

SOCIAL IMPACT ASSESSMENT

34 WYNDELLA RD, LOCHINVAR



Prepared for Commercial 7 Pty Ltd
8 May 2025

Table of Contents

AUTHOR	5
EXECUTIVE SUMMARY	6
1 INTRODUCTION	10
1.1 SCOPE OF THE REPORT	10
1.2 PROPOSAL OVERVIEW	11
1.2.1 Key features of the development	12
1.2.2 Project staging and delivery.....	14
1.3 PROPOSAL BACKGROUND	15
1.4 PURPOSE OF THE UPDATED SOCIAL IMPACT ASSESSMENT	16
1.5 METHODOLOGY	16
1.6 ASSUMPTIONS	18
2 SITE AND POLICY CONTEXT	19
2.1 SITE AND SURROUNDING CONTEXT	19
2.1.1 Location and access	19
2.1.2 Existing environment	20
2.1.3 Broader locality.....	24
2.1.4 Planned future supply and developments.....	25
2.2 LEGISLATIVE AND POLICY CONTEXT	27
2.2.1 Key social impact themes from policy review.....	28
3 COMMUNITY PROFILE AND SOCIAL CONTEXT	35
3.1 SOCIAL AREAS OF INFLUENCE.....	35
3.2 DEMOGRAPHIC PROFILE	38
3.2.1 Population and age	39
3.2.2 Culture and cultural diversity.....	40
3.2.3 Education and qualifications.....	41
3.2.4 Workforce and employment.....	41
3.2.5 Income.....	42
3.2.6 Socio-economic advantage and disadvantage.....	43
3.2.7 Health and wellbeing.....	45
3.2.8 Housing and household composition.....	45
3.3 LOCAL SUBURB-LEVEL CONTEXT	46
4 KEY SOCIAL ISSUES.....	48
4.1 FUTURE HOUSING DEMAND GROWTH IN THE AREA.....	48
4.1.1 Projected household growth	48
4.1.2 Housing supply and demand mismatch	49
4.1.3 Housing affordability	49
4.1.4 Seniors' housing market constraints.....	51

4.1.5	<i>Manufactured housing estates (MHEs)</i>	52
4.2	AGEING IN PLACE	53
4.2.1	<i>Australia's ageing population</i>	53
4.2.2	<i>Why ageing in place matters</i>	53
4.2.3	<i>Barriers to ageing in place</i>	54
4.2.4	<i>Ageing in place and the role of MHEs</i>	54
5	SOCIAL INFRASTRUCTURE	56
5.1	EXISTING SOCIAL INFRASTRUCTURE	56
5.2	ADEQUACY OF EXISTING SOCIAL INFRASTRUCTURE PROVISION	59
5.2.1	<i>Emergency services</i>	59
5.2.2	<i>Medical facilities</i>	59
5.2.3	<i>Community services and facilities</i>	60
5.2.4	<i>Recreation facilities</i>	61
5.2.5	<i>Shopping and retail</i>	61
5.3	TRANSPORT AND MOBILITY	61
5.3.1	<i>Local bus services</i>	62
5.3.2	<i>Rail access</i>	64
6	SITE VISIT	65
6.1	FIELD VISIT OBSERVATIONS	65
6.1.1	<i>Physical character and land use</i>	65
6.1.2	<i>Social and community dynamics</i>	66
6.1.3	<i>Connectivity and accessibility</i>	66
6.1.4	<i>Cultural and historical influences</i>	66
6.1.5	<i>Potential social impact areas from site visit observations</i>	67
7	STAKEHOLDER AND COMMUNITY ENGAGEMENT	70
7.1	STAKEHOLDER AND COMMUNITY ENGAGEMENT UNDERTAKEN	70
7.2	KEY THEMES AND ISSUES RAISED BY THE COMMUNITY	72
7.2.1	<i>Broad community perspectives</i>	72
7.2.2	<i>Adjacent landowner perspectives</i>	78
7.2.3	<i>Key themes and issues raised in the Original SOFAC</i>	80
7.3	DESIGN AMENDMENTS MADE AS A RESULT OF FEEDBACK	82
8	SOCIAL IMPACT ASSESSMENT	85
8.1	METHODOLOGY	85
8.2	SOCIAL IMPACT ASSESSMENT TABLES	86
8.2.1	<i>Social impact assessment - Construction stage impacts</i>	87
8.2.2	<i>Social impact assessment - Operational stage impacts</i>	88
8.3	DISCUSSION OF SOCIAL IMPACTS	91
8.3.1	<i>Construction stage</i>	91
8.3.2	<i>Operational stage</i>	92

9	MITIGATION AND ENHANCEMENT MEASURES.....	94
9.1	CONSTRUCTION PHASE MITIGATION AND ENHANCEMENT	95
9.2	OPERATION PHASE MITIGATION AND ENHANCEMENT	97
9.3	FUTURE DEVELOPMENT OF A SOCIAL IMPACT MANAGEMENT PLAN.....	100
9.4	MONITORING AND ADAPTIVE MANAGEMENT	100
10	CONCLUSION	101
	REFERENCES.....	102
	APPENDIX 1 - SOCIAL INFRASTRUCTURE REPORT	
	APPENDIX 2 - COMMUNITY ENGAGEMENT REPORT	
	APPENDIX 3 – STAKEHOLDER ENGAGEMENT SUMMARY	
	APPENDIX 4 – CORRESPONDENCE FROM ADJOINING LANDOWNERS	

Author

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Executive summary

This Social Impact Assessment (SIA) evaluates the likely social impacts of the proposed 182-dwelling Manufactured Home Estate (MHE) at 34 Wyndella Road, Lochinvar. Commissioned by Commercial 7 Pty Ltd and prepared by Vaere Social, the assessment follows the NSW Department of Planning, Housing and Infrastructure's *Social Impact Assessment Guideline (2023)*. It considers the proposal's alignment with strategic planning objectives, local context, community values, and stakeholder feedback.

Report purpose and scope

This report was commissioned to:

- Establish a social baseline for the site and the surrounding community
- Reflect views and concerns raised by stakeholders through prior engagement
- Assess the expected social impacts of the amended development proposal across eight domains
- Recommend practical mitigation and enhancement strategies
- Propose a framework for future monitoring and adaptive management.

Development Application background

Development Application DA/2024/116 was lodged with Maitland City Council in February 2024. While adjoining neighbours to the north, south and west were generally supportive, the application attracted 85 formal submissions—primarily from residents of Windella—raising concerns around local character, infrastructure capacity, and social integration.

The proposal has been significantly amended in response to community feedback and Council engagement. These changes include:

- A refined site layout and a significant reduction in density to improve circulation, demand on local services, and reduce visual bulk.
- Enhanced landscaping and buffers along sensitive interfaces, including a new 50m buffer to Wyndella Road and a 60m buffer to Windella Estate.
- All landscape buffers will be planted in Stage 1 to allow for early establishment and growth. The first half of the southern buffer will be planted with 75-litre pots to screen the project from the commencement of use.
- Early delivery of communal facilities to reduce external service pressures.
- A footpath link to the existing bus stops on the New England Highway for improved pedestrian safety and access for future residents and neighbouring property residents.
- The operator will facilitate two private shuttle bus trips to the local shopping centre each week.
- Wyndella Road will be upgraded from the northern boundary of the applicant's site through to the New England Highway to allow for safe and efficient vehicle access to the site and neighbouring properties.
- More substantial alignment with planning strategies for ageing in place and housing diversity.
- Additional communal open space areas for residents' enjoyment, including a new community garden.
- Addition of a treatment room in the country club for free use by medical practitioners, physiotherapists, hairdressers and other service providers.

- There is provision for a public North/South road connection through the site, which the Council requested to allow for future connectivity in the investigation area.
- Additional details in the plan of management regarding the operations of the resort.
- Construction management changes include detailed construction management plans, reduced construction hours to minimise impacts to neighbouring properties, ongoing dust and noise monitoring, and a nominated community construction liaison.
- Updated external boundary fence type and reduced height to align with the rural residential character of the area.
- The inclusion of four external colour schemes for the homes that align with the area's rural residential character.

Additional detail on the changes can be found in Chapter 7.3 of this report.

The revised application seeks approval for a staged, over-50s land lease community to be delivered over 8-11 years. The site is located within the Lochinvar Fringe Investigation Area noted for residential development in the *Hunter Regional Plan 2041* and *Maitland Local Housing Strategy 2041*.

Context

The broader Lochinvar area is undergoing significant change, with thousands of new residents expected over the coming decades. Nearby developments include major residential subdivisions, a planned 1,500-student school immediately north of the site, and the Lochinvar Shopping Village (opening mid-2025). Despite its current semi-rural character, the immediate area is transitioning, with multiple landowners progressing development plans in line with strategic growth objectives.

Social infrastructure—including medical, community, and recreational services—remains under pressure, but is expected to improve in line with population growth. This proposal contributes to regional goals around housing diversity, particularly for older adults, and responds to policy targets for ageing in place, downsizing options, and inclusive urban growth.

Stakeholder engagement

This SIA builds on the history of engagement, including ongoing conversations and requests for comment from adjoining neighbours, community submissions and interviews, Council consultation, and a 2024 community survey. Rather than duplicating previous efforts, the assessment synthesises feedback and focuses on persistent or unresolved themes.

Key stakeholder insights included:

- Strong local identity and place attachment in Lochinvar and Windella
- Concerns around loss of rural character, amenity, and infrastructure pressure
- Mixed views on the appropriateness of MHEs in a transitioning rural context
- Conditional support for affordable downsizer housing if sensitively integrated
- Gaps in Aboriginal engagement and cultural recognition
- Frustration with cumulative development impacts, including traffic, dust, and infrastructure lag.

These findings are detailed further in Chapter 7.

Summary of potential social impacts

Chapter 8 identifies social impacts across eight domains, with impact significance assessed based on likelihood, magnitude, sensitivity, and duration. Impacts range from short-term construction disruption to long-term opportunities for ageing in place. Key impacts include:

Social impact area	Impact of the project (positive and negative)
Way of life	<ul style="list-style-type: none"> – Temporary disruption to local amenity and routines during construction – Contribution to housing diversity for older residents – Promotion of independent living and downsizing options
Community	<ul style="list-style-type: none"> – Social integration challenges – New opportunities for over-50s community formation
Health and Wellbeing	<ul style="list-style-type: none"> – Construction-phase amenity risks – Enhanced access to passive recreation and health-supportive infrastructure (e.g. treatment room) – Dependence on external providers for ongoing healthcare access
Accessibility	<ul style="list-style-type: none"> – Improved pedestrian and transport options – Shuttle bus access to local services – Continued partial car dependency for some essential needs
Culture	<ul style="list-style-type: none"> – Disruption to rural identity and sense of place – Limited recognition of Aboriginal cultural values
Surroundings	<ul style="list-style-type: none"> – Visual and landscape character impacts from suburban style development – Positive integration via buffers, fencing and landscape treatments – Construction-stage disruption to surroundings
Livelihoods	<ul style="list-style-type: none"> – Short-term construction employment – Modest local economic benefit from increased activity – Limited long-term job generation post-construction
Decision-Making Systems	<ul style="list-style-type: none"> – Perceived gaps in earlier consultation and transparency – Positive shift with addition of Community Liaison Officer and Plan of Management – Ongoing importance and resident voice in operational stage

Mitigation, enhancement and monitoring measures

Targeted mitigation and enhancement strategies have been developed to respond to impacts in the construction and operational phases. These strategies are tailored to each impact's nature, scale, and timing, with a clear emphasis on early implementation and proactive management.

Measures include:

- Early delivery of communal facilities (e.g., community garden, treatment room, shared open space) to support resident wellbeing and reduce pressure on local services
- Construction of a pedestrian footpath, provision of a wheelchair-accessible shuttle bus, and incorporation of internal accessible pathways to improve mobility and reduce reliance on private vehicles
- Noise, dust, and vibration controls are achieved through detailed Construction Management Plans, which include limited work hours, on-site parking, and real-time monitoring of impacts on adjacent homes.
- Visual and character-sensitive design features, including 828 trees planted across the development, rural fencing styles, and landscape-sensitive housing colour schemes.
- Appointment of a Community Liaison Officer to ensure two-way communication with neighbours during both construction and operation.
- Clear governance framework via an updated Plan of Management detailing resident conduct, complaint handling, and use of communal spaces.
- Preparation of a post-approval Social Impact Management Plan (SIMP) to guide implementation, adaptive management, stakeholder engagement, and future reporting.

A detailed mitigation matrix and framework for adaptive management are provided in Chapter 9.

Conclusion

The proposed development responds to a well-documented shortage of affordable, age-appropriate housing in the Maitland LGA. It addresses many community concerns through meaningful design amendments—reducing density, enhancing buffers, improving connectivity, and bringing forward infrastructure delivery.

While some residual impacts remain, particularly around character, transport, and integration, these are considered low significance and manageable with appropriate staging and governance. With the implementation of the proposed measures, the project is likely to deliver a net social benefit, contributing to a more inclusive, age-friendly, and liveable future for the region.

1 Introduction

Vaere Social was engaged by Commercial 7 Pty Ltd ATF Commercial 7 Investment Trust (the Applicant) to prepare a Social Impact Assessment (SIA) for a proposed development at 34 Wyndella Road, Lochinvar (the site). The proposed development is a 182-dwelling manufactured home estate and associated amenities (Development Application (DA) No: D/2024/116).

As Council did not determine the application within the statutory timeframe, it was deemed refused under the Environmental Planning and Assessment Act 1979. The Applicant subsequently lodged an appeal in the Land and Environment Court of New South Wales on 28 May 2024 (Case No. 2024/00187067).

Following the lodgement of the DA, the applicant undertook additional consultation with the community and Council, resulting in significant changes being made to the original development application. These changes have been incorporated into an amended application to avoid or minimise potential negative social impacts.

This SIA assesses the potential social impacts of the proposal in accordance with best practice methodologies and the planning framework of Maitland City Council. This SIA aligns with the best practice approach set out in the NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment (2023). The DPHI SIA Guideline (2023) provides a framework to identify, predict and evaluate likely social impacts and helps to provide greater clarity and certainty for proponents and the community. It represents recognised best practice for social impact assessment in NSW.

1.1 Scope of the report

This report presents a Social Impact Assessment (SIA) for the proposed development of a Manufactured Home Estate (MHE), otherwise known as a Land Lease Community (LLC) at 34 Wyndella Road, Lochinvar, NSW (referred to as 'the Project'). The site is located in the Maitland City Council (MCC) Local Government Area (LGA). MCC is the consent authority for the Project.

The SIA is an independent and objective assessment that identifies and analyses the potential positive and negative social impacts of the proposed development. It involves a comprehensive evaluation to:

- Scope the potential social impacts (both beneficial and adverse).
- Identify appropriate mitigation and enhancement measures to minimise risks and optimise community benefits.
- Provide evidence-based recommendations aligned with professional standards and statutory obligations.

The SIA process is intended to inform the proposal, rather than merely assess and report on impacts after key decisions have been made.

Social impacts refer to the consequences experienced by individuals, households, groups, communities, or organisations when a project introduces change. These impacts can be:

- Physical or intangible (e.g., changes in infrastructure, social cohesion, or community well-being).

- Direct or indirect (e.g., employment opportunities versus broader economic shifts).
- Short-term (construction phase) or long-term (operational phase).

This report follows the *NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline (2023)*, which outlines key social elements of value to people that should be considered in an SIA. These include:

- Way of Life: Impacts on how people live, work, play, and interact with one another daily.
- Community: Effects on social cohesion, community identity, and the characteristics that make a community unique.
- Access to and Use of Infrastructure, Services, and Facilities: Changes in the availability, quality, and accessibility of essential services and facilities, such as healthcare, education, and recreational amenities.
- Culture: Influences on cultural practices, heritage, and the preservation of cultural identity.
- Health and Wellbeing: Consequences for physical and mental health, including stress levels, lifestyle changes, and overall community health outcomes.
- Surroundings: Alterations to the physical environment, including aesthetics, noise levels, air quality, and overall amenity.
- Personal and Property Rights: Implications for individuals' rights, including property ownership and access to resources.
- Decision-Making Systems: Effects on the capacity of communities to participate in decision-making processes that affect their lives.
- Fears and Aspirations: Consideration of the community's perceptions, expectations, and concerns about the future.

1.2 Proposal overview

The proposed development is a Manufactured Home Estate (MHE) located at 34 Wyndella Road, Lochinvar (Lot 225 DP246447), within the Maitland City Council Local Government Area (LGA). The site, covering 10.75 hectares, is situated north-west of Newcastle, approximately 10km from Maitland CBD, 5km from Rutherford and 1km from Lochinvar township.

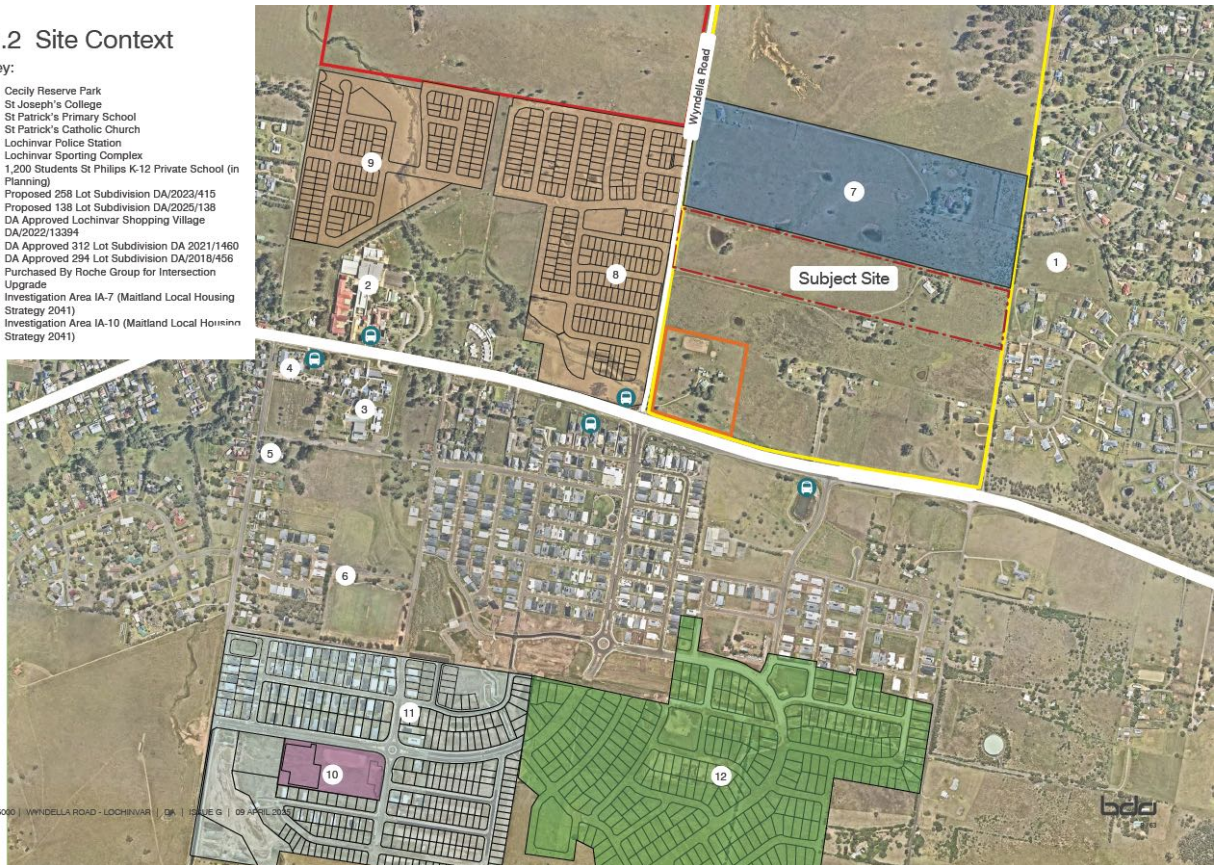
The land is currently zoned RU2 Rural Landscape under the *Maitland Local Environmental Plan 2011*. It falls within an investigation area identified in the *Maitland Local Housing Strategy 2041* and a Regionally Significant Growth Area in the *Hunter Regional Plan 2041*, with the surrounding areas undergoing rapid growth.

Figure 1, on the following page, shows the site in its current context with the site perimeter shown in a red dotted outline.

3.2 Site Context

Key:

1. Cecily Reserve Park
2. St Joseph's College
3. St Patrick's Primary School
4. St Patrick's Catholic Church
5. Lochinvar Police Station
6. Lochinvar Sporting Complex
7. 1,200 Students St Philips K-12 Private School (in Planning)
8. Proposed 258 Lot Subdivision DA/2023/415
9. Proposed 138 Lot Subdivision DA/2025/138
10. DA Approved Lochinvar Shopping Village DA/2022/13394
11. DA Approved 312 Lot Subdivision DA 2021/1460
12. DA Approved 294 Lot Subdivision DA/2018/456
13. Purchased By Roche Group for Intersection Upgrade
14. Investigation Area IA-7 (Maitland Local Housing Strategy 2041)
15. Investigation Area IA-10 (Maitland Local Housing Strategy 2041)



Source: BDA, 2025

Figure 1: Site context

1.2.1 Key features of the development

The development is proposed as a land lease community, where residents own their homes while leasing the land. This alternative housing model is designed to provide a more affordable option than traditional homeownership, catering primarily to older adults aged 50 and above seeking a close-knit community and a low-maintenance lifestyle within a resort-style setting.

Unlike traditional retirement villages or aged care facilities, the model does not include exit or deferred management fees, aligning with emerging preferences for financially flexible downsizing options.

The amended proposal includes 182 dwellings (reduced from 209 dwellings in the original application), supported by a range of community facilities designed to enhance residents' quality of life and respond to community feedback.

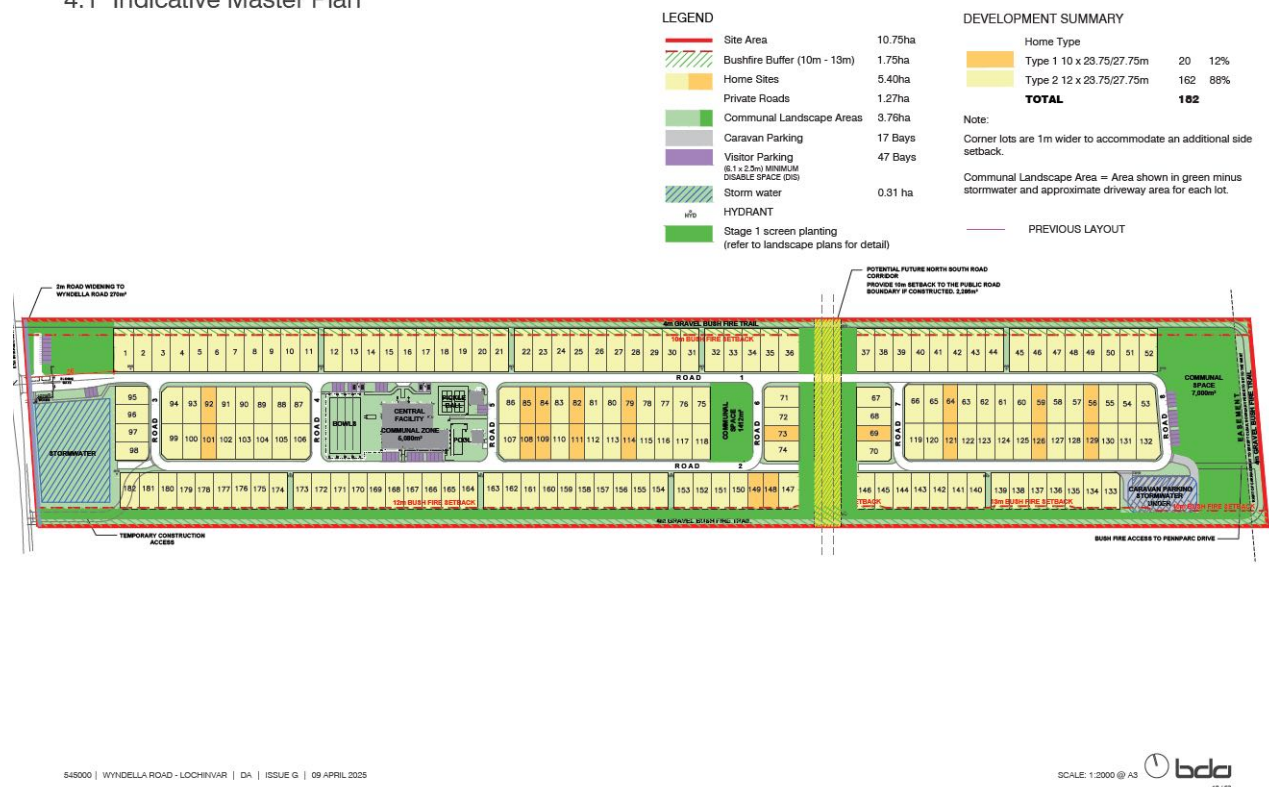
Key features include:

- Community building, including function area, lounge and library, 26-seat cinema, gym, arts & craft room, treatment room and multipurpose spaces
- Heated swimming pool, spa and sauna
- Two pickleball courts
- Bowling green
- Community garden, expanded in the amended proposal to approximately 1,413 sqm of communal open space

- Outdoor BBQ areas
- Walking trail around the site perimeter, incorporating a 4-metre-wide bushfire access track
- Resort shuttle bus for resident transport, offering scheduled trips to nearby shopping centres and services
- Footpath link to the New England Highway bus stops to improve pedestrian access to public transport
- Resident car parking, with most homes having two car spaces, smaller residences with one space, and additional visitor and accessible parking spaces
- 17 caravan storage spaces, relocated further into the site to enhance screening from neighbouring properties

Figure 2 below shows the proposed site layout (updated May 2025).

4.1 Indicative Master Plan



Source: BDA, 2025

Figure 2: Proposed masterplan at 34 Wyndella Road, Lochinvar

The amended proposal also includes:

- Enhanced landscape buffers, with tree planting increased by 213% compared to the original proposal (828 trees proposed onsite)
- Early delivery of communal facilities, including landscaping and key community amenities, during Stage 1 and 2 of the development
- Removal of the licensed bar that was originally proposed, following community concerns
- Construction access is limited to Wyndella Road only, with no construction traffic permitted through Pennparc Drive

- Upgraded road infrastructure, including Wyndella Road improvements (3.5m travel lanes, wide shoulders, and footpath)

Operational management of the site will be governed by an updated Plan of Management, including provisions for resident wellbeing, visitor management, community liaison during construction, and noise management measures.

The site is located 340 metres from the New England Highway, with access via Wyndella Road. The design incorporates landscape buffers to minimise visual impact and integrate with the surrounding environment. The proposal supports regional planning objectives by contributing to housing diversity and affordability, particularly for the ageing population. It also aligns with long-term strategies to facilitate downsizing and ‘ageing in place’ within the Maitland region.

The site rental model allows for reduced upfront costs, and eligible residents can access Commonwealth Rental Assistance.

The pricing structure of the development is expected to be approximately 30 per cent below the median house price, aligning with broader affordability trends for land lease community housing (Think Economics, 2024, p. 11).

The planned development responds to the demand for downsizing options in the area, particularly given the projected increase in the over 50 years population.

1.2.2 Project staging and delivery

The development will be delivered in stages, with homes constructed and installed progressively based on sales. With 182 lots proposed and an estimated sales rate of 20 to 30 homes per year, the development, including the central community facility and associated civil works, is expected to take approximately 8 to 11 years to reach full completion.

The development will be undertaken in stages as follows:

- Stage 1: 30 lots
- Stage 2: 31 lots
- Stage 3: 62 lots
- Stage 4: 35 lots
- Stage 5: 24 lots.

Before the installation of the first home, the project will undergo:

- A six-month detailed design phase
- A six-month civil construction period for site preparation.

The staged delivery will allow for the incremental rollout of housing and associated infrastructure over the project’s duration, enabling flexibility to respond to demand while managing construction and operational impacts.

Prioritising Early Delivery of Community Facilities

The development has been deliberately staged to prioritise delivery of key community infrastructure early in the project lifecycle. Stages 1 and 2 together account for only around one-third of the total lots (61 of 182), yet will deliver the majority of the estate’s communal amenities. This approach ensures that the first residents benefit from immediate access to high-quality shared facilities that support recreation, social interaction, and a strong sense of place from the outset.

Stage 1 and 2 works include:

- Establishment of landscape buffers around the site perimeter to provide early screening and soften visual impacts
- Construction of the lawn bowls green, pickleball court, and resident workshop
- Upgrades to Wyndella Road and a footpath connection to the New England Highway bus stops
- Clubhouse and pool.

The staging plan follows a clockwise construction sequence beginning in the northwest corner of the site (Stage 1) and concluding in the southwest (Stage 5). This sequencing supports efficient internal infrastructure delivery while ensuring that key community facilities are prioritised early in the project.

A separate temporary construction exit is planned on Wyndella Road to minimise disruption to neighbours and residents during construction.

The development timeline aligns with broader urban growth forecasts for the Lochinvar area and will occur alongside expected improvements to local infrastructure and services.

1.3 Proposal background

An initial Social Impact Assessment (SIA) was submitted with the application, prepared by Aigis Group.

As Maitland City Council did not determine the application within the statutory timeframe, it was deemed refused under the *Environmental Planning and Assessment Act 1979*. The Applicant subsequently lodged an appeal in the Land and Environment Court of New South Wales on 28 May 2024 (Case No. 2024/00187067).

Maitland City Council filed its Statement of Facts and Contentions on 26 June 2024, raising the following Social and Economic concerns with the original proposal.

The DA should be refused because the social and economic impacts of the proposal will be unacceptable and are inadequately addressed by the application.

The unacceptable social impacts of the proposal arise from:

- (i) loss of sense of community and identity and negative impacts on the character of the locality,*
- (ii) unsuitable location with respect to access to services and facilities, including public transport, medical, education, retail, community, recreation and open space,*
- (iii) lack of adequate on-site facilities for the resident population,*
- (iv) unreasonable impact on existing services including public transport and social services due to significant increase in population,*
- (v) inadequate physical access to and around the site including footpaths and roads,*
- (vi) unacceptable impacts on the existing community, including visual, scenic, acoustic and traffic,*
- (vii) unsuitable location for a licenced premises, with potential negative social impacts, and*

(viii) cumulative impact resulting from the proximity of proposed MHE (DA/2023/1133).

Following additional consultation with the community and Council, a series of design and operational changes were made to the proposal to avoid or minimise potential negative social impacts. In the interest of providing a thorough and cohesive Social Impact Assessment, the applicant has engaged Vaere Social to complete a new assessment of the amended application.

Key amendments to the proposal include:

- Reduction in dwelling numbers from 209 to 182 homes
- Enhanced landscape buffers, including an increase from 388 to 828 trees
- Provision of a new footpath linking the site to existing public transport
- Early delivery of communal facilities, including a community centre and communal open space
- Removal of the proposed licensed bar from the Country Club
- Upgrades to Wyndella Road and removal of construction access through Pennparc Drive
- Strengthened construction management measures, including reduced construction hours
- Revised fencing and built form design to better integrate with the rural residential character.

These amendments seek to address community concerns about visual, environmental, traffic, and social impacts while improving the proposal's overall social and planning outcomes.

1.4 Purpose of the updated Social Impact Assessment

This updated Social Impact Assessment (SIA) replaces the previous assessment submitted with the original development application and reflects the amended proposal now under appeal. It has been prepared to assess the potential social impacts of the proposed development.

This assessment provides an independent and structured analysis of the proposed development's social implications, ensuring alignment with best practice SIA methodology and statutory requirements.

1.5 Methodology

The methodology used to prepare this Social Impact Assessment (SIA) is outlined in the table on the following page. It was informed by the guidance contained within the *SIA Guideline and Technical Supplement* (DPHI 2023), which represents best practice for social impact assessment in NSW.

Stage of SIA	Methodology
Social baseline	<p>Established a profile of the local and regional community to assess potential social impacts. This included:</p> <ul style="list-style-type: none"> – Site visit and analysis of surrounding land uses – Review of federal, state, and local planning policies and social strategies – Analysis of demographic and social trends using ABS data and Maitland Council reports – Evaluation of existing infrastructure: health, education, and community services – Identification of key trends – housing affordability, downsizing demand, and ageing population – Identification of potentially impacted groups: existing and future residents, local businesses, and service providers.
Engagement and feedback analysis	<p>Drew on prior consultation to reduce engagement fatigue and ensure community views informed the assessment:</p> <ul style="list-style-type: none"> – Reviewed past submissions, meeting records, and community feedback reports – Thematic analysis of key issues raised – including social risks, expectations, and perceived benefits – Considered publicly available broader community commentary to reflect diverse perspectives – This approach ensured input remained central without duplicating consultation efforts.
Impact scoping	<p>Followed the NSW DPHI SIA Guideline (2023) to identify and classify social impacts:</p> <ul style="list-style-type: none"> – Reviewed project documentation and relevant technical studies – Applied standard SIA categories (way of life, community, accessibility, health and wellbeing, culture, livelihoods and decision-making) – Assessed stakeholder groups – direct and indirect – Classified impacts by nature (positive/negative), extent (local/broad), duration (short/long-term), and population sensitivity, informed by demographic data, site context and stakeholder submissions – Applied DPHI risk assessment matrix to determine significance (magnitude × likelihood).
Assessment and reporting	<p>The assessment was finalised through:</p> <ul style="list-style-type: none"> – Detailed evaluation of social impacts using the risk-based framework – Development of mitigation strategies to minimise negative impacts and enhancement strategies to maximise positive social outcomes. – Advice on adaptive management approaches, allowing for flexibility in responding to evolving social conditions. – Preparation of the final report, integrating qualitative and quantitative data.

1.6 Assumptions

Assumptions applied to complete this SIA include:

- The key findings of the background studies and technical reports are accurate.
- Socio-economic data for each study area accurately reflects the community demographic profile.
- The community consultation and engagement outcomes to date accurately reflect community views.
- This report includes all potential social impacts on the local community and special interest groups that can reasonably be identified.

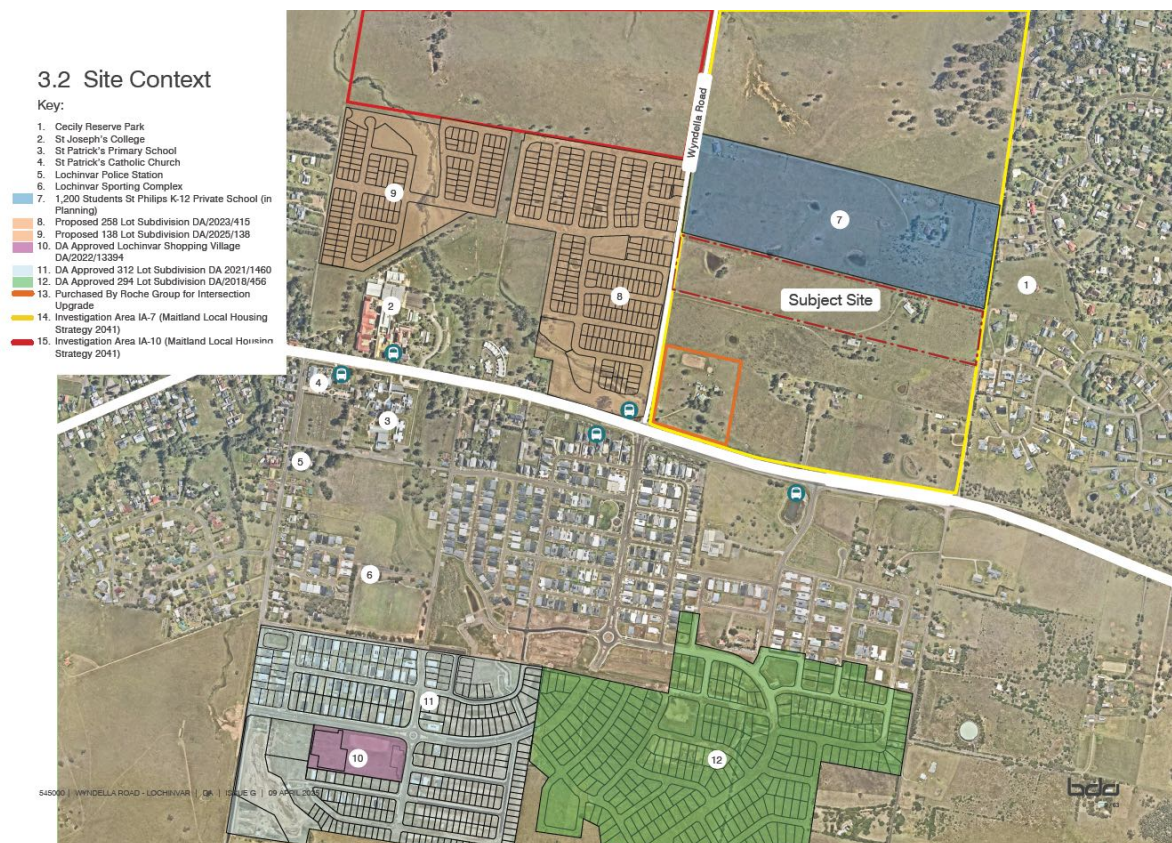
2 Site and policy context

This chapter provides the strategic and physical context for the proposed development. It reviews the site location and characteristics, surrounding land use changes, and the planning and policy framework that informs the assessment of likely social impacts.

2.1 Site and surrounding context

2.1.1 Location and access

The proposed development site is located at 34 Wyndella Road, Lochinvar, within Lot 225, DP246447. It is situated approximately 340 metres north of the New England Highway, providing direct access to major transport routes linking Lochinvar, Rutherford, and Maitland. The site is accessible via Wyndella Road, which intersects with the New England Highway. A signalised intersection at the New England Highway allows for controlled access into and out of the area, supporting connectivity for future development.



Source: BDA, 2025

Figure 3: Proposed development site within its local context

The site is bounded by Wyndella Road to the west, rural residential properties to the south and east, and educational facilities to the north. The site is currently used for low-density rural residential purposes and is located within an area identified for investigation for future residential development. The surrounding land uses are transitioning, with nearby landholdings proposed for educational expansion and future residential development.

2.1.2 Existing environment

A site visit was conducted on 6 March 2025 to assess the broader locality, site characteristics, transport considerations, access to social infrastructure, and the proposed development's visual impact within the surrounding area.

