





Socio-economic Impact Assessment

Macksville Bridge Rehabilitation Project

Transport for NSW

14 May 2024

→ The Power of Commitment

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1. Introduction

1.1 Project background

Transport for NSW (Transport) proposes to undertake rehabilitation works on the Macksville Bridge (B1873) (the proposal) over the Nambucca River on Giinagay Way, Macksville in New South Wales (NSW). For the purposes of these works, Transport is the proponent and determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

This Socio-economic Impact Assessment (SEIA) report has been prepared by GHD Pty Ltd (GHD) as part of the Review of Environmental Factors (REF) to support the application for approval of the proposal. The SEIA provides:

- An analysis of the existing socio-economic profile of the region, local area and communities that would potentially be impacted.
- Outcomes from consultation with residents, businesses and key stakeholders.
- Identification of potential socio-economic benefits and impacts emanating from the proposal.
- Mitigation strategies for potential impacts.

1.2 The proposal

Key features of the proposal include:

- Establishment of ancillary facilities and progressive implementation of environmental controls.
- Installation of a temporary construction jetty and scaffold in different stages as required to complete the works.
- Use of barges and boats within the waterway as required to complete the works.
- Installation of traffic control in different arrangements as required to complete the works.
- Deck repairs and waterproofing to prevent rainwater ingress below the deck and rectify extensive cracking.
- Removal and replacement of failed bridge joints.
- Installation of a durability treatment or seal membrane to the entire concrete bridge deck.
- Encasing of Piers 4, 5 and 6 with concrete to restore structural capacity to these piers (both above and below the water).
- Installation of a sacrificial anode cathodic protection system (SACP) to all eight piers to protect the steel reinforcement.
- Concrete patching on all piers to rectify damage or areas of concrete spalling.
- Removal of the temporary support beam in Span 1/Pier 1 and installation of permanent support solution. This same solution will be installed on Span 9/Pier 8.
- Steel repairs to all bridge spans to rehabilitate any section loss, cracking or in any area where strengthening is required. This includes welding, drilling, bolting on new plates and full member replacement where required. Corroded rivets and bolts will be replaced with structural bolts as required.
- Servicing and maintenance of bridge bearings, including corrosion treatment. If a bearing cannot be repaired it will be replaced.
- Installation of scaffold with encapsulation in stages to capture existing paint by extraction system when blasting.
- Blasting and repainting all nine spans including the walkway.
- Installation of new pedestrian handrail along the bridge with an updated design.
- Installation of new guardrail and safety barrier along the bridge and approaches.
- General cleaning of the bridge including the deck, bird droppings and scuppers.
- Installation of bird spikes at nesting locations.
- Maintenance of scour protection at abutments.

- Walkway maintenance.
- Demobilisation of all construction equipment and reinstatement of work areas to original condition.

1.2.1 Construction overview

Construction hours and duration

Work will generally be conducted during:

- 7:00 am to 6:00 pm Monday to Friday (standard construction hours)
- 7:00 am to 6:00 pm Saturday (outside of hours work)

Additional extended working hours will be required during certain stages of the proposal construction including nightworks and works on Sundays. Nightworks would enable full bridge closures while minimising traffic impacts for the community.

The proposed works would commence in late-2024 and would take approximately three and a half years to complete (not considering delays due to extreme weather and unforeseen issues).

Construction stages

Construction is proposed to be staged as shown in Table 1.1. Timeframes are indicative and subject to change. Generally speaking full closure of the bridge refer to closure of the bridge to both vehicular and active transport traffic.

Table 1.1 Construction stages

Stage*	Description	Traffic management
Stage 1 (9 months)	Pier strengthening/ concrete durability	<ul style="list-style-type: none"> – Single Lane – 20 days intermittent – Oversize overmass (OSOM) restrictions – 20 days intermittent – Closure of River Street – 20 days intermittent – Interaction with traffic lights on Wallace Street to manage changed traffic flows
Stage 2 (8 weeks)	Steel rehabilitation	<ul style="list-style-type: none"> – Full Closure (including pedestrian) – 20 Nights – Load limited single lane operation during daytime (no heavy vehicles) – 20 days – OSOM restriction – 20 days – Closure of River Street – 20 days – Interaction with traffic lights on Wallace Street to manage changed traffic flows
Stage 3 (2.5 years)	Bridge painting	<ul style="list-style-type: none"> – Single Lane – 2.5 years – OSOM restrictions – 2.5 years – Closure of River Street – 5 months – Interaction with traffic lights on Wallace Street to manage changed traffic flows
Stage 4 (2 weeks)	Deck repairs	<ul style="list-style-type: none"> – Full Closure (including pedestrian) – 5 nights – Single Lane – 10 days – OSOM restriction – 10 days

*Total times for stages and closures may vary due to weather

1.2.2 Traffic management and access

Traffic management and access issues for the proposal include:

- Management of construction vehicle traffic and activities
- Partial and full closure of the bridge to both vehicles and pedestrians
- Closure of River Street as required
- Limited clearance below the bridge for the scaffolding
- Impacts to recreational maritime traffic during works
- Impacts to access to the existing jetty in lions Park located about 100 metres to the north west of the bridge

Traffic would be managed according to the Traffic control at work sites (TCAWS) Technical Manual Version 6 (Transport 2022). A site-specific Traffic Management Plan (TMP) would be prepared detailing the specifics of the site and its inherent hazards and constraints. Work creating impediment to traffic would not begin until the TMP is approved and strategies to manage traffic within and around the work site are in place. Consultation and liaison with local road users would be required with respect to road and maritime closures, appropriate detours and timing considerations.

The alternative route during road closures for the proposal would be via the Pacific Highway to the north and south.

1.2.3 Ancillary facilities

A site compound would be established on the northern side of the bridge. Two potential locations have been identified (see Figure 1.1). No removal of mature vegetation is required at either site.

A temporary jetty, barges, and boats would also be required at this location to facilitate the works. The temporary jetty would be installed to provide access to the piers via a boat or barge. Floating scaffold will be erected in stages around each bridge pier as the works progress.

The site compound would comprise:

- Storage of materials
- Parking for vehicles and equipment
- Staff facilities such as office, toilets, lunchroom
- Decontamination facilities for workers and equipment
- Storage facilities for waste



Figure 1.1 Compound locations west (L) and east (R) of Giinagay Way on the northern side of the bridge

1.3 Purpose of this report

The purpose of this report is to assess the potential socio-economic impacts of constructing and operating the proposal. To achieve this the SEIA report:

- Describes the existing socio-economic environment.
- Assesses the potential positive and negative impacts of constructing and operating the proposal on communities.
- Recommends measures to mitigate and manage the impacts identified.

1.4 Report structure

The report comprises the following sections:

- Section 1 – Introduction: an overview of the proposal and purpose of this report
- Section 2 – Methodology: a summary of the methods and guidance used for the assessment of potential impacts of the proposal
- Section 3 – Legislative and policy context: a summary of the legislation and policy documents which are relevant to the proposal
- Section 4 – Stakeholder consultation: a summary of the outcomes of consultation relevant to this assessment
- Section 5 – Existing environment: an overview of the demographic and community characteristics in the study area
- Section 6 – Assessment of construction impacts: potential socio-economic impacts that may result from construction of the proposal
- Section 7 – Assessment of operational impacts: potential socio-economic impacts that may result from operation of the proposal
- Section 8 – Recommended mitigation and management measures: recommendations of proposed mitigation options for the construction and operational impacts of the proposal
- Section 9 – Conclusion: a summary of the socio-economic assessment findings and sets out the principal conclusions for the study
- Section 10 – References: a list of references which have been utilised for this assessment

1.5 Scope and limitations

This report: has been prepared by GHD for Transport for NSW and may only be used and relied on by Transport for NSW for the purpose agreed between GHD and Transport for NSW as set out in section 1.3 of this report.

GHD otherwise disclaims responsibility to any person other than Transport for NSW arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section(s) 1.5 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

The following assumptions and limitations apply to the preparation of this report:

- The socio-economic baseline has been prepared using publicly available information.
- The assessment relies on outcomes of stakeholder consultations undertaken by Transport. Direct stakeholder consultation was not undertaken by the SEIA team.

2. Methodology

2.1 Approach to the assessment

This SEIA has been prepared in accordance with the requirements of a moderate level of assessment under the *Environmental Impact Assessment Practice Note: Socio-economic assessment* (NSW Government, 2020). The following sections describe the SEIA methodology.

2.2 Steps to prepare this SEIA

2.2.1 Scoping of social issues

The scoping of potential impacts was completed based on a review of the proposal design and activities which would occur during construction and operation. This informed the understanding of potential socio-economic effects, such as changes to local amenity, access and connectivity, community infrastructure facilities and community values. This information was also used in the identification of potential cumulative impacts. Findings were captured in the Scoping Checklist included as Appendix A.

2.2.2 Determining the study area

The study area for the SEIA includes the communities that are most likely to experience socio-economic impacts and benefits resulting from the proposal. The study area includes a local and regional study area, as outlined in Table 2.1. In order to ensure any social impacts or infrastructure locations slightly outside of these study areas is captured a 200 metre buffer was also applied when considering the potential impacts of the project.

Table 2.1 Socio-economic study area

Study area	Area (ABS Census area)	Interaction with proposal
Local study area	Macksville Urban Centre and Localities (UCL)	The proposal is located in Macksville UCL. The Macksville community are expected to be affected by impacts and benefits during construction including changes to local amenity and traffic and access changes.
Regional study area	Nambucca Valley Local Government Area (LGA)	The proposal site is located in the Nambucca Valley LGA. Communities across the LGA may experience regional impacts and benefits during construction and operation of the proposal.

2.2.3 Preparing the socio-economic baseline

The socio-economic baseline establishes the current socio-economic characteristics within the study area for the SEIA. The socio-economic baseline is used to identify and inform the potential socio-economic impacts (both positive and negative) associated with the proposal. A socio-economic baseline has been prepared for the local and regional study area.

The local study area baseline describes:

- Key features, local amenity and character of the local study area and surrounds
- Select demographic and economic indicators for the urban centre of Macksville compared to Nambucca Valley LGA
- Access and connectivity
- Economic and business profile

The regional study area baseline describes:

- Demographic indicators
- Access and connectivity

- Community values and priorities
- Economic and employment profile

Data to inform the social baseline has been gathered from the following sources:

- Australian Bureau of Statistics (ABS) Census, 2021
- Local, State and Australian Government websites and publications
- Stakeholder consultations (refer to Section 4)
- Various online sources, listed in Section

A full list of sources used to inform this SEIA is provided in Section 11.

2.2.4 Stakeholder consultation

Transport has been engaging with the community and stakeholders throughout the planning, scoping and design process for the proposal. Chapter 6 of the REF describes these activities and the stakeholders that have been consulted and provides a summary of key issues raised. Section 4 of this report provides a summary of Transport consultation activities and outcomes, where relevant to the SEIA.

2.2.5 Impact identification and assessment

The identification and assessment of potential socio-economic benefits and impacts of the proposal is based on initial scoping of potential socio-economic issues, further identification of these issues through concept design development for construction and operational phases of the proposal, results of stakeholder consultation, and review of other technical studies and chapters prepared for the REF.

Cumulative socio-economic impacts have also been assessed, taking into account other projects that have been approved but where construction has not yet commenced, projects where construction has commenced, and projects that have been recently completed in the surrounding area.

The socio-economic impacts have been categorised based on the *Environmental Impact Assessment Practice Note: Socio-economic assessment* (NSW Government, 2020). For this SEIA, the matters to be considered according to the Practice Note have been grouped into categories to ensure they are relevant to the nature of the proposal. The socio-economic impact categories are outlined in Table 2.2.

Table 2.2 Socio-economic impact categories

Socio-economic impact category	Matters to be considered
Access and connectivity	Changes to how people move about an area for day-to-day activities. Changes to access can impact people's way of life, access to their place of work and community services, facilities and social networks, community cohesion and perceptions about safety.
Economy, business and employment	High-level benefits and impacts on the local and regional economy, including business development and employment opportunities. Social implications of impacts to businesses resulting from property acquisition, and changes to access and amenity. This includes how business owners, employees and customers are affected by these changes. Social implications of changes to job availability and employment resulting from impacts on businesses.
Amenity and community values	Changes to the acoustic, air quality or visual environment as a result of the proposal. Changes to amenity can impact people's way of life, and what people value about their community. This has considered the social impacts on residents and general community members.
Community health and wellbeing	Changes to community wellbeing, community values or social cohesion of the area.

The assessment of the significance of impacts considers the level of sensitivity of receptors and the magnitude of the proposed changes based on the information available at the time.

For negative impacts, sensitivity refers to the qualities of the receptor which influence its vulnerability to change and capacity to adapt. In this context, the receptor may include the environmental characteristics, communities, businesses, business clusters, social infrastructure or residences. Table 2.3 describes the levels of sensitivity for negative impacts.

