 6.7m walking distance from front entrance of the subject site.
- Central Coast Hwy before Coleridge Road (both directions) – approximately 112m walking distance along Coleridge Road and Central Coast Hwy from the primary frontage of the subject site.

The bus stop located on Coleridge Road serves as the origin point for school bus services, with 8 school services departing between 7:00am – 7:27am each Monday to Friday during school terms. These bus services provide public transport access to education facilities in the surrounding area. The stop is also serviced by route 45 which services the Bateau Bay locality before terminating at Bateau Bay Square. Route 45 operates once a day from this stop, at 7:42am from Monday – Friday.

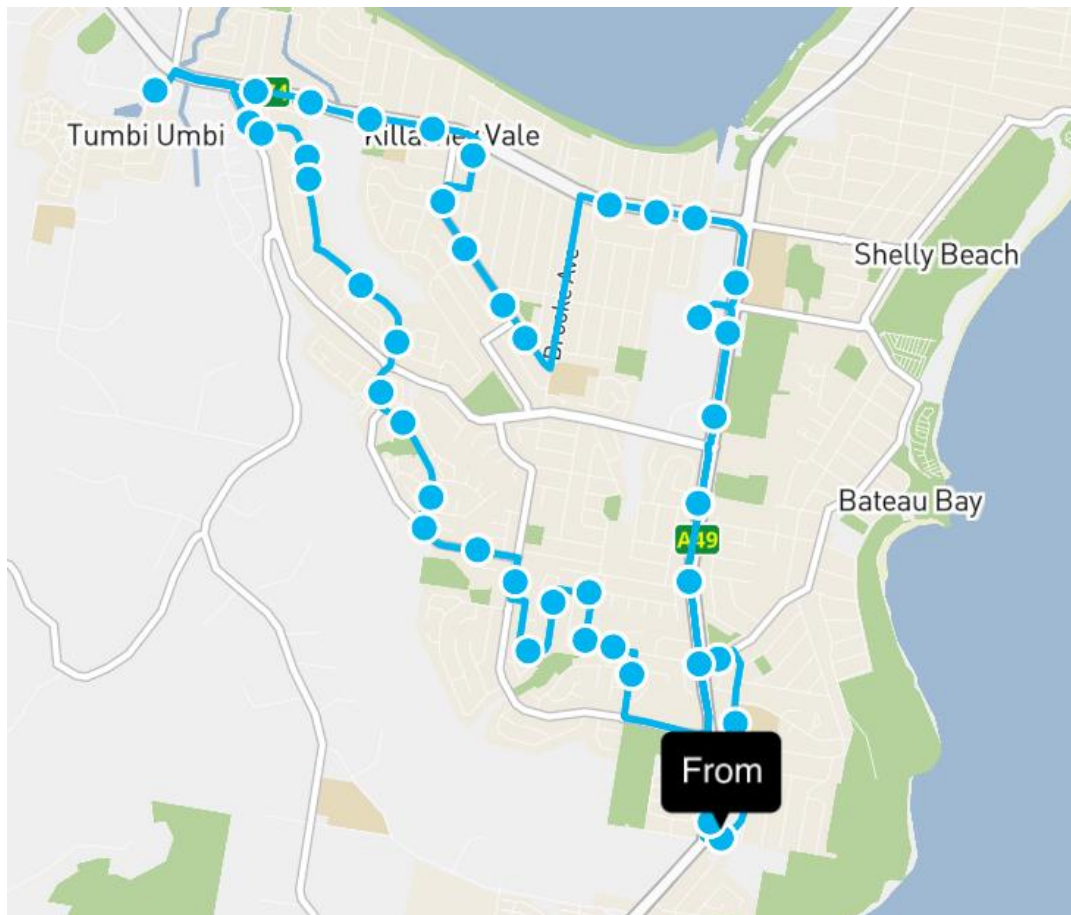


Figure 31: Route B45 from Coleridge Road before Central Coast Hwy Stop

Source: <https://transportnsw.info/>

During weekdays (Monday-Friday) the Central Coast Hwy stop is serviced multiple times an hour between 5am-10pm, with additional services in the morning to supplement existing services. The stop is also used by school services. Bus services travelling north through the Central Coast Hwy stop service a number of local centres and attractions within the Bateau Bay locality and Central Coast. The stop is serviced by routes B17, 18, 19, 21, 22, 23 & 45.

The stop allows access to the following centres:

- Bateau Bay
- The Entrance
- North Entrance
- Wyong
- Lake Haven
- Gosford

On weekends buses use the stop between 6am-11pm, with at least 4 services an hour between 9am and 8pm.

The majority of south travelling services stopping at the Central Coast Hwy are the return services for routes travelling north. Routes B17, 18, 19, 21, 22 & 23 all terminate at Gosford.

In relation to cycling, the *Central Coast Bike Plan 2019-2029* shows existing cycling routes on the map below.

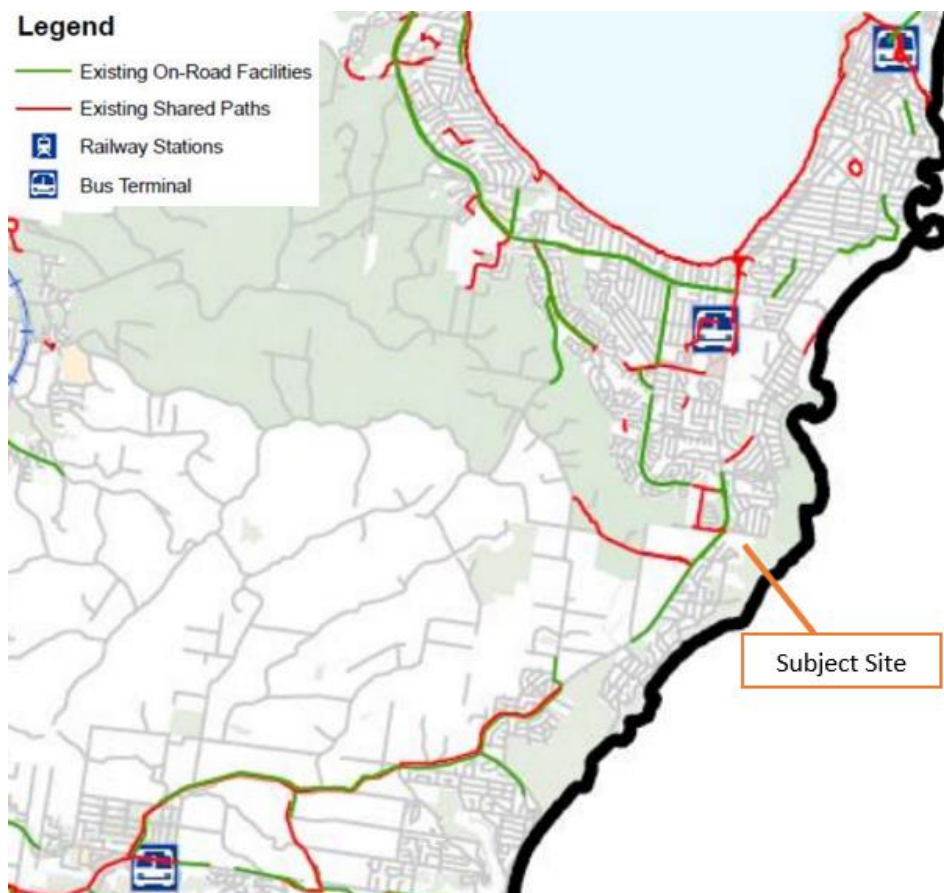


Figure 32: Local Transport Map showing Existing Cycling Infrastructure relevant to 682A Coleridge Road, Bateau Bay
[Source: www.centralcoast.nsw.gov.au](http://www.centralcoast.nsw.gov.au)

As seen in the map above, the site is connected to Bateau Bay by an existing on-road bike path. The nearest railway stations are located at Tuggerah and Ourimbah, approximately 10km away, in a north-westerly direction.

