



CREATIVE**PLANNING**SOLUTIONS

Social Impact Assessment

Planning Proposal seeking inclusion of caravan parks within Additional Permitted Uses Schedule

7 Pomona Road, Empire Bay NSW

Lot 1 DP 610629

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Document Control

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1.0 Introduction

1.1 Background

A Planning Proposal has been submitted with Central Coast Council (“Council”) to consider caravan park development at 7 Pomona Road, Empire Bay. This Social Impact Assessment (SIA) is to supplement the Planning Proposal package lodged with Council.

1.2 Proposed development

The Planning Proposal (Prepared by Progressive Property Solutions / Dated: August 2020) describes the intended outcome as follows:

“To amend Schedule 1 of either Gosford Local Environmental Plan 2014 (GLEP2014) or Central Coast Local Environmental Plan 2020 (CCLEP 2020) – whichever is in effect at the time – to include a caravan park as an additional permitted use on the subject land. This will then facilitate the re-development of the park through a future development application process”.

Although no development application is currently associated with the Planning Proposal, it is understood that it is intended that the existing 68 sites would be retained on the property and that a future development application may increase this figure to approximately 100 sites.

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 and on their way of life, opportunities, health, culture, and 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.

Following initial consultation with Council, the scope of the SIA has been refined to focus on key areas of concern, primarily relating to the provision of affordable housing and to social planning matters relevant to the site location. However, the SIA has also considered potential social impacts associated with the proposed LEP change.

Whilst the site currently already accommodates a caravan park, the approach to the SIA has had limited regard to the existing use and instead considers social planning issues relevant to the intent of the Planning Proposal. This enables a focus on the effect of the Planning Proposal, being the general permissibility of caravan parks at the site, rather than on the specific experience of the existing caravan park, which benefits from existing use rights.

It is understood that Council would expect a further SIA as part of a future development application at the subject site. The purpose of this SIA is then to provide an understanding of the social implications of the Planning Proposal, as well as to provide a framework for further analysis of a specific development proposal that may be lodged with Council in the future.

The SIA includes the following:

- A site analysis including site location and context, site description and description of surrounding development;
- Policy and literature review, relating to caravan accommodation;
- A selected demographic analysis of the Empire 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 focussing on low income households in the Central Coast LGA;
- Overview of available public transport options in the locality;
- Overview of the existing level of social/community infrastructure within the locality;
- Consideration of potential social impacts associated with the proposal;
- Based on information identified above, provide a community consultation strategy to gain a better understanding of measures able to be carried out to minimise potential negative social impacts and to promote positive social impacts;
- Conclusion summarising the social impact assessment and findings of this report.

1.4 CPS Qualification for Project

The author of this report, Brendon Clendenning, and authoriser of this report, Ben Tesoriero, are Urban Planners with extensive experience in all facets of Urban Planning including significant experience with social impact assessment and the delivery of affordable, social and special needs residential development projects.

The authoriser of this report, Ben Tesoriero, is a Director at Creative Planning Solutions Pty Limited (CPS). Ben has a Bachelor of Town Planning degree from the University of New South Wales and has a broad range of experience in the delivery of local and state government projects. Ben has occupied such roles as Senior Planner and Manager of Planning Services for Housing NSW. Ben was actively involved in the establishment of the Environmental Impact Assessment templates for various government agencies as part of the Nation Building Economic Stimulus Plan, which included assessments on social impacts of this form of housing, as well as involvement in various precinct studies for Housing NSW.

The author of this report, Brendon Clendenning, is a Principal Planner at CPS. Brendon holds a Master of Planning degree from the University of New South Wales and has a broad range of experience in the planning and delivery of local and state government projects. Brendon has occupied supervisory roles within NSW Local Government. Brendon has been involved in a range of large and complex Environmental Impact Statements (EIS) which have involved social impact assessments and has co-authored a Social Impact Assessment within the Central Coast Region.

CPS brings together over 50 years' experience in urban planning involving the use and application of the following relevant planning skills:

- Social Impact Assessments for various affordable, social and special needs housing projects;
- Preparation, review and assessment of Environmental Impact Assessments for social and affordable housing under Part 5 of the EP&A Act;
- Preparation and management of rezoning applications to Council for social and affordable housing developments;
- Strategic planning projects, including community renewal of housing estates;
- Master planning advice and management for social and affordable housing developments;
- Affordable rental housing urban design advice;
- Planning reports and advice (site specific, precinct and LGA wide);
- Statutory planning advice and interpretation of new social and affordable housing legislation;

-
- Development of policy for Housing NSW and ADHC;
 - Critical analysis of existing and proposed policies (urban planning and social housing); and
 - Demographic analysis and preparation of social plans.

2.0 Site Description and Proposed Development

2.1 Site location and context

The subject site is located at 7 Pomona Road, Empire Bay, which is situated on the northern side of Pomona Road, and is accessible from both Wards Bay Road to the west and Empire Bay Drive to the north. Empire Bay is a suburb located to the east of Brisbane Water within the wider Central Coast region and approximately 5.5km south-east of Woy Woy town centre. The subject site is located within the southern portion of the Central Coast local government area (i.e. the former Gosford Council area).

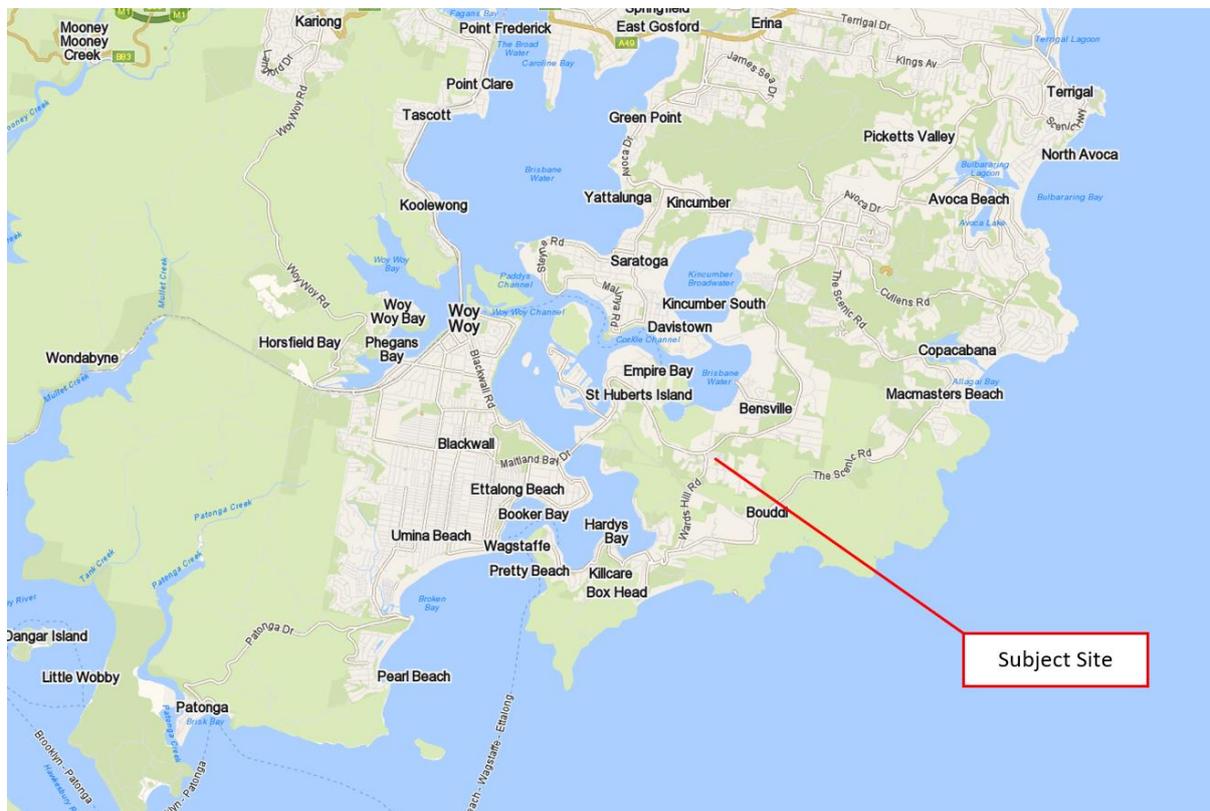


Figure 1: Wide Locality Map – 7 Pomona Road, Empire Bay NSW

Source: <http://whereis.com>

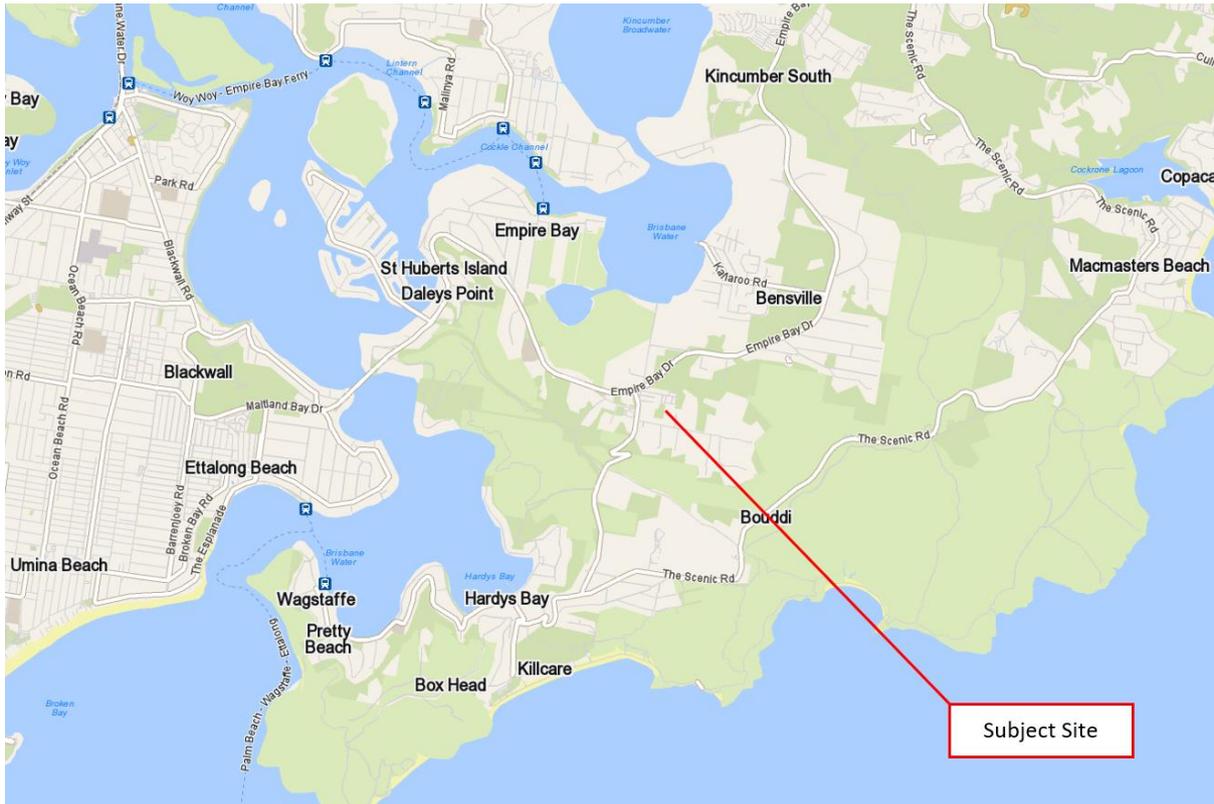


Figure 2: Locality Map – 7 Pomona Road, Empire Bay NSW

Source: <http://whereis.com>

2.2 Site description

The subject site consists of a single allotment legally described as Lot 1 DP 610629 and addressed as 7 Pomona Road, Empire Bay. The site is “L” shaped, with the allotment continuing north from Pomona Road for approximately 250m, then diverting west for approximately 170m. At the edge of the western side of the allotment is a small connecting road which connects to Wards Hill Road, forming a secondary vehicular and pedestrian access point. The site has an area of 3.663 hectares.

The site contains a caravan park known as the Bayside Gardens Lifestyle Village. The caravan park has been in operation for over 40 years, with original approval from Council in 19/2/1980 with DA29035(1-5). The caravan park comprises of a mixture of relocatable homes, caravans and a number of ancillary buildings including a laundry and amenities building.



Figure 3: Aerial Photograph – 7 Pomona Road, Empire Bay NSW, with subject site outlined in red

Source: <http://maps.au.nearmap.com/> (14.01.2021)

2.3 Surrounding Development

The surrounding developments to the east, west and south of the subject site are comprised of low density residential dwellings on large plots of land. Adjoining to the north of the subject site is bushland. High density tree coverage and bushland is common in and around the subject site and adjoining allotments.

3.0 Policy and Literature Review

3.1 Central Coast Affordable and Alternative Housing Strategy

The Strategy was released by Central Coast Council in January 2020 with a stated aim to “provide effective policy solutions to address the growing need for affordable and alternative housing within the Central Coast LGA. It aims to build a vision for a ‘fair and inclusive region, where everyone has access to affordable and sustainable housing’”.

The Strategy is based upon five reports prepared by Judith Stubbs and Associates in 2018 on behalf of Central Coast Council.

Key conclusions relevant to this matter are listed below:

- A lack of proportional growth in private rental stock since 2006 and an actual decline in social housing since 2011 is linked to a lack of growth in medium and higher density housing.
- The loss of more affordable caravan parks and Manufactured Housing Estates, and a relative undersupply of more affordable housing types like New Generation Boarding Houses, is also having a serious impact on very low income renters and those more vulnerable in the local housing market.
- There has been a persistent lack of growth in medium and higher density housing, which are typically able to be delivered at lower costs.
- Rental costs for smaller strata dwellings has grown at more than double the Sydney rate.
- Only 2% of available rental stock in the Central Coast was considered affordable to very low income renters, noting that this group makes up more than 40% of all renters.
- The only market-delivered housing products affordable to very low income renters in the LGA is site rental in a caravan park, or a room in a New Generation Boarding House (the upper 25% of the income band).

Relevant adopted strategies include:

- Council will investigate an appropriate site in the short term for the development of affordable and temporary dwellings (such as caravans, cabins and tiny homes) in partnership with a registered community housing provider and/or not for profit service provider with a best practice management model to accompany the business case including a combination of temporary and crisis accommodation through rented manufactured homes/tiny homes on sites for rent, and sites for rent where people can place their own home.

- As part of the broader Central Coast Housing Strategy, Council will consider including a specific Clause to be applied (similar to Gosford 2014) as part of the Comprehensive LEP which extends beyond caravan parks and MHEs to boarding houses and lower cost Residential Flat Buildings. This would include identification of specific sites for the northern part of the LGA.

3.2 State Environmental Planning Policy No 21—Caravan Parks

State Environmental Planning Policy No 21—Caravan Parks (SEPP 21) requires a consent authority to consider certain matters in their assessment of development applications for caravan parks. These include:

- The number of sites that Council considers suitable for long-term residence and short-term residence;
- Whether land is suitable for tourists or long-term residence;
- Whether there is an adequate provision for tourist accommodation in the locality and whether the site will be displaced by long term residents;
- Whether there is adequate low-cost housing, or land available for low-cost housing, in that locality;
- Whether necessary community facilities and services are available within the caravan park to which the development application relates or in the locality (or both), and whether those facilities and services are reasonably accessible to the occupants of the caravan park.

