

Greater Taree City Council

Harrington Development Strategy



July 1998

Disclaimer

Council, with the support of DIPNR, has embarked on a comprehensive review of the strategies, including this one, through the Local Plan 2005. This document is not an accurate reflection of Council's current strategic vision and it is highly recommended to contact Council's Strategic Planning team to discuss any specific land.

Greater Taree City Council

Harrington Development Strategy

Adoption

The Harrington Development Strategy was adopted by Council at its meeting held on 15 July 1998.

Application

The plan applies to land within Harrington. The Strategy is a guide for informing the community and for Council's consideration in making future decisions on urban development within Harrington up to the Year 2011.

Relationship to Other Plans

The Harrington Development Strategy is designed to implement Council's responsibilities under the Environmental Planning and Assessment Act 1979. All of Council's regulatory instruments (namely the Greater Taree LEP 1995 and associated DCP's) will act as mechanisms to further implement the concepts and direction of this draft Strategy.

Endorsement by Department of Urban Affairs & Planning

The Harrington Development Strategy was endorsed by the Department of Urban Affairs and Planning on 14 October 1998.

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1 Setting the Scene

1.1 Background to the Harrington Development Study

Harrington is a coastal village located in the Greater Taree City Council local government area. It enjoys direct access to the Manning River estuary and beaches. Recreational and lifestyle amenities attract many visitors, some of whom retire in Harrington.

Harrington has grown consistently if modestly over the last fifteen years, expanding low density residential development to less constrained land south of its centre. Constraints to development from flooding, national parks and sensitive wetland environments have limited further growth close to Harrington.

Harrington's age structure is skewed to older age groups and almost half of the population is over the age of 55. However, recent population data suggest that incoming residents are comprised of younger age groups. In the future, it may be important to provide a range of community facilities and services to cater for younger residents.

In the 1990s, two large residential developments were planned about two to three kilometres south of Harrington's centre. Harrington Waters Estate is a large residential subdivision on land south of Harrington Road and west of the Back Channel, fronting the Manning River. Spinnaker Bay is also a large residential subdivision located to the west of Harrington Road, immediately south of Oxley Street.

Together, the developments could eventually yield over 1,000 dwellings. In addition, both Harrington Waters Estate and Spinnaker Bay propose commercial, tourist or recreational facilities to attract purchasers. They seek to promote an integrated lifestyle package, although they cannot provide their residents with self-sufficiency.

The two developments will largely determine the future age structure of Harrington. They may ultimately shift a substantial portion of the total population to an area which is not within walking distance of existing commercial or community facilities. Despite the facilities proposed for each development, their residents may depend on private transport to access goods and services in Harrington's centre or elsewhere that are necessary to sustain an acceptable lifestyle.

Previous studies have assessed land capabilities and identified opportunities for mostly residential growth. Demand for residential lots can be met by Harrington Waters Estate and Spinnaker Bay for the foreseeable future at current growth rates. It is now important to gain an appreciation of the existing cultural and socio-economic characteristics of Harrington so that a coherent plan for a sustainable community structure can be pursued. It should effectively plan commercial, recreational and community facilities and services to accord with the existing and likely future needs of Harrington's residents.

Greater Taree City Council engaged Acacia Environmental Planning to prepare the Harrington Development Study (the “study”) so that it can consider future planning directions for Harrington. The study focuses on *land use* strategies to meet the needs of Harrington’s present and future residents.

1.2 Relationship of this Study to Council’s Strategic Plan

Council has adopted a Strategic Vision and a Management Plan to guide its corporate and strategic planning functions. Council’s vision will be implemented by, among other things, preparing settlement strategies for Taree, district and village centres. The Management Plan adopts a statement of purpose and defines objectives for carrying out Council’s functions and responsibilities.

Council’s environmental planning objectives in its Management Plan include:

- Proper management of natural and man-made resources.
- Coordination of orderly and economic expansion of urban areas and development of rural land.
- Preservation of balance between protection of the environment and land development.
- Protection of the environment, including natural, physical, cultural, social, built and rural environments.

The Management Plan also defines goals for:

- Encouraging economic investment.
- Providing community facilities in an equitable manner.
- Providing adequate and appropriate open space.
- Providing efficient and environmentally-acceptable transport networks.
- Maintaining or enhancing natural environmental qualities.

Council’s environmental planning objectives and goals have guided the formulation of this study. In addition, Part 3 of the *Environmental Planning and Assessment Act 1979* provides the means for Council to consider changes in land use zones. This study provides data and recommendations which will assist Council in preparing a draft local environmental plan to achieve this study’s preferred strategy.