4.0 Social/Community Infrastructure Analysis

An overview of the existing level of social/community infrastructure within the locality is provided in the table below:

Name	Location	Linear Distance from Site	Availability	Access (other than by car)	Type
Supermarkets, Groceries, Food/Drink Shops					
Cellarbrations	Shops 6&7, 15 Forrester's Beach Rd, Forrester's Beach	1.2km	Mon-Sat: 10am -6pm Sun: 10am-6pm	Bus route 19,21,22,23	Liquor Store
Valley Fruit Market and Grocer Wamberal	865 The Entrance Rd, Wamberal	2.8km	Mon-Thurs: 8am-6:30pm Fri: 8am-6pm Sat: 7:30am-6pm Sun: 7:30am-5pm	Bus route 19,21,22,23	Small Grocer
Ritchie's IGA Bateau Bay	Cresthaven Shopping Centre Shop 2, Cresthaven Ave, Bateau Bay	1.7km	Mon-Sun 7am-8pm	Bus route 19 or 23	Medium sized grocer
Other Retail/Commercial					
Australia Post	2/105 Bateau Bay Rd, Bateau Bay	1.91km	Mon-Fri: 9am-5pm Sat: 9am-12pm Sun: Closed	Bus route 19,21,22,23	Small sized Post Office
Ampol Woolworths Metro Forrester's Beach	The Entrance Rd Cnr Bellevue Rd, The Entrance Rd, Forrester's Beach	650m	Mon-Sun: 5am-12am	Walkable	Regular Service Station Capacity
Bateau Bay Square	12 Bay Village Rd, Bateau Bay	2km	Mon-Wed & Fri 9am-5.30pm Thurs 9am-8pm Sat 9am-4pm Sun 10am-3pm	Bus route 19,21,48	Shopping centre
Erina Fair Shopping Centre	Terrigal Drive, Erina	8.7km	Mon-Wed & Fri 9am-5.30pm Thurs 9am-9pm Sat 9am-5pm Sun 10am-5pm	Bus route 19,21,22,23	Large Shopping Centre
Westfield Tuggerah	50 Wyong Rd, Tuggerah	11.5km	Mon-Wed & Fri: 9am-5:30pm Thurs: 9am-9pm Sat: 9am-5pm Sun: 10am-5pm	Bus route 19	Large Shopping Centre
Banks					
ATM	The Entrance Rd & Yakkalla Rd, Bateau Bay	2.4km	24 Hours	Bus route 19,23	ATM Machine
ANZ Bank	Bateau Bay Square, Shop 77A, 12 Bay Village Rd, Bateau Bay	2.7km	Mon-Thurs: 9.30am-4pm Fri: 9:30-5pm Sat-Sun Closed	Bus route 19,21,23,48	Regular sized banking facility
Commonwealth Bank	40/12 Bay Village Rd, Bateau Bay	2.5km	Mon-Wed & Fri 9.30am-4pm Thurs 9.30am-5pm Sat-Sun Closed	Bus route 19,21,23,48	Regular sized banking facility
Westpac	Shopping Centre, The Entrance Road, Shop 10/12 Bay Village Rd, Bateau Bay	2.6km	Mon-Thurs: 9.30am-4pm Fri: 9:30-5pm Sat-Sun Closed	Bus route 19,21,23,48	Regular sized banking facility
Employment					
MAX Employment	Suite 1 & 2, 25-27 Alison Rd, Wyong	13.6km	Mon-Fri 8.30-5pm Sat-Sun Closed	Bus route 21 or 22 then route 19,25 or 26	Employment Agency
MatchWorks	Suite 2/50-52 The Entrance Rd, The Entrance	6.3km	Mon-Fri 9am-5pm Sat-Sun Closed	Bus route 21 or 22	Employment Agency
APM	Shop 1/68-72 The Entrance Rd, The Entrance	6.2km	Mon-Fri: 9am-5pm Sat-Sun: Closed	Bus route 21 or 22	Disability employment and support service
Centrelink and Medicare	16-18 Fairview Ave, The Entrance	6.3km	Mon-Fri 8.30am-4.30pm	Bus route 22 or 23	Government Service

Name	Location	Linear Distance from Site	Availability	Access (other than by car)	Type
Educational Establishments					
Family Tree Learning Centre	22 Dunning Ave, Bateau Bay	915m	Mon-Fri 8am-5pm Sat-Sun Closed	Walkable	Childcare
Kindy Patch	43 Bellevue Rd, Forresters Beach	1.1km	Mon-Fri 7am-6pm Sat-Sun Closed	15-minute walk	Childcare
Indigo Early Learning Centre	41B Bellevue Rd, Forresters Beach	1.1km	Mon-Fri 6am-6pm Sat: 8am-5pm Sun: Closed	15-minute walk	Childcare
Bateau Bay Public School	2A Waratah St, Bateau Bay	716m	Regular school hours	10-minute walk	Primary school (public)
Wamberal Public School P&C Community	1 Lea Ave, Wamberal	2.9km	Regular school hours	Bus route 19,22, 23 then 10-minute walk	State School
Tuggerah Lakes Secondary College Tumby Umbi Campus	150 Bellevue Rd, Tumby Umbi	1.9km	Regular school hours	Bus route 21 then 48	Secondary school
TAFE NSW – Ourimbah	Brush Rd, Ourimbah	10.1km	Regular TAFE hours	Bus route 19 or 23 then route 25 then Central Coast and Newcastle train line	Tertiary Applied Education
University of Newcastle – Ourimbah Campus	10 Chittaway Road, Ourimbah	10.1km	Regular university hours	Bus route 19 or 23 then route 25 then Central Coast and Newcastle train line.	University
Health					
Bateau Bay Laverty Pathology Drive-Through Clinic	Softball Oval Car Park, 29 Passage Rd, Bateau Bay	470m	Tue-Fri: 7:30am-3pm Sun-Mon: Closed	Walkable	Medical testing site
Bateau Bay Pharmacy	560 The Entrance Rd, Bateau Bay	1km	Mon-Fri: 9am-5:30pm Sat: 9am-12pm Sun: Closed	Bus route 19,21,22,23	Regular-scale store
Gosford Hospital	75 Holden St, Gosford	12.7km	24 Hours	Bus route 19,21,23	Medium sized public hospital
Bateau Bay Medical Centre	599 The Entrance Rd, Bateau Bay	1.1km	Mon-Fri: 8:30am-6pm Sat: 8:30am-12pm Sun: Closed	Bus route 19,21,22,23	Skin care facility
Community Services					
Banksia Community Centre	7 Sir Joseph Banks Dr, Bateau Bay	1.8km	Regular community centre hours	Bus route 19 or 23 then 7 minute walk	Assumed capacity
Bateau Bay Library	Bateau Bay Square, 10 Bay Village Road, Bateau Bay	2.4km	Mon-Fri 9am-4.30pm Sat: 9am-12pm Sun: Closed	Bus route 19,23,48 then 8 minute walk	Local library
Bateau Bay Neighbourhood Centre	10 Cynthia St, Bateau Bay	2.3km	Mon-Fri: 9am-4pm Sat-Sun: Closed	Bus route 19 or 23	Community Centre
Leisure & Recreation					
Bateau Bay Golf Range	466 The Entrance Rd, Bateau Bay	1.8km	Mon-Sun: 8am-5pm	Bus route 19,23,48	Private golf driving range
Bateau Bay Ten Pin Bowl	470 The Entrance Rd, Bateau Bay	1.8km	Mon-Wed: 9am-9pm Thurs: 6pm Fri-Sat: 9am-9:30pm Sun: 10am-5pm	Bus route 19,23,48	Ten pin bowling centre
Wyrribalong National Park	Bateau Bay NSW	500m	24 Hours	Walkable	National park
Wyrribalong Lookout	Wyrribalong Coastal Walk, Bateau Bay	810m	24 Hours	Walkable	Lookout
Crackneck Point Lookout	Wyrribalong Coastal Walk, Bateau Bay	800m	Mon-Sun: 7am-7pm	Walkable	Lookout
Bateau Bay Beach	Bateau Bay Beach Access	1.6km	Public open space available all year round	Bus route 19,21,22,23	Beach
Bateau Bay Softball and AFL	1 Bataan Cct, Bateau Bay	500m	Public open space available all year round	Walkable	Public playground
Pat Morley Oval	Cresthaven Ave, Bateau Bay	700m	Public open space available all year round	Walkable	Public Oval
Bateau Bay Hotel	65 Lumby Dr, Bateau Bay	800m	Times vary	11-minute walk	Regular hotel