The majority of these issues can be identified in a future development application, based on the specific arrangement that may be proposed.

3.3 Australian Housing and Urban Research Institute Papers

3.3.1 Marginal renting in Australia

Relevant papers published by Australian Housing and Urban Research Institute Papers (AHURI) include:

- Wensing, E., Holloway, D., and Wood, M. (2003) *Housing risk among caravan park residents*, AHURI Final Report No.47, Melbourne: Australian Housing and Urban Research Institute.
- Goodman, R., Nelson, A., Dalton, T., Cigdem, M., Gabriel, M. and Jacobs, K. (2013) *The experience of marginal rental housing in Australia*, AHURI Final Report No.210. Melbourne: Australian Housing and Urban Research Institute.

Relevant conclusions drawn from the research of Goodman et al (2013) are listed below:

- Caravan parks are normally occupied by “owner-renters”, who own the dwelling but lease the site, and “renter-renters”, who rent both the dwelling and the site.
- Owner-renters are mostly comprised of retirees, whereas renter-renters can include students, low income or remote workers, housing of last resort for families and some singles waiting for social or private rental housing.
- Renter-renters typically comprise of more vulnerable groups facing a number of challenges including high levels of violence and abuse; insecure futures (i.e. subject to closure); and low ontological security.
- Owner-renters also face a number of challenges, re. fires and floods; may be at risk of personal eviction or wholesale eviction due to closure of park business; often find management overbearing and/or intrusive; medium–high level of ontological security.
- Marginal renters in residential parks are mainly owner-renters.
- Ownership of a dwelling on a rented site and sharing facilities with other residents and management is a complex living environment with more economic and social insecurity than either mainstream private rental or home ownership.
- Once threats of closure and eviction are minimised, governance issues addressed, and a reasonable standard of facilities offered, many residents find living in residential parks comfortable and supportive.
- Many residential parks are often located in isolated areas that would not normally be approved for other residential development.

Relevant conclusions drawn from the research of Wensing et al (2003) include the following:

- Caravan park residents include those who may have chosen to live there for reasons associated with cost-saving (retirees, those who travel often for work). This group is often attracted to the location and setting of a caravan park.
- The other primary category of caravan park residents are those with almost no other housing alternatives, and for which this type of accommodation is a last resort. This group includes single men, young people, women (especially women with children escaping domestic violence), and families.
- There is a high and recurring incidence of homelessness amongst some caravan park residents and that this is occurring relatively frequently and at a steady rate in all jurisdictions. Those who live in caravans as a last resort are particularly at risk of homelessness; however, those within

the first subgroup may also be at risk of homelessness where their security of tenure is precarious.

- The issues confronting permanent residents in caravan parks, include:
 - lack of security of tenure;
 - inadequate housing standards;
 - high risk of homelessness;
 - minimal access to community, health and education services;
 - lack of knowledge about and lack of support in asserting tenancy rights; and
 - a range of social justice issues.

A range of factors make caravan park residents more vulnerable to homelessness and a combination of several factors may lead to homelessness. These include:

- failure to pay rents;
- personal and life circumstances;
- park closures or changes in market sector;
- lack of security of tenure;
- park design and amenities;
- park rules and management styles.

3.3.2 Transport Disadvantage

Relevant papers published by Australian Housing and Urban Research Institute Papers (AHURI) include:

- Burke, T. and Stone, J. (2014) *Transport disadvantage and low-income rental housing*, AHURI, AHURI Positioning Paper No.157. Melbourne: Australian Housing and Urban Research Institute.

Relevant conclusions drawn from that report include the following:

- There has been a marked restructuring of the low-cost private rental housing market that has taken place in Melbourne and Sydney over the last three decades and the effect has been to locate many lower-income households in areas where they suffer significant transport disadvantage.
- Transport disadvantage commonly affects low and very low income households and can compel such households to own and maintain motor vehicles, despite the associated cost representing a considerable proportion of overall household expenses.
- The implications for low-income renter households of transport disadvantage include:
 - Reduced employment opportunities.

- Increased travel costs and accentuation of financial hardship.
- Potential for increased social disconnectedness particularly for non-car using persons or households.
- Reduced access to support services (a) because many are disproportionately located in the inner city and (b) even when located in outer areas they are typically more difficult to access.
- According to Scheurer's Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS), a minimum service standard for public transport is a service frequency of 20 minutes (or better) during the weekday inter-peak period (about 10.00 to 15.00) and 30 minutes (or better) during the day on Saturdays and Sundays. The SNAMUTS 30 standard requires a service frequency of 30 minutes (or better) during the weekday inter-peak in combination with the operation of the line or route segment in question seven days a week.
- Low job accessibility is defined by public transport journeys of over one hour, and car trips of over 30 minutes, to areas of high employment.

4.0 Demographic Profile

4.1 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 Kincumber South - Bensville - Empire Bay – Killcare (herein referred to as “the Statistical Area”), has been conducted. Data has been sourced primarily from the ABS 2016 Census. The statistical area is shown below.

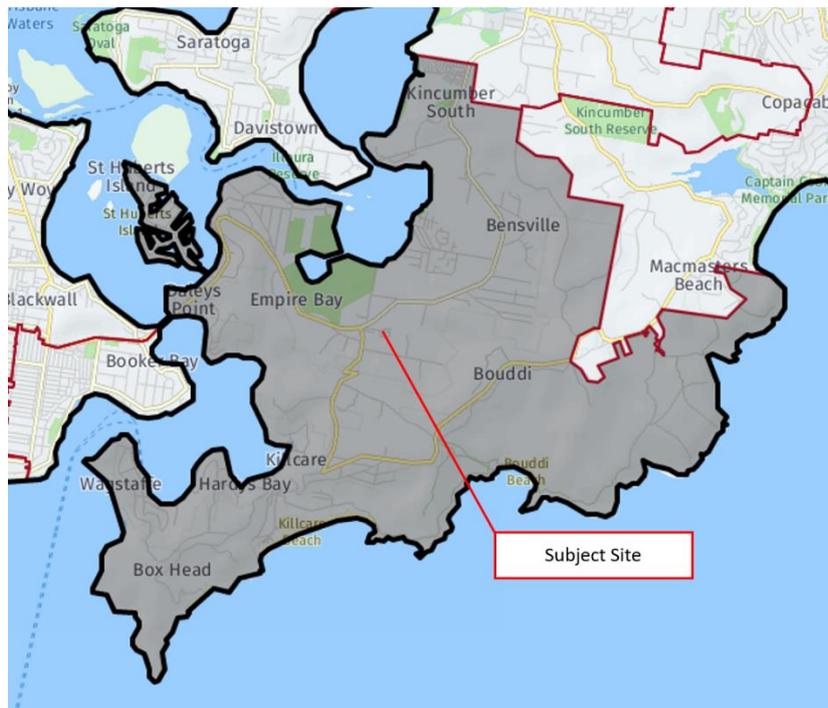


Figure 4: Subject site identified within Kincumber South - Bensville - Empire Bay - Killcare Statistical Area

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

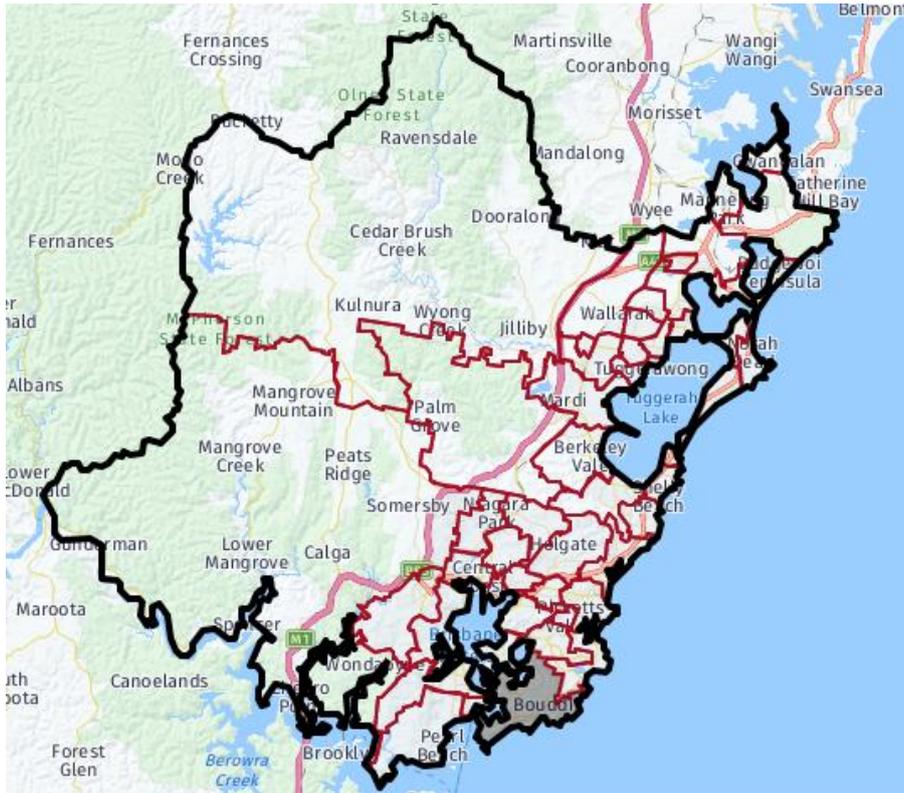


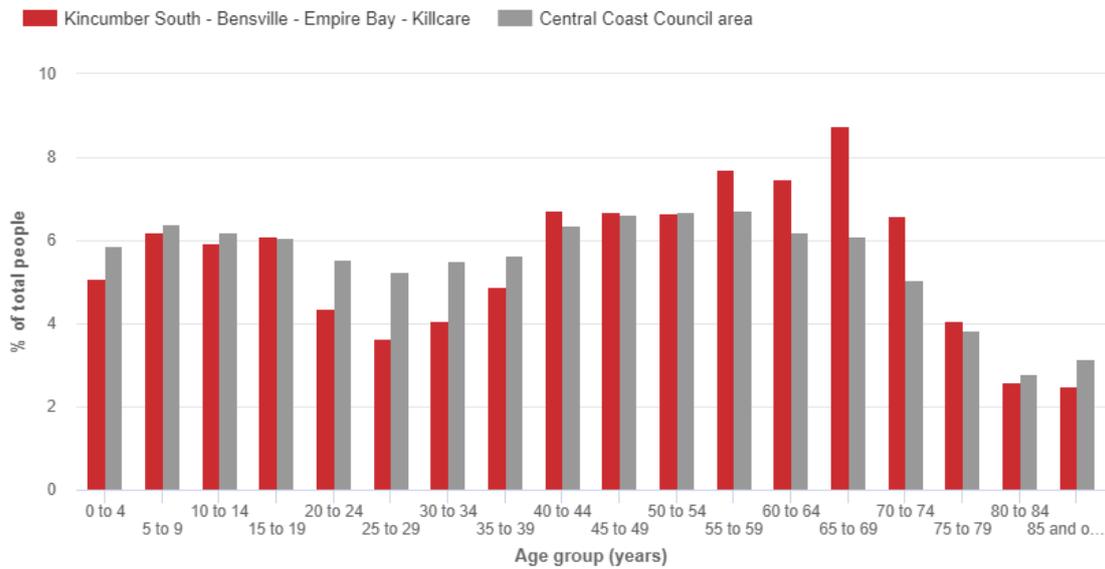
Figure 5: Kincumber South - Bensville - Empire Bay - Killcare Statistical Area, identified shaded on map of Central Coast LGA
 Source: <http://profile.id.com.au>

4.2 Age Structure

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 55-74, and a lower proportion in each of the five-year age groups between 20-39.

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>

4.3 Family and household structure

4.3.1 Household Type

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

Household type

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Kincumber South - Bensville - Empire Bay - Killcare - 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	1,147	30.8	28.3	1,101	30.8	28.5	+46	
a Couples without children	1,162	31.2	25.2	1,127	31.5	25.3	+35	
a One parent families	294	7.9	12.7	305	8.5	13.1	-11	
Other families	21	0.6	0.9	6	0.2	0.9	+14	
a Group household	74	2.0	2.9	50	1.4	2.7	+24	
a Lone person	848	22.8	25.1	862	24.1	25.8	-14	
Other not classifiable household	96	2.6	3.9	82	2.3	2.9	+15	
Visitor only households	80	2.1	0.9	41	1.2	0.9	+38	
Total households	3,725	100.0	100.0	3,578	100.0	100.0	+147	

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>

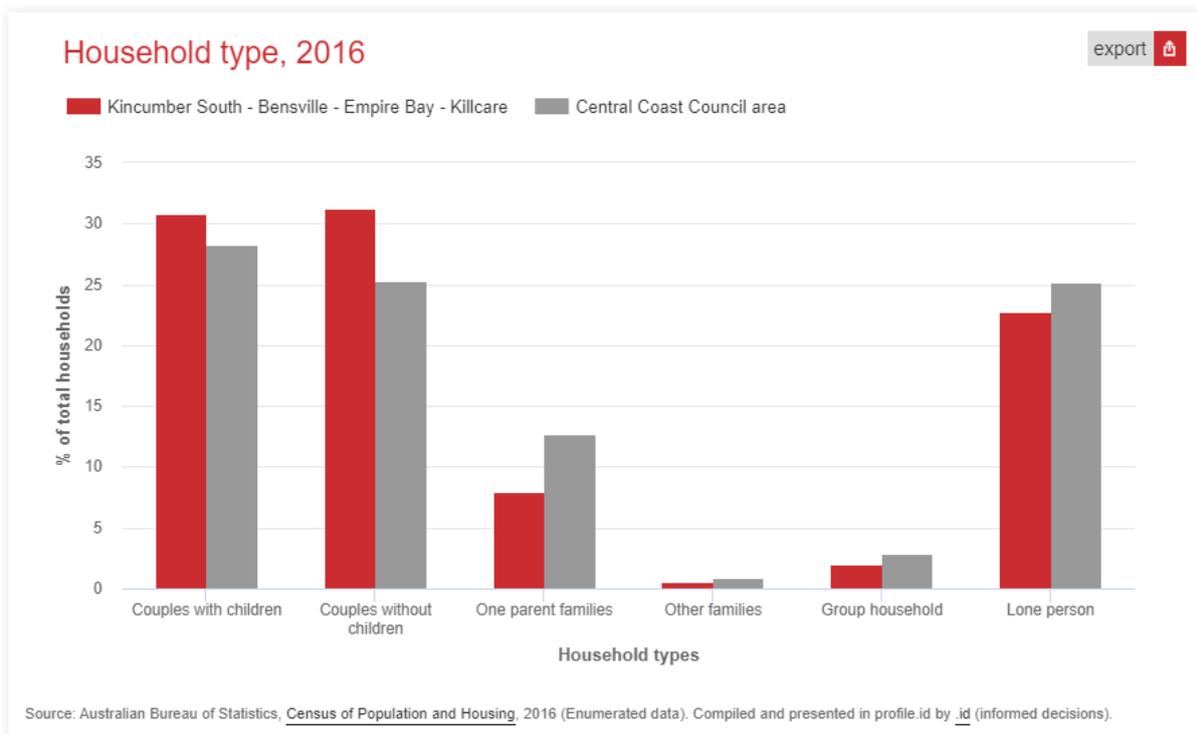


Figure 8: Diagrammatic depiction of Household Type for the Statistical Area, compared with the Central Coast LGA - 2016
Source: <https://profile.id.com.au>

Analysis of the household/family types in Empire Bay in 2016, compared to the wider Central Coast LGA, shows that there was a higher proportion of couple households, with and without children, with a lower proportion of those in lone person or one parent households.

