

building constructions

# Social Impact Assessment

**Mixed Use & Residential  
Development**

**Dudley Road & Kopa Street,  
Whitebridge**

**14 August 2014**

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### Appendix:

1. Site Plan – Local Context (Mansfield Urban)

## 1. Introduction

This Social Impact Assessment ("SIA") has been prepared for a proposed development at Dudley Rd and Kopa St, Whitebridge comprising a mix of commercial, retail and residential development. The proposal contains approximately 350m<sup>2</sup> commercial/retail floor space and 92 dwellings in a generally medium density setting. The SIA is concerned with the human dimension of the proposed development and its environment. It should be read in conjunction with the development application documentation for appropriate context. It examines conditions in the surrounding community, identifies potential impacts of the proposed development, and assesses the suitability of these impacts on the existing and future community. Recommendations of the SIA are aimed at ensuring there is a balance of the social, economic and environmental objectives of the development by predicting, understanding and responding to potential impacts.

## 2. Key Demographic Data

The 2011 Census recorded a resident population for Whitebridge of 2,567 people with a median age of 40. This median age is slightly above the State (38) and National (37) figures. Whitebridge contains 723 families at an average of 1.9 children per family, and an average occupancy rate per dwelling of 2.7 people.

The population grew by 73 people (2.9%) between the 2006 and 2011 census. As indicated in the following table this growth rate was below Lake Macquarie, State and National growth.

Area	2006	2011	Change
Whitebridge	2494	2567	2.9%
Lake Macquarie LGA	183138	189006	3.2%
NSW	6549177	6917658	5.6%
National	19855288	21507717	8.3%

Source: ABS (2006 & 2011)

At the average occupancy rate the proposed development will increase the population by around 250 people, or 10% growth, over the duration of its delivery. Actual growth is likely to be lower given the mix of smaller dwellings compared to the existing housing stock. Applying occupation rates in Council's Section 94 Contributions Plan No.1 – Charlestown Catchment would see the following growth:

Dwelling size (bedrooms)	Number of dwellings	Occupancy rate (s94 plan)	Population increase
1	2	1.1	2.2
2	30	1.6	48
3	53	2.4	127.2
4	6	3.4	20.4
		<b>Total</b>	<b>197.8</b>

This equates to 7.7% growth rate which is more closely to the National average. A similar spike in local growth would have occurred with the redevelopment of the former colliery site on Burwood Rd and it is unlikely such a spike will occur again in the immediate future given the limited available of undeveloped, large scale green or brownfield sites.



A summary of other key demographic data is contained in the following table.

		<b>Whitebridge</b>	<b>Lake Macquarie</b>	<b>NSW</b>	<b>National</b>
<b>Gender</b>	<b>Males</b>	48.0%	48.8%	49.3%	49.4%
	<b>Females</b>	52.0%	51.2%	50.7%	50.6%
<b>Married - Over 15 years</b>		54.7%	51.0%	49.4%	48.7%
<b>Employed - full or part time</b>		90.0%	88.6%	88.4%	88.4%
<b>Family Composition</b>	<b>Couple without children</b>	35.4%	39.7%	36.6%	37.8%
	<b>Couple with children</b>	48.6%	41.8%	45.5%	44.6%
	<b>One parent family</b>	14.9%	17.3%	16.3%	15.9%
<b>Journey to work</b>	<b>Vehicle driver</b>	72.5%	70.2%	57.6%	60.2%
	<b>Public transport</b>	1.7%	2.5%	13.8%	10.4%
<b>Housing form</b>	<b>Separate houses</b>	92.0%	86.4%	69.5%	75.6%
	<b>Other</b>	8.0%	13.6%	29.5%	23.5%
<b>No. bedrooms</b>	<b>1</b>	1.4%	3.6%	5.6%	4.7%
	<b>2</b>	15.6%	17.7%	22.5%	19.1%
	<b>3</b>	45.9%	46.2%	39.9%	43.6%
	<b>4+</b>	35.2%	30.5%	29.4%	30.3%
<b>Tenure</b>	<b>Owned (incl mortgage)</b>	81.8%	73.6%	66.6%	67.0%
	<b>Rented</b>	15.6%	23.0%	30.1%	29.6%
<b>Motor vehicles per dwelling</b>	<b>None</b>	3.5%	7.1%	10.4%	8.6%
	<b>1</b>	30.1%	35.0%	37.8%	35.8%
	<b>2</b>	42.7%	37.3%	34.0%	36.1%
	<b>3 +</b>	21.1%	17.5%	14.6%	16.5%