Table 2.3 *Level of sensitivity*

Sensitivity	Example
Negligible	No vulnerability and able to absorb or adapt to change.
Low	Minimal areas of vulnerability and a high ability to absorb or adapt to change.
Moderate	A number of vulnerabilities but retains some ability to absorb or adapt to change.
High	Multiple vulnerabilities and/or very little capacity to absorb or adapt to change.

Magnitude refers to the scale, duration, intensity and scope of the proposal including how it would be constructed and operated. Qualities of magnitude include, but are not limited to:

- Scale and intensity (the types of works, operational uses and built form etc.)
- Spatial extent (e.g. the geographical area affected, which may be local, suburb, regional, state, international or to community groups etc.)
- Duration (short, medium or long-term, hours of works, frequency, reversibility etc.)

The levels of magnitude are set out in Table 2.4.

Table 2.4 *Level of magnitude*

Magnitude	Example
Negligible	No discernible positive or negative changes caused by the impact. Change from the baseline remains within the range commonly experienced by receptors.
Low	A discernible change from baseline conditions. The tendency is that the impact is on a small proportion of receptors over a limited geographical area and mainly within the vicinity of the proposal. The impact may be short term or some impacts may extend over the life of the proposal.
Moderate	A clearly noticeable difference from baseline conditions. The tendency is that the impact is on a small to large proportion of receptors and may be over an area beyond the vicinity of the proposal. The duration may be short to medium term or some impacts may extend over the life of the proposal.
High	A change that dominates over existing baseline conditions. The change is widespread or persists over many years or is effectively permanent.

Table 2.5 is used to assess the level of significance of the potential impacts. This is done by combining the level of sensitivity and magnitude.

Table 2.5 *Assessing the level of significance*

		Magnitude			
		High	Moderate	Low	Negligible
Sensitivity	High	High	High-Moderate	Moderate	Negligible
	Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
	Low	Moderate	Moderate-Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

The level of impact within this SEIA has considered the implementation of recommended mitigation and management measures as outlined in Section 8 and those identified in other relevant technical studies prepared for the REF.

2.2.6 Recommended socio-economic impact management measures

Specific mitigation and management measures developed to avoid or minimise the socio-economic impacts and to enhance benefits are identified in Section 8. These were formulated based on the findings of the socio-economic baseline study, results of stakeholder consultation, and the outcomes of the impact assessment. They have been developed using adaptive management principles, recognising that impacts may change over time, and that ongoing monitoring of impacts would provide the flexibility to accommodate such changes.

Other technical studies from the REF have been considered with regard to the effect or specific mitigation measures identified in those studies which contribute to mitigating potential socio-economic impacts identified in this report. These measures can be found in the technical components of the REF.

3. Legislative and policy context

A number of legislative and policy documents were reviewed to identify their relevance to this SEIA. Table 3.1 and the following sections summarise the State and local government policies relevant to this SEIA.

Table 3.1 Relevant policies and documents

Policy name	Description	Relevance to this SEIA
State government		
Staying Ahead: State Infrastructure Strategy 2022-2024 (Infrastructure NSW, 2022)	Staying Ahead: State Infrastructure Strategy 2022-2042 (Infrastructure NSW, 2022) builds on the NSW Government's major long-term infrastructure plans over the last seven years from the 2012 State Infrastructure Strategy and Long Term Transport Master Plan. It sets out Infrastructure NSW's advice on the infrastructure needs and priorities of NSW for the next 20 years, and beyond.	The proposal supports the objectives of the strategy through delivering efficient transport networks, servicing growing communities and improving reliability and resilience. The proposed remediation works align with the strategy by facilitating infrastructure improvements which services growing communities and improves resilience into the future.
Future Transport Strategy 2056 (Transport, 2018)	The NSW Future Transport Strategy 2056 (Transport 2018) outlines a clear framework to address transport challenges in NSW over the next 40 years and is an update of the NSW Long Term Transport Master Plan released in 2012. It integrates planning for roads, freight and all other modes of transport and sets out initiatives, solutions and actions to meet NSW transport challenges.	The proposal supports the strategy and the existing and future development of the area through providing bridge rehabilitation to facilitate safe and efficient connections between Macksville and North Macksville.
Local government		
Nambucca Valley Council Local Strategic Planning Statement 2020 (Nambucca Valley Council, 2020)	The Local Strategic Planning Statement 2020: Nambucca Valley Council (LSPS) has been prepared to comply with the EP&A Act and aims to provide a vision for the Nambucca Valley with a focus on land use planning matters including housing, employment, and environmental management. It includes or identifies the basis for strategic planning in the area, have regard for economic, social, and environmental matters.	The LSPS highlights the importance of the Nambucca River foreshore and River Street, where many of the historic buildings remain today. The protection of the historic buildings and improvement of the river foreshore as part of the proposal, provides a unique opportunity to build on the character of Macksville as an historic, rural market town and enhance the attraction of Macksville to visitors to boost the local economy.
Nambucca Valley Community Strategic Plan 2027 (Nambucca Valley Council, 2022)	The Community Strategic Plan 2027 (CSP) is a high-level plan, developed in partnership with the community, to outline the future for the community of the Nambucca Valley. The plan sets out all the strategic priorities, outcomes and aspirations for the future of the local community. It is based on four key themes which reflect the following aspirations of the community: <ul style="list-style-type: none"> – Aspiration 1: Caring for our community – Aspiration 2: Caring for our environment – Aspiration 3: Living well – Aspiration 4: Promoting prosperity 	The proposal supports the strategic direction of the CSP through the maintenance of key transport infrastructure whilst protecting local heritage.

Policy name	Description	Relevance to this SEIA
The North Coast Regional Plan 2041 (DPE, 2022)	<p>The North Coast Regional Plan 2041 (DPE, 2022) identifies Macksville as the main centre of the Nambucca Valley, providing essential retail, commercial and land community services and includes a direction to 'enhance liveability for current and future residents of the Nambucca Valley through infrastructure investment and opportunities available from existing assets.'</p> <p>The Plan also identifies collaborative activities to 'ensure that centres experiencing high growth have well planned and sustainable transport options, place-based Transport Plans will be developed for key cities and centres across the North Coast region'.</p>	The proposal will support the economic growth and liveability of Macksville, while continuing to maintain local access between Macksville and North Macksville.

4. Stakeholder consultation

This section provides an overview of wider consultation undertaken for the REF. Relevant issues raised have been identified with reference to where they are addressed in this SEIA or the REF.

Transport has been undertaking an engagement program with stakeholders, businesses and communities throughout the proposal planning and approvals process. Chapter 5 of the REF describes these activities and the stakeholders that have been consulted and provides a summary of the issues raised. The sections below provide a summary as relevant to this SEIA.

4.1 Community and stakeholder consultation

A summary of key issues and themes raised during community and stakeholder engagement activities that are relevant to this SEIA is provided in Table 4.1.

Table 4.1 Consultation outcomes relevant to this SEIA

Consultation action / activity	Matters raised	Where addressed
Nambucca Valley Council briefing & consultation meeting 2 nd May 2023 – attended by key Nambucca Shire Council staff including GM (not elected councillors)	<ul style="list-style-type: none"> – What is the proposed timing and duration of the project? – Will the project coordinate with Council's program of works to minimise cumulative impacts? – Describe the process for community consultation. – Opportunities for the engagement of local contractors. – Impacts to businesses in Macksville as a result of changed traffic and parking conditions during the works. – Need to clearly define impacts on active transport users both over the bridge and east-west across each foreshore. – Urban design impacts along the foreshore. – Council paid for and installed lighting on the bridge. – Emergency service access across the bridge during total or partial closures. 	<p>Section 1.2</p> <p>Section 9.0</p>
<p>Early community consultation feedback survey which closed on 27th August 2023. Received 379 responses. Survey circulated via:</p> <ul style="list-style-type: none"> – Project website* – Project notification (delivered to 1,974 properties in Macksville on 14 August 2023) – Sponsored targeted social media posts (Facebook) displayed within Nambucca LGA – Early consultation community survey (for two weeks from 14 August 2023, receiving 379 responses) – Two community drop-in sessions held on 24 August 2023 	<ul style="list-style-type: none"> – General consensus that the bridge needs to be repaired and maintained. Concerns about the current condition of the bridge. – Requested more information about the works. – Dialogue regarding the Council multicoloured lights installed on the bridge. – Concerns about access during full bridge closures to work, homes and businesses. – Concerns regarding access to hospital and emergency services. – Concerns over pedestrian access during works. – Concern about the existing traffic intersection at River Street/ Giinagay Way (requests to close intersection or remove traffic islands etc). – Request to complete works at night to avoid traffic impacts. – Concerns about using Lions Park as a site compound. – Recreational boat users impacts along the river. 	Section 1.2
Local Emergency Management Committee briefing & consultation meeting 21 November 2023 – LEMC includes NSW Police, NSW Ambulance, Fire and Rescue NSW, NSW Rural Fire Service, NSW State Emergency Service, Nambucca Valley Council,	<ul style="list-style-type: none"> – Access for emergency services during full closures. – Need to discuss the project further with NSW Police, Fire and Rescue NSW and NSW Ambulance. 	Section 9.0

Consultation action / activity	Matters raised	Where addressed
Department of Communities and Justice, Mid North Coast Local Health Services, National Emergency Management Agency, NSW Reconstruction Authority, NSW Public Works		
Nambucca Valley Council consultation meeting 2 May 2023 – attended by key Nambucca Shire Council staff including GM (not elected councillors)	<ul style="list-style-type: none"> – Discussed proposed closures of single western lane onto the bridge and both eastern lanes of River St and how this would affect businesses (Star Hotel etc). Discussed the need to install a u-turn area/bay if closing both lanes on one side. – Requested the pedestrian crossing at Wallace St across Giinagay Way remain open as it is the only crossing for some distance. – Conveyed the additional traffic impacts that would occur on Princess St if the Wallace St traffic lights were turned off. – Flagged local businesses to be in contact with as part of the upcoming business surveys. – Discussed the multicoloured lights on the bridge and the reports from motorists that they are too bright. – Requested conformation that the pedestrian walkway over the bridge will remain open. – Informed Transport of the River St closures during ANZAC day. – Upcoming council works will be completed on Nambucca River foreshore including upgraded toilet blocks. 	Section 9.0
Emergency services consultation meeting 15 th December 2023 – attended by NSW Police, NSW Ambulance and Fire and Rescue NSW	<ul style="list-style-type: none"> – Isolating community and increasing response times during full closures is a concern to Police. – Concerns around emergency services needing to use a U-turn detour on the Pacific Highway as there is no alternative access between north and south Macksville. This may result in further delays for response time if there is traffic on the Highway. – During single lane bridge operation – it would be important to prioritise access for emergency services but apart from this minimal impact to services. – Emergency services will require considerable notice of closures that would impact response time (longer than three weeks' notice) – The delay in getting an ambulance into town from the ambulance station will extended by approximately 20 minutes during full closures – this will require additional community notice. 	Section 9.0
Busways consultation meeting held 8 th February 2024.	<ul style="list-style-type: none"> – Busways confirmed that a lot of local bus routes use the right turn from Wallace St to Giinagay Way. Concern if this was closed. – Confirmed that nighttime bus services will be effected during nighttime closures as they run after 8PM. – Raised concerns about decreased reliability of bus services due to closures. This has a knock-on effect to the rest of the network. – River St lane closures do not effect bus services. 	Section 9.0
Local business consultation and survey collected on 15 th December 2023. 32 written responses were received.	Matters raised are outlined in Section 5.2.	Refer to Section 5.2
Transport and Infrastructure SEPP consultation letter – Nambucca Council.	No response received in relation to the T&I SEPP letter however other feedback received during targeted consultation as detailed above.	-

Consultation action / activity	Matters raised	Where addressed
Transport and Infrastructure SEPP consultation letter – NSW Fisheries	Fisheries did not raise and issued or concerns with the project. Fisheries recommended a range of measure TfNSW should implement to minimise the potential for environmental impacts.	Section 7.0 of the REF.
Transport and Infrastructure SEPP consultation letter – NSW Maritime	No response was received prior to publication of this report.	

* <https://www.transport.nsw.gov.au/projects/current-projects/macksville-bridge>

4.2 Local business survey

A local business survey was developed and administered by Transport for the proposal. The purpose of the survey was to further understand the businesses in the vicinity of the Macksville Bridge and the potential impacts that may be experienced, particularly during construction of the proposal.

The survey was distributed to businesses in the area highlighted in Figure .1 on 7 December 2023, and responses were collected on 15 December 2023. These paper surveys were delivered and collected in person by Transport to answer any questions the businesses may have had. It was requested that all feedback be included on the paper form so that it can be reviewed formally.

55 surveys were handed out and 32 responses were collected by Transport. We thank those businesses that took the time to provide this feedback. Of the businesses that did not provide written response to the survey, the majority indicated verbally that they didn't think the works would have a significant impact on their business operations.

A copy of the business survey is provided in Appendix B, with feedback received incorporated throughout this SEIA.



Figure .1 Businesses involved in the business survey

Source: (NearMap, 2024) image adapted from information provided by Transport regarding businesses supplied with the targeted business survey in 2023.