The site is predominantly undeveloped rural land with open grassland, scattered trees, and low-lying vegetation. A single existing dwelling and driveway are present within the property. The land exhibits a gently undulating topography, with views extending across the surrounding rural landscape.

Figures 4 to 6 show aspects of the site from the entrance and north—and south-facing views of the access points along Wyndella Road.



Figure 4: View from the entry of the site looking east along the driveway



Figure 5: The existing character of the site



Figure 6: Looking south along Wyndella Road from the entrance to the site toward the New England Highway

Wyndella Road currently lacks a constructed footpath and presents limited pedestrian infrastructure, particularly near the development site. However, several adjoining developments, including DA/2023/415 and the broader Anambah URA, are expected to deliver road and footpath upgrades

through development applications and Voluntary Planning Agreements. These upgrades will progressively improve access conditions in line with the site's strategic designation for growth.

The site and its adjoining properties to the north, south, and west have been identified for future development in local and state government strategic planning documents. Sites to the north and west have active development plans. The following images and descriptions capture the existing environment in each direction.

North: To the north, St Philip's Christian College has acquired the adjacent sites at 52 and 74 Wyndella Road, creating a 20-hectare parcel proposed for a new K–12 private school and early learning centre for up to 1,500 students. This proposal reinforces the pace of development in the area and the transformation of the rural landscape. Council has indicated general support for the proposal at the pre-lodgement stage. While the final design is not yet confirmed, preliminary plans include basketball courts, parkland areas, and sporting fields.



Figure 7: Looking north up Wyndella Road from the main intersection with the New England Highway

East: To the east lies Windella, an established rural residential suburb with a mix of larger-lot dwellings and semi-rural properties. Windella has its own entry off the New England Highway, and three to four properties overlook the proposed development.



Figure 8: Looking east to the suburb of Windella from the edge of the proposed development site

South: To the south, the New England Highway provides a key transport link, connecting the site to the nearby towns of Rutherford and Maitland. The land immediately to the south, shown in Figure 9 below, is currently undeveloped; however, the owners have flagged their intention to sell the property and are currently in conversations with developers.



Figure 9: Land to the immediate south of the proposed development site

West: The site adjoins rural residential properties, but the area is transitioning towards urban development. CPG Estates has resubmitted plans for a 258-lot residential subdivision at 2 Cantwell Road (DA/2023/415), and marketing for the project has commenced (see Figure 10 below).



Figure 10: Sign on the land to the south-west of the proposed development site

Approximately 1.5 kilometres south-east of the site lies the Rutherford Aerodrome, operated by the Royal Newcastle Aero Club (RNAC). The facility includes two sealed runways and supports general aviation activity, including training flights. While the site is outside mapped noise contours (20 ANEF), aircraft movements may be intermittently audible or visible from the site, depending on wind direction and operational schedules. The aerodrome is subject to a Community Operational Understanding (COU) that imposes restrictions on flight hours and promotes flight paths designed to minimise disturbance to surrounding areas.

2.1.3 Broader locality

The proposal site is located within the Maitland City Council Local Government Area (LGA), an area experiencing rapid growth and urban expansion. Lochinvar is positioned to the west of Maitland, a key strategic centre for the region, and is near the industrial hub of Rutherford. Lochinvar is well-connected to nearby centres, including Rutherford and Maitland, and is approximately 50 minutes from Newcastle, a major regional hub. The site is located in the Anambah to Branxton Regionally Significant Growth Area in the *Hunter Regional Plan 2041*. The region is undergoing significant development, transitioning from rural to more urbanised land uses.

Housing in Lochinvar comprises a mix of established rural properties, newer low-density suburban developments, and planned residential estates designed to accommodate the region's growing population. Recent land releases have expanded the supply of detached housing, with emerging medium-density options reflecting demographic shifts and ongoing infrastructure investment. Affordability remains a primary driver of in-migration, particularly among families and first-home buyers seeking alternatives to the higher property prices in Maitland and Newcastle. However, the

rapid pace of development presents challenges in aligning housing supply with the timely provision of essential infrastructure and services.

Lochinvar maintains strong community networks, with local schools, sporting clubs, and social groups playing a central role. As new residents settle, there is a growing demand for community spaces, youth services, and cultural facilities. While long-standing connections remain strong, the area is transitioning towards a more suburban identity.

Lochinvar is increasingly influenced by its proximity to employment centres in Maitland and Newcastle. While agriculture and equine industries have traditionally played a role in the local economy¹, many residents now commute for work, reflecting broader regional employment trends. Retail, construction, and health services are significant employment sectors within the Maitland LGA, with ongoing development contributing to job creation. However, as Lochinvar transitions into a commuter-oriented suburb, investment in local economic activity and services will be necessary for maintaining a balanced and sustainable community.

Public services and infrastructure in Lochinvar are expanding but remain under pressure due to rapid population growth.

Lochinvar is transitioning from a rural village to a more suburban setting, with growing interest in arts, culture, and recreation. While Maitland offers broader entertainment options, there is potential to strengthen Lochinvar's identity through local events and creative initiatives.

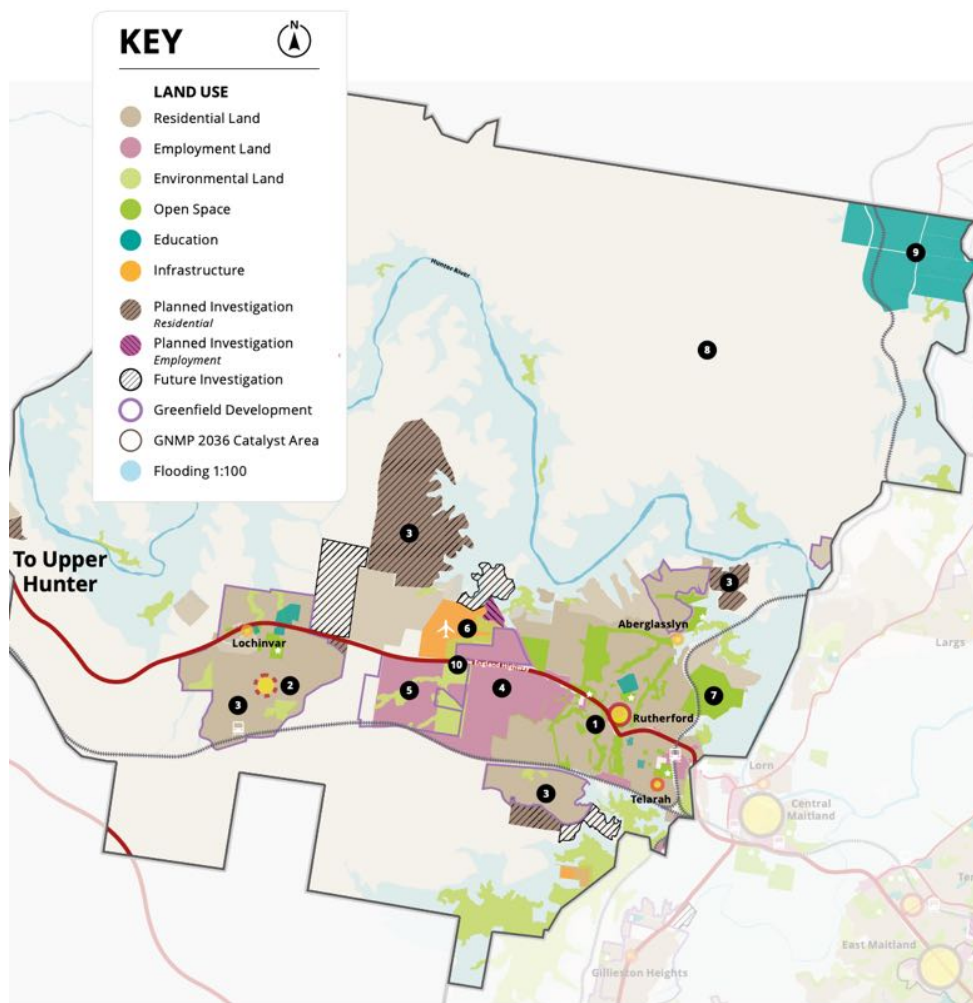
This transformation brings both promise and pressure. While affordability and lifestyle appeal attract new residents, sustaining community cohesion and delivering essential infrastructure will be critical to Lochinvar's long-term success.

2.1.4 Planned future supply and developments

Maitland LGA is undergoing rapid housing growth to meet population demand, with significant residential developments underway—particularly across its western suburbs. The *Maitland Local Housing Strategy 2041* identifies priority growth areas and highlights the need for more diverse housing types to meet evolving demographic needs, including detached homes, townhouses, and higher-density dwellings in appropriate locations. The *Maitland Local Strategic Planning Statement 2040+* further illustrates the scale of development around the proposed site (see Figure 11 on the following page).

1

https://www.maitland.nsw.gov.au/sites/default/files/documents/hunter_regional_economic_development_strategy.pdf



Source: Maitland Local Strategic Planning Statement 2040+

Figure 11: Proposed future expansion of development in the area surrounding the site

Several large-scale residential developments are currently in progress across the Local Area, contributing to both greenfield expansion and infill development. Notable growth areas include:

- Anambah – A major residential expansion with up to 3,000 new homes, aiming to provide a mix of housing types to support population growth.
- Farley – Transitioning from a rural village to a suburban community, with multiple estates featuring around 400m² land parcels, catering to family housing.
- Chisholm – One of Maitland’s fastest-growing suburbs, set to deliver 5,000 new homes for approximately 15,000 residents.
- Lochinvar – A priority growth area with multiple planned developments, including land lease communities (LLCs) and traditional housing estates, to offer affordable and age-appropriate housing.

Other relevant developments in the area include:

- St. Philip's Christian College has bought the adjacent two sites to the north, 52 Wyndella Road and 74 Wyndella Road, and is planning a K-12 school for 1,500 students.
- Council has indicated that the sites to the south of the subject site will be identified as Medium-Density Residential or Employment Precincts in the Anambah to Branxton Regionally Significant Growth Area concept plan.

- Roche Group, the lead proponent of the Anambah urban release area, has indicated that it intends to upgrade Wyndella Road to its ultimate standard. It is in the final stages of negotiating a VPA for the works. Roche Group has also purchased the site on the corner of the New England Highway and Wyndella Road to the south of the site at 2 Wyndella Road, Lochinvar, to undertake the necessary intersection upgrades. They have sought the developer's agreement to undertake the works.
- CPG Estates has resubmitted their plans for their 258-lot residential subdivision at 2 Cantwell Road (DA/2023/415) to the west of the site and commenced marketing for the project.
- GWH Build has indicated that approval for Lochinvar Shopping Village is imminent and that Woolworths has been signed up as a tenant. They have also indicated that a medical centre and a pharmacist will be included in this development, and discussions to this effect are underway. Construction is anticipated to commence in mid-2025.

2.2 Legislative and policy context

An analysis of applicable state and local policies was conducted to evaluate the proposed development's strategic framework and identify potential benefits or challenges. This assessment covered:

State

- NSW Housing Strategy: Housing 2041
- State Environmental Planning Policy (Housing) 2021
- NSW Ageing Strategy 2021-2031

Regional

- Hunter Regional Plan 2041
- Greater Newcastle Metropolitan Plan 2036

Local

- Maitland City Council Local Housing Strategy 2041
- Maitland City Council Local Strategic Planning Statement 2040+
- Maitland + 10 (2022)
- Maitland City Council State of our City 2022-2024
- Maitland City Council Rural Land Strategy 2041
- Maitland City Council Affordable and Adaptable Housing – Action Plan (2013)

In summary, the future need for affordable and diverse housing options, particularly for the growing and ageing population in the LGA and region, is a consistent theme across the strategic planning documents examined. The proposed development successfully aligns with the planning documents and provides a valuable option in the housing mix to cater for the expected future population in Maitland.

A thematic analysis of the relevant documentation is provided in Section 2.2.1 below.

2.2.1 Key social impact themes from policy review

Social impact theme	Relevant policies and provisions	Relevance to the project
Affordable housing	<ul style="list-style-type: none"> – Across the board, the strategic planning documents acknowledge issues with housing affordability, and the need to increase the supply of affordable housing. – The <i>NSW Housing Strategy: Housing 2041</i> outlines the 20-year vision for housing in NSW. It articulates that housing affordability remains a significant issue for many NSW residents, affecting their ability to secure appropriate housing without financial strain. The strategy emphasises the need for housing solutions that are affordable for all income levels. – <i>State Environmental Planning Policy (Housing) 2021</i> establishes provisions for affordable and adaptable housing types, including medium and high-density development. – The <i>Hunter Regional Plan 2041</i> emphasises the need for a greater choice of affordable housing options to address current challenges. It recognises that smart and strategic housing construction is fundamental. – The <i>Greater Newcastle Metropolitan Plan 2036</i> emphasises the need to increase the supply of affordable housing through strategic land use planning and partnerships with various stakeholders, including the private sector and community housing providers. – Affordable housing was a key outcome featured in the <i>Maitland + 10</i> Community Strategic Plan. – The <i>Affordable and Adaptable Housing – Action Plan (2013)</i> makes it clear that affordable housing has been a challenge in the area for over a decade. 	<ul style="list-style-type: none"> – The project will deliver relatively affordable housing in comparison to market averages, increasing the availability of housing at an affordable price point within the region.
Ageing in place	<ul style="list-style-type: none"> – The <i>NSW Ageing Strategy 2021-2031</i> is a 10 year whole of government strategy that outlines the goals of helping older people live in age-friendly communities, stay active and connected and live independently in their own homes. It provides a policy umbrella under which councils like Maitland are expected to act. The strategy encourages housing innovation, flexible service delivery, and community engagement models to support ageing in place, particularly in regional and peri-urban areas. 	<ul style="list-style-type: none"> – The proposed MHE development aligns with the NSW Ageing Strategy and emerging Maitland ageing-friendly policy framework. – Local planning documents likewise support the need to increase housing diversity and

	<ul style="list-style-type: none"> – The <i>Hunter Regional Plan 2041</i> references ageing in place by saying “The ageing of the population in the Hunter will increase demand for housing that supports ageing in place. This includes housing that is accessible, affordable and located near services and public transport”. – The <i>Maitland Local Housing Strategy 2041</i> references the need to support older residents through increased housing diversity, downsizing pathways, universal and adaptable design and ageing in place in established communities. – The <i>Maitland Local Strategic Planning Statement 2040+</i> directly references ageing in place and endorses the need to “Enable people to remain in their community as they age by promoting a diverse range of housing options that suit changing life stages.” 	<p>downsizing pathways, and they explicitly endorse ageing in place.</p>
Housing diversity	<ul style="list-style-type: none"> – The <i>State Environmental Planning Policy (Housing) 2021</i> aligns with state affordability strategies by supporting diverse housing forms, including MHEs, as a means of increasing supply outside traditional homeownership models. – The <i>Maitland Local Housing Strategy 2041</i> indicates the LGA has limited housing diversity currently and the strategy aims to provide greater housing choice by encouraging a range of different housing types, sizes and tenures in appropriate locations. – The <i>NSW Housing Strategy: Housing 2041</i> acknowledges the need for a variety of housing types to cater to the evolving needs of the population, including different household sizes, life stages and preferences. It encourages innovative housing models and flexible design to accommodate changing demographics and lifestyles, ensuring that housing supply aligns with demand. – The <i>Hunter Regional Plan 2041</i> asserts that it is important to cater to the diverse needs of the population, and advocates for a range of housing types, including medium-density developments and mixed-use areas, ensuring that housing supply aligns with the varying preferences and life stages of residents. Diversity of housing provides for choice, independence and affordability. – To cater to the diverse needs of the population, the <i>Greater Newcastle Metropolitan Plan 2036</i> advocates for a range of housing types, including medium-density developments and mixed-use areas, ensuring that housing supply aligns with the varying preferences and life stages of residents. It states 	<ul style="list-style-type: none"> – The proposed development will contribute to housing diversity by the provision of small-lot housing options for older households, catering to downsizers and retirees. – The proposal aligns with Council’s vision to expand affordable housing options and accommodate seniors housing needs. – The proposal addresses a key factor in addressing affordability challenges by providing diversity of houses, and in particular smaller and more affordable houses.

	<p>there is a need to increase housing diversity in urban areas and sets a target of 25% small lot (less than 400m²) and multi-dwelling housing by 2036.</p> <ul style="list-style-type: none"> – The <i>Affordable and Adaptable Housing – Action Plan (2013)</i> highlights that healthy communities are characterised by diversity of people and places, and states the need for a broader range of housing types than is currently available. The lack of housing diversity has led to and is strongly linked to declining affordability, with the majority of houses being single detached homes with three bedrooms. There are not enough smaller homes at the lower price end of the market. 	
Housing for older people	<ul style="list-style-type: none"> – The <i>NSW Housing Strategy: Housing 2041</i> outlines that there is a growing demand for housing that supports ageing in place and provides accessibility features. The strategy highlights the importance of creating housing that enables older people to live independently while having access to necessary services and community support. – <i>State Environmental Planning Policy (Housing) 2021</i> includes provisions for seniors housing, facilitating the development of accessible and adaptable dwellings suitable for older residents. – The <i>Hunter Regional Plan 2041</i> acknowledges that the Hunter will experience substantial growth in its older population; and that older people prioritise factors such as maintenance, the ability to move around, personal and property security, home size and ongoing costs. The Plan highlights the importance of creating neighbourhoods that support ageing in place, allowing older individuals to remain in familiar communities. – The <i>Greater Newcastle Metropolitan Plan 2036</i> projects a significant increase in residents aged 65 years and over (an additional 60,000 between 2016 and 2036 in the area), and highlights the importance of designing communities that support aging in place, incorporating accessible housing designs, and providing proximity to essential services and social opportunities for older residents. – The <i>Maitland Local Housing Strategy 2041</i> acknowledges the need for housing options that cater for an aging population, ensuring accessibility and proximity to essential services. 	<ul style="list-style-type: none"> – The proposal will increase dwelling supply for older people, in line with the expected increasing demands in the area and to support ageing in place. – It provides a downsizing option, allowing older residents to transition to smaller, more manageable housing. – The development encourages active and social lifestyles through the provision of community facilities and activities.

	<ul style="list-style-type: none"> – The Maitland City Council <i>State of our City 2022-2024</i> report highlights a shifting demographic in the LGA and asserts that by 2041, an additional 14,800 people aged 65 years and over are projected to reside in the area, necessitating enhanced healthcare services, age-friendly infrastructure and accessible housing options for older adults. It also presents opportunities for economic growth in sectors such as healthcare, aged care, and related services. – The <i>Affordable and Adaptable Housing – Action Plan (2013)</i> underscores the importance of housing that supports ageing in place, including prioritising the options for downsizing. 	
Manufactured housing estates	<ul style="list-style-type: none"> – Strategy 5.4 in the <i>Hunter Regional Plan 2041</i> is “Local strategic planning will consider opportunities to support community driven innovative housing solutions, such as prefabricated and manufactured housing, 3-D printed housing, and tiny houses.” – <i>Greater Newcastle Metropolitan Plan 2036</i> sets a 25% target for small-lot and multi-dwelling housing by 2036. The proposed MHE contributes to this target through a mix of small home sites with shared amenities. – <i>State Environmental Planning Policy (Housing) 2021</i> consolidates previous policies to streamline planning and approval processes for various housing types, including MHEs, ensuring they meet contemporary standards and community needs. – The Housing SEPP 2021 permits MHEs where caravan parks are allowed (currently allowed in RU2 zone) but excludes MHEs on land designated for environmental or scenic protection or rural land that is not adjacent to urban zones. – Maitland City Council <i>Rural Land Strategy 2041</i> seeks to prohibit MHEs in RU2 zones by excluding caravan parks from the zones permissible uses to protect valuable agricultural land and allow for appropriate development which will not be in conflict with surrounding land uses. 	<ul style="list-style-type: none"> – There are very few zones where Manufactured Home Estates (MHEs) can be developed. This site is strategically positioned near the Lochinvar Urban Release Area, making it suitable for MHE development. – The proposed development contributes to the broader regional plan of 25% small-lot and multi dwelling housing through a mix of small home sites with shared amenities. – The MHE will provide secure housing for over-50s, fostering an active and social lifestyle through shared community amenities. – It provides an additional housing type not currently available in the area.
Urban growth and regional development	<ul style="list-style-type: none"> – <i>Hunter Regional Plan 2041</i> - Western Maitland, within the New England Growth Corridor, is recognised as one of the largest growth areas in the Hunter, as a fast-growing residential and employment area from Rutherford to Lochinvar. 	<ul style="list-style-type: none"> – The site is within Lochinvar Fringe Investigation Area (IA-7),

	<p>The area is expected to house more than 30,000 people over the next 20 years and critical industrial and specialised retail precincts. Challenges include providing infrastructure and services, ensuring connectivity along the New England Highway into Maitland, maintaining important vistas, and enhancing biodiversity corridors.</p> <ul style="list-style-type: none"> – The <i>Greater Newcastle Metropolitan Plan 2036</i> identifies specific growth areas to accommodate the projected population increase, ensuring that urban expansion is managed sustainably and aligns with infrastructure capabilities. – The <i>Maitland Local Housing Strategy 2041</i> estimates that that Maitland’s population is to grow by an additional 54,800 residents by 2041, necessitating strategic planning to meet housing demands. The growth is anticipated to be driven by natural increase (26%) and migration into the city (74%). The majority of growth is expected to occur within urban release areas, which includes Lochinvar as part of the Lochinvar Fringe Investigation Area (IA-7). – Lochinvar, within the Western Precinct is noted in the <i>Maitland Local Strategic Planning Statement</i> as a key area for urban growth and development within the LGA. This Precinct is currently home to around 23,000 residents and is expected to grow to over 40,700 residents, with an additional 17,700 residents between now and 2040. The Strategic Planning Statement includes a number of relevant key projects and initiatives within the precinct to support urban development including improving Rutherford Town Centre, establishing Lochinvar Town Center and to release priority housing release areas in Lochinvar. – <i>Maitland + 10</i> highlights urban release areas including Lochinvar as significant to the supply of greenfield housing to the Newcastle area. 	<p>identified for future residential development.</p> <ul style="list-style-type: none"> – Lochinvar is noted as a contributor of urban greenfield growth. – The immediate area around the proposed development site is expected to house 17,700 to 30,000 (depending on the border used) additional people over the next 20 years. This project contributes 182 dwellings to Maitland’s 25,200-dwelling target.
Infrastructure and community services	<ul style="list-style-type: none"> – The <i>Hunter Regional Plan 2041</i> recognises the critical role of infrastructure in supporting growth. – <i>Greater Newcastle Metropolitan Plan 2036</i> recognises the critical role of infrastructure in supporting growth, the plan calls for coordinated development of transportation, utilities, and community facilities to create well-connected and livable communities. 	<ul style="list-style-type: none"> – The proposed development is supported by the continuing establishment of essential transportation networks, utilities, and community facilities within the Lochinvar Urban Release Area. – The proposed development contributes community

	<ul style="list-style-type: none"> – To support the ageing population, <i>Greater Newcastle Metropolitan Plan 2036</i> outlines the need for improvement to aged care facilities and community health services. – Maitland City Council's <i>Local Housing Strategy</i> emphasises the need for planning and coordinating the timely delivery of infrastructure required to enable greenfield release areas and make more efficient use of existing infrastructure in established urban areas for infill housing – Development plans for the Lochinvar Urban Release Area include establishment of essential infrastructure and services, such as transportation networks, utilities, and community facilities, to support the anticipated residential growth. – The <i>Affordable and Adaptable Housing – Action Plan (2013)</i> emphasises the need to align housing development with the timely delivery of essential infrastructure and services. 	<p>infrastructure on site for residents.</p> <ul style="list-style-type: none"> – The site can be serviced by existing sewer and water infrastructure, as confirmed by Hunter Water in their Preliminary Servicing Advice.
Transport and connectivity	<ul style="list-style-type: none"> – The <i>NSW Housing Strategy: Housing 2041</i> and <i>Hunter Regional Plan 2041</i> recognise the critical role of infrastructure in supporting housing and communities. Both strategies underscore the need for coordinated development. This includes aligning housing projects with transportation networks, utilities, and essential services to create well-connected and liveable communities. – <i>Greater Newcastle Metropolitan Plan 2036</i> focusses on upgrades of transport networks and encouragement of active travel. It also acknowledges the potential of emerging vehicle technologies including automated vehicles to transform mobility within the region. 	<ul style="list-style-type: none"> – The proposed development is supported by the continuing establishment of essential transportation networks, utilities, and community facilities within the Lochinvar Urban Release Area. – The proposal benefits from the existing upgrade of the Wyndella Road and New England Highway intersection which has capacity to cater for the project, see the TIA. – The proposal will provide additional upgrades to Wyndella Road including a footpath down to the New England Highway bus stops.
Sustainability	<ul style="list-style-type: none"> – The <i>NSW Housing Strategy: Housing 2041</i> highlights the necessity of incorporating sustainability principles into housing developments. This involves 	<ul style="list-style-type: none"> – The masterplan includes over 800 canopy-forming trees and 50–60 metre vegetated buffers

	<p>promoting energy efficiency, reducing environmental footprints, and ensuring that new housing projects contribute positively to the state's ecological goals.</p> <ul style="list-style-type: none"> – <i>Hunter Regional Plan 2041</i> emphasises the integration of sustainability principles in urban release areas, including the promotion of green infrastructure, conservation of biodiversity, and resilience to climate change impacts. – <i>Greater Newcastle Metropolitan Plan 2036</i> likewise supports integration of sustainability principles in urban development 	<p>that contribute to urban cooling, biodiversity, and visual amenity.</p> <ul style="list-style-type: none"> – It is also intended that future homes within the estate will include rooftop solar systems, passive design features, and thermally efficient materials to reduce environmental impact and support long-term affordability. – These initiatives are consistent with the sustainability directions relevant strategic planning documents, which promote low-emission, climate-resilient development in urban release areas.
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3 Community profile and social context

This section of the baseline study examines the existing social characteristics of the community within the defined study area(s) to inform an understanding of the potential positive and adverse impacts of the proposed project. It provides a foundation for identifying communities of interest, local strengths, and areas of vulnerability.

The analysis includes:

- Demographic profile – Key characteristics such as age distribution, income, employment status, cultural and linguistic diversity, household composition, and levels of social advantage and disadvantage
- Social infrastructure – Both tangible and intangible assets are considered. Tangible assets include social infrastructure such as health services, recreation facilities and community facilities. Intangible assets encompass social capital, community values, cohesion, connection to place, and emerging social trends or issues.
- Community and stakeholder perspectives – Chapter 5 summarises engagement outcomes relevant to this assessment, highlighting local views, concerns, and aspirations.

3.1 Social areas of influence

For the social baseline assessment, a demographic profile has been prepared for the Immediate Area (primary study area), Local Area (secondary study area), and broader regional context (SA4), drawing on the most recent available data from the Australian Bureau of Statistics (2021 Census of Population and Housing) and relevant datasets from the NSW Department of Planning, and Housing and Infrastructure (DPHI, 2024).

For this baseline study, the following areas have been identified as relevant geographies to analyse.

- Immediate area – Rutherford (North) – Aberglasslyn SA2
- Local area – Maitland LGA SA3
- Regional area – Hunter Valley excluding Newcastle SA4.

The subject site is marked with a red dot on each map.



Figure 12: Social locality - Immediate area

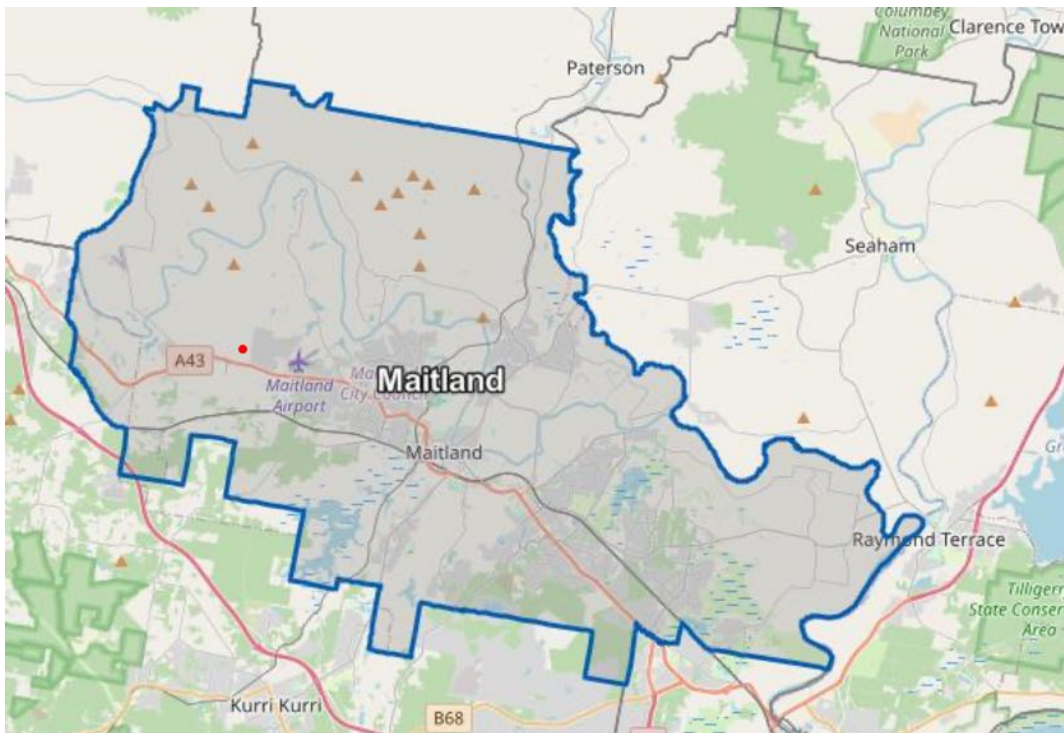


Figure 13: Social locality - Local area



Figure 14: Social locality - Regional area

3.2 Demographic profile

This section outlines key demographic characteristics of the area surrounding the proposed development site, drawing on the most recent Census and population projection data. It provides context for understanding the local community's age profile, household composition, income levels, and housing trends—factors relevant to assessing potential social impacts and identifying suitable mitigation strategies.

Table 1: Population characteristics for the area surrounding the proposed development site

	Rutherford (North) – Aberglasslyn SA2	Maitland LGA	SA4	NSW
Total population	17,730	90,226	291,946	8,072,163
Male	48.6%	48.7%	49.7%	49.4%
Female	51.4%	51.3%	50.3%	50.6%
Median age	35 years	36 years	40 years	39 years
0–14 years	23.0%	21.4%	19.5%	18.2%
15–29 years	19.1%	19.2%	17.6%	18.7%
30–44 years	20.7%	20.7%	18.4%	21.0%
45–59 years	16.8%	17.7%	18.8%	18.7%
60–74 years	13.3%	14.5%	17.6%	15.6%
75+ years	6.9%	6.5%	8.1%	7.9%
Country of birth/Aboriginal & Torres Strait Islander status				
Aboriginal/Torres Strait Islander	7.8%	7.5%	8.0%	3.4%
Born in Australia	86.5%	86.9%	85.6%	65.4%
Language				
English only spoken at home	90.2%	90.6%	90.5%	67.6%
Households where non- English language spoken	6.9%	6.9%	5.7%	29.5%

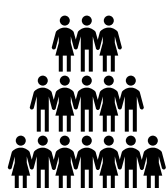
Household composition				
Family households	77.9%	75.3%	73.1%	71.2%
Single or lone person households	19.7%	22.2%	24.5%	25.0%
Group households	2.3%	2.5%	2.4%	3.8%
Dwelling structure				
Separate house	81.6%	87.3%	86.7%	65.6%
Income				
Median weekly household income	\$1,835	\$1,766	\$1,557	\$1,829

Source: ABS Census, 2021

Table 2: Population projections 2021-2041 for the area surrounding the proposed development site

	2021	2026	2031	2036	2041	Average 2021-2041	Cumulative change %
SA2	25,901	29,394	32,927	36,376	39,748	2.16	53.5
LGA	89,746	102,690	116,485	130,423	144,536	2.41	61.0
NSW	8,166,757	8,462,770	8,933,640	9,404,886	9,872,934	0.95	20.9

3.2.1 Population and age




- Immediate Area (SA2): 17,730
- Local area (LGA): 90,226
- Even gender distribution
- Younger population profile
- Higher proportion of Aboriginal and Torres Strait Islander people
- Rapid growth being experienced in the area, with rapid growth expected for residents over 60 years.

- In 2021, the Immediate Area had 17,730 residents, accounting for 19.6% of the Local Area's population (90,226). The Local Area, in turn, represented 30.9% of the broader SA4 region's population (291,946). These figures highlight the Immediate Area's significance within the broader urban structure.
- The median age in the Immediate Area (35 years) and Local Area (36 years) is younger than both the SA4 region (40 years) and NSW overall (39 years). This younger demographic suggests a strong demand for services and infrastructure catering to young families, working-age adults, and growing household formations.


- The Immediate Area has a higher proportion of children aged 0-14 years (23.0%) compared to the Local Area (21.4%) and SA4 (19.5%), reinforcing its role as a family-oriented community.
- Conversely, the proportion of seniors (aged 60 and over) is lower in the Immediate Area (20.2%) and Local Area (21.0%) than in SA4 (25.7%), reflecting a relatively younger population compared to the broader region.
- The Immediate Area has a higher proportion of family households and a larger average household size (2.8 people) than the Local Area and NSW (2.6). This indicates a more significant demand for family-oriented housing, childcare, education, and recreational services.
- Both the Immediate Area and Local Area are projected to experience substantial population growth from 2021 to 2041, outpacing NSW averages, particularly among seniors aged 75 and older.
- The Immediate Area is expected to see rapid growth in residents aged 75 and over, increasing by 257.1% by 2041, far exceeding growth rates in the Local Area (180.4%) and NSW (89.4%). The population aged 60-74 is also projected to grow significantly (+55.2%), signalling increasing demand for aged care services, seniors' housing, and accessible infrastructure.
- The Immediate Area's median age is projected to rise from 34.25 years in 2021 to 39.51 years by 2041, reinforcing an aging demographic trend. This shift will drive demand for a broader mix of housing, healthcare, and community services tailored to older residents.

3.2.2 Culture and cultural diversity


	<ul style="list-style-type: none"> – Higher proportion of Aboriginal and Torres Strait Islander people in the Immediate and Local Area compared to NSW – Majority of residents born in Australia – High levels of cultural homogeneity – High proportions of English-speaking households – Traditional religious, Christian profile
	<ul style="list-style-type: none"> – The Immediate Area (7.8%) and Local Area (7.5%) have significantly higher proportions of Aboriginal and Torres Strait Islander residents compared to the NSW average (3.4%) and are similar to the broader SA4 region (8.0%). This highlights the importance of culturally inclusive services and recognition of Indigenous heritage in community planning. – Residents born in Australia make up the majority of the population, with 86.5% in the Immediate Area and 86.9% in the Local Area. These figures are slightly higher than the SA4 region (85.6%) and significantly above the NSW average (65.4%), indicating a predominantly Australian-born population. – Among residents born overseas, the most common countries of birth are England (1.7%), New Zealand (1.0%), India (0.9%), the Philippines (0.7%), and South Africa (0.5%), reflecting a more minor but established migrant community. – Linguistic diversity is relatively low in the area surrounding the proposed development. A high proportion of households speak only English at home—90.2% in the Immediate Area and 90.6% in the Local Area—aligning closely with SA4 (90.5%) but significantly higher than the NSW average (67.6%).

- The proportion of households speaking a language other than English at home is comparatively low, with both the Immediate and Local Areas at 6.9%, well below the NSW figure of 29.5%. This reinforces the area's relative cultural and linguistic homogeneity.
- Religious affiliation in the Immediate and Local Areas predominantly aligns with Christianity, with 58.6% and 56.4% of residents identifying as Christian, respectively. This is consistent with SA4 (56.9%) and higher than the NSW average (51.1%). Conversely, those reporting no religious affiliation are slightly lower locally (Immediate Area: 35.9%; Local Area: 38.1%) compared to NSW (32.8%), suggesting a stronger religious identity in the area.

3.2.3 Education and qualifications

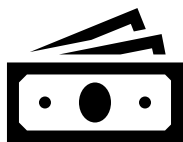
	<ul style="list-style-type: none"> – Relatively lower level of educational attainment – Higher proportion with vocational qualifications or certificates
<ul style="list-style-type: none"> – Educational attainment in the Immediate Area is lower than the NSW average, with fewer residents holding tertiary qualifications and a higher proportion holding vocational education qualifications. This reflects a workforce more aligned with trade and technical industries. – Only 11.9% of residents in the Immediate Area have a bachelor's degree or higher, significantly lower than the NSW average of 27.8%. However, 35.9% of residents hold a vocational diploma or certificate, compared to 24.4% across NSW, indicating a strong emphasis on trade and technical skills. – The Immediate Area also has a higher proportion of residents who left school at Year 10 or earlier and a lower proportion who completed Year 12 or equivalent, compared to the state average. This suggests earlier workforce entry and a preference for vocational pathways over higher education. – This pattern aligns with the local employment landscape, where manufacturing, construction, and healthcare industries rely heavily on vocational and trade-qualified workers. It also reinforces the importance of continued investment in vocational education and training (VET) programs to support workforce demand. 	

3.2.4 Workforce and employment

	<ul style="list-style-type: none"> – The Immediate Area and Local Area have high labour force participation rates compared to the state average in NSW. – Unemployment in the Immediate and Local Area is comparable with NSW (at 3.0-3.5%) – There is a high proportion of people working in coal mining in the Immediate Area.
<ul style="list-style-type: none"> – Workforce participation is relatively high, with 63.5% of people aged 15 years and older in the labour force in the Immediate Area and 64.0% in the Local Area. Both figures are notably higher than the broader Hunter Valley ex-Newcastle region (58.4%), suggesting strong local employment engagement. 	

- Coal mining is the dominant industry in the Immediate Area, employing 8.3% of workers aged 15 years and older. This reflects the area's economic reliance on resource extraction and its role as a key employer.
- The top four occupations across the Immediate and Local Areas are Technicians and Trades Workers, Community and Personal Service Workers, Professionals, and Clerical and Administrative Workers. This indicates a diverse workforce with a mix of skilled trades, service-based roles, and professional employment.
- The Immediate Area has a higher proportion of Machinery Operators, Drivers, and Labourers than the Local Area and NSW, suggesting a more substantial presence of manual and industrial labour linked to mining and associated industries.
- As of 2021, the unemployment rate was lower in both the Immediate Area (4.2%) and Local Area (4.7%) than the NSW state average (4.9%), reflecting relatively strong employment conditions.