The census data indicates the population of Whitebridge, while growing at a lesser rate than the State and National Average, is generally aligned with broader demographic patterns in terms of composition and structure. The most significant differences are in the areas of:

- journey to work and motor vehicle ownership rates with Whitebridge demonstrating higher rates of motor vehicle travel and lower use of public transport; and
- housing form and bedroom numbers with fewer 1-2 bedroom dwellings and a higher percentage of 3-4 bed dwellings; and
- dwelling tenure with a higher percentage of owner occupied dwellings than the State or National averages.

It is expected that there is a direct correlation between journey to work and vehicle ownership rates. Lower public transport usage is reasonably reflected in higher vehicle ownership and dependency for suburban areas where there is a lower rate of jobs available in the immediate

area. Whitebridge is most likely reflective of non-metropolitan areas where lower population density, less regular and reliable public transport, and limited availability of jobs in the immediate area results in higher motor vehicle dependency.

Dwelling figures indicate Whitebridge has more detached housing, of a typically larger form, and with a higher number of owner-occupied dwellings than the broader Lake Macquarie LGA as well as State and National averages.

Impact assessment: The typically higher rate of vehicle ownership and journey to work patterns are accommodated in the design by the provision of private garaging that exceeds design requirements. This acknowledges this pattern of higher vehicle ownership and car dependent work travel is likely to continue for future residents. The development provides good linkages to the commercial precinct, to the surrounding pedestrian and cycle network, and it is in close proximity to public transport routes. This may encourage a shift away from high vehicle ownership and car dependent travel. Notwithstanding, designing for these existing qualities will mitigate potential adverse impacts that can occur when high vehicle ownership is not met with adequate private parking provisions.

The proposed development provides a range of dwelling types, sizes and ownership tenure. Strata title dwellings are provided in a mix of 1-3 bedrooms. There are also 3-4 bedroom Torrens title dwellings. The built form comprises a mix of apartments, attached townhouse style dwellings, and semi-detached dual occupancy style Torrens title dwellings. Within the medium density context of the development there is variation in lot size. The introduction of medium density housing, with this range in form and size, will help address the imbalance, with 92% of housing reported as detached. It will introduce greater housing choice, provide a broader range of prices, and promote sustainability with more people close to the urban centre where they have access to retail and commercial services, employment opportunities, and public transport. The change in historically low density housing reflects the evolving nature of the area, with recent medium density development in the immediate vicinity and surrounding area delivering intensification identified in Council's Lifestyle 2030 Strategy. The mix of housing and staging of the development will transition the character of the area and allow community integration. It will also allow delivery of services and infrastructure identified by Council to manage growth.

The mix of housing will provide a broad pricing spectrum. It will deliver entry level opportunities through to higher end housing for people looking to relocate or to downsize locally from larger, higher maintenance housing. Given the amenity and desirability of the area it is expected that there will be a high level of owner occupied dwellings, consistent with existing ownership patterns in the area.

Overall the development will continue the transition in built form for Whitebridge and the surrounding area, contributing to projected population growth. The provision of public spaces, improved permeability, and an appropriate mix of housing will help integrate with the existing community. Management of growth and the timely delivery of services and infrastructure identified in government policies will ensure a transition to higher density living identified for the East Lake Intensification Corridor.

## 3. Services and Facilities

The proximity to services and infrastructure are depicted on the Site Context Plan prepared by Mansfield Urban, a copy of which is at Appendix 1 to this report.

### 3.1. Government Services

No government services were identified in Whitebridge. This is not considered unusual for a neighborhood or local centre. Higher order services are available in adjacent suburbs, in particular the regional centre of Charlestown, approximately 3 kilometres west and directly accessible by public transport. The range of services in Charlestown includes:

- Medicare
- Australia Post
- Public library
- Emergency Services
- Centrelink
- NSW Housing Office
- Office of State Member of Parliament

Impact assessment: The site has good access to government services. The development is occurring in accordance with government growth policies for the City and the Region. As part of the development of these policies any demand for increases in government services and infrastructure should be identified and delivered in accordance with government programs.