4.2.1.1 Baseline information

The following types of businesses responded to the survey:

- 16 retail businesses
- Seven health/beauty businesses
- Four service providers
- Four cafes/restaurants
- One accommodation provider

These businesses have a range of opening hours, days, delivery times and peak operating times. Most businesses receive deliveries during the week from Monday to Friday via van/truck or courier. The proportion of respondents who indicated that they receive daily deliveries was 21.9 per cent (7 respondents).

All 32 businesses who responded to the survey noted that their employees drive to work, and park either on the street in Macksville town centre or in dedicated parking areas. Of the survey respondents, two businesses noted that some employees park in the car park on the northern side of the Macksville Bridge then walk to the town centre to access their place of work.

Businesses who responded to the survey indicated staff numbers between two and 50 employees, with 40.6% of businesses having between five and 20 employees.

4.2.1.2 Business survey timing and context

The business survey results provided in the following sections highlights feedback received during the development of the proposal and notably included communication with business regarding the traffic management measures that were proposed at the time of the survey. This provided Transport with a baseline proposal to present to business and provide feedback. Subsequent to receiving this feedback Transport was then able to adjust proposed traffic management measures to address business concerns where practical. For example, two key themes raised in the feedback included:

- Temporary traffic lights in Giinagay Way located closer to the Wallace Street intersection would cause unacceptable impacts to businesses on Giinagay Way between River Street and Wallace Street
- Banning the right turns at the Wallace Street traffic light would be to disrupting to local traffic
- Total closure of River Street, west of the bridge, would cause access impacts to business in this location

As a result of this feedback the final traffic management measures proposed by the project have:

- Placed temporary traffic lights as close to the bridge as possible to minimise impact further south on Giinagay Way
- Removed proposed changes to the operation of the Wallace Street and Giinagay Way intersection
- Amended River Street impacts to maintain a single open lane along River Street at all times

As a result, the impact assessment provided in Section 7.0 of this report assesses the residual impacts subsequent to the implementation of changes made to the project as a result of the feedback received during the business survey and stakeholder consultation.

4.2.1.3 Business survey feedback

This section provides a summary of the results of the business surveys undertaken. As stated above of the 55 surveys issued only 32 responses were received with the remainder indicating verbally the proposal was unlikely to impact their business. The results details below are a summary of the results received noting that not all survey responses answered all survey questions. This is a summary of survey question responses which are statistically significant enough to identify.

As shown in Figure .2, 53.1 per cent of respondents (17) indicated that the proposal would deter customers from accessing their businesses.

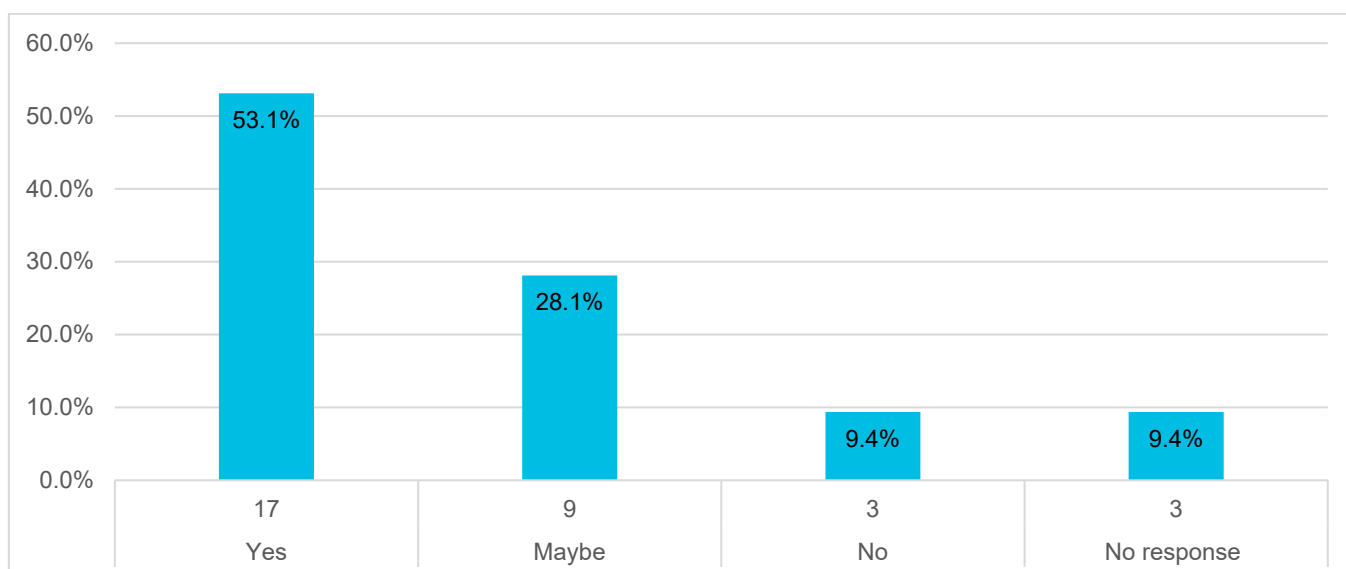


Figure .2 Do you think the project will deter customers from accessing your business?

Of survey respondents, 31.3 per cent (10) indicated that they are concerned about general loss of customers due to traffic disruptions during construction of the proposal (Table .2). When asked to rate the impact of the proposal on their business, 34.4 per cent of respondents indicated that the impact would be high or very high.

Where businesses specified why they believe that they would potentially lose customers and sales, responses included:

- Changes to/loss of access
- Disruptions to parking
- Increased traffic and travel time
- Reduced tourism traffic
- Patrons going to competitors that are easier to access

Table .2 How will your business be impacted due to the proposal?

How will your business be impacted due to proposed project?	Number of responses ¹	Percentage
General loss of customers (inconvenience, lack of foot traffic/passers by)	10	31.3%
Loss of sales and customers due to difficulties in access	8	25.0%
Loss of sales and customers due to decreased parking	6	18.8%
Increased traffic	6	18.8%
Impacts on deliveries (perishable goods and cattle) from increased travel times	5	15.6%
Loss of sales and customers due to increased travel times	2	6.3%
Loss of sales and customers due to reduction in tourist traffic	2	6.3%
Loss of sales and customers to competitors' businesses	2	6.3%
Delayed business and shift requirements due to people arriving late for appointments	2	6.3%
Little to no impacts	2	6.3%
Impacts on staff (travel, incoming deliveries, increased shifts)	1	3.1%
Noise impacts	1	3.1%
Total responses	47	

¹ Where a business noted a number of themes in their response, these have been recorded as a separate response. As such, the total number of responses for this question is higher than the total survey respondents.

Notwithstanding concerns around customer loss, 43.8 per cent of respondents indicated that they expect most/all customers to continue to visit their business during proposed project works, with 28.1 per cent of respondents noting that although some customers would continue to visit their business, they may be impacted by competitors nearby (Figure .3).

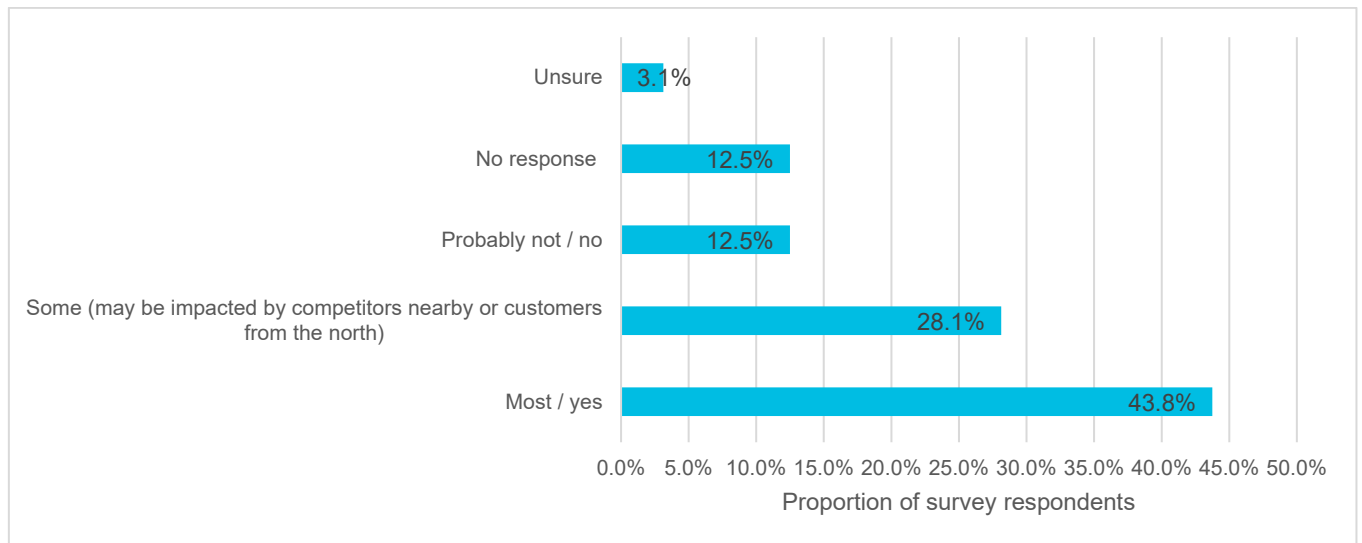


Figure .3 Do you think your customers will continue to visit your business if the proposed project is implemented?

Of survey respondents, 43.8 per cent of businesses indicated that they believe they would lose up to 25 per cent of revenue as a result of the proposal, with 18.8 per cent indicating they believe they would lose between 26 per cent and 50 per cent of their revenue (Figure 4).

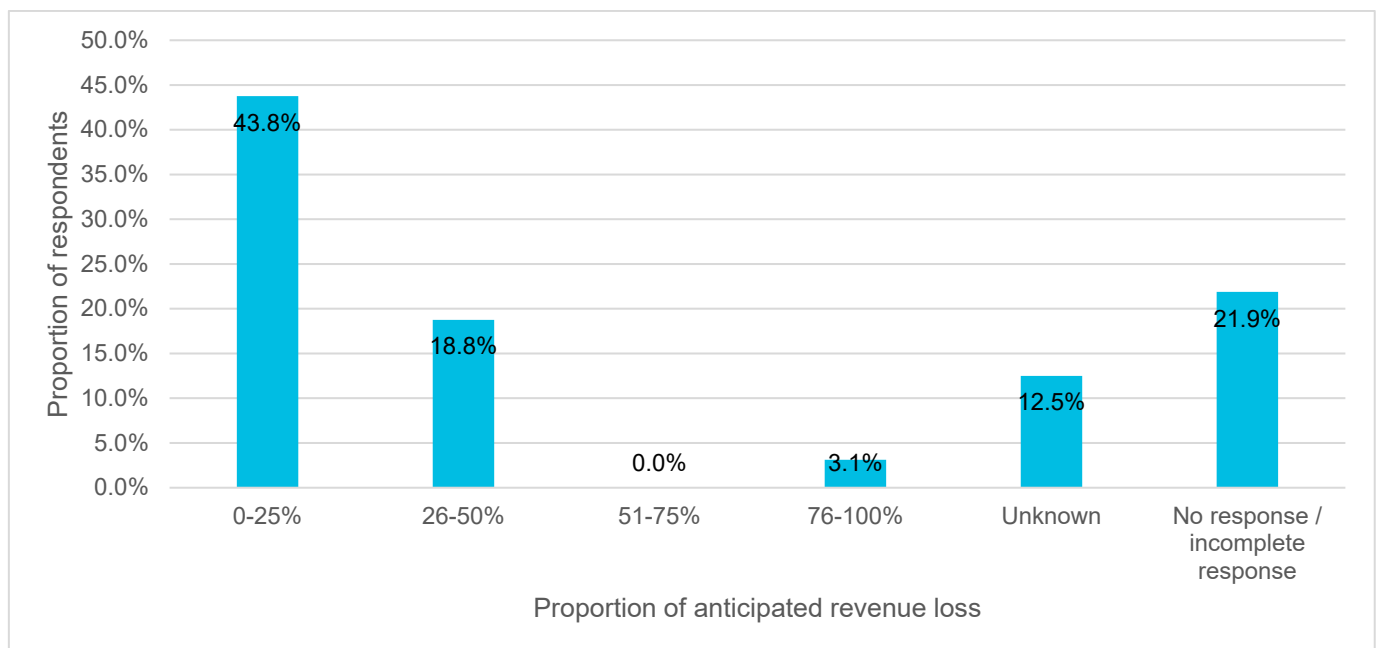


Figure .4 What proportion of your daily customers do you think you might lose as a result of the proposed project?

4.2.1.4 Business survey identified potential mitigations

Survey respondents were asked what strategies could be considered for continued customer access. Responses are summarised below:

- Operating both lanes or increasing the traffic flow into Macksville during peak times
- Additional street parking, specifically disabled parking
- Further consultation around changes to access and traffic flows
- Night works or out of business hours works only
- Storing construction worker vehicles and equipment out of Macksville
- Do not close bridge access
- Increased detour signage
- Communication around how access to businesses will be impacted, and around alternative routes
- Additional/new Macksville access point

The feedback received from businesses was used in the development of the different project stage traffic management plans in order to avoid or reduce the potential impacts identified through the business survey process. Detailed mitigation measures are outlined in Section 9.0.