3.2.5 Income



- There is evidence of income polarisation
- Immediate and Local Areas have stronger financial capacity than the broader SA4 region
- Higher median incomes suggest greater economic resilience but need to remember the income diversity

- Median household incomes in both the Local Area and the Immediate Area are notably higher, at \$1,766 and \$1,835 per week, respectively, compared to the broader SA4 region (\$1,557). This suggests stronger local economic capacity and a relatively higher standard of living compared to the surrounding regional area. Both local figures are comparable to the NSW average of \$1,829 per week, indicating economic conditions in line with the state overall.
- In the Local Area, 15.2% of households earn less than \$650 per week, compared to 15.1% across NSW. This suggests a similar proportion of lower-income households relative to the state average, highlighting potential financial vulnerability in parts of the community.
- Conversely, 21.8% of households in the Local Area earn more than \$3,000 per week, slightly below the NSW average of 23.0%. This indicates a relatively strong high-income cohort, though somewhat less concentrated than the state overall.
- The income distribution suggests a degree of economic diversity, with both lower-income and high-income households present. While the proportion of lower-income households aligns closely with the state average, the slightly lower share of high-income households may indicate a more balanced income distribution compared to wealthier metropolitan areas. This reinforces the need for housing and service provision strategies that cater to different socio-economic groups.

3.2.6 Socio-economic advantage and disadvantage


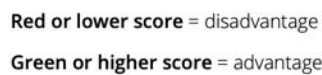
	<ul style="list-style-type: none">– The Local Area (Maitland LGA) has a moderate socio-economic standing, but the Immediate Area faces greater disadvantage compared to many parts of NSW.– Households in the Immediate Area have fewer economic and educational opportunities, reflecting some financial and employment challenges.
<ul style="list-style-type: none">– SEIFA (Socio-Economic Indexes for Areas) quantitatively measures relative advantages and disadvantages based on income, education, employment, family structure, housing, and occupation data collected in the Census. These indices help assess the socio-economic profile of an area and compare it to other locations. SEIFA scores are standardised to a mean of 1,000, with higher or lower scores indicating relative advantage or disadvantage.– The SEIFA framework consists of four distinct indices:<ul style="list-style-type: none">○ Index of Relative Socio-Economic Disadvantage (IRSD): Identifies socio-economic disadvantage by highlighting areas with lower access to resources, employment, and essential services. A lower score indicates higher levels of disadvantage.○ Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD): Measures advantages and disadvantages, offering a broader perspective on an area’s socioeconomic conditions. Higher scores suggest more significant economic and social resources, while lower scores indicate higher levels of disadvantage.○ Index of Education and Occupation (IEO): This index assesses disparities in educational attainment and workforce skill levels, reflecting access to skilled occupations and higher education. A low score suggests fewer professional and tertiary-educated residents.○ Index of Economic Resources (IER): This index focuses on household financial stability, aggregating income levels, housing costs, and financial resources to indicate economic advantages or disadvantages. A higher score suggests greater financial security within the community.	

Figure 15 on the following page shows the relative distribution of socioeconomic advantages and disadvantages within the Local Area.



- The Local Area, more broadly, is placed in the upper mid-range of all NSW LGAs, whereas the SA2 is in the lower mid-range of deciles.
- In 2021, the Immediate Area had an ISRD rating of 987 and an IRSAD rating of 955, suggesting a slight socio-economic disadvantage overall and placing the area in the fourth decile statewide.
- Both the Immediate and Local Areas have relatively higher scores and decile rankings for IER (1026, 7th decile and 1015, 8th decile, respectively). This likely reflects better household incomes for the social locality compared to the average.
- However, the Immediate Area has a relatively high IER score (1026, seventh decile), revealing more substantial economic resources among households, likely reflecting better household incomes.
- Conversely, a low IEO score (910, second decile) highlights educational attainment and occupational skills challenges, suggesting a local need for improved education and training initiatives.
- It is noted that at the suburb level, Windella (to the immediate east of the subject site) is in the highest decile for three of the four indexes, including the key ISRD and IRSAD indexes, representing a pocket of higher socio-economic advantage.

3.2.7 Health and wellbeing



- Higher rates of long-term health conditions, especially mental health, asthma, and arthritis.
- More residents providing unpaid care, indicating reliance on informal support.
- Young population, but rising health and caregiving demands.

- A slightly higher proportion of people in the social locality have one or more long-term health conditions compared to the NSW average, indicating a greater need for ongoing health services and support.
- Mental health conditions (13.2%), asthma (11.0%), and arthritis (10.4%) are the most common long-term health conditions in the Local Area, reflecting both chronic disease prevalence and potential gaps in preventative health measures.
- The prevalence of mental health conditions is notably higher in both the Immediate Area (12.4%) and Local Area (13.2%) compared to the NSW average (8.0%), suggesting increased demand for mental health services, community support programs and integrated care models.
- A higher proportion of people aged 15 years and older provide unpaid assistance to a person with a disability, health condition, or due to old age in the Immediate Area (13.0%), Local Area (13.1%), and broader SA4 area (13.0%) compared to NSW (11.5%). This points to a significant reliance on informal caregiving, which may contribute to caregiver stress and reinforce the need for respite care and support services.
- While the community is relatively young and currently has lower overall assistance requirements, the increasing rates of long-term health conditions and caregiving responsibilities suggest a future rise in demand for accessible health, disability, and aged care services.
- Health infrastructure planning should consider the growing mental health burden, the high prevalence of chronic conditions, and the role of informal carers to ensure sustainable service provision and community well-being.

3.2.8 Housing and household composition



- Standalone houses dominate
- High rates of home ownership
- Larger households – more family households (77.9%) and fewer single-person homes.
- Limited housing diversity – Few one and two bedroom dwellings in the Immediate Area and Local Area, well below NSW average.

- The Immediate Area has 6,365 private dwellings, with 81.6% being separate houses, predominantly three- and four-bedroom homes (30.3% and 57.1%). This is significantly higher than NSW (33.9% for four or more bedrooms), indicating a lack of smaller housing options. Only 1.9% of dwellings are one-bedroom, and 9.7% are two-bedroom—well below NSW levels (6.6% and 22.7%)—highlighting an undersupply of diverse, affordable housing.
- Homeownership is high, with 65.9% of households owning outright or with a mortgage, reflecting a strong preference for owner-occupation. However, 40.2% of households rely on mortgages, meaning any rise in interest rates could create financial stress. The rental rate

(29.7%) is lower than NSW (32.6%), indicating a tight rental market with limited supply, which could drive up rents over time.

- Housing costs reflect a mix of affordability and growing pressure. The median monthly mortgage repayment (\$1,869) is below the NSW median (\$2,167), while the median rent (\$400 per week) is higher than in the Local Area (\$370) but lower than NSW overall (\$420). High homeownership and mortgage reliance suggest that affordability pressures may increase, particularly for younger buyers.
- Household sizes are more significant than average, with 2.8 people per dwelling in the Immediate Area, compared to 2.7 in the Local Area and 2.6 in NSW. This reinforces the strong demand for family-oriented housing but suggests the current housing mix may not align with future needs, particularly as the population ages.
- Dwelling occupancy is high, with 95.4% of private dwellings occupied, around five percentage points higher than the NSW average. This reflects strong demand and low vacancy rates but also underscores the need for continued development, particularly in medium-density, well-located housing, to accommodate future population growth.
- The dominance of large, detached homes may not meet future demand, particularly for downsizers and younger residents seeking affordability. Housing diversity will be essential as demographic shifts occur, particularly an aging population and affordability constraints for younger buyers.
- The rental market is tight, with fewer rental dwellings than in NSW. Just 29.7% of dwellings in the Immediate Area are rented, compared to 32.6% across NSW, indicating limited rental supply. Vacancy rates are low, with 95.4% of dwellings occupied—well above the NSW average of 90.6%—further constraining availability. While median rent in the Immediate Area (\$400 per week) remains below the NSW median (\$420), it is higher than the broader Local Area (\$370), reflecting increasing demand pressures. Without additional rental supply, affordability constraints are likely to worsen over time.

3.3 Local suburb-level context

While the previous section's SA2-level (Immediate Area) analysis provides key insights into the surrounding context, Lochinvar and Windella exhibit distinct demographic, socioeconomic and housing characteristics that differentiate them from the whole SA2 area.

Lochinvar

Lochinvar's population structure and housing patterns reflect both its historical rural-residential character and more recent urban expansion:

- There is an older age profile, with a median age of 40 years compared to 35 for the SA2, due to a higher proportion of residents aged 45–74 years. Together, these groups account for 36.6% of the population of Lochinvar, compared with 30.1% for the SA2.
- Similar to the larger local and regional populations regarding cultural and linguistic homogeneity factors.
- Strong economic profile, with higher household incomes than the SA2 and LGA, partly influenced by greater employment in the coal mining sector (11.8% of workforce vs. 8.3% in the SA2).
- Housing is dominated by separate dwellings (97%), primarily four-bedroom homes, reinforcing limited housing diversity.

- The Lochinvar population has substantially higher incomes than each of the larger populations. A factor in the relatively high incomes for Lochinvar is the comparatively high proportion of employment in the coal mining industry (11.8%, compared with 8.3% for the SA2 and 5.1% for the LGA), considering that labour force participation is similar.
- Higher mortgage repayments than the SA2, likely due to newer housing stock in the Urban Release Area (URA), while rental costs remain comparable to the LGA.
- Higher socio-economic advantage is reflected in more substantial SEIFA scores, though the locality ranks lower for education and occupation (IEO).

Overall, Lochinvar presents a low-density residential profile, with larger homes and higher homeownership rates than the surrounding SA2.

Windella

Windella, located immediately east of the site, shares some characteristics with Lochinvar but has subtle distinctions:

- Slightly older median age, driven by a higher proportion of residents aged 45–59 years.
- Larger average household sizes, with a greater proportion of married couples with children.
- Stronger labour force participation and full-time employment, contributing to higher incomes and SEIFA rankings, placing Windella in the highest decile for socio-economic advantage.
- 100% of the housing stock comprised separate, freestanding dwellings, further reinforcing the low housing diversity in the immediate area.
- Higher mortgage costs compared to the SA2 and LGA are in line with larger lot sizes and housing types.

Lochinvar and Windella have distinctive housing characteristics (dwelling structure, size, and mortgage costs). These are considered consistent with relatively large lot sizes and dwellings in the area, which are part of the rural residential character of Lochinvar and the emerging URA. This is especially the case for Windella. These characteristics reduce the level of housing diversity in the immediate area. This existing development pattern is also a consideration when assessing the proposed development.

4 Key social issues

This chapter synthesises the preceding analysis to identify the key social issues most relevant to the proposed development at 34 Wyndella Road. Drawing on the demographic profile, policy context, and local development patterns, it highlights emerging pressures, community needs, and structural challenges that shape the social environment in which the project will occur.

In particular, the chapter explores:

- Mismatches between the current housing supply and future demographic needs
- Affordability and accessibility challenges, especially for older residents
- Demand for downsizing and ageing-in-place options in a rapidly growing LGA
- The role and perception of Manufactured Housing Estates (MHEs) as a housing model.

These themes form the basis for the impact pathways assessed in Chapter 8 and underpin the rationale for targeted mitigation strategies.

4.1 Future housing demand growth in the area

This housing market analysis adopts the same locality definitions used throughout this report:

- Immediate Area: SA2 Rutherford (North) – Aberglasslyn
- Local Area: Maitland Local Government Area (LGA).

4.1.1 Projected household growth

Projections published by the NSW Department of Planning and Housing (DHPI) indicate that the strongest household growth in the Local Area will be among couple-only households (+75.9%) and lone-person households (+85.0%). This trend reflects a rapidly ageing population and growing demand for lower-maintenance, smaller-format housing.

Table 3: Household type projections – Maitland LGA 2021-2041

Household type	Change in number	Percentage change (%)
Couple only	7,031	+75.9
Couple with children	6,448	+56.3
Single parent	2,479	+58.0
Multiple and Other family households	549	+59.7
Lone person	6,470	+85.0
Group	470	+55.8
Total households	23,447	+68.2

At the same time, the average household size in the Immediate Area (with the proxy of Maitland-West SA2) is projected to decline, reinforcing the need for housing that caters to smaller households and supports downsizing.

Table 4: Household Size – People per Household (2021-2041)

Area	2021	2041
SA2 (Maitland – West)	2.57	2.35
LGA	2.59	2.47
NSW	2.58	2.45

4.1.2 Housing supply and demand mismatch

Despite rising demand for downsizer-friendly options, the existing housing stock remains skewed towards larger homes. Key issues include:

- 49% of households are single or couple-only, yet only 14% of dwellings have one or two bedrooms (Maitland City Council, 2023).
- 62% of residents aged 50+ live in homes with two or more spare bedrooms (ABS Census, 2021).
- Maitland LGA has only 245 independent living units across three retirement villages within a 10km catchment (Think Economics, 2024).

This misalignment points to a chronic undersupply of housing suitable for older adults, particularly those seeking to downsize or age in place.

4.1.3 Housing affordability

Worsening affordability across tenure types

Both renters and homeowners are experiencing rising housing stress due to strong population growth, increasing property values, and a lack of supply diversity.

Key policies such as the *Hunter Regional Plan 2036* and the *Maitland Local Housing Strategy 2041* highlight the need for more diverse, affordable housing options. However, implementation is lagging behind the demographic and economic realities on the ground.

Rental affordability stress

The Rental Affordability Index (RAI) provides an objective measure of affordability, assessing the proportion of income spent on rent. Households paying 30 per cent of their income on rent have an RAI score of 100, indicating they are at the critical threshold level for housing stress.

Table 5: Rental Affordability Index (RAI) and severity of rental affordability

Index score	Share of income spent on rent	Relative unaffordability
<40	75% or more	Critically unaffordable rents
<50	60% or more	Extremely unaffordable rents
51-80	38-60%	Severely unaffordable rents
81-100	30-38%	Unaffordable rents
101-120	25-30%	Moderately unaffordable rents
121-150	20-25%	Acceptable rents
151-200	15% or less	Affordable rents
>200		Very Affordable rents

Source: [Rental Affordability Index – SGS Economics & Planning](#), 2024

Recent findings indicate that rental affordability in the region has declined, with many areas now classified as moderately to severely unaffordable.

- 38% of renters in the region are experiencing housing stress, spending over 30% of their income on rent.
- 15% of renters are in severe rental stress, spending more than 50% of their income on rent (ABS, 2021).

The following table summarises rental prices across different dwelling types in the local area (POA 2321)².

Table 6: Median rents for different dwelling types (POA 2321) – immediate area and beyond

Dwelling Type	Median Weekly Rent Dec 2024	Median Weekly Rent Dec 2023	Change (%)
2-bedroom dwelling	\$470	\$450	+4.4%
3-bedroom dwelling	\$580	\$520	+11.5%
4-bedroom or more dwelling	\$660	\$620	+6.5%
All dwelling types	\$600	\$590	+1.7%

Source: Rental market data, Immediate Area, postcode 2321

² <https://dcj.nsw.gov.au/about-us/families-and-communities-statistics/housing-rent-and-sales/rent-and-sales-report.html>

The steepest rise occurred in 3-bedroom homes (+11.5%), reflecting high demand from families and share households, while 2-bedroom rental prices also rose—underscoring growing pressure on downsizers and small household segments.

Mortgage stress and homeownership affordability

Homeownership has also become less attainable:

- Mortgage stress increased from 6.6% in 2016 to 10.9% in 2021 in the Maitland LGA (ABS, 2016 & 2021).
- The median house price in Lochinvar is now \$808,000³ (April 2024-March 2025).
- To avoid mortgage stress (spending >30% of gross income), assuming a standard 20% deposit, a household needs \$145,000–\$155,000 per year, far above the Local Area’s median income of \$88,000–\$95,000 (ABS, 2021).

Barriers to affordability include:

- Limited smaller, lower-cost housing
- Competition from wealthier Sydney/Newcastle residents relocating to the area
- New developments favour detached family homes on larger blocks, catering more to aspirational or upsizing households.

This misalignment between housing stock and demographic need exacerbates ownership affordability pressures and restricts mobility within the housing market. Without targeted interventions, affordability gaps will persist, affecting social equity, mobility, and workforce retention.

4.1.4 Seniors’ housing market constraints

The most pronounced population growth in the 10km catchment from the development site is expected in the 50-year-old and older cohort, which is projected to increase by 2.7% annually, rising from 26,249 people in 2024 to 39,137 by 2039 (Think Economics, 2024). This represents an increase of 12,888 older residents and a growing proportion of the overall population.

This demographic shift will drive increased demand for senior-specific housing options, including independent living models such as land lease communities and retirement villages and supported accommodations like residential aged care.

The ageing population in Maitland and surrounding areas is driving increased demand for downsizer-friendly housing, yet affordability and availability remain critical barriers. Many older residents are asset-rich but income-poor, relying on the equity in their homes to fund retirement. This makes the financial viability of transitioning into purpose-built seniors’ housing highly sensitive to pricing and tenure models.

A review of seniors’ living developments in the Local Area found that independent living units range from \$210,000 to \$670,000, with a median price of \$495,000⁴. While this remains below the broader housing market, affordability varies depending on location, services, and contract structure (e.g.

³ <https://www.realestate.com.au/nsw/lochinvar-2321/>

⁴ www.village.com.au

leasehold, loan-licence, or strata-titled). Entry contributions and deferred management fees can further complicate cost comparisons, especially for those downsizing from homes of similar value.

For seniors looking to rent, the mean imputed rent⁵ for seniors' developments is approximately \$445 per week,⁶—lower than prevailing regional market rents. While this suggests better affordability on paper, imputed rent primarily reflects the estimated economic value of housing benefits received by residents, not necessarily cash expenditures. However, it provides a helpful benchmark for comparing affordability across ownership, leasehold, and not-for-profit models.

While traditional retirement villages have historically catered to this group, they are often constrained by high entry and exit costs under the *Retirement Villages Act 1999*.

4.1.5 Manufactured housing estates (MHEs)

Manufactured Housing Estates (MHEs)—also known as land lease communities (LLCs)—have emerged as an option for addressing the affordability and accessibility challenges for older residents.

Key benefits to the community include:

Financial benefits

- Lower Purchase Price: Homes within MHEs are typically priced around 30% below the median local house price, enabling downsizers to unlock and retain equity for future needs (Think Economics, 2024).
- No Stamp Duty: MHE residents purchase the dwelling but lease the land, meaning stamp duty is not payable, eliminating one of the most considerable upfront costs of buying a home (NSW Housing SEPP, 2024).
- Commonwealth Rental Assistance (CRA): Eligible residents receiving the Age Pension may access CRA to help offset the cost of weekly site fees, further enhancing affordability (Australian Government, 2024).
- No Exit Fees: Unlike retirement villages, MHEs generally do not charge deferred management or exit fees. Residents also retain 100% of any capital gains made on the sale of their dwelling, providing greater financial transparency and control (Think Economics, 2024).

Speed and flexibility of supply

MHEs also offer advantages in housing supply through faster and more flexible construction methods:

- Modular/prefab housing reduces build time and costs (University of Melbourne, 2024)
- Strong backing from institutions like NAB, with a \$6 billion commitment to modular housing (Built Offsite, 2024)

Social and housing market impact

Beyond affordability and speed, MHEs offer social advantages by supporting healthy ageing in place and fostering community connection:

⁵ Imputed rent is a statistical estimate of the rent that homeowners would pay if they were renting their own home

⁶ Aigis Group, Social Impact Assessment (2024)

- Purpose-built amenities such as clubhouses, green spaces, and communal facilities enhance resident wellbeing and reduce social isolation.
- MHES often appeal to a demographic seeking low-maintenance living with a sense of community, delivering both housing and social infrastructure in one.

Despite growing demand, the supply of MHEs remains limited in the area. According to Think Economics (2024), there are currently no land lease communities within a 10 km radius of the Immediate Area and only 245 independent living units across three retirement villages, underscoring a shortfall in downsizing-friendly options for the over-50s market.

4.2 Ageing in place

4.2.1 Australia's ageing population

Australia is undergoing a significant demographic transition. As of 2023, over 4.4 million Australians were aged 65 and over, making up 17% of the total population. By 2066, this is projected to grow to between 21% and 23%, depending on migration and fertility trends (ABS, 2023; AIHW, 2021). In raw numbers, this means up to 9.7 million people over 65 by mid-century—more than doubling in just four decades.

In NSW alone, the over-65 age group is projected to increase by 55% between 2021 and 2041, from 1.7 million to over 2.6 million people (NSW Intergenerational Report, 2021). This ageing trend is particularly pronounced within regional areas like Maitland due to urban outmigration and lifestyle-driven relocations among retirees.

“Older Australians are living longer, healthier lives and overwhelmingly want to remain in their homes and communities for as long as possible.”

– Productivity Commission, *Housing Decisions of Older Australians*, 2015

4.2.2 Why ageing in place matters

Ageing in place—the ability to remain in one's home and community as one ages—is a core aspiration for most older Australians. According to the Australian Housing and Urban Research Institute (AHURI) and AIHW, over 80% of older Australians prefer to age in place, citing independence, familiarity, and social connections as key reasons.

Ageing in place:

- Delays or avoids entry into residential aged care, which is costly for governments and often less desirable for individuals.
- Supports mental health and wellbeing by maintaining community and social engagement.
- Promotes continuity of care, especially where home-based aged care services are available.
- Reduces the demand for institutional care infrastructure.

Policy makers increasingly recognise ageing in place as both a social priority and a fiscal necessity. The Royal Commission into Aged Care Quality and Safety (2021), the Productivity Commission, and the National Housing and Homelessness Plan all highlight the need for more diverse and flexible seniors housing options, especially models that reduce care costs while preserving quality of life.

Key planning levers include:

- Land use planning that enables MHEs in appropriate locations
- Incentives or fast-tracking for age-appropriate housing developments

- Integration of home care services into new housing models
- Age-friendly urban design to ensure mobility, safety, and access to public infrastructure.

“The aged care system must shift to support more people to live at home for longer... Appropriate housing is critical.”

– Royal Commission into Aged Care Quality and Safety, Final Report, 2021

However, for ageing in place to be a viable long-term strategy, appropriate housing options and local services must be available. This includes:

- Accessible, adaptable housing
- Proximity to GPs, allied health, and pharmacies
- Availability of formal and informal care networks
- Safe, connected environments for people with mobility or cognitive impairments.

4.2.3 Barriers to ageing in place

Key challenges for older people attempting to age in place include:

- Physical inaccessibility of existing homes (e.g., stairs, narrow doorways)
- Low availability of age-appropriate housing in their local area
- Limited public transport or walkable access to shops and health services
- Social isolation, particularly for single older people or those who have relocated away from family
- Inadequate home care service coverage, especially in regional areas.

In 2021, 62% of Australians aged 65+ lived in detached dwellings with three or more bedrooms, despite declining household sizes. This reflects limited options for downsizing or relocating within familiar communities (ABS, 2021).

4.2.4 Ageing in place and the role of MHEs

Manufactured Housing Estates (MHEs) are uniquely placed to address many of the structural and social barriers to ageing in place. Their potential contribution includes:

- Universal design features, such as step-free entries, wider doorways, and bathroom grab rails, support ageing bodies and changing mobility needs.
- Purpose-built homes and community facilities that reduce everyday maintenance requirements for residents and fall risk. This includes wheelchair ramps in the swimming pool, hearing augmentation systems in facilities, wheelchair thresholds around the resort, and landscapers who can look after the communal gardens and streetscapes.
- Social infrastructure like clubhouses, activity rooms, bowling greens, pickleball courts and communal gardens that foster connection and reduce isolation.
- Regular community activities and resident groups events which encourage residents to learn new skills and live active and social lifestyles.
- On-site or nearby services, including healthcare, allied health, and support coordination.
- Eligibility for home care support, such as the Commonwealth Home Support Programme (CHSP) and Home Care Packages (HCPs), allowing residents to remain independent while receiving tailored support.
- Dedicated onsite team, led by the community manager, that supports residents and responds to their questions and queries.

Additionally, MHEs:

- Offer an affordable downsizing option without the complexity of retirement village contracts.
- Allow residents to retain capital and control over the sale and transfer of their homes.
- Often attract residents from similar life stages, supporting a shared sense of identity and informal peer care.
- Opportunities for local partnerships with volunteer groups, U3A (University of the Third Age), or local schools could create a socially enriched environment.

The amended development proposal maintains a focus on addressing the identified needs for affordable downsizer housing and enabling ageing in place. The updated design and operational measures, summarised in Chapter 7.3, seek to strengthen the project's alignment with these key social outcomes.

5 Social infrastructure

This chapter assesses the existing social infrastructure within and around the Lochinvar area, focusing on its capacity to support the future residents of the proposed development. It considers physical assets (such as health services, emergency services, recreation, and community facilities) and broader service networks supporting wellbeing, access, and community cohesion.

The analysis examines:

- The current availability and distribution of key social infrastructure
- Gaps or capacity pressures likely to be exacerbated by population growth
- Accessibility considerations for older adults, including active transport links and service delivery constraints
- The role of proposed onsite infrastructure in complementing existing provision

Understanding the adequacy and alignment of social infrastructure is critical to evaluating the risks and opportunities associated with the proposed development. This chapter draws on desktop analysis, strategic planning documents, and site observations to identify areas where the development may place pressure on local services or, alternatively, where it may help fill an existing gap.

Vaere Social undertook a social infrastructure study in November 2024 to support the Social Impact Assessment. The information gathered in that report remains relevant to this report. A summary of the findings is presented below, and the complete study is shown in Appendix A. The report was accurate at the time of completion. However, the area is developing rapidly, and additional social infrastructure has since been planned. These are noted in the text below where relevant.

5.1 Existing social infrastructure

A review of existing social infrastructure was conducted within a 10 km radius of the proposed development site at 34 Wyndella Road, Lochinvar. The assessment focused on services most relevant to an older demographic and those raised through the planning process as being relevant including:

- Emergency services
- Medical facilities
- Community centres
- Retail and shopping
- Recreation.

This baseline is supported by strategic planning documents, including the *Maitland Local Strategic Planning Statement 2040+*, which identifies a general shortfall of community infrastructure across the city, especially in the Western Precinct, where the development is located. Selected stakeholder engagement also took place with medical centres to determine the capacity for new patients and the ability to bulk-bill. Council feedback was also considered via comments provided on the original social impact assessment for the project, written by Aigis Group.

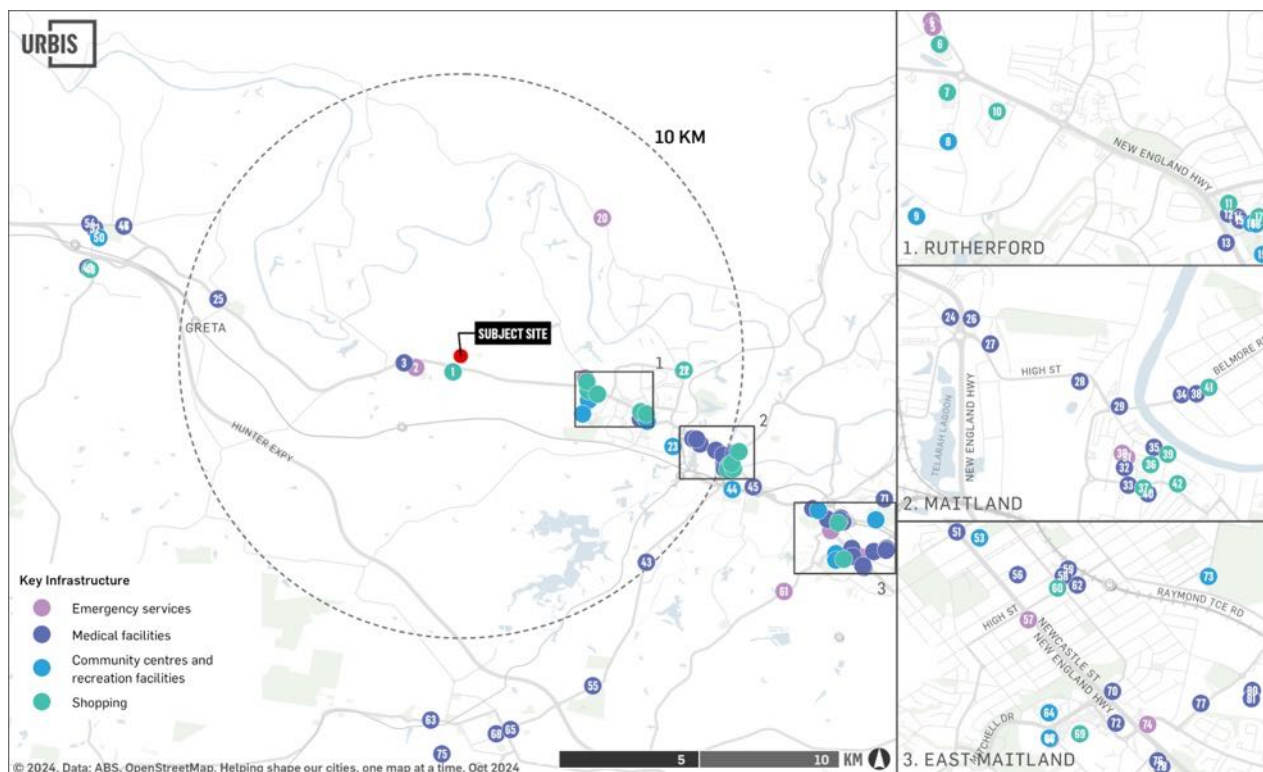


Figure 16: Map of existing relevant social infrastructure located in proximity to the proposed development

The table below provides a summary of the relevant social infrastructure for this report within approximately 10 kilometres of the proposed development.

Table 7: Overview of relevant social infrastructure currently located within 10 kilometre proximity to the proposed development

Category	Type	Number	Total overall
Emergency services	NSW Police	2	5
	NSW Ambulance	1	
	Fire and Rescue NSW	1	
	NSW Rural Fire Service	1	
Hospitals and medical centres	Hospitals (including in major centres)	6	51
	Medical centres (where additional services are provided) ⁷	5 ⁸	
	GPs	41	
Community services and recreation facilities	Government service centres	2	17
	Libraries	2	
	Community Centre	1	
	Community Services	4	
	Rotary Clubs	7	
	Art gallery	1	
Shopping and retail	Shopping centres	6	14
	Major supermarkets ⁹	5	
	Homeware shops	3	
Sport and recreation	Sport centres	2	13
	Aquatic centre/swimming pool	1	

⁷ Lochinvar Shopping Village medical centre (DA/2022/1395_ has been approved but is not yet operational. Two additional DAs for medical centres are currently with Maitland City Council (May 2025) at 44 Christopher Road (DA/2025/20) and at 106 New England Highway (DA/2025/368).

⁸ Additional Lochinvar Medical Centre has been approved following previous Social Infrastructure Assessment in November 2024 and is operational

⁹ Lochinvar shopping village has since been approved

	Local reserves (close to development)	2	
	Regional reserve	1	
	Clubs, including bowling clubs	4	
	Golf courses and driving ranges	3	

5.2 Adequacy of existing social infrastructure provision

Overall, the area is well serviced within a 10-kilometre radius, with adequate provision across the service areas. The anticipated addition of up to 364 residents (based on a maximum of two people per household and 182 dwellings) is relatively modest in absolute numbers. However, it is noted that the area is rapidly growing and acknowledged that this would need to be considered when planning for social infrastructure provision in the broader context. Existing services may be stretched as a result.

5.2.1 Emergency services

Emergency services are appropriately located in the region, with two police stations, one ambulance station, and two fire services. Although specific capacity is not assessed, spatial coverage is adequate and aligns with NSW Government planning approaches for emergency response. No service shortfalls were identified. The NSW Government tends to plan for new facilities using retrospective data. It is assumed that a review of this nature will be undertaken as the surrounding area continues to develop and is in line with the expected corresponding demand increases.

5.2.2 Medical facilities

There is a good supply of GPs within the 10 km catchment, with 41 GPs currently operating and most confirming the capacity to accept new patients. The benchmark of 1 GP per 1,000 residents is met, however, with the increasing population surrounding the development site, capacity would likely be stretched without additional supply¹⁰.

Medical centres also meet benchmark levels. Several practices operate mixed billing models, providing options for bulk billing. There are currently development applications with Maitland City Council for two more medical centres in Lochinvar. If approved, they would supply relevant capacity for the proposed development.

The availability of existing GPs and three additional medical centres (two with DAs lodged, one approved) in Lochinvar significantly strengthens local capacity. A fourth medical centre DA at 106 New England Highway was lodged in May 2025. Additionally, a federally funded Medicare Urgent Care Clinic, committed at Maitland Hospital and expected to be operational within 12 months, will

¹⁰ Noting that this potential shortfall in supply appears to be being met through new and proposed developments for medical facilities in the nearby area

offer bulk-billed urgent care without appointment, seven days a week¹¹. These facilities collectively reduce the likelihood of adverse access impacts for residents and may contribute to broader community health benefits.

Hospitals in the region include public and private facilities, with tertiary hospitals in Newcastle providing more complex care. These are accessible by car within approximately one hour. Overall, medical services are adequate both numerically and geographically.

It is acknowledged that the aged population of the proposed development tends to visit GPs more than the younger population, which may further drive demand. With that said, it is expected that the 70-80% of sales would be expected to come from within 10 kilometres of the site (Lochinvar Land Lease Community Catchment Analysis & Project Review, Think Economics, p7). Therefore, the additional demand on existing services could be far less than a retirement destination which attracts out-of-town buyers. It is also noted that telehealth options are becoming more prevalent and accessible, which could reduce future demand.

The developer has included a treatment room that will be available for free use by medical practitioners seeing residents living at the resort. This could include GPs, physiotherapists, massage therapists etc. If an in-person GP visit is required off-site, the developer has advised that transport will be available via the following options:

1. Public bus: A footpath down to the bus stops on the New England Highway will be provided before the occupation of the first home
2. Private vehicle: Every home will have one or two garage spaces.
3. Private shuttle bus: Available for resident use and scheduled outings, as detailed in the Plan of Management. At a minimum, the community operator will facilitate two weekly shopping trips using the Private Shuttle Bus.

5.2.3 Community services and facilities

NSW and local government community services in the area are centred in Maitland and are considered adequate for the current and anticipated population. These include aged care services, welfare support, and public service centres. While specific capacity details were not assessed, the range and geographic distribution of services align with the demographic profile of the proposed development. Further stakeholder engagement would assist in confirming ongoing demand levels and funding needs.

In terms of community facilities, the local area includes libraries, an art gallery, community centres, aquatic and sports facilities, clubs, and multiple golf and bowling greens. While the number of community centres in town falls below the recommended benchmark of 1 per 10,000 residents, this shortfall is offset by the proposed on-site amenities, which includes function space, cinema, lounge, library, arts and crafts room, gym, workshop and games room. These are expected to absorb much of the day-to-day demand from future residents.

Community services and facilities are appropriately distributed and cater to older residents. Though public transport access is limited, the pedestrian link to bus services, dedicated resort bus and access to private vehicles will assist in access to these services by residents. As the site is located

¹¹ <https://www.merylswanson.com.au/news-media/medicare-urgent-care-clinic/>

within a transitioning growth area, further investment in public transport and local infrastructure is anticipated. Together, these measures support resident mobility and help address existing transport limitations.

5.2.4 Recreation facilities

There are multiple local sports fields and reserves, one indoor sports centre, and an aquatic centre. All appear to meet relevant benchmarks. Onsite recreational facilities in the proposed development—such as a swimming pool with wheelchair ramp, spa, bowling green, gym, sauna, community gardens and pickleball courts—will significantly reduce demand on public infrastructure. Local open space provides passive recreation, and Walka Reserve offers a high-quality regional destination.

Providing well-designed, accessible open spaces is essential to supporting health and well-being, particularly for older residents. The proposed development includes internal pedestrian-friendly streets and pathways, shaded by extensive canopy tree planting, and landscaped green buffers that promote walkability, safety, and connectivity. These features support daily movement, social interaction, and passive recreation. Opportunities to connect residents with nearby natural reserves, such as Walka Reserve, via the proposed resort bus may further encourage active lifestyles and ongoing engagement with local green space.

5.2.5 Shopping and retail

Retail services are primarily clustered in Maitland, East Maitland, Aberglasslyn and Rutherford. Maitland and Aberglasslyn provide full-line supermarkets and comprehensive shopping precincts. Rutherford offers a homemaker centre and a small-format grocery store catering to everyday needs, but lacks a full-service supermarket.

Lochinvar now has a DA-approved shopping village, approved by the Maitland Council in December 2024. The shopping village will include a Woolworths supermarket and additional retail tenancies, significantly enhancing local convenience retail and reducing reliance on neighbouring centres for day-to-day needs. This addition will support future self-containment in the area.

The benchmark guideline of approximately 0.3m² of retail floorspace per capita is met across the broader catchment. Grocery delivery services are also available at the development site, which is particularly beneficial for residents with limited mobility or no access to private transport.

Overall, retail provision is adequate for current and projected needs, with notable future improvements in Lochinvar enhancing accessibility and convenience.

5.3 Transport and mobility

Access to social infrastructure in the area relies on private vehicles, with most residents expected to continue using their own transport to reach services and facilities. This is consistent with resident behaviour in similar land lease communities, where car use is common for convenience and independence.

To reduce transport-related barriers, the amended proposal includes several initiatives to improve mobility for future residents:

1. Pedestrian access and public transport - The site is approximately 340 metres from two existing bus stops on the New England Highway, serviced by Hunter Valley Buses Routes

179, 180 and 180X. These provide connections to Rutherford, Maitland, Green Hills Shopping Centre, Singleton, and Maitland Railway Station on the NSW TrainLink Hunter Line. While service frequency is modest, the routes operate Monday to Saturday and offer regional connectivity.

As part of early works, the developer has committed to constructing a 1.5 metre-wide footpath from the site's northern boundary to the New England Highway, enabling safe pedestrian access to public transport services.

2. Resort shuttle bus: From the first occupancy, the operator will provide a private, wheelchair-accessible Resort Bus for resident use. This service will be bookable for day trips and will facilitate at least two weekly shopping trips to local centres such as Rutherford Shopping Centre or the future Lochinvar Shopping Village. Trip destinations will be selected based on resident demand.
3. Private vehicles: Each dwelling will include one or two garage spaces, with additional visitor parking provided across the site. This allows for continued private vehicle use, including for family members, carers and service providers.