### 3.2. Community Services and Facilities

#### 3.2.1. Community facilities

The following facilities are provided to service Whitebridge and the surrounding community:

- The Place: Charlestown Community Centre
- Charlestown Library
- Charlestown Multipurpose Centre
- Charlestown Swim Centre

Impact assessment: The site has good access and is well provided for with community services and facilities. It is noted that at the time of writing Council was implementing outcomes of its 2009 Pool Service Delivery Model and seeking input on the proposed redevelopment of the Charlestown Swim Centre. It is understood Council is undertaking a review of the Lake Macquarie Contribution Plan - Charlestown Catchment to identify any change in demand for services and infrastructure. The Lake Macquarie Social Plan 2009-2014 is due for review. While the site is being developed in accordance with outcomes forecast by Council, these reviews provide the opportunity for it to monitor service delivery and make any adjustments to ensure the community is provided with appropriate services and facilities.

### 3.2.2. Educational Establishments

The area contains the following early childhood and educational establishments and services:

- OOSH (Charlestown East Primary)
- Whitebridge Pre-school
- Dudley Public School
- Kahibah Public School
- St Joseph's Primary School
- KU Kahibah Road Children's Centre
- Birralee Long Day Care Centre
- Charlestown East Public School
- Whitebridge High School
- St Mary's High School

Impact assessment: Enquiries were made with several public educational establishments that may experience increased demand from population increase associated with the development. Responses were received from Charlestown East Public School, Dudley Public School and Whitebridge High School. Charlestown East Public and Whitebridge High School indicated that while recent enrolment numbers have been steady, the schools have operated at higher capacity in recent decades and could accommodate some growth in student numbers.

The Department of Education forecasts and monitors growth for 'in zone' enrolments in the public schooling system. This provides a mechanism to respond to and allocate resources and funding to maintain appropriate standards. The Department of Education was consulted during rezoning of the site and would be aware of the pending increase in population and potential demand for services. Educational facilities are considered to have adequate capacity to accommodate or respond to any growth in demand from the proposed development.

Pre-school and out of school services, while sometimes community funded and operated, also operate on a commercial basis. In this regard an increase in demand could be met by an increase in service provision, either by expansion of existing services or the establishment of new businesses. A new pre-school service was approved on the corner of Bula St and Dudley Rd but it is understood it was not considered viable by the owners and did not proceed. It demonstrates that new services will establish, but demand must be there to ensure viability.

### 3.2.3. Health and Dental Facilities

Whitebridge contains a General Practitioner, pharmacy and chiropractic services.

Additional range and scope of services are available in surrounding suburbs including the Charlestown regional centre. These include additional General-Practitioners, specialist medical centres, dental, pathology and X-ray services.

The site is approximately 10km from John Hunter and Belmont Public Hospitals. Eastlakes Community Health Centre is in Windale, approximately 4km south. This provides:

- Community nursing service
- Occupational therapy / home modifications
- Psychology
- Speech pathology
- Drug and alcohol counseling
- Needle exchange program
- Continence service
- Community nutrition unit
- Social work
- Child and family health service
- Physiotherapy

Lake Macquarie Private Hospital is approximately 3km south of the site at Gateshead.

Impact assessment: The existing range and level of services is considered adequate. Where deficiencies in capacity exist, increased demand from population growth may induce expanded or new services to locate in the area. An increase in private practitioners is the most likely immediate response, given the extent, proximity, and accessibility of existing public health services. The commercial space and flexibility of planning controls that allow medical services in residential areas, provides adequate opportunity for new services to establish locally.

Improved linkages to recreation facilities, the Fernleigh Track, Glenrock and the provision of a public park should encourage healthy activities for residents. This may have a preventative role by improving general health and well-being and reducing demand for services.

### 3.2.4. Parks, Open Space, Sporting Fields and Private Recreation Facilities

Sports and recreation facilities identified within a 3km radius of the site and used to support some of the abovementioned sporting clubs include:

- HW Knight Park (playground; Waran Rd)
- Whitebridge tennis courts (2 courts)
- Kahibah Oval (cricket)
- Andy Bird Field (soccer)
- St John Field (rugby league)
- Lake Macquarie PCYC
- Glenrock State Recreation Area
- Gateshead Indoor Sports World
- Strike Bowling - Charlestown
- Riawenna Park (junior cricket oval)
- Heywood Wilkinson Park (playground; Paterson Cl)
- Lisle Carr Oval (soccer)
- Reay Park – Dudley (junior cricket / athletics)
- Fernleigh Track
- Burwood Bowling Club
- Kahibah Bowling Club
- Dudley Oval and Balcomb Field
- Multiple gymnasiums and fitness centers

Educational establishments provide opportunity for additional recreational facilities. Whitebridge High School and other local public schools are often used for activities out of hours and during school holidays.