5. Existing environment

The following sections provide an overview of the local study area before discussing the regional study area. Local study area

5.1.1 Overview

Macksville is located on the Nambucca River in New South Wales (NSW), located approximately 50 kilometres south of Coffs Harbour and 100 kilometres north of Port Macquarie. The surrounding area is predominantly urban, characterised by general residential, commercial core, public recreation, and mixed-use zoning. Macksville is located on Gumbaynggirr Country (Figure 5.1). The Nambucca River is of importance to the Gumbaynggirr people, and forms part of the creation story. Nambucca derives its name from Gumbaynggirr language which refers to the bend in the Nambucca River (Nambucca Valley Tourism Assoc., 2019).

Macksville Bridge was built in 1931 and provides the only north-south vehicular linkage over the Nambucca River within Macksville. The bridge provides a limited width two lane carriageway and a pedestrian/bike path and is open to all General Access Vehicles.

The Macksville Bridge over the Nambucca River links the suburbs of Macksville, which is the main commercial and residential area, and North Macksville, which contains a smaller number of residential dwellings. The southern extent of the Macksville Bridge connects to River Street foreshore, and the northern end meets the Macksville Lions Park.

The Nambucca River is an area valued by locals and visitors for boating, swimming, kayaking, fishing, walking, cycling and picnicking (Nambucca Valley Council, 2022). Outcomes from the Early Consultation Community Survey undertaken by Transport found that 31.1 per cent of respondents (118 responses) use the Nambucca River for recreational boating.

There are also several community facilities and services located within 200 metres of the bridge including the Nambucca Shire Macksville Library, Macksville Aquatic Centre, LifeBetter Community Services and Macksville Ex-Services Club. In 2020, Macksville Bridge was revitalised through the 'Brightening our Future by Highlighting our Heritage' program. This program was supported by funding from the NSW Governments' Heritage Near Me Program and included the installation of architecturally designed lighting on the bridge.



Figure 5.1 Proposal location

5.1.2 Access and connectivity

Access to town

Macksville is accessed via Giinagay Way, as an exit off the Pacific Highway. Previously, the Pacific Highway traversed the town of Macksville, however, the Highway was bypassed between 2016 and 2018 and renamed Giinagay Way (NSW Government, 2023). The Pacific Highway remains a key access route from both the north and south of Macksville. Macksville provides services for travellers along the Pacific Highway such as a fuel station, accommodation, and rest spots.

When travelling along Pacific Highway from the south, drivers exit onto Giinagay Way, and drive approximately 2.5 kilometres to reach the centre of Macksville. Similarly when travelling from the north, drivers exit the Pacific Highway onto Old Coast Road, then turn right onto Giinagay Way and cross Macksville Bridge into Macksville town centre, driving a total of approximately three kilometres.

When drivers are passing through Macksville from the Pacific Highway, and plan to continue their journey either north or south, there is a reliance on the Macksville Bridge for the north south connection. Without this access route available, drivers would have to exit Macksville from the way they entered and detour back on to Pacific Highway. There is also a pedestrian and cycle shared walkway which extends along the length of Macksville Bridge and connects to shared paths on both the northern and southern sides of the river.

Public transport

As detailed in the *Traffic Assessment* (GHD, 2023) prepared for the REF, there are a number of bus services that travel across Macksville Bridge, including:

- Bus route 358: This bus route connects Macksville with Bellingen via Nambucca Heads. This is a Monday-to-Saturday service.
- Bus route 356: This bus route connects Macksville with Scotts Head and Grassy Head. This is a Monday-to-Friday service with less frequency.
- Bus route 360: This bus route connects Coffs Harbour with Macksville via Urunga and Nambucca Heads. The service is provided from Monday to Saturday, with no service on Sunday.
- Bus routes 351 and 352: This route provides service from Macksville to Bowraville via Rodeo Dr or Wilson Rd. The service is provided for 6 days, from Monday to Saturday.

Macksville Train Station is located at the end of Station Street, in the western extent of Macksville and provides access to the regional train and coach services.

Parking

Parking in Macksville town centre is primarily on-street parking, which is likely utilised by residents, visitors and general customers of businesses in the town centre. The majority of which is time restricted from between 15 minutes and 2 hours.

There are three dedicated car parking areas in Macksville town centre, which are dedicated for business employee and customer use. These parking areas are located off Star Street and Winfred Street. Street parking is also available along River Street to the east and west of the bridge. On the northern side of Macksville Bridge, there is a parking area along Ferry Street, which is primarily utilised by Nambucca River recreational/boating users.

Local Business Survey respondents also noted that while most employees of businesses in Macksville town centre park their cars on the street or at parking areas, some employees park at the Ferry Street parking area and walk across Macksville Bridge to access their place of employment (Section .2).

Recreational access to the Nambucca River

Currently the northern and southern shorelines of the Nambucca River provide direct access to the river for recreational users. Due to presence of the bridge approaches and abutments recreational activities cannot be generally undertaken in the immediate vicinity of the bridges interface with the shoreline. There are preferential places elsewhere along the river banks which provide better amenity for recreational uses and access to the river.

5.1.3 Economy and business

Macksville town centre is located along Giinagay Way and Wallace Street and includes several businesses, including a service station, retail stores, café/restaurants and other small businesses. There is also a small shopping centre (Macksville Shopping Centre) with a grocery store, Aboriginal medical centre and an office business.

Located in North Macksville is the Macksville District Hospital, the Macksville Ambulance Station and the Nambucca River Tourist Park. North Macksville residents are likely to rely on businesses and services located south of the bridge in Macksville.

From a review of online sources, it was found that Macksville houses approximately two supermarkets, seven convenience stores, four service industry businesses, eight health/beauty businesses, 11 shop/retail businesses, five office businesses, two utility businesses, 16 restaurants/cafes and four hospitality businesses (Google, 2023). There are four short term accommodation facilities in Macksville including the Mandarin Motel, Star Hotel, Mid Coast Motor Inn and the Nambucca River Tourist Park.

A number of these businesses are located along River Street, which directly overlooks the Nambucca River and the Macksville Bridge. Businesses located within approximately 200 m of the Macksville Bridge (Figure 5.1), in the Macksville Town Centre, are detailed in Table 5.1. Macksville also has businesses such as Australian Precast Solutions which generate commercial activity and resulting heavy vehicle traffic.

The top three industries of employment in Macksville are health care and social assistance (22.0 per cent), retail trade (10.2 per cent) and education and training (9.2 per cent) (ABS, 2021). The median weekly individual income in Macksville was \$505, and the household income was \$942, compared to the Nambucca Valley LGA values of \$525 and \$813 individual and household incomes respectively.

Table 5.1 Local businesses within 200 m of the Macksville Bridge

Key categories	Business name
Heath / beauty	Ishara Healing Centre Zas Hair Eye Care Plus River Street Nails and Beauty Deanos Barbershop Wallace Street Pharmacy Robs Barber Shop/ Music Station
Shop / retail	Hibiscus Dry Cleaners & Laundries Nambucca River Department Store The Remnant Basket Mickey's clothing alterations and Starstruck Vintage Elwood Upholstery McNeills Macksville Tink's – Macksville The Salvation Army Welfare Centre Australia Post Macksville Pharmacy Lucy Fru Fru The Little Plant Shop FoodWorks The Wheelsmith Galeria CC & The Artist Laneway Macksville Quality Meats Trisleys Betta Macksville Macksville Mowers & Auto Centre BP Truckstop

Key categories	Business name
	Star Street Automotive The Kids Shop Macksville Carpet Court Nani Mea Liqourworks Macksville Nambucca River Antiques
Restaurant / cafes	The Bridge River St. Café Rose's Café Scoop Doggs Ben and Lenny's Rusty's Pizza and Kebabs Bowra Bakehouse Macksville Ripple Coffee Café Cha Cha Macksville Hotel Macksville Chinese Star Hotel
Service providers / corporate businesses	Nambucca Valley Property Savage and Love Solicitors GJ Kennedy and Co Mid Coast Travel and Cruise Travel Agency BCU Bank NAB Branch

5.1.4 Social infrastructure and services

There is a range of social infrastructure facilities and services in Macksville, summarised in Table 5.2. The key businesses listed are generally located in the area that was surveyed as part of the business surveys as shown in Figure 5.1. Other social infrastructure are generally located in and around the township of Macksville in the local and regional study areas.

Table 5.2 Social infrastructure in Macksville

Category	Details
Education facilities	Education facilities in Macksville include: <ul style="list-style-type: none"> – Macksville Public School – Macksville High School – TAFE NSW Macksville - Adult Migrant English Program Outcomes from the Early Consultation Community Survey found that some students who attend Macksville Public School and Macksville High School utilise the pedestrian facilities across Macksville Bridge to travel to school (Transport, 2023).
Health infrastructure	Macksville District Hospital is the closest hospital to the Bridge and is approximately 3 kilometres northeast of the town on the eastern side of Pacific Highway. It provides a 24-hour emergency department care and a range of specialist services including emergency medicine, general medicine, general and day surgery/perioperative services, obstetrics/maternity and Tresillian services (NSW Government, 2023).
Emergency services	Macksville Police Station is also located close to the bridge, along River Street. The closest Fire and Rescue Station is Macksville Fire Station, located 350 metres southwest of the Bridge. Macksville Ambulance Station located on Grandview Drive in North Macksville.
Community and recreational facilities	There are also a number of outdoor recreational facilities within Macksville, these are shown in (Figure 5.1) and include: <ul style="list-style-type: none"> – Rotary Park

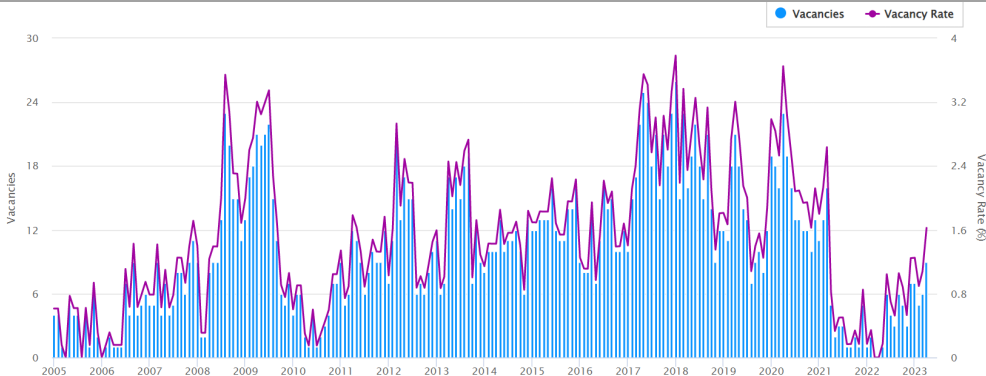
Category	Details
	<ul style="list-style-type: none"> – Lions Park – Donnelly Welsh Playing Fields – Phillip Hughes Oval – Macksville Skatepark – Allan Gillet Oval – Macksville Netball Courts – Macksville Playground <p>Rotary Park and Lions Park are located on the foreshore of the Nambucca River, with Lions Park containing a public wharf for launching boating vessels.</p>

5.1.5 Key socio-economic indicators

Table 5.3 highlights key indicators for the local study area (Macksville UCL) in comparison to the regional study area (Nambucca Valley LGA). Unless stated otherwise, information provided in Table 5.3 has been sourced from the ABS, 2021 Census.

Table 5.3 Key socio-economic indicators for Macksville UCL and Nambucca Valley LGA

Key indicator	Description
Demographic profile	
Population	<p>At the time of the 2021 Census, Macksville had a population of 3,023 people (ABS, 2021). In Macksville, 9.3 per cent (282 people) of people identify as Aboriginal or Torres Strait Islander, which is more than Nambucca Valley LGA (8.0 per cent), and significantly higher than NSW (3.4 per cent).</p> <p>Macksville has experienced an 8.5 per cent increase in population between 2016 and 2021 (ABS, 2016). However, there was a 0.0 per cent change between 2011 and 2016 (ABS, 2011).</p>
Age profile	Macksville had a median age of 47 years, which is younger than Nambucca Valley LGA (52 years), however higher than NSW (39 years).
Cultural diversity	<p>In 2021, Macksville had a high proportion of people born in Australia (84.5 per cent) compared to Nambucca Valley LGA (80.9 per cent), and both significantly higher than NSW (65.4 per cent).</p> <p>In Macksville, 4.9 per cent of people were born in non-main English-speaking countries which is similar to the LGA (4.0 per cent), and lower than NSW (23.0 per cent).</p> <p>In Macksville, 4.1 per cent of people indicated that they speak another language other than English at home which is similar to the LGA (3.3 per cent), and lower than NSW (26.6 per cent).</p>
Family and housing	
Family and household composition	In 2021, Macksville had a high proportion of one parent families (26.0 per cent) compared to Nambucca Valley LGA (19.2 per cent), and NSW (15.8 per cent). Macksville has 30.8 per cent of couple families with children, similar to the LGA (30.4 per cent), however lower than NSW (44.7 per cent). The average household size in Macksville is 2.3 persons similar to the LGA at 2.2 persons, lower than NSW (2.6).
Dwellings	Macksville is characterised by low-density residential areas, and therefore has a high proportion of separate house dwellings (91.4 per cent) compared to the LGA (86.1 per cent) and NSW (65.6 per cent).
Rental vacancy	The rental vacancy rate for Macksville has fluctuated over time, however, there has been an overall decrease in rental vacancy since 2017 (SQM Research, 2023). In April 2023 the vacancy rate sits at 1.6 per cent representing a low vacancy rate in Macksville.