While public transport coverage in the Lochinvar area remains limited, this is anticipated to improve in the future as the area develops. In the meantime, the measures listed above are intended to improve transport access and support the mobility needs of over-50s residents, particularly those transitioning away from regular car use over time.

5.3.1 Local bus services

Hunter Valley Buses operates two main bus routes through Lochinvar:

Route 179 – North Rothbury to Green Hills via Maitland

- Services run Monday to Saturday, with no services on Sundays or public holidays.
- Site is serviced at the intersection on the New England Highway (see Figure 17).
- On weekdays, there are up to eight services per day in each direction, though timings are uneven and clustered around school and commuter hours.
- On Saturdays, four services are in each direction, spaced approximately every 2–3 hours.
- This route passes through Rutherford Shopping Centre, Maitland Station, and terminates at Stockland Green Hills.

Route 180 – Singleton Heights to Green Hills via Maitland

- It also operates Monday to Saturday only.
- Offers four services per day in each direction on weekdays and three services in each direction on Saturdays.
- Services Lochinvar at the same stop as Route 179 (see Figure 17).
- Connects Singleton Heights to Green Hills Shopping Centre via Branxton, Greta, Lochinvar, Rutherford, Maitland Station, and East Maitland.

Both routes use the New England Highway corridor, providing access to nearby towns and services.

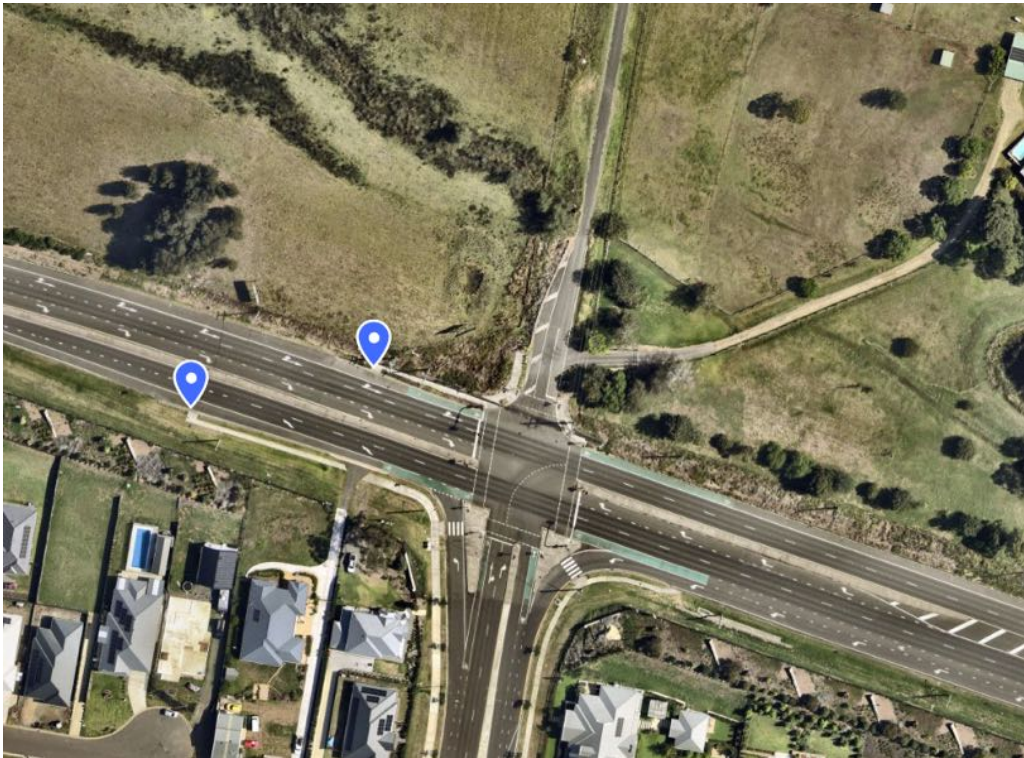


Figure 17: Location of bus stops nearest to the proposed development site



Figure 18: Existing bus stop on the New England Highway

5.3.2 Rail access

Lochinvar Railway Station, located approximately 4 kilometres from the development site, is on the NSW TrainLink Hunter Line. It provides several services daily between Newcastle and Singleton via Maitland and Telarah. However, the station is not co-located with retail or services and lacks a dedicated interchange, limiting its usability for multi-modal transport.

6 Site visit

A detailed site visit was undertaken as part of the Social Impact Assessment to ground the analysis in the local context and align with best practice guidance in the NSW SIA Guideline (2023). A first-hand understanding of the area is critical to interpreting the likely social impacts of the proposed development and identifying local sensitivities that may not be captured through desktop review alone.

The site visit, conducted on 7 March 2025, involved both vehicle-based and pedestrian observations across the site and its surroundings. Although rainy weather may have affected community activity then, the visit enabled a qualitative assessment of the social and physical environment, building on stakeholder inputs from earlier engagement processes.

This chapter documents key field observations, which included the following areas:

- Physical Character and Land Use – Built form, landscape setting, and current land uses, including visual cues about rural or transitional identity
- Social and Community Dynamics – Informal gathering points, observable activity patterns, and the presence or absence of community facilities
- Connectivity and Accessibility – Walkability, pedestrian safety, transport infrastructure, and how people move through and around the site
- Cultural and Historical Influences – Signs of heritage, cultural landmarks, or locally valued spaces contributing to place identity
- Potential Impact Areas – Initial indications of issues or opportunities linked to the development, including amenity change or integration potential

These insights support the scoping and interpretation of social impacts in later chapters, offering a grounded lens through which to understand how the proposal may influence the way of life, character, and cohesion of the local area.

6.1 Field visit observations

6.1.1 Physical character and land use

The site exhibits a mix of residential and semi-rural land uses, with low-density housing interspersed with vacant or underutilised parcels. The area is rapidly developing, with evidence from new and planned housing estates.

The built form on the rural land is predominantly standalone, single-storey, detached dwellings with minimal variation in architectural style, reflecting a traditional rural character. Across the highway at Lochinvar, new housing estates feature larger homes on smaller blocks, with the house taking up the majority of the land. Construction fences and ongoing development are evident.

Public spaces to congregate in the site's immediate vicinity appear limited, with few formal gathering areas or recreational facilities visible.

Road infrastructure has been established, but is not yet well-integrated with pedestrian amenities. Wyndella Road currently lacks a footpath to the main road of the New England Highway. The area's physical environment suggests a car-dependent layout.

6.1.2 Social and community dynamics

The main community meeting places are the towns of Rutherford and East Maitland. Lochinvar is a developing suburb, and it is expected that as it is established, more points for community gathering will emerge, noting the new shopping complex and tavern to be constructed.

The area of Rutherford was mainly home and lifestyle shopping, and no community hub was observed there.

The East Maitland shopping area was reasonably busy, with shoppers waiting for carparks in the shopping centre. There were diverse and steady levels of activity throughout the day, with various ages present. Due to established pedestrian infrastructure, walking and socialising were visible in public spaces. The club in East Maitland serves as a gathering point for the community for sport and socialising. A library, community services, and medical centres were also apparent community gathering areas.

Schools serve as a focal point in the area, especially during drop-off and pick-up times, and local churches were also evident in more established areas (not in Lochinvar or in immediate proximity to the site).

Some playgrounds and parks were present throughout the suburbs. However, they were not observed to be well utilised during the site visit.

6.1.3 Connectivity and accessibility

The street network prioritises vehicular access, with limited permeability for pedestrians or cyclists, though this is changing as the area develops. Walkability near the development site is currently constrained by long block lengths, a lack of continuous footpaths, hilly terrain, and minimal pedestrian crossings.

Public transport services linking the site to major towns are located at the intersection with the New England Highway, 400 metres from the proposed development site. The bus stops are not currently covered and do not have seating. Regular buses were observed in Rutherford, servicing the inner streets of the industrial precinct.

The observations made near the development site and in East Maitland showed that accessibility for people with mobility challenges was difficult due to traffic and hilly terrain. The provision of a footpath from the site to the New England Highway should partially overcome this.

6.1.4 Cultural and historical influences

Historically rural, Lochinvar has early European settlement roots tied to Catholic missionary activity and agriculture, primarily through St Joseph's College (founded in 1883) by the Sisters of St Joseph. The Catholic Church and convent buildings are prominent local heritage elements, reflecting the area's identity as a Catholic education and service centre.

Rural land use and heritage homesteads in the surrounding area preserve a sense of early colonial landholding patterns. However, few interpretive signs or public references to this history are visible, making cultural stories less accessible in the public realm.

East Maitland is one of the oldest European settlements in the region. The area includes numerous heritage-listed buildings—courthouses, churches, schools, and residences—that reflect its role as a civic and administrative centre. This historical depth contributes strongly to the suburb's identity,

walkability, and tourism appeal, with heritage trails and signage creating a visible connection to the past.

Lochinvar lies within the traditional lands of the Wonnarua people, with the broader Maitland region being part of their Country. There is limited visible acknowledgement of Wonnarua heritage in the landscape — no signage, art installations, or protected cultural sites are apparent in public spaces. Known sites of significance (scarred trees, ceremonial grounds) may exist in undeveloped areas but are not well-documented or interpreted for the public and were not seen on the site visit.

6.1.5 Potential social impact areas from site visit observations

Based on site visit observations, it is evident that the local area is experiencing significant development activity, with multiple housing estates either under construction or recently completed near the proposed site. Construction sites, heavy vehicle movement, and infrastructure upgrades are visible across the immediate surroundings directly opposite the site. Existing residents appear to be living through ongoing environmental and lifestyle disruption as the character of Lochinvar transitions rapidly from rural to suburban. These observed conditions suggest that the proposed development will form part of a broader shift in the area’s social and physical landscape.

During the site visit, the following potential impact areas were observed:

Table 8: Site observations and potential corresponding social impact areas

Category	Observed site-based potential negative impacts	Potential positive impacts
Way of Life	<ul style="list-style-type: none">– Multiple active construction sites were visible in the area near proposed site, along with signage indicating future development in the immediate vicinity, indicating significant disruption to local routines (e.g. noise, dust, heavy vehicle movements).– The visual dominance of new subdivisions suggests a shift from a rural to suburban way of life for existing residents.	<ul style="list-style-type: none">– Transition to suburban living may offer more services, infrastructure, and connection opportunities over time (e.g. access to schools, shops, digital connectivity).– New housing developments can attract diverse demographics, potentially revitalising the area with new families and younger populations.
Community	<ul style="list-style-type: none">– No identifiable shared community hub or gathering space was visible in the immediate area.– The New England Highway is a visible barrier between the side of the road of the proposed development and the existing development on the other side of the highway.– The absence of informal gathering points (e.g. parks, public seating) suggests limited opportunities for casual social interaction, as expected	<ul style="list-style-type: none">– Future community hubs may be developed as part of the subdivision planning (e.g. parks, community centres, local shops), creating new places for gathering.– The proposed development itself will supply opportunities for internal network development.– The proximity of multiple developments may create a critical mass for establishing new community identity, services, and events.

	for the rural nature of the existing location.	<ul style="list-style-type: none"> – The potential for new connections and networks as residents arrive. – Opportunities for intergenerational living or diverse housing needs (e.g. downsizers, first-home buyers).
Accessibility	<ul style="list-style-type: none"> – No nearby shops, parks or recreational spaces were observed within walking distance, suggesting current reliance on private vehicles. – Limited pedestrian infrastructure was observed, such as incomplete or absent footpaths, reducing opportunities for walkable lifestyles. – Bus stops were located 400 metres from the entrance to the proposed site, on the New England Highway – The terrain nearby was somewhat hilly in nature. – Roadworks on the New England Highway were evident, indicating road upgrades to improve transport, but likewise indicating disruption to routines as development happens. 	<ul style="list-style-type: none"> – Bus stop within 400m of the site suggests at least minimal public transport access—a foundation to improve from. – Roadworks and upgrades on the New England Highway suggest investment in infrastructure that may improve regional connectivity and travel safety in the longer term. – Gradual infill and development could lead to improved pedestrian infrastructure over time (footpaths, crossings, lighting).
Health and wellbeing	<ul style="list-style-type: none"> – No shade structures, rest areas, or walking trails were observed nearby, limiting opportunities for outdoor activity or passive recreation. – The absence of visible parks or green infrastructure reduces access to restorative or health-promoting public environments. 	<ul style="list-style-type: none"> – Opportunity exists for future green space creation, especially if masterplanned estates include parks, walking trails, or sports fields—boosting physical activity and mental wellbeing. – Reduced rural isolation if services are introduced with new development.
Surroundings	<ul style="list-style-type: none"> – The visual character of the area is rapidly changing, with new subdivisions replacing open paddocks and altering sightlines. – Existing tree cover is minimal, with several areas cleared for farming already; landscaping in new estates is not yet established. – Construction materials, fencing, and machinery contribute to visual and noise impacts across the landscape at Lochinvar. – The lack of mature vegetation or visual buffers between developments 	<ul style="list-style-type: none"> – New landscaping and streetscape planting (once mature) can increase urban greening, amenity, and microclimate benefits.

	may reduce aesthetic amenity for residents.	
Livelihoods	<ul style="list-style-type: none"> – The nearest business and employment centres are located in Rutherford, East Maitland and Maitland. – Active housing construction may provide short-term jobs, but no signage was visible to suggest long-term employment uses or service infrastructure. 	<ul style="list-style-type: none"> – Short-term construction employment is a real benefit for local trades and suppliers. – Population growth may stimulate future small businesses (cafes, health services, retail) if zoning and planning support mixed use development.
Decision-Making Systems	<ul style="list-style-type: none"> – No public notice boards, consultation signage, or engagement-related material was visible on-site at the time of the visit. – The number of overlapping developments in the area may make it difficult for residents to distinguish between proposals or understand what is being built. 	<ul style="list-style-type: none"> – The scale of development may escalate the need for planning coordination in the future. – Opportunity for more structured community consultation as awareness of overlapping developments grows.
Cumulative impacts	<ul style="list-style-type: none"> – Multiple developments in the area make for many changes in a potentially short amount of time for existing residents. – Increased demand on services. 	<ul style="list-style-type: none"> – If well-managed, cumulative development could trigger new infrastructure investment. – May result in increased service delivery (NDIS providers, GPs, mobile libraries etc.) to meet new population demands.

7 Stakeholder and community engagement

Given the stakeholder engagement already undertaken—including processes led by Maitland City Council and multiple community consultation activities—this assessment deliberately avoids duplicating these efforts. Instead, it critically reviews and synthesises existing engagement inputs to inform an independent, objective social impact assessment.

Vaere Social’s independent review incorporates findings from:

- Community Engagement Report prepared by Aigis Group (March 2024. Refer Appendix 2)
- Public submissions received by Council during the exhibition period (26 February – 18 March 2024)
- Maitland City Council’s Statement of Facts and Contentions (June 2024)
- Further engagement undertaken by the proponent with community members and adjacent landowners (November 2024)
- Review of the Stakeholder Engagement Summary in Social Impact Assessment prepared by Aigis Group (November 2024. Refer Appendix 3)
- Review of correspondence from Adjoining Owners (Refer Appendix 4).

By critically evaluating these previous stakeholder engagement activities, this review addresses identified shortcomings—such as incomplete surveys or limited representation of certain groups—to ensure a balanced, thorough, and regulatory-compliant social impact analysis. The approach maximises the utility of previous insights while clearly maintaining an independent perspective. This ensures robustness and comprehensive coverage in identifying and addressing potential social impacts.

Following the overview of the engagement undertaken, key issues identified and the developer responses to these, this Chapter summarises the design amendments made following community and stakeholder feedback (see Chapter 7.3).

7.1 Stakeholder and community engagement undertaken

The table below summarises the key stakeholder engagement activities reviewed as part of this assessment. It outlines the methods used, stakeholders involved, response rates, and a concise summary of the outcomes. This overview provides transparency regarding the scope and effectiveness of previous consultations, highlighting areas addressed by subsequent targeted engagement activities.

Table 9: Summary of engagement undertaken

Activity Type	Date	Stakeholders Engaged	Method	Summary
Targeted notification to nearby landholders	19 Feb 2024	11 stakeholders notified on Windella Road, Pennparc Drive and the New England Highway	Letterbox drop	<ul style="list-style-type: none">– 2 responses (email & phone) out of 11 (18% response rate)– One sought info and one was supportive.

Public exhibition of DA by Maitland City Council	26 Feb – 18 Mar 2024	85 submissions received, by 81 lead submitters and approximately 100+ named individuals. Submissions received from residents in immediate proximity to the site, and from wider Windella, Lochinvar and Rutherford communities.	Formal submissions received to Council	<ul style="list-style-type: none"> – All submissions raised objections and/or concerns. – Several submissions were signed by multiple family members. – 12 of 85 were form-style or coordinated/group submissions.
Follow-up notification & survey offer	6 Nov 2024	Immediate neighbours	Letter with meeting invite & survey link	<ul style="list-style-type: none"> – Notification included revised project information following changes to the project design and matters of concern being addressed in many cases. – Meetings were offered in this letter.
Stakeholder visits to adjacent properties	21 Nov 2024	8 properties visited	Doorknock and conversations captured with file notes	<ul style="list-style-type: none"> – Five residents engaged. – Three non-contactable. – Key concerns raised related to amenity, visual impact and density.
Survey via SurveyMonkey	7–22 Nov 2024	Broader community	Online	<ul style="list-style-type: none"> – 22 started the survey. – 0 completed surveys.
Engagement with other developers	Nov 2024	SPCC & CPG Estates	Phone and email exchanges	<ul style="list-style-type: none"> – St Philip's Christian College saw no conflict but flagged traffic and land use compatibility as a potential issue. – CPG Estates flagged visual and cumulative impacts.

7.2 Key themes and issues raised by the community

7.2.1 Broad community perspectives

Throughout the consultation process—including site visits, direct engagement, and the formal public exhibition period—community members raised a wide range of concerns in response to the proposed development. While individual submissions varied in tone and emphasis, several consistent themes emerged, particularly among residents living adjacent to or near the site. These concerns reflect a high level of community interest in the proposal and a shared desire to ensure that future development aligns with the area’s character, infrastructure capacity, and demographic needs.

Of the 85 formal submissions received, approximately 14% followed a form-style template or were co-authored by multiple residents. These coordinated submissions were primarily received from households on Pennparc Drive, Orlando Close, and Denton Close. While each letter was individually signed, the language and structure were consistent, raising shared objections focused on zoning incompatibility, visual impact, traffic issues, and amenity loss. Their repetition adds weight to these themes and reflects a high degree of neighbourhood coordination and collective concern.

Many of the issues raised relate not only to the design and land use compatibility of the proposed Manufactured Housing Estate (MHE), but also to the process through which the development application was prepared and exhibited. Concerns ranged from practical matters, such as infrastructure pressure, biodiversity loss, and road safety, to broader themes of planning compliance, social equity, and cumulative development impact.

It is also noted that the immediate neighbours to the north, south, and west of the site have generally expressed support for the amended proposal.

The following table summarises the key concerns raised by the community in their submissions and throughout the engagement process. These objections were submitted in response to the original proposal before incorporating design changes, such as reduced dwelling yield, enhanced landscape buffers, and updated construction management. The developer’s response and, in some cases, amendments are shown in the column adjacent to the issue raised.

Table 10: Key social issues raised by the community and the developer's response

Issue raised	Response
Planning compliance and legality	
The development does not meet the legal definition of a "Manufactured Home Estate" under SEPP (Housing) 2021, as it proposes constructing dwellings on-site rather than transporting them from an off-site manufacturing location.	<ul style="list-style-type: none"> – It is not proposed that dwellings are constructed on-site
The development is perceived as incompatible with the existing rural zoning (RU2 and R5), which prioritises low-density, landscape-oriented land uses.	<ul style="list-style-type: none"> – The development is situated in a rapidly developing area, and one that is marked for future development in strategic planning documents – The development has provided significant landscape buffers and external fencing and home colour schemes reinforces the areas rural residential character
The site is situated within a rural zone where caravan parks — the planning mechanism used for MHEs — are currently proposed to be prohibited under an LEP amendment that is on public exhibition.	<ul style="list-style-type: none"> – Maitland LEP 2011 (Amendment 38) has now been made, which prohibits caravan parks in the RU2 zone. However, the amendment includes a savings provision that protects development applications lodged prior to commencement. As this DA was lodged on 20 February 2024, it must be assessed under the planning controls in force at that time.
Several submitters proposed a low-density residential subdivision as a more appropriate and context-sensitive alternative, citing greater alignment with local planning objectives, character, and infrastructure capacity.	<ul style="list-style-type: none"> – The development is situated in a rapidly developing area, and one that is marked for future development in strategic planning documents. The proposed development is not out of character with other development occurring in the immediate vicinity.
Social and community impacts	
The proposed development lacks reasonable access to essential services, including healthcare, public transport, retail, and community facilities, which are critical for an ageing population.	<ul style="list-style-type: none"> – The proposal includes a dedicated pedestrian path to the New England Highway bus stops and an internal, wheelchair-accessible shuttle bus from first occupancy. These provide access to key services in Maitland, Rutherford, and Green Hills. Internal amenities (clubhouse, treatment room, gardens) reduce the need for frequent off-site travel. See Chapter 5 for service access assessment.
On-site communal infrastructure is insufficient, with less than the required 10% of the total land area allocated to useable recreation and shared facilities.	<ul style="list-style-type: none"> – The updated masterplan significantly exceeds the 10% benchmark for usable open space.

The steep topography and lack of safe pedestrian pathways limit accessibility and may be unsuitable for those aged over 55 or residents with mobility issues.	<ul style="list-style-type: none"> – All road gradients are generally 1:20 or less, ensuring suitability for older residents and those with mobility needs. The internal network is designed for walkability and passive surveillance.
The proposed inclusion of a licensed bar within a high-density residential setting has raised concerns regarding noise, safety, and compatibility with surrounding uses.	<ul style="list-style-type: none"> – The licensed bar has been removed from the amended application in response to community feedback and Council concerns.
The proposal is widely viewed as contributing to urban sprawl, introducing a level of density inconsistent with the area's established rural character.	<ul style="list-style-type: none"> – While the proposal increases local density, the surrounding area is undergoing strategic transformation under the <i>Hunter Regional Plan 2041</i> and <i>Maitland Housing Strategy 2041</i>. Adjoining sites are earmarked for development and a new school. The landscape design and single-storey dwellings respond sensitively to this transition.
Visual impacts are a major concern, particularly due to the site's elevated position. Issues raised include light spills, loss of view corridors, and perceived overlooking of adjacent properties.	<ul style="list-style-type: none"> – The amended Landscape Plan includes 60m and 50m vegetated buffers to Windella Estate and Wyndella Road respectively, early planting of canopy trees (Stage 1), and use of non-reflective, recessive materials. External lighting is compliant with AS/NZS 4282. Creeping vegetation is proposed for retaining walls to soften visual impacts.
Some submissions queried how the development would be managed long-term, including issues of tenant behaviour, use and maintenance of shared, and overall site upkeep.	<ul style="list-style-type: none"> – A detailed Plan of Management (PoM) has been provided, outlining estate governance, maintenance responsibilities, resident liaison roles, complaint handling procedures, and rules for communal facility use. The community manager role will be active from first occupancy to ensure oversight and resident support.
Traffic and infrastructure	
Residents raised concerns about the proposed vehicle access during construction, particularly via Pennparc Drive.	<ul style="list-style-type: none"> – Construction access via Pennparc Drive has been removed from the proposal. All construction vehicles will enter and exit via Wyndella Road, with a separate temporary construction access driveway to minimise disruption.
Residents adjoining the Wyndella Link Road raised concerns about potential damage to homes from excavation works, realignment of access	<ul style="list-style-type: none"> – All construction works will be managed under a detailed Construction Management Plan. Access will be via a dedicated entry point and work hours limited to 7am–4pm on weekdays.

driveways, and relocation of wastewater systems. Some requested compensation or assurances.	Noise and dust will be monitored, and residents will be notified in advance of high-impact activities. A construction liaison will be appointed to address concerns in real time.
The development is perceived to place additional strain on an already constrained local road network, with limited clarity about infrastructure upgrades or mitigation.	<ul style="list-style-type: none"> – The proposal includes upgrades to Wyndella Road from the site to the New England Highway, with 3.5m travel lanes, wide shoulders and a pedestrian footpath. A public north-south road connection through the site has been incorporated, as requested by Council, to support future network connectivity.
Submitters near St Philip's Christian College highlighted worsening traffic congestion during school hours and increased safety risks for students walking or cycling.	<ul style="list-style-type: none"> – Construction traffic will be scheduled outside of school peak hours where feasible. Pedestrian safety will be enhanced via a new footpath connection to the New England Highway and traffic management protocols during construction.
No safe or continuous pedestrian connections exist between the estate and nearby open space or community assets, such as Cecily Reserve.	<ul style="list-style-type: none"> – A pedestrian link from the site to the New England Highway will be delivered in Stage 1. This will improve walkability and connect residents to public transport and nearby services. Internal pathways and pedestrian friendly streets will also be provided for safe on-site mobility.
The absence of public transport options makes the development car-dependent and poorly suited to residents who may not drive.	<ul style="list-style-type: none"> – A wheelchair-accessible Resort Shuttle Bus will be provided from first occupancy, with scheduled trips to shops and services. The Stage 1 footpath will connect residents to public bus routes (179 and 180) on the New England Highway, improving accessibility for non-drivers.
Environmental & cumulative impacts	
Several submissions noted the loss of well-known wildlife movement corridors, particularly for kangaroos, citing intergenerational knowledge of local patterns.	<ul style="list-style-type: none"> – The site is not a mapped biodiversity corridor or wildlife habitat under local or state planning frameworks, and ecological assessments confirmed limited habitat value. Nonetheless, the amended proposal includes increased canopy tree planting (828 trees, up from 388) and extensive vegetated buffers to support habitat connectivity and soften environmental transition.
Clearing and intensification of the site are perceived to increase both bushfire risk and the urban heat island effect.	<ul style="list-style-type: none"> – A 10 to 12 metre Asset Protection Zone (APZ) is provided. The entire site will be managed to an Inner Protection Area standard and homes will be constructed to the relevant Bushfire

	<p>Attack Level (BAL) under the Australian Standard 3959 'Construction of buildings in bushfire-prone areas' 2018 or the NASH Standard.</p> <ul style="list-style-type: none"> – Landscaping will be staged early to reduce heat exposure, with increased shade tree cover and use of non-reflective materials. The design integrates CPTED and climate-sensitive principles to manage these risks.
<p>The proposal is seen as part of the broader intensification trend in the area, and its cumulative impacts, when considered alongside nearby urban release areas, are viewed as unsustainable in the absence of a broader infrastructure and services strategy.</p>	<ul style="list-style-type: none"> – The development aligns with regional growth strategies (Hunter Regional Plan 2041, Maitland Housing Strategy 2041) and includes its own infrastructure upgrades (e.g. Wyndella Road improvements, footpath to New England Highway). While broader infrastructure coordination is a shared responsibility, this proposal contributes to housing diversity and ageing in place, supported by a private shuttle service and internal amenity delivery.
Ageing population suitability	
<p>Despite marketing as a lifestyle estate for people aged over 50, the development application does not include any enforceable age restrictions or eligibility criteria.</p>	<ul style="list-style-type: none"> – The development is explicitly targeted at over-50s, and while not legislatively age-restricted, operational practices and tenancy models are designed to ensure the estate functions as a lifestyle community for this cohort. Conditions of consent or residency guidelines can be used to reinforce this intent, aligned with other Manufactured Home Estates across NSW.
<p>Lochinvar is perceived as poorly equipped to meet the needs of older residents, lacking a local medical centre, adequate retail options, and other essential support services.</p>	<ul style="list-style-type: none"> – The development includes on-site health-supportive infrastructure such as a treatment room for visiting professionals, accessible walking paths, and a shuttle bus for scheduled trips to medical and retail centres in Maitland and Rutherford. These inclusions help mitigate local service limitations while broader service planning progresses with regional growth. – The DA Approved Lochinvar Shopping Village, featuring a Woolworths, medical centre and other specialty retail, is anticipated to commence construction in the coming months.

Engagement process concerns

Residents felt consultation occurred too late in the planning process, primarily after the development application had been lodged, limiting the opportunity for meaningful input.	<ul style="list-style-type: none">– While statutory consultation processes commenced following lodgement of the original DA, the proponent undertook additional voluntary engagement during the amendment phase to better understand and respond to community concerns. This included consideration of feedback on character, amenity, and infrastructure issues
Some residents reported being advised by the Council that no community consultation was planned, contributing to frustration and distrust.	<ul style="list-style-type: none">– This concern reflects a broader disconnect between statutory engagement requirements and community expectations. While Council has responsibility for exhibition of development applications, the proponent recognises the need for transparent, proactive engagement and has taken additional steps to strengthen communication during the amended proposal stage.
There is widespread scepticism about whether community feedback influenced the proposal or whether the engagement was tokenistic.	<ul style="list-style-type: none">– The amended proposal includes significant changes—such as increased landscape buffers, density reduction, removal of the bar, and early delivery of pedestrian links and facilities—that directly respond to issues raised in community submissions. These demonstrate how feedback has shaped the final design.
The Council's Statement of Facts and Contentions contends that the Social Impact Assessment was prepared without adequate consultation with the Windella residential community.	<ul style="list-style-type: none">– While formal engagement was primarily led by Council, the proponent's revised Social Impact Assessment includes detailed analysis of community submissions, stakeholder issues, and additional voluntary engagement to ensure local concerns have been identified and addressed.

7.2.2 Adjacent landowner perspectives

While the issues raised by some adjacent landowners align closely with broader community concerns, it is important to clarify the variation in perspectives across neighbouring areas.

Residents of Pennparc Drive, Wyndella Road, and the New England Highway corridor raised concerns about the intensity and immediacy of potential amenity impacts, including overlooking, loss of privacy, light spill, and increased noise. Residents of Pennparc Drive, in particular, submitted detailed objections during public exhibition, citing the proposal's scale, visual dominance, and concerns about impacts on construction access. These objections reflected a broader unease with the perceived incompatibility between the development and the semi-rural character of their street.

However, landowners immediately adjoining the site to the north, south, and west did not express significant concerns during engagement activities. Their relative support contrasts with the more vocal opposition from residents within Windella Estate, where an established action group had previously mobilised in response to a separate Manufactured Home Estate (MHE) application proposed for the opposite side of their community. That unrelated application, which has since been withdrawn, proposed access via the internal road network of Windella Estate and attracted over 200 submissions. The legacy of this campaign appears to have contributed to the volume and tone of objections to the Wyndella Road proposal, despite key differences in access and design approach.

It is also noted that, in addition to statutory notification requirements, the applicant proactively issued a letter to neighbouring landowners at the project's outset to inform them of the proposal and invite feedback.

Given their proximity to the site, the views of directly affected landowners remain important in understanding localised amenity impacts. However, the distribution and intensity of objections across the community suggest a degree of contextual influence, shaped by broader perceptions of the MHE model and previous planning proposals in the area.

Amenity and visual impact

The most dominant concern from Pennparc Drive residents related to the proposed development's visual prominence. Residents expressed that the estate's elevated position would result in significant overlooking, loss of privacy, and erosion of established view corridors. These concerns were heightened by the contrast between the proposed development and the low-density, semi-rural character of the existing neighbourhood.

In response to these concerns, a Visual Impact Assessment (VIA) was submitted as part of the amended application. This assessment informed several design refinements, including significant landscape buffers, particularly along sensitive interfaces, the early planting of these buffers and the use of low-rise built form and recessive material palettes to reduce perceived bulk and scale. While the visual change remains notable due to the site's topography, these mitigation measures are intended to soften the interface over time and reduce impacts on neighbouring outlooks. It is noted that the crest towards the eastern end of the site blocks the initial stage of construction from residents in Pennparc Drive. Regardless, the buffer on the Windella Estate boundary will still be planted in Stage 1 to allow it to mature for subsequent stages.

Built form and density

Residents objected to the proposal's high density, arguing that the development's scale, bulk, and layout are incompatible with the surrounding rural residential context. Multiple stakeholders described the proposal as an “urban intrusion” into a landscape characterised by detached dwellings on large blocks, mature vegetation, and generous setbacks.

In response, the amended application includes a reduction in dwelling numbers, a revised site layout to improve circulation and reduce perceived bulk, and significant landscaped buffers—up to 60 metres in some locations—to create a softer visual transition. The proposed single-storey built form, rural-style fencing, and use of natural tones and materials aim to better integrate the development into the surrounding landscape. While some concerns about density and character remain, these changes reflect an effort to respond to local values and the site’s semi-rural context.

Construction and access impacts

Initially, the development proposed using Pennparc Drive as a primary construction access point, raising serious concerns about traffic safety, noise, and vibration during the build period. Although this access route was later removed from the plans, the original proposal eroded community trust. It reinforced broader fears about the cumulative burden of prolonged construction activity near homes.

The amended application now confirms that all construction traffic will access the site via Wyndella Road, with a dedicated southern construction exit designed to separate heavy vehicles from future residential traffic and existing local road users. A Construction Management Plan will be implemented for each stage, supported by reduced construction hours, off-street parking for workers, and ongoing noise and dust monitoring. These measures are intended to minimise disruption and address the concerns raised through the consultation process.

Consultation and transparency

Multiple Pennparc Drive residents reported that they were not consulted in the early stages of the project and only became aware of the development upon formal exhibition. Some noted they were advised by Council that consultation was not required, which amplified frustration and contributed to a perception of process inequity.

While the consultation process complied with statutory requirements, the applicant also undertook additional engagement outside of formal exhibition, including direct notification to neighbouring landowners. Nonetheless, scepticism remained among some residents, particularly those in Windella Estate, about the independence of the Social Impact Assessment and whether community feedback would meaningfully influence the proposal. These concerns were likely shaped by negative sentiment toward a separate MHE proposal in the area, which attracted over 200 submissions and may have influenced perceptions of this development despite key differences in location, scale, and access arrangements.

Suitability for intended residents

Residents questioned the site's suitability for its target over-50s demographic, citing the lack of pedestrian infrastructure, topographic challenges, and absence of nearby services. The steep incline of Pennparc Drive itself was raised as a mobility barrier, particularly for ageing residents or those with limited physical capacity.

In response to these concerns, the amended application includes a 1.2 metre-wide pedestrian footpath from the site's northern boundary to the New England Highway bus stops, improving walkability and access to existing transport options. Within the site, the masterplan indicates that all internal road gradients are generally 1:20 or less, supporting safe movement for older residents and visitors with mobility constraints. An access report has also been completed for the project. Additional on-site amenities—including a shuttle bus service and community facilities—aim to reduce reliance on external services and support active ageing in place.

Cumulative impacts and precedent

Finally, there was substantial concern that the development, if approved, would set a precedent for further intensification along Windella's rural fringe. In this context, residents viewed the MHE not as a standalone proposal but as part of a broader shift toward urbanisation without the corresponding infrastructure planning or community benefit.

These concerns are not without merit, particularly given the pace of change across the Lochinvar Urban Release Area and Investigation Areas. However, the proposed development is consistent with the intent of their strategic plans as the site is located within a Regionally Significant Growth Area under the *Hunter Regional Plan 2041* and an Investigation Area under the *Maitland Local Housing Strategy 2041*, which identifies the area for future residential use. The amended application has sought to temper the visual and functional intensity of the proposal by reducing density, increasing landscaping buffers, and committing to early delivery of community infrastructure. These measures aim to mitigate some of the perceived cumulative impacts while responding to a documented need for diverse, age-appropriate housing in the region.

Both Windella residents and the council raised concerns about the potential cumulative impacts of the original proposal and a separate Manufactured Housing Estate (MHE) proposed at 10 River Road, Windella (DA/2023/1133) by an unrelated applicant. The second proposal attracted approximately 200 community submissions due to its planned use of Windella Estate's internal road network for primary access and its proximity to Maitland Airport. However, this proposal has since been withdrawn, alleviating concerns about cumulative impacts between the two developments.

7.2.3 Key themes and issues raised in the Original SOFAC

In addition to community submissions, Maitland City Council submitted a formal Statement of Facts and Contentions (SOFAC) in June 2024 as part of the Class 1 appeal process. The SOFAC raises a number of detailed concerns about the original proposal, including the adequacy of community engagement and the objectivity of the Social Impact Assessment (SIA). Specifically, the Council stated that:

- a) The Social Impact Assessment prepared by Aigis Group dated January 2024 has been prepared without adequate community engagement or consultation with the Windella residential community.*
- b) There is uncertainty as to the objectivity of the SIA having regard to the proponent's scoping of same and whether the SIA was done having regard to the final scope of the development.*

These issues are material to assessing social impacts and reflect the consent authority's concern regarding procedural fairness and the robustness of the supporting documentation.

The table below summarises the key issues raised in the SOFAC relevant to the proposal's SIA and social outcomes.

Table 11: Summary of the social issues raised in the Council's Original Statement of Facts and Considerations

Issue	Description	Indicated level of importance
Lack of community engagement in SIA (29a)	The SOFAC notes that the Social Impact Assessment was prepared without adequate consultation with the Windella residential community, particularly those most directly impacted.	Raised as a primary contention by Council in its formal submission, with implications for the procedural fairness of the planning process.
Questionable objectivity of the SIA (29b)	The SOFAC states that there is uncertainty regarding the objectivity of the SIA, particularly in light of the proponent's role in scoping the assessment and uncertainty about whether it was undertaken with reference to the final scope of the development.	Raised as a material concern by Council in the SOFAC; contributes to questions about the robustness of the SIA as an input to decision-making.
Conflict with strategic planning (21-26)	The proposal contradicts Council's Rural Lands Strategy and draft LEP amendments, yet the SIA fails to engage with these frameworks.	Inconsistency with strategic planning – Council contends the proposal is inconsistent with applicable land use strategies and draft planning controls. The SIA is criticised for not adequately addressing the social and economic impacts of these inconsistencies.
Unaddressed social risks (22b, 23e, 24, 25a, 25b, 25c, 27, 38)	Council raised concerns about potential impacts on local identity, isolation, and service access.	These themes were central to Council's contentions about the proposal's impacts but were not explicitly tied to the SIA's tone or treatment.
No cumulative impact analysis (25 and 31g)	The SIA does not assess how the proposed MHE will combine with nearby developments to strain local infrastructure and services.	Cumulative impacts are a key strategic planning concern, and their exclusion was a major issue.
Inattention to accessibility constraints (31h)	The SIA does not consider how site topography, absence of footpaths, and distances to amenities may limit accessibility.	Particularly critical given the intended over-55s market.