Whitebridge and surrounding suburbs contain Council and Crown land such as remnant bushland adjacent to Waran Rd and the land adjoining Lisle Carr Oval. These provide landscape and amenity outcomes for the area.

Impact assessment: The site has access to a broad range of community and recreational infrastructure and services, as listed above. Demand for community infrastructure and services are typically identified in Council's planning framework, including the Lake Macquarie City Council Social Plan 2009 – 2014, and Lifestyle 2030. Contributions are levied from the development through the Section 94 Contributions Plan Citywide - Charlestown Catchment. These funds contribute to the delivery of services and infrastructure.

The development proposes a public park and an urban space for residents. It is expected these areas will also serve the broader community. The park may alleviate demand on HW Knight Park. It is also readily accessible from the Fernleigh Track access / egress and may act as a destination or waypoint for people using the Track. The urban space provides a focal point for the commercial centre and space for community events and interaction.

There is the opportunity for more efficient use of local infrastructure, including asset sharing such as dual use of school facilities. Subject to agreement between Council and local schools this might, as an example, allow relocation of the junior cricket oval at Riawenna Park to Charlestown East or Whitebridge schools, facilitating expansion of the playground. Similar arrangements occur elsewhere in the area and such outcomes are encouraged by the NSW Department of Planning and Environment in its *Recreation and Open Space Planning Guidelines for Local Government*.

### 3.2.5. Sporting Clubs

Whitebridge has few suburb specific sporting clubs. It is however, well served by a significant number of clubs in adjoining suburbs and drawing from the broader catchment, including:

- Charlestown Swimming Club
- Charlestown Junior Cricket Club
- Charlestown Netball Association
- Charlestown Little Athletics
- Dudley Redhead United Soccer Club
- Dudley & Redhead Boardrider Clubs
- Charlestown City Blues Soccer Club – Junior & Senior
- Charlestown District Cricket Club
- Charlestown Junior Rugby League Football Club
- Kahibah Football Club
- Dudley Redhead Junior Rugby League Football Club
- Redhead Surf Life Saving Club

Impact assessment: Population growth will provide opportunities for increased membership of these clubs, improving participant and volunteer numbers. Increased membership should also increase economic viability through fees, fundraising and an ability to leverage public monies based on participation rates. Given the number of clubs, it is unlikely growth from the development will exceed the capacity of any one organization to accommodate new members.

### 3.2.6. Other

There is a variety of other community and not for profit organisations including:

- Lions Club of Charlestown
- Charlestown Scout Group
- Globe Church (Gateshead)
- Seventh Day Adventist Church (Charlestown)
- Meals on Wheels
- Uniting Church (Whitebridge)
- New Apostolic Church (Kahibah)
- Church of Christ (Charlestown)

Impact assessment: Population growth may increase demand for these organizations, subject to the demographic of incoming residents. This growth alone however, is not expected to dramatically increase demand. The growth also provides an opportunity for improving the volunteer base of organizations, such as the Lions Club and Meals on Wheels. Opportunities to encourage participation would assist community integration but any such deliberation and action is the responsibility of the individual organisations.



### 3.3. Access and Mobility

The site is readily accessible. Local roads provide good access to the broader road network and to local services and infrastructure. The key intersection at the northern end of the commercial centre provides access to key roads for traffic distribution to the wider network being: Waran Rd (northbound); Dudley Rd (east and westbound); and, Bulls Garden Rd (southbound). The surrounding road network, as determined by the traffic assessment accompanying the application, operates within acceptable levels of service with the possible exception of delays associated with PM school traffic on Lonus Ave. It is noted that at the time of writing, the NSW Roads and Maritime Service is undertaking an *Inner Newcastle Traffic Study* to help determine priorities for future upgrades. The Study area includes key intersections on the Pacific Hwy at Kahibah Rd and Northcott Dr. Upgrades here could improve network performance for routes servicing the Whitebridge area.