4.3.2 Dwelling Structure

Identifying the composition of different dwelling structures assists in understanding the availability of housing types which may underpin the success of the delivery of affordable options. 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 almost all housing in the Statistical Area (93.9%) compared with 76.6% in the Central Coast LGA.

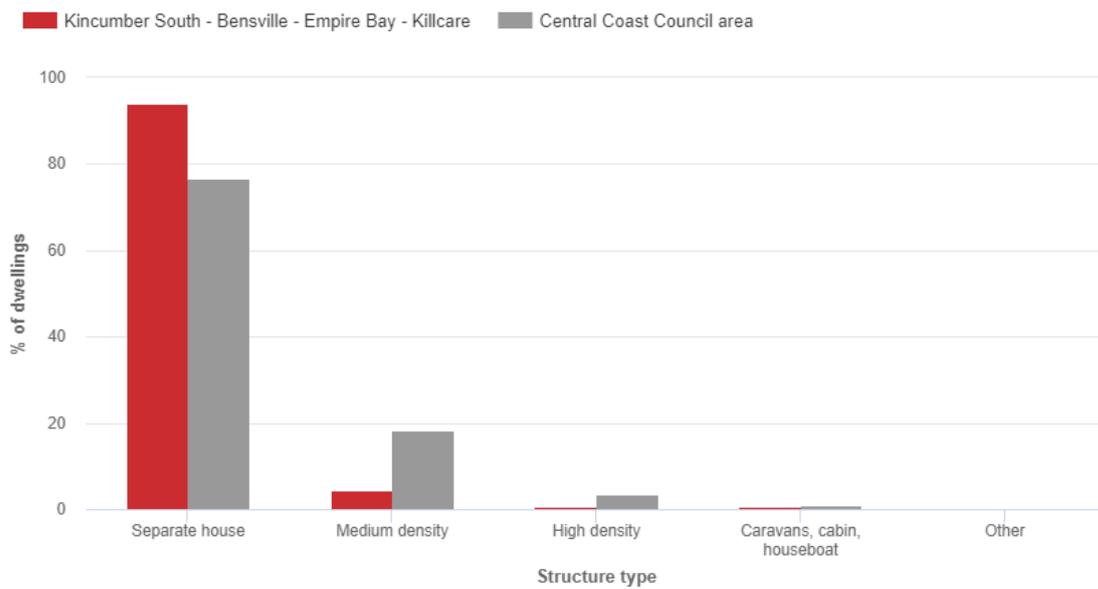
Dwelling structure								export	reset
Kincumber South - Bensville - Empire Bay - Killcare - Dwellings (Enumerated)				2016		2011		Change	
Dwelling type	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016		
Separate house	4,259	93.9	76.6	4,173	93.4	77.9	+86		
Medium density	199	4.4	18.3	228	5.1	17.4	-29		
High density	24	0.5	3.4	0	--	3.3	+24		
Caravans, cabin, houseboat	31	0.7	0.9	58	1.3	1.0	-27		
Other	13	0.3	0.4	10	0.2	0.3	+3		
Not stated	9	0.2	0.4	0	--	0.1	+9		
Total Private Dwellings	4,535	100.0	100.0	4,469	100.0	100.0	+66		

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 9: 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 lower proportion of all other forms of housing compared with the remainder of the Central Coast LGA, including within the category of 'caravans, cabins and houseboats'.

Dwelling structure, 2016



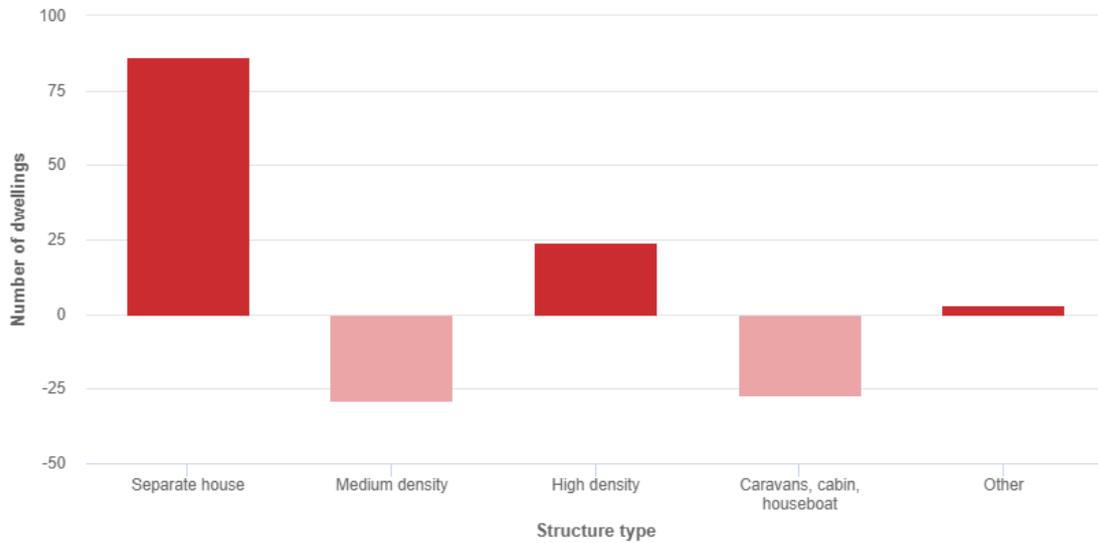
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by id (informed decisions).

Figure 10: 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 Census periods, there was a localised reduction in the number of medium density housing and caravans, cabins and houseboats. There was an increase in the total number of separate houses, which is not unexpected, given the predominant dwelling structure in the locality.

Change in dwelling structure, 2011 to 2016

Kincumber South - Bensville - Empire Bay - Killcare



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

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

4.3.3 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 high density housing and a substantially larger proportion of home-owners in separate houses, although this is not a mutually exclusive pattern.

Housing tenure

export reset

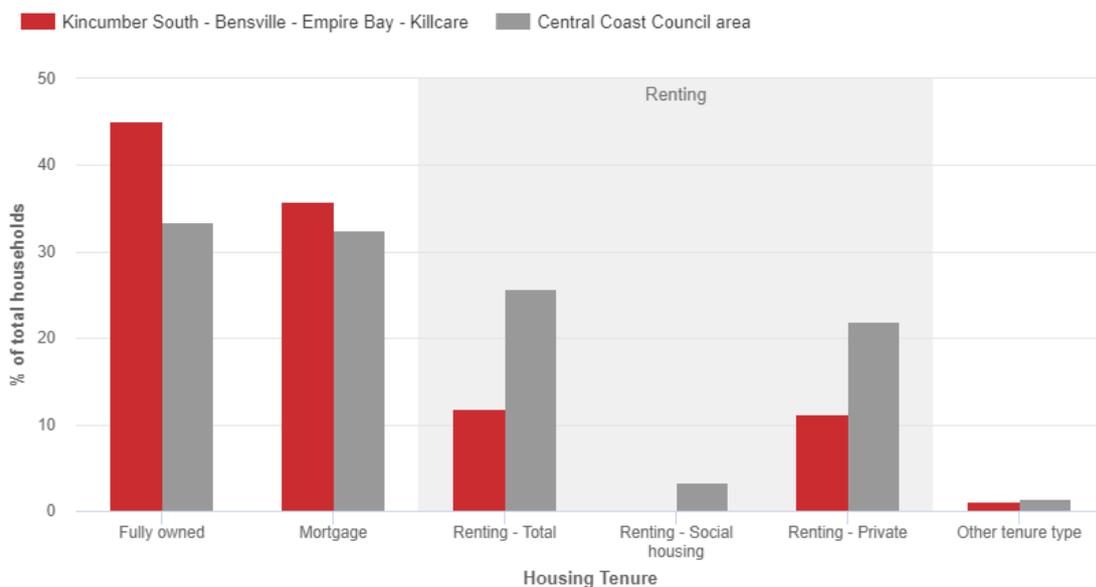
Kinumber South - Bensville - Empire Bay - Killcare - Households (Enumerated)	2016			2011			Change
	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016
a Fully owned	1,662	45.2	33.4	1,606	44.9	33.6	+56
a Mortgage	1,319	35.9	32.5	1,236	34.5	33.2	+82
Renting - Total	436	11.9	25.7	515	14.4	26.2	-79
a Renting - Social housing	8	0.2	3.4	3	0.1	3.6	+5
a Renting - Private	413	11.2	21.9	488	13.6	22.1	-75
Renting - Not stated	15	0.4	0.4	23	0.7	0.5	-9
Other tenure type	41	1.1	1.4	31	0.9	1.3	+9
Not stated	219	6.0	7.0	190	5.3	5.7	+29
Total households	3,678	100.0	100.0	3,580	100.0	100.0	+99

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

Figure 12: 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 only 11.9% of households in renting arrangements, compared with almost 25.7% in the wider LGA. This disparity is consistent across both private rentals and social housing.

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 13: Diagrammatic depiction of Housing Tenure for the Statistical Area, compared with the Central Coast LGA - 2016
 Source: <https://profile.id.com.au>

Consistent with the reduction in the number of medium density dwellings, it is also notable that there was a localised reduction in the number of rental households.

Change in housing tenure, 2011 to 2016

Kincumber South - Bensville - Empire Bay - Killcare



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

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

4.3.4 Number of Bedrooms

The *Central Coast Affordable and Alternative Housing Strategy* identified an absence of smaller dwellings as a key driver for the reduction in the availability of affordable housing options. The data indicates that the relatively high proportion of dwellings within the Statistical Area does not necessarily correlate to a significant disparity in the number of bedrooms, particularly for 2 bedroom dwellings, which are provided in a similar proportion within the Statistical Area (17%) and the Central Coast LGA (18.1%).

Number of bedrooms per dwelling

export reset

Kincumber South - Bensville - Empire Bay - Killcare - Households (Enumerated)	2016			2011			Change
	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016
0 or 1 bedrooms	79	2.2	3.7	100	2.8	3.9	-21
a 2 bedrooms	622	17.0	18.1	618	17.3	18.8	+3
3 bedrooms	1,241	33.9	39.0	1,315	36.8	41.5	-75
a 4 bedrooms	1,181	32.3	25.7	1,072	30.0	25.1	+109
5 bedrooms or more	352	9.6	6.9	335	9.4	5.9	+17
Not stated	186	5.1	6.6	136	3.8	4.9	+50
Total households	3,662	100.0	100.0	3,578	100.0	100.0	+84

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 15: Number of Bedrooms per Dwelling for the Statistical Area, compared with the Central Coast LGA over time
Source: <https://profile.id.com.au>

However, within the Statistical Area there are a higher proportion of dwellings with 4 or more bedrooms, generally indicating that a higher proportion of newer dwellings are found within.

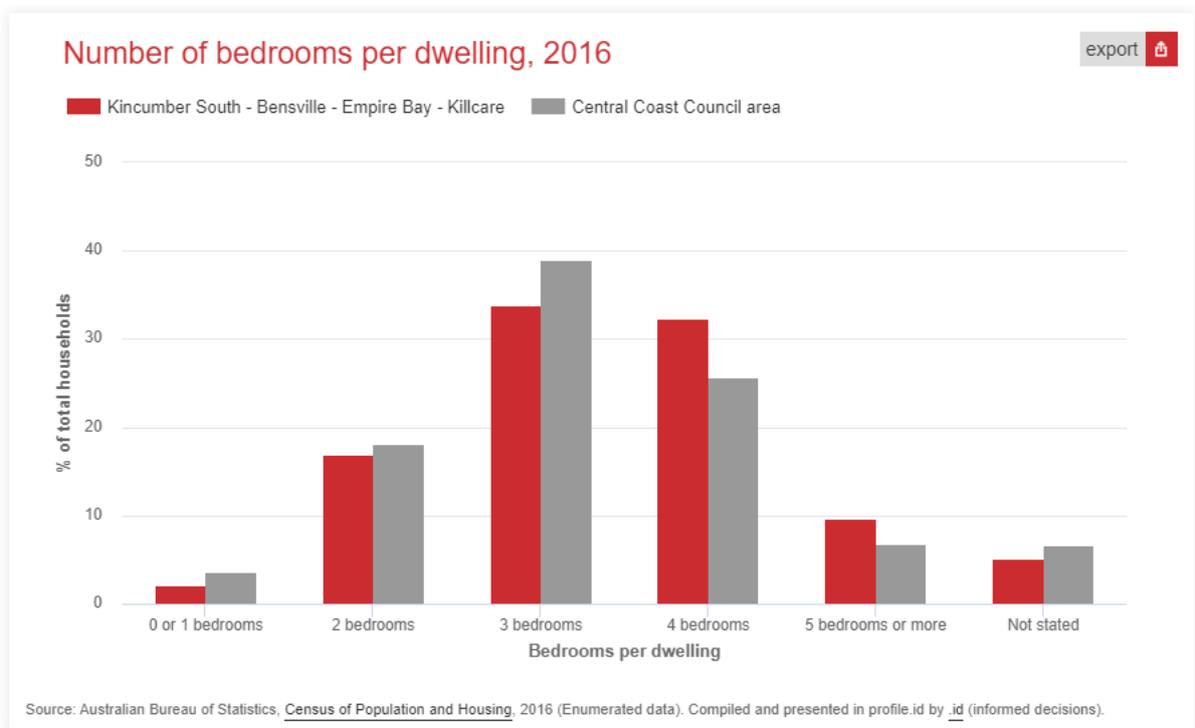


Figure 16: Diagrammatic depiction of Number of Bedrooms per Dwelling for the Statistical Area, compared with the Central Coast LGA - 2016
Source: <https://profile.id.com.au>

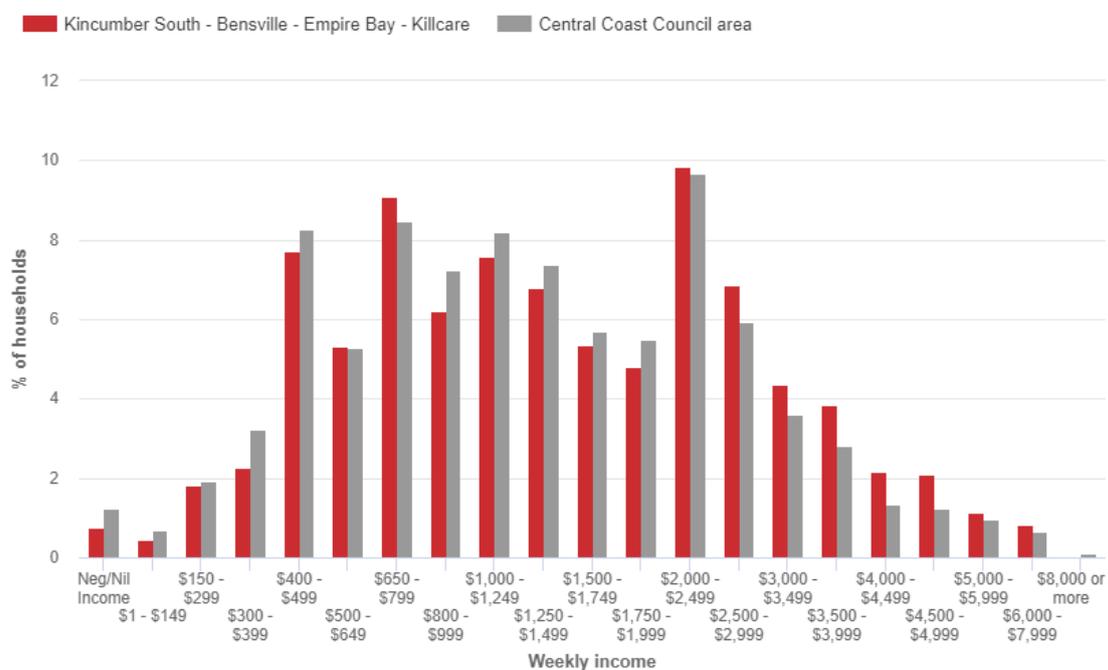
4.4 Income

4.4.1 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 .id (informed decisions).