7.3 Design amendments made as a result of feedback

The stakeholder and community feedback detailed in preceding sections highlighted significant concerns regarding visual amenity, density, construction impacts, and neighbourhood character compatibility. Directly responding to these concerns—and informed by mediation discussions with Maitland City Council—the applicant revised the development proposal extensively. The amended design specifically targets the reduction of potential social impacts, enhances visual integration with existing neighbourhood settings, improves alignment with local planning frameworks, and proactively addresses construction-related community disruptions.

The revised proposal incorporates targeted design changes to mitigate potential social impacts, enhance visual and spatial integration with surrounding residential areas, improve overall compatibility with local planning expectations, and proactively manage construction-related disruptions.

The key amendments made to the proposal are summarised in Table 12 below.

Table 12: Summary of design amendments made in current proposal and their intended outcome

Aspect of amendment	Original proposal	Amended proposal	Intended social or environmental outcome
Density and layout	209 dwellings	<ul style="list-style-type: none"> – 182 dwellings with improved internal circulation 	<ul style="list-style-type: none"> – Reduced visual bulk – Lower pressure on services and facilities
Landscape buffers and tree Planting	388 trees; 10–17m buffers	<ul style="list-style-type: none"> – 828 trees; buffers increased (up to 60m east, 54m west) – Early planting of all buffers in Stage 1 – First 420m of the southern buffer with be planted with 75L pot size (1.5m trees) 	<ul style="list-style-type: none"> – Enhanced screening – Improved visual amenity – Stronger neighbourhood integration
Public transport access	No formal footpath link	<ul style="list-style-type: none"> – New 1.5m footpath linking site to New England Highway bus stops 	<ul style="list-style-type: none"> – Improved pedestrian safety and access to public transport
Private shuttle Bus	No private shuttle bus	<ul style="list-style-type: none"> – Wheelchair-accessible shuttle bus (minimum 10 passengers) – Two weekly scheduled shopping trips 	<ul style="list-style-type: none"> – Increased mobility and transport options for residents
Private vehicle access and parking	Standard residential parking	<ul style="list-style-type: none"> – 1–2 garage spaces per dwelling – Additional visitor and accessible parking 	<ul style="list-style-type: none"> – Maintains resident transport independence – Supports ageing in place

Community facilities	Smaller open space; Country Club included a licensed bar	<ul style="list-style-type: none"> – Expanded communal open space (+1,413 sqm) – Community garden – Treatment room for visiting services – Licensed bar removed 	<ul style="list-style-type: none"> – Enhanced recreational and health opportunities – Reduced amenity risks
Construction access and management	Access through Penparc Drive allowed	<ul style="list-style-type: none"> – Access limited to Wyndella Road – Separate construction exit – Onsite worker parking 	<ul style="list-style-type: none"> – Reduced construction disruption to neighbouring properties
Construction hours and management	Standard hours; limited controls	<ul style="list-style-type: none"> – 7am–4pm Mon–Fri only – No weekend work; Traffic Management Plan – Dust and acoustic monitoring during construction 	<ul style="list-style-type: none"> – Minimised construction noise, dust, and disruption to the community
Community liaison	No formal provision	<ul style="list-style-type: none"> – Appointment of a dedicated Community Liaison Officer during construction and operational phases of the development 	<ul style="list-style-type: none"> – Strengthened communication and responsiveness to local concerns
Fencing and perimeter design	1.8m solid fence	<ul style="list-style-type: none"> – 1.4m rural-style post-and-rail fence 	<ul style="list-style-type: none"> – Maintains passive surveillance – Reinforces rural residential character
External colour schemes	Standard housing palette	<ul style="list-style-type: none"> – Four landscape-sensitive colour schemes introduced 	<ul style="list-style-type: none"> – Improved integration with rural landscape
CPTED and Safety Measures	Basic passive surveillance only	<ul style="list-style-type: none"> – CCTV at site entries and key communal areas – Improved wayfinding and signage – Landscaping designed for passive surveillance 	<ul style="list-style-type: none"> – Increased resident safety and reduced crime risk
Acoustic management	General acoustic controls	<ul style="list-style-type: none"> – Acoustic monitoring during construction – No live music permitted outdoors at Country Club 	<ul style="list-style-type: none"> – Protection of neighbourhood amenity from noise impacts

External lighting design	Standard lighting provision	<ul style="list-style-type: none"> – External lighting to comply with AS/NZS 4282 to limit light spill and protect sensitive receivers 	<ul style="list-style-type: none"> – Reduced light pollution and night-time amenity impacts
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The subsequent chapters assess the proposal's social impacts in light of these design amendments and identify any residual impacts requiring mitigation.

8 Social impact assessment

This chapter presents a detailed category-by-category social impact assessment of the proposed development. The assessment draws on a combination of desktop review, site observations, and analysis of publicly available planning and demographic data, supplemented by relevant information from Council.

The purpose of this social impact analysis is to:

- Identify and assess potential positive and negative social impacts that may emerge during any stage of the project lifecycle.
- Understand how these impacts compare with the current social baseline and conditions associated with the site's existing use.
- Determine whether certain groups may be disproportionately affected and ensure the responses proposed are socially equitable.
- Recommend actions that can mitigate adverse effects and enhance community benefits.

The assessment explores both direct impacts, such as measurable changes in population composition, service access, or housing affordability, and indirect impacts, including shifts in community identity, sense of place, or social cohesion. These impacts may be physical or psychological, short-term or enduring.

8.1 Methodology

The assessment uses a standardised framework aligned with the NSW Department of Planning, Housing and Infrastructure (DPHI) Social Impact Assessment Guideline (2023), evaluating the development's effects across eight core domains:

- Way of Life
- Health and Wellbeing
- Accessibility
- Community
- Culture
- Surroundings
- Livelihoods
- Decision-Making Systems

These social elements of value are assessed using a significance matrix, combining magnitude and likelihood to categorise the level of impact. Where relevant, targeted mitigation or enhancement measures are proposed to address the identified impacts.

Table 13: Social impact assessment significance matrix

Likelihood	Magnitude				
	Minimal	Minor	Moderate	Major	Transformational
Very unlikely	Low	Low	Low	Medium	Medium
Unlikely	Low	Low	Medium	Medium	High
Possible	Low	Medium	Medium	High	High
Likely	Low	Medium	High	High	Very high
Almost certain	Low	Medium	High	Very high	Very high

8.2 Social impact assessment tables

The anticipated social impacts of the proposed development have been assessed based on the revised development design, supporting technical studies, prior community and stakeholder feedback, and the strategic and statutory planning context outlined earlier in this report.

Social impacts have been identified across the project's construction and operational phases. Each impact has been assessed using a social risk framework, taking into account: the likelihood of the impact occurring; the magnitude of the potential impact; the overall significance (risk rating) of the impact; and the affected social groups.

Impact significance has been determined using the NSW Department of Planning, Housing and Infrastructure (DPHI) Social Impact Assessment Guideline (2023) framework. It considers existing mitigation measures incorporated into the proposal and proposed additional mitigation or enhancement measures.

8.2.1 Social impact assessment - Construction stage impacts

Social Impact	Likelihood Level	Magnitude	Assessed Impact Significance	Social Impact Category	Impacted Groups
Increased heavy vehicle traffic and access disruption during construction, particularly around Wyndella Road	Likely	Minor	Medium (negative)	Way of Life, Accessibility, Surroundings	Local residents (especially along Wyndella Rd), road users, nearby businesses
Construction-related noise, dust, and vibration impacting nearby dwellings and rural amenity	Likely	Minor	Medium (negative)	Health & Wellbeing, Surroundings, Way of Life	Adjacent residents, community action groups, sensitive receivers
Visual impacts and loss of rural outlook during the construction period due to equipment and vegetation clearing	Likely	Minor	Medium (negative)	Surroundings, Way of Life	Neighbouring residents, landowners, local road users
Temporary disruption to pedestrian connectivity during early works	Possible	Minor	Medium (negative)	Accessibility, Community	Pedestrians, older residents, mobility-impaired
Positive local economic impacts due to employment and procurement	Almost Certain	Moderate	High (positive)	Livelihoods, Community	Local businesses, tradespeople, job seekers
Short-term increase in local expenditure by construction workers	Almost Certain	Moderate	High (positive)	Livelihoods, Way of Life	Local businesses, service providers
Increased engagement between the proponent and community during construction via community liaison officer	Likely	Moderate	High (positive)	Decision-Making Systems, Community	Local residents, council, community groups

8.2.2 Social impact assessment - Operational stage impacts

Social Impact	Likelihood level	Magnitude	Assessed impact significance	Social impact category	Impacted groups
Ongoing landscape and visual amenity management, including ecological value of vegetated buffers	Possible	Moderate	Medium (negative)	Way of Life, Surroundings	Long-term residents of Windella and Lochinvar, adjacent landowners
Opportunities for social connection and community formation among over-50s residents	Almost Certain	Moderate	High (positive)	Way of Life, Health & Wellbeing, Livelihoods	Prospective over-50s residents, local government, broader community
Opportunities for social connection and community formation, supported by shared infrastructure, landscaped environments and walkable design	Likely	Moderate	High (positive)	Community, Health & Wellbeing	Future residents, service providers
Need for appropriate passive surveillance and CPTED features to support safety and wellbeing	Possible	Minor	Low (negative)	Health & Wellbeing, Surroundings	Future residents, adjacent landowners
Limited physical integration with existing neighbourhoods, reinforcing perceptions of exclusivity or segregation	Possible	Minor	Medium (negative)	Community, Accessibility	Existing Windella and Lochinvar residents, future MHE residents
Risk of car-dependency for non-driving residents due to limited local services within walking distance	Possible	Moderate	Medium (negative)	Accessibility, Health & Wellbeing	Residents with limited mobility, ageing residents, public health agencies

Access to medical services is inadequate to meet the needs of a growing over-50s population	Unlikely	Minor	Low (negative)	Accessibility, Health & Wellbeing	Residents without private transport, over-50s community
Provision of a footpath to the New England Highway and shuttle bus service connecting residents to shopping and health services	Almost Certain	Moderate	High (positive)	Accessibility, Health & Wellbeing	Residents without private transport, over-50s community
Improved health outcomes from accessible open space, landscaped walking paths, and onsite community garden	Likely	Moderate	High (positive)	Health & Wellbeing, Community	All future residents, local health service network
Risk of social isolation if ageing residents do not engage in community activities or are unable to access external services	Possible	Minor	Medium (negative)	Health & Wellbeing, Accessibility	Residents living alone, support workers
Landscape and fencing amendments (e.g. post-and-rail fencing, established buffers, tree canopy) improving visual cohesion	Almost Certain	Moderate	High (positive)	Surroundings, Community	Adjacent residents, broader community
Limited recognition of Aboriginal cultural values and connection to Country in site design and engagement	Possible	Moderate	Medium (negative)	Culture, Decision-Making Systems	Local Indigenous community
Community trust impacts due to perceived consultation gaps or limited transparency	Possible	Minor	Medium (negative)	Culture, Decision-Making Systems, Community	Residents, families, local council, broader community

Risk that information, services, or governance processes are not accessible to all residents (e.g. digital exclusion)	Likely	Minor	Medium (negative)	Decision-Making Systems, Community	Residents, families, local council
Concerns about long-term estate management, resident behaviour, and community integration	Unlikely	Moderate	Medium (negative)	Decision-Making Systems	Residents, community organisations

8.3 Discussion of social impacts

8.3.1 Construction stage

Several short-term construction impacts are expected during the delivery of the proposed development. These primarily affect residents along Wyndella Road and nearby streets, including temporary disruptions and opportunities for local benefit.

Negative Impacts

- Heavy vehicle movements along Wyndella Road may result in temporary delays, inconvenience to adjacent properties, and reduced local amenity during construction hours. While access has been relocated from Pennparc Drive and a Traffic Management Plan has been prepared, moderate disruption remains likely, particularly during peak periods.
- Noise, dust, and vibration from machinery use, material delivery, and vegetation clearing may affect neighbouring residents and contribute to short-term discomfort, especially for residents who relocated to the area for peace and low-density living. Revised construction hours and the implementation of a detailed Construction Environmental Management Plan (CEMP) are expected to reduce these impacts to acceptable levels.
- Vegetation clearing and early site formation works may cause visual disturbance, interrupting view corridors and contributing to a sense of intrusion. Early planting of vegetated buffers, including using 75L advanced trees, and installing rural-style fencing will mitigate these effects. The likelihood of long-term visual impacts from construction is considered low.
- Pedestrian access may be temporarily disrupted during early works, particularly while new footpaths and linkages to public transport are constructed. This may affect older residents or those with limited mobility. However, the risk is reduced due to the short-term nature of the disruption and the fact that pedestrian infrastructure on Wyndella Road is currently limited. A 1.5 metre footpath will be delivered prior to the occupation of the first dwelling.

Positive Impacts

The construction phase will provide economic and community benefits despite these temporary disruptions.

- The construction phase is expected to generate local employment across various roles, including earthworks, trades, and supply logistics. This will benefit local contractors and support household income in the broader Hunter region.
- The influx of workers during construction will also likely result in increased spending at nearby businesses, such as cafés, service stations, and retail outlets in Lochinvar and Rutherford. These positive livelihood impacts are particularly relevant in the current economic climate.
- The appointment of a dedicated Community Liaison Officer is a positive governance initiative. This role is designed to provide ongoing updates, manage neighbour concerns, and ensure timely responses to concerns. It may also help rebuild trust following earlier dissatisfaction with consultation.

8.3.2 Operational stage

Positive Impacts

The amended proposal introduces a range of enhancements that directly address previous concerns and support long-term social benefits:

- Age-appropriate design features and improved layout—including internal pedestrian-friendly networks and accessible homes and facilities—promote safe and walkable environments. These changes enhance daily mobility, especially for older residents, and demonstrate alignment with broader planning goals for inclusive, liveable housing.
- The development will likely deliver social infrastructure benefits through its expanded communal facilities. These include a community garden, a treatment room for visiting health providers, and an open space for passive recreation. These additions promote social cohesion, wellbeing, and reduced reliance on external health infrastructure, contributing to a more self-sufficient estate model.
- Public transport access has been significantly improved with the addition of a 1.5m footpath to the New England Highway bus stops and a wheelchair-accessible shuttle bus for weekly trips. This directly responds to previous concerns about car dependency and offers a more inclusive mobility solution.
- The addition of CCTV, wayfinding, and passive surveillance principles in landscape design enhances residents' and visitors' safety and security. These principles are consistent with Crime Prevention Through Environmental Design (CPTED) and demonstrate a preventative approach to potential antisocial behaviour.
- External colour schemes, rural fencing treatments, and buffer planting improve the visual integration of the development with its low-density surroundings, addressing some prior concerns around character erosion and visual prominence.

Negative Impacts

While many original concerns have been mitigated through design revisions, a few residual social risks remain:

- While the estate is not co-located with comprehensive medical facilities, existing infrastructure, planned local expansions, and service flexibility (e.g., home visits and telehealth) mean that the proposal is unlikely to result in significant strain on local health services. The estate's flexible design and absence of exit fees also enhance residents' ability to transition into aged care when needed, further reducing potential long-term pressure.
- Visual impacts for adjoining residents—particularly those along Pennparc Drive and Wyndella Road—may persist despite increased buffer widths and early planting. The scale and elevation of the site, combined with its contrast to surrounding rural-residential homes, mean that some perceived loss of outlook is likely. However, the significance of this impact is assessed as Minor due to the introduction of screening vegetation and reduced built form density, as assessed in the VIA.
- Despite improvements to connectivity and connection to the local bus network, the estate may remain partially car-dependent, especially for residents with mobility limitations or those requiring frequent access to health services. While the shuttle service also helps, it does not provide the flexibility of private transport or full integration with the wider regional transport

network. It is noted that very few residential communities in regional areas have full integration with the public transport network.

- If the estate operates in a self-contained manner, there is a risk of perceived social isolation from the broader Windella and Lochinvar communities. This is a broader challenge with land lease communities and requires ongoing management through programming, partnerships, and governance structures to promote integration and inclusivity.
- Long-term estate management and community dynamics will shape the lived experience over time. While the Plan of Management includes measures to support resident wellbeing and shared space use, outcomes will depend on effective operator governance and resident participation.
- No Aboriginal cultural engagement, interpretation, or design elements have been incorporated. Given the site's location on Wonnarua Country, this omission may undermine community inclusion and cultural integrity. Post-approval engagement is recommended to explore appropriate recognition, including dual naming, signage, or landscape integration.

9 Mitigation and enhancement measures

This chapter outlines recommended measures to mitigate or enhance the social impacts identified in Chapter 8. The actions are grouped by construction and operational phase to align with delivery staging and provide clarity for implementation. Design amendments already embedded in the amended design (see Chapter 7.3) are not repeated in this section.

The measures have been designed to be practicable and proportionate to the nature and scale of each impact, reflecting both mitigation of negative effects and opportunities to enhance social outcomes through proactive design and governance. Where negative impacts remain, particularly in areas of access, amenity, and community cohesion, practical strategies have been proposed to ensure they are manageable and proportionate. Where the development offers the potential to deliver positive social outcomes, particularly for older residents, design enhancements and early delivery of key infrastructure have been leveraged to maximise benefit.

All actions are informed by the impact significance ratings in Chapter 8, considering likelihood, magnitude, duration, and the sensitivity of affected groups. Residual significance is noted for each, representing the likely impact level if measures are implemented effectively.

The mitigation and enhancement measures included here reflect only those not already embedded in the amended development proposal, ensuring clear alignment with DA-stage responsibilities and avoiding duplication. Together, they provide a balanced and actionable response to local concerns and broader policy settings, supporting inclusive, age-friendly, and well-integrated community outcomes.

Chapter 9.3 provides a high-level Social Impact Management Plan (SIMP) framework to guide post-approval delivery and engagement. Chapter 9.4 outlines the proposed monitoring, review, and adaptive management approach to ensure ongoing responsiveness to community needs and conditions.

9.1 Construction phase mitigation and enhancement

Table 14 summarises key social impacts anticipated during the development's construction phase and outlines recommended mitigation or enhancement measures to reduce their significance.

Table 14: Construction phase mitigation and enhancement measures

Social impact description	Social impact category	Evaluated likelihood & magnitude	Impact mitigation/enhancement measures	Residual impact significance
Increased heavy vehicle traffic and access disruption during construction, particularly around Wyndella Road	Way of Life, Accessibility	Medium (Likely + Minor)	<ul style="list-style-type: none"> – Prepare a Construction Management Plan (CMP) including a Traffic Management Plan (TMP) – Coordinate with school peak hours – Inform residents in advance. 	Low (negative)
Construction-related noise, dust, and vibration impacting nearby dwellings and rural amenity	Health & Wellbeing, Surroundings	Medium (Likely + Minor)	<ul style="list-style-type: none"> – Implement Construction Environmental Management Plan (CEMP) – Conduct regular dust/noise monitoring – Provide advance notice and limit construction hours 	Low (negative)
Risk of cumulative impacts from surrounding developments leading to prolonged construction noise, dust, and traffic	Health & Wellbeing, Surroundings	High (Likely + Moderate)	<ul style="list-style-type: none"> – Coordinate construction scheduling to minimise overlapping peak works periods, where feasible – Implement a detailed CMP – Communicate timelines – Monitor and adjust practices as needed. 	Low (negative)
Positive local economic impacts due to employment and procurement	Livelihoods, Way of Life	High (Almost certain + Moderate)	<ul style="list-style-type: none"> – Prioritise local contractors and suppliers – Ensure Aboriginal Participation in Construction – Include local employment targets in tender documents 	High (positive)

Short-term increase in local expenditure by construction workers	Livelihoods, Community	High (Almost Certain + Moderate)	<ul style="list-style-type: none"> – Encourage construction workforce to use local services and suppliers – Promote local food, retail and fuel options 	High (positive)
Increased engagement between the proponent and community during construction via community liaison officer	Decision-making Systems, Community	High (Likely + Moderate)	<ul style="list-style-type: none"> – Appoint a Community Liaison Officer – Provide regular plain-English updates – Implement a transparent contact and complaints process 	High (positive)

9.2 Operation phase mitigation and enhancement

Table 15 presents the anticipated social impacts associated with the development's ongoing operation and identifies practical strategies to mitigate risks and enhance community benefits.

Table 15: Operation phase mitigation and enhancement measures

Social impact description	Social impact category	Evaluated likelihood + magnitude	Impact mitigation/enhancement measures	Residual impact significance
Ongoing landscape and visual amenity management, including ecological value of vegetated buffers	Surroundings, Health and Wellbeing	Medium (Likely + Minor)	<ul style="list-style-type: none"> – Maintain perimeter landscape buffers and tree plantings in accordance with the approved Landscape Plan – Ensure planting is supported by a long-term vegetation management and maintenance strategy to preserve visual amenity, shading, and biodiversity 	Low (positive)
Need for appropriate passive surveillance and CPTED features to support safety and wellbeing	Health and Wellbeing, Surroundings	Low (possible + minor)	<ul style="list-style-type: none"> – Include passive surveillance and wayfinding in communal area design. – Ensure lighting, CCTV, landscaping and signage complies with CPTED principles. – Monitor community safety and adjust measures as needed. 	Low (positive)
Opportunities for social connection and community formation among over-50s residents	Community, Health and Wellbeing	High (Likely + Moderate)	<ul style="list-style-type: none"> – Deliver communal spaces (e.g. gardens, clubhouse) early – Support resident-led initiatives and visiting services – Foster welcoming shared spaces and casual social encounters 	High (positive)
Limited physical integration with existing neighbourhoods, reinforcing perceptions of exclusivity or segregation	Community	Medium (Possible + Minor)	<ul style="list-style-type: none"> – Invite community to events for broader involvement – Support resident-led initiatives and visiting services – Foster welcoming shared spaces and casual social encounters – Ensure visual amenities do not function as a barrier 	Medium (positive)
Risk of car-dependency for non-driving residents due to limited local services within walking distance	Accessibility, Community	Medium (Likely + Minor)	<ul style="list-style-type: none"> – Ensure universal design of footpaths, roads and communal areas – Provide clear information on transport services and options 	Low (negative)

			<ul style="list-style-type: none"> – Partner with mobile or outreach services to enhance access where needed 	
Access to medical services is inadequate to meet the needs of a growing over-50s population	Accessibility, Health and Wellbeing	Low (Unlikely + Minor)	<ul style="list-style-type: none"> – Actively pursue partnerships with local health services and aged care providers – Support mobile and outreach services to operate on-site – Ensure residents receive accessible health service information upon moving in 	Low (positive)
Need to ensure dwellings remain accessible and appropriate for residents as they age	Accessibility, Health and Wellbeing	Medium (Likely + Minor)	<ul style="list-style-type: none"> – Offer incoming residents a choice of Silver or Gold standard homes under the Liveable Housing Design Guidelines, with clear communication about the accessibility features and long-term benefits of each option 	Low (negative)
Potential long-term benefits from early delivery of shared infrastructure and health-related amenities	Health and Wellbeing, Accessibility	High (Likely + Moderate)	<ul style="list-style-type: none"> – Deliver community garden, treatment room, and clubhouse in early stages – Program services (e.g. medical, allied health, recreation) to operate on-site or via partnerships 	High (positive)
Limited recognition of Aboriginal cultural values and connection to Country in site design and engagement	Culture, Decision-Making Systems	Medium (Possible + Moderate)	<ul style="list-style-type: none"> – Seek to engage Wonnarua Nation representatives to explore opportunities for cultural recognition, including dual naming, signage, and landscape interpretation – Include an Acknowledgement of Country in public-facing communications and resident welcome materials 	Low (positive)
Clarity and transparency needed around cost implications, management, and decision-making structures	Decision-Making Systems, Livelihoods	Medium (Possible + Moderate)	<ul style="list-style-type: none"> – Clearly communicate costs and responsibilities to incoming residents – Maintain transparent governance – Request incoming residents seek legal advice before signing contracts – Provide regular updates and pathways for feedback and concerns 	Low (negative)
Community trust impacts due to perceived consultation gaps or limited transparency	Decision-Making Systems	Medium (Possible + Minor)	<ul style="list-style-type: none"> – Continue transparent communication with residents and stakeholders – Appoint a community liaison officer 	Low (negative)

			<ul style="list-style-type: none"> – Publish key documents and decisions in accessible formats. 	
Risk that information, services, or governance processes are not accessible to all residents (e.g. digital exclusion)	Accessibility, Decision-Making Systems	Medium (Likely + Minor)	<ul style="list-style-type: none"> – Provide printed materials alongside digital updates – Offer resident support in accessing transport, maintenance, and service systems – Design communication to be age- and cognition-friendly – Provide admin and operations staff that are available to assist residents with their questions including finding information and printing documents. 	Low (negative)
Concerns about long-term estate management, resident behaviour, and community integration	Community	Medium (Possible + Moderate)	<ul style="list-style-type: none"> – Deliver shared facilities early – Develop a community plan and culture and values statement to support positive social norms and interaction. – Ensure site management is transparent, professional, and responsive. 	Low (negative)

9.3 Future development of a Social Impact Management Plan

It is recommended that the Applicant develop a detailed Social Impact Management Plan (SIMP) prior to construction, consistent with the Social Impact Assessment Guideline (DPHI, 2023). This SIMP should be prepared in consultation with a suitably qualified and experienced social practitioner and:

- Translate the mitigation and enhancement measures into clear, accountable actions
- Define roles and responsibilities for delivery, including during construction and operation
- Outline how stakeholders and local services will be engaged during implementation
- Include a monitoring and review framework, with indicators, timing, and adaptive management processes
- Provide a mechanism for community feedback, complaints, and updates
- Be written in plain English, with a summary version available to future residents and community stakeholders

The SIMP should allow for refinement over time as occupancy patterns, service needs, or social conditions evolve. A structured post-occupancy review (e.g. at 6 and 12 months) is recommended to assess social outcomes and support continuous improvement.

9.4 Monitoring and adaptive management

Social impacts are dynamic and may evolve over the life of the development. To ensure responsiveness to emerging issues and changing conditions, the following adaptive management actions are recommended:

- Appoint a community liaison contact during the construction phase to manage enquiries, feedback and complaints.
- Undertake a post-occupancy survey within 12 months of initial operation to assess resident wellbeing, service access, and community integration.
- Maintain ongoing dialogue with Maitland City Council and relevant service providers to track cumulative service impacts and local impacts.
- Embed a feedback loop in the development governance arrangements to ensure ongoing resident input into community management and operations.
- Review the effectiveness of mitigation and benefit enhancement measures annually during the first three years of operation, with the flexibility to adjust development programming, service access, or management approaches as needed in response to findings.

These actions will help ensure that the development remains socially responsive, supports evolving community needs, and delivers the intended social outcomes over time.

10 Conclusion

This assessment concludes that the proposed development at 34 Wyndella Road, Lochinvar is likely to generate a range of social impacts—both positive and negative—across its construction and operational phases. These vary in likelihood, magnitude, and duration, with the most significant negative impacts being short-term and associated with the construction period.

Construction-related disruptions—including noise, traffic, and temporary amenity loss—are expected to primarily affect nearby residents, particularly those in Windella. However, these impacts are considered manageable through the implementation of mitigation measures such as restricted working hours, a Construction Environmental Management Plan, and the appointment of a dedicated community liaison.

At the operational stage, introducing a new housing typology into a semi-rural context raises concerns around landscape character, accessibility, and infrastructure capacity. Many of these concerns have been acknowledged and addressed through substantial design amendments, which were informed directly by community and stakeholder feedback. These changes include a reduced dwelling yield, enhanced landscape buffers, improved circulation and parking, removal of higher risk uses, early delivery of shared infrastructure, and a safer pedestrian connection to public transport.

Positive social impacts are expected to increase over time, particularly for older residents seeking secure, affordable, age-appropriate housing. The development offers opportunities for social connection, active ageing, and increased local housing diversity, contributing to regional priorities around inclusive growth and housing choice.

With the implementation of the mitigation strategies and estate management measures outlined in this report, the remaining residual impacts are likely to be low in significance. This includes actions to ensure universal accessibility, maintain visual and environmental amenity, and support transparent governance and resident participation.

In sum, this proposal, subject to the implementation of key safeguards, has the potential to deliver a net social benefit to the Lochinvar and broader Maitland community. It reflects a stronger alignment with strategic planning objectives and demonstrates how community feedback has helped shape a more inclusive, place-sensitive outcome.

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APPENDIX 1 - SOCIAL INFRASTRUCTURE REPORT

- VAERE SOCIAL

ADVICE ON SPECIFIC SOCIAL INFRASTRUCTURE ADEQUACY

34 WYNDELLA RD, LOCHINVAR



Table of Contents

1. INTRODUCTION	3
1.1 SCOPE OF THE PROJECT	3
1.2 METHODOLOGY	3
<i>Assumptions</i>	3
2. PROJECT BACKGROUND	5
2.1 PROPOSED DEVELOPMENT.....	5
<i>Future population of proposed development</i>	6
<i>Future transportation plans for the proposed development</i>	7
2.2 EXISTING DEMOGRAPHIC PROFILE	7
<i>Baseline population</i>	7
2.3 FUTURE DEMOGRAPHIC PROFILE	8
3. BACKGROUND CONTEXT	9
3.1 STRATEGIC PLANNING CONTEXT	9
<i>Maitland Local Strategic Planning Statement 2040+</i>	9
<i>Local Planning Priority – 17</i>	10
3.2 KEY DEMOGRAPHIC TRENDS	11
3.3 SIMILAR DEVELOPMENT COMPARISON	11
3. SOCIAL INFRASTRUCTURE ASSESSMENT.....	12
3.1 SUMMARY OF EXISTING SOCIAL INFRASTRUCTURE	12
3.2 DETAILS OF EXISTING SOCIAL INFRASTRUCTURE	15
<i>Emergency services</i>	15
<i>Medical</i>	16
<i>Aged care</i>	20
<i>Community services and facilities</i>	22
<i>Retail and shopping</i>	23
<i>Recreation</i>	24
<i>Relevant social infrastructure proposals, applications and plans</i>	26
3.2 NEEDS ASSESSMENT	26
<i>Benchmarks for provision</i>	26
<i>Needs analysis</i>	28
4. CONCLUSION	34
APPENDIX A	37

1. Introduction

Commercial 7 Pty Ltd ATF Commercial 7 Investment Trust commissioned this study to seek additional information about the adequacy of specific types of social infrastructure in the area surrounding the proposed development at 34 Wyndella Road, Lochinvar.

1.1 Scope of the project

Following a review of the Social Impact Assessment and feedback provided by Council, this study seeks to review and benchmark the adequacy of the following social infrastructure types in the area surrounding the proposed development:

- Emergency services
- Medical facilities – GPs, hospitals, medical centres
- Aged care
- Community services
- Retail and shopping, including pharmacies as relevant
- Recreation facilities.

This study is not intended to be a full social infrastructure study, but rather a targeted investigation into specific types of social infrastructure relevant to an older portion of the population, raised in correspondence about the current proposed development.

1.2 Methodology

This study involved the following steps:

- Review of existing documentation, including the Social Impact Assessment and Council feedback
- Use of demographic data from the Social Impact Assessment and sourced from ABS website
- Desktop analysis of the existing supply of selected social infrastructure - medical facilities, community services, retail and shopping services, recreation and aged care
- Engagement with medical practices to confirm the number of GPs available and capacity for additional patients
- Benchmark analysis of the adequacy of the existing supply of medical facilities, community services, retail and shopping services and open space and recreation given the population change from the proposed development
- Summary of the adequacy of the current levels of provision in the study area.

Assumptions

- Population data was used from the ABS website using 2021 Census data. Cumulative population growth as a result of surrounding potential development has not been considered due to lack of certainty and availability of data.
- Information on social infrastructure was mainly reliant on publicly available website information and GIS-generated maps. In addition, medical centres were contacted to confirm GP availability and capacity.

- Photos were sourced online from Google images, business websites and Council's website.

2. Project background

2.1 Proposed development

The proposed development is for a manufactured home estate located at 34 Wyndella Road, Lochinvar (Lot 225 DP246447).

The proposed development is for a manufactured home estate that includes the following community facilities:

- 194 dwellings
- Community building including function area, lounge and library, 26 seat cinema, gym, games room and multipurpose spaces
- Heated swimming pool, spa and sauna
- Two pickleball courts
- Bowling green
- Community garden
- Outdoor BBQ
- Walking trail around the site perimeter
- Resort shuttle bus
- Carparks for residents (most with two car spaces, smaller residences with one car space), accessible carparks and visitor parking
- 17 caravan spaces.

Figure 1 below shows the proposed site layout.



Figure 1: Proposed site plan at 34 Wyndella Road, Lochinvar

The site for the proposed development is zoned RU2 Rural Landscape under the *Maitland Local Environmental Plan 2011*. It is located approximately 10km from Maitland CBD, 5km from Rutherford and 1km from Lochinvar township. The site is located within an investigation area identified in the *Maitland Local Housing Strategy 2041*, and the surrounding areas are undergoing rapid growth. Figure 2 below shows the site in its current context with the site perimeter shown in blue outline.



Figure 2: Aerial view of the subject site

Future population of proposed development

The proposed development is targeted to over 50s who are living independently and do not have the assistance requirements of an “aged care” facility.

Manufactured home estates are typically marketed to over 50 year olds with the current market shifting from an earlier perception of it being affordable/low-cost homes to more achievable high-end lifestyle home with resort-style community facilities.

With 194 dwellings, it is expected the development will house approximately **300-388 people** over the age of 50 years old. This indicative figure falls between the projected possible population outcomes in the Social Impact Assessment of 251-418 residents and is considered to be an educated estimate of the likely population to live on-site. Research undertaken by BCO EconSearch (2023) found that most residents in manufactured housing estates were over 65

years of age, married and retired¹. The research also stated that MHEs bring significant mental health and wellbeing benefits to this portion of the community, leading to avoided medical costs and mental health services.

Future transportation plans for the proposed development

The developer has made allowances to assist in the transportation of future residents, being aware that upgrades to public transport in the area are underway. In summary, the following will support the transportation of future residents (from the Plan of Management V3):

- It is assumed that many or most residents will have access to a car, based on previous development experiences (see Section 3.3).
- From the date of occupation of the first home, a Resort Shuttle Bus will be provided. This will be maintained and serviced by the Owner and residents will have the opportunity to book the bus for day trips or take scheduled weekly trips.
- Two public bus stops are located within 400 metres of the site on the New England Highway. These stops will cater to the public and adjacent school.
- Until a pedestrian footpath is provided from the site to the New England Highway, the Owner will provide a qualified bus driver for two daily return trips in an additional wheelchair accessible bus with a minimum capacity of 20 people that will follow the bus route in Appendix A on the Plan of Management V3. These services are anticipated to depart the resort at 10am and 4pm and return from the shopping centre at 11:30am and 5:30pm; however, the times and pickup and drop-off locations may be adjusted to better suit residents' needs. At a minimum, two trips will be provided seven (7) days a week until a pedestrian footpath is established to the New England Highway. If both trips are at capacity, the Owner will add additional trips per day to meet resident demand.

2.2 Existing demographic profile

Baseline population

For the purpose of undertaking an analysis of existing social infrastructure of relevance to the current development, four main SA2 areas need to be considered – Rutherford (North) – Aberglasslyn, Maitland North, Rutherford (South) – Telarah and Maitland. This represents an approximate 10-kilometre radius from the development and includes Maitland as the major centre close to the proposed development where residents may access services such as medical or retail services.

The baseline population for these areas is shown the in table below (ABS, 2021).

¹ https://rlla.com.au/wp-content/uploads/2023/08/Economic-and-Social-Contribution-of-RLLC_Final-Report-004.pdf

Table 1: Baseline population for the area surrounding the proposed development site

	Rutherford (North) – Aberglasslyn SA2	Rutherford (South) – Telarah SA2	Maitland SA2	Maitland - North SA2	TOTAL
Total population	17,730	7,976	8,611	8,727	43,044
Male	8,615	3,923	4,228	4,220	20,986
Female	9,113	4,051	4,388	4,510	22,062
Median age	35	34	34	38	35.25
Age cohorts over 50 years					
50-59 years	1,932	860	892	1,110	4,974
60-69 years	1,590	867	763	993	4,213
70-79 years	1,354	530	474	661	3,019
Over 80 years	663	208	316	323	1,510
Total over 50 years	5,539	2,465	2,445	3,087	13,536

Source: ABS Census, 2021

2.3 Future demographic profile

There is rapid development in the area surrounding the proposed development site and population growth in the area in the short to medium term is to be expected. This report did not have scope to undertake a full population forecast by age group or with the cumulative population forecasts for the area. For the purposes of this report, a simple use of 388 maximum additional people over the age of 50 years is utilised, noting residents are more likely to be aged 60 years and above.

In terms of the impact of the development itself on the population profile, the following impact is to be shown in Table 2 below, based on an additional 400 people in the community as a result of the development. Population data is sourced from the ABS Census, 2021.

Table 2: Expected population increase as a result of the development

	Existing Rutherford (North) – Aberglasslyn SA2	Future Rutherford (North) – Aberglasslyn SA2	Existing total of surrounding SA2 areas	Future total of surrounding SA2 areas
Total population	17,730	18,118	43,044	43,432
Total over 50 years	5,539	5,927	13,536	13,924

Source: ABS Census, 2021

3. Background context

3.1 Strategic planning context

A light touch review of relevant strategic planning documentation is below, with salient points provided for the context of this study.

Maitland Local Strategic Planning Statement 2040+ ²

“Within the community, there is a widespread perception that the provision of infrastructure has not kept pace with the rate of development in some areas. Despite the current Council budget and development contributions, there is a shortfall between the infrastructure needs, and what can be provided by Council.

With our growing population, our existing community infrastructure is reaching its capacity. Our Western Precinct is generally lacking in community facilities, recreational opportunities and open space.”