Public transport is available. Newcastle City Buses (322) operates between Belmont and Newcastle via Charlestown. Buses link with CityRail either directly via the 322 service to Broadmeadow Station or via linking services at Charlestown, to Cardiff Station. A bus shelter is provided eastbound on Dudley Rd and a stop is located adjacent to the shops westbound. A taxi rank is provided in the public car park on Dudley Rd, adjacent to the pedestrian crossing. On call taxi services operate in the area.



Direct frontage is available to the Whitebridge centre and Kopa St. The local pedestrian network provides access to surrounding recreation and sporting facilities, and further afield to the Charlestown regional centre via Dudley Rd. The Fernleigh Track provides a pedestrian / cycle link to adjoining suburbs and recreational facilities. It is part of an expanding pathway network throughout the region. Public paths and roads will improve connection between Whitebridge commercial centre and the Fernleigh Track, while Council is upgrading the Fernleigh Track access from Kopa St to comply with current standards. Other improvements to pedestrian safety proposed by Council in the immediate area include:

- Installing a raised pedestrian crossing on Dudley Rd north of Station St;

- Installing kerb extensions and a coloured surface treatment on Dudley Rd at Station St as an entry to the commercial precinct; and
- Requesting RMS reduce the speed limit on Dudley Rd between Station St and Bulls Garden Rd to 40km/h and designate it an area of high pedestrian activity.

**Impact assessment:** The traffic study accompanying the application indicates that the impacts will be within design and operational standards for the surrounding network. There are minimal changes in queue lengths and delays at surrounding intersections and overall travel times will not be significantly affected. With the exception of modification and extension to Kopa St to access the site, no new works are required that will impact traffic movements or pedestrian safety. New roads are to be dedicated to Council, which will improve public connectivity between the Fernleigh Track and Whitebridge centre. An additional pedestrian link is proposed through the corridor adjacent to the Fernleigh Track. This will facilitate access between the centre and Fernleigh Track in addition to existing paths via Station St and Kopa St/Lonus Ave.

Accessible units are proposed that will improve social equity for mobility restricted people. These are on the Dudley Rd frontage. Where possible the street and path network will provide accessible paths of travel in accordance with AS1428.1.

The development may generate additional demand for public transport. While patronage details were requested but not received from Newcastle buses, it is not expected that additional demand will exceed the capacity of current services. No immediate upgrades or improvements are considered necessary for public transport services or facilities.



Fernleigh Track

Footpath – Lonus Ave



### 3.4. Commercial Services

Whitebridge centre provides for the daily needs of the local and broader community including:

- Pharmacy
- Bottle shop
- Café
- Takeaway
- Hairdresser
- Grocery store
- Bakery
- Butchers shop
- Service Station



Whitebridge urban centre

Higher order retail and commercial services are available in Charlestown including:

- Major retail outlets
- Professional services
- Cinemas
- Banking institutions
- Medical and dental practitioners
- Restaurants

Impact assessment: The development will increase the population serviced by these businesses. It will improve business viability and provide opportunities for growth. The additional retail/commercial floor space will facilitate opportunities for new and/or expanded services in Whitebridge.

## 4. Policy Context

The land use and built form are governed by the policy framework detailed in the Lower Hunter Regional Strategy, Lake Macquarie's Lifestyle 2030 Strategy, Local Environmental Plan 2004, Development Control Plan No 1 and other supporting policies. Community and social planning policies relevant to the proposal include the Lake Macquarie Social Plan 2009-2014 and Youth Community Plan 2007-2011. Infrastructure and services identified to support population growth and demand for services is identified in these strategies and reflected in the Lake Macquarie Development Contributions Plan – Charlestown Catchment. These policies represent a coordinated approach to the ongoing growth and management of Lake Macquarie. The development of these policies involved research and consultation with stakeholders in government and the community. The development is consistent with this policy framework and social impacts should be acceptable. It represents the social needs and aspirations of the existing and future community.

## 5. Consultation and Feedback

Council policy development included community engagement and consultation to ensure they reflect community needs and wants. These policies are subject to ongoing review and assessment. In addition to the abovementioned policies that informed the proposed development, site specific planning controls were subject to exhibition and comment including:

- preparation of the rezoning, and
- review, drafting and adoption of:
  - Lifestyle 2030 Strategy;
  - draft Lake Macquarie LEP 2013; and
  - draft Development Control Plan 2013.

A limited number of submissions were received and subsequently addressed by Council during rezoning. No public submissions relating to the site or Whitebridge area were identified as being received during exhibition of the LS2030 Strategy, draft LEP2013 or draft DCP 2013. In particular the identification of Whitebridge as part of the Eastlake Intensification Corridor, and proposed height and density controls, were not the subject of any submission.