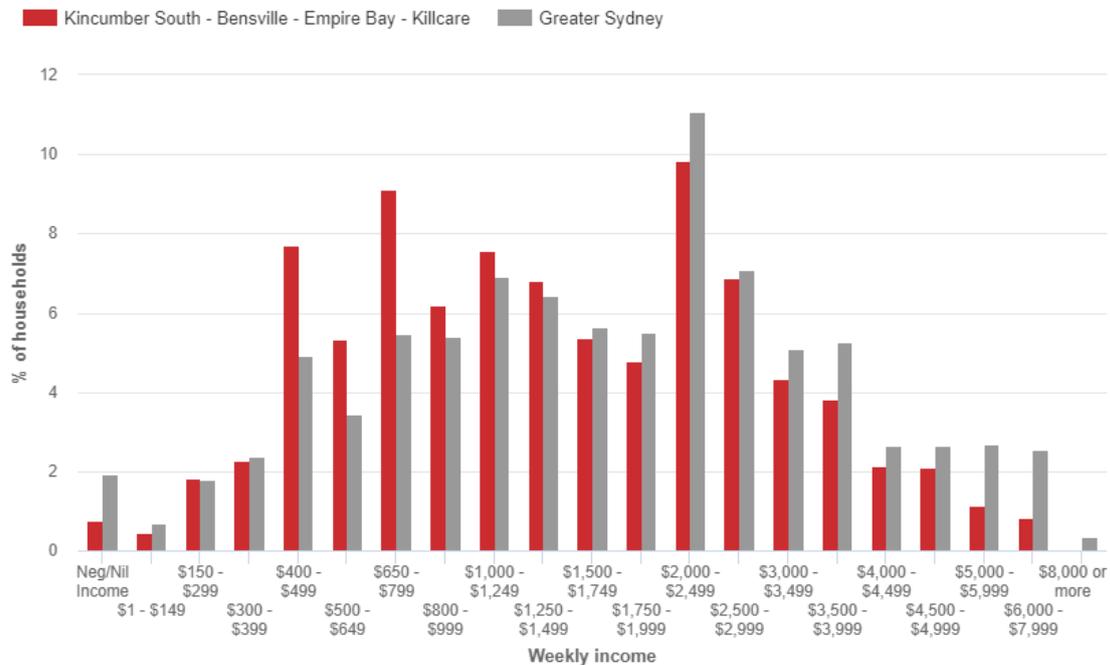
Figure 17: Weekly Household Income for the Statistical Area, compared with the Central Coast LGA - 2016

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 higher incidence of households in each income range above \$2,000 week, compared with the remainder of the LGA, and a lower incidence for those on incomes in almost every other category, aside from the two categories between \$500 and \$799 per week.

When compared with Greater Sydney, there is a 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.

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

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

4.4.2 Household Income by quartile

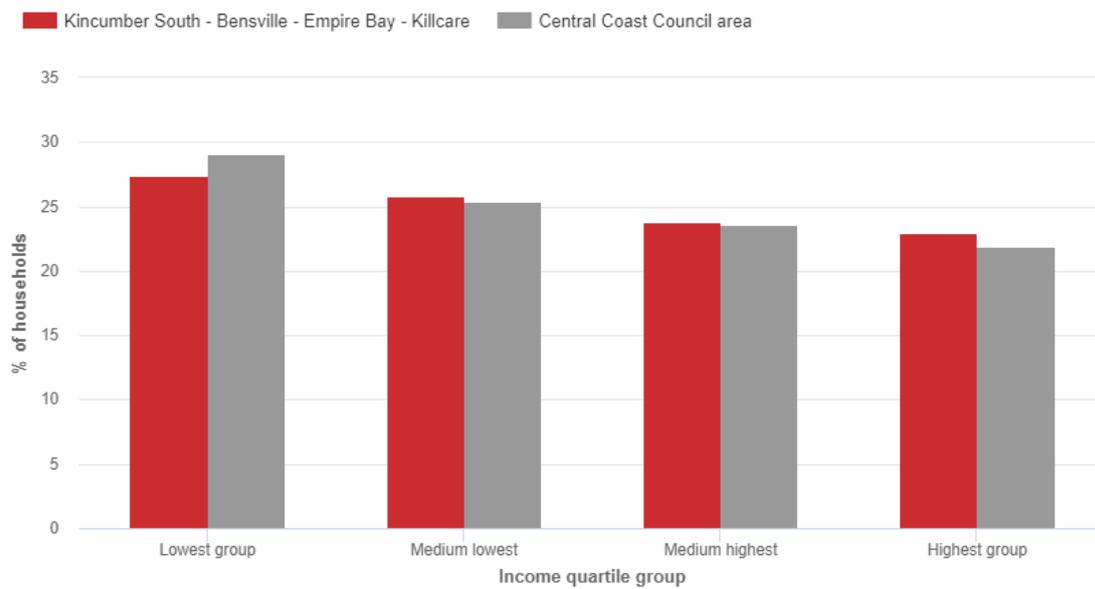
Household income can also be viewed using the income quartile method, which has been adopted as an objective method of comparing the income distribution between two areas. Equivalised household income also provides a useful statistical tool used to adjust income to allow for household size and composition (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 lowest income quartile, offset by a higher incidence in each of the upper three quartiles.

Household income quartiles, 2016

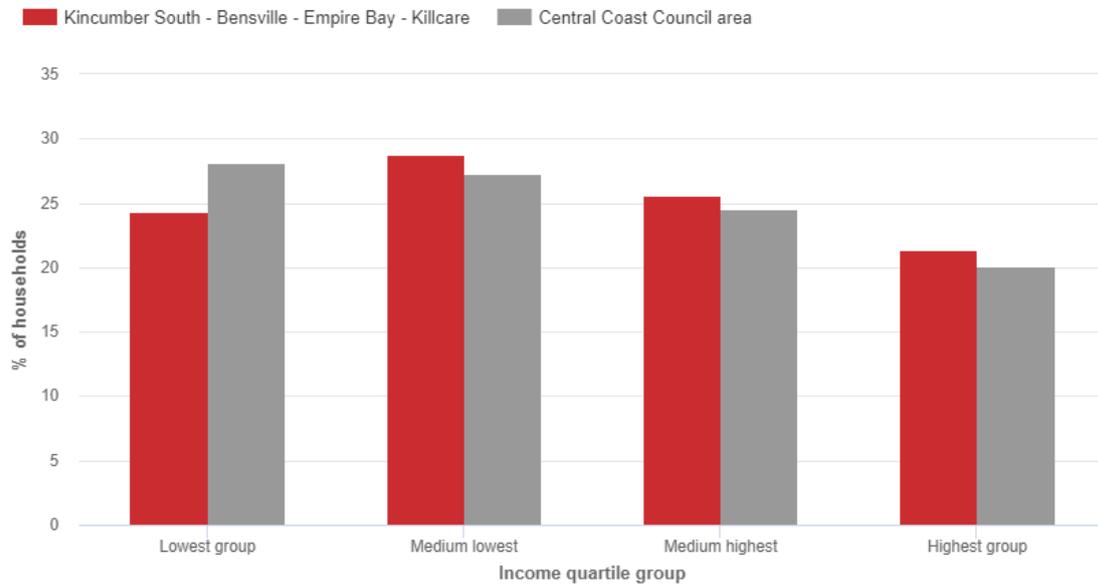


Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Figure 19: 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 use of equivalised household incomes, which shows the relationship identified is strengthened once accounting for the number of occupants.

Equivalised household income quartiles, 2016



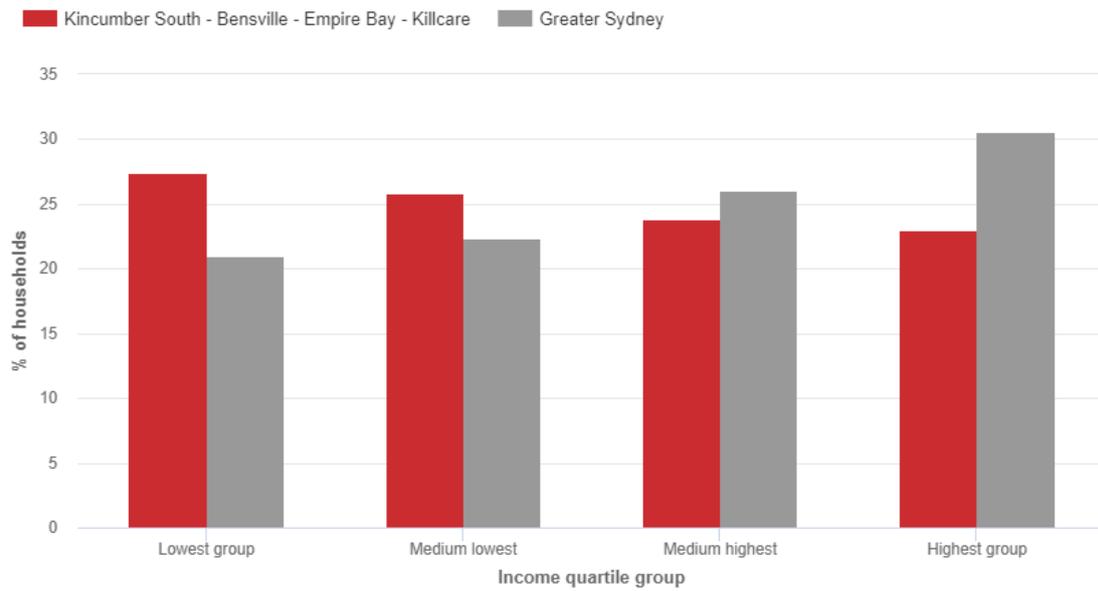
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Figure 20: 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 lower incidence in each of the highest income quartiles, including a significantly lower incidence in the highest income quartile. This is offset by a lower incidence in the lowest two quartiles, including a significantly lower incidence in the lowest quartile.

Household income quartiles, 2016



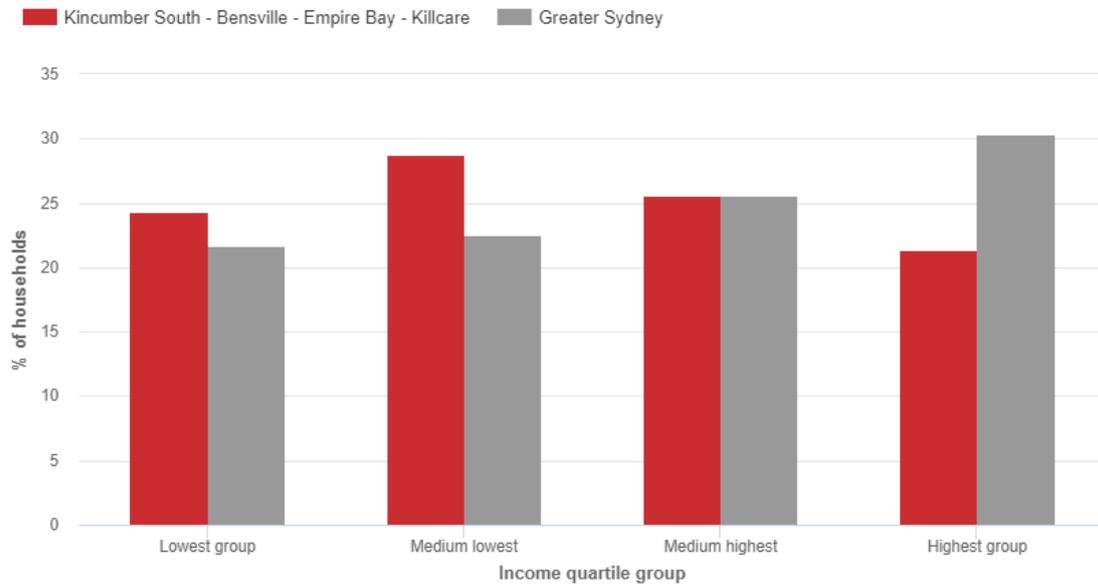
Source: Australian Bureau of Statistics, *Census of Population and Housing, 2016* (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Figure 21: Household Income Quartiles for the Statistical Area, compared with the Greater Sydney Region - 2016

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

Again, the relationship is reinforced when using equivalised household incomes; however, the relationship becomes less pronounced, suggesting that there may be a stronger relationship between income and household size in the Statistical Area, compared with 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 22: Equivalised Household Income Quartiles for Statistical Area, compared to the Greater Sydney Region - 2016
Source: <https://profile.id.com.au>

4.5 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		
Central Coast NSW's small areas and benchmark areas		
Area	2016 index	Percentile
Holgate - Matcham - Erina Heights	1,118.9	99
Forresters Beach - Wamberal	1,080.0	91
Coastal District	1,078.9	90
Avoca Beach - Picketts Valley - Copacabana - MacMasters Beach	1,078.6	90
Terrigal - North Avoca	1,071.3	88
Valleys	1,069.1	87
Valleys District	1,069.1	87
Lisarow - Mount Elliot	1,060.7	82
Kincumber South - Bensville - Empire Bay - Killcare	1,048.6	75
Yattalunga - Saratoga - Davistown	1,047.3	75
Point Clare - Tascott - Koolewong - Woy Woy Bay	1,044.3	73
Gosford East Ward	1,043.9	73
West Brisbane Water District	1,042.3	72
Kariong	1,039.8	70
Woongarra	1,037.7	69
Ourimbah - Palmdale - Kangy Angy	1,033.9	66

Figure 23: 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 following table indicates levels of disadvantage within specified Social Planning Districts (SPDs) within the Central Coast LGA that identifies some pockets of strong disadvantage. Empire Bay SPD is the ninth least disadvantaged of the 69 statistical areas within the Central Coast LGA. This data indicates that despite the Central Coast receiving a score of 980.1, the Statistical Area is less disadvantaged than the wider area with a score of 1048.6, and within the lowest 25th percentile of disadvantaged localities. This also sits above the scores for Greater Sydney (1,018.0), New South Wales (1,001.0) and Australia (1,001.9). There is therefore a relatively low prevalence of disadvantage within the Statistical Area.

4.6 Low income households

Low income households are defined as households falling into approximately the bottom 20% of equivalised incomes across Australia. For 2016 Census data, this includes the range of households under \$500 per week. In 2016, those on lower household incomes were identified as those on incomes of less

than \$650 per week. Note that data is not available for the Statistical Area, and data on low income profiles is available only at the local government level (i.e. Central Coast Council area).

4.6.1 Age Distribution

Section 4.2 of this SIA identified that the Statistical Area contained a relatively older population compared with the Central Coast LGA. A similar but far more striking relationship is observed when comparing low income households with the wider Central Coast LGA.