5.0 Community and Stakeholder Consultation

5.1 Purpose of Consultation

A commonly utilised and recognised framework for the approach to community engagement is the 'Spectrum of Public Participation' produced by the International Association for Public Participation shown below.

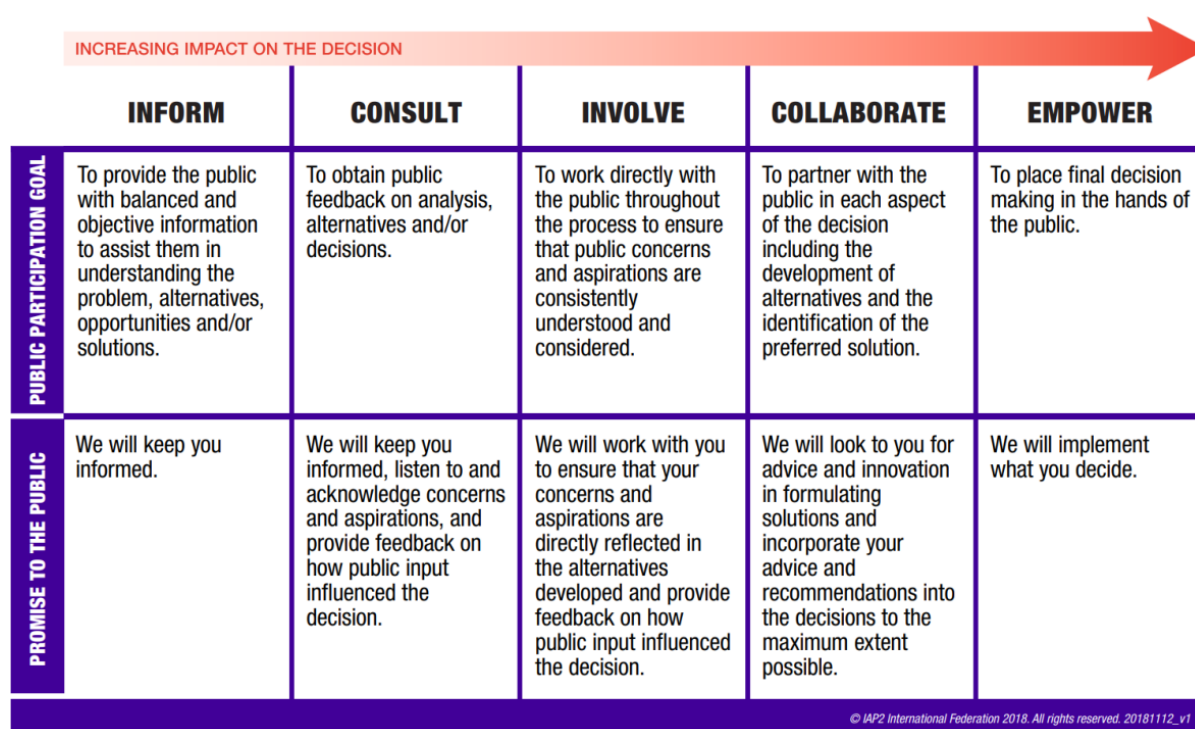


Figure 33: IAP2 Spectrum of Public Participation

Source: IAP2 Australasia (https://iap2.org.au/wp-content/uploads/2020/01/2018_IAP2_Spectrum.pdf)

The Spectrum equates the goals of the consultation with the purpose of the consultation, with the impact of the public on decision making increasing along the Spectrum, through each level of participation being; Inform, Consult, Involve, Collaborate, and Empower.

The first two levels are the common methods of public consultation, with the latter three levels used for consultation where it is expected that the community would play an active role in implementing solutions to community issues.

In this instance, the purpose of the consultation is largely to identify positive and negative social issues within the community, and ongoing active community involvement is not anticipated. In this respect, the location of the subject community consultation along the Spectrum is primarily at 'Consult'.

5.2 Consultation Interviews

5.2.1 Structure of Consultation Interviews

Consultation interviews were sought in order to obtain a broad understanding of social issues within the community. Stakeholders were identified based upon their anticipated contact with the community, and capacity to identify social issues. Some stakeholders were identified based on the specific characteristics of the proposal, being for a residential rezoning, or for specific characteristics of the site (for example its location adjacent to Wyrabalong National Park).

During March 2022, each of the following organisations were contacted for interviews.

Government Departments

NSW Department of Education (Tuggerah)

- Bateau Bay Public School
- Tuggerah Lakes Secondary College Tumby Umbi Campus

NSW Department of Health – Gosford Hospital

NSW Police – The Entrance and Wyong

NSW Rural Fire Services

NSW National Parks and Wildlife Service – Hunter Central Coast

NSW Department of Communities and Justice

Central Coast Council

Local Aboriginal Land Council

Darkinjung Local Aboriginal Land Council

Employment Services

Ability Options and Olympus Solutions, Bateau Bay

Community Services

Banksia Community Centre

Cynthia Street Community Centre

Community Housing Providers

Pacific Link Housing

Compass Housing Services

Each of the organisations above were initially contacted by telephone, and contact email addresses were provided to CPS. Potential respondents were forwarded a brief explanation of the proposal and a list of standardised questions, and were invited to participate in telephone interviews, or alternatively provide comments by return email. The email explained to potential respondents that the interviews were to be conducted as informally as the subject nature permitted, that they may provide as little or as much depth as desired, and that they may elect to pass on any question. Respondents were also advised that it was preferred that the answers be based primarily on their professional or occupational background, with any general opinions to be disclosed as such.

