



# Seniors Living Development at 26 to 56 Manor Road, Harrington

## Social Impact Assessment

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RPS

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Name	Signature	Date
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# 1 Introduction

## 1.1 Purpose

RPS acts on behalf of Bayline Developments in preparing this Social Impact Assessment (SIA) in support of a development application (DA) to Mid-Coast Council to construct a Seniors Housing development for 293 single storey detached villas on land at 26-56 Manor Road Harrington, (Lot 2 DP 1219123, Lot 4 DP 1219124 and Lot 6 DP 1217806). A location plan is found at **Figure 1** and a copy of the proposed development plan is contained at **Appendix A**.

The SIA and DA is being submitted to Mid-Coast Council (Council) under the provisions of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in accordance with the *Greater Taree Local Environmental Plan 2010* (GT LEP 2010) and Council's Social Impact Policy document which is a supporting document to the *Greater Taree Development Control Plan 2010* (GT DCP 2010).

The purpose of the SIA is to:

- Assist in establishing the full facts about the project and to support a well-informed decision about the appropriateness of the proposed development;
- Minimise adverse impacts and maximise beneficial impacts of the proposed development;
- Assess the impacts of the proposed development on future generations; and
- Inform the development assessment process.

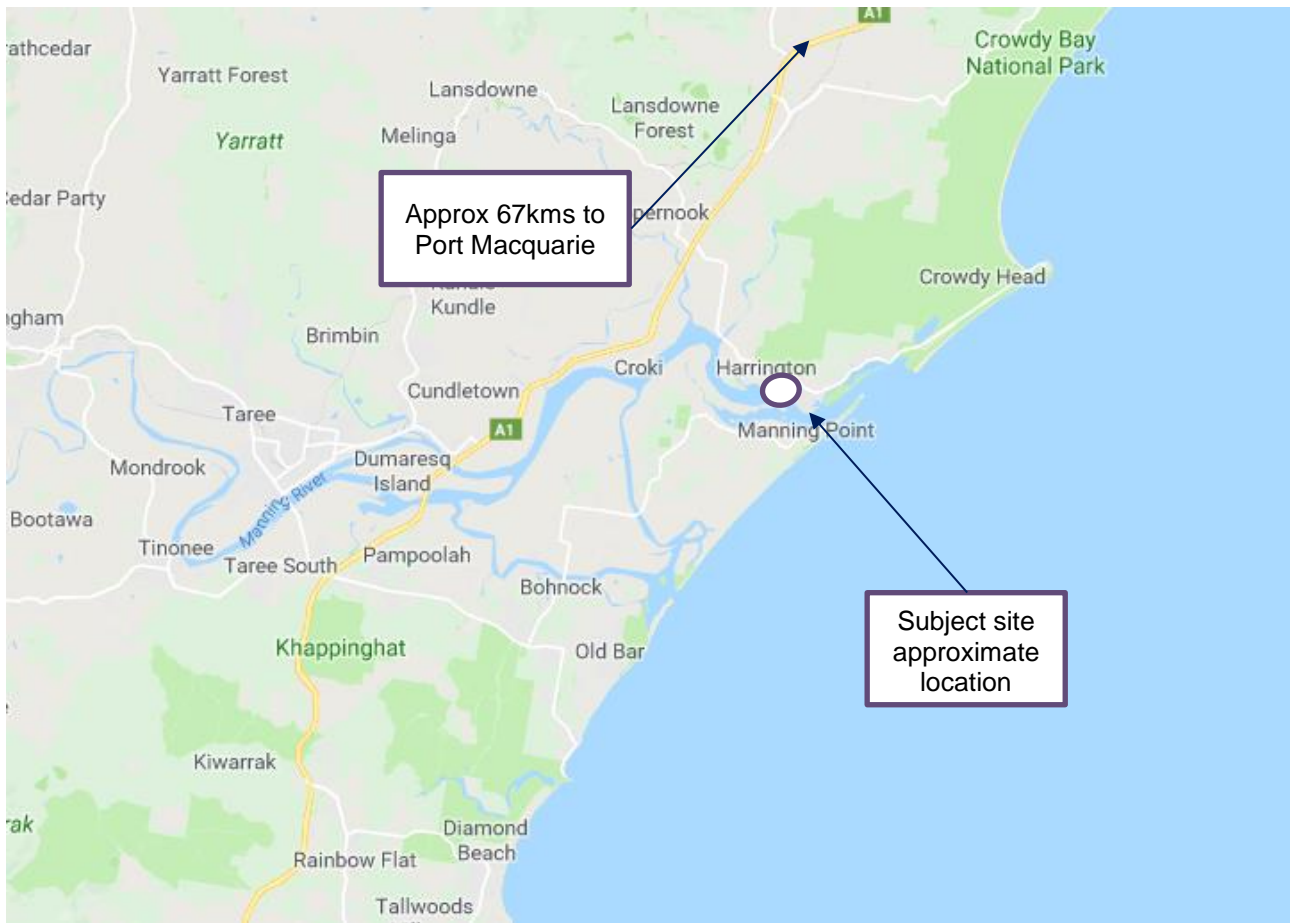
## 1.2 Structure

This SIA has been prepared in accordance with the Draft *Greater Taree Policy for Social Impact Assessment* which is a supporting document to the GT DCP 2010.

This introduction sets out the purpose for the assessment, and following this, the format of the SIA is as follows:

- **Section 2**, Methodology and Local Study Area – describes the methodology of the SIA, site and study area.
- **Section 3**, Development Overview – describes the specific development proposed.
- **Section 4**, Community Profile – presents the baseline information including population and housing projections.
- **Section 5**, Impact Assessment – identifies the likely social, economic and accessibility impacts of the proposal and cumulative impacts.
- **Section 6**, Conclusion – provides the conclusions of the SIA and recommendations for the DA.

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**Figure 1**    **Location Plan**

## 2 Methodology

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### 2.1 Scope

The site is known as 26-56 Manor Road Harrington, and is located within the LGA of Mid-Coast Council – formerly part of the Greater Taree City LGA. The assessment addresses the following:

- Social issues including population characteristics; crime; health; community services and facilities; recreation, sport, park and open space;
- Housing;
- Economic issues including recreation, employment and industry; and
- Accessibility.

### 2.2 Baseline Information

Data about the site, its context and potential impacts has been compiled from site visits and a comprehensive desk top study. A range of sources have been used for the desk top study as follows:

- Census data from the Australian Bureau of Statistics (ABS);
- Review of relevant Council and Regional strategic documents;
- Bureau of Crime Statistics & Research;
- Site Compatibility Report for the proposed development dated November 2017; and
- Mid-Coast Council website;

Study areas for assessment purposes are identified and baseline information described in Section 4.

### 2.3 Consultation

#### 2.3.1 Mid-Coast Council

In May 2018 Mid-Coast Council was consulted to establish their requirements in relation to preparing the SIA. Council raised the following points:

- The SIA needs to include a sufficient level of information, relative to the level of social impact. To ensure this is done to an appropriate standard the SIA needs to be completed by someone with relevant qualifications, being social sciences or similar and have experience in completing SIA's. **Appendix F** contains a RPS SIA Capability Statement.
- Consider both the positive and negative social impacts and where there are potential negative impacts, outline any mitigation measures that could be practically implemented, whether by changes to the proposal or through conditions set within the DA approval.
- Due to the scale and type of development, community consultation should be used to inform the identification of potential impacts and mitigation measures. The design of the engagement should not be used to seek endorsement from the community for the development, but an opportunity for a dialogue between community stakeholders and the Developer to ensure it fits within the social make-up of the existing community.