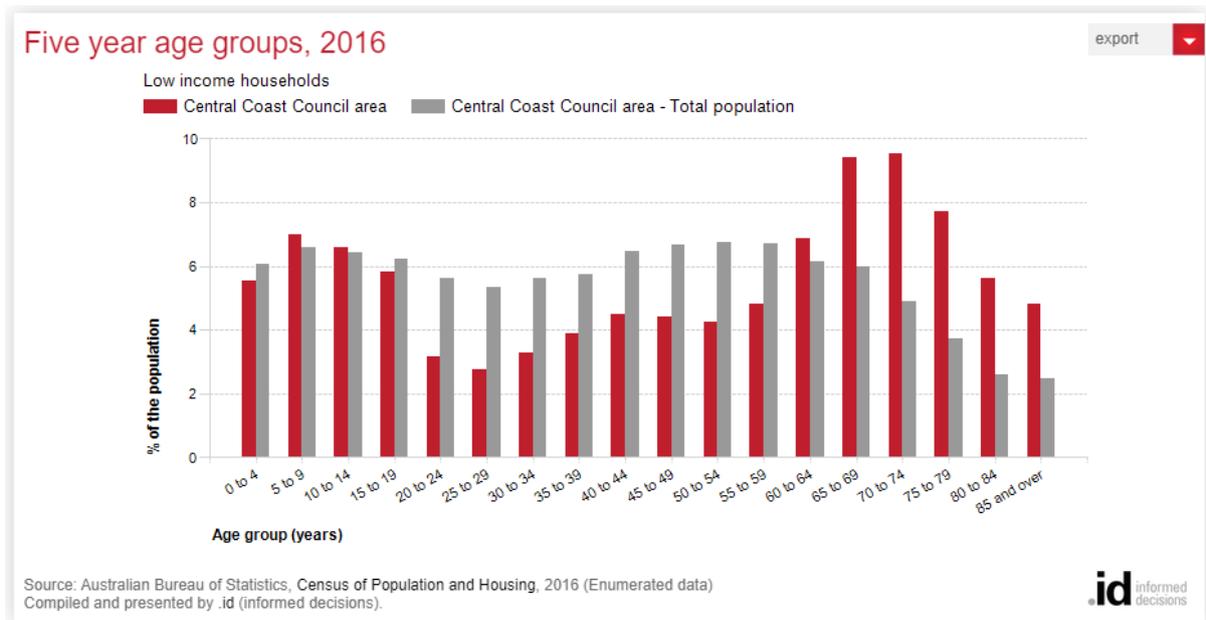


Figure 24: Age Distribution for those in Low Income Households and the total population of the Central Coast LGA - 2016
Source: <https://profile.id.com.au>

Pensioners are commonly represented in data accounting for low income households, given the limited capacity to earn an income. However, a significant portion of these people are likely to be asset rich, given ownership of their home.

4.6.2 Dwelling Structure

Those on lower incomes typically are less likely to reside in a separate house. In the Central Coast Council area, 69.2% of low income households reside within a separate house, compared with 76.6% of total households.

All other dwelling types provide a proportionally higher representation of lower income households; for instance, 26% of low income households residing in medium density housing, compared with only 18.3% of all households within the LGA.

Dwelling structure								export	reset
Central Coast Council area - Low income households	2016			2011			Change		
Dwelling type	Number	%	Greater Sydney	Number	%	Greater Sydney	2011 to 2016		
Separate house	20,992	69.2	52.4	19,562	70.2	55.6	+1,430		
Medium density	7,885	26.0	24.4	6,955	25.0	24.5	+930		
High density	819	2.7	21.9	676	2.4	19.0	+143		
Caravans, cabin, houseboat	396	1.3	0.3	560	2.0	0.4	-164		
Other	61	0.2	0.5	68	0.2	0.3	-7		
Not stated	161	0.5	0.6	32	0.1	0.2	+129		
Total low income households	30,314	100.0	100.0	27,853	100.0	100.0	+2,461		

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

Figure 25: Dwelling Structure for Low Income Households within the Central Coast LGA, compared with the Greater Sydney Region over time

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

In 2016, 396 low income households within the Central Coast LGA were contained within the category of 'caravans, cabins, houseboats'. This represents 1.3% of low income households, but 30.8% of the 1,286 households within that category in the Central Coast LGA, meaning that this accommodation type is disproportionately represented by low income households, consistent with information contained within the literature. The 31 caravan, cabins and houseboats within the Statistical Area represent 2.4% of all such dwellings (1,286) within the Central Coast LGA.

Approximately 26% of low income households are contained within medium density housing, which is a significant increase compared with the wider Central Coast LGA (4.4%). Low income households are therefore almost six times as likely to be contained within medium density housing. A similar relationship is observed for high density housing, although in much lower absolute numbers; 2.7% of low income households are contained within high density housing, compared with 0.5% of the wider LGA, a difference by a factor of 5.4.

4.6.3 Household Type

Of the approximately 127,000 households on the Central Coast, 3,019 were classified as low income in 2016 (about 2.4% of all households). As with the Greater Sydney area, the highest representation of these households is found within the lone person households. However, lone person households comprise almost half (45.7%) of the low income households within the Central Coast LGA, compared with 38.7% in Greater Sydney. This is despite comprising only 25.1% of households within the LGA. This may be associated with asset rich, cash poor pensioners living alone, noting the comparatively older population on the Central Coast, compared with Greater Sydney.

Household type

export reset

Central Coast Council area - Low income households	2016			2011			Change
Households by type	Number	%	Greater Sydney	Number	%	Greater Sydney	2011 to 2016
Couples with children	3,019	10.0	20.0	2,672	9.6	19.2	+347
Couples without children	7,649	25.2	20.6	6,676	24.0	19.9	+973
One parent families	5,088	16.8	15.6	4,963	17.8	16.4	+125
Other families	234	0.8	1.4	186	0.7	1.3	+48
Group household	474	1.6	3.6	288	1.0	2.5	+186
Lone person	13,859	45.7	38.7	13,075	46.9	40.7	+784
Total low income households	30,323	100.0	100.0	27,860	100.0	100.0	+2,463

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

Figure 26: Household Type for Low Income Households within the Central Coast LGA compared to the Greater Sydney Region over time
 Source: <https://profile.id.com.au>

One parent families also make up a disproportionate number of low income households, constituting 16.8% of all low income households, compared with 15.6% of low income households in Greater Sydney, and 12.7% of all households within the Central Coast LGA.

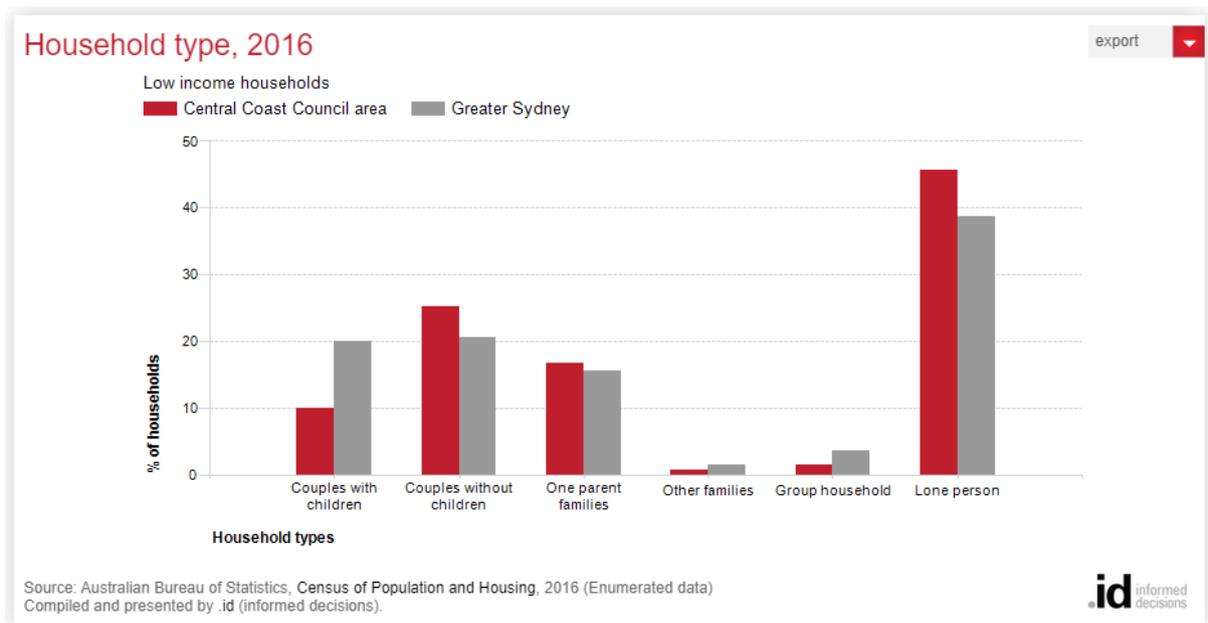


Figure 27: Diagrammatic depiction of Household Type for Low Income Households within the Central Coast LGA compared to the Greater Sydney Region - 2016
 Source: <https://profile.id.com.au>

The disproportionately high number of lone person and one parent low income households is offset by a disproportionately low number of low income households comprising of couples, with or without families. Only 10% of all low income households comprise of couples with children, compared with 20% of low income households in Greater Sydney, and 25.2% of all households within the Central Coast LGA.

This group is the largest subcategory within the wider Central Coast LGA, but is the fourth largest subcategory of low income households, only above 'other families' and 'group households'.

4.6.4 Household Tenure

Low income households within the Central Coast LGA are most commonly likely to be contained within dwellings that are fully owned (49.4%), significantly higher than the 33.4% observed across the LGA. This is likely associated with asset rich, cash poor pensioners living alone, noting that a lower incidence is observed within Greater Sydney (37.7%).

Housing tenure								export	reset
Central Coast Council area - Low income households	2016			2011			Change		
Tenure type	Number	%	Greater Sydney	Number	%	Greater Sydney	2011 to 2016		
Fully owned	14,965	49.4	37.7	13,447	48.2	38.4	+1,518		
Mortgage	3,622	11.9	14.6	3,297	11.8	14.4	+325		
Renting - Total	9,978	32.9	42.6	9,557	34.3	42.1	+421		
• Renting - Social housing	2,652	8.7	15.7	2,735	9.8	17.4	-83		
• Renting - Private	7,093	23.4	26.2	6,577	23.6	23.9	+516		
• Renting - Not stated	228	0.8	0.7	245	0.9	0.9	-17		
Other tenure type	748	2.5	1.8	612	2.2	1.5	+136		
Not stated	1,010	3.3	3.3	968	3.5	3.5	+42		
Total low income households	30,318	100.0	100.0	27,881	100.0	100.0	+2,437		

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

Figure 28: Housing Tenure of Low Income Households within the Central Coast LGA compared to the Greater Sydney Region over time

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

A larger disparity is observed with those living in dwellings subject to a mortgage, with only 11.9% of low income households living in such a dwelling, compared with 32.4% observed across the LGA, with 32.9% of low income households living in rented dwellings, compared with 25.7% of households of within the Central Coast LGA.

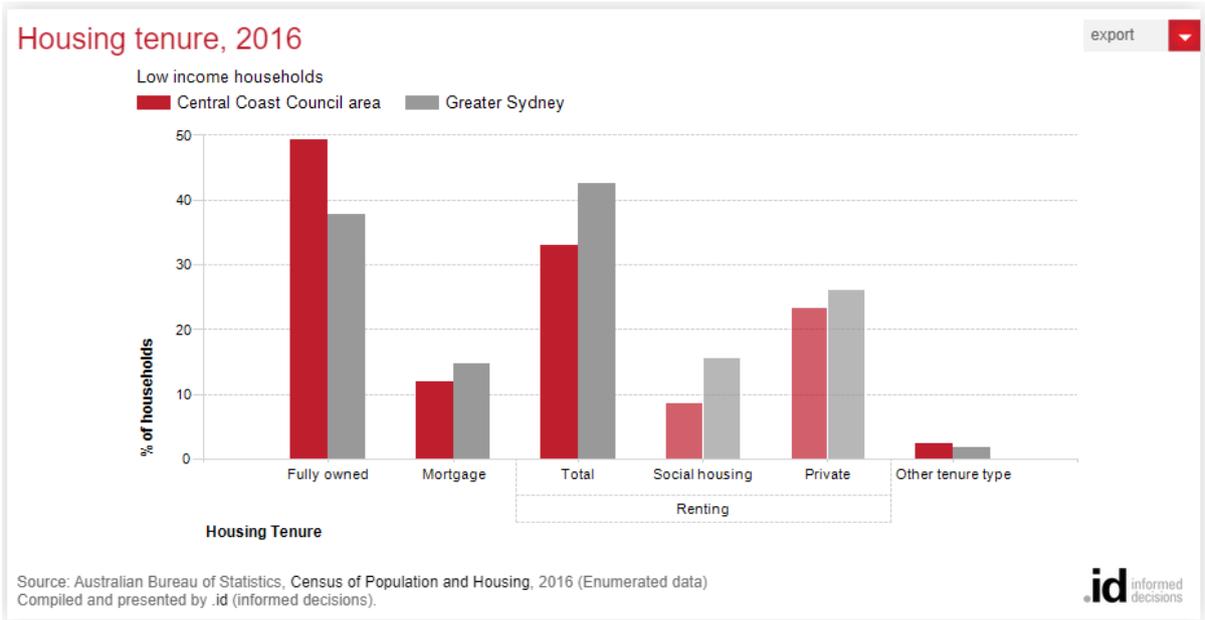


Figure 29: Housing Tenure of Low Income Households within the Central Coast LGA compared to the Greater Sydney Region - 2016

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

The proportion of low income households in rented dwellings within the Central Coast LGA is lower across both social housing and private rentals when compared with Greater Sydney.