The list of interview questions is shown below:

1. *From your perspective, what do you see as important social issues in this community?*
2. *Compared with other locations elsewhere in NSW or Australia, are there any social issues which you would expect to be particularly important in this location?*
3. *If the subject land were to be rezoned to be consistent with other surrounding land (currently used primarily for housing), are there particular social impacts (positive or negative) that you would expect this to create?*
4. *Transport depots are currently the primary land use that is permitted on the subject site; whilst the use is not permitted on surrounding land, the planning proposal seeks to retain this use as permissible only on the subject site (i.e. this would not affect surrounding land). Are there particular social impacts (positive or negative) that you would expect this to create?*
5. *If in the future, the bus depot was to be altogether removed from the site, are there any particular social impacts (positive or negative) that you would expect this to create?*
6. *Do you consider that the planning proposal would create any issues with the capacity to delivery an important service or resource?*
7. *Are there any particularly vulnerable groups which you consider would require special attention in relation to any of the commentary you have already provided?*
8. *Do you have any suggestions that you think would assist in either mitigating negative impacts, or in enhancing any positive impacts associated with the proposal?*
9. *Is there any other general or specific information that you wish to provide, which you think would assist in the evaluation of the social impacts of the planning proposal?*

The interview questions were structured so as to:

- Initially gain some general views on perceived relevant social issues.
- Invite specific commentary on the proposal.
- Understand whether respondent commentary related to any particularly vulnerable population groups.
- Summarise by providing broad or unstructured commentary.

At the commencement of each interview, respondents were invited to provide commentary in any format they chose, and were advised that comments were not necessarily required to be provided as answers to the questions above. To encourage honest responses, respondents were advised that their names and position titles would be withheld from this report, that no recording devices would be used, and that direct quotes would generally not be used (unless specifically requested by CPS).

5.2.2 Responses

Interviews were conducted with

- Bateau Bay Public School (senior member of staff).
- Tuggerah Lakes Secondary College Tumby Umbi Campus (head teacher).
- Pacific Link Housing (senior member of staff).
- Cynthia Street Community Centre (senior member of staff)
- Central Coast Local Area Health (Health Promotion Officer, also including comments provided from Health Planning Division)

Of the other organisations above, only the NSW National Parks and Wildlife Service – Hunter Central Coast declined to participate. Each of the other non-participants were contacted on an additional 2-4 occasions, by both telephone and email, up until approximately 4 April 2022, but CPS were not able to receive any further interviews or comments. CPS took every opportunity to:

- Provide the person/s contacted at each relevant organisation with a brief explanation of the proposal and the reason for the interview.
- Provide sufficient time and flexibility for the scheduling of an interview, or for the provision of a response email.

A general summary of the comments received is provided below.

Bateau Bay Public School (senior member of staff)

- Important for bus company that knows the area well and has a strong relationship with school.
- School has a relatively high rate of bus use, with approximately 200 students taking the bus to school.
- Many new families in the area, often relocating from Sydney, and there is an association with a relatively affluent school community, compared with other schools in the area, noting that the school caters for a relatively small proportion of students from low socioeconomic backgrounds.

- School is approximately 150 students over capacity and as a result:
 - School has increasingly had to decline non-local students, including non-local siblings (i.e. younger siblings of families who have relocated out of the school zone).
 - Proposal may place further pressure on enrolments and infrastructure.
 - Further demountable buildings may be required, noting that the school has a relatively large space, compared with other schools, in which to provide further demountable buildings.
 - Higher density forms of residential development, such as dual occupancies or townhouses may create a higher population than anticipated.
 - After-school care currently able to cater relatively well to demand, but is at capacity on some days, and this would likely require expansion to accommodate further residential development.
- School currently enjoys good relationship with the bus company and retention of bus depot is preferred, even if only partially retained.
- Important that level of bus service is retained.
- Location of depot is convenient given proximity to the school, and to Central Coast Highway.

Tuggerah Lakes Secondary College Tumby Umbi Campus (senior student coordinator)

- Expanding population will likely require expanded services, not solely in relation to education, but also in relation to other essential infrastructure, including roads, transport, etc, noting the single lane of traffic along the nearby portions of the Central Coast Highway.
- School currently enjoys good relationship with the bus company and existing location a short distance from the school is favourable.
- Bus company often able to provide replacement services at short notice, and provides reliable chartered services.
- Additional housing may provide some positive benefits for housing affordability, particularly if provided for people from low socioeconomic background and people with disabilities.
- May affect school zoning, that is:
 - Aside from other two campuses within Tuggerah Lakes Secondary College (Berkeley Vale, like Tumby Umbi, being for years 7-10 students, and The Entrance, being for years 11-12 students), nearest high schools are some distance away at Wyong and Terrigal.
 - Expanded population in one part of the school area may affect the school zoning in other locations.

Pacific Link Housing (senior member of staff)

- There are unique barriers to public transport in the area, both within the Central Coast LGA broadly, and within the specific locality. Population tends to lie along the coastline, and there are several other barriers to creating transport corridors, including the mountains to the west, as well as bushland and various waterways. The location of the national park and ocean creates a particular further constraint to transport in this locality.
- The Central Coast is characterised by pockets of advantage and pockets of disadvantage, located sporadically throughout the area.
- Housing affordability (both for purchase and rent) are a particular concern on the Central Coast.
- Important that bus services be retained, particularly those from low socioeconomic backgrounds.
- Suggestion for part of the land to be used for non-residential uses, with specific suggestions including a site location for Community Transport Central Coast (who provided transport services for disadvantaged people).
- Advocating for inclusionary zoning, which would include some affordable housing. When asked, the interviewee indicated that approximately 20% was a reasonable target, and that this was supported within all residential developments.

Cynthia Street Community Centre (senior member of staff)

- For those without private motor vehicles, public transport availability is an important social issue, noting the rising cost of living, particularly petrol.
- Housing affordability (both for purchase and rent) are a particular concern on the Central Coast and within the specific locality, noting that it was not expected that the Planning Proposal would eventually provide social or affordable housing, or that clients of the centre would be able to access housing on the site.
- Long child care waiting list in the area, up to approximately one year.
- Preference for some social housing and child care to be provided; the interviewee was advised that both would be possible as a consequence of the Planning Proposal and asked whether that was a potential positive for the Planning Proposal, and agreed that it would be a positive if delivered.
- Advocated against any licensed premises or liquor retailer, noting negative consequences associated with the recent opening of a large bottle shop at Bateau Bay Square, and an absence of community consultation.
- Existing depot may create some noise impacts on the nearby school.

- May be a need for a further neighbourhood centre, noting that the Cynthia Street centre services as far away as The Entrance. When asked, the interviewee indicated that the Banksia Centre, located between the subject site and the Cynthia Street Neighbourhood Centre, had previously also provided neighbourhood centre service, but was now mainly used as a hall for hire.
- Suggestion that the land be used to provide better connectivity, potentially include footpaths associated with bus stops.
- Many of the social issues and impacts described above are more likely to affect those from low socioeconomic backgrounds. It was also noted that there a high number of young families in the area.