The two following principles must be given consideration within the SIA, with relevance to the proposed development and the local Harrington community:

- Distributional equity – refers to the fairness or unfairness of the distribution of impacts across or within population groups. (Ziller. A, author of The new social impact assessment handbook, 2012)
- Precautionary principle - Where there are identified serious social impacts, lack of certainty about whether those impacts will happen should not be used as a reason for approval. (IAIA, International Principles for Social Impact Assessment, 2003).

## 2.4 Assessment

The SIA considers potential social and economic impacts on the community (existing and future). It identifies both negative and positive impacts and identifies potential mitigation measures to minimise negative impacts and maximise positive impacts.

### 2.4.1 Greater Taree City Council Social Impact Assessment Policy

The Greater Taree Social Impact Assessment Policy is a guide to ensuring any likely negative social impacts from a proposed development do not adversely impact upon the local community. The Policy states that either a Social Impact Comment (SIC) or SIA would be required for specific types of development. The SIC is a basic level assessment while the SIA is a more in-depth level of analysis. This SIA has been prepared in response to Council's request for information into the potential social impacts associated with the proposed seniors living development at Manor Road Harrington.

### 2.4.2 Hunter Regional Plan 2036

*Hunter Regional Plan 2036*, of which this area forms part, recognises the need for encouraging compact settlements, revitalisation of communities, support for tourism, and improving housing choice and sustainability.

In the Plan, Taree and Forster are identified as 'strategic centres' and Harrington is designated as a 'centre of local significance'. The Plan maps the subject site as existing residential and employment land and states inter alia as follows:

*"An additional 70,000 dwellings will be needed in the region by 2036."*

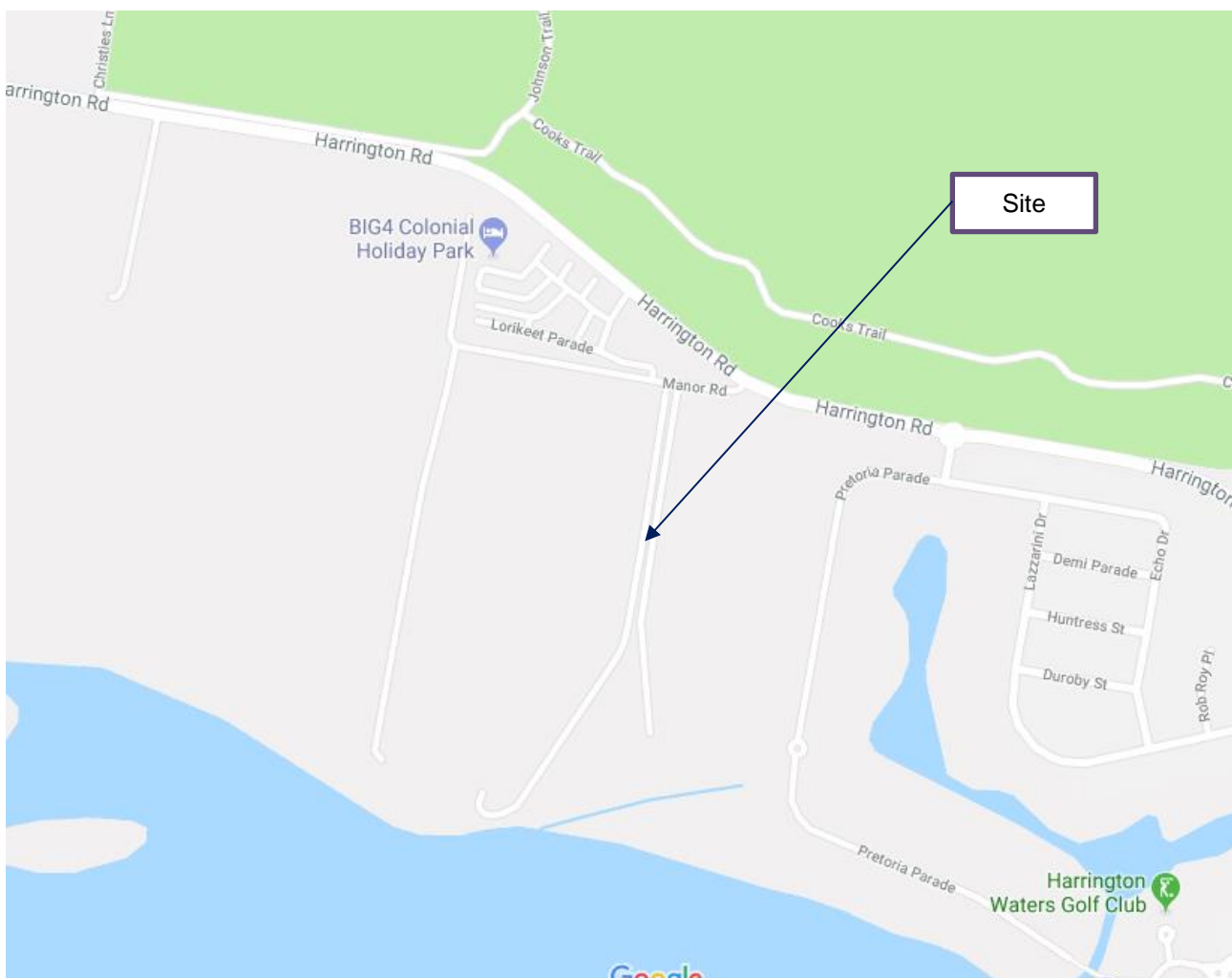
Housing supply will be influenced by growth and change in population across the region and by the community's desire for greater housing choice. By 2036 the percentage of people aged over 65 years is projected to increase from 19% to 25%.



## 3 The Development

### 3.1 The Site

The site is located at the western edge of Harrington Township. A site context plan is shown at **Figure 2** below. The site is located on the southern side of Manor Road at its intersection with Harrington Road. The site is zoned R5 Large Lot Residential pursuant to GT LEP 2010, has an area of 22.7 hectares and adjoins the existing residential zoned area of Harrington Waters Estate. A site analysis plan is included at **Appendix 2**.



**Figure 2 Context Plan**

### 3.2 The Local Area

The surrounding area is developed with a variety of residential developments and tourism uses.

Land to the east is zoned R1 General Residential and has been subdivided and developed with low density housing as part of Harrington Waters Residential Estate. Land to the west is zoned RU1 Primary Production and is utilised for low intensity agricultural uses and rural occupation. Land to the north, on the opposite side of Harrington Road, is partly zoned E1 National Parks and Nature Reserves. Other land to the north is zoned RU1 Primary Production and accommodates a caravan park which provides long term sites for permanent occupation as well as short term sites for tourism use.

Land to the south is primarily zoned R5 Large Lot Residential, with areas of land zoned RU1 Primary Production, E2 Environmental Conservation and RE1 Public Recreation along the foreshore areas. Three private lots adjoining to the south are used for rural living purposes.