1.3 Study Objectives

This study has four primary objectives:

- To document Harrington's socio-economic base.
- To identify land use opportunities and constraints at Harrington.
- To consider supply and demand factors which affect residential, commercial and community land use.
- To prepare a preferred strategy plan which shows land uses, special design considerations, community facilities, including open space, and broad traffic management schemes.

The study area is shown in **Figure 1.1** and generally includes the Village of Harrington; it extends along Harrington Road to the western boundary of proposed facilities for Harrington Waters Estate and to the Harrington Caravan Park in the northeast.

This study does not review investigations connected with opening the mouth of the Manning River because land use opportunities will not be directly affected by the River's condition. Management of the Manning River is a long-term project involving the community, Council and State Government.

Similarly, this study does not examine employment creation or tourist promotion. These issues are being considered in a number of forums organised by the community, Council and State Government organisations. This study is primarily focused on formulating a strategy to accommodate future land uses, including business, industry and tourism which may be identified and promoted.

The study will, however, foster a high level of investment certainty by making explicit Council's strategy for the location and scale of residential, retail and tourist development.

1.4 Study Organisation

The chapters in this study examine and describe Harrington from three perspectives:

- its physical, social and cultural characteristics and attributes, in effect an inventory and snapshot of Harrington today
- expected growth
- future directions for Harrington

The study closes with a preferred strategy plan and specific recommendations to Council.