Central Coast Local Area Health (Health Promotion Officer, also including comments provided from Health Planning Division)

- Suggestions of other documents for further reference including the Central Coast Area Health *Caring for Our Community Plan 2021-2031*, NSW Health *Healthy Built Environment Checklist*, *Central Coast Regional Plan 2041*, the Heart Foundation *Healthy Active by Design*, Transport for NSW *Movement, Place Framework*.
- Suggestion that higher density or mixed use development may be a potential alternative option that could better concentrate and densify services in accordance with the policy documents listed above, including the desire for a “15 minute city”, and noting the existing commercial buildings which adjoin to the north.
- Considered that the general public can often overlook the benefits of higher density or mixed use development, including better health outcomes.
- Further to the above, questioned whether merely responding to neighbouring zoning was the correct approach in this location, although acknowledged that there is a chance that low density may be preferred for other reasons, including community perception.
- New development should maintain access to nature, both in a broad sense, and in particular at this location given the location adjoining Wyrabalong National Park.
- Health Planning would likely be considered at a later date, typically looking at large overall population increases, rather than at isolated areas of population growth, such as that anticipated by the Planning Proposal.
- Concerns with potential loss of transport access, and whether or not any other suitable land was available on the Central Coast to operate a bus depot, also noting that the existing depot was suitably located approximately within the centre of the coastal strip.

5.3 Letterbox Drop

A community consultation notification letter was prepared for distribution to nearby properties. As CPS do not have access to personal resident details and addresses, the letters were not enveloped and were hand delivered. A copy of the letter that was delivered is shown at **Appendix A**.

The purpose of the letterbox drop was to canvas general and specific views on the scheme. The primary purpose of the letterbox drop was not to notify all affected residents of the proposal, but to seek the views of people most likely affected by the proposal, and to seek a sufficient number of responses so as to be able to observe potential trends in the responses.

As a result, the approach to selecting the consultation area was to aim to deliver approximately 250 letters, as assuming a conservative response rate of 10% (i.e. approximately 25 responses), this would provide a relatively reliable indication on any issues that may be identified by those living in close proximity to the subject site.

To achieve this target, all properties on the eastern side of the Central Coast Highway that lie within a 200m radius of the site were initially included in the consultation area. Beyond that area, the consultation was expanded so that letters were also delivered to:

- A limited number of properties on the western side of the Central Coast Highway, so as to invite any views from people who – although separated from the site by a busy intersection - may have a unique perspective on the proposal.
- Properties located on the eastern side of the Central Coast Highway, that are located more than 200m from the site, but are provided within the 'line of sight', or visual catchment, of the depot.

A map showing the area of delivery is provided at **Appendix B**. This consultation area allowed for letters to be delivered to a total of 254 properties. However, a limited number of properties contain two letterboxes, meaning the total amount of letters delivered was approximately 260.

The consultation letter allowed recipients twelve (12) days, measured from the date of delivery of the letters, to respond with comments via telephone, email, or in writing to CPS. However, extensions were granted, and late responses were accepted up until 1 April 2022, being 24 days from the date of the delivery of the letters.

In response to the letterbox drop, 22 emails were received outlining a range of issues associated with the potential rezoning. A further email was also received, and an extension to respond was granted until; however, as of 1 April 2022, no response had been received. Two telephone messages were left with CPS, and a one telephone consultation interview was held with a nearby resident, who had also provided a response via email; the other caller did not respond to a return voicemail message. In total, 23 responses were received.

The range of issues identified through the consultation is shown within the table below. The table seeks to categorise each issue, quantify the number of instances in which each issue was raised, and provide a list of the type of matters raised in relation to each issue category.

Issue	No.	Specific matters raised
Creation of through roads	17	<ul style="list-style-type: none"> • Bus depot currently functions to separate residential areas to situated to the north and south. • Rat running, including for drink-drivers • Streets unable to accommodate additional infrastructure, or do not currently contain sufficient infrastructure (kerbs, drainage, lighting, and footpaths) and is affected by potholes. • Potential for speeding vehicles. • Noise and pollution issues. • Potential road widening could require tree removal. • Impact on parking availability and request for permanent concrete parking. • Poplars Avenue by far the street most commonly identified by these responses.
Changes to isolated characteristics of surrounding streets	11	<ul style="list-style-type: none"> • Closely tied to the potential creation of through roads. • Street functions as a meeting place, and this characteristic, as well as Christmas street parties and Halloween trick or treating, may be placed at risk by creation of through roads. • Negative impact on use of bicycles, scooters, ball sports, etc.
Safety	11	<ul style="list-style-type: none"> • Concerns regarding child safety, commonly linked to the concerns regarding through roads, and speeding vehicles.
Traffic Congestion	8	<ul style="list-style-type: none"> • Existing afternoon congestion within Forresters Beach (understood to relate to Central Coast Highway). • Central Coast Highway should first be upgraded, noting that upgrade works to Central Coast Highway would further encourage a rat run. • Congestion within surrounding streets, particularly given existing narrow roads, and given potential creation of through roads or rat run.

Request for specific information	4	<ul style="list-style-type: none"> Request for plans Request for map indicating which part of the site would be rezoned. Number of lots to be provided as part of residential subdivision. Query as whether bus depot would be retained in conjunction with residential properties.
School capacity	3	<ul style="list-style-type: none"> Limited available school capacity.
Lot size	3	<ul style="list-style-type: none"> Minimum lot size should be place at 550m², or alternatively land subject to encumbrances to achieve that end. 450m² lot size is not in keeping with surrounding lot sizes.
Natural environmental impacts	3	<ul style="list-style-type: none"> Impacts to wildlife. Impacts to adjoining National Park. Potential flooding impacts.
Support for proposal	3	<ul style="list-style-type: none"> Support removal of depot, given it is an “eyesore” and that the buses create noise and pollution issues. Support for relocation out of residential area and into industrial area. Increased residential density my enable revitalisation of nearby shops.
Health Impacts	1	<ul style="list-style-type: none"> Increased traffic creating emotional and physical harm and affected asthma sufferers. Through roads reducing opportunities for exercise.
Land values	1	<ul style="list-style-type: none"> Rezoning may negatively affect surrounding land values.
Concerns relating to public housing	1	<ul style="list-style-type: none"> Opposition to public housing, given noting housing failures at Cresthaven Avenue.
Request for park or community facilities	1	<ul style="list-style-type: none"> One specific request for a local park or community facilities, with request indicating south-western grassed area would make for a suitable public park.
Consultation process	1	<ul style="list-style-type: none"> Letters unenveloped and wet.

The table at **Appendix C** provides a list of each respondent (names withheld) and a tally of the incidence of a reference to a particular issue.

6.0 Identification and Assessment of Social Impacts

The likely social impacts associated with the proposal can be identified through reference to the demographic profile, as well as the potential social impacts identified by interviewed stakeholders and nearby residents.

An Environmental Risk Assessment (ERA) establishes matters where there may be a risk of potential environmental impacts as a consequence of the proposed development. Australian Standard AS4369.1999 *Risk Management and Environmental Risk Tools* provides a methodology for undertaking an ERA, which includes the following qualitative risk analysis matrix. This tool has been adapted for the purposes of social impact assessment, within the *Technical Supplement: Social Impact Assessment Guideline for State Significant Projects*, released by the Department of Planning, Industry and Environment (DPIE) in November 2021.