### 3.3 The Proposed Development

This SIA has been prepared based upon a review of the proposed site layout which includes a seniors housing development for 293 serviced self-care single storey detached villas. In summary, the proposed development as illustrated in **Appendix 1** also includes:

- Tennis Courts;
- Bowling Greens;
- Swimming Pool;
- Men's Shed;
- Gym;
- Club House;
- Extensive parkland network;
- BBQ shelters;
- Dining area;
- Storage facilities;
- Caravan parking;
- Pedestrian/cycleway connections;

Support facilities are to include:

- A Care Manager (registered Nurse) responsible for the co-ordination and provision of care to residents;
- On site manager for 24-hour support and response to emergency calls, including resident distress alarms within each dwelling;
- Home delivered meals provided through on-site kitchen or outside contractors at the choice of each resident;
- Personal hygiene management and personal care;
- Assistance with housework;
- Maintenance of yards and gardens;
- Doctors and other health specialists consulting room;



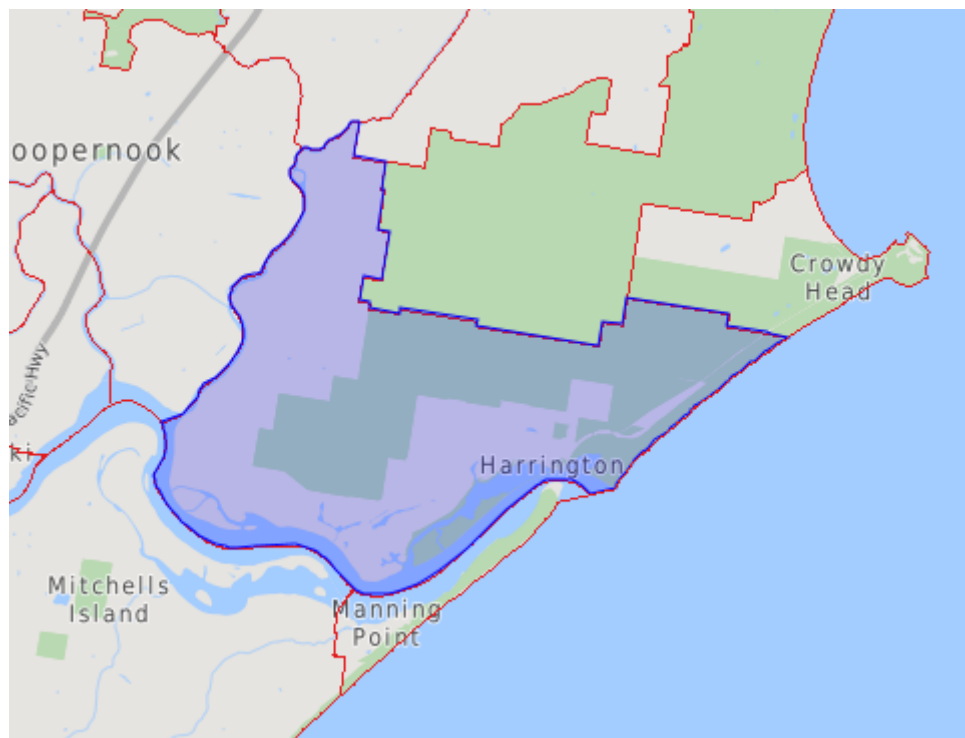
- Ancillary commercial use to serve residents;
- Lifestyle and wellness activity programs and facilities;

## 4 Community Profile

### 4.1 Study Area

For the purposes of this SIA, the impacts of the proposed development are addressed using two sets of data identified through the ABS website that correspond to available census data as follows:

- Australia wide study area; and
- Local Study Area - the Harrington Census area as shown in **Figure 3**. These areas are used for data comparison purposes and the consideration of community issues.



**Figure 3** ABS Regional study area – Harrington

## 4.2 Existing Social Considerations

### 4.2.1 Population: age, income and housing

#### 4.2.1.1 Australia Wide

Key statistics include

- Median Age – 38
- Percentage of population over 55 – 27.6%
- Median weekly household income – \$1438
- Median monthly mortgage repayments - \$1755

#### 4.2.1.2 Harrington

Key statistics include:

- Median Age - 61
- Percentage of population over 55 – 61.6%
- Median weekly household income - \$784
- Median monthly mortgage repayments - \$1430

### 4.2.2 Qualifications and communications

#### 4.2.2.1 Australia Wide

Key statistics include:

- Percentage of population with degrees or higher degrees – 22%
- Percentage of population with diploma/certificate – 8.9%
- Percentage of population speaking English only – 72%
- Percentage of population with access to internet – 83%

#### 4.2.2.2 Harrington

Key statistics include:

- Percentage of population with degrees or higher degrees – 7.5%
- Percentage of population with diploma/certificate – 7.2%
- Percentage of population speaking English only – 93%
- Percentage of population with access to internet – 74%

## 4.4 Crime

Crime statistic mapping by the Bureau of Crime Statistics and Research (BOCSAR) indicate that Harrington is not a crime hotspot. Comparing crime statistics for Mid Coast and Newcastle include:

### 4.4.1 Non-domestic assault

Mid Coast – 196-314 incidents per 100,000;

Newcastle – more than 494 incidents per 100,000.

### 4.4.2 Domestic assault

Mid Coast – 229-343 incidents per 100,000;

Newcastle – 229-343 incidents per 100,000.

### 4.4.3 Theft

Mid Coast – 1839-2640 incidents per 100,000;

Newcastle – more than 3859 incidents per 100,000.

## 4.5 Housing

### 4.5.1 Household composition

#### 4.5.1.1 Australia Wide

Key statistics include:

- Lone person household – 24%
- Group household – 4.3%
- Family household – 71.3%

#### 4.5.1.2 Harrington

Key statistics include:

- Lone person household – 29%
- Group household - 2.1%
- Family household – 68.7%

## 4.6 Community

There are a range of social and recreational services and facilities within a 5km radius of the site as illustrated in **Appendix 3**.

## 4.7 Employment

### 4.7.1.1 Australia Wide

Key statistics include:

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- Unemployment rate - 6.9%
- Managers – 13%
- Professionals – 22.2%
- Technicians/trades – 13.5%
- Community/personal services – 10.8%
- Machinery operators/drivers – 6.3%
- Clerical/administration – 13.6%
- Sales – 9.4%
- Labourers – 9.5%

## 4.7.1.2 Harrington

Key Statistics include:

- Unemployment rate – 11.5%
- Managers -11.9%
- Professionals - 16.2%
- Technicians/trades – 12.6%
- Community/personal services – 14.6%
- Machinery operators/drivers - 6.3%
- Clerical/administration – 11.5%
- Sales -10.8%
- Labourers -14.1%

## 5 Impact Assessment

### 5.1 Introduction

The proposed seniors living development is likely to have a positive impact on the locality. The new residents will utilise and patronise the local services including clubs, shops, tavern and public transport. The new dwellings will be taken up by “down-sizing” retirees from both the local area and from outside the region. The proposed development will increase the housing options for the wider community whilst maintaining existing affordable housing options currently available in the region.

A check list of potential impacts including demographic, housing, access, individual and cultural needs, economic and health is provided at **Appendix D**.