During preparation of the development application, two formal pre-lodgment meetings were held with Lake Macquarie City Council. Enquiries were made with local educational establishments, information was requested from Newcastle Buses, and a community information session was held on site.

During the notification and referral process the applicant and landowners attended community organized information sessions. A significant volume of public submissions were made during the notification period, and formal responses were received from internal sections of Council, government agencies and utility providers. The proposal was also referred to Council's Urban Design Review Panel.

Subsequent to initial responses and the decision to revise the proposal, additional meetings were held with Council staff. Amended plans were reviewed by the Urban Design Review Panel and a community information session was provided by the applicant on 9 July to update the community on the design review process.

All feedback from these processes and events, referenced against the policy framework, informed the revised plans. Most notably this resulted in changes to the built form, the revision of open space, and to improved public permeability. Concerns about height, density and access were considered, but the project was not significantly amended in these matters as the policy framework and technical assessments generally support the proposal and the environmental impacts are considered to be acceptable.

## 6. Impact Assessment Summary

The following table provides a summary of the potential impacts of the development.

	Issue / Area of Impact	Comment
<b>Type of impact</b>	<b>Housing</b>	
<b>Positive</b>	Density, style and mix of size will increase housing variety available to the community.	The development will ease demand for redevelopment of other sites by providing a large volume of medium density housing. It will improve the variety of housing stock and promote urban consolidation consistent with State and Local planning provisions.
	Accessible / adaptable housing will facilitate integration of people with mobility restrictions.	The older housing stock in Whitebridge means few existing dwellings would be accessible without modification to comply with current standards. The inclusion of accessible dwellings will improve housing choice for mobility restricted people.
	The density and economy of scale will reduce delivery costs making homes more affordable.	The median cost of a dwelling house in Whitebridge is \$462,000 (Domain property, 31/10/13). Assuming a loan at 80% weekly repayments are approx. \$450 – 500 / week. This represents approx. 30% median weekly household income for Whitebridge which is the threshold for mortgage stress. The housing variety will provide a price range that accommodates entry level opportunities and higher end product to respond to a broad market.
	Contributes to urban consolidation targets in local and regional strategies.	The location, scale and suitability of this site, adjoining an urban centre, represents an increasingly rare and valuable opportunity to deliver urban consolidation in the eastlakes area. Development should occur consistent with Council's planning strategy and the LHRS to ensure housing supply is adequate to meet population growth and dwelling demand.
<b>Negative</b>	Population increase may overwhelm existing infrastructure and services.	Proposal is consistent with planning strategy. Infrastructure and service growth should be incorporated into forward planning and reflected in Council's social plan, contributions plan, and forward works programs.  The development will be staged. This will help facilitate infrastructure and service growth to match any increase in demand that exceeds current capacity.
	High demand may increase purchase costs, pricing some people out of the market.	Ensure supply meets demand to maintain competitive pricing structure.  Ensure efficient approval and construction to minimize delivery timeframe and costs and hence reduce housing costs.
	A lack of variety in size, form and design may generate mono-culture and poor urban design.	Ensure development maintains an appropriate mix of size, form and tenure of dwellings. The design includes 1 – 4 bed options, from single to multi-level dwellings, of strata and Torrens title.  Ensure materials, finishes and landscaping are appropriate.
	<b>Employment</b>	
<b>Positive</b>	Construction employment will have a multiplier effect within the local economy for duration of the build.	Ensure local businesses are postured to capitalize on demand from the work force for the duration of the project.
	Additional commercial space and population will increase business activity and employment opportunities.	Capitalise on opportunities for increased local employment opportunities to promote sustainability.
<b>Negative</b>	New businesses may establish that attract customers away from existing businesses.	Increased residents from the development will broaden the population base.  Competition is also important in the market place to maintain pricing and efficiencies.