Key indicator	Description																		
																			
Short term accommodation	<p>From a review of online sources, it was found that Macksville has four short term accommodation options in town including the following (Booking.com, 2023):</p> <ul style="list-style-type: none">– Mandarin Motel– Star Hotel– Mid Coast Motor Inn– Nambucca River Tourist Park																		
Economic profile																			
Labour force	<p>In 2021, 92.4 per cent of the labour force in Macksville was employed which was similar to that of Nambucca Valley LGA (93 per cent). The proportion of unemployed persons in Macksville (7 per cent) was higher than the LGA (6.8 per cent), and of NSW (4.9 per cent).</p> <p>Macksville had a slightly lower labour force participation (42.5 per cent) when compared to Nambucca Valley LGA (44.2 per cent), and NSW (58.7 per cent).</p>																		
Industry of employment	<p>Within Macksville, the predominant industry of employment was health care and social assistance which accounted for 22.0 per cent of the labour force. This is consistent with the LGA where health care and social assistance accounted for 18.4 per cent of the labour force.</p> <p>The other top industries in 2021 for Macksville were retail trade (10.2 per cent) and education and training (9.2 per cent) – detailed in the graph below.</p> <table><tr><th>Industry</th><th>Macksville UCL</th><th>Nambucca Valley</th></tr><tr><td>Construction</td><td>7.2%</td><td>9.6%</td></tr><tr><td>Retail Trade</td><td>10.2%</td><td>10.2%</td></tr><tr><td>Accommodation and Food Services</td><td>8.7%</td><td>9.1%</td></tr><tr><td>Education and Training</td><td>9.2%</td><td>10.3%</td></tr><tr><td>Health Care and Social Assistance</td><td>22.0%</td><td>18.4%</td></tr></table>	Industry	Macksville UCL	Nambucca Valley	Construction	7.2%	9.6%	Retail Trade	10.2%	10.2%	Accommodation and Food Services	8.7%	9.1%	Education and Training	9.2%	10.3%	Health Care and Social Assistance	22.0%	18.4%
Industry	Macksville UCL	Nambucca Valley																	
Construction	7.2%	9.6%																	
Retail Trade	10.2%	10.2%																	
Accommodation and Food Services	8.7%	9.1%																	
Education and Training	9.2%	10.3%																	
Health Care and Social Assistance	22.0%	18.4%																	
Income	<p>In 2021, the median weekly individual income in Macksville was \$505. This was slightly lower than Nambucca Valley LGA (\$525) and significantly lower than NSW (\$813).</p> <p>The median weekly household income in Macksville was \$942, which was also lower than that of the LGA at \$976, and of NSW (\$1,829).</p>																		
Community-vulnerability and cohesion																			
Need for assistance	<p>In 2021, the proportion of the population who require assistance with everyday activities in Macksville was 5.6 per cent, which is higher than Nambucca Valley LGA (4.6 per cent) and NSW (2.7 per cent).</p>																		
Socio-Economic Indexes for Areas (SEIFA)	<p>The ABS produces four socio-economic indices for areas (SEIFA) based on Census data, which identify areas of relative advantage and disadvantage. The Index of Relative Socio-Economic Advantage/Disadvantage (IRSAD) was examined for the local and regional study areas.</p> <p>Socio-economic advantage and disadvantage are defined broadly by the IRSAD in terms of people’s access to material and social resources and their ability to participate in society (ABS 2021). In order to capture this broad definition, the IRSAD includes a range of data points, including income, education, employment, occupation, and housing.</p> <p>Macksville and Nambucca Valley LGA were both placed within decile 1 within the state, indicating a high level of disadvantage.</p>																		

Key indicator	Description
Mobility	In Macksville, 79.1 per cent of people lived at the same address as one year ago and 52.2 per cent lived at the same address as five years ago. This is similar to the LGA with 79.9 per cent of people who lived at the same address as a year ago and 53.9 per cent for the past five years. This indicates low mobility for people who live in Macksville.
Travel behaviour	
Vehicle ownership	In 2021, Macksville had a higher proportion of households without a motor vehicle (8.3 per cent) compared to Nambucca Valley LGA (5.7 per cent), however lower than NSW (9.0 per cent).
Travel to work	A high proportion of people travel to work by car in Macksville (65.8 per cent), which is consistent with the LGA (64.2 per cent), and greater than NSW (43.3 per cent). Macksville has a greater proportion of people who travel by car as a passenger (5.8 per cent) compared to the LGA (4.7 per cent). 4.5 per cent of people travel to work by walking only in Macksville compared to the LGA (3.0 per cent).

5.1.6 Key findings

The analysis of the social locality identified the following key findings most relevant to this SEIA:

- Macksville Bridge provides a key local north-south link over the Nambucca River from Macksville to North Macksville for motorists and pedestrians.
- There is a range of businesses in Macksville, many of which are located within 200 metres from the Macksville Bridge, including two supermarkets, seven convenience stores, four service industry businesses, eight health/beauty businesses, 11 shop/retail businesses, five office businesses, two utility businesses, 16 restaurants/cafes and four hospitality businesses.
- A high proportion of people travel to work by car in Macksville, representing 65.8 per cent of employed people aged 15 years or over. This is consistent with vehicle ownership rates in Macksville, with a lower proportion of households without a car (8.3 per cent) compared to NSW (9.0 per cent). The bridge is also used by resident walking and cycling across the bridge into Macksville.
- Macksville has experienced an 8.5 per cent increase in population between 2016 and 2021, with a total population of 3,023 people in 2021.
- Compared to NSW, Macksville has a generally older population, a higher proportion of Aboriginal and Torres Strait Islander residents, but less culturally and linguistically diverse people.
- There are higher rates of unemployment in Macksville compared to Nambucca Valley LGA, with a lower median weekly income for both individuals and households.
- There are high levels of socio-economic disadvantage for both Macksville and the broader Nambucca Valley LGA.
- More than half of residents in Macksville and Nambucca Valley LGA have lived at the same address five years ago, indicating low population mobility.

5.2 Regional study area

5.2.1 Overview

Nambucca Valley LGA is located in the Mid North Coast region of New South Wales and is approximately 470 kilometres northeast of Sydney and 440 kilometres south of Brisbane. Nambucca Valley LGA is a coastal region located approximately 1,491 square kilometres in size and located between Bellingen LGA to the north, Kempsey LGA to the south and Armidale Regional LGA to the west. The Gumbaynggirr people are the Traditional Owners of the land occupied by Nambucca Valley LGA.

The population of Nambucca Valley LGA was 20,407 in 2021, increasing by 6.2 per cent from 2016. The population projection for Nambucca Valley LGA is displayed in Figure 5. (NSW Government, 2020). The population of Nambucca LGA is projected to increase by 2.4 per cent to 20,314 persons between 2021 and 2041. Compared to NSW, the population of Nambucca Valley LGA is projected to experience relatively low population growth.

The LGA is primarily made up of low density and rural residential areas, including the towns of Macksville, Nambucca Heads, Valla Beach, Bowraville and Scotts Head.

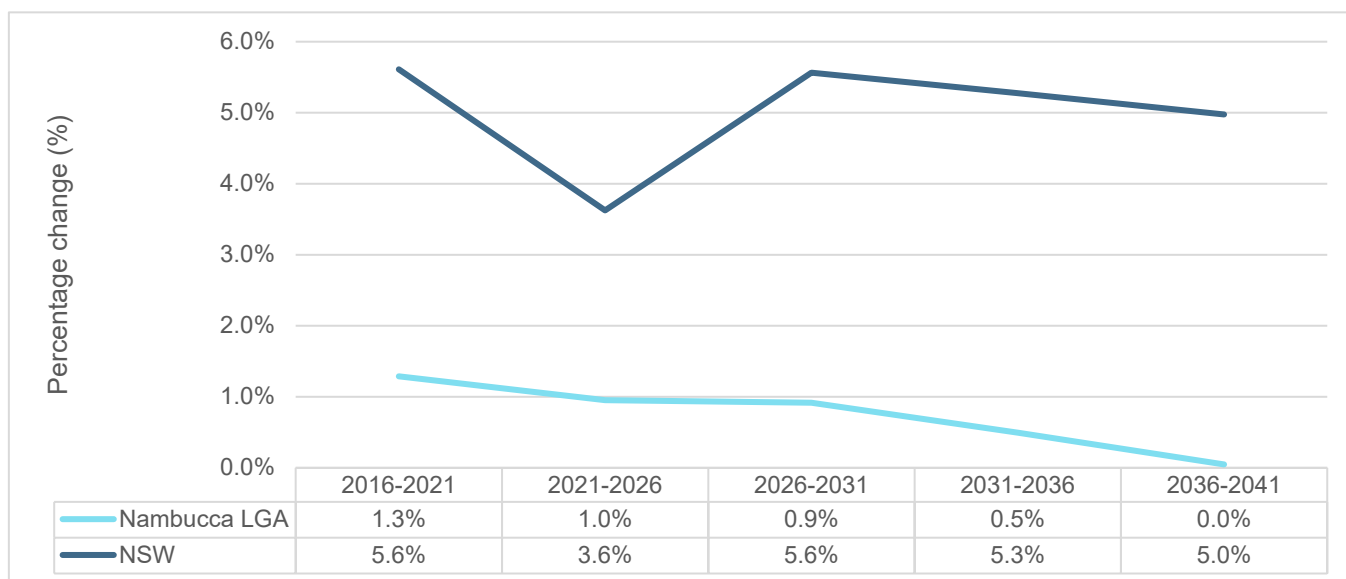


Figure .2 Population projection (NSW Government, 2020)

5.2.2 Access and connectivity

Nambucca Valley LGA is well serviced by road infrastructure, which plays an important role in the regional connectivity between the LGA and the greater Mid North Coast region. The Pacific Highway is the main highway that services the LGA, providing north-south connectivity between Macksville and the rest of the LGA. The Pacific Highway stretches along almost 800 km of the central east coast of Australia, connecting Brisbane and Sydney. One of the highway's major river crossings is across the Nambucca River, near Macksville.

Nambucca Valley LGA is serviced by NSW TrainLink regional train, specifically the North West NSW train line, which runs north and south between Broadmeadow and Grafton, and stops in the towns of Nambucca Heads and Macksville. Nambucca Valley LGA is serviced by local public bus services connecting towns within Nambucca Valley LGA to Coffs Harbour and Port Macquarie. Nambucca Valley LGA is also serviced by coach services connecting to larger cities within NSW and QLD.

5.2.3 Community values, opportunities, and challenges

Nambucca Valley LGA is characterised by its coastline location and rural living. Nambucca Valley LGA has important scenic and ecological values, including pristine coastal waters; the Gaagal Wanggaan (South Beach), Yarriabini and Dunggir national parks; parts of the New England Plateau; and the Nambucca River and Taylors Arm floodplains (Nambucca Valley Council, 2022).

The beaches, national parks and farmlands contribute to the overall visual amenity of the area, as well as its lifestyle. The Nambucca Valley Council Community Strategic Plan identifies the community aspirations to be caring for community, caring for environment, living well and promoting prosperity (Nambucca Valley Council, 2022).

5.2.4 Economic profile

The top three industries in the 2021 Census for Nambucca Valley LGA were health care and social assistance (18.4 per cent), education and training (10.3 per cent) and retail trade (10.2 per cent) (ABS, 2021). In 2016, Nambucca Valley LGA's top three occupations by number of people employed were professional (16.3 per cent), community and personal service (16.3 per cent), and technicians and trades (14 per cent) (ABS, 2021).

As a coastal region, tourism is a key industry in Nambucca LGA, with main attractions being the natural environment that is largely undeveloped, including the beaches and National Parks. In 2017, Nambucca Valley LGA had 195 tourism businesses with 228,000 visitors (Nambucca Shire Council, 2017). Tourism has been identified by the Nambucca Shire Council as a strategic growth area for the region (Nambucca Shire Council, 2017).

The unemployment rate in Nambucca Valley LGA has fluctuated over the last 10 years with a decrease in unemployment between June 2020 and September 2022 (Jobs and Skills Australia, 2022) (Figure 5.). In December 2022, the unemployment rate in Nambucca Valley LGA was 5.4 per cent, which is higher than NSW where unemployment during the same period was reported to be 3.5 per cent (Jobs and Skills Australia, 2022) (ABS, 2023).