### 5.2 Social Impacts

The total population of Harrington is 3033 persons, consisting of 49.4% males and 50.6% females.

Comparing the Harrington data with the Australian wide ABS data the following can be noted:

- Median weekly household income is \$784 compared with \$1438 (Australia wide);
- Median monthly mortgage repayments are \$1430 compared to \$1755 (Australia wide);
- The median age is 61 compared with the Australia wide median age of 38;
- The percentage of the population over 55 is 61.5% compared to 27.6% Australia wide;
- The percentage of couples without children is 66.7% compare to 37.8% Australia wide.

Considering the existing socio-economic data available, it is clear that the Harrington demographic is generally older, with lower income and less children than the national average

### 5.3 Economic Impacts

The proposed 293 dwelling seniors living development will be located on a greenfield site close to Harrington Waters Golf Club and a few kilometres from shops, medical and other services. The new residential sites will broaden the housing options for the local and wider community while maintaining and enhancing the existing affordable seniors housing options currently available.

There will be significant economic and employment benefits generated during the construction phase of the development and further benefits following the completion of the estate. The proposed development will improve the long term economic viability of the region and would be expected to generate up to 50 local construction jobs.

The operation of the estate will require ongoing staff for maintenance, administration and sales. Expected ongoing full time job creation for the estate would be in the order of 12-15 new local jobs.

Overall, the additional population of the estate would be expected to generate at least an additional \$4 million per annum to the local economy during operation.



## 5.4 Greater Taree Social Impact Assessment Policy

### 5.4.1 Consultation

In May 2018 Mid-Coast Council was consulted to establish their requirements in relation to preparing the SIA.

### 5.4.2 Positive and Negative Impacts

The positive impacts of the proposal include the following:

- Providing increased choice for housing type;
- Providing more choice for retirees to downsize;
- Providing more affordable housing choice;
- Increase patronage of local services;
- Creating a community of 293 dwellings.

The negative impacts of the proposal include the following:

- Increased population which will increase demand for local services;
- Potential increased demand for medical services;
- Increase in local traffic;
- Increase in noise and amenity impacts.

### 5.4.3 Distributional Equity

Distributional equity refers to the fairness or otherwise of the differing impacts of a proposed development on the people most directly and indirectly affected by the proposal. It includes the costs, benefits and impacts on these groups within the community affected by the proposed development.

Response: There are three potential groups impacted by the development, those who will live in the development, those who live in the adjoining Harrington Waters Residential Estate and those who live in Harrington.

The people who choose to live in the new development will make their decision based on a variety of factors including cost, location and availability of services. Those who already live in the adjoining Harrington Waters Estate may initially notice increased traffic and noise and demand for the golf and other services however given that the new estate will be developed in stages, these impacts will be minimal and over time will dissipate and /or be absorbed into the local environment. The wider Harrington community are unlikely to experience adverse impacts in relation to traffic and noise resulting from the proposed development, but are likely to benefit from the gradual increase in use of local services which will inevitably result from an increase in local population.

### 5.4.4 Precautionary Principle

The precautionary principle refers to the decisions which need to be made but which may result in some harm to members of the community noting that full scientific knowledge of those impacts may be lacking. The burden of proof when making such decisions should be that the outcomes of the decision should not be harmful.

Response: In reality, the proposed development is part of the planned expansion of Harrington. Following a strategic assessment, a site compatibility certificate has been granted by the State Government for Seniors Housing. The development application, of which this SIA forms part, is a logical consequence of the site compatibility process. In assessing whether to allow Seniors Housing on the subject land, Council and the State Government would have considered the precautionary principle as part of the assessment process.

## 5.5 Potential improvements to the proposed development

Potential improvements to the development as proposed could include pedestrian paths along the two identified drainage lines that traverse in a north-south direction. The pathways would enable residents to enjoy the area of internal open space and provide a “mid-block” pedestrian crossing to parallel streets.

## 5.6 CPTED principles

Part B of the Department of Urban Affairs and Planning’s (now Department of Planning and Environment) Crime Prevention and the Assessment of Development Applications; Guidelines under Section 79C of the Environmental Planning and Assessment Act 1979 identifies four Crime Prevention through Environmental Design (CPTED) principles, namely:

- Surveillance;
- Access control;
- Territorial reinforcement;
- Space management.

The proposed development has been designed to ensure that buildings overlook public spaces and maintain a good level of casual surveillance. Buildings will also be adequately separated to ensure visual permeability.

The proposed development provides an internal street network based upon a tradition grid which maximises pedestrian permeability throughout.

With respect to access control, all boundaries are to be fenced or landscaped to delineate the site and restrict access. Two vehicle access points are proposed into the development. Further, the clear hierarchy of space across the development also promotes a sense of territorial reinforcement through visual cues such as fencing and landscaping.

## 5.7 Overall Impacts

The proposed 293 dwellings will contribute to local housing options by utilising vacant land which has been identified as being suitable for Seniors Housing.

The proposed development reflects the evolving community needs and expectations particularly in relation to the rising costs of housing which is particularly relevant to those who live in larger city communities. Given the lower than average socio-economic situation of residents of Harrington as determined by an assessment of the ABS statistical data, it is reasonable to suggest that the overall impacts of the development will be positive for the local community generally.

## 5.8 Cumulative Impacts

The proposed development is particularly well suited for those people wishing to relocate to the Mid-North Coast following retirement, or approaching retirement.

Being located in Harrington, the site is within easy access of a range of employment/recreational opportunities both by car and public transport.



The site is well connected to the local road and highway network giving easy fast access to Taree, Forster, Port Macquarie the Hunter, Sydney and other areas of the North coast.

The site is well served by local services including shops, clubs and recreational facilities making it ideal for retired or semi-retired residents who want to relocate and downsize.

The development of the subject site is part of a wider development strategy undertaken by Council and the State Government in accordance with the *Hunter Regional Plan 2036* which has identified the need for 70,000 new dwellings in the Hunter region, of which this site forms part, by 2036.

## 6 Conclusions

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Bayline Developments propose to develop the site for 293 single storey detached villas, creating a community including a community centre, tennis courts, bowling green, pool and men's shed.

Harrington has a range of services including those particularly suitable for a residential community such as that proposed including:

- Shops – supermarket, chemist, and a range of speciality shops;
- Clubs and tavern;
- Recreational facilities including bowling, golf and surf clubs;
- Local doctor surgery with more medical facilities in Port Macquarie;
- Community facilities including library and senior citizens;
- Public transport connecting the site to Port Macquarie; and
- Community bus and a courtesy bus.

The subject site is close to a range of services, shops and recreational facilities including access to public transport.

The proposed development provides a significant social benefit to the local community by creating more affordable housing options in Harrington. The proposed development will be attractive to existing residents in the local area and to residents in the Hunter and Sydney regions more generally. It is considered that the proposed development will help secure the economic viability of the local community.

The Hunter Regional Plan 2036 states that the region will need an additional 70,000 dwellings by 2036. Further, the plan notes that by 2036 the percentage of people aged over 65 years is projected to increase from 19% to 25%. The proposed seniors living development described in this SIA supports the objectives of the *Hunter Regional Plan 2036*.