		Magnitude level				
		1	2	3	4	5
Likelihood level		Minimal	Minor	Moderate	Major	Transformational
A Almost certain		Low	Medium	High	Very High	Very High
B Likely		Low	Medium	High	High	Very High
C Possible		Low	Medium	Medium	High	High
D Unlikely		Low	Low	Medium	Medium	High
E Very unlikely		Low	Low	Low	Medium	Medium

Figure 34: Social Impact Significance Matrix

Source: *Technical Supplement: Social Impact Assessment Guideline for State Significant Projects*, DPIE, November 2021

Each of the identified social impacts below are classified according to the matrix shown above.

6.1 Place and Identity

The most common concerns from nearby residents related to the specific values placed on certain locations, in particular Poplars Avenue. Some of these concerns were articulated as relating to certain physical impacts of the proposal, such as in relation to tree removal, safety, or traffic generation. These issues may be able to be resolved through the preparation of technical reports which respond to given standards.

However, an abstract impact that may be articulated in these responses relates to the value that residents assign to a place, and the manner in which the proposal may impact on the sense of place. Sense of place can be a symbolic meaning that people ascribe to a place and may be influenced by

physical features and life experiences associated with a place and can be shaped by a one's personal identity¹.

Respondents referred to the values assigned to neighbouring streets, particularly Poplars Avenue, in relation to children's play, and community events such as Christmas and Halloween. Respondents expressed concern that increased traffic flows could impact on pedestrian (especially child) safety and discourage residents from spending leisure time in the street. Residents also expressed concern with the loss of biophysical features, for instance in relation to the loss of street trees. Suggestions for further community infrastructure, such as public parks, could be interpreted as seeking a potential offset to perceived negative impacts on community wellbeing.

As an alternative viewport, the interview respondent from the Health Promotion Unit within Central Coast Local Area Health indicated that the general public can often overlook the benefits of higher density or mixed use development that might be associated with a more intensive zone than the R1 zone. These benefits are largely associated with better health outcomes, understood to refer to shorter commuting times and opportunities for active transport or public transport (these elements were not specifically nominated but were inferred through reference to related policy documents). A higher density or mixed use form of development would be expected to exacerbate community concerns in relation to impacts on local identity.

It is understood that Transport for NSW intends to widen the nearby portion of the Central Coast Highway to two lanes and install a variety of traffic control measures, such as traffic signalisation at the Coleridge Road and Passage Road intersections, and left in - left out only at the Coleridge Road (north entry) intersection². Some of the expressed concerns of the Planning Proposal overlapped with the impacts of the future upgrades, including in relation to traffic impacts during construction of the road upgrades, and the potential for "rat running" or for alternative routes for drink drivers intending to escape police breath testing.

Although a technical analysis of traffic impacts is outside of the scope of SIA, the experience of the residents is likely distinct to any technical analysis of traffic impacts, as it is intrinsically linked with the residents' sense of place.

¹ Russ, A., Peters, S.J., Krasny, M.E. & Stedman, R.C. (2015) 'Development of Ecological Place Meaning in New York City', *The Journal of Environmental Education*, 46:2, 73-93, <https://www.tandfonline.com/doi/full/10.1080/00958964.2014.999743#>

² Transport for NSW (2022), *Central Coast Highway upgrade - Wamberal to Bateau Bay*, Transport for NSW, viewed 4 April 2022 <https://roads-waterways.transport.nsw.gov.au/projects/central-coast-highway-upgrade-wamberal-to-bateau-bay/index.html>

Description and magnitude of impact	<p>Possible moderate to major traffic issues, and affects place and identity, being of a medium to high magnitude.</p> <p>Possible associated major safety issues associated with increase vehicular movements, being of a high magnitude.</p> <p>Possible minor (medium magnitude) impacts associated with active transport, either from discouragement associated with increased traffic or through viability issues associated with lower density development</p>
Mitigation or enhancement measures	<p>The potential for “rat run” or alternative vehicular travel routes to be considered in analysis of traffic impacts.</p> <p>Safety impacts to be considered in any future traffic assessment.</p> <p>For any streets affected by the future road design, where possible, consideration to be given to either retaining important biophysical features in nearby streets, or continuing desirable features in any required new streets.</p> <p>Consider opportunities for cycling or walking infrastructure in the redevelopment of the site (refer also to Section 6.3)</p>

6.2 Loss of Bus Depot

Currently, Red Bus Services Pty Limited operates Region 7 Outer Metropolitan Bus Service Contract from the subject site, with the contract set for tender later in 2022. It is understood that Red Bus Services Pty Ltd intend to continue to provide bus services to the local area, with the Planning Proposal understood to be linked to the award of the tender to provide local bus services on the Central Coast.

On that basis, alternative land uses may therefore be unlikely to be pursued if Red Bus Services Pty Ltd were to continue to maintain the contract with the NSW Government, although the Planning Proposal could potentially permit the closure of the depot, even if the contract were renewed.

The immediate locality comprises primarily of residential areas, as well as a park and recreational areas. Commercial land is concentrated around Bateau Bay Square, with some smaller pockets located nearby. There is no industrial land within Bateau Bay, and as a result, the bus depot is a relatively large employer within the immediate surrounds, understood to employ over 100 people. Should the bus depot be removed, a significant proportion of jobs within the Statistical Area may be lost, and some or all of the jobs would be expected to be relocated to another location.

Although no data is available in relation to the method of journey to work for employees of the depot, walking and cycling represent a very small amount of journey to work trips and in that respect may be

closely linked to opportunity, rather than necessity. Moreover, households with no vehicles represent a small portion of households within the Statistical Area, and journeys to other 'destination zones', typically elsewhere within the Central Coast LGA, is common, having regard to the relatively few number of local jobs in the Statistical Area and the comparatively much higher number of total households.

None of the resident responses had expressed any abstract or non-tangible value attributed to the depot, other than as a means of separating the adjoining residential areas to the north and south and ensuring that surrounding streets are maintained as no-through roads, and these comments are closely related to the consideration given within Section 6.1. Some resident responses had indicated that the depot should be relocated to an industrial location, citing noise, pollution, and visual impacts of the depot being incompatible with an otherwise residential area.

Each of the interviewees employed in the education sector had outlined a high degree of satisfaction with the relationship built with the operators of the depot, and one of these interviewees had also indicated that the site is suitably located for its purposes, as it is located a short distance from a major arterial and bus route. This was supported by the NSW Health interviewee who considered the central location of the depot was ideal and questioned whether suitable alternative land for a depot was available elsewhere on the Central Coast. There was also a perception from education interviewees that the company filled an important purpose in the social capital of the local community, and that its location within the school catchment provided some safeguarding for the delivery of appropriate service.

Description and magnitude of impact	<p>Likely but minor impacts to local employment, and service contribution of local transport operator, representing a medium magnitude of impact.</p> <p>Likely but minor improvements to noise, pollution and visual impacts associated with the removal of the depot, representing a medium magnitude of impact.</p>
Mitigation or enhancement measures	<p>The impacts described above are closely linked with the award of the contract. Should Red Bus Services Pty Limited lose the contract, then the depot would either remain vacant or be put towards another purpose. For the most part, the impacts listed above would be identical in either scenario, with the exception of the impacts described within Section 6.1.</p> <p>In that respect, no further mitigation or enhancement measures are discussed.</p>

6.3 Impact on Bus Services

The majority of interviewees saw the potential impact on bus services as a potentially significant impact on the proposal, with some interviewees indicating that public transport access is a major issue in the area. Given the location adjacent to the Central Coast Highway, the locality receives relatively reasonable access to public transport services, and it is understood that the road upgrade would also retain and expand on-road cycling infrastructure shown in Section 3.7.