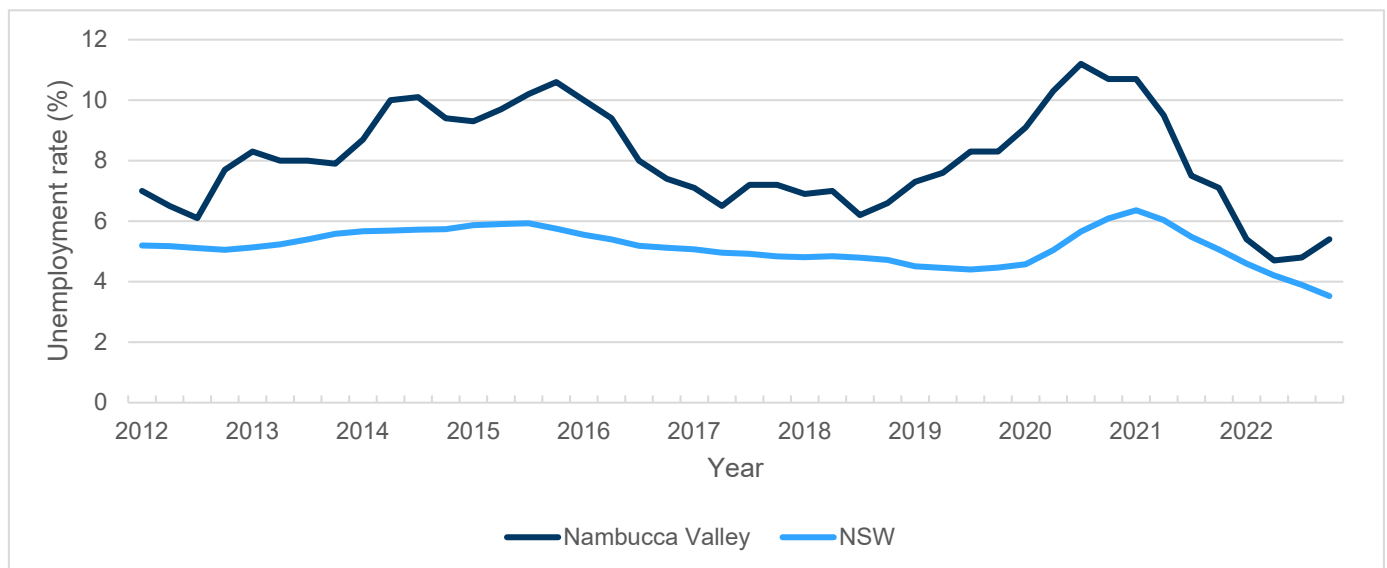


Figure .3 Unemployment rate, 2012 – 2022

5.2.5 Key findings

Key findings most relevant to this SEIA include:

- In 2021 the population of Nambucca Valley LGA was 20,407 people, a 6.2 per cent population increase since 2016.
- The Pacific Highway provides north-south connectivity through the LGA.
- Nambucca Valley LGA is characterised by its coastline location and rural living.
- The Nambucca Valley Council Community Strategic Plan identifies the community aspirations to be caring for community, caring for environment, living well and promoting prosperity (Nambucca Valley Council, 2022).
- The top three industries in the 2021 Census for Nambucca Valley LGA were health care and social assistance, education and training and retail trade. Tourism is also a key industry and is identified by the Nambucca Valley Council as a strategic growth area.
- There are higher rates of unemployment within the LGA compared to NSW.

6. Construction impact assessment

This section assesses the potential socio-economic impacts associated with the construction of the proposal (see Table 6.1). The sensitivity and magnitude have been determined in accordance with the methodology outlined in Section 2.

Table 6.1 Socio-economic impact summary – construction

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Access and connectivity						
Full bridge closures requiring alternative routes	<p>Macksville Bridge will be closed at times during the night to undertake repairs and maintenance work. During periods of full bridge closure, people will be required to utilise an alternate route. For those travelling into Macksville town centre from the north, they will need to travel via the Pacific Highway. For those wanting to travel from south of the river to the north, they will also need to travel via Pacific Highway. These detours could add up to 18 minutes of travel.</p> <p>Full bridge closures are likely to occur on multiple occasions, including:</p> <ul style="list-style-type: none"> – Stage 2 – approximately 20 nights consecutively (load limited during the day – full closure to heavy vehicles) – Stage 4 – approximately five nights consecutively over a two-week period. 	Negative Direct Short term	Road users who would normally use Macksville Bridge, including locals and visitors	Moderate Some residents, business owners and employees who regularly use Macksville Bridge may have a number of vulnerabilities, while some people may absorb or adapt more easily to the change than others. Some may be more sensitive than others, such as those who travel over the bridge more frequently than others, particularly given the alternate route may add an additional 23 minutes of travel.	Moderate Impacts would extend over the construction phase although full lane closures will be limited to the extend practical and concentrated over a short period to reduce prolonged impacts.	Moderate
Single lane operation	Partial bridge closures would not require a detour but would result in delays for travellers. Increased time	Negative Direct	Road users who would normally use Macksville	Moderate Some residents, business owners and employees who regularly use	Low While impacts would extend over the	Moderate-Low

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	<p>spent travelling may cause delays in getting home, to work, or other commitments. This may be inconvenient for some road users and cause frustration.</p> <p>Partial bridge closures (single lane operation) would occur frequently over the construction period.</p> <p>During periods of partial bridge closure, OSOM vehicles will be unable to use the single lane, and will be required to utilise the detour at the Pacific Highway (23 minutes, worst case).</p>	Short term	Bridge, including locals and visitors	Macksville Bridge may have a number of vulnerabilities, while some people may absorb or adapt more easily to the change than others. Some may be more sensitive than others, such as those who travel over the bridge more frequently than others, particularly given the alternate route may add an additional 23 minutes of travel.	construction phase they would result in a small delay (approx. 2minutes).	
Closure of turning lanes on River Street	Left and right onto the bridge from River Street will all be closed during the single-lane operation of the bridge during certain stages of construction.	Negative Direct Temporary	Businesses on River Street Residents of Macksville Recreational foreshore users	<p>Moderate</p> <p>Businesses are expected to have a high level of sensitivity to reduced access to their businesses as identified during business surveys which resulted in total closure of River Street being changes to single lane closure.</p> <p>Residents, business owners and employees would not be able to avoid the local area and as such may take time to adapt to this change.</p>	<p>Low</p> <p>While changes are expected to be limited to a small geographical area, impacts would extend over the construction phase and potentially impact a number of residents and businesses.</p>	Moderate-Low
Potential impacts in North Macksville	There are limited services and facilities in North Macksville, with residents likely accessing community services and facilities across the bridge in Macksville. Residents in North Macksville are likely to be more sensitive to increased travel time due to delays and detours as there is a high-level dependence on the Macksville Bridge for travel to and from the town including for pedestrian traffic. Limiting	Negative Direct Short term	Residents of North Macksville	<p>Moderate</p> <p>Residents of North Macksville may be sensitive to increased travel times (~2min) to access services, and as such may take time to adapt to this change.</p>	<p>Moderate</p> <p>Impacts would extend over the construction phase (although partial and full lane closures will vary during this time) and potentially impact a large number of residents.</p>	Moderate

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	full closure to the extent possible and maintaining access to the extent possible with single lane operations has reduced total impacts.					
Emergency services	<p>Macksville Ambulance Station is located in North Macksville and the Macksville Police Station is located in Macksville to the south of the bridge.</p> <p>Like all vehicles emergency services will experience minor delays during single lane operation. Consultation has been completed with emergency service providers.</p> <p>Emergency services will be allowed access over the bridge during the majority of the full bridge closures. If there is a small period where this is not applicable transport will discuss further with emergency providers closer to the time and may look to enter 'users pay' arrangements etc.</p>	<p>Negative</p> <p>Direct</p> <p>Short term</p>	Emergency response services	<p>Moderate</p> <p>Emergency services have a high level of sensitivity to reduced or no access at times to the north / south of Macksville.</p>	<p>Moderate</p> <p>Impacts would extend over the construction phase (although partial and full lane closures will vary during this time).</p>	Moderate

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Delays to public transport services due to construction activities	<p>During periods of full and partial bridge closure during construction, there will be disruptions to the bus routes which travel across the Macksville Bridge (routes 358, 356, 360, 351 and 352). As detailed in Section 5.1.2, the bus routes connect Macksville with other regional centres including Nambucca Heads and Coffs Harbour. Buses may be required to seek an alternate route during construction, which will increase travel time for passengers. Full bridge closure will be restricted to night times when possible, avoiding impacts to most bus services.</p> <p>Increased time spent travelling may cause delays in getting home, to work, or other commitments. This may be inconvenient for some public transport users and cause frustration.</p>	<p>Negative Direct Short term</p>	Bus passengers	<p>Moderate</p> <p>Public transport is often used by vulnerable community members, such as younger people, people who experience disability, older people and people with mobility issues, people with low levels of English and people with low incomes. These groups may experience a greater level of sensitivity to changed public transport access.</p>	<p>Moderate</p> <p>Impacts would extend over the construction phase (although partial and full lane closures will vary during this time).</p>	Moderate
Disruptions to river users and recreational activities	<p>The section of the Nambucca River underneath the Macksville Bridge is predominantly used by small to medium sized recreational and commercial vessels that are launched from upstream on the northern side of the bridge.</p> <p>Construction of the proposal would increase marine traffic, as vessels would be used for construction and transporting material to site.</p> <p>During Stages 2 and 4 of construction, while some parts of the waterway will be closed to enable construction activities, access on the waterway will be maintained.</p>	<p>Negative Direct Short term</p>	Recreational and commercial users of the river	<p>Low</p> <p>Recreational and commercial users would be able to continue use of the Nambucca River throughout construction.</p>	<p>Low</p> <p>Changes are expected to be short term and limited to a small geographical area.</p>	Low

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	<p>Increased congestion, along with changes to access to parts of the river, may disrupt some users of the river at times.</p> <p>The Nambucca River is valued by locals and visitors for boating, swimming, kayaking and fishing, with 31.1 per cent of Early Consultation Community Survey respondents stating that they use the Nambucca River for recreational boating.</p> <p>While some users of the river may be disrupted by these changes, most users are not expected to be deterred.</p>					
Changes to pedestrian facilities and active transport routes	<p>During construction the pedestrian access and user paths over and under the bridge will be partially or fully closed at times, mainly at night.</p> <p>Partial closure may result in pedestrians and cyclists experiencing minor delays if they are required to use a pathway along one side of the bridge. Full closures are expected to deter people from crossing from north to south as the detour is beyond a safe and reasonable walking/cycling distance although full closure would concentrate on night closures when pedestrian are less likely to be using the bridge.</p>	Negative Direct Temporary	Pedestrians	<p>Moderate</p> <p>Some people have multiple vulnerabilities and may be less able to adapt to this change.</p>	<p>Moderate</p> <p>While changes are expected to be limited to a small geographical area, impacts would extend over the construction phase and potentially impact a large number of pedestrians. Limiting full closure to night times will help high magnitude of impacts.</p>	Moderate

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	<p>Outcomes of the Early Consultation Community Survey undertaken by Transport found that some residents in North Macksville do not have a vehicle and therefore heavily rely on the pedestrian facilities over the Macksville bridge to access goods and services in the town centre.</p> <p>Vulnerable groups may find changes to pedestrian facilities or footpaths confusing and difficult to navigate. This may lead to actual or perceived safety concerns. This may deter some people from using these paths, and disrupt lifestyles (e.g. daily tasks like going to the shops).</p>					
Temporary changes in access to green space and recreational facilities to accommodate the construction compound	<p>The two locations proposed for the construction compound are located on existing green space in North Macksville.</p> <p>One of the proposed locations for the temporary construction site compound is the existing Lions Park in North Macksville which is utilised for its boat ramp, walking paths, playground equipment and off-street parking. Public access to facilities at Lions Park, would be restricted during these periods of construction.</p>	<p>Negative Direct Short term</p>	<p>Local residents Boat users</p>	<p>Moderate Local residents and boat users are likely to have a moderate level of sensitivity to the reduced access to Lions Park given the duration of construction.</p>	<p>Low Changes are expected to be temporary and limited to a small geographical area.</p>	<p>Moderate-Low</p>
Changes to on street parking availability	<p>The amended proposal avoids removal of formal on-street parking spaces</p> <p>Construction workers would likely to use parking facilities available at the construction compound, however, if street parking in Macksville is used, it would likely reduce parking availability for community members.</p>	<p>Negative Direct Short term</p>	<p>On-street parking users</p>	<p>Low Most community members are expected to be adaptable to changes. Some community members may be more vulnerable to these changes and less able to adapt.</p>	<p>Low Changes are expected to be short term and limited to a small geographical area.</p>	<p>Low</p>