It is recommended that Council support the proposed development.

This SIA has been prepared by RPS. A brief outline of the capabilities of RPS to carry out such work is contained in **Appendix F**.

## 7 References

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- Australian Bureau of Statistics website 2017.
- Australian Bureau of Statistics – Harrington.
- Bureau of Crime Statistics and Research website.
- *Greater Taree Local Environmental Plan 2010.*
- *Greater Taree Social Impact Policy – draft.*
- Great Lakes Community Directory.
- *Hunter Region Plan 2036.*
- Social Impact Assessment for Development Applications 1999.



# Appendix A

## Development Plan

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# SITE MASTER PLAN

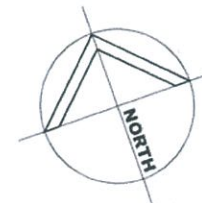
SINGLE RESIDENTIAL LOTS - 293  
 TOTAL



DATE: 19/07/17

REV	DATE	COMMENTS
A	18/07/17	ISSUE TO CLIENT FOR REVIEW
B	02/08/17	ISSUE TO CLIENT FOR REVIEW
C	05/08/17	ISSUE TO CLIENT FOR REVIEW
D	20/09/17	ISSUE TO CLIENT FOR REVIEW
E	30/09/17	ISSUE FOR SITE COMPATIBILITY CERTIFICATE

REV	DATE	COMMENTS
A	18/07/17	ISSUE TO CLIENT FOR REVIEW
B	02/08/17	ISSUE TO CLIENT FOR REVIEW
C	05/08/17	ISSUE TO CLIENT FOR REVIEW
D	20/09/17	ISSUE TO CLIENT FOR REVIEW
E	30/09/17	ISSUE FOR SITE COMPATIBILITY CERTIFICATE



PROJECT: HARRINGTON MANOR

CLIENT: BAYLINE DEVELOPMENTS

SITE:

DRAWING: SITE MASTER PLAN

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN: BH DATE: OCT. 2017 SCALES: 1:1000

PROJECT No: 11843 PHASE: SK DRAWING No: A100 REV: E







## Appendix B

# Site Analysis Plan

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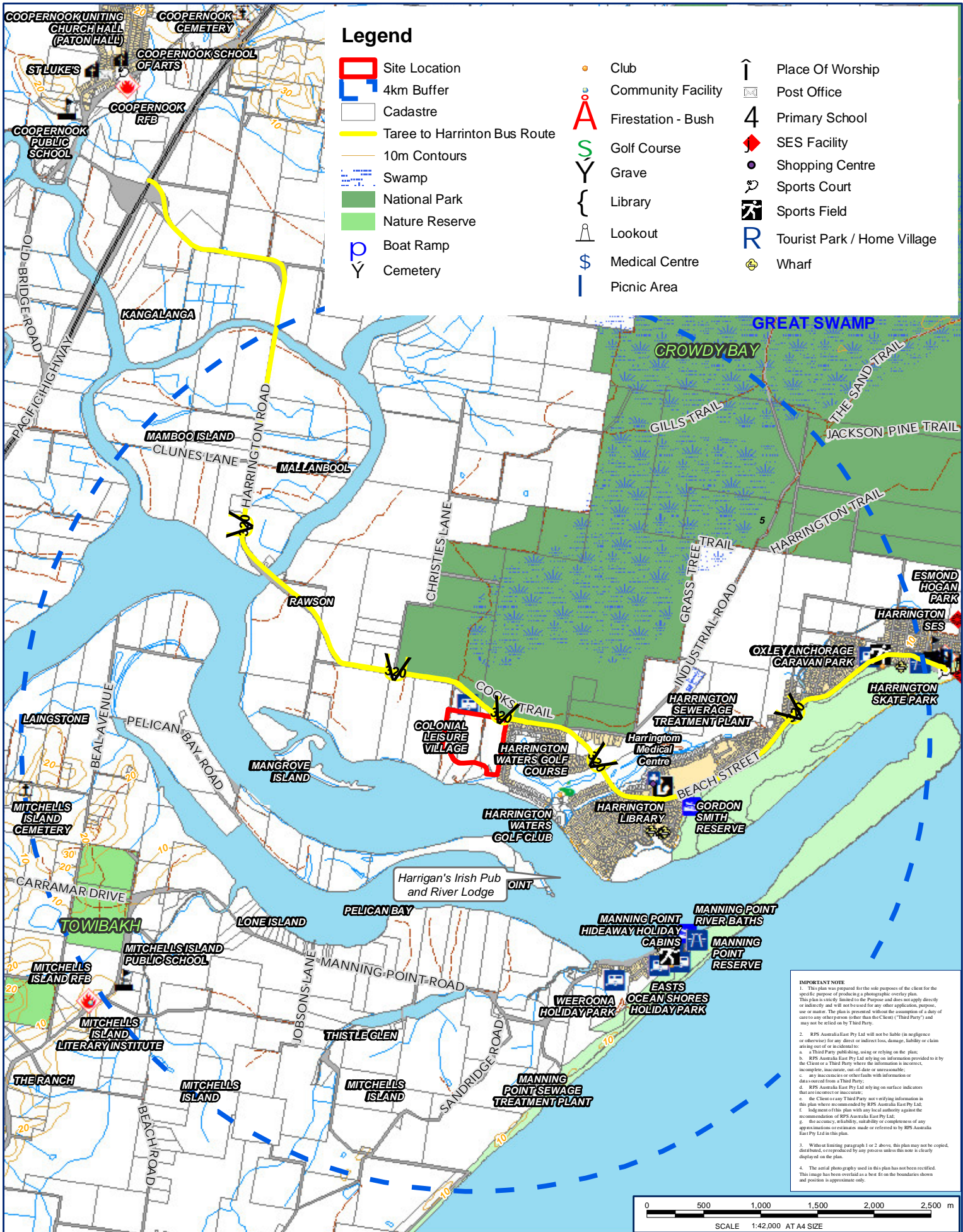


## Appendix C

### Services Plan

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## SERVICE MAP

LOCATION: LOT2_4 DP1219123 LOT6 DP1217806 HARRINGTON	DATUM: GDA94 PROJECTION: MGA Zone 56
JOB NO.: PR 140350	Data Sources: RPS, Client Land and Property 2015
PURPOSE: PLANNING	
Technician: Natalie Wood	Date: 7/06/2018

CLIENT: BAYLINE DEVELOPMENTS PTY LTD

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**RPS**

## Appendix D

### Social Impact Checklist

#### Social Impact Checklist – Seniors Living Development 26-56 Manor Road Harrington

Impact	Likely to result from the proposed development		Comments: (impact analysis and mitigation strategies)
	Yes	No	
<b>Demographic change</b> <ul style="list-style-type: none"> <li>• Changing population size and characteristics</li> </ul>	✓		Proposed development will broaden the demographic of Harrington creating more affordable housing options and improving the economic viability of the area
<b>Accommodation &amp; housing</b> <ul style="list-style-type: none"> <li>• Low income housing, affordable housing, housing for special needs groups, housing for older people and those with a disability</li> </ul>	✓		Site is an important local affordable housing option and the proposed development will maintain and improve housing choice Buying a home in this estate will cost significantly less than buying a free standing home on a freehold block of land
<b>Access</b> <ul style="list-style-type: none"> <li>• Equitable access for all</li> <li>• Easy access to surrounding development and community</li> <li>• Public transport needs</li> </ul>	✓ ✓ ✓		Site is flat and easy to access. Site is within walking distance of local bus stop and a short drive to shops and facilities.
<b>Needs of older people</b> <ul style="list-style-type: none"> <li>• Access issues</li> <li>• Availability of support services</li> </ul>	✓		Project will provide housing to those with limited financial means. Site suits older retired/semi-retired residents as evidenced by ABS data
<b>Needs of people with a disability</b> <ul style="list-style-type: none"> <li>• Access issues</li> <li>• Availability of support services</li> </ul>		✓	Site is not particularly suited to people with a disability, being some distance from the nearest urban area, although being flat and level it is easy