4.6.5 Number of Bedrooms

Central Coast Council area - Low income households	2016			2011			Change
	Number	%	Greater Sydney	Number	%	Greater Sydney	2011 to 2016
0 or 1 bedrooms	2,412	8.0	12.0	2,330	8.4	11.9	+82
2 bedrooms	8,570	28.3	29.2	8,136	29.2	29.7	+434
3 bedrooms	12,507	41.3	36.9	11,837	42.5	39.0	+670
4 bedrooms	4,977	16.4	15.1	4,199	15.1	13.8	+778
5 bedrooms or more	981	3.2	3.9	719	2.6	3.1	+262
Not stated	873	2.9	3.0	639	2.3	2.5	+234
Total low income households	30,320	100.0	100.0	27,860	100.0	100.0	+2,460

Figure 30: Number of Bedrooms per Dwelling for Low Income Households within Central Coast LGA compared to Greater Sydney Region over time

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

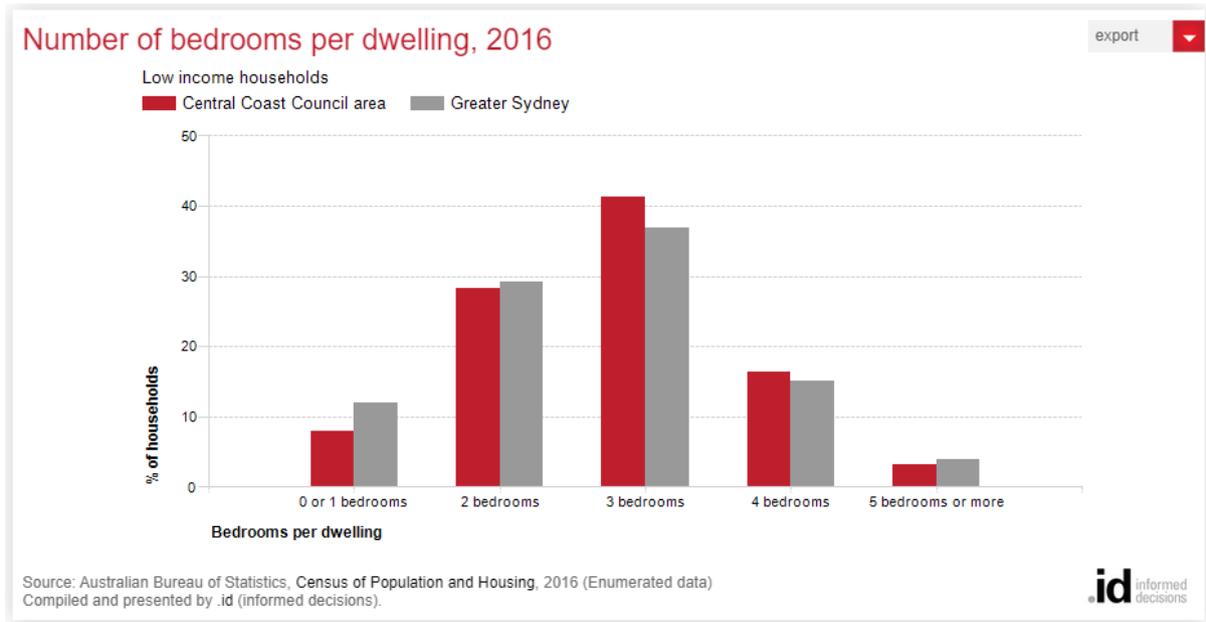


Figure 31: Diagrammatic depiction of Number of Bedrooms per Dwelling for Low Income Households within Central Coast LGA compared to Greater Sydney Region - 2016

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

Overall, 36.2% of low income households were in dwellings with 2 bedrooms or less and 19.7% in 4 or more bedroom dwellings, compared with 41.2% and 19.0% respectively for Greater Sydney, and compared with 21.8% and 25.7% respectively for all households within the Central Coast LGA. Notably, 8% of low income households contained 0 or 1 bedroom, compared to 12% in Greater Sydney and 3.7% of all households within the Central Coast LGA.

4.6.6 Car Ownership

The vast majority of low income households owned at least one motor vehicle, with 15.5% owning none. This compares with 24.5% of low income households in Greater Sydney and 6.7% of all households within the Central Coast LGA.

Car ownership

export reset

Central Coast Council area - Low income households	2016			2011			Change
Number of cars	Number	%	Greater Sydney	Number	%	Greater Sydney	2011 to 2016
No motor vehicles	4,709	15.5	24.2	5,612	20.1	28.0	-903
1 motor vehicle	16,669	55.0	46.6	15,526	55.7	46.9	+1,143
2 motor vehicles	5,853	19.3	19.0	4,368	15.7	16.5	+1,485
3 or more motor vehicles	1,665	5.5	5.8	1,070	3.8	4.4	+595
Not stated	1,432	4.7	4.4	1,285	4.6	4.3	+147
Total low income households	30,328	100.0	100.0	27,861	100.0	100.0	+2,467

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

Figure 32: Car Ownership for Low Income Households within Central Coast LGA compared to Greater Sydney Region over time
 Source: <https://profile.id.com.au>

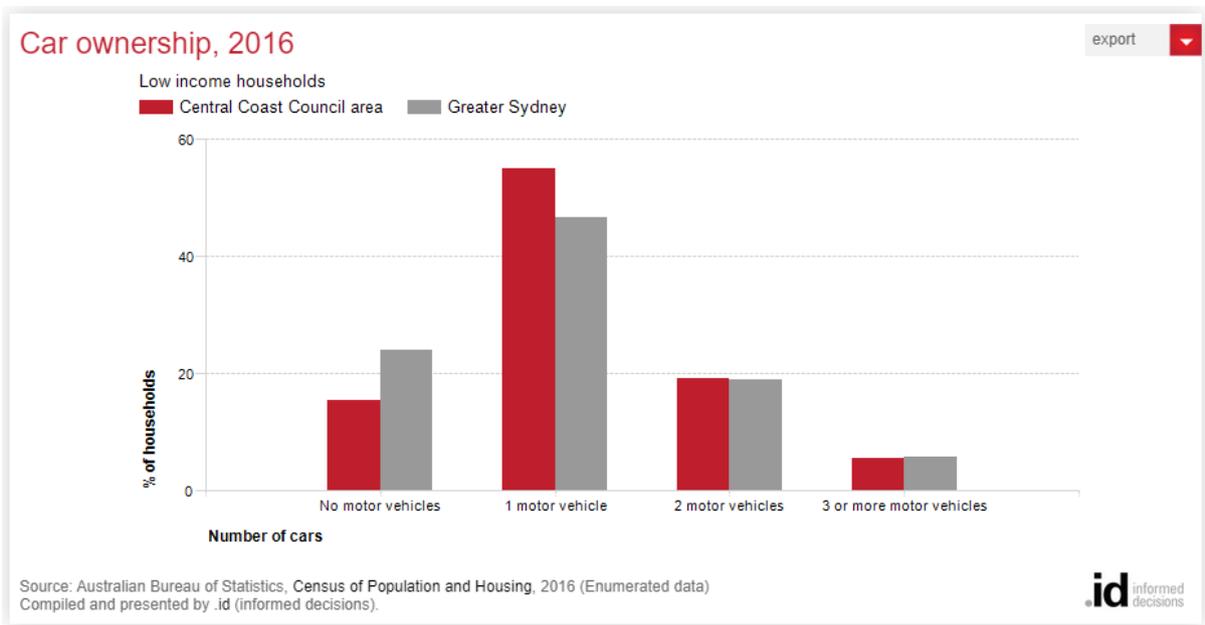


Figure 33: Diagrammatic depiction of Car Ownership for Low Income Households within Central Coast LGA compared to Greater Sydney Region - 2016
 Source: <https://profile.id.com.au>

Although not discussed in Section 4.3, the table below indicates that households within the Statistical Area are even less likely to be without a vehicle, with only 3.5% of households in such circumstances.

Car ownership								export	reset
Kincumber South - Bensville - Empire Bay - Killcare - Households (Enumerated)				2016			2011		Change
Number of cars	Number	%	Central Coast Council area %	Number	%	Central Coast Council area %	2011 to 2016		
a No motor vehicles	130	3.5	6.7	164	4.6	8.7	-34		
1 motor vehicle	1,184	31.9	35.2	1,255	35.1	38.2	-71		
a 2 motor vehicles	1,427	38.4	33.5	1,383	38.6	33.0	+45		
3 or more motor vehicles	739	19.9	16.7	582	16.3	13.6	+156		
Not stated	235	6.3	7.9	194	5.4	6.5	+41		
Total households	3,716	100.0	100.0	3,580	100.0	100.0	+136		

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 34: Car Ownership for Low Income Households within Statistical Area compared to Greater Sydney Region over time
Source: <https://profile.id.com.au>

4.7 Transport and Access

As indicated within AHURI research, low-cost housing is increasingly less likely to be well located for services. AHURI also indicates that low income households are more likely to experience transport disadvantage, which commonly requires such households to own and maintain motor vehicles, despite the associated cost representing a considerable proportion of overall household expenses. These expenses can present a significant barrier in overcoming financial stress, or improving financial circumstances.

Section 4.6.6 of this SIA identifies that although low income households with no cars (15.5%) represent a smaller portion than that found within Greater Sydney (24.2%), this proportion is significantly higher than all households within the Central Coast (6.7%), and within the Statistical Area (3.5%). The Central Coast LGA contains many suburbs with very limited public transport options. Low income households, for whom financial car ownership may not be attainable, or may create additional financial pressures, may benefit from housing locations near public transport.

The site is a short walking distance from two bus stops, each travelling in both directions. These stops are depicted in the image below.

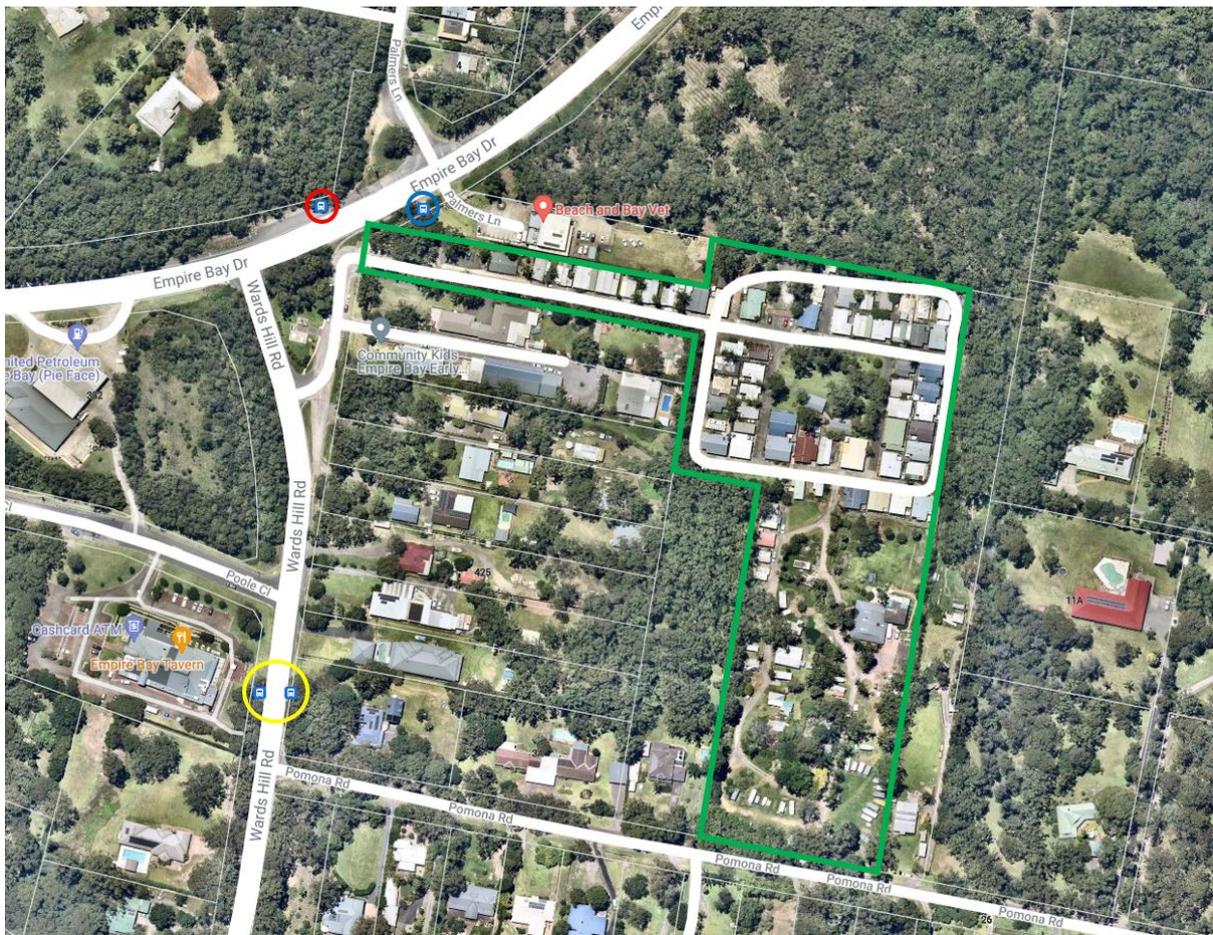


Figure 35: Locality Map, showing nearby bus stops to 7 Pomona Road, Empire Bay
 Source: <http://maps.au.nearmap.com>

The walking distance to each bus stop is described below:

- Empire Bay Dr before (circled red) and after (circled blue) Palmers Lane – approximately 50m walking distance from the battleaxe handle at the subject site.
- Wards Hill Rd opp Pomona Road (both directions circled yellow) – approximately 220m walking distance along Pomona Road from the primary frontage of the subject site.

The bus stop on Empire Bay Drive is serviced by Busways Route 64. This service provides access to the following local centres:

- Ettalong Beach (20 minutes)
- Kincumber (20 minutes)
- Woy Woy Railway Station (45 minutes)
- Erina Fair Shopping Centre (45 minutes)
- Gosford Railway Station (1 hour)

Between approximately 6am-6pm each weekday, these services operate approximately once per hour in each direction, with additional frequency during the morning peak. However, services to Erina and Gosford cease at approximately 2pm each weekday. Services operate approximately hourly on weekends between 9am-6pm. The entirety of the bus route is shown in blue below.

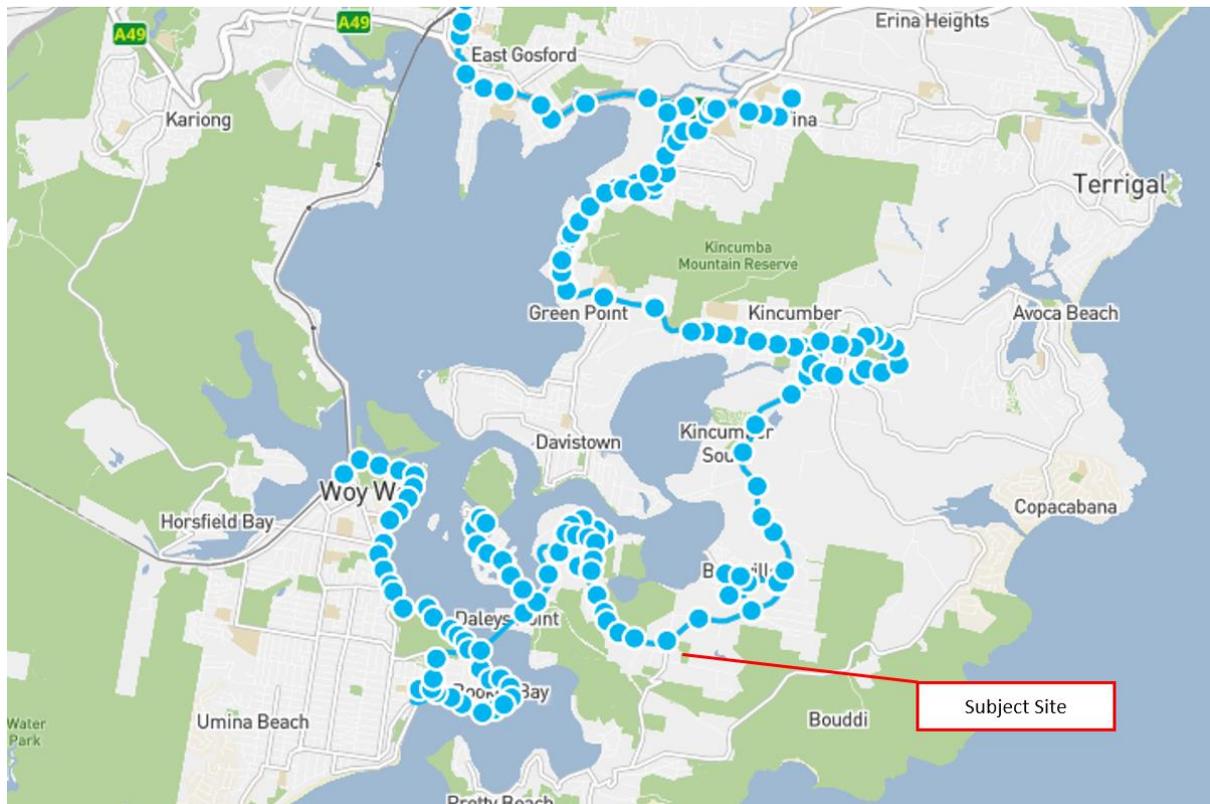


Figure 36: Bus Route 64, showing each bus stop and subject site at 7 Pomona Road, Empire Bay NSW

Source: <http://transportnsw.info>

The bus stop on Wards Hill Road is serviced by Busways Route 59, which operates between the site and Woy Woy along a largely similar route. However, in the other direction, the service travels to Killcare, rather than Gosford and Erina. This portion of the route comprises of a journey of less than 15 minutes, and provides limited access to additional facilities, aside from a small shopping strip in Killcare. Route 59 operates only four times per day in each direction on weekends, and twice again on Saturday. This route serves only to supplement services along Route 59 between Ettalong, Woy Woy, and the subject site, and it would not be expected this route could be relied upon to travel in the opposite direction. The entirety of this route is shown below in blue.