	Issue / Area of Impact	Comment
	<b>Transport and Accessibility</b>	
<b>Positive</b>	Increased population density may increase public transport patronage and demand.	Ensure public transport infrastructure can accommodate any growth.  Ensure pedestrian links to public transport infrastructure are safe and efficient to encourage usage.
	The site will connect to existing pedestrian and cycle networks and promote opportunities for non-motor vehicle travel.	Site permeability will promote walking and cycling and deliver preventative health and well-being outcomes.
	Movement through and surrounding the site will be improved by the provision of a movement network compliant with relevant standards.	Public ownership of the movement network will ensure benefits are provided to the broader community.
<b>Negative</b>	Increased traffic will cause congestion of the local road network.	Promote non-motor vehicle journeys, particularly to the local centre, through effective pedestrian networks and public transport usage.  Identify and implement traffic control or network improvement measures to maintain safety and service levels.
	<b>Community Services and Facilities</b>	
<b>Positive</b>	Development contributions and increased rates base will improve funding opportunities and viability of new, improved or increased infrastructure and services.	Ensure development contributions are applied in a timely and efficient manner to ensure community services are maintained.  Investigate opportunities for works-in-kind or planning agreements to expedite delivery of services and infrastructure.
	Population growth will increase the pool of people accessing or volunteering for services.	Organisations should develop policies to capitalise on the availability of this extra resource availability.
<b>Negative</b>	No new services are provided and with increased population existing services are overwhelmed and unable to satisfy demand.	It is understood Council is reviewing its catchment plan, which will identify any changes in demand. Contributions will be levied to deliver services and infrastructure.  The development will be staged which will allow an integrated response to any increased demand.
	<b>Social Interaction</b>	
<b>Positive</b>	An increase in the variety and form of housing may broaden the diversity of people living and interacting within the local community.	Capitalise on the opportunity for an expanded and potentially diversified community.
	Increased activity in recreational and commercial areas will create greater social interaction and among a broader group of people.	New residents be exposed to the availability of community and infrastructure and services to promote participation.
	New communal and urban spaces will promote opportunities for interaction.	New spaces should be public to encourage community interaction.
<b>Negative</b>	New development may attract a demographic that does not interact with the existing community.	This is considered unlikely given the variety in the existing demographic.  The housing form and typology is likely to attract people that largely conform to the existing demographic profile.
	The development is poorly designed and results in increased crime and anti-social behaviour.	Ensure the design responds to CPTED principles to minimize opportunities for crime.

## 7. Conclusion

The proposed development is consistent with State Government and Council planning strategies, in particular the Lower Hunter Regional Strategy and Lake Macquarie City Council's Lifestyle 2030 Strategy. These seek to promote urban consolidation in areas with good access to services and high amenity. As detailed in this SIA, Whitebridge achieves these objectives. Both policies, and indeed most government policies including the Lake Macquarie Social Plan 2009-2014, were developed with extensive opportunities for community input and consultation and therefore reflect broader community values for managing growth in Lake Macquarie.

The development will improve housing variety, housing choice, and access to the housing market. It delivers compact, low maintenance housing with a mix of size, form and ownership tenure. The 3 - 4 bed dwellings respond to the predominant household composition, being married households with and without children, while the 1-2 bed options provide opportunity for a new demographic not currently well catered for. The accessible housing is a valuable contribution to social equity and provides choice for people with mobility restrictions. The designs exceed parking requirements to reflect ABS data showing higher levels of motor vehicle ownership and dependency. The proposed development does also seek to reduce vehicle dependent trips by its proximity to the urban centre, community and recreation facilities, the good permeability, and safe access to public transport.

The increase in permanent residential population will improve the client base for local businesses and, with the increase in commercial floor space, should generate new employment opportunities. Increased employment for local residents will negate car dependency and promote a sustainable community. Increased population density should also improve the efficiency and viability of infrastructure and services, including public transport, while development contributions and ongoing rates will bolster Council's financial capacity.

New residents will have access to existing services and facilities. They are likely to be frequent users of the local centre which will assist with community integration. The development delivers public spaces and will improve permeability between the centre and surrounding area with public roads and links to the Fernleigh Track.

Overall the project is considered to provide a positive social benefit. The impacts of the development are mitigated through the design and will be managed through government strategies to ensure service and infrastructure meets growth identified in the policy framework for the area.