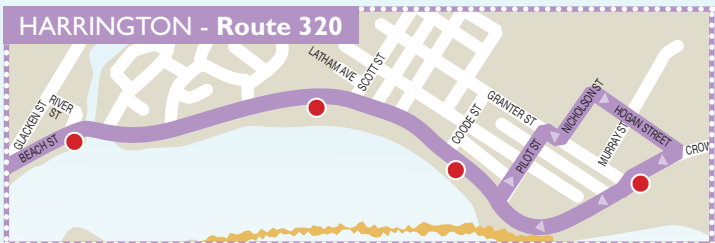
			for those with limited mobility to negotiate.
<b>Community identity, cohesion and values</b> <ul style="list-style-type: none"> <li>• Changing community needs, equity and expectations</li> <li>• Public safety and crime prevention strategies</li> <li>• Opportunities for social interactions</li> <li>• Connectivity and interaction between developments (new and old)</li> <li>• Enhance or detract cultural heritage or cultural life</li> </ul>	✓ ✓ ✓		<p>Project includes the provision of on-site community facilities including community centre, pool, bowling green, bike path, sports field and mens shed. The proposed 293 single storey villas will contribute to local housing options by utilising vacant land within Harrington.</p> <p>The proposed development reflects the evolving community needs and expectations particularly in relation to the rising costs of housing.</p>
<b>Facility and Infrastructure needs</b> <ul style="list-style-type: none"> <li>• Recreational and open space needs</li> <li>• On-site community/support facilities</li> <li>• Transport needs (public and private)</li> <li>• Social/community services and facilities</li> <li>• State government provided facilities (education and health)</li> </ul>	✓ ✓ ✓		<p>Project includes provision of a bike path and a sports field. There are a range of services and facilities within 5 km radius of the site including shops, clubs, school, golf, surf and bowling club with courtesy bus and local public transport facilities.</p>
<b>Cultural Impacts</b> <ul style="list-style-type: none"> <li>• Needs of Aboriginal and Torres Strait Islander issues</li> <li>• People from culturally and linguistically diverse backgrounds</li> <li>• Religious needs</li> </ul>		✓	<p>Few specific cultural facilities are provided</p>
<b>Economic Impacts</b> <ul style="list-style-type: none"> <li>• Local employment generation</li> <li>• Unemployment</li> <li>• Business Development</li> </ul>	✓		<p>Site is particularly well located for retired or semi-retired people. Being located close to Harrington, Taree and Foster the site is within access of a range of employment/recreation opportunities</p>
<b>Health Impacts</b> <ul style="list-style-type: none"> <li>• Physical activity and connectivity</li> <li>• Air and water quality</li> <li>• Noise, odour and light pollution</li> <li>• Potential for hazards (both natural and man made)</li> <li>• Risk perceptions in community</li> </ul>	✓		<p>Site includes some on-site facilities including recreation centre, swimming pool, bowling green and mens shed.</p> <p>Site is a cleared vacant greenfield site adjacent to an existing golf residential community</p>

## Appendix E

### Local Bus Timetable

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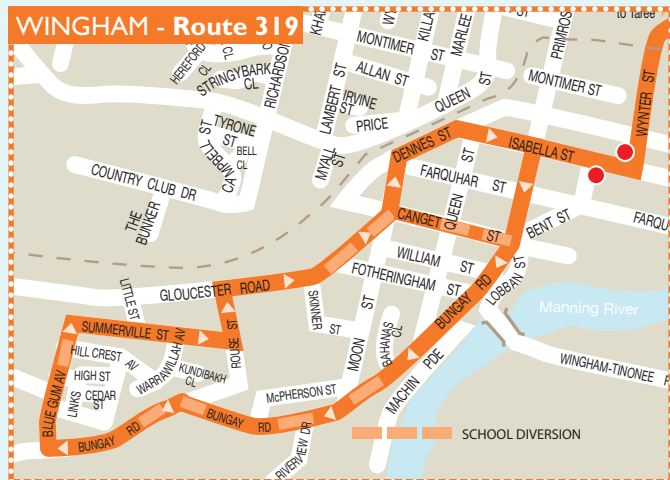




Taree to Harrington via Coopernook & Cundletown ROUTE 320				
SERVICE DAYS	MONDAY - FRIDAY			EXTRA THURSDAY SERVICE
ROUTE NUMBER	320	320	320	320
Centerpoint, Victoria St	7.00am (7.30am)	9.10am	3.20pm	2.00pm
Taree Central, Manning St	7.02am (7.32am)	9.12am	3.22pm	2.02pm
Taree, Oxley St	7.05am (7.35am)	9.15am	3.25pm	2.05pm
Cundletown, Main St	7.10am (7.40am)	9.20am	3.30pm	2.10pm
Coopernook Bus Stop	- ( - )	-	3.55pm#	2.20pm
Beach St, Harrington	7.45am (7.55am)	9.50am	4.10pm	2.30pm

Harrington to Taree via Coopernook & Cundletown ROUTE 320				
SERVICE DAYS	MONDAY - FRIDAY			EXTRA THURSDAY SERVICE
ROUTE NUMBER	320	320	320	320
Beach St, Harrington	7.50am (8.00am)	10.10am	4.20pm (4.00pm)	2.35pm
Coopernook Bus Stop	7.55am# (8.10am)	10.30am	4.30pm (4.10pm)	2.45pm
Cundletown, Main St	8.25am (8.15am)	10.45am	4.40pm (4.20pm)	2.55pm
Taree, Oxley St	8.35am (8.20am)	10.50am	4.45pm (4.25pm)	3.00pm
Valley Fair, Victoria St	8.30am (8.25am)	10.55am	4.50pm (4.30pm)	3.05pm
Taree Central, Manning St	8.35am (8.37am)	11.00am	4.55pm (4.35pm)	3.07pm