Western Precinct – where the proposed development is located

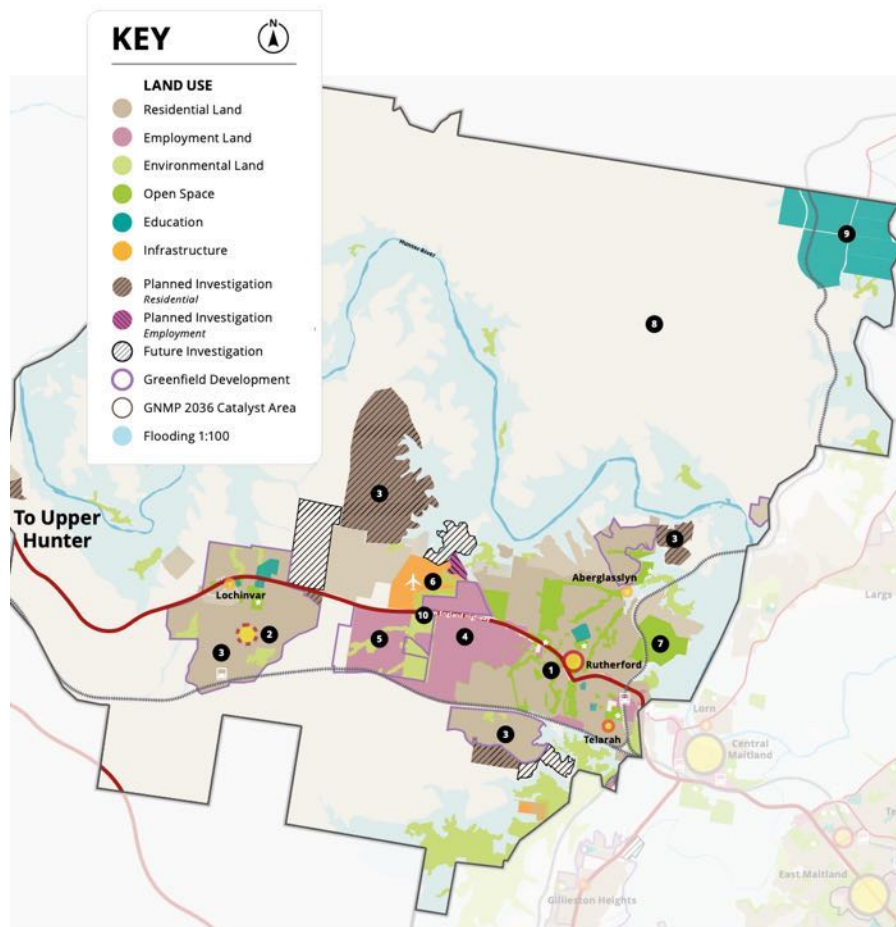
“The Western Precinct contains established communities including Rutherford and Telarah, existing urban release areas such as Aberglasslyn and future urban release areas at Lochinvar, Anambah and Farley. The precinct has a significant area of industrial and bulky goods land uses located along the New England Highway at Rutherford.

This Precinct is home to around 23,000 residents and is expected to grow to over 40,700 residents, with an additional 17,700 residents between now and 2040.

The Rutherford Town Centre offers retail, health and community services. The Centre has significant potential to be a vibrant centre, servicing the Western Precinct of the LGA and supporting the forecast residential growth over the next 20 years.

Rutherford Town Centre, together with the proposed Local Centre at Lochinvar, and the future employment and residential lands in the Western Precinct will form a strong relationship with Maitland’s rural areas, the Upper Hunter Region and beyond.”

² https://www.maitland.nsw.gov.au/sites/default/files/documents/document/lspc_final_adopted_june_2020.pdf



Source: Maitland Local Strategic Planning Statement 2040+

Figure 3: Proposed development of the area surrounding the site

Local Planning Priority – 17

Provide Good Quality, Accessible and Appropriate Community Infrastructure Across The City

In future planning of our community infrastructure, it is necessary to consider our city's role as a regional centre and its wider catchment beyond our LGA, to be able to maximise the potential use of such facilities. The proposed strategy will establish a hierarchy for community infrastructure across the city, local, district and city wide.

3.2 Key demographic trends

Key demographic, age-related trends in the Maitland LGA taken from the *Maitland Social Profile 2021-2025*³ are as follows:

- The median age is relatively stable but will increase slightly over the next 20 years, from 36 years to 38 years.
- There is forecast to be an increase of 14,800 individuals aged 65 years and over between 2021 and 2041.
- Lone-person and other family households are forecast to increase by over 44% between now and 2024, reflecting aging in place and lifestyle choices.
- 70.7% of people aged 65 years and over received the aged pensioner in June 2020 (compared to 59.0% in NSW).

3.3 Similar development comparison

The developer has undertaken a similar development in Cairns, Botanica Lifestyle Resort⁴. At this stage 160 of the 320 homes have been completed. Information provided on lifestyle choices of the residents at this development are as follows:

- Of the 160 occupied homes, all homes have at least one car and most have two, enabling them to independently drive from the development site to amenities
- There is no bus stop or shopping centre within walking distance
- A resort shuttle bus is provided (Toyota Hiace, 12-seater). It is well utilised and “well loved” by residents, but not at capacity. The shuttle bus has a regular weekly schedule to shopping centres and bowls clubs in the area. It is also used to transport residents to local entertainment, arts and cultural events, booked in advance.
- 25% of residents have their groceries delivered by supermarkets.

³ https://www.maitland.nsw.gov.au/sites/default/files/documents/2023-11/Social-Profiles-2023-V10-Digital_appendix.pdf

⁴ <https://botanicallifestyle.com.au>

3. Social infrastructure assessment

An audit of specific types of social infrastructure relevant to concerns raised by Council was undertaken to understand current provision, locations and potential gaps.

The proposed development site, while in a greenfield location, is located in close proximity to rapidly developing centres and is close to the major centre of Newcastle.

Maitland is the closest major centre, approximately 10 kilometres away, with Rutherford approximately 5 kilometres away, Lochinvar just over 1 kilometre away, and Greta 10 kilometres away. It is worth noting that Newcastle is the closest major centre and less than one hours' drive from the proposed development site.

While immediately surrounding the proposed development site, there is not much in walking distance, it is clear from the assessment that many social infrastructure provisions are available with a bus ride or car trip.

This section covers the following social infrastructure services that have been raised as important for the proposed development:

- Emergency services
- Medical facilities
- Community centres and recreation facilities
- Shopping and retail
- Aged care.

3.1 Summary of existing social infrastructure

Figure 4 on the following page provides an overview of the relevant social infrastructure for this population group, raised in feedback from Council. It shows that social infrastructure is clustered in and around towns, with the nearest major centre of Maitland (and East Maitland) providing many services, along with smaller towns supporting this.

The benchmarking in the following section will be undertaken to include approximately the 10 kilometre radius, and so excludes East Maitland which is shown on the map for information purposes. A full list of the numbers indicated and list of social infrastructure shown on the map is located in Appendix A.

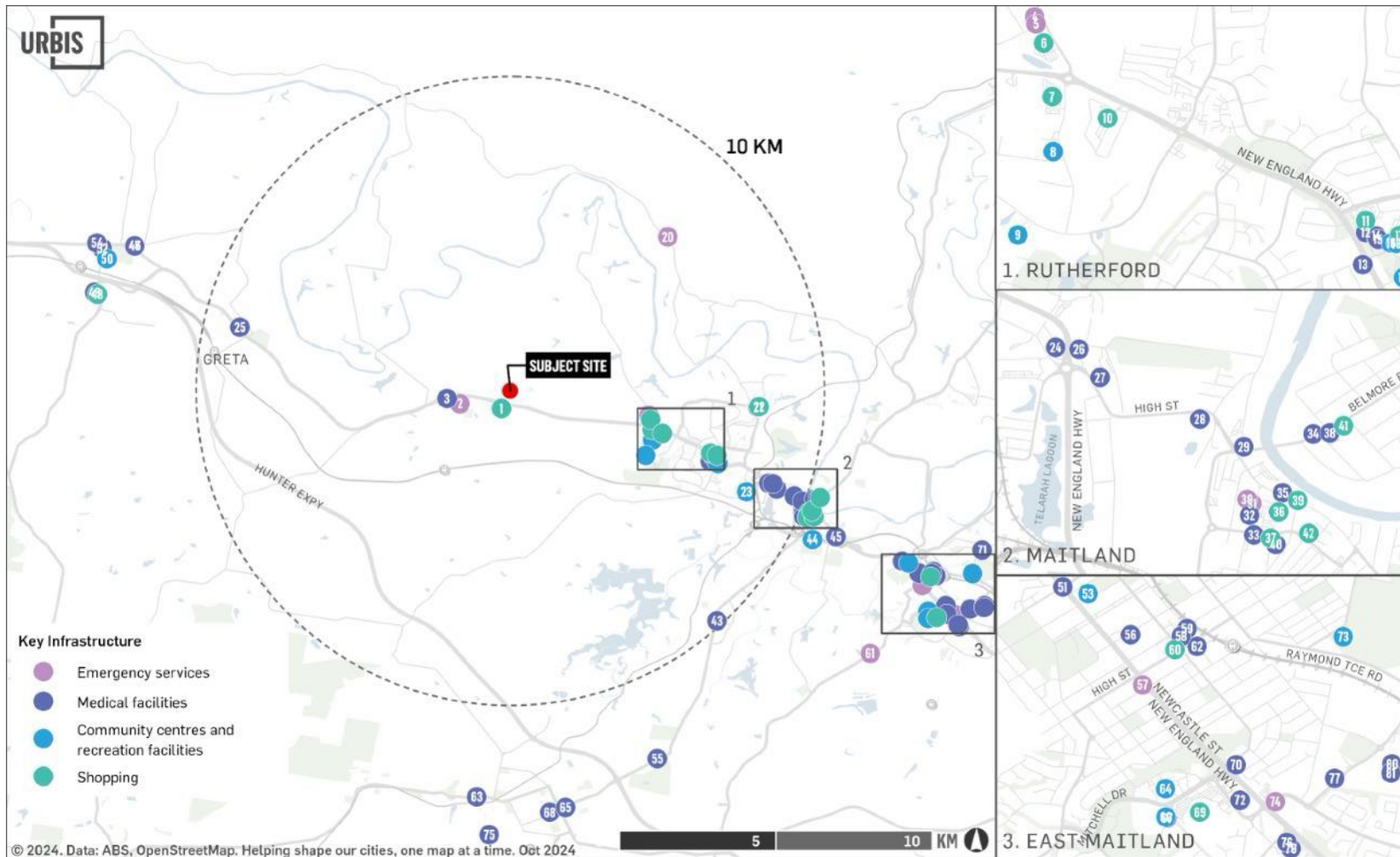


Figure 4: Map of existing relevant social infrastructure located in proximity to the proposed development

The below table provides a summary of the relevant social infrastructure for the purposes of this report in approximately a 10 kilometre proximity to the proposed development.

Table 3: Overview of relevant social infrastructure currently located within 10 kilometre proximity to the proposed development

Category	Type	Number	Total overall
Emergency services	NSW Police	2	5
	NSW Ambulance	1	
	Fire and Rescue NSW	1	
	NSW Rural Fire Service	1	
Hospitals and medical centres	Hospitals (including in major centres)	6	51
	Medical centres (where additional services are provided)	4	
	GPs	41	
Aged care	Residential aged care	4	4
Community services and recreation facilities	Government service centres	2	17
	Libraries	2	
	Community Centre	1	
	Community Services	4	
	Rotary Clubs	7	
	Art gallery	1	
Shopping and retail	Shopping centres	6	14
	Major supermarkets	5	
	Homeware shops	3	
Sport and recreation	Sport centres	2	13
	Aquatic centre/swimming pool	1	
	Local reserves (close to development)	2	
	Regional reserve	1	
	Clubs, including bowling clubs	4	
	Golf courses and driving ranges	3	

3.2 Details of existing social infrastructure

Emergency services

Service	Name	Address
NSW Police	Lochinvar Police Station	24 Station Lane, Lochinvar
	Maitland Police Station	3 Caroline Place, Maitland
NSW Ambulance	Rutherford Ambulance Station	63 Aberglasslyn Road, Rutherford
Fire and Rescue NSW	Rutherford Fire Station	4 Anambah Road, Rutherford
	Maitland Fire Station	14 Church Street, Maitland
Rural Fire Brigade	Maitland Vale Rural Fire Brigade	858 Maitland Vale Road, Rosebrook

Note: East Maitland has additional fire services available, shown in Figure 4.



Source: Facebook

Figure 5: Rutherford Fire Station

Medical

Hospitals are located in major centres around the proposed development, with Newcastle being just under one hour's drive from the proposed development site. While not within the 10 kilometre radius, regional hospitals located in urban centres are included as they are considered relevant for more critical or serious ongoing needs and future residents will be prepared to travel to these facilities.

Name	Town	Services	Capacity
Maitland Hospital	Metford	<ul style="list-style-type: none"> – Emergency department – Intensive care – Chemotherapy – Surgical care – Cardiac – Mental health – Palliative care – Inpatient and outpatient services including allied health – GP after hours 	339 beds
Maitland Private Hospital	East Maitland	<ul style="list-style-type: none"> – 6 operating theatres – 10 bed intensive care – Day surgery unit – Cancer services – Mental health unit – Rehabilitation unit 	154 beds
John Hunter Hospital	New Lambton Heights	<ul style="list-style-type: none"> – Emergency department including trauma unit – Major teaching hospital – Intensive care (27 beds) – Wide range of speciality areas 	820 beds (694 adult beds)
Newcastle Private Hospital	New Lambton Heights	<ul style="list-style-type: none"> – 11 theatres – 15 bed intensive care – Cardiac suite – Oncology and cancer service – Rehabilitation 	189 beds
Calvary Mater Hospital	Waratah	<ul style="list-style-type: none"> – Emergency department – Intensive care – Palliative care – Mental health – Breastscreen – Hunter regions major centre for oncology 	195 beds

Singleton District Hospital	Singleton	<ul style="list-style-type: none"> – Emergency department – Surgical department – Acute and chronic medicine – Renal dialysis – Palliative care – Outreach and allied services also available 	55 beds
Lochinvar Medical Centre (GP)	Lochinvar	<ul style="list-style-type: none"> – General practice medicine – Monday to Friday – Accepting new patients – Telehealth available 	1 GP
Greta Medical Centre	Greta	<ul style="list-style-type: none"> – Medical centre including general practice – Dentist – Pathology – Monday to Friday, Saturday morning – Accepting new patients – Bulk billing available for Health Care card holders and patients under 16 years 	7 GPs 1 nurse
Rutherford Doctors	Rutherford	<ul style="list-style-type: none"> – General practice medicine – Monday to Friday – Accepting new patients – Mixed billing – Telehealth available 	5 GPs
Lower Hunter Medical	Rutherford	<ul style="list-style-type: none"> – Medical centre including general practice – Internal medicine specialists – Diabetes care and aged care – Nurse and GPs – Monday to Friday – Accepting new patients 	2 GPs 1 nurse
Rutherford Family Medical Practice	Rutherford	<ul style="list-style-type: none"> – General practice medicine – Monday to Friday, Saturday morning – Limited capacity – Bulk billing is available with conditions – Telehealth available 	4 GPs
Rutherford Medical Centre	Rutherford	<ul style="list-style-type: none"> – General practice medicine – Monday to Friday – Mixed billing – Telehealth available 	4 GPs

The Lorn Surgery	Maitland	<ul style="list-style-type: none"> – Medical centre including general practice – Allied health services including physiotherapy, podiatry, psychology, dietetics and skin cancer – Monday to Friday – Accepting new patients 	12 GPs
Sempill Street Surgery	Maitland	<ul style="list-style-type: none"> – General practice medicine – Monday to Friday – No capacity 	1 GP
Maitland Heritage Health	Maitland	<ul style="list-style-type: none"> – General practice medicine – Accepting new patients – Mixed billing practice. Bulk billing to patients under 15 years, DVA, pensioner and concession card holders 	1 GP
Vital Signs Medical Centre	Maitland	<ul style="list-style-type: none"> – General practice medicine – Skin cancer – Short and long term illness management – Monday to Friday – Accepting new patients 	2 GP
Belmore Road Family Practice	Lorn	<ul style="list-style-type: none"> – Medical centre including general practice – Mental health – Elderly care – No capacity – Reduced rates for pension card/Health Care card holders 	2 GPs 2 nurses
Maitland Skin Cancer Clinic	Maitland	<ul style="list-style-type: none"> – Skin checks and treatment – Skin specialists 	7 specialist doctors

Note: there are GPs located in Branxton to the west, Kurri Kurri to the south, and East Maitland to the east, all shown on Figure 4 - but for this analysis, those closest to the proposed development (and within the relevant SA2 level for benchmarking analysis) were prioritised to demonstrate the availability of nearby general practice medicine.

Bulk-billing telehealth services

Some of the local GP clinics offer telehealth bookings, including Lochinvar Medical Centre, Rutherford Doctors, Rutherford Family Medical Practice, Rutherford Medical Centre and Maitland Heritage Health. Some of these may be available bulk-billed, with conditions.

In addition, telehealth bulk-billing services are available Australia-wide from the following providers by way of example. These services continue to evolve to meet market demand.

- **13SICK:** offers bulk-billed home visits and telehealth, after hours and weekend.

- **My Telehealth Clinic:** offers bulk billed phone or video appointments.



Source: My Maitland website

Figure 6: Maitland Hospital

Aged care

The aged care system in NSW, like that in the rest of Australia, is designed to offer a mix of services, including residential aged care, home care packages, and community-based support for older adults. However, challenges such as demand surges, workforce shortages, and infrastructure gaps, especially in regional areas, often impact service availability.

As many people prefer to “age in place,” NSW has seen an increased emphasis on supporting older adults at home through home care support packages (e.g., through providers such as Maitland Community Care and Pearl Home Care, which serve the local area).

There is a known shortage of residential aged care across Australia. Federal and State governments are working on solutions to provide more aged care facilities where needed through funding, policy reform, and workforce development initiatives.

This being said the following aged care facilities are located in close proximity to the proposed development site, allowing for ageing in place as residents age.

Name	Location	Distance	Services provided
Rutherford Park Care Community	4 Dietrich Close, Rutherford	5km, 7 mins by road	<ul style="list-style-type: none">– 144 dwellings (3 beds currently available)– Residential aged care– Palliative care– Secure dementia beds– Non-dedicated respite– Single and Couples accommodation– 24/7 registered nursing
Maitland Grange Care Community	28 Broughton Street, Rutherford	6km, 7 mins by road	<ul style="list-style-type: none">– 80 beds (2 beds currently available)– Residential aged care– Palliative care– Secure dementia beds– Non-dedicated respite– Single rooms with ensuites
Estia Health Aberglasslyn	603 Oakhampton Road, Aberglasslyn	8km, 10 mins by road	<ul style="list-style-type: none">– 118 beds (has availability⁵)– Residential aged care– Palliative care– Secure dementia beds– Couples accommodation– 24/7 registered nursing

⁵ according to www.myagedcare.gov.au

RFBI Benhome Masonic Village	30 Regent Street, Maitland	8km, 10 mins by road	<ul style="list-style-type: none"> – 124 beds (has availability*) – Residential aged care – Palliative care – Non-dedicated respite – Couples accommodation – Respite care – Domestic assistance, meals, shopping, transport
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It is relevant to note that an additional aged care facility has recently opened in East Maitland, responding to demand in the area. Greenhills Residential Care Service is located at 7 Martin Close, East Maitland, approximately 18km from the site and 23 minutes' drive. This facility has:

- 158 beds (with availability)
- Newly opened
- Dementia care
- Respite care
- Allied health
- 24/7 registered nursing and care.

There are also publicly provided long-term residential care services for adults over 65 years (or 55 years for Aboriginal and Torres Strait Islander Peoples) that can no longer be supported in their own home and require 24 hour nursing care⁶.

- Raymond Terrace Community Health Service (35km away)
- Singleton Community Health Service (35km away)
- Western Newcastle Community Health Service (45km away)
- Newcastle Community Health Service (50km away).

⁶ <https://www.nsw.gov.au/departments-and-agencies/hnelhd/services/aged-care>

Community services and facilities

Name	Location	Provided by	Services provided
Services Australia	Maitland	Government	<ul style="list-style-type: none"> – Centrelink – Medicare – My Aged Care – Self service access to other services
Service NSW	East Maitland	Government	<ul style="list-style-type: none"> – NSW Government services access with concierge
Rutherford Public Library	Rutherford	Government	<ul style="list-style-type: none"> – Free wifi – Meeting rooms
Maitland Public Library	Maitland	Government	<ul style="list-style-type: none"> – Free wifi – Meeting rooms
Rutherford Community Centre	Rutherford	Government	<ul style="list-style-type: none"> – Bookable space – Kitchen
Maitland Regional Art Gallery	Maitland	Government	<ul style="list-style-type: none"> – Art exhibitions and events
Maitland Region Community Support	Rutherford	Government / Not-for-profit	<ul style="list-style-type: none"> – Colocated with the Rutherford Community Centre and Library – Emergency relief – Bill assistance – Life skill programs
Maitland Community Care Services	Greta Lochinvar Rutherford and surrounds	Not for profit	<ul style="list-style-type: none"> – Home care – Transport – Social groups – Meals on wheels – Home and garden maintenance
Pearl Home Care	Rutherford	Private community service	<ul style="list-style-type: none"> – In home aged care and disability care – Registered NDIS provider – Domestic assistance – Home and garden maintenance – Travel assistance
U3A Maitland	Maitland	Community organisation	<ul style="list-style-type: none"> – Education and recreational activities for senior years
Rotary Clubs of Maitland	East Maitland Maitland Greenhills Maitland Paterson Rutherford Telarah	Rotary International	<ul style="list-style-type: none"> – Service club with meetings available on different mornings and evenings


Retail and shopping

Type	Location	Facilities
Rutherford Marketplace	Hillview Street, Rutherford	<ul style="list-style-type: none"> – Open 7 days – Supermarket (Woolworths) – BWS – Chemist
Rutherford Shopping Centre	Arthur Street & East Mall, Rutherford	<ul style="list-style-type: none"> – Open 7 days – Supermarket (Coles and Aldi) – Butcher – Bakery – Liquorland – Chemist
McKeachies Run Shops	McKeachie Drive, Aberglasslyn	<ul style="list-style-type: none"> – Woolworths – BWS – Chemist – Vet – Smaller shopping mall
Maitland Central/ The Levee Central	High Street, Maitland	<ul style="list-style-type: none"> – Open 7 days – Centrally located in Maitland – Dining and entertainment – Shopping – Small business and retail stores – Kmart – Aldi – Best and Less – Fashion, craft, home décor, car service – Hairdressers, solicitors, real estate, health services
Pender Place Shopping Centre	Elgin Street, Maitland	<ul style="list-style-type: none"> – Open 7 days – Woolworths – BWS – Pharmacy – ATMs – Food stores
Lorn Village	Belmore Road, Lorn	<ul style="list-style-type: none"> – Separate street village shops – Grocer – Butcher – Farmgate stall – Cafes and restaurants – Pharmacy
Centuria/Primewest Rutherford	New England Highway, Rutherford	<ul style="list-style-type: none"> – Wide range of furniture, pet, electronics, homewares,

		hair/beauty, motor vehicle and other services
Rutherford Homemaker Centre	New England Highway, Rutherford	<ul style="list-style-type: none"> – Furniture and lifestyle stores – Adjacent to Home + Life
Home + Life Rutherford	Anambah Road, Rutherford	<ul style="list-style-type: none"> – Furniture and lifestyle stores – Adjacent to Rutherford Homemaker Centre

Note: there are additional shops located in Branxton to the west and East Maitland to the east, all shown on Figure 4 - but for this analysis, those closest to the proposed development (and within the relevant SA2 level for benchmarking analysis) were prioritised to demonstrate the availability of nearby accessible shops.

Recreation

Type	Location	Facilities
Cecily Reserve 	Windella	<ul style="list-style-type: none"> – Grass area – Shaded playground
Lochinvar Sports Complex 	Lochinvar	<ul style="list-style-type: none"> – Open space – Playing grounds for sport – Play equipment – Canteen
Ted Coffey Field 	Lochinvar	<ul style="list-style-type: none"> – Open space – Grassed area

Telarah Bowling Club 	Telarah	<ul style="list-style-type: none"> – Bowls – Functions – Bistro
Club Maitland City 	Rutherford	<ul style="list-style-type: none"> – Bowls – Functions – Live entertainment – Dining – Accommodation – Courtesy bus
Maitland Aquatic Centre 	Maitland	<ul style="list-style-type: none"> – Olympic sized outdoor pool – 25m indoor pool, with wheelchair ramp and handrails – Picnic areas, seated areas and cafe
Maitland Indoor Sports Centre 	Rutherford	<ul style="list-style-type: none"> – 4 court indoor sports centre – Casual court hire
Branxton Golf Club 	Branxton	<ul style="list-style-type: none"> – 9-hole course

Tom's Golf Range 	Rutherford	<ul style="list-style-type: none"> – Driving range
Walka Recreation and Wildlife Reserve 	Walka, north of Maitland and within 10km	<ul style="list-style-type: none"> – Regional recreation space with 112 hectares of park, lake and bush land – Parkland – Bushland – Lagoon – Approximately 12 kilometres of gravel trails – Picnic tables and BBQ
Easts Leisure & Golf Club	East Maitland (just outside 10km radius)	<ul style="list-style-type: none"> – 19-hole golf course – Fitness centre – Dining and bars
East Maitland Bowling Club	East Maitland (just outside 10km radius)	<ul style="list-style-type: none"> – Competitive bowls – Barefoot bowls – Coaching

Relevant social infrastructure proposals, applications and plans

- **Lochinvar Shopping Village** - a new shopping village that proposed a supermarket, tavern, commercial tenancy, specialty retail and ancillary facilities including centre management and amenities. GWH, the developer, has indicated there will be a medical centre and a pharmacy located in this development. Council approval of this development is pending.

3.2 Needs assessment

Benchmarks for provision

It is noted that provision of social infrastructure according to population ratios is not an exact science, and these are indicative figures, rather than absolutes. Numerical standards provide a reference point and guide what level of provision is appropriate for different facility types. However, contemporary practice in social infrastructure planning suggests these ratios should be viewed in the context of the strategic direction of the region. A numerical value does not speak to the quality of the provision, nor to the nuances of community need which should also be taken into account such as socio-economic status, health status, household structure, accessibility and funding opportunities and constraints. Other factors for consideration include

community preferences, technology developments, government funding availability and alternative funding models or partnerships.

Table 4: Benchmarks used for social infrastructure needs assessment

Infrastructure type	Definition	Hierarchy	Benchmark
General practitioner	Refers to the number of General Practitioners (GPs), rather than medical centres or General Practices.	Local	1:1,000 (in regional areas)
Local medical centre	Facilities including GP and allied health	District	1:25,000
Hospital	Hospital providing emergency and specialist services	Region	Approx 1:100,000 Catchment based by NSW Health models
Aged care	Residential aged care	District	40 beds: 1,000 aged over 70 years
Emergency services	NSW operated police, ambulance and fire services	Region	Not readily available Developed by demand models
Library	Standalone branch library	District	1:15-30,000 Centrally located
Community support services	Government provided services and assistance programs	District	Not readily available
Arts and culture	Art galleries, festivals and entertainment	District	Not readily available
Community centre	Smaller hub with multipurpose rooms	Local	1:10,000 Centrally located
Sports fields	Outdoor sports fields	District	1:6,000
Indoor recreation centre	Indoor courts and recreation centre	District	1:10,000
Indoor aquatic centre	Indoor aquatic and fitness centre	District	1:30,000
Open space	Quality green, open and public space	Local, District and Regional	Qualitative guidelines based on accessibility and connectivity, distribution, size and shape, quantity and quality. Ideally there should be quality green, open and public spaces within 10 minutes walk of home

Needs analysis

Table 5 provides a summary and analysis of the current provision of specific types of social infrastructure relevant to this development proposal. Based on the benchmarks provided in Table 4, it provides commentary on the adequacy of the current provision and future implications of additional people in the population aged 50 years and over. The population assessed is the current population, with commentary on the impact of the proposed development's increase of 400 people over the age of 50 provided. It is likely that the increase in population will be less than 400 people as the project given some residents may relocate from within the area, and more dwellings may have single residents.

Table 5: Benchmarking analysis of adequacy of provision of selected social infrastructure near development site

Infrastructure type	Benchmark	Current provision	Supply gap	Comments on ability to accommodate proposed development population
General practitioners	1:1,000 (in regional areas)	41 GPs for 43,432 people Most GPs report having additional capacity	Supply is low-adequate	<ul style="list-style-type: none"> – There are currently just enough GPs per person within the 4 SA2 areas surrounding the proposed development when stakeholder feedback on capacity is taken into account. – While the benchmarking reveals a slight undersupply of GPs, local medical practices mostly report the ability to see new patients. – It is noted that with a population increase, this may stretch services and there may be a supply gap evident – Future facilities at Lochinvar have not been taken into account, and this new facility is likely to help bridge the potential gap in the immediate area.
Local medical centres	1:25,000	4 medical centres for 43,432 people	Supply meets population demand	<ul style="list-style-type: none"> – There are currently enough medical centres in the area surrounding the proposed development to meet demand.

				<ul style="list-style-type: none"> – Medical centres were assessed based on the four surrounding SA2 areas – Feedback from medical centres indicated that there was capacity to accept new patients. – Many facilities provide bulk-billing services though these may be subject to meeting certain conditions (such as having a Health Care card).
Hospitals	Approx 1:100,000 Catchment based by NSW Health models	6 hospitals	<p>N/A</p> <p>Social Impact Assessment contains data on supply gap and concludes there is capacity to absorb additional demand within the Hunter New England Health District.</p>	<ul style="list-style-type: none"> – Hospitals are planned by NSW state and are based on their catchment areas. It is expected future demand will be being tracked by NSW Health. – Major redevelopments of local hospitals, including John Hunter Hospital are currently taking place. – There is access to a range of hospitals within a one hour drive. – Substantial services are available at hospitals in Newcastle, with closer services available in Maitland in emergency situations. – Hospitals have emergency departments available. – Cancer treatment is available.
Aged care	40 beds per 1,000 residents over 70 years (Commonwealth benchmark)	<ul style="list-style-type: none"> – 466 beds (excluding East Maitland facility outside 10km radius) for 4,529 over 70 years 	Supply exceeds Australian Government benchmark	<ul style="list-style-type: none"> – There are currently beds available in both new and established facilities. – New facilities have recently been built in the nearby area, indicating increases in demand and the ability of the market to respond.
Emergency services	Not readily available	<ul style="list-style-type: none"> – 2 Police Stations – 1 Ambulance Station – 1 Fire & Rescue Station 	N/A	<ul style="list-style-type: none"> – Emergency services facilities are planned at the NSW state level based on retrospective data.

	Developed by demand models	– 1 Rural Fire Service		<ul style="list-style-type: none"> – Stakeholder engagement with emergency services was not part of the scope, and so capacity for increased population numbers is not able to be ascertained. – It is expected there will be broader conversations taking place about the provision of emergency services in the area given the rapid urban development occurring.
Libraries	1:15-30,000 Centrally located	2 libraries for 43,432 people	Supply is low-adequate. Further consideration may be warranted.	<ul style="list-style-type: none"> – The closest library to the development is located in Rutherford, with another being located in Maitland. – Supply is deemed low-adequate. – It is unclear from desktop research whether these services are currently being fully utilised and/or being stretched for capacity. – As community gathering points and places where community programs are run, it is a potential shortfall in provision in the coming years with increased development.
Community support services	Not readily available	4 Community Services 2 Government Service Centres	N/A	<ul style="list-style-type: none"> – Without consultation it is unclear whether the current facilities are meeting the demands of the community. – State and Local Government service centres are well provided for. – It is apparent from the desktop review that community services to support older people and meal service deliveries are available in the area. – As population increases it is expected that demand for these services will increase

				<ul style="list-style-type: none"> – Service provision is reliant on government funding and increased demand would typically result in additional funding for these services, though there might be a lag time in meeting increased demand.
Arts and culture	Not readily available	1 art gallery	N/A	<ul style="list-style-type: none"> – Art galleries provide an alternative to sports as a community gathering option, and usually caters to a different portion of the population. – There is no benchmarking analysis available for regional areas, but the art gallery offers an entertainment and recreational option for potential residents of the proposed development.
Community centre	1:10,000 Centrally located	1 Community centre for 18,118	Additional community centres likely needed in the area.	<ul style="list-style-type: none"> – Demand based on immediate SA2 area – Based on numerical analysis of publicly available information, there appears to be a shortfall of community centres in the area surrounding the development – Stakeholder engagement or Council feedback would be required to check whether this is the case in practical terms – Community gathering facilities will be provided in the new facility, and so it is expected these will be used as the first point of call for residents of the proposed development
Supermarkets	By floor area. 0.3-0.32 square metres per capita	6 supermarkets within 10 kilometres	Likely sufficient, but needs transport connections	<ul style="list-style-type: none"> – There are 6 supermarkets available close to the proposed development site, however all would require transport rather than walking. – Woolworths and Coles offer delivery to the area already.

				<ul style="list-style-type: none"> – The proposed Woolworths supermarket at Lochinvar is 1.2 kilometres from the site and (if approved and built) would be within walking distance for physically active older people.
Sports fields	1:6,000	2 sports oval complexes for 18,118 people in the SA2 It is unclear from the website how many ovals are included in each.	Unclear, subject to further conversations	<ul style="list-style-type: none"> – Sports ovals are located locally at Lochinvar, in close proximity to the development. – Adequacy has been assessed based on the immediate SA2 area. – Stakeholder engagement would provide further information about the utilisation and adequacy of the size of the facility.
Indoor recreation centre	1:10,000	1 indoor recreation centre for 18,118.	Unclear, subject to further conversations	<ul style="list-style-type: none"> – The indoor recreation centre is located locally at Rutherford in close proximity to the development. – Adequacy has been assessed based on the immediate SA2 area. – Stakeholder engagement would provide further information about the utilisation and adequacy of the size of the facility.
Indoor aquatic centre	1:30,000	1 aquatic centre for 43,432 people	Likely adequate, depending on usage	<ul style="list-style-type: none"> – Supply is likely sufficient, however future population growth is likely to stretch the use of this facility. – Stakeholder engagement could confirm how the facility is currently utilised and whether it can accommodate additional population growth. – Swimming pool to be provided on site, and it is likely future residents of the proposed development will utilise the on-site pool in many circumstances, limiting the impact on the community facilities.

Open space	<p>Qualitative guidelines based on accessibility and connectivity, distribution, size and shape, quantity and quality.</p> <p>Ideally there should be quality green, open and public spaces within 10 minutes walk of home</p>	<p>A full open space analysis was not within scope.</p> <p>1 regional reserve 2 local reserves Walking trail on-site</p>	<p>Likely adequate, subject to quality measures</p>	<ul style="list-style-type: none"> – Given the regional context, open space is likely to be sufficient, however quality considerations are also important. – Desktop research and document review indicates that walkability and connectivity to the site needs to be improved. – Residents should be able to access quality open space within a 10-minute walk from home. – Communal outdoor lifestyle areas are provided on site in the form of a bowling green, pickleball courts, yoga lawn, pool and walking trail. This amounts to 20% of the total site area. – The site needs to be connected with other open space in the area. – Local reserves are located within close proximity, however the nature of these is mainly grassed open space with limited activities for older people. – Walka Recreation and Wildlife Reserve provides a quality open space for potential residents to access.
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4. Conclusion

This study has assessed the existing supply of selected social infrastructure relevant to the concerns raised about the proposed development at 34 Wyndella Street, Lochinvar. The social infrastructure assessed included:

- Emergency services
- Medical services
- Aged care
- Community services
- Community facilities
- Recreation facilities
- Shopping and retail
- Open space.

For the purposes of the benchmarking assessment, it was assumed that up to 400 residents would live within the proposed development, aged over 50 years of age.

Overall, the area is well serviced within a 10 kilometre radius, with adequate provision across the service areas. The anticipated addition of 400 residents is considered relatively modest in terms of absolute numbers. However, it is noted that the area is rapidly growing, and acknowledged that this will need to be taken into account when planning for social infrastructure provision in the broader context. Existing services may be stretched as a result and stakeholder engagement could further confirm this situation.

For specific infrastructure types:

- **Emergency services:** Emergency services are planned by NSW Government agencies using data from previous years and planning accordingly. The development is located within an area that is serviced by all forms of emergency services. This service provision would need to be monitored as the area develops. It is unclear, without a site visit, if any of the facilities are in need of an upgrade.
- **Medical services:** Although there is a low-adequate supply sufficient medical facilities in the area, the expected increase in demand requires monitoring to ensure that services remain accessible and gaps do not develop. The number of GPs available is considered to meet the population needs (taking GP capacity into consideration), however a substantial population increase will stretch the existing services (i.e. if cumulative developments are taken into consideration). GPs have confirmed they can currently accept new patients.

- It is acknowledged the aged population of the proposed development tend to visit GPs more than a younger population and this may further drive demand. Transportation will be required to access GPs. The developer has advised that transport will be available through the provision of the onsite bus arrangements detailed in the plan of management and via public bus services from the nearby New England Highway.
- **Aged care:** It is acknowledged that any shortage in aged care is not specific only to the area surrounding the proposed development site. The desktop research showed that the number of beds in the area surrounding the proposed development exceeds the Commonwealth Government benchmark of 40 beds per 1,000 people over the age of 70 years. In addition, a new facility has been built recently in East Maitland, adding to the supply in the area and providing an indication of the market responding to the increasing needs for aged care in the area.
- **Community services:** NSW and local government provisions in the area are centred in Maitland. These are considered adequate for the population. Stakeholder engagement would be required to ascertain demand for the services and funding requirements.
- **Community facilities:** There is a broad range of community facilities in the local area including libraries, an art gallery, community centres, sports facilities, an aquatic facility and multiple clubs, golf and bowling greens. It is considered from this desktop assessment that the supply is adequate to meet community demand. Again, it is acknowledged that transportation is required to access these facilities. It is expected that many future residents will have access to their own transport, and for those that do not, there will be the onsite bus arrangements detailed in the plan of management before the footpath to the bus stops on the New England Highway is completed. Community facilities are also located onsite for the convenience of residents.
- **Recreational facilities:** It is unlikely that the proposed development will place undue pressure on indoor or outdoor recreation facilities. While increased usage may occur, this is generally positive for health and well-being, provided facilities are not at capacity. Many recreational services are also available on-site meaning some of the additional demand will not impact community facilities more broadly.
- **Shopping and retail:** There is a choice of shopping and retail in the area surrounding the proposed development, including all major supermarkets, and many other retail shops and services. Visiting these retail centres and supermarkets will require transportation. It is expected many future residents will have access to their own means of transport, and for those that do not, there will be the onsite bus arrangements detailed in the plan of management before the footpath to the bust stops on the New England Highway is completed. It should also be noted that grocery delivery is already available for this

address via major supermarket chains (assuming future residents are comfortable with this technology).