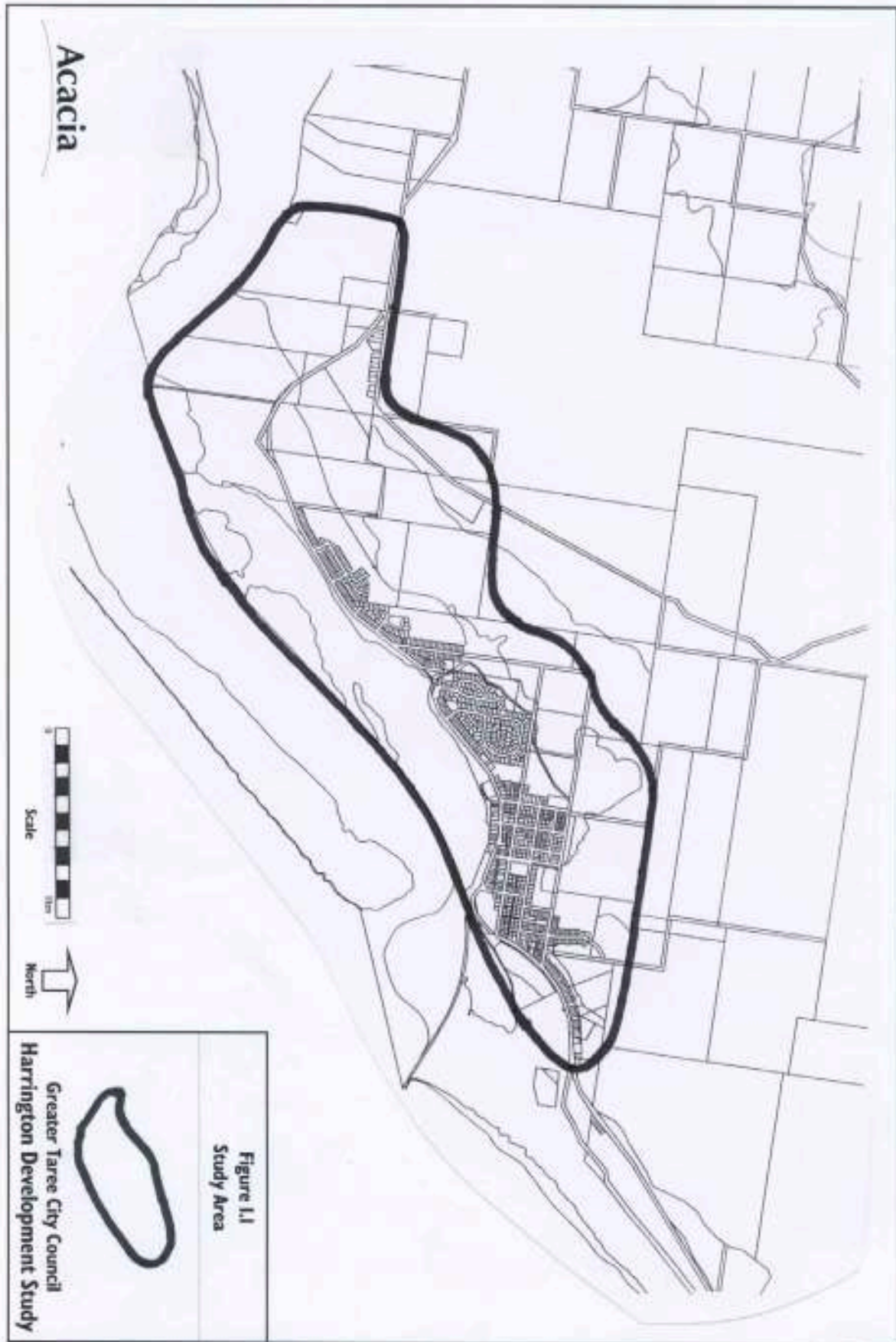


Figure 1.1 Study Area

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Planning Framework

2.1 Legislation and Policies

When considering land uses, Council implements legislation and policies of the State Government and its own planning and development controls. The following policies and legislation are relevant to future development in Harrington.

2.1.1 NSW Coast — Government Policy

The *NSW Coast — Government Policy* (NSW Government 1990) was published in 1990 and is currently under review. It seeks to develop a comprehensive, integrated approach to protecting the natural and cultural resources of the coastal environment, now defined as land within one kilometre landward of the low water mark. It establishes a framework for making land use decisions which balance competing resource demands. Proposed rezonings and development must be consistent with its objectives.

2.1.2 State Environmental Planning Policy No 14 — Coastal Wetlands

State Environmental Planning Policy No 14 protects coastal wetlands from land uses which can degrade them. Coastal wetlands maintain water quality by retaining and filtering runoff. They also provide breeding and foraging habitats for birds, fish and some mammals. Coastal wetlands are generally low-lying and inundated for extended periods, depending on rainfall patterns.

Harrington is surrounded by an extensive wetland system to its north and east which constrains potential development. Land clearing, levy construction, draining or filling requires consent from the Council and the Department of Urban Affairs and Planning. Applications must be accompanied by an environmental impact statement.

2.1.3 State Environmental Planning Policy No 21 — Caravan Parks

State Environmental Planning Policy No 21 regulates the development of caravan parks for both short and long term residency. Caravan parks are primarily a form of tourist development but may contain long term sites. The Policy also allows subdivision by long term lease and requires the provision of necessary services and facilities.

2.1.4 State Environmental Planning Policy No 36 — Manufactured Home Estates

State Environmental Planning Policy No 36 regulates the development of manufactured home estates (MHE). MHEs are a permanent form of housing, in contrast to caravan parks, which are primarily tourist developments. MHEs are characterised by medium density housing which consist of factory built, transportable dwellings.

The State Government considers MHEs have an important role in providing a range of affordable housing.

2.1.5 Hunter Regional Environmental Plan 1989

The *Hunter Regional Environmental Plan 1989* (NSW Government 1989) specifies policies for land use planning and development control for residential, rural, business, industrial and recreational land uses and environmental protection. The Plan establishes a hierarchy of regional, subregional and district centres for residential, commercial and community activities and development. Proposed rezonings and development must generally be consistent with the Plan's objectives and requirements.

2.1.6 Hunter Coastal Urban Settlement Strategy

The *Hunter Coastal Urban Settlement Strategy* (NSW Government 1994) aims to guide growth in coastal areas over the next twenty years to “ensure that the environmental attributes of the coastal area are maintained for future generations.”

The Strategy has three principles

- To recognise environmental limitations to development.
- To concentrate population in existing centres.
- To permit urban expansion at the perimeter of those centres which can expand economically and without environmental detriment.

Several locations in the Council area were identified as potential urban areas which could accommodate future growth. However, on the basis of data then available, Harrington was considered to have limited opportunity for long term expansion. The primary constraint is a lack of suitable flood free land.

This study will supplement previous investigations and allow the objectives of the Strategy to be implemented at Harrington.

2.1.7 Greater Taree LEP 1995

Greater Taree Local Environmental Plan 1995 (Greater Taree City Council 1995a) consolidated and revised previous local environmental plans, including *Greater Taree LEP 43* which regulated land use in Harrington until 1995.