However, the concerns were often expressed as a broader issue, affecting not only the subject locality, but the wider Central Coast LGA, and the uncertainty associated with the tender and the Planning Proposal may create for the future of bus services in the Central Coast. Interviewees indicated that vulnerable people are often reliant on public transport for access to life opportunities, including employment, education, and health services, and that the absence of suitable public transport options is often a constraining factor in improving the socioeconomic status of vulnerable people. One interviewee recommended that community transport options may be provided in the event of any impact to bus services.

Description and magnitude of impact	Unlikely, but moderate to major impacts on bus services, creating a low to medium magnitude of impact.
Mitigation or enhancement measures	<p>Transport for NSW to ensure that service levels are maintained, or that further community consultation is undertaken for any changes to services.</p> <p>If the land is redeveloped, creating active transport links, or links towards existing transport services, can provide a localised response to improvements to overall service levels.</p>

6.4 Affordable Housing and Housing Affordability

The term 'housing affordability' is typically understood to refer to the relationship between expenditure on housing (prices, mortgage payments or rents) and household incomes (i.e. across all income levels). The concept of housing affordability is different to the concept of 'affordable housing', which refers to housing for households with low or moderate incomes, and can include targeted social housing and key worker housing.

Respondents from the local community centre and a local community housing provider supported the provision of some form of affordable housing in the development, including a suggested 20% fixed proportion. One resident expressed opposition to any public housing, noting housing failures at Cresthaven Avenue; however, these suggested failures were not expanded upon.

The household income data shown throughout Section 3.4, as well as respondents from interviewees, indicates that there are vulnerable low income groups who experience housing stress. One interviewee

indicated that areas of advantage and disadvantage are often arbitrarily located, and several interviewees indicated that the area surrounding the subject site is typically associated with people with a higher socioeconomic status, and that for vulnerable people, housing is difficult to locate in this area.

In 2017, the ANU Centre for Social Research and Methods concluded that there is some evidence, albeit relatively weak, that a housing shortage is associated with higher house price growth³. On that basis, an increase in the potential housing supply may have some limited impact on housing affordability, but the number of dwellings able to be delivered by this Planning Proposal would be relatively small.

No housing is currently able to be provided within the SP2 zone, and the rezoning would expand the areas in which affordable and social housing could potentially be provided.

Description and magnitude of impact	Possible small increase in housing supply and potential areas where affordable housing may be provided, creating a minimal (low magnitude) positive impact.
Mitigation or enhancement measures	None

6.5 Service Provision

The size of the existing allotment is approximately 5.14 hectares, and the Planning Proposal seeks a minimum lot size of 450m². This would give a theoretical maximum lot yield of approximately 114 lots. This yield is only theoretical, as it does not account for roads or for lots that exceed the minimum requirement.

Red Bus Services Pty Ltd have advised that it is likely that the existing residential buildings on the site would be retained, creating some lot sizes of over 5,000m² and that it is not envisioned that any future lot size would be less than 525m², with an estimated lot yield of only approximately 35 additional residential allotments. Notwithstanding, the Planning Proposal could accommodate a significantly higher yield, noting that dual occupancies, group homes, and boarding houses are also permitted within the R1 zone. Based on the proportion of existing households with a given number of persons, ABS data from 2016 indicates that for every 100 new households in Bateau Bay, the population would be expected to increase by at least approximately 233 people.

Public school representatives who participated in the consultation interviews each outlined that this may have some impacts on the respective schools, and resident respondents also expressed concern in regards to school capacity. Impacts could include the need for further school buildings, or changes

³ Philips, B. & Joseph, C., 2017, 'Regional housing supply and demand in Australia' ANU Centre for Social Research and Methods, https://csmr.cass.anu.edu.au/sites/default/files/docs/2018/12/CSRM_WP1_2017_HOUSING_SUPPLY.pdf

to enrolments, such as further denial of non-local sibling enrolments or changes to school catchments. Another interviewee indicated that local childcare resources are strained, creating long waiting lists for enrolments; it is noted that the R1 zoning would permit childcare centres on the land. Comments from the Central Coast Health Planning Division indicated that their methods typically involved considering large overall population increases, rather than at isolated areas of population growth, such as that anticipated by the Planning Proposal.

A portion of resident respondents also indicated that infrastructure within surrounding streets, such as kerbs, drainage, lighting, and footpaths, may need to be upgraded to account for increased traffic. It is expected that these upgrades, if required, would be considered by Central Coast Council as part of the consideration of future applications, or as part of Council's capital works budget. Developer contributions associated with any future residential subdivision could partly contribute to this cost.

Description and magnitude of impact	Almost certain impacts to services, that range from minor to moderate (between low to high magnitude of impacts). Some of these impacts may be offset by infrastructure associated with the Planning Proposal, or by the potential for non-residential land uses to be delivered within the R1 zone.
Mitigation or enhancement measures	<p>Provide suitable utilities and infrastructure within any new development for the site.</p> <p>Maintain effective communication with schools and other nearby community groups, particularly before and during any future construction.</p>

7.0 Conclusion

This Social Impact Assessment (SIA) has been prepared to accompany a Planning Proposal associated with 682A Coleridge Road, Bateau Bay. The Planning Proposal seeks to enable residential uses to become permissible on the land.

The SIA has considered selected demographic information relevant to the understanding of the impacts of the proposal. Community consultation was undertaken through two methods, being interviews of relevant stakeholders, and a community letterbox drop. Responses attained through each of the consultation methods have been summarised and grouped as required. The SIA has sought to identify common themes that pervade through demographic analysis and community consultation. The SIA has identified that themes relate to place and identity, various impacts associated with the loss of the depot, including in relation to impacts to bus services, the capacity for affordable housing and improve affordability, and in relation to a broader impacts associated with service provision.

The SIA has provided discussion on potential social impacts associated with the proposal, and listed potential mitigation and enhancement measures in relation to identified impacts.

Appendix A – Letter Distributed to Nearby Properties



5 March 2022

Dear Owner/Occupier,

**RE: SOCIAL IMPACT ASSESSMENT – CONSULTATION FOR PROPOSED RESIDENTIAL
REZONING AT 682A COLERIDGE ROAD, BATEAU BAY**

I am writing to you inviting comment as part of a Social Impact Assessment (SIA) for a proposed residential rezoning at 682A Coleridge Road, Bateau Bay. The proponent has commenced initial consultation with Central Coast Council and intends to submit a planning proposal in the near future, seeking to rezone the land. Council have directed that a Social Impact Assessment be prepared to accompany the Planning Proposal which would seek to rezone the land.

What is a Social Impact Assessment (SIA)?

A Social Impact Assessment (SIA) is an assessment of the social consequences of a proposed decision or action (development proposals, plans, policies, and projects), namely the impacts on affected groups of people and on their way of life, life chances, health, culture, and capacity to sustain these. It is typically not a consideration of physical, technical, or aesthetic impacts associated with the form and design of future development, unless those impacts are associated with social wellbeing.

Details of the Proposal

Red Bus Services Pty Ltd is required to regularly submit tenders to Transport for NSW to operate local bus services. The company intends to continue to provide bus services to the local area, however given the lack of certainty in the state government funding regimes, the company is looking to the future, should their contract not be renewed. In the event the contract is not renewed, local bus services would be carried out by another firm.