- **Open space:** The provision of high-quality, well-designed and accessible open spaces is essential for the health and wellbeing of residents. Key qualitative aspects to consider include walkability, connectivity, shade and safe areas for older residents to frequent. Developing walkable pathways to local spaces and considering outings or bus services to Walka Reserve could enhance active lifestyles and enjoyment of open spaces.

Overall, social infrastructure in the area is sufficient to meet the needs of the proposed development. However, access to these services is reliant on vehicular transportation in the current context. Many residents will use their own cars to access services. It is also noted, for those that prefer, transport will be available through the provision of the onsite resort shuttle bus arrangements detailed in the Plan of Management before the footpath down to the two bus stops on the New England Highway is completed, and there are future public transport upgrades planned for the area to connect residents to the broader area. The implementation of these transport options in a way that suits future residents' preferences will be crucial for access to social infrastructure for future residents of the proposed development.

Appendix A – List of social infrastructure shown in Figure 4

Data provided by Urbis and interpreted for analysis by Vaere Social.

Point number	Name	Address	Category
1	Aird's of Lochinvar	805 New England Hwy, Lochinvar	Shopping
2	Lochinvar Police Station	24 Station Ln, Lochinvar	Emergency services
3	Lochinvar Medical Centre	101 New England Hwy, Lochinvar	Medical facilities
4	Fire and Rescue NSW Rutherford Fire Station	4 Anambah Rd, Rutherford	Emergency services
5	Fire and Rescue NSW Zone Office Metropolitan North 3 - Lower Hunter	2 Mustang Dr, Rutherford	Emergency services
6	Home + Life Rutherford	123 Anambah Rd, Rutherford	Shopping
7	Rutherford Homemaker Centre	366 New England Hwy, Rutherford	Shopping
8	Maitland Indoor Sports Centre	37 Hinkler Ave, Rutherford NSW 2320	Community centres and recreation facilities
9	Tom's Golf Range	32 Cavalry Ave, Rutherford NSW 2320	Community centres and recreation facilities
10	Primewest Rutherford	Primewest Rutherford, 343 New England Hwy, Rutherford NSW 2320	Shopping
11	Rutherford Marketplace	1 Hillview St, Rutherford	Shopping
12	Rutherford Doctors	E5-7/1 Hillview St, Rutherford	Medical facilities
13	Lower Hunter Medical	271 New England Hwy, Rutherford	Medical facilities
14	Rutherford Family Medical Practice	27 W Mall, Rutherford	Medical facilities
15	Rutherford Medical Centre	26 E Mall, Rutherford	Medical facilities
16	Maitland Region Community Support	13 Arthur St, Rutherford	Community centres and recreation facilities
17	Rutherford Shopping Centre	Arthur Street & East Mall, Rutherford Shopping Centre, Rutherford	Shopping
18	Rutherford Community Centre	13 Arthur St, Rutherford	Community centres and recreation facilities
19	Club Maitland City	14 Arthur St, Rutherford NSW 2320	Community centres and recreation facilities
20	Maitland Vale Rural Fire Brigade	858 Maitland Vale Rd, Rosebrook	Emergency services
21	Aberglasslyn Medical Centre [permanently closed]	5/8 McKeachie Dr, Aberglasslyn	Medical facilities
22	McKeachie's Run Shops	8 McKeachie Dr, Aberglasslyn	Shopping
23	Telarah Bowling Club	Clark St, Telarah NSW 2320	Community centres and recreation facilities
24	Maitland Skin Cancer Clinic	1/1a Johnson St, Maitland	Medical facilities
25	Greta Medical Centre	29 High St, Greta	Medical facilities
26	Willmott S J	125 Mount Pleasant St, Maitland	Medical facilities
27	Maitland Hospital Dental	550-560 High St, Maitland	Medical facilities
28	The Lorn Surgery @21 Belmore Rd	8/555 High St, Maitland	Medical facilities
29	Sempill Street Surgery	8 Sempill St, Maitland	Medical facilities
30	Maitland Police Station	3 Caroline Pl, Maitland	Emergency services
31	Fire and Rescue NSW Maitland Fire Station	14 Church St, Maitland	Emergency services
32	Church Street Medical Centre	30 Church St, Maitland	Medical facilities
33	Chromis Occupational Medicine	47 Church St, Maitland	Medical facilities
34	Belmore Road Family Practice	12 Belmore Rd, Lorn	Medical facilities
35	Central Maitland Medical Centre	2/420 High St, Maitland	Medical facilities
36	Maitland Plaza	Y2k Family Restaurant, 3/5 Elgin St, Maitland	Shopping
37	Pender Place Shopping Centre	44 Elgin St, Maitland	Shopping
38	Dr Toni Kesby General Practitioner	15 Belmore Rd, Lorn	Medical facilities
39	The Levee Central Maitland	396 High St, Maitland	Shopping
40	Back Care Maitland	45 Elgin St, Maitland	Medical facilities
41	Lorn Village	Lorn News & Post, 20 Belmore Road, Lorn	Shopping
42	Maitland Central	405 High St, Maitland	Shopping
43	Gillieston Heights Medical Centre & Skin Cancer Clinic	2/3 Redwood Dr, Gillieston Heights	Medical facilities
44	Maitland Aquatic Centre	Les Darcy Dr, Maitland NSW 2320	Community centres and recreation facilities
45	Vital Signs Medical Centre	213 High St, Maitland	Medical facilities

46	Laverty Pathology - East Branxton	Path Rm, Good Practice Gp Surgery, 10 Dalwood Rd, East Branxton	Medical facilities
47	Good Practice (GP) Surgery	10 Dalwood Rd, East Branxton	Medical facilities
48	Huntlee Shopping Centre	22 Empire St, Branxton	Shopping
49	Huntlee Family Practice	Shop 2/22 Empire St, Branxton	Medical facilities
50	Branxton Golf Club	25 Cessnock Rd, Branxton NSW 2335	Community centres and recreation facilities
51	Hermitage cottage	Maitland	Medical facilities
52	Dr. Larry Jongbloed	58A Cessnock Rd, Branxton	Medical facilities
53	East Maitland Bowling Club	Banks St, East Maitland NSW 2323	Community centres and recreation facilities
54	Good Practice (Gp) Surgery	3/71 Maitland St, Branxton	Medical facilities
55	Heddon Greta Medical Centre	45 Main Rd, Heddon Greta	Medical facilities
56	Hunter River Medical Centre	66 King St, East Maitland	Medical facilities
57	Old East Maitland Fire Station	239 New England Hwy, East Maitland	Emergency services
58	Maitland Orthopaedics and Rehab Specialists	104 George St, East Maitland	Medical facilities
59	George Street Family Medical Practice	90 George St, East Maitland	Medical facilities
60	The Village Walk	East Maitland	Shopping
61	NSW Rural Fire Service	110 Mount Vincent Rd, East Maitland	Emergency services
62	East Maitland Family Medical centre	21 Myra St, East Maitland	Medical facilities
63	Weston Medical Centre	49 Station St, Weston	Medical facilities
64	Maitland Community Services Centre - DOCS	8 Alfred Cl, East Maitland	Community centres and recreation facilities
65	All Ways Healthcare - Kurri Kurri	110 Lang St, Kurri Kurri	Medical facilities
66	EAST MAITLAND Community Health Centres	58 Stronach Ave, East Maitland	Community centres and recreation facilities
67	Child Health Centre	58 Stronach Ave, East Maitland	Medical facilities
68	My Medical Services Kurri Kurri	203 Lang St, Kurri Kurri	Medical facilities
69	Stockland Green Hills	1 Molly Morgan Dr, East Maitland	Shopping
70	Better Health East Maitland Medical Centre	1/6-10 Blaxland St, East Maitland	Medical facilities
71	Tenambit Medical Centre	61 Maize St, Tenambit	Medical facilities
72	Good Health Greenhills Medical Centre.	6 Molly Morgan Dr, East Maitland	Medical facilities
73	East's Leisure & Golf Club	2 Tenambit St, East Maitland NSW 2323	Community centres and recreation facilities
74	Fire and Rescue NSW East Maitland Fire Station	1 Chelmsford Dr, Metford	Emergency services
75	Kurri Kurri Hospital	434 Lang St, Kurri Kurri	Medical facilities
76	Maitland Speciality GP: Dr Mohammed	Medical Centre, Suite 10, 2/173 Chisholm Rd, East Maitland	Medical facilities
77	Heal Specialist Urgent Care	30 Metford Rd, East Maitland	Medical facilities
78	Maitland Private Hospital	175 Chisholm Rd, East Maitland	Medical facilities
79	Maitland Integrated Cancer Service	175 Chisholm Rd, East Maitland	Medical facilities
80	Maitland Hospital	51 Metford Rd, Metford	Medical facilities
81	Maitland Hospital Receiving Dock	51 Metford Rd, Metford	Medical facilities
82	Morpeth Police Station	32 High St, Morpeth	Emergency services
83	Family Medical Practice @ 2325	10a Fleming St, Nulkaba	Medical facilities
84	Paterson Medical Practice	16 King St, Paterson	Medical facilities
85	Hunter Valley Gardens Shopping Village	Shop 3/2090 Broke Rd, Pokolbin	Shopping

APPENDIX 2 - COMMUNITY ENGAGEMENT REPORT

- AIGIS GROUP



Community Engagement Report

DA/2024/116

**Manufactured Home Estate
34 Wyndella Road, Lochinvar, NSW**

Commercial 7 Pty Ltd

March 2024

This report was prepared by Dr Mark Sargent, Principal Consultant, Aigis Group.



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8 May 2025

Abbreviations

CER	Community Engagement Report
DA	Development Application
MCC	Maitland City Council
SIA	Social Impact Assessment

Contents

<u>Abbreviations</u>	3
<u>1</u>	<u>Introductory material</u> 5
<u>1.1</u>	<u>Purpose of report</u> 5
<u>2</u>	<u>Description of the community engagement process</u> 5
<u>2.1</u>	<u>Scoping</u> 5
<u>2.2</u>	<u>Engagement area</u> 5
<u>2.3</u>	<u>Engagement method</u> 6
<u>3</u>	<u>Engagement outcomes</u> 7
<u>3.1</u>	<u>Response 1</u> 7
<u>3.2</u>	<u>Response 2</u> 7
<u>3.3</u>	<u>Summary of engagement outcomes</u> 7
<u>4</u>	<u>Conclusion</u> 8
<u>References</u>	9
	<u>Annexure 1: Copy of notification material</u> 10
	<u>INDICATIVE SITE MASTER PLAN</u> 12
	<u>INDICATIVE DWELLING STYLE & STREETScape</u> 13
	<u>LOCHINVAR URA DIAGRAM</u> 14
	<u>LOCHINVAR FRINGE INVESTIGATION AREA (SITE LOCATION CIRCLED IN GREEN)</u> 15
	<u>Annexure 2: Copies of correspondence with notified residents</u> 18
	<u>Resident 1</u> 18
	<u>Resident 2</u> 20
	<u>Copy of phone conversations summary file note</u> 20



1 Introductory material

1.1 Purpose of report

This Community Engagement Report (CER) has been prepared adjunct to the Social Impact Assessment (SIA) prepared by this firm, for the development of a Manufactured Home Estate (MHE) at 34 Wyndella Road, Lochinvar, NSW. As consent authority, Maitland City Council (MCC) has assigned the project as DA/2024/116. The Applicant is Commercial 7 Pty Ltd.

As noted in Section 4 '*Community engagement*', the Applicant's advisors had directed this firm not to conduct engagement during preparation of the SIA. Following lodgement of the Development Application (DA) and receipt of advice that the DA was to be placed on public exhibition, the Applicant's advisors, AEP Developments, instructed this firm to conduct engagement with landholders in the immediate surrounds of the development site. This allowed these landholders access to the entire DA, rather than to the incomplete information that earlier engagement would have been able to provide.

The CER reports on the approach taken to engagement and the outcomes of the process.

2 Description of the community engagement process

2.1 Scoping

In conjunction with AEP Developments, the area immediate to the site was assessed with the aim of identifying nearby landholders who might reasonably be considered as being potentially affected by the development. The first and most apparent factor in assessing this was proximity to the site. The second consideration was what the potential effects of the project might be on the identified properties. With respect to the latter, three main potential impacts were considered. These were:

- Increased traffic in Wyndella Road, affecting mainly residents of dwellings along the road, and potential future landholders/land users of the proposed residential development area directly opposite the site.
- Changes to visual amenity on residents of some dwellings in Wyndella Road, New England Highway and Pennparc Drive, Windella.
- Construction stage effects (e.g. noise and dust emissions) on some residents, particularly in Wyndella Road and Pennparc Drive.

2.2 Engagement area

Based on the factors considered (Section 2.1), the engagement area determined is shown in Figure 1. Eleven residential properties were identified as being potentially exposed to the effects identified during engagement scoping. The residential subdivision development site (DA/2023/415) opposite is not identified on the diagram, however the nominal relevant party was identified (Lochinvar Land) and a notification was provided directly to this entity.



Explanatory comments on Figure 1 are:

- The MHE site is marked with a place marker and each notified property is marked with a red cross in Figure 1.
- The three properties highlighted in yellow are accessed via the New England Highway.
- The three properties highlighted in red are located in Pennparc Drive, Windella, and are accessed via River Road and Pennparc Drive.
- All other identified properties are accessed via Wyndella Road.

Figure 1

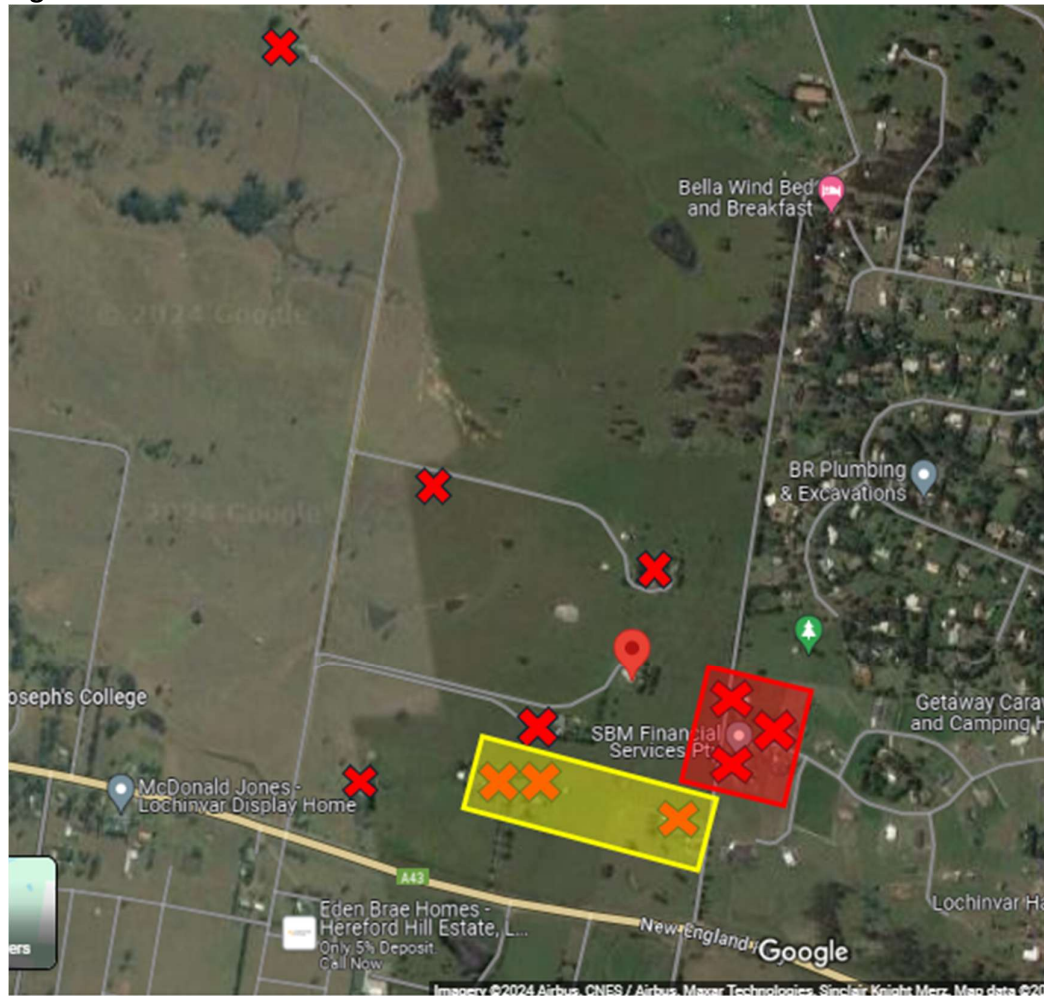


Image source: Google Maps 2024

2.3 Engagement method

All residential properties were notified by direct mail (letterbox drop) on 19 February 2024. Lochinvar Land was notified by surface mail on the same day. Copies of the notifications are included in Annexure 1. The diagrams shown as part of the resident notification were also

included in the notification forwarded to Lochinvar Land¹. However, these have not been duplicated in this report, in the interest of brevity. As stated in the notification, recipients were requested to respond by email or phone. The notification was left open-ended in terms of a requested return date, with the intention of allowing recipients sufficient time to respond at their discretion.

3 Engagement outcomes

Two responses were received as a result of the notification process. These were from:

- A resident of Pennparc Drive, received by email on 20 February 2024.
- A resident of Wyndella Road, received by phone on 26 February 2024.

Copies of records of engagements are included in Annexure 2. All copies of stakeholder response material have had names and other identifying information redacted. This is standard practice for this firm, in the interest of maintaining respondent confidentiality. Unredacted copies can be provided to MCC should this be requested and on appropriate undertakings regarding confidentiality.

3.2 Response 1

The resident requested details on accessing the DA through the MCC planning portal. As indicated in the email correspondence included in Annexure 2, an initial response was provided by return email on 20 February. Details on access to the DA were subsequently provided by email on 23 February 2024. No further correspondence had been received from this resident at the time of completion of this CER.

3.2 Response 2

A file note summarising the engagement with this resident is included in Annexure 2. In short, the resident stated that they were supportive of the development. A relative of the resident has also built a house on part of their property, and is also supportive. Other specific comments are as summarised in the file note.

The respondent's email address was obtained, and details for access to the DA on the planning portal were provided on 26 February. Subsequent to this, no further correspondence or contact has been received from the resident.

3.3 Summary of engagement outcomes

The number of landholders notified was relatively small. However, of the eleven property occupants notified, two, or approximately 18% responded. The nominal proponent of the residential development on Wyndella Road did not respond.

¹ The name of the person nominated as the contact for Lochinvar Land has been redacted in the attached copy.

As noted, the second respondent was supportive of the proposal. However, neither respondent engaged further after being provided with access details for the DA. To this extent, the outcome of the engagement was to some extent inconclusive. It may be that these or other local residents may engage through the formal notification process conducted by MCC.

4. Conclusion

Engagement was undertaken with landholders assessed by this firm and AEP Developments as potentially being most likely to interact with or be affected by the proposed development. The engagement process was initiated at a time when the Applicant's advisors were made aware that public access to the entire DA was about to become available, so the relevant parties could avail themselves of complete project information.

As reported, two of eleven residential property occupants responded and were directed to the planning portal. The one commercial entity notified, as proponent of the residential development under DA/2023/415, had not responded at the time this CER was completed.

It is noted that the parties who did engage and other parties who either did not, or who were not directly notified as part of this process, may elect to do so as part of formal MCC processes.

It is intended that this report be assessed as adjunct to the SIA dated 30 January 2024, and lodged as part of the DA. The potential for effects on nearby land occupants/users are discussed in detail in the SIA. Those assessments are submitted as remaining relevant in the context of the community engagement outcomes reported in this CER.

References

Google Maps 2024
< <https://www.google.com.au/maps/> >



Annexure 1: Copy of notification material



19 February 2024

Development Application - Manufactured Home Estate
34 Wyndella Road (Lot 225, DP246447), Lochinvar NSW
Commercial 7 Pty Ltd

Dear Sir/Madam,

Introduction

Commercial 7 Pty Ltd (the Proponent), is lodging a Development Application (DA) with Maitland City Council (MCC) for the development of a Manufactured Home Estate (MHE) at the site identified above.

Project description

An indicative master plan diagram is included with this letter.

A summary of project details is as follows:

- The development currently provides a total of 209 sites for manufactured dwellings;
- Infrastructure, services, utilities and landscaping;
- Resident facilities, including a community centre, swimming pool and sports courts.
- Resident and visitor parking provision
- Construction of sales office/manager's office.

A diagram of the site layout is attached to this letter for your information. An indicative illustration of the style of dwellings to be developed on the site is also provided for reference.

Additional information on project

Local planning context

The site is located adjacent to the part of MCC's Lochinvar Urban Release Area (URA) that is north of the New England Highway. A diagram of the URA is attached for reference. It is also within MCC's Lochinvar Fringe Investigation Area (IA-7). The Proponent has taken into consideration the proposed future development of this area in selecting this site. The existing signalised intersection (Wyndella Road and New England Highway), and future



upgrade of Wyndella Road to a 'primary distributor road' (i.e. 15 metres wide) have also been considered as an advantage in managing traffic relating to this project.

MCC is currently assessing an application for residential subdivision of the land opposite the site for a 262 lot residential subdivision (DA/2023/415).

The DA process

After lodgement of the DA, Council will conduct a preliminary compliance review of the DA. It will then be placed on public exhibition, for comment by interested parties as part of the assessment and determination processes. Council will notify nearby land owners directly. It is assumed that you will be included in this notification process. However, if this does not occur and you wish to consider the DA, please respond via the contact details below, and we will advise how you can access the DA.

Invitation to comment on proposed project

If you would like to provide comment on the proposed project before Council exhibits it, you are invited to do so by contacting Mark Sargent, whose contact details are below. Mark's firm, Aigis Group, has prepared a Social Impact Assessment as part of the DA and he will manage any direct community engagement, including any required by Council.

Mark Sargent

Email (preferred contact): mark@mseag.com.au

Phone: 0423 489 284

Yours sincerely

Aigis Group

Mark Sargent

Principal

Aigis Group/Mark Sargent Enterprises

13 Debs Parade Dudley NSW 2290

(M): 0423 489 284

(E): mark@mseag.com.au

INDICATIVE SITE MASTER PLAN

4.1 Indicative Master Plan

LEGEND

	Site Area	10,75ha
	Bushfire Buffer (10m - 13m)	1,75ha
	Home Sites	6,24ha
	Private Roads	1,11ha
	Communal Landscape Areas	2,71ha
	Caravan Parking	17 Bays
	Visitor Parking	47 Bays
	Storm water	0,43 ha
	HYDRANT	

DEVELOPMENT SUMMARY

Home Type		
	10 x 23,75/27,75m	24 11%
	12 x 23,75/27,75m	185 89%
TOTAL		209

Note:
Corner lots are 1m wider to accommodate an additional side setback.
Communal Landscape Area = Area shown in green minus stormwater and approximate driveway area for each lot.





INDICATIVE DWELLING STYLE & STREETScape

6.1 Perspective 1
View Looking West



540000 | WYNZELLA ROAD - LOCHINVAR | DEVELOPMENT APPLICATION | ISSUE A | 12 JANUARY 2024



LOCHINVAR URA DIAGRAM

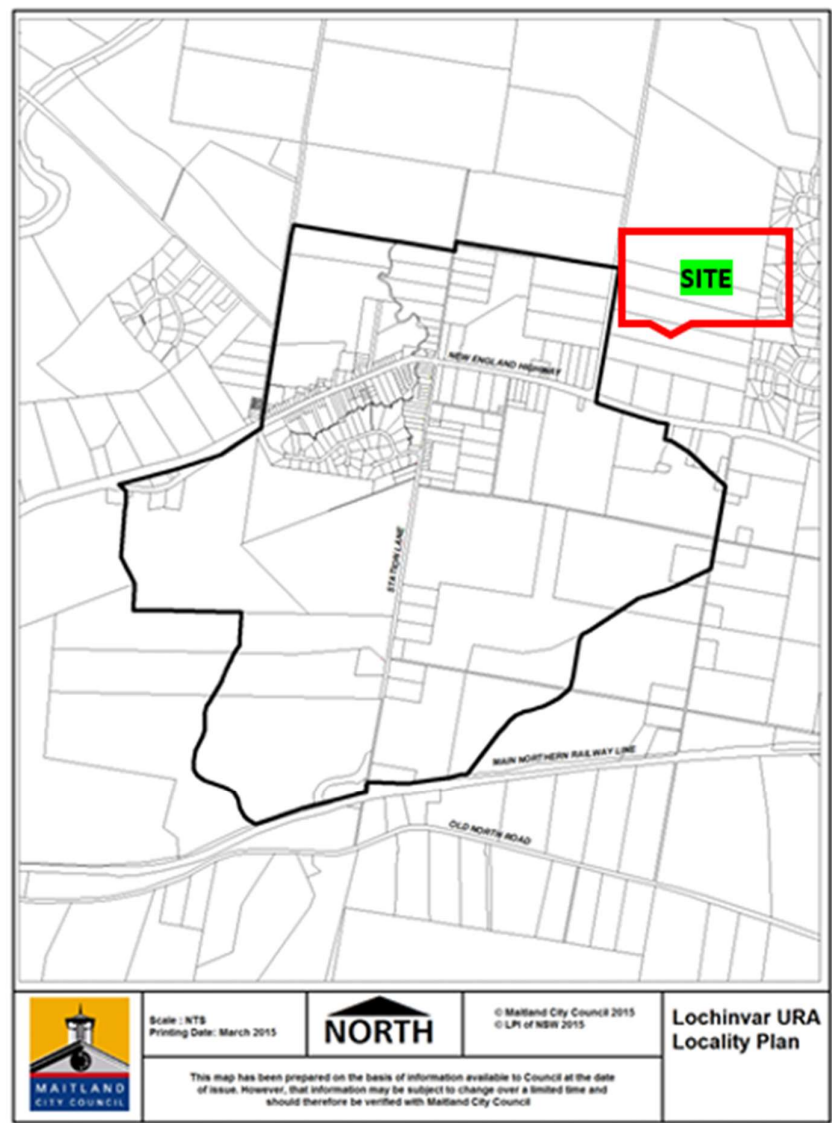
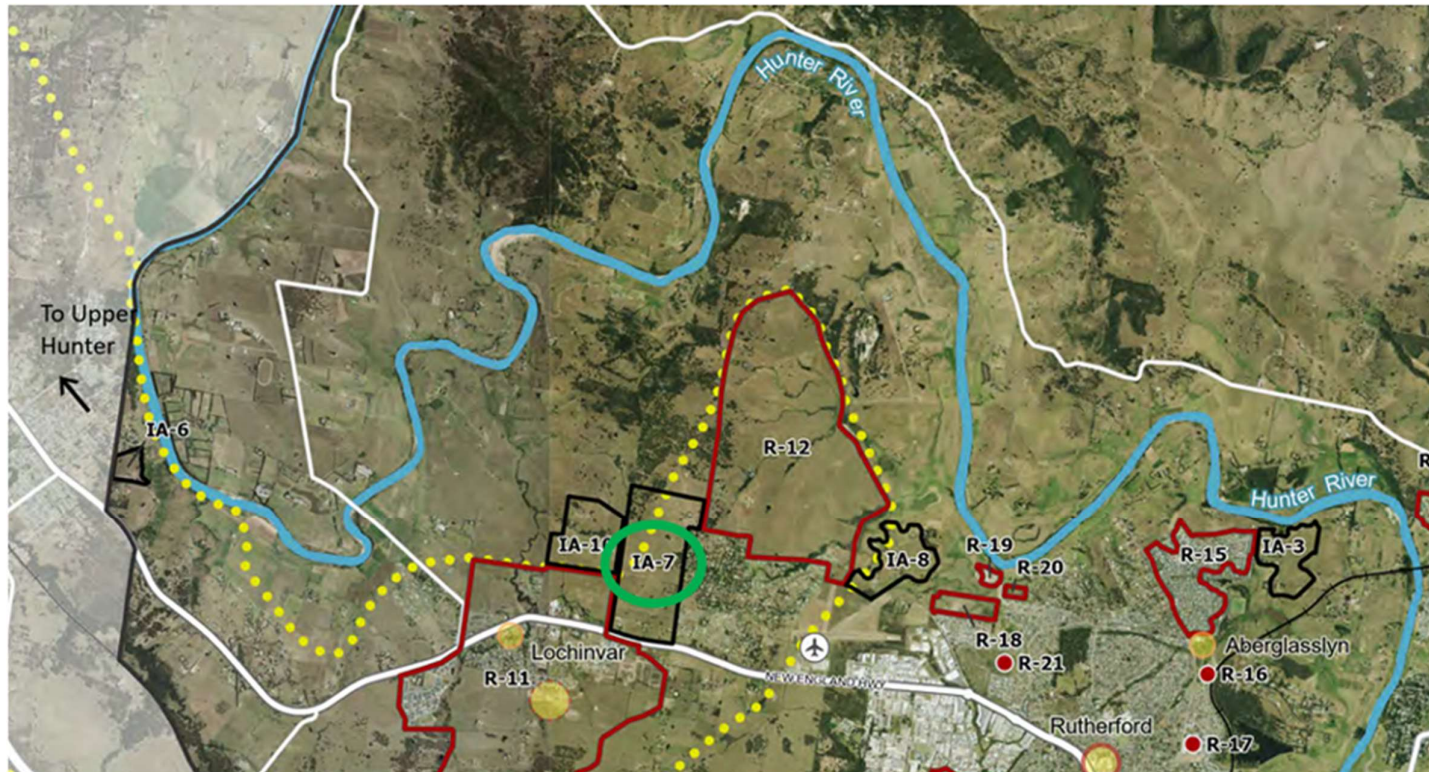


Figure S4: Lochinvar URA Locality Plan.

LOCHINVAR FRINGE INVESTIGATION AREA (SITE LOCATION CIRCLED IN GREEN)






AIGIS GROUP



AIGIS GROUP
MARK SARGENT ENTERPRISES
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19 February 2024


Lochinvar Land Pty Limited
Ground Floor
21-23 Solent Street
Baulkham Hills NSW 2153

Development Application - Manufactured Home Estate
34 Wyndella Road (Lot 225, DP246447), Lochinvar NSW
Commercial 7 Pty Ltd

Dear Sir,

Introduction

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Local planning context

The site is located adjacent to the part of MCC's Lochinvar Urban Release Area (URA) that is north of the New England Highway. A diagram of the URA is attached for reference. It is also within MCC's Lochinvar Fringe Investigation Area (IA-7). The Proponent has taken into consideration the proposed

future development of this area in selecting this site. The existing signalised intersection (Wyndella Road and New England Highway), and future upgrade of Wyndella Road to a 'primary distributor road' (i.e. 15 metres wide) have also been considered as an advantage in managing traffic relating to this project.

MCC is currently assessing an application for residential subdivision of the land opposite the site for a 262 lot residential subdivision (DA/2023/415).

The DA process

After lodgement of the DA, Council will conduct a preliminary compliance review of the DA. It will then be placed on public exhibition, for comment by interested parties as part of the assessment and determination processes. Council will notify nearby land owners directly. It is assumed that you will be included in this notification process. However, if this does not occur and you wish to consider the DA, please respond via the contact details below, and we will advise how you can access the DA.

Invitation to comment on proposed project

If you would like to provide comment on the proposed project before Council exhibits it, you are invited to do so by contacting Mark Sargent, whose contact details are below. Mark's firm, Aigis Group, has prepared a Social Impact Assessment as part of the DA and he will manage any direct community engagement, including any required by Council.

Mark Sargent

Email (preferred contact): mark@mseag.com.au

Phone: 0423 489 284

Yours sincerely

Aigis Group



Mark Sargent

Principal

Aigis Group/Mark Sargent Enterprises

13 Debs Parade Dudley NSW 2290

(M): 0423 489 284

(E): mark@mseag.com.au

Annexure 2: Copies of correspondence with notified residents – February 2024

Resident 1


RE: DA 34 Wyndella road



Mark Sargent
To [REDACTED]



Fri 23/02/2024 11:22 AM

 This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

Hi [REDACTED]

I'm advised that the DA is now visible on Council's development tracker at the link below. The DA number is DA/2024/116.

<https://myhorizon.maitland.nsw.gov.au/Horizon/logonOp.aw?e=FxkUAB1eSSgbAR0MXx0aEBcRFgEzEQE6F10WSz4UEUMAZgQSBwVHHAQdXE1IEDYRSj8lCD0xLkcEVQYzBBYXAlkFE0Qg8EAYKRcSAB9fHTEMBAdE#/home>

Regards

Mark

Dr Mark Sargent
Principal
Mark Sargent Enterprises T/A Aigis Group
M: 0423 489 284
E: mark@mseag.com.au

RE: DA 34 Wyndella road



Mark Sargent

To [REDACTED]



Tue 20/02/2024 2:08 PM

 This message is part of a tracked conversation. [Click here to find all related messages or to open the original flagged message.](#)

Hi [REDACTED],

My apologies for the delay in responding, I had to check with the developer re the status of the application.

The application was lodged on 9 February, however invoicing and payment of the application fee has only been done today. The advice is that this will go up on Council's DA tracker within a week. Once this occurs, I'll send you a link for this.

In the interim, the developer has offered to provide a copy of the architectural package (i.e. project diagram set). If you would like to receive that, let me know and I'll forward it on.

Regards

Mark

Dr Mark Sargent
Principal
Mark Sargent Enterprises T/A Aigis Group
M: 0423 489 284
E: mark@mseag.com.au

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, February 20, 2024 10:06 AM
To: Mark Sargent <mark@mseag.com.au>
Subject: DA 34 Wyndella road

Can you please advise how to access the DA for 34 Wyndella road?

Thanks [REDACTED]

Resident 2

Copy of phone conversations summary file note

Aigis Group – Mark Sargent Enterprises
27.02.24



COMMUNITY ENGAGEMENT FILE NOTE: NON-DOCUMENTARY	
Client	Commercial 7 Pty Ltd/AEP Developments
Project	MHE 34 Wyndella Road Lochinvar
Date	26 February 2024
Respondent details	██████████ Resident, ██████████ Wyndella Road, Lochinvar
Medium of contact	Phone ██████████ (email: ██████████)

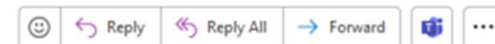
- ██████'s property is on the crest of the hill above the site, and therefore overlooks it to some extent.
- Supportive of the development. Has considered a similar development of their own property or subdivision for smaller acreage lots. (Property is 26 acres).
- Mentioned possible extension of Wyndella Rd through to Gosforth.
- Mentioned River Rd Windella proposal, residents are resistant to the project, however if the owner had been allowed to develop the site into large lot residential, this alternative may not have been proposed.
- Further to above, ██████ has investigated subdivision in this zoning (RU2), but hasn't got too far.
- Is aware that the site is in the Lochinvar Investigation Area, stated that this area has been in place for '20 years and nothing's happened'.
- Overall, thinks the project is good. Their ██████ has built their house at the front of their land, and is also supportive of the development.
- Asked some questions on development applications and use of consultants.
- Email address obtained and link to DA provided by email.

DA link



Mark Sargent

To [REDACTED]



Mon 26/02/2024 12:01 PM

Hi [REDACTED]

As discussed this morning, please find below the link to the DA for 34 Wyndella Rd. The DA number is DA/2024/116.

<https://myhorizon.maitland.nsw.gov.au/Horizon/loginOp.aw?e=FxkUAB1eSSgbAR0MXx0aEBcRFgEzEQE6F10WSz4UEUMAZgQSBwVHIHAQdXE1IEDYRSj8ICD0xLkcEVQYzBBYXAJkFE0QgBEAYKRcSAB9fhTEMBAdE#/home>

Regards

Mark



Dr Mark Sargent

Principal

Mark Sargent Enterprises T/A Aigis Group

M: 0423 489 284

E: mark@mseg.com.au

**APPENDIX 3 – STAKEHOLDER ENGAGEMENT
SUMMARY
- BY AIGIS GROUP**



Notification to immediately neighbouring property occupants

AIGIS GROUP



AIGIS GROUP
MARK SARGENT ENTERPRISES
ABN 413 17 992 919
13 DEBS PARADE
DUDLEY NSW 2290
M: 0423 489 284
E: mark@mseag.com.au

6 November 2024

Development Application - Manufactured Home Estate
34 Wyndella Road (Lot 225, DP246447), Lochinvar NSW
Commercial 7 Pty Ltd

Dear Sir/Madam,

Introduction

Commercial 7 Pty Ltd (the Proponent), has lodged a Development Application (DA) with Maitland City Council (MCC) for the development of a Manufactured Home Estate (MHE) at the site identified above. The DA is currently being assessed by MCC.

As part of the assessment process, MCC has requested that an additional opportunity is provided to local stakeholders to consider and comment on the DA. This is especially necessary due to changes to project planning, based on feedback received during MCC's formal exhibition period, and the DA assessment process.

As a nearby resident this letter includes opportunities for you to engage on the revised DA and we look forward to hearing your feedback on the proposal.

Project description

A summary of project details and changes made in response to stakeholder feedback is as follows:

- The development provides for a total of **194 sites** for manufactured dwellings. **The total number of sites has been reduced from the 209 sites originally proposed in the DA.**
- It is expected that there will be a mix of couple and single households.
- The MHE will be a staged development. It will be marketed to active, 'over 50' residents.
- Manufactured housing estates (MHEs), otherwise known as land lease communities, offer a practical, cost-effective solution for active over 50s seeking to reduce the maintenance burden of a larger home while enjoying the benefits of living in a social



and secure community with lots of facilities. Land lease communities do not charge exit fees or deferred management fees, making them a well celebrated alternative to traditional retirement villages.

- There will be an approximate 40 metre vegetated buffer zone at the eastern (Pennparc Drive) boundary of the site, and vegetative screening on the southern boundary of the site (facing the New England Highway) to improve potential visual impacts.
- Resident facilities will be provided on site, including a community centre, swimming pool, lawn bowls and pickleball courts. **There will be no bar/licensed area within the development.**
- Car parks will be provided to all residents and there will be visitor parking provision.
- **The construction stage of the project does not propose the use of Pennparc Drive for construction access.**

An indicative site master plan is attached for reference.

Additional information on project

Local planning context

The site is located adjacent to the part of MCC's Lochinvar Urban Release Area (URA) that is north of the New England Highway. A diagram of the URA is attached for reference. It is also within MCC's Lochinvar Fringe Investigation Area (IA-7). The Proponent has taken into consideration the proposed future development of this area in selecting this site. The existing signalised intersection (Wyndella Road and New England Highway), and future upgrade of Wyndella Road to a 'primary distributor road' (i.e. 15 metres wide) have also been considered as an advantage in managing traffic relating to this project.