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	<p>Reduced parking availability may recreate an inconvenience for some residents and community members accessing businesses and services in the town centre. This may lead to an increase in time spent finding alternate parking.</p> <p>Impacts to businesses resulting from changes to parking availability are discussed below.</p>					
Increased traffic along haulage routes during construction	Road deliveries for some construction materials would be required. Heavy and light vehicle trips per day are expected during construction. These additional vehicle trips per day are within typical the daily fluctuations in traffic for the area. As such, it is not likely that construction traffic would impact on the operation of the road network or cause any delays to people travelling along those roads.	Neutral Direct Temporary	Local residents General road users	Low Affected stakeholders are expected to be adaptable to changes.	Low Changes are expected to be minimal and limited to a small geographical area.	Low
Community health and wellbeing						
Potential for reduced community cohesion due to access changes during construction	Changes in access between North and South Macksville during the construction period, including partial and full bridge closures and disruptions to pedestrian access, may result in reduced community cohesion, particularly for residents of North Macksville who rely on the Macksville Bridge to access goods and services. This may lead to feelings of social disconnection or isolation for some community members, particularly people who are more vulnerable. Reducing full closure to night times	Negative Direct Short term	Local residents	Low – Moderate Most community members are expected to be adaptable to changes. Some community members may be more vulnerable to these changes and less able to adapt.	Low The compressed timeframe and limiting of full closure to night time hours reduced the magnitude of impacts.	Moderate-Low

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	when the bridge is lease used will reduce these impacts.					
Amenity and character						
Increased noise, vibration and dust levels due to construction activities	<p>Increased noise, vibration and dust from construction activities may be a nuisance to some residents, particularly those located close to the bridge along the Nambucca River in North and South Macksville.</p> <p>During the daytime, this may lead to individuals changing their behaviours, spending more time indoors and closing windows to prevent excess noise and dust.</p> <p>During the night, there is potential to disturb people's night-time peacefulness, relaxation or sleep, which can lead to tiredness. This can affect some people's moods and quality of life. However, night works to minimise traffic impacts, will be limited.</p>	Negative Direct Short term	Local residents	Low - Moderate Some residents may be more sensitive to noise and may find it harder adapt to amenity changes. Vulnerable residents, such as older people, children and people with medical conditions such as asthma, may be more sensitive to dust.	Low Changes are expected to be short term and limited to a small geographical area.	Moderate-Low
	<p>Increased noise, vibration and dust from construction activities would occur as a result of construction activities.</p> <p>Recreational users of the Nambucca River and public spaces which overlook Macksville Bridge may experience reduced amenity and reduced enjoyment of activities.</p>	Negative Direct Short term	River and park users	Low Some community members may be more sensitive to an increase in noise, vibration and dust, however some may adapt more easily or may not notice these changes.	Low-Moderate Changes are expected to occur when bridge painting is occurring and limited to a small geographical area.	Low
	<p>Pedestrians and cyclists are likely to experience increased noise levels when walking/cycling in areas close to the bridge. This may reduce their enjoyment of the environment.</p>	Negative Direct Short term	Pedestrians and cyclists	Low Most pedestrians and cyclists are expected to have a low level of sensitivity to these short term impacts.	Low Changes would be short term and limited to a small geographical area.	Low

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Changes to visual surrounds due to construction activities	The presence of construction activities and equipment will negatively affect the aesthetic of the area. This may impact residents on Ferry Street and Bellevue Drive in North Macksville, River Street in Macksville and recreational users of the Nambucca River and public spaces which overlook Macksville Bridge who would be able to view construction activities. This may lead to some residents reducing use or enjoyment of outdoor areas, including balconies, or reducing time or enjoyment looking out of windows.	Negative Direct Short term	Local residents	Low Local residents are expected to adapt to these temporary changes.	Low Changes are expected to be short term and limited to a small geographical area and impact a small number of residential receivers.	Low
	During bridge painting, existing coloured lighting on the Macksville Bridge will be removed (refer to Section 5.1.1). This lighting was recently installed by Council and is valued by the community. This change may lead to reduced visual amenity for those who look onto the Macksville Bridge at night.	Negative Direct Short term	Local residents	Low Local residents are expected to adapt to these temporary changes.	Low Changes are expected to be short term when bridge painting is occurring and limited to a small geographical area.	Low
Economy, employment, and business						
Increased travel times may deter road users from passing through Macksville to access businesses and services.	Partial and full bridge closures resulting in increased travel time may deter road travellers from passing through Macksville to access businesses and services such as food and drink outlets and petrol stations. As detailed in Section 4.2.1.3 respondents to the Local Business Survey were concerned around general loss of customers as a result of the proposal, due to the inconvenience of the expected disruptions. Respondents indicated concern around potential loss	Negative Direct Short term	Businesses	Moderate Some businesses have a moderate or high level of sensitivity to potential reduction in customer visitation and income.	Low While changes are expected to be limited to a small geographical area, impacts would extend over the construction phase and potentially impact a large number of businesses.	Moderate - Low

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	<p>of sales and customers due to changes in access, parking, traffic and potential deterrent of passing tourists. The proposal has been amended to reduce these potential impacts.</p> <p>This may lead to reduced patronage at businesses in Macksville. Some businesses are likely to be more sensitive, particularly those relying on customers travelling through from the Pacific Highway. Such commuters are unlikely to be aware of the works however and would only experience approx. 2 min travel delay.</p>					
Combined changes to parking, traffic, and access from construction activities may deter customers at some businesses.	<p>The Local Business Survey found that most employees of businesses in the Macksville town centre either utilise street parking or dedicated parking areas. As detailed in Section 4.2.1.3, businesses who responded to the survey are concerned around disruptions to parking and subsequent impacts to customer access and patronage. The project has been amended to reduce or remove these impacts.</p> <p>Increased noise and dust may be disruptive to some businesses in close proximity to construction activities, particularly for businesses located on the southern extent of the Macksville Bridge, along River Street. Some customers may be deterred from using outdoor eating areas at food and beverage businesses in proximity to construction works.</p>	Negative Indirect Short term	Businesses	Moderate Some businesses have a moderate level of sensitivity to potential reduction in customer visitation and income.	Moderate Changes would be short term during construction but may affect a large number of businesses in Macksville.	Moderate

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
	These factors may result in potential customers being deterred from accessing some businesses in in Macksville during construction. Business owners and employees may also experience delays in travelling to work.					
Increased travel times for oversized vehicles during construction may impact on the delivery of goods for local businesses.	<p>OMOS vehicle restrictions would occur over the 3-year construction period. Heavy vehicles will be required to detour to the Pacific Highway during these times. This will result in increased travel time for these vehicles of approximately 18 minutes.</p> <p>Businesses in Macksville who rely on large vehicles to transport goods may experience delays in deliveries due to detours and increased transport time.</p> <p>Outcomes from the Local Business Survey found that most respondents receive deliveries during the week from Monday to Friday via van / truck or courier, with 21.9 per cent of respondents (7 businesses) indicating that they receive daily deliveries.</p>	Negative Direct Short term	Businesses	Moderate Some businesses have a moderate level of sensitivity to delays in delivery times for goods.	Moderate Changes would be short term but may affect a moderate number of businesses which require heavy vehicle access over Macksville Bridge.	Moderate
Increased opportunities for local businesses to supply goods and services to the construction workforce	The presence of construction workers may increase the demand for local food and beverage and other retail services close to the site of the proposal. This is likely to increase revenue to local businesses, particularly those located in and immediately around Macksville Bridge on River Street.	Positive Direct Short term	Businesses	Moderate Businesses are likely to have a moderate level of sensitivity to potential increase in customer visitation and income.	Negligible Changes are expected to be temporary.	Negligible (Positive)

7. Operational impact assessment

This section assesses the potential socio-economic impacts associated with the operation of the proposal. The sensitivity and magnitude have been determined in accordance with the methodology outlined in Section 2. The significance rating shown in Section 2.2.4 has been applied to each social impact based on the outcome of this assessment.

Table 7.1 Socio-economic impact summary – operational

Change as a result of the proposal	Summary of the potential impact	Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Access and connectivity						
Improved safety of Macksville Bridge	The proposed remediation works will improve the overall safety and longevity of Macksville Bridge for road users, including pedestrians and cyclists. This would broadly benefit local and regional communities, including residents, businesses and tourists.	Positive Direct Long term	Local residents General road users	Moderate Because the Macksville Bridge is currently in need of immediate repairs, local residents are likely to be sensitive to changes.	Moderate The changes would be long term, and would be somewhat noticeable for local residents.	Moderate (Positive)
Improved pedestrian facilities	The proposal will include maintenance to the existing walkway along Macksville Bridge, which may improve feelings of safety for more vulnerable pedestrians, including those who rely on active travel and people with mobility difficulties.	Positive Direct Long term	Local residents	Moderate Because the Macksville Bridge is the only pedestrian connectivity between Macksville and North Macksville, local residents are likely to be sensitive to changes.	Low Improved pedestrian and cycleway across the bridge.	Moderate-Low (Positive)
Amenity and character						
Changes to visual amenity for local residents	The proposed remediation works involve painting of Macksville Bridge. Residents of Macksville may experience improved visual amenity as a result of the bridge painting, in particular those residents located along the Nambucca River in North and South Macksville. Transport will also reinstall decorative bridge lighting resulting in retained lighting displays on the bridge at night.	Positive Direct Long term	Local residents	Low Because the works are to an existing bridge there will be minimal visual change for receptors.	Moderate The changes would be long term, and would be somewhat noticeable for local residents.	Low (Positive)

8. Recommended mitigation and management measures

To avoid, minimise and manage the socio-economic impacts arising from the construction and operation of the proposal as assessed in Sections 6 and 7, a number of mitigation measures have been developed which are shown in Table 8.1.

The mitigation measures suggested in this SEIA focus on ongoing consultation and communication with impacted stakeholders, and, along with those listed in other technical reports prepared for this REF, are expected to manage potential socio-economic impacts resulting from the proposal.

Table 8.1 Recommended mitigation measures

Social impacts / benefits	Mitigation measure	Description	Timing
Impacts to general community, residents, businesses, river users	Communication Plan (CP)	<p>The Communication Plan (CP) (draft March 2023) will be revised as necessary and implemented as part of the Construction Environmental Management Plan (CEMP) to ensure provision of timely and accurate information to the community and stakeholders during construction.</p> <p>The CP will include (as a minimum):</p> <ul style="list-style-type: none"> – Mechanisms to provide details and timing of proposed activities to affected stakeholders (residents, local businesses, organisations, emergency services and river users etc.) and distribution of information about the proposal. – Toll free number and email address for enquiries and complaints – How the project webpage will be maintained for the duration of the proposal – A complaints handling procedure – Consultation activities to be carried out. 	Pre-construction / construction
	Stakeholder consultation	<p>Transport will continue to consult with the community until completion of the proposal. This will include approaches to:</p> <ul style="list-style-type: none"> – Consult with businesses, residents, users of community infrastructure and users of the river in close proximity to the proposal to notify them about the proposal design, construction activities and timing of construction works. – Communicate information about access changes and delays, including targeted communication to affected local stakeholders (e.g. affected businesses, emergency services, bus services, river users, Council). 	Pre-construction / construction
Impacts to local residents and businesses	Traffic Management Plan (TMP)	Temporary construction traffic staging to consider impacts to local residents during construction, particularly in North Macksville, during periods of full bridge closure as well as maintaining safe access during partial bridge closure.	Construction
Impacts to emergency services	Communication Plan and Traffic Management Plan	Advance notice about full bridge closures will be provided to emergency services. Project team will work with emergency services closely to reduce impacts to response times during delivery phase.	Construction

Social impacts / benefits	Mitigation measure	Description	Timing
Employment and business opportunities	Local and Indigenous employment and procurement	Where feasible, the proposal is to prioritise opportunities for Indigenous workers and procurement in line with the NSW's Governments Aboriginal Procurement Policy (NSW Government, 2021) and Transport's Aboriginal Participation Strategy (Transport, 2021b).	Pre-construction

9. Conclusion

This report provides the results of a SEIA for the proposal. It contains a description of the existing social baseline conditions for local communities potentially affected by the project, an assessment of the potential likelihood and magnitude of the predicted social impacts on those communities during the project, and the list of recommended mitigation measures associated with each identified social impact.

The construction of the proposal is expected to take over three years. The community would experience impacts to accessibility associated with bridge and lane closures required to safely undertake the works. This includes changed access between North and South Macksville, the town centre, and public spaces along the river. Construction activities would result in changes to local amenity which may be experienced by residents, business owners, employees and customers, and users of the river and foreshore. TfNSW has undertaken a range of activities to try and understand how the works may impact on the community and how the program of work can be amended and adjusted to minimise impact. The final program of works significantly reduces the need for total bridge closure by the use of a single open land for the majority of works allowing access across the bridge to continue for the majority of the time with minimal impacts to travel time (approximately two minutes). The need for changes to traffic control back into Macksville has been reduced and impacts to services such as buses have been avoided. Specific management and mitigation measures have been recommended to address all remaining impacts as summarised below.