The Planning Proposal would seek to rezone the land to R2 Low Density Residential, the equivalent of adjoining lands to the north and south of the site. In order for the bus depot to remain operational for as long as possible it is proposed to include "transport depot" as an Additional Permitted Use.

Red Bus Services Pty Ltd are therefore preparing a Planning Proposal which will be submitted to Central Coast Council seeking to make the following zoning changes to the above property that currently accommodates their bus depot:

1. Amend the Land Use Zone Map from SP2 Infrastructure to R2 Low Density.
2. Amend the Lot Size Map to include a minimum lot size of 450m² (the same as surrounding residential land).
3. Amend Schedule 1 of *Wyong Local Environmental Plan 2013* (or the consolidated *Central Coast Local Environmental Plan 2021*) to include an additional permitted use on the land of a transport depot.

Creative Planning Solutions Pty Limited
Level 3, 397 Riley Street, Surry Hills NSW 2010 | PO Box 1074 Broadway NSW 2007
+61 2 8039 7461 | info@cpsplanning.com.au | www.cpsplanning.com.au
Creative Planning Solutions Pty Limited – ABN: 70 135 093 926

Submissions

As part of the SIA consultation process, you are invited to provide comments regarding the potential social consequences of the proposal either:

- in writing to:
Creative Planning Solutions
PO Box 1074
BROADWAY NSW 2007
- or, in writing via email to cps.admin@cpsplanning.com.au, marked with the subject line "Bateau Bay Social Impact Assessment"
- or, by telephone to +61 2 8039 7461 during business hours.

Your comments will be taken into consideration as part of the SIA process. The consultation period will allow for responses to be received within fourteen (14) days from the date of this letter, that is, by **19 March 2022**. Please note that this consultation period relates only to the Social Impact Assessment; a further consultation period will be undertaken by Council once the Planning Proposal is submitted – subject to the Planning Proposal receiving support from the Council and the NSW Department of Planning, Industry and Environment.

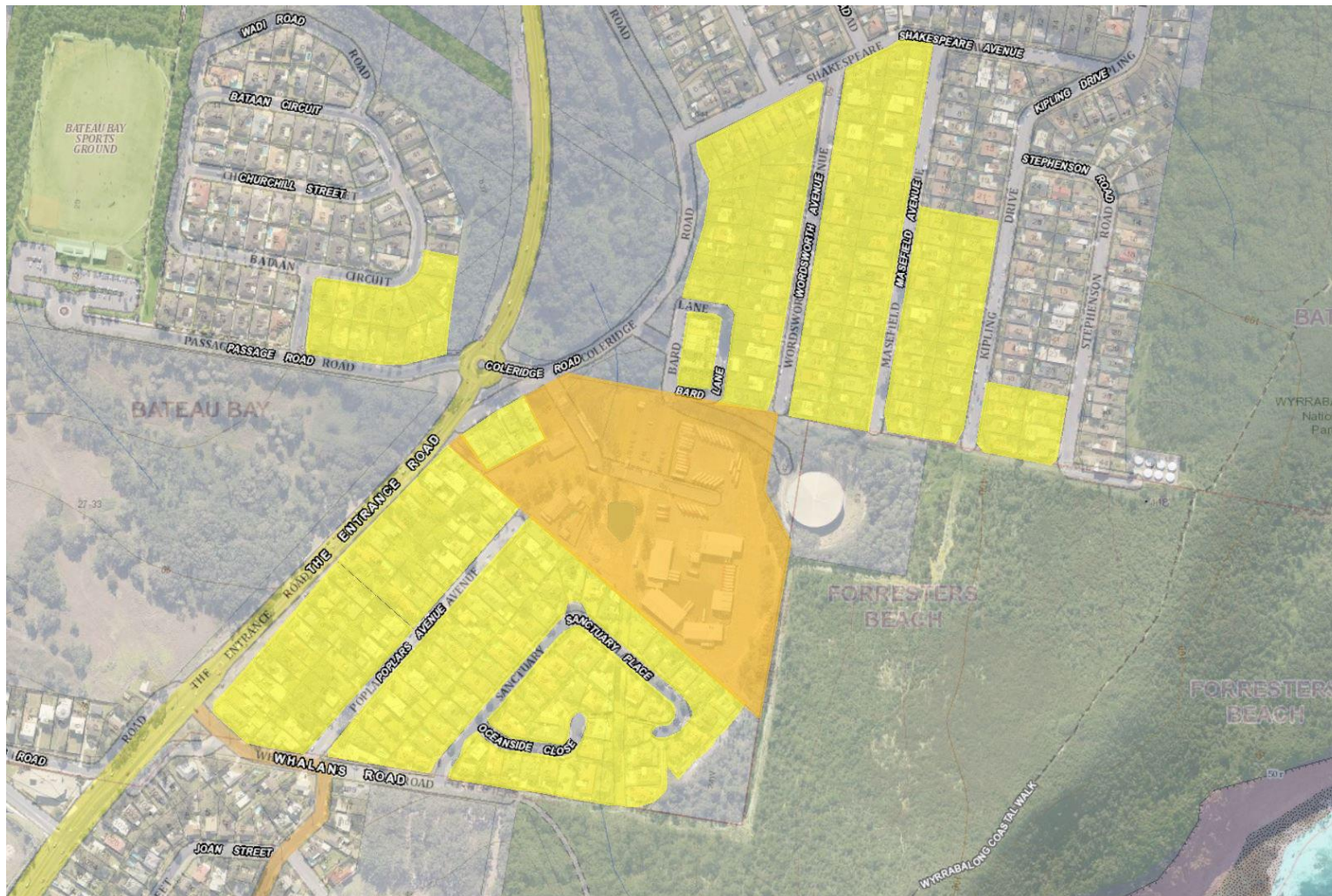
If you have any language difficulties with this letter, we have the capacity to translate the above information into other languages so that the information presented is clearly understood.

Yours sincerely,



Brendon Clendenning – Principal Planner
Creative Planning Solutions Pty Limited (CPS)

Appendix B – Map of Letter Distribution



Appendix C – Summary of Resident Responses

Respondent No.	Creation of through roads	Changes to isolated character	Safety	Traffic Congestion	Request for specific information	School Capacity	Lot size	Natural environment impacts	Support for proposal	Health	Impact to land values	Concerns relating to public housing	Request for park or community facilities	Consultation process
1	X	X		X		X								
2					X									
3				X			X							
4	X	X	X	X										
5	X	X	X	X										
6	X		X	X										
7	X	X	X											
8	X	X	X					X						
9	X	X	X							X				
10	X			X	X									
11														

Respondent No.	Creation of through roads	Changes to isolated character	Safety	Traffic Congestion	Request for specific information	School Capacity	Lot size	Impacts to natural environment	Support for proposal	Health	Impact to land values	Concerns relating to public housing	Request for park or community facilities	Consultation process
12	X	X												
13												X		
14				X					X					X
15	X						X		X					
16	X	X	X											
17	X	X	X			X								
18	X	X	X											
19	X	X	X											
20	X												X	
21					X	X	X	X	X					
22	X		X					X			X			
23	X			X	X									
TOTAL:	17	11	11	8	4	3	3	3	3	1	1	1	1	1