MCC is currently assessing an application for residential subdivision of the land opposite the site for a 258 lot residential subdivision (DA/2023/415).

Further engagement opportunities

Direct engagement sessions

Individual project information meetings will be held, at which Commercial 7 representatives will be available to meet you at your home to better understand and discuss your views on the project. Please note that these meetings are only available to residents of the immediately neighbouring or very nearby properties.

Individual 15-minute sessions are available between the following times.

10:30am-12:30pm Thursday 21 November 2024

5:30pm-7:00pm Thursday 21 November 2024

If you would like to book in a 15-minute in person session at your home please advise your preferred meeting time by email to:



mark@mseag.com.au

and

max@aepd.com.au

Community survey

A community survey on the project as currently proposed can also be accessed through the following address:

<https://www.surveymonkey.com/r/P5XZ8ND>

You are invited to participate in the survey, regardless of whether you chose to attend the information sessions advised above or not. The survey seeks community feedback on potential social impacts and social benefits of the development, and provides the opportunity to comment further on the proposal.

Please note that this survey will also be made available to a larger number of interested stakeholders and will close on 22 November 2024 at 5pm.

If you have any questions about this letter, please contact Mark Sargent, whose details are provided below.

Yours sincerely

Aigis Group

Mark Sargent

Principal

Aigis Group/Mark Sargent Enterprises

13 Debs Parade Dudley NSW 2290

(M): 0423 489 284

(E): mark@mseag.com.au



INDICATIVE SITE MASTER PLAN

4.1 Indicative Master Plan





LOCHINVAR URA DIAGRAM

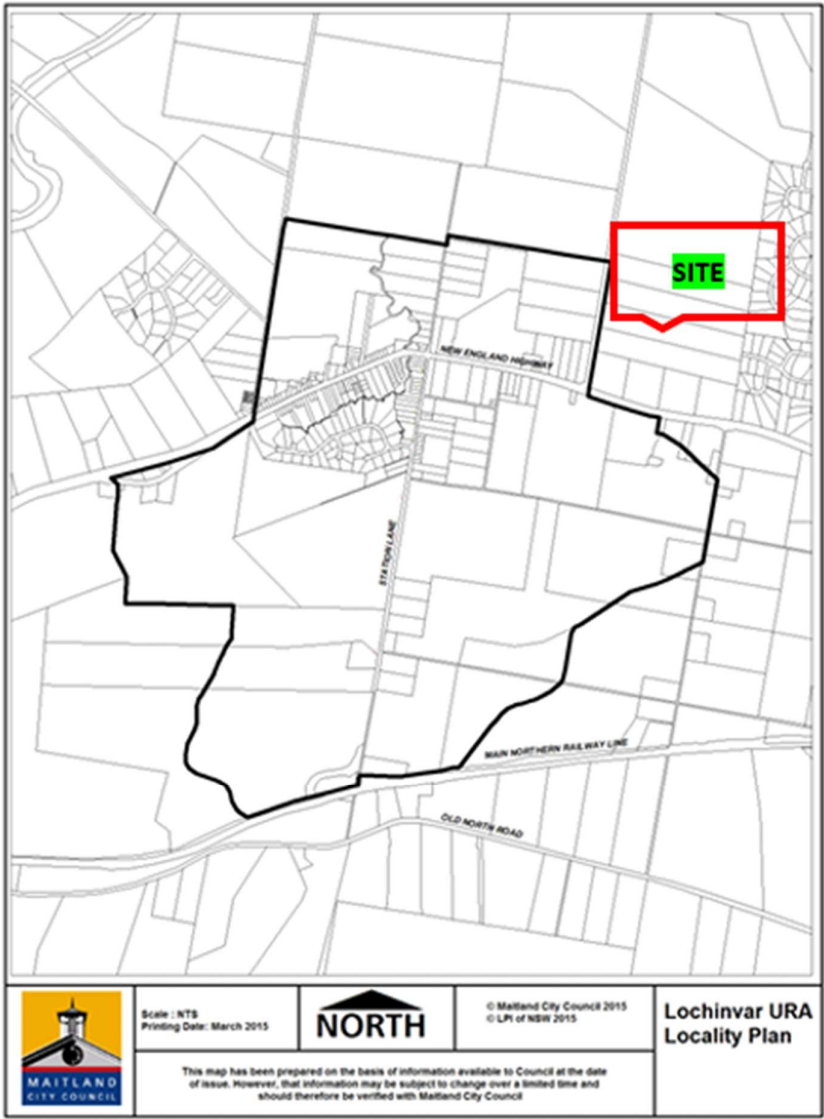
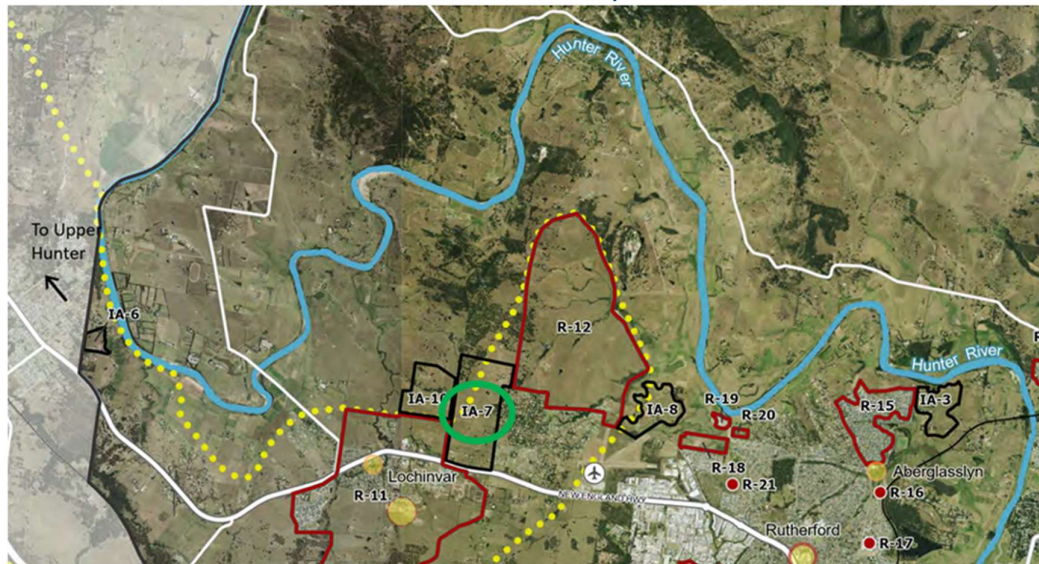


Figure S4: Lochinvar URA Locality Plan.



LOCHINVAR FRINGE INVESTIGATION AREA (SITE LOCATION CIRCLED IN GREEN)





Notification to other property occupants



AIGIS GROUP
MARK SARGENT ENTERPRISES
ABN 413 17 992 919
13 DEBS PARADE
DUDLEY NSW 2290
M: 0423 489 284
E: mark@mseag.com.au

6 November 2024

Development Application - Manufactured Home Estate
34 Wyndella Road (Lot 225, DP246447), Lochinvar NSW
Commercial 7 Pty Ltd

Dear Sir/Madam,

Introduction

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As a nearby resident this letter includes opportunities for you to engage on the revised DA and we look forward to hearing your feedback on the proposal.

Project description

A summary of project details and changes made in response to stakeholder feedback is as follows:

- The development provides for a total of **194 sites** for manufactured dwellings. ***The total number of sites has been reduced from the 209 sites originally proposed in the DA.***
- It is expected that there will be a mix of couple and single households.
- The MHE will be a staged development. It will be marketed to active, 'over 50' residents.
- Manufactured housing estates (MHEs), otherwise known as land lease communities, offer a practical, cost-effective solution for active over 50s seeking to reduce the maintenance burden of a larger home while enjoying the benefits of living in a social and secure community with lots of facilities. Land lease communities do not charge



- exit fees or deferred management fees, making them a well celebrated alternative to traditional retirement villages.
- There will be an approximate 40 metre vegetated buffer zone at the eastern (Pennparc Drive) boundary of the site, and vegetative screening on the southern boundary of the site (facing the New England Highway) to improve potential visual impacts.
 - Resident facilities will be provided on site, including a community centre, swimming pool, lawn bowls and pickleball courts. ***There will be no bar/licensed area within the development.***
 - Car parks will be provided to all residents, and there will be visitor parking provision.
 - ***The construction stage of the project does not propose the use of Pennparc Drive for construction access.***

An indicative site master plan is attached for reference.

Additional information on project

Local planning context

The site is located adjacent to the part of MCC's Lochinvar Urban Release Area (URA) that is north of the New England Highway. A diagram of the URA is attached for reference. It is also within MCC's Lochinvar Fringe Investigation Area (IA-7). The Proponent has taken into consideration the proposed future development of this area in selecting this site. The existing signalised intersection (Wyndella Road and New England Highway), and future upgrade of Wyndella Road to a 'primary distributor road' (i.e. 15 metres wide) have also been considered as an advantage in managing traffic relating to this project.

MCC is currently assessing an application for residential subdivision of the land opposite the site for a 258 lot residential subdivision (DA/2023/415).

Further engagement

Community survey

A community survey on the project as currently proposed can be accessed through the following address:

<https://www.surveymonkey.com/r/P5XZ8ND>

The survey seeks community feedback on potential social impacts and social benefits of the development, and provides the opportunity to comment further on the proposal. The survey will close on 22 November at 5pm.

If you have any questions about this letter, please contact Mark Sargent, whose details are provided below.

Yours sincerely
Aigis Group



Mark Sargent

Principal

Aigis Group/Mark Sargent Enterprises

13 Debs Parade Dudley NSW 2290

(M): 0423 489 284

(E): mark@mseag.com.au

4.1 Indicative Master Plan





LOCHINVAR URA DIAGRAM

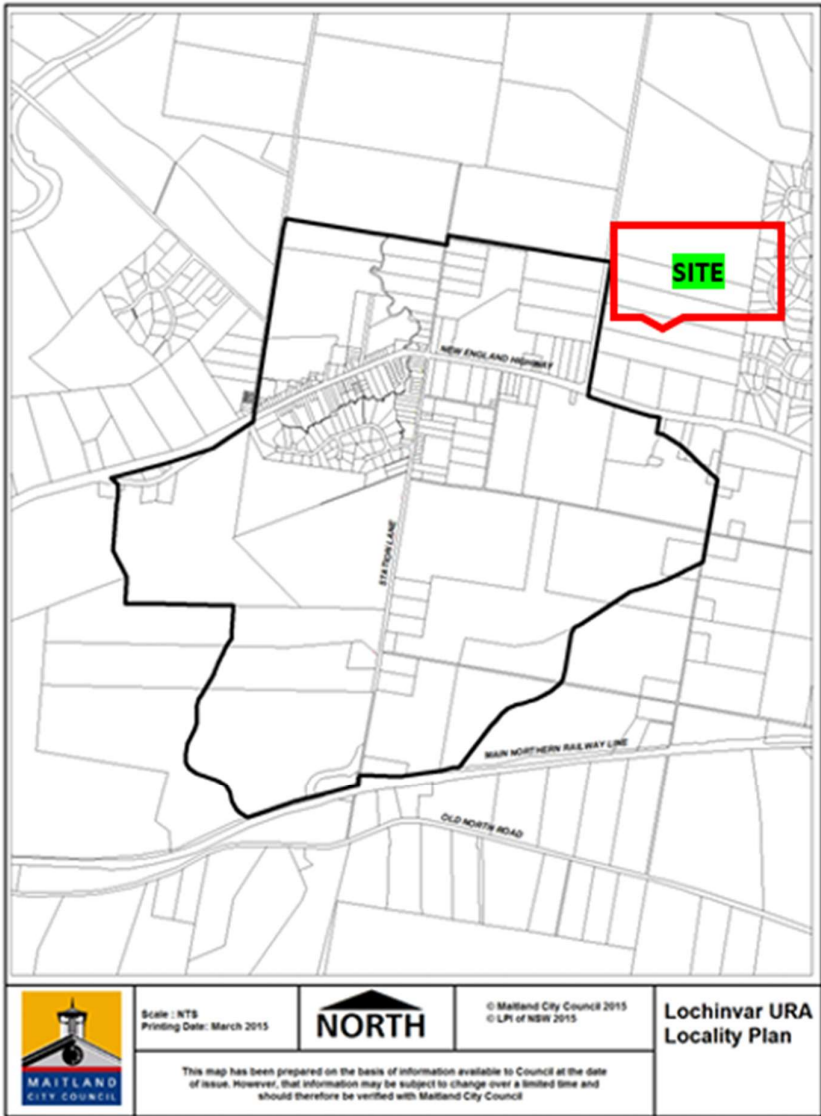
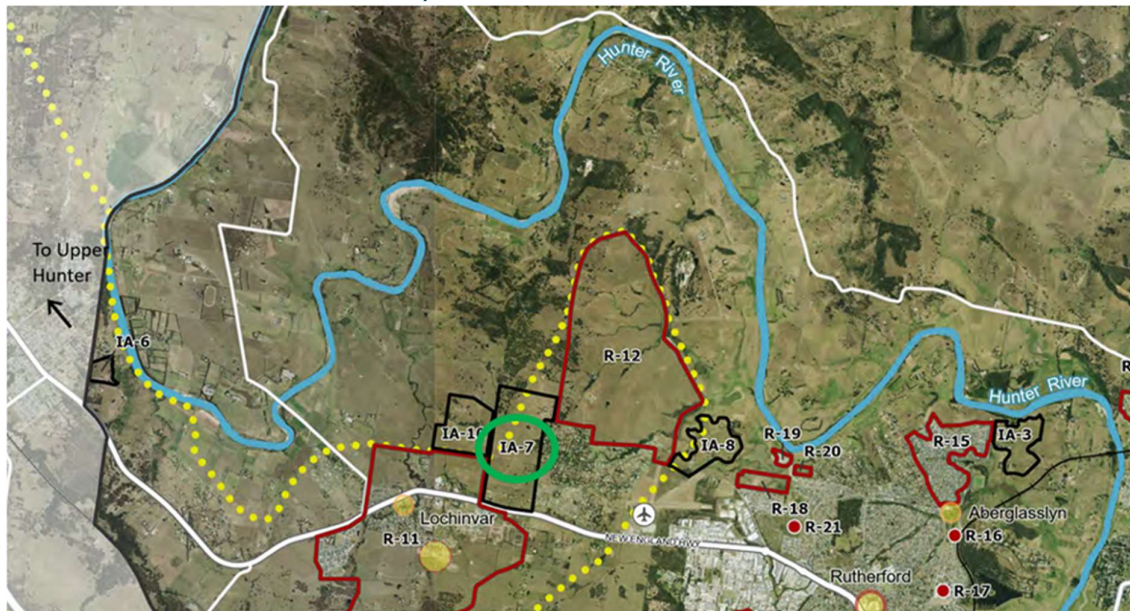


Figure S4: Lochinvar URA Locality Plan.



LOCHINVAR FRINGE INVESTIGATION AREA (SITE LOCATION CIRCLED IN GREEN)





Notification areas - November 2024



Immediate stakeholder properties shown with **GREEN** marker. Other stakeholder properties shown with **YELLOW** marker.



Direct calls on contiguous property occupants 21 November 2024

Copy of notice left at unattended properties

Dear Sir/Madam,

We visited your home today regarding the proposed MHE at 34 Wyndella Road (Lot 225, DP246447), Lochinvar NSW. If you would like to discuss this further, please feel free to reach out to either **Mark** at 0423 489 284 / mark@mseag.com.au or **Max** at 0420 975 622 / max@aepd.com.au

File notes: Property occupant engagements, 21 November 2024

COMMUNITY ENGAGEMENT FILE NOTE: NON-DOCUMENTARY	
Client	AEP Developments/Commercial 7 Pty Ltd
Project	MHE, 34 Wyndella Road, Lochinvar
Date	21 November 2024
Respondent details	[REDACTED] [R1 & R2]
Medium of contact	Met at residence, 42 Pennparc Drive Windella
Attendees	Andre Hayek [AH] (AEP), Mark Sargent [MS] (MSEAG)

Observations

- Property is directly opposite the site (with easement between); northern side of Pennparc Drive.

Comments on process matters

- Did not expect a visit. Did not respond to notification offering a meeting because R1 had contacted MCC, who advised that they knew nothing about this. AH explained that MCC had prescribed the current round of engagement.
- R1 stated that other than the MCC notification re exhibition, no material had been received at the property. MS stated that material was delivered by MS personally in February 2024, and may have been discarded as junk mail, despite efforts to make the letter identifiable as a communication to the owners².
- Sceptical on use of any comments provided. MS explained obligations on consultants to report on engagement.

Comments on project

- Concerns relate to amenity - visual impact, light spill, noise. Stated that 40 metre buffer area will not mitigate these. AH explained additional design changes (e.g. lighting, no traffic via Pennparc Drive etc).
- Moved to the area for the rural location. Approached MCC prior to purchase and were advised that Wyndella Rd properties would remain large lot rural residential. Purchased property, built house and started a family based on the lifestyle. AH explained current development planning for Wyndella Rd, therefore these aspects will change significantly.
- Concerned about 'old men' looking at their kids from over the fence of the MHE. AH emphasised separation via the buffer zone. Would prefer the buffer zone to extend further west (tree line near existing house).
- Consider the proposed SPCC development to be OK. May be employment/ educational opportunities. Not concerned by impacts – school hours, holidays etc.
- Concerned about density. R2 describes properties as per Hereford Hill as 'roof touchers'; the MHE will be greater density. AH explained that planning is for higher density development in Wyndella Road.

² It was established during this conversation that there had actually been correspondence between these occupants and Aigis Group. This correspondence is reported as **'Resident 1' in Annexure 2**.



- Likely to devalue property. Advised by estate agent at around \$300K-\$400K. MS explained that the change will impact R1 & R2, but not a future buyer, and that likely market value increases over time in the intervening period may outstrip any loss. R1 & R2 acknowledged that this was reasonable.
- Questioned relationship between Wyndella Rd and River Rd MHEs. AH & MS made some effort to explain that the two projects were unrelated. R1 in particular appeared to remain sceptical. MS stated that MSEAG had worked on the River Road MHE, but no relationship between projects.

COMMUNITY ENGAGEMENT FILE NOTE: NON-DOCUMENTARY	
Client	AEP Developments/Commercial 7 Pty Ltd
Project	MHE, 34 Wyndella Road, Lochinvar
Date	21 November 2024
Respondent details	[REDACTED] [R1]
Medium of contact	Met at residence, 53 Pennparc Drive Windella
Attendees	Andre Hayek [AH] (AEP), Mark Sargent [MS] (MSEAG)

Observations

- Property is directly opposite the site, (with easement between); southern side of Pennparc Drive.

Comments on process matters

- R1 did not want to discuss specifics of the project on the basis that AEP & MCC were in 'without prejudice' processes re the development.
- Attended site meeting and made submission to MCC. Will make informed comment when final documents are available.
- Stated that most recent version of the site plan retained the access/egress through to Pennparc Drive. Alluded to MS that this presumed incorrect diagram was on MSEAG letterhead. R1 provided the copy of the notification and AH explained the existing road layout, and that this does not include access to Pennparc Drive, but a turn out area near the caravan storage, and required access to the easement between the properties. R1 appeared to accept this explanation.
- Looked at survey, but did not complete it. Concerned about independence of processes.

Comments on project

- Amenity impacts will be "massive." Height, density, light and impacts on Pennparc Drive. AH explained changes to the project based on MCC and stakeholder responses.
- R1 has calculated truck movements for construction, 750 large truck and dog combos, assumptions not further discussed.
- R1 asked if there was a 'sunset clause' on total construction period for the development. AH advised not.

COMMUNITY ENGAGEMENT FILE NOTE: NON-DOCUMENTARY	
Client	AEP Developments/Commercial 7 Pty Ltd
Project	MHE, 34 Wyndella Road, Lochinvar
Date	21 November 2024
Respondent details	[REDACTED] (R1 & R2)
Medium of contact	38 Pennparc Drive Windella
Attendees	Andre Hayek [AH] (AEP), Mark Sargent [MS] (MSEAG)

Observations

- Property is second back from the site on the northern side of the Pennparc Drive cul-de-sac. The house is set further forward on the block than neighbouring (nearest) property, therefore has line of sight.

Comments on project

- R2 'doesn't like' the proposal and is against it.
- Understood that any development would be 'acre lots' but now a 'tight community' (i.e. higher density) is proposed. Development would not be as bad if of lower density.
- Density could progressively decrease from NEH back to Pennparc would be preferred.
- Visual impacts of concern, particularly caravan storage area.
- Site will be subject to strong, persistent winds, elevation of properties (on 'stilts') at the southern end of the site may cause problems.
- R2 questioned Over-50's designation and location re access to services. Ordinarily would be closer to services. AH described likely clientele, need for alternative housing and future development of retail facilities etc. in Lochinvar. R2 had some awareness of this. AH also advised re planning provisions for higher density development.
- Asked about pathway to Cecily Reserve Park. AH advised that this is not planned.
- R2 stated that it would be good if the construction was restricted to the other side of the ridge line. Asked about extent of buffer zone (includes easement or not?).
- R2 asked about the size of the cut at the top (north) of the site falling to 'stilted' dwellings at bottom (south).

COMMUNITY ENGAGEMENT FILE NOTE: NON-DOCUMENTARY	
Client	AEP Developments/Commercial 7 Pty Ltd
Project	MHE, 34 Wyndella Road, Lochinvar
Date	21 November 2024
Respondent details	OCCUPANT NOT IDENTIFIED
Medium of contact	806 New England Highway, Lochinvar
Attendees	Andre Hayek [AH] (AEP), Mark Sargent [MS] (MSEAG)

Observations

- **The occupant rents the property and advised that the matter would need to be referred to the owner.**
- The property was not attended at the time of the visit. A brief notification was left inviting property occupant to contact AH/MS if they wished to comment.

COMMUNITY ENGAGEMENT FILE NOTE: NON-DOCUMENTARY	
Client	AEP Developments/Commercial 7 Pty Ltd
Project	MHE, 34 Wyndella Road, Lochinvar
Date	21 November 2024
Respondent details	██████████ [R1]
Medium of contact	768 New England Highway, Lochinvar
Attendees	Andre Hayek [AH] (AEP), Mark Sargent [MS] (MSEAG)

Comments

- R1 has a background in property development. Acknowledges the need for more capacity to accommodate population growth.
- Resident for 30 years. Intends to stay. AH explained imminent planning changes, R1 was not entirely aware of this.
- Not concerned by previous development in Lochinvar.
- Not concerned about the proposed development.

Annexure 9: Copy of online survey instrument (Survey Monkey)

Social Impact Assessment community survey - 34 Wyndella Road, Lochinvar

Thank you for your interest in contributing to the Social Impact Assessment for the proposed manufactured home estate in Lochinvar at 34 Wyndella Road, Lochinvar. Your insights and perspectives are invaluable to understanding how this development may affect the local community, both positively and negatively.

Participation in this survey is entirely voluntary, and your responses will remain anonymous to ensure your privacy. The information gathered will help inform the planning and design process, ensuring that community needs and concerns are thoughtfully considered.

We appreciate your time and input in shaping the future of Lochinvar.

OK

* 1. What age group are you in?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 and above

* 2. What is your interest in the proposed development at 34 Wyndella Road?

- ☐ Current resident in the immediately surrounding area
- ☐ Resident of nearby town
- ☐ Not a resident but work in the area
- ☐ Regular visitor to the area
- ☐ Other

* 3. How many years have you lived in, worked or had an interest in the Lochinvar area?

- ☐ Less than 1 year
- ☐ 1-5 years
- ☐ 6-10 years
- ☐ More than 10 years

* 4. What is your household composition?

- ☐ Single-person household
- ☐ Couple, no children
- ☐ Family with children
- ☐ Shared household
- ☐ Other (please specify)

* 5. Are there any members of your household who have characteristics that might make them more susceptible to change?

- ☐ Young children
- ☐ A person aged over 70 years
- ☐ A person with a disability
- ☐ A person with a long-term health condition
- ☐ A person with additional language or communication barriers
- ☐ Other (please specify)

- ☐ None of the above

* 6. What do you value most about Lochinvar?

- ☐ Appealing visual appearance
- ☐ Good local infrastructure
- ☐ Safe and quiet area to live
- ☐ Community connections
- ☐ Open space, rural environment
- ☐ Close to major centres
- ☐ Other (please specify)

* 7. How would you describe the current sense of community in Lochinvar?

- | | |
|--|---|
| <input type="radio"/> Strongly connected | <input type="radio"/> Quite disconnected |
| <input type="radio"/> Very connected | <input type="radio"/> Very disconnected |
| <input type="radio"/> Quite connected | <input type="radio"/> Completely disconnected |
| <input type="radio"/> Neutral | <input type="radio"/> Unsure |



Current development proposal information and feedback

About the project

The proposed development is for a Manufactured Home Estate (MHE) at 34 Wyndella Road (Lot 225, DP246447). The development application for this proposal is currently being assessed by Maitland City Council. As part of this process, we are seeking further input from the community on their views about social impacts and benefits of the project.

Manufactured housing estates (MHEs), otherwise known as land lease communities, offer a practical, cost-effective solution for active over 50s seeking to reduce the maintenance burden of a larger home while enjoying the benefits of living in a social and secure community with fantastic facilities. Land lease communities do not charge exit fees or deferred management fees, making them a well-celebrated alternative to traditional retirement villages.

The amenities will include a country club, swimming pool, pickleball courts, bowling green and more. The community and recreational areas are designed to promote social connections and enhance the sense of community—key elements for mental and emotional well-being in later years.

Designed with accessibility in mind, MHEs allow residents to "age in place" by providing adaptable living environments, which reduce the need for frequent relocations as physical needs change. By offering affordability, community, and convenience, manufactured housing estates stand out as a viable and supportive option for seniors looking for secure and adaptable living arrangements.

A summary of key aspects of the proposal is provided below:

- *There will be 194 sites for manufactured dwellings (reduced from 209 sites originally proposed)
- *The development will be staged
- *Expected residents will be 'over 50 years' and independently living
- *Includes on-site facilities for the residents including a pool, pickleball courts, bowling green, BBQ area and community building (The licenced bar has been removed from the proposal)
- *On-site resident and visitor parking
- *Provision of a dedicated shuttle bus for residents.

Below is the indicative site master plan for reference.



Site plan of the proposed development



* 8. What is your level of support for the proposed manufactured home estate given the above information that has been presented?

- ☐ Completely support
- ☐ Strongly support
- ☐ Somewhat support
- ☐ Neutral
- ☐ Somewhat oppose
- ☐ Strongly oppose
- ☐ Absolutely oppose

9. Why do you say this?

* 10. How concerned are you about the following potential negative impacts of the proposed development?

	Not concerned	Slightly concerned	Neutral	Concerned	Very concerned
Environmental impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change in the visual appearance of the area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased noise levels from residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pressure on local amenities and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change in social cohesion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased population density	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased traffic in the area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Change in community character	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
None	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction traffic going past our homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction noise generally	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

11. Are there any mitigation measures you would suggest that would help address your concerns satisfactorily?

* 12. What potential positive impacts do you anticipate from the proposed development?

	Not beneficial	Slightly beneficial	Neutral	Beneficial	Highly beneficial
Enriched local community with more people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Boost to local economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provision of community for older people with lifestyle benefits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
None	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased 'reasonably priced' housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced community facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved local infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased housing availability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New jobs in the construction phase	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

13. Is there anything that can be done within the development to further the positive social impacts above?



14. Do you have any other comments or feedback about the proposed manufactured home estate in Lochinvar?

☐ Send me a copy of my responses via email



Stakeholder response correspondence, November 2024

Resident 1

RE: AEP Developments MHE



[Redacted] <[Redacted]@bigpond.com>
To Mark Sargent



Mon 18/11/2024 10:08 AM

Hi Mark, in reply to your email of the 15/11/24 we do not have any objections to the development of a MHE development.

We think it is a good idea to do the project to help with the current shortage of low cost housing. We do feel that the land is also most suitable for residential development. We would have concerns that the new Wyndella Link Road would need to be considered for residential accesses maybe each property could share entry roads, and a lower speed limit to cater for your adjoining neighbour St Phillips Christian college whom we believe are preparing to submit a DA to Council for construction of an education facility.

We were hoping to be able to share an entry road with the school to enable us not to be land locked for development. About 12 months ago we were concerned and a bit reserved about your development as we couldn't understand why your land wasn't being rezoned for residential so that the next best thing would be to complete your project. We note you have made some changes to your plans which seems to be a good idea.

Please contact us if you require any further thoughts on the matter.

Thanks [Redacted] and [Redacted]



From: Mark Sargent <mark@mseag.com.au>
Sent: Friday, 15 November 2024 11:10 AM
To: [REDACTED] <[\[REDACTED\]@bigpond.com](mailto:[REDACTED]@bigpond.com)>
Subject: AEP Developments MHE

Hi [REDACTED],

As per your conversation with Andre and Max from AEP this week and our earlier call, as part of the DA assessment, Council has requested a revisit on consulting with property owners near the site on possible social impacts of the project.

As it is your intention to sell your property, some of the longer term effects of the MHE development and other proposals (i.e. St Philip's and the residential development opposite the site) may not apply to you. However, I'd be interested in your views on what the likely effects of the MHE would be on the local area. As you mentioned, traffic and capacity of Wyndella Road is one consideration. Others might be access to services (e.g. shopping, medical, public transport etc.), the overall cumulative effect of all of the possible developments in Wyndella Road and the expansion of Lochinvar more generally (we did speak about that earlier in the year in terms of regional planning strategies, investigation areas etc.

I'd be interested to hear any comments you might have on the above, or other impacts on the community that you think should be considered.

Thanks and regards,

Mark



Dr Mark Sargent
Principal
Mark Sargent Enterprises T/A Aigis Group
M: 0423 489 284
E: mark@mseag.com.au



St Philip's Christian College/St Philip's Christian Education Foundation

COMMUNITY ENGAGEMENT FILE NOTE: NON-DOCUMENTARY	
Client	AEP Developments
Project	MHE, Wyndella Road, Lochinvar
Date	14 November 2024
Respondent details	David Price, Director Infrastructure Development, SPCC
Medium of contact	Phone: REDACTED

SUMMARY:

Discussion in relation to location of MHE directly adjacent to site of proposed St Philip's Christian College Campus, Wyndella Rd, Lochinvar.

1. School planning

- Current planning is for 1,000 to 1,200 students. Over the (much) longer term, this may increase to 1,500 students. Population of the school would be staged, possibly commencing with K-4, potentially 2027. Plan is to manage development scale so that council assessment is the consent pathway, rather than through DPHI.
- Site is favourable due to the relative absence of biodiversity constraints etc.
- SPCC may negotiate with APE at some point to access drainage infrastructure to stormwater re surface runoff or dam overspill.

2. Traffic

- Potentially the source of most issues in terms of operation of both properties.
- Sites obviously cater to different demographic groups, which could be interpreted as a source of use conflict.
- Morning drop-off and afternoon pick-up are clearly most likely problematic times (in school terms).
- At this stage SPCC anticipates provision for bus drops and collects and vehicular kiss-and-drop to be provided on site. SPCC site access may ideally be serviced by a roundabout. Notionally this may service the residential development (Clarendon) on the western alignment of Wyndella Road. SPCC presently sees the school access being on the southern end of the school site. **MS note: positioning of the access to the MHE would also probably need to be at the southern end of the property, so that access/egress is not impeded by queuing at any such roundabout.**
- Currently Wyndella Rd is proposed to be a 70kph zone, however SPCC would prefer 60kph (possibly 50kph), with 40kph school zone provision. Suggested that the 70kph zone should start from the top of the hill on Wyndella, northwards towards Anambah. This is also likely to be suitable for the MHE.
- SPCC's understanding at present is that there is no public bus infrastructure planned for Wyndella Road (layby areas). **MS note, these are provided on Springfield Drive, south of NEH.**



3. Use conflicts (based on proximity)

- Generally, SPCC does not anticipate any use conflicts. The separation provided by the 10-metre APZ on the northern boundary of the AEP site will provide some separation between the properties, and therefore a 'buffer'. However, as SPCC's current preference is to locate vehicular access (including for buses) at the southern end of its site, noise management treatment to the APZ may need to be considered.
- Generally, no significant interaction between the school and the MHE is anticipated on the part of SPCC, with the exception of traffic-related effects. The separation provided by the APZ on the MHE site will reduce likelihood.
- In the longer term, there may be some out-of-hours use. SPCC generally provides some infrastructure on its campuses (e.g. sports, theatres etc.), which it encourages community use of. If this eventuates on the site, there may be occasions where there is some activity out of normal school hours (e.g. evenings, weekends). There may also be some benefit to MHE residents depending on any facilities provided on the SPCC site through access to those facilities.



CPG Estates

RE: Follow up



Hussey, Luke <lhussey@cpgestate
To: Mark Sargent
Cc: Max Wheen; Cerone, Mark



Tue 26/11/2024 12:08 PM

You replied to this message on 26/11/2024 12:48 PM.
This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

Hi Mark,

Sorry for the slow reply here.

Please see responses below in **RED**.

Regards,

Luke Hussey
Development Director

CPG ESTATES

Ground Floor 21 Solent Circuit Norwest NSW 2153
PO Box: 7105 Baulkham Hills NSW 2153
T: 02 8850 9075 | M: 0425 277 003
E: lhussey@cpgestates.com.au
www.cpgestates.com.au

From: Mark Sargent <mark@mseag.com.au>
Sent: Friday, November 15, 2024 11:37 AM
To: Hussey, Luke <lhussey@cpgestates.com.au>
Cc: Max Wheen <max@aepd.com.au>
Subject: FW: Follow up

Hi Luke,

As per my message left earlier, if you could provide your thoughts on the following re the effective co-location of your project and the AEP MHE, that would be appreciated. The other factor to consider is of course the potential school development adjacent the AEP site.

1. The most obvious combined effects of the two projects would be in Wyndella Road. What is CPG's position on possible effects (e.g. cumulative traffic, road capacity/infrastructure, public transport services, etc.)? **The cumulative traffic impact needs to be considered in the context of the Lochinvar URA, other URAs using this road (such as Anambah) and surrounding rural lands earmarked for future urban use, to ensure there is appropriate capacity for the development. Any works associated with public transport facilities required to support the MHE development along Wyndella Road would need to be provided as part of that development.**
2. Given that CPG's is a residential subdivision, is your demographic likely to be younger family households, or do you factor in a broader demographic spread? **We anticipate the predominant demographic will be family households. However, we have provided a lot mix that may also attract smaller households (couples, downsizers etc).**
3. Do you have any comments on overall compatibility of the two developments being nearby each other? **Provided the MHE is a high quality, attractive development (e.g. quality**



housing, significant landscaping, attractive road frontage, ongoing maintenance structure that will guarantee upkeep), we do not have an issue with the overall compatibility between the two developments. However, in terms of compatibility with the surrounding area, we note that Wyndella Road currently delineates the urban and rural lands of Lochinvar. The proposed MHE is situated in an elevated position amongst several rural properties and will likely 'stick out like a sore thumb' in the current rural landscape.

4. Do you have any comments on possible impacts on the Lochinvar community generally? **None at this stage.**
What is your understanding of the development of facilities locally that will support residential intensification in Wyndella Road/ Lochinvar generally (e.g. retail) and the cumulative demand this will drive? Has this been factored into the development of CPG's project? (MCC has stated its concerns about the distance from Lochinvar to nearest facilities (i.e. Rutherford). **Currently, Lochinvar has limited facilities / services; however, this will change as the LURA evolves as per the Structure Plan which will see a new town centre and additional community infrastructure. The increase in population will make the provision of the additional services / retail more viable. Whilst Council has not expressed this concern to CPG, we see that any concerns around the distance to existing services as a temporary issue only. Further, development within the LURA is required to contribute towards the provision of local infrastructure, in accordance with the s7.11 plan, which includes our development. We note that the s7.11 plan was based on the incoming population generated by the LURA, and not the development / intensification of the surrounding rural zoned lands. In this regard, the MHE development will place additional demand for community infrastructure / services that has not necessarily been accounted for.**
5. Has CPG received any feedback from other stakeholders in Lochinvar, and if so, what's that been? **No feedback relevant to the social impact assessment.**
6. As above, have you received any input from residents in Windella? **Yes, we received submissions to the DA from nearby residents; however, these were generally related to stormwater, flooding and traffic which have been resolved.**

I expect that the biggest concern for Council is the perceived demands it would face in terms of providing services and infrastructure given potentially rapid development, and the cumulative aspects of this. If you have any further comments in this regard, your views would also be appreciated. **See response to Item 5.**

Thanks for your help with this and good luck with your project.

Regards

Mark



Dr Mark Sargent
Principal
Mark Sargent Enterprises T/A Aigis Group
M: 0423 489 284
E: mark@mseag.com.au

APPENDIX 4 – CORRESPONDENCE FROM ADJOINING LANDOWNERS



**St Philip's
Christian Education**
FOR THE WHOLE OF LIFE

Andre Hayek
Director
AEP Developments
andre@aepd.com.au

23 April 2025

Dear Andre,

I am writing to you regarding your contact with Stephen Barr, to clarify our intended use of land that we hold at 74 Wyndella Road and 52 Wyndella Road, Lochinvar.

St Philip's Christian Education is a long-standing provider of Christian education services based primarily in the Hunter and Central Coast. St Philip's are aware of the education needs that will be required in the Lochinvar area to satisfy the demand for schooling in the future as this area expands. As a result, St Philip's has purchased 20 hectares of land immediately to the north of your site with a view to developing a K – 12 school that will cater for approximately 1500 students, an early learning centre and also a dynamic learning college for students that need additional support in their studies.

The Rutherford area has been identified as an area of high need for education services currently and this is only expected to significantly increase as the population grows in line with the planning proposed for the Anambah to Branxton growth area. The school is anticipated to grow over time, growing in response to both population growth and enrolments.

St Philip's is in the early stages of designing the school in preparation for lodging a development application in the near future for the first stage.

I hope that this letter is able to satisfy your needs at this time. Wishing you all the best with your endeavours.

Regards,

Graeme Irwin
CEO

CENTRAL OFFICE

02 4062 8000
30 Bridge Street, Waratah NSW 2298
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