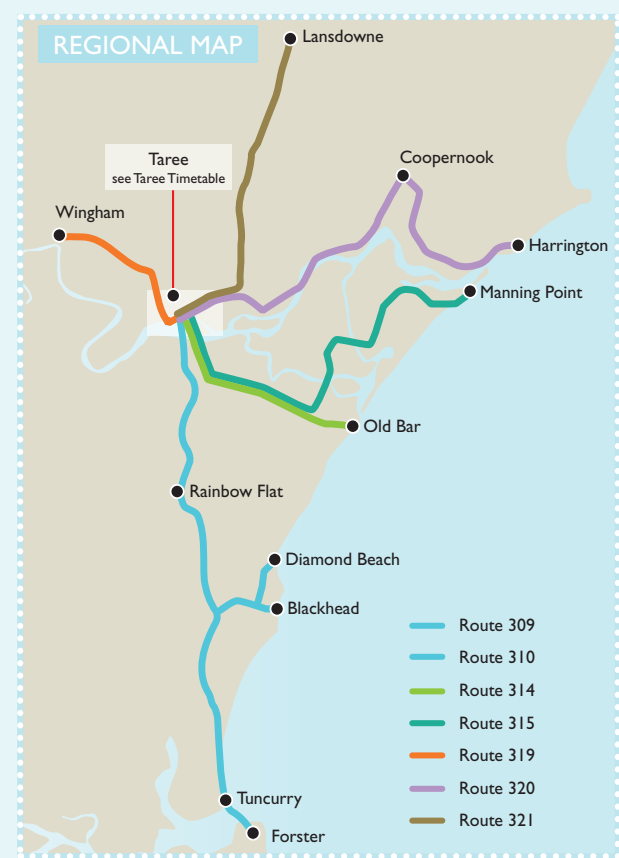
# school run 16 **No service weekends & public holidays**  
( ) brackets indicate alternative times during school holidays



Taree to Wingham • ROUTE 319					
SERVICE DAYS	MONDAY - FRIDAY				
ROUTE NUMBER	319 ♿	319 ♿	319 ♿	319 ♿	319 ♿
Manning Mall, Manning St	7.35am	9.10am	12.25pm	2.10pm	3.40pm (3.15pm)*
Valley Fair, Victoria St	7.40am	9.15am	12.30pm	2.15pm	3.45pm (3.20pm)
Frances St after Spence St	-	-	12.35pm	-	-
Mayo Hospital, Wingham Rd	7.50am	9.25am	12.40pm	2.25pm	4.05pm (3.30pm)
Isabella St Bus Stop	7.55am	9.30am	12.45pm	2.30pm	4.10pm (3.35pm)

Wingham to Taree • ROUTE 319					
SERVICE DAYS	MONDAY - FRIDAY				
ROUTE NUMBER	319 ♿	319 ♿	319 ♿	319 ♿	319 ♿
Isabella St Bus Stop	8.10am	9.55am	1.15pm	2.45pm	4.20pm (4.00pm)*
Alma Place, Wingham Rd	8.15am	10.00am	1.20pm	2.50pm	4.25pm (4.05pm)
Frances St after Spence St	-	10.10am	-	-	-
Centerpoint Victoria St	8.30am	10.15am	1.32pm	3.00pm	4.35pm (4.15pm)
Manning Mall, Manning St	8.35am	10.20am	1.30pm	3.05pm	4.40pm (4.20pm)

**No service weekends & public holidays**  
(4.00pm)\* brackets indicate altered times for school holidays



## Rights and obligations of passengers

when travelling on Eggins Comfort Coaches vehicles

### Passengers must not:

- Place feet on seats
- Smoke or spit
- Use offensive language or behave offensively
- Interfere with equipment or damage the bus
- Throw anything in or from the bus
- Leave rubbish in the bus
- Be intoxicated by alcohol and/or drugs

### Passengers can expect:

- The bus to be clean and tidy
- To see the driver's authority card displayed
- Not to be inconvenienced by luggage or goods within the bus
- The driver to behave in orderly manner, act with civility and propriety and comply with reasonable requests

**Enquiries and complaints** relating to Eggins Comfort Coaches services can be made by contacting the office on **02 6552 2700** or email [info@egginscomfortcoaches.com.au](mailto:info@egginscomfortcoaches.com.au)



## Taree Regional Bus Timetable

### Route 309

> Taree to Forster  
via Blackhead & Diamond Beach

### Route 310

> Taree - Forster

### Route 314

> Taree - Old Bar

### Route 315

> Taree - Manning Point

### Route 319

> Taree - Wingham

### Route 320

> Taree to Harrington  
via Coopernook

### Route 321

> Lansdowne - Taree

Effective from 1 November 2013



**Phone 6552 2700**

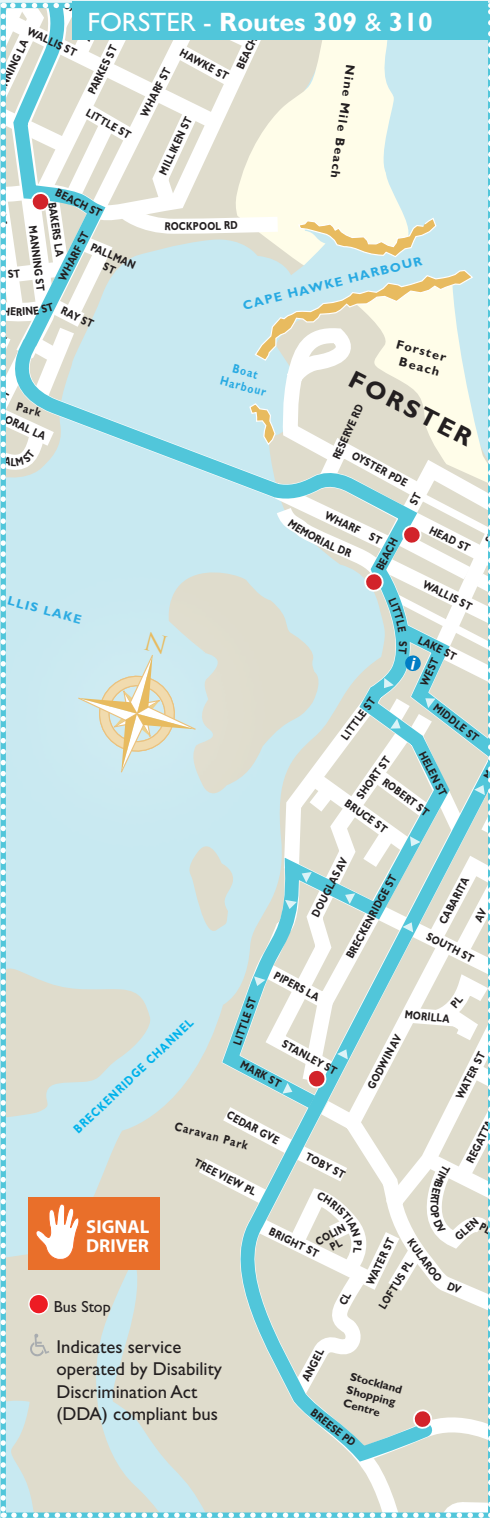
[info@egginscomfortcoaches.com.au](mailto:info@egginscomfortcoaches.com.au)

[www.egginscomfortcoaches.com.au](http://www.egginscomfortcoaches.com.au)