Operational impacts are identified as generally all being positive. The repairs to the bridge will maintain commuter safety, elongate the life of the bridge and provide continued access across the river and improve the visual appearance of the bridge and local amenity.

The mitigation measures identified in response to potential social impacts are summarised below:

- Implement a Communication Plan – this is currently being implemented by Transport and will be revised as necessary as part of the Construction Environmental Management Plan (CEMP). Transport and their contractor would continue to share information with regional stakeholders and communities about the proposal as part of the CP.
- Consultation with affected stakeholders, including businesses, residents, river users, emergency services and bus services.
- Prioritise opportunities for local and Aboriginal employment and procurement in tender documents.
- Implement a Sustainability Management Plan which will be developed for the proposal and implemented in accordance with the *Transport Sustainability Plan* (Transport, 2021a).
- Implementation of a Traffic Management Plan to minimise construction related transport impacts.

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Appendix A

Scoping checklist

Table A.1 Project scoping checklist

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
Property impacts	Are property acquisitions likely?	No				N/A	N/A
	Is there a potential for displacement of residents or businesses due to property acquisition?	No				N/A	N/A
	Will there be impacts on vulnerable groups (i.e. elderly, people in need of assistance, communities that demonstrate higher levels of disadvantage)?		Yes			Yes – through ongoing consultation with local residents.	Vulnerable groups include people with a disability, mobility impaired customers and customers with prams.
	Will the project impact upon any property improvements?	No				N/A	N/A
	Does the project result in fragmentation of rural properties?	No				N/A	N/A
Changes to population and demography	Will residents need to relocate as a result of property acquisition?	No				N/A	N/A
	Will the project's construction result in a large influx of workers to the study area?	No				N/A	Project located in an urban area, construction workforce not likely to result in significant social impacts for local community.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
Economy	Will the project impact on local employment?			Yes		Impact could be enhanced by liaising with local business chamber and/or Indigenous groups about local employment and procurement opportunities.	Local workforce could be employment in construction.
	Will the local population benefit from improvements in income as a result of the project?			Yes		Impact could be enhanced by liaising with local business chamber and/or Indigenous groups about local employment and procurement opportunities.	Potential increase in income for those employed on the project.
Business and industry	Does the project impact (either directly or indirectly) on businesses/ commercial enterprises, including agricultural businesses?		Yes			Yes – through ongoing consultation with affected businesses.	Changes to access during construction. Changes to access and amenity during construction may deter some customers from accessing some businesses in Macksville town centre.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
							Business opportunities in procurement. Construction workforce spend at local businesses.
	Are impacts on businesses likely to have flow on effects for employees?		Yes			Yes – through ongoing consultation with affected businesses	Changes to access may be disruptive for employees.
	Is the project likely to have direct or indirect effects on the regional economy?		Yes			N/A	Business opportunities in procurement.
	Will the project result in changes in access to or bypass of businesses?		Yes			Yes – through ongoing consultation with affected businesses	Changes to access businesses in town centre during construction.
	Does the project impact on the composition of regional industries (i.e. tourism, agriculture, mining and resources, manufacturing)?	No				N/A	N/A
Social infrastructure	Will the project impact (directly or indirectly) any community services or facilities such as hospitals, schools, recreational facilities, aged care, etc?		Yes			Yes – through ongoing consultation with local stakeholders	One of the options for the construction compound is located on Lions Park. Access to that area of the park will be restricted, temporarily, during construction.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	Will the project impact on places that are used by the homeless for shelter or socially disadvantaged to congregate?	Unknown				N/A	N/A
Community values, including community health and safety, and community cohesion/ severance	Does the project impact on any places of Aboriginal or non-Aboriginal heritage?		Yes			N/A	N/A
	Does the project impact on any places likely to be of importance to the local community (i.e. environmental areas, local parks, local monuments, etc)?		Yes			Yes – through ongoing consultation with local residents.	One of the options for the construction compound is located on Lions Park. Access to that area of the park will be restricted, temporarily, during construction.
	Do sections of the community have a strong attachment to place (e.g. large number of generations of a family have lived in the same area)?	NA	Unknown			NA	NA

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	Is there a potential for impacts (real or perceived) on community health or safety due to emissions to air or water, noise or chemical hazards?	Unknown				Yes – construction environmental management plans are expected to manage these changes.	Potential noise impacts at nearby residents and sensitive receivers during operation.
	During construction, is there a potential for impacts (real or perceived) on community health or safety due to emissions to air or water, noise or chemical hazards?	NA	Unknown			NA	NA
	Is there the potential for severance of communities or towns?		Yes			Yes – through ongoing consultation with local residents and the Traffic Management Plan.	During construction there will be temporary full and partial bridge closure which will impact residents in North Macksville in accessing businesses, services and facilities in Macksville.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	Will the project change the way people use and access community facilities?		Yes			Yes – through ongoing consultation with local residents and the Traffic Management Plan.	During construction there will be temporary full and partial bridge closure which will affect residents in North Macksville in accessing businesses, services and facilities in Macksville.
	Will the project change the unique character of the place or community in which it is located?		Yes			Yes – benefits could be enhanced through ongoing consultation with stakeholders.	The remediation works will improve the longevity and safety of the Macksville Bridge which is highly valued by the local community.
	Will the project result in changes to places of commemoration or memorialisation or with other intangible values?	No				NA	NA

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
Local amenity	Will the project change the amenity for residents, businesses, or community facilities? (i.e. through changes in air quality, visual and landscape impacts, noise and vibration)		Yes			Yes – through ongoing consultation with residents and businesses.	Potential visual impacts from the construction works.
	During construction, will the project change the amenity of residents, businesses or community facilities? (i.e. through changes in air quality, visual and landscape impacts, noise and vibration)		Yes			Yes – construction environmental management plans are expected to manage these changes.	Potential for amenity change on nearby residents, businesses and community facilities due to construction activities
Access and connectivity	Will the project change:						
	– travel patterns (e.g. introduce turning restrictions, traffic signals, road closures, new connections, etc)		Yes			Yes – through ongoing consultation with residents and businesses.	During construction there will be temporary full and partial bridge closure which will require road users to detour via the Pacific Motorway.
	– cyclist facilities or access	No				NA	NA

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	– pedestrian access (i.e. access to public transport, and to/ within commercial precincts, town centres, recreational locations, shops)	Yes				Yes – through ongoing consultation with residents and businesses.	During construction there will be temporary full and partial bridge closure which includes access to the pedestrian footpath along Macksville Bridge.
	– public transport services or facilities	Yes				Yes – maintain public transport services during construction. Ongoing consultation with impacted stakeholders.	During periods of full and partial bridge closure during construction, there will be disruptions to the route 360 – Macksville to Coffs Harbour via Nambucca Heads & Toormina bus service.
	– parking	Unknown				NA	Potential for reduced availability of public parking spaces due to construction activities and construction workers.
	– property access	No				NA	NA

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	– access for people with special needs (i.e. people with mobility difficulties, elderly, children, etc).	Yes				Yes – through ongoing consultation with residents and businesses.	During construction there will be temporary full and partial bridge closure which includes access to the pedestrian footpath along Macksville Bridge. This may impact people with special needs who are likely to utilise pedestrian facilities.
	During construction, will the project:						
	– generate large volumes of traffic	No				NA	NA
	– change pedestrian, cyclist or property access	Yes				Yes – through ongoing consultation with residents and businesses.	During construction there will be temporary full and partial bridge closure which includes access to the pedestrian footpath along Macksville Bridge.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	– alter public transport services or facilities	Yes				Yes – maintain public transport services during construction. Ongoing consultation with impacted stakeholders.	During periods of full and partial bridge closure during construction, there will be disruptions to the route 360 – Macksville to Coffs Harbour via Nambucca Heads & Toormina bus service.
	– alter travel patterns	Yes				Yes – through ongoing consultation with residents and businesses.	During construction there will be temporary full and partial bridge closure which will require road users to detour via the Pacific Motorway.
	– impact on traffic flow.	Yes				Yes – through ongoing consultation with residents and businesses.	During construction there will be temporary full and partial bridge closure which will require road users to detour via the Pacific Motorway.

Appendix B

Business survey

Macksville Bridge – local business consultation feedback by December 2024

15

The NSW Government is funding important work on the Macksville Bridge, Giinagay Way, Macksville, to carry out repair and maintenance work to provide a safer and longer lasting bridge.

Transport for NSW are seeking feedback from local businesses about how we can support your business through the potential impacts and be a good neighbor during the proposed project period.

We will be returning to collect this feedback on Friday 15 December.

This work is expected to take 3.5 years to complete and will involve:

- Establishing a site compound on the northern side of the bridge.
- Installing scaffold in stages to undertake these works.
- Using boats and barges for access to facilitate the work.
- Encasing the bridge piers in concrete to restore structural capacity (both above and below the water).
- Installing a cathodic protection system to all piers.
- Steel repairs to all bridge spans to rehabilitate any section loss, cracking or in any area where strengthening is required. This includes full member replacement.
- Blasting and repainting the bridge in its entirety to stop corrosion of the steelwork.
- Repairing cracks on the bridge deck and installing a waterproof membrane.
- Installation of new safety barrier and handrail.
- General maintenance works.



Raleigh Bridge before and after - 2019 showing the repaired and repainted bridge.

To complete these important works Transport acknowledges there will be impacts on the Macksville community. Transport wants to know how best to support your business through this time and be a good neighbor during the proposed project period. We're still planning how best to complete these

works and the below impacts may change slightly. We hope to improve these with further consultation. The temporary construction impacts are as follows:

- Night-time full bridge closures – Full bridge closures at night for five consecutive weeks to undertake complex steel repairs.
- Single lane operation of the bridge – Bridge operating in a single lane formation with a traffic light on either side for 2.5 years to undertake steel repairs and bridge painting. Increased travel time of 2-3 minutes to go over the bridge.
- Nightworks – Working at night for a period of five consecutive weeks to undertake extensive steel repairs.
- Extended working hours – Works may be undertaken on weekends during periods of the project.
- Noise – The project will create additional noise. The abrasive blasting of the bridge to remove the existing paint will create the greatest amount of noise and will be completed during day-time standard working hours.
- Extent of traffic control – Traffic control will be installed on either end of the bridge on Giinagay Way and its side roads while the bridge is closed or in single lane operation. This may result in loss of parking in front of businesses.
- Closure of turning from River Street to Giinagay Way – Due to the works planned on the southern end of the bridge three turning lanes from River Street onto Giinagay Way will be closed for up to 6 months. There will be additional travel time required to access some businesses on River St (access via other side roads).



Proposed 6 month turning lane closures

- Changed operation of Wallace St/ Giinagay Way traffic lights – While the bridge is in single lane operation the traffic lights on Wallace Street will need to be changed to stop traffic congestion along Giinagay Way. This may also include turning the lights off during these works. This is still in discussion with council. It is predicted that more traffic will use side roads etc within Macksville as a result.
- Closure of parts of the Waterway – While the bridge is scaffolded sections of the waterway underneath the bridge will be closed. A waterway channel will always remain open underneath the bridge.
- Closure of pedestrian pathways underneath the bridge – While we undertake painting of each end span of the bridge the pedestrian pathway will need to be closed for up to 3 months.
- OSOM restriction – Over size over mass vehicles will not be able to use the bridge during times of single lane operation.
- Visual amenity during works – Scaffold, containment, traffic control and workers will be in this area for 3.5 years. This will have visual amenity impacts on the CBD. This will be constantly changing during the different stages of the project.

Information from this business consultation will be used to inform the Review of Environmental Factors (REF) for the project and assist Transport in limiting our impacts on nearby businesses. The REF will be made available for community comment in early 2024. Businesses can again comment on what we propose during this time.

ABOUT YOUR BUSINESS

Name, type of business, years of operation, ownership (eg.private/franchise) and number of employees?

--

ABOUT YOUR CUSTOMER BASE

Days and times that are busiest, type of customers (walk in / appointment), mode of transport (drive / walk / cycle), customer catchment, routes customers travel to business?

--

ABOUT DELIVERIES

Days and times that deliveries are busiest, times of delivery, how deliveries are made?

ABOUT YOUR STAFF

How do your staff travel to work and if by car, where do they park?

POTENTIAL IMPACTS

How will your business be impacted due to proposed project?

Do you think the proposed project would deter customers from accessing your business and why?

--

Do you think your current customers will continue to visit your business if the proposed project is implemented?

--

What proportion of your daily customers do you think you might lose as a result of the proposed project?

--

Why do you think you might lose these customers? If there is alternate access to reach your business?

What proportion of your daily revenue do you think would equate to the potential loss of customers mentioned above?

How would you rate this impact on your business? Low, medium or high?

Where is the nearest competitor business located?
your customers choose to go there instead due to change in access?

Would

What strategies could be considered for continued customer access?

What would the benefits of the proposed project be for your business, customers, staff and surrounding community?

Do you have any other comments about the proposed project and how Transport can address the impacts on your business?

Business Name _____

Contact person _____

Position _____

Contact phone _____

Contact email _____