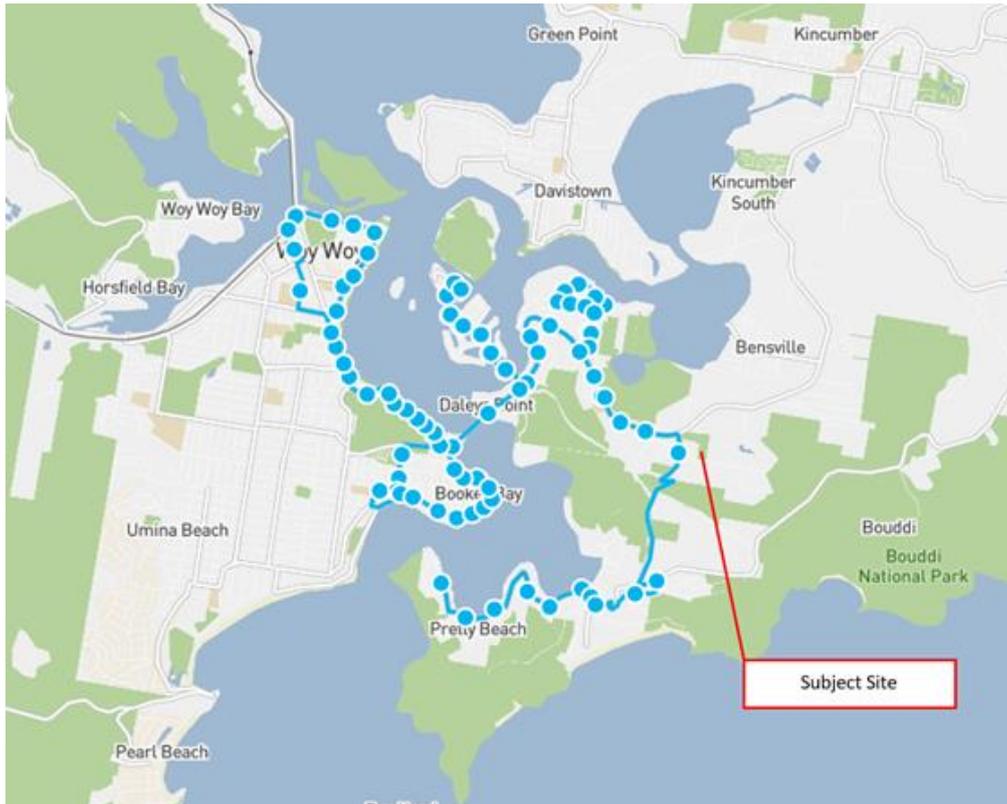


Figure 37: Bus Route 59, showing each bus stop and subject site at 7 Pomona Road, Empire Bay

Source: <http://transportnsw.info>

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

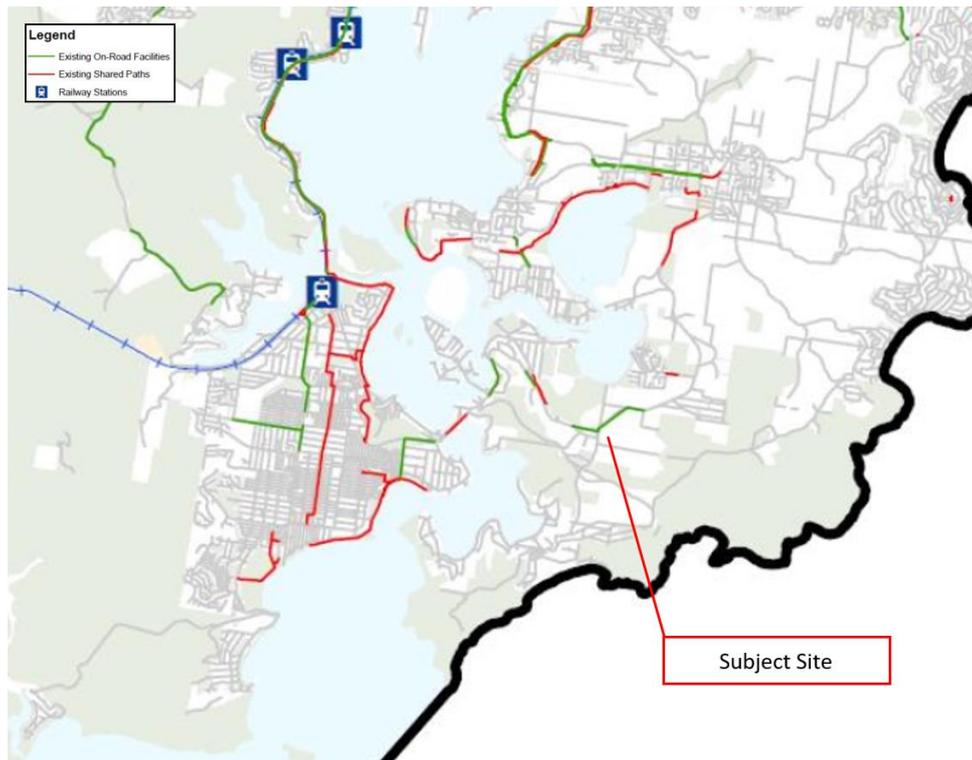


Figure 38: Local Transport Map showing Existing Cycling Infrastructure relevant to 7 Pomona Road, Empire Bay
Source: www.centralcoast.nsw.gov.au

Given the distance of the site to nearby centres, that a continuous bike path does not connect to any of these centres, and the low incidence of cycling trips in the region, there would be expected to be a very low incidence of cycling trips originating from the site.

5.0 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					
Killcare Cellars & General Store	56 Araluen Drive, Killcare	2km	Mon-Thurs 7.30am-7pm Fri-Sat 7.30am-7.30pm Sun 8am-7pm	Busways route 59	Grocer and Liquor Store
Woolworths	63 Blackwall Road, Woy Woy	5km	Mon-Sun 7am-10pm	Busways routes 59 and 64	Medium sized Supermarket
Pie Face – Empire Bay	United Petroleum Service Station, 306 Empire Bay Drive, Empire Bay	170m	24 Hours	Walkable	Small Grocer
IGA – Ettalong	396 Ocean View Road, Ettalong Beach	3.5km	Mon-Sun 8am-8pm	Busways routes 59 and 64	Small Grocer
Other Retail/Commercial					
Australia Post	1/1 Sorrento Road, Empire Bay	500m	Mon-Sat 6am-6pm Sun 7am-5pm	Busways route 64	Small sized Post Office
Empire Bay Tavern	1 Poole Close, Empire Bay	250m	Bottleshop: Mon-Sun 11am-10pm Restaurant: Mon-Sun 12pm-2.30pm and 6pm-8.30pm Tavern: Sun-Thurs 11am-9pm, Fri-Sat 11am-11pm	Walkable	Large Tavern
United Petroleum	306 Empire Bay Drive, Empire Bay	170m	24 Hours	Walkable	Regular Service Station Capacity
Deepwater Plaza – including Kmart, Telstra, The Reject Shop	Railway Street, Woy Woy	5.2km	Mon-Wed & Fri 9am-5.30pm Thurs 9am-8pm Sat 9am-4pm Sun 10am-3pm	Busways routes 59 and 64	Assumed capacity
Erina Fair Shopping Centre	Terrigal Drive, Erina	8km	Mon-Wed & Fri 9am-5.30pm Thurs 9am-9pm Sat 9am-5pm Sun 10am-5pm	Busways route 64 to Ettalong, then Route 55 to Gosford, then Route 67 to destination	Large Shopping Centre
Banks					
ATM	1 Poole Close, Empire Bay	250m	Within Empire Bay Tavern hours of operation	Walkable	ATM Machine
ATM	56 Araluen Drive, Killcare	2km	Mon-Thurs 7.30am-7pm Fri-Sat 7.30am-7.30pm Sun 8am-7pm	Busways route 59	ATM Machine
Bendigo Bank	263/267 Ocean View Road, Ettalong Beach	3.5km	Mon-Fri 9.30am-5pm Sat-Sun Closed	Busways routes 59 and 64	Regular sized banking facility
Commonwealth Bank	56 Railway Street, Woy Woy	5.2km	Mon-Wed & Fri 9.30am-4pm Thurs 9.30am-5pm Sat-Sun Closed	Busways routes 59 and 64	Regular sized banking facility
St George	28-30 Blackwell Road, Woy Woy	5.2km	Mon-Thurs 9.30am-4pm Fri 9.30am-5pm Sat-Sun Closed	Busways routes 59 and 64	Regular sized banking facility
Westpac	71 Blackwell Road, Woy Woy	5km	Mon-Thurs 9.30am-4pm Fri 9.30am-5pm Sat-Sun Closed	Busways routes 59 and 64	Regular sized banking facility
NAB	40 Blackwell Road, Woy Woy	5.1km	Mon-Thurs 9.30am-4pm Fri 9.30am-5pm Sat-Sun Closed	Busways routes 59 and 64	Regular sized banking facility
Employment					
MAX Employment	The Pavilion, shop 10b/29 – 37 George Street, Woy Woy	5km	Mon-Fri 8.30-5pm Sat-Sun Closed	Busways routes 59 and 64	Employment Agency
MatchWorks	113 Blackwall Road, Woy Woy	5km	Mon-Fri 9am-5pm Sat-Sun Closed	Busways routes 59 and 64	Employment Agency
Job Centre Australia	93 McMasters Road, Woy Woy	5km	Tues-Wed 8.30am-5pm	Busways routes 59 and 64	Employment Agency
APM	Suite 1/92 Blackwall Road, Woy Woy	5km	Mon-9am-5pm	Busways routes 59 and 64	Disability employment and support service
Centrelink	87-88 Blackwall Road, Woy Woy	5km	Mon-Fri 8.30am-4.30pm	Busways routes 59 and 64	Government Service
Educational Establishments					
Community Kids Empire Bay Early Education Centre	433 Wards Hill Road, Empire Bay	Adjacent to subject site	Mon-Fri 7am-6pm Sat-Sun Closed	Walkable	Childcare
Booker Bay Preschool	32 Teloopa Street, Booker Bay	2.6km	Mon-Fri 8am-4pm Sat-Sun Closed	Busways routes 59 and 64	Childcare
Pretty Beach Community Preschool	150 Health Road, Pretty Beach	2.9km	Mon-Fri 8.15am-3.45pm Sat-Sun Closed	Busways route 59	Childcare

Name	Location	Linear Distance from Site	Availability	Access (other than by car)	Type
Empire Bay Public School	232 Empire Bay Drive, Empire Bay	1km	Regular school hours	Busways Service No. 78. Trip time approx. 2 mins. Or a 15 minute walk.	Primary school (public)
Pretty Beach Public School	Pretty Beach Road, Wagstaffe	3km	Regular school hours	Busway Route 59	Primary school (public)
Brisbane Water Secondary College	Edward Street, Woy Woy	4.75km	Regular school hours	Busways routes 59 and 64 have regular services operating throughout week.	Secondary school (public)
Kincumber High School	Bungoona Road, Kincumber	4.9km	Regular school hours	Busways route 64	Secondary school (public)
TAFE NSW – Gosford	Henry Parry Drive, Gosford	9.2km	Regular TAFE hours	Busways route 64 to Kincumber, then Bus route 66C	Tertiary Applied Education
University of Newcastle – Ourimbah Campus	10 Chittaway Road, Ourimbah	16.7km	Regular university hours	Busway route 64 to Kincumber, then Bus route 66C to Gosford, then Bus route 37.	University
Health					
Ettalong Family Medical Centre	61 Picnic Parade, Ettalong Beach	3.4km	Mon-Fri 8.30am-6pm Sat 8.30am-11am Sunday Closed	Busways routes 59 and 64	Medium medical centre
Bensville Pharmacy	32 Kallaroo Road, Bensville	1.1km	Mon-Fri 8.30am-5.30pm Sat 9am-1pm Sun - Closed	Busways Service No. 64	Regular-scale store
Woy Woy Public Hospital	7 Kathleen Street, Woy Woy	5km	24 Hours	Busways routes 59 and 64	Medium sized public hospital
Peninsula Women's Health Centre	20A McMasters Rd, Woy Woy	4.5km	Tue 9am-12:30pm Wed-Thur 9am-4pm	Busways routes 59 and 64	Women's health, including domestic violence support.
Community Services					
Peninsula Community Centre	93 McMasters Road, Woy Woy	5km	Regular community centre hours	Busways routes 59 and 64	Assumed capacity
Kincumber Library	3 Bungoona Road, Kincumber	4.6km	Mon-Fri 9am-4.30pm	Busways route 64	Local library
Central Coast Council	49 Mann Street, Gosford	9.5km	Normal Council hours	Busways route 64 to Kincumber, then Bus route 66C	Local council
Leisure & Recreation					
Cinema Paradiso	189 Ocean View Road, Ettalong Beach	3.1km	Various hours, depending on show times	Busways routes 59 and 64	Small Cinema Complex
Kincumber Golf and Sports Club	2 Bilinga Road, Kincumber	3.9km	Mon-Sun 8am-4pm	Busways route 64.	18 hole private golf course
Bouddi National Park	227-231 The Scenic Road, Killcare Heights	1.3km	24 Hours	Busways Service No. 59	Assumed capacity
Allen Storm Lookout	Bouddi National Park, Wards Kill Road, Killcare	1.5km	Mon-Sun 7am-7pm	2km walk	Lookout
Maitland Bay Beach	Bouddi National Park	2km	Public open space available all year round	Busways route 64 to Kincumber, then bus route 65	National Park Beach
Killcare Beach	Killcare, NSW	2.6km	Public open space available all year round	Busways route 59	Public Beach
Ettalong Oval	Ettalong, NSW	3.4km	Public open space available all year round	Busways routes 59 and 64	Public Oval

6.0 Analysis of Potential Social Impacts

6.1 Impacts associated with the provision of affordable housing for low income households

The literature suggests that occupants of caravans are likely to comprise of small households suited to the dwelling size. It is anticipated that many of these households will comprise of retirees who do not own a home and single persons on low sole incomes. Low income households are far less likely to comprise couples with children, and their occupancy within caravans would generally only be expected in circumstances where dual incomes are not possible, for instance when one parent is unable to work due to a disability or injury. In these circumstances, this form of accommodation is unlikely to be suitable given the constrained internal space.