Taree to Forster • ROUTE 310						
Taree to Forster via Blackhead & Diamond Beach • ROUTE 309						
SERVICE DAYS	MONDAY - FRIDAY				SATURDAYS	
ROUTE NUMBER	310	309	310	310	310	310
Taree Station, Olympia St	7.10am	-	1.00pm	-	-	1.20pm
Valley Fair, Victoria St	7.15am	9.45am	1.05pm	3.10pm	9.50am	1.25pm
Taree Central, Manning St	7.18am	9.50am	1.08pm	3.15pm	9.55am	1.30pm
Taree Hospital, York St	-	9.52am	1.10pm	-	-	-
Rainbow Flat, Godfrey Hill Rd	7.30am	10.05am	1.20pm	3.45pm (3.25pm)	10.05am	1.40pm
Blackhead turn-off	7.35am	10.10am	1.25pm	3.50pm (3.30pm)	10.15am	1.45pm
Diamond Beach, Diamond Dr	-	10.20am	-	-	-	-
Blackhead, Main St	-	10.25am	-	-	-	-
Tuncurry Bus Stop, Beach St	7.45am	10.40am	1.35pm	4.00pm (3.40pm)	10.30am	1.55pm
Forster Bus Stop, Beach St	7.50am	10.45am	1.40pm	4.05pm (3.45pm)	10.35am	2.00pm
Mark St near Macintosh St	7.55am	10.50am	1.45pm	4.10pm (3.50pm)	10.40am	2.10pm
Stockland, Breese Pde	-	10.55am	1.50pm	-	-	-

Forster to Taree • ROUTE 310						
Forster to Taree via Blackhead & Diamond Beach • ROUTE 309						
SERVICE DAYS	MONDAY - FRIDAY				SATURDAYS	
ROUTE NUMBER	310	310	309	310	310	310
Stockland, Breese Pde	-	11.05am	1.55pm	-	-	-
Stanley St at Macintosh St	7.55am	11.10am	2.00pm	4.15pm (3.55pm)	10.40am	2.10pm
Forster Bus Stop, Little St	8.00am	11.15am	2.05pm	4.20pm (4.00pm)	10.45am	2.15pm
Tuncurry Bus Stop, Beach St	8.05am	11.20am	2.10pm	4.25pm (4.05pm)	10.50am	2.20pm
Blackhead turn-off	8.20am	11.35am	2.20pm	4.40pm (4.20pm)	11.00am	2.30pm
Blackhead, Main St	-	-	2.35pm	-	-	-
Diamond Beach, Diamond Dr	-	-	2.30pm	-	-	-
Rainbow Flat, Godfrey Hill Dr	8.25am	11.40am	2.50pm	4.50pm (4.30pm)	11.05am	2.35pm
Centerpoint, Victoria St	8.35am	11.55am	3.00pm	5.00pm (4.40pm)	11.20am	2.50pm
Taree Central, Manning St	8.40am	12.00pm	3.05pm	5.05pm (4.45pm)	11.25am	2.55pm
Taree Hospital, York St	drop-off at hospital available on request to driver					
Taree Station, Olympia St	8.45am	12.05pm	3.10pm	-	11.30am	3.00pm

(4.00pm)\* brackets indicate altered times for school holidays



Taree - Old Bar - Taree • ROUTE 314 & 315					
SERVICE DAYS	MONDAY - FRIDAY				THURSDAY EXTRA SERVICE
ROUTE NUMBER	314	314	314	314	315
Valley Fair, Victoria St	7.30am	9.15am	2.10pm	3.40pm#	12.30pm
Taree Central, Manning St	7.32am	9.20am	2.15pm	3.43pm#	12.32pm
Bi-Lo, Old Bar Rd	-	9.35am	2.25pm	4.05pm (3.55pm)	-
Banyula, Medowie Rd	7.45am	9.40am	2.30pm	4.10pm (4.00pm)	12.45pm
Ungala Rd after Old Bar Rd	7.50am	9.48am	2.35pm	4.15pm (4.05pm)	12.50pm
Rose St at Pacific Pde	7.55am	9.51am	2.40pm	4.20pm (4.08pm)	12.55pm
Bluehaven Dr	8.00am	9.55am	2.45pm	- (4.10pm)	1.00pm
Bi-Lo, Old Bar Rd	8.05am#	10.00am	2.55pm	4.25pm (4.15pm)	1.05pm
Centerpoint, Victoria St	8.35am#	10.20am	3.05pm	4.40pm (4.30pm)	1.50pm
Taree Central, Manning St	8.40am	10.25am	3.10pm	4.45pm (4.35pm)	1.55pm

# School Days via Wallabi Point • Route 315 Manning Point via Old Bar

No service weekends & public holidays

( ) brackets indicate alternative times during school holidays

Taree to Manning Point • ROUTE 315				
SERVICE DAYS	SCHOOL DAYS ONLY		THURSDAY EXTRA SERVICE	
ROUTE NUMBER	315	315	315	315
Taree Central, Manning St	-	-	9.00am	12.30pm*
Valley Fair, Victoria St	7.00am	3.50pm	9.05am	12.35pm*
Bi-Lo, Old Bar Rd	-	-	-	12.45pm*
General Store, Manning Point	7.40am	4.40pm	9.30am	1.15pm*
Manning Point to Taree • ROUTE 315				
General Store, Manning Point	7.45am	4.40pm	9.40am	1.15pm*
Centrepoint, Victoria St	-	-	10.05am	1.45pm*
Taree Central, Manning St	8.35am	5.10pm	10.10am	1.50pm*

No service weekends & public holidays

Extra Thursday service operates all year



Taree to Lansdowne • ROUTE 321				
SERVICE DAYS	SCHOOL DAYS ONLY		EXTRA THURSDAY SERVICE	
ROUTE NUMBER	321	321	321	321
Manning Mall, Manning St	-	3.25pm	9.10am	1.55pm
Lansdowne General Store	-	4.00pm	9.25am	2.10pm
Lansdowne to Taree • ROUTE 321				
SERVICE DAYS	SCHOOL DAYS ONLY		EXTRA THURSDAY SERVICE	
ROUTE NUMBER	321	321	321	321
Lansdowne General Store	8.10am	-	9.30am	2.15pm
Manning Mall, Manning St	8.45am	-	10.00am	2.35pm

No service weekends & public holidays

Extra Thursday service operates all year





## Appendix F

# RPS SIA Capability Statement

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# Social Impact Assessment

RPS is a lead consultancy providing local solutions in planning, environment and development

## About RPS

With over 30 years of experience and a strong track record in the Hunter Region, RPS Newcastle provides a range of professional and technical services to the urban growth sector.

Our local multidisciplinary team collaborates to assist clients in the development of projects from concept to completion.

Our services include, but are not limited to, Planning, Project Management, Environment, Bushfire Planning, GIS and Social Impact Assessment (SIA).

## Why Choose Us?

RPS undertakes thorough social impact assessments to assist the planning of a wide-range of development projects, small to large. Such projects include aged housing, caravan parks, child care, manufactured home estates, vertical villages and similar types of development.

RPS integrates assessment methodologies with stakeholder engagement to enhance effectiveness. We also undertake Crime Prevention through Environmental Design (CPTED) assessments when required.

## Project Experience

Projects RPS has previously undertaken involving SIA include:

- Cardiff Childcare including CPTED assessment
- Killingworth Local Environmental Study (LES)
- The Bay Resort, Anna Bay
- Speers Point LES
- Soldiers Point Aged Care
- Ballina Service Station CPTED
- Bulahdelah Planning Proposal
- Tomago Van Village
- Regis Aged Care
- Warners Bay Foreshore Plan of Management

## Contact Us

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and SIA expert

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