## **APPENDIX 1**

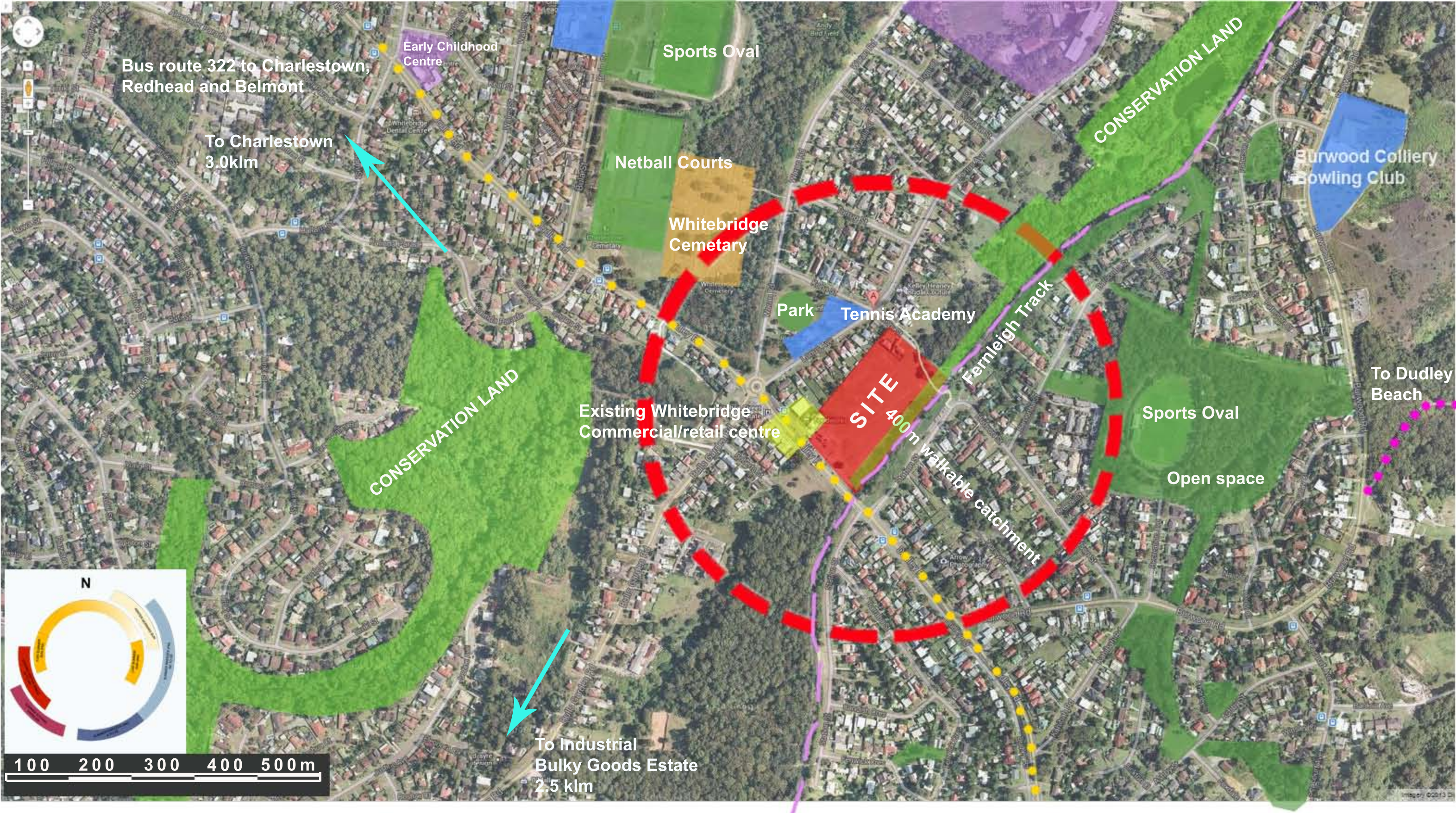
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### **Site Analysis Plan – Local Context**



SITE ANALYSIS 1

LOCAL CONTEXT



			SCALE	DRAWN	DESIGN	PROJECT NO.	DRAWING	CLIENT	BASE PLANS SUPPLIED BY:	<div>MANSFIELD URBAN</div> <div>places urban design   spaces landscape architecture   people urban planning</div> <div>P 02 4023 0406   M 0412 054 455</div> <div>www.mansfieldurban.com.au</div> <div>studio: 3 Percy Street   Hamilton NSW 2303</div>
013-07-09 PRE DA DISCUSSION				HM		MU 1316	SITE ANALYSIS LOCAL	SNL BUILDING P/L		
ISSUE	DATE	COMMENTS	CHECKED	SCALE	DRAWING NO.	LOCATION	PROJECT			
					SA 01	KOPA ST WHITEBRIDGE	RESIDENTIAL DEVELOPMENT			