Males with children are also statistically less likely to be primary caregivers to children, and therefore are more likely to be suitably accommodated within caravan accommodation. One parent families are disproportionately represented in low income households; these households are particularly vulnerable and face difficulties associated with the care of children, and the comparatively higher living costs, when compared with other low income households, such as the elderly or lone person households.

The research suggests that these households commonly include women escaping domestic violence. These groups are likely to form part of the most vulnerable groups in such accommodation and may comprise of those households for whom this type of accommodation is a 'last resort'. For these and other vulnerable groups, management policies can be of particular importance for the enhancement of ontological security.

Simple measures, such as the introduction of processes for consultative governance, for instance in relation to use of communal areas, are likely to provide valuable contributions to the sense of wellbeing. Policies relating to structural changes to a facility, evictions and closures are often managed by the operators by necessity. However, if policies are developed in consultation with community housing and homelessness support services, and disseminated clearly upon the commencement of a tenure, the risk of social impacts associated with homelessness can be minimised.

On the basis of the above, it is therefore likely that caravan accommodation will provide a suitable contribution to affordable housing in the region. It is understood that it is intended that the existing 68 sites would be retained on the property and that a future development application may increase this

figure to approximately 100 sites. The literature suggests that this form of accommodation commonly comprises of retirees, and single people (particularly males). Whilst not all residents within these demographic groups will comprise of low income households, it would be expected that a relatively high proportion of these households would be low income households.

6.2 Response to demographic profile

The land use definition would permit caravans and other moveable dwellings. Whilst the land use definition does not directly require the provision of affordable housing, the evidence suggests that it is likely that affordable housing will ultimately be contained on the site at some point in the future, and that low income households are far more likely than other households to be found in this type of accommodation.

Evidence within the *Central Coast Affordable and Alternative Housing Strategy* indicates that there is limited suitable accommodation for vulnerable populations on lower incomes. There is a particular shortfall in smaller dwellings, and a relative loss of alternative accommodation types, such as caravan parks.

The demographic profile of the area has also identified that there is a particular lack of housing diversity within the Statistical Area. The area is overwhelmingly characterised by separate dwellings, and on average, these dwellings accommodate those households with above average incomes, and/or those that own their home outright. Given the older age profile, and the high proportion of those who own their homes outright, it is likely that a sizable portion of those on lower incomes are retirees who own valuable assets (i.e. their home) but receive little disposable income. The Statistical Area performs above average in each Socio-economic indicator considered as part of this SIA, and is therefore unsurprisingly amongst the least Socio-economically disadvantaged Statistical Area within the Central Coast LGA (per the Index of Relative Socio-economic Disadvantage).

The Statistical Area therefore provides limited options for those in need of low cost or alternative accommodation. The demographic profile indicates that there are significantly fewer rental dwellings and smaller dwellings, with a reduction in both rental households and smaller dwellings observed between 2011 and 2016. Affordable housing is therefore in relatively limited supply in this locality and long-term residents who may encounter unexpected changes in circumstances leading to financial difficulties, would likely face a high degree of difficulty in finding local accommodation in the local area.

Additionally, older populations looking to reduce housing costs would also likely face a similar dilemma when seeking alternative accommodation.

The proposed change would likely improve prospects for people seeking low cost or alternative accommodation.

The evidence suggests that the likely tenant profile would include older people seeking lower cost housing, lone person households and those with no financial alternative. The site is therefore suitably located to meet this demographic noting that:

- The age profile of the locality indicates that the area contains an older population when compared to the remainder of the Central Coast LGA;
- Lone person households represent a relatively high proportion of households within the Statistical Area;
- Limited low cost alternative housing options are available within the Statistical Area.

6.3 Access to services and transport

Caravan park sites are typically located away from local centres and services. Consistent with this pattern, the subject site is located amongst large rural and semi-rural landholdings and there are limited centres or services available within walking distance. Most services can be accessed within a 10 minute drive of the subject site. It is likely that the vast majority of residents will own a vehicle, based on data associated with Central Coast car ownership, including for low income households.

For those without access to a motor vehicle, the site is located a short 50m walk from the nearest bus stop. This bus stop operates once per hour, which is considered relatively infrequent based on the SNAMUTS model. However, anecdotal evidence suggests that infrequent services are relatively common within the Central Coast LGA, and that high frequency services are generally only available in streets surrounding railway stations and shopping centres.

Caravan parks are not typically able to be located in areas with a high service frequency, given caravan parks are typically located in semi-rural or coastal locations, and on large landholdings. On that basis, the distance to bus stops, frequency of services, and access to destinations, create a relatively low level of transport disadvantage for a caravan park, particularly for a caravan park in a regional area where public transport is not widely relied upon.

For low income earners, the nearby bus services may provide sufficient access to jobs, training and support services, although the frequency of services are likely to be only sufficient for a short or medium long term reliance on public transport. For those without employment or unable to work, the frequency of services are manageable for occasional weekly or semi-weekly outings for the purposes of purchasing groceries and accessing other important services.

Importantly, the majority of essential facilities, including a supermarket and medical centre, can be found within Ettalong, which is approximately a 20 minute bus ride. The United Petroleum Service Station is a short walk from the subject site, and can be accessed for supplementary one-off purchases for milk, bread, etc. It may also be more cost-effective for residents without a vehicle to order groceries online. The provision of a library or common internet service to residents would provide a practical option for obtaining groceries for those who have no other means.

Woy Woy, Erina and Gosford provide all other critical services, and also represent major centres for local employment, therefore the subject site is considered to be located in a 'job accessible' area. Whilst the bus services are relatively infrequent, they provide access to destinations of relatively high employment opportunities, with both Woy Woy and Erina accessible within a 45 minute journey and Gosford within one hour. For shift work characterised by short or uncertain shifts, particularly those that do not align well with the bus timetable, public transport is unlikely to be viable as a consequence of the relative infrequency.

Community transport services are available within the local area for those residents with limited mobility and are unable to use a computer, such as Community Transport Central Coast. This service is subsidised, but does incur a fee. The service is targeted at the immobile (either permanently or temporarily) and those over 65, and will therefore not be suitable for all residents.

The site is located a short bus journey from the nearest primary school, Empire Bay Public School. This school is accessible via a bus journey of approximately two minutes, and of a walk of approximately 1.2km. Before school, after school, and vacation care are all offered at the school through Bay Care. Parents of young children, particularly those without vehicles, often manage journeys to and from school, amongst other commitments. The ease of access to local school facilities improves the options for managing school transport, as well as the practicality of daytime bus trips to and from regional centres, such as to Ettalong and Woy Woy. This can assist in reducing the financial strain associated with transport (i.e. by reducing the need to purchase a vehicle in the short term). School buses provide

access for secondary school children to Brisbane Water Secondary College, and for most secondary school students, limited parental assistance is needed for journeys to and from school.

6.4 Social cohesion and community wellbeing

Some of the social impacts associated with social cohesion are those discussed within Section 6.1, being that the proposed change may provide greater housing diversity. For members of the community who encounter unexpected changes in circumstances, this form of housing may provide a suitable alternative so as to provide an option for remaining in the local area.

Caravan parks are potentially likely to be subject to shorter tenures than other forms of housing. It is unlikely that this will have a material impact on social cohesion or community wellbeing other than to provide short term housing choice.

In relation to the future dynamic of the area, it is understood that Central Coast Council have exhibited a Draft Central Coast Local Environmental Plan, which has not yet been finalised. It is understood that the plans would not significantly alter the range of permissible uses at the site and on surrounding land. The land is identified in the current planning instrument Interim Development Order No.122 as being of aesthetic and scenic value. It is not uncommon for caravan parks to be located in such locations, and the land use is invariably compatible with land of a scenic quality.

Caravan parks typically require large landholdings not located in central locations, and the range of other permissible uses typically also require large landholdings, especially those in semi-rural locations. The majority of permissible non-residential uses are generally limited to those open only during daytime hours, and there would therefore be unlikely to be any issues of social cohesion associated with the co-location of relatively high density accommodation and businesses that trade into the evening.

A potential notable exception is the Empire Bay Tavern, currently located a short distance from the subject site of approximately 250m. However, the Tavern is not co-located amongst other licensed venues, and is located on the opposite side of Wards Hill Road. There is therefore unlikely to be incidents of anti-social behaviour associated with intoxicated patrons leaving the hotel.

Given public transport services cease during evening hours, and that there are limited other facilities located nearby, the hotel presents a social risk element to residents of the hotel, particularly amongst vulnerable groups who may be at-risk of developing alcoholism or gambling addiction. Consultation is

therefore required with local drug and alcohol services, to develop mechanisms for minimising the risk of alcohol addiction and/or problem gambling, particularly given that residents of low income households are more prone to risk of addiction.

7.0 Community and Stakeholder Consultation

Whilst this SIA is submitted in support of a Planning Proposal, Central Coast Council have advised that any development application which follows the finalisation of the Planning Proposal, will be subject to a further SIA. Council have also advised that the Planning Proposal is to be accompanied by information which described how community consultation would be approached within a subsequent SIA, and this Section provides those details.

7.1 Stakeholder identification and summary of consultation process

The locality surrounding the subject site comprises of largely semi-rural large land holdings containing single dwellings. Based on the information provided in Section 3 and Section 4 of this SIA, the location of the subject site, and type of proposed development, a profile of the key stakeholders that may be affected by the proposal has been identified by CPS and is considered to include the following:

- Local Residents
- Local Business
- NSW Police

A community consultation letter will be prepared for distribution to existing residents, nearby properties and the Brisbane Water Police District, inviting commentary on the proposal. The consultation letter will allow recipients fourteen (14) days in which to respond with comments via telephone, or in writing (email or letter) to CPS. A map of the neighbouring properties intended to receive the consultation letter is shown below.

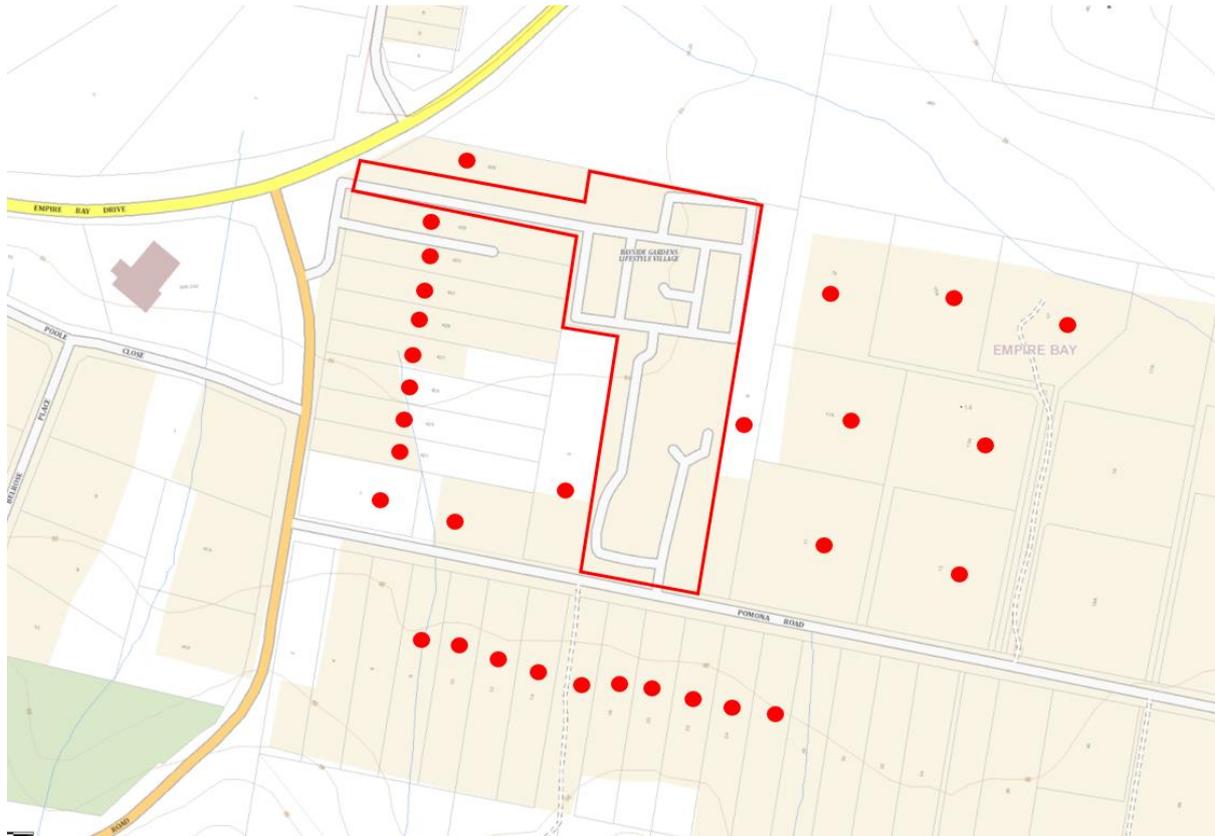


Figure 39: Neighbouring properties to be subject to community consultation letter, shown with a red dot, with the subject site (also subject to consultation) outlined in red

Source: maps.six.nsw.gov.au

7.2 Consultation Interviews

Based on the potential impacts identified within Section 6 of this report, it is intended that one-on-one interviews will be conducted with relevant stakeholders, so as to gain a better understanding of management and operational practices that may minimise the risk of negative social impacts. The research suggest that management practices can play a significant role in improving the lived experience for occupants of caravan parks.

A total of three interviews are proposed. Contact has not yet been made with potential interviewees, but it is anticipated that the interviewees would meet the descriptions below:

- A nearby community housing provider so as to gain an understanding of the particular challenges facing prospective community housing tenants, including transport disadvantage and long-term transport alternatives, as well as local issues associated with accommodation in caravan parks.

-
- A women's health service, or domestic violence service, given single mothers represent a particularly vulnerable group who, as a consequence of domestic violence or abuse, may find themselves in caravan accommodation and at risk of homelessness.
 - A drug and alcohol and/or problem gambling service provider, given the nearby tavern presents a risk factor associated with alcohol or gambling addiction, and that residents of low income households are more likely to be at risk of addiction.

8.0 Conclusion

This Social Impact Assessment (SIA) has been prepared to accompany a Planning Proposal associated with 7 Pomona Road, Empire Bay. The Planning Proposal seeks to enable caravan parks to become permissible on the land.

This SIA has been developed following initial consultation with Council, and the scope has been refined to particularly consider the provision of affordable housing, low income households and the characteristics of the location, including access to services and transport.

The SIA has considered relevant policy and literature, as well as selected demographic information relevant to the understanding of the form of accommodation and of low income households. The SIA has provided discussion on potential social impacts associated with the proposal, generally relating to the response to the demographic profile; impacts associated with the provision of affordable housing; access to services and transport; and social cohesion and community wellbeing. In general, the social impacts associated with the proposal are positive.

Central Coast Council have advised that a further SIA would be expected as part of a future development application at the subject site, and that consultation be provided to inform that SIA. The SIA has outlined proposed consultation measures to inform a future SIA. This consultation may provide additional information relevant to the development, which can be used to inform operational and management practices.