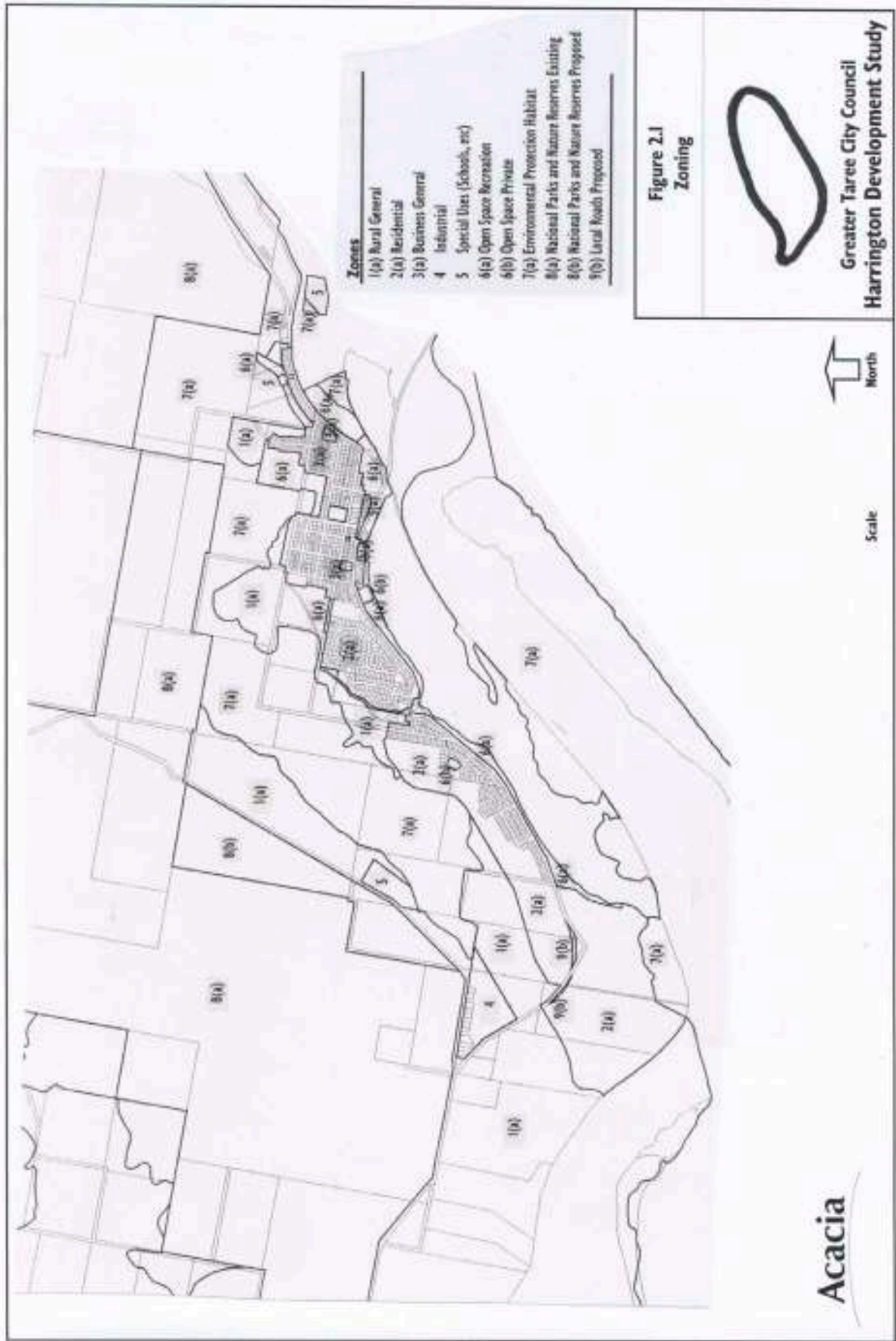


Figure 2.1 Zoning/Wetlands

Land uses are considered by reference to zone objectives and specific development criteria. The Plan is a performance-based document which is flexible and can accommodate merit-based assessment. **Figure 2.1** shows current land use zones. This study's recommendations and preferred strategy would be implemented by preparing an amending draft local environmental plan for Harrington.

2.1.8 Greater Taree DCP 1995

Greater Taree Development Control Plan 1995 (Greater Taree City Council 1995b) consolidated and revised a number of specific development control plans regulating rural, rural residential and residential development in Greater Taree. It also regulates development with respect to heritage matters, flooding, hazardous or sensitive areas, access and other environmental considerations.

2.1.9 Greater Taree Subdivision Development Control Plan

Greater Taree Subdivision Development Control Plan (Greater Taree City Council 1994a) provides guidelines for urban subdivision. It details requirements for subdivision design, hazards, access, landscaping, services, drainage and environmental protection.

2.1.10 Greater Taree Residential Development Control Plan

Greater Taree Residential Development Control Plan (Greater Taree City Council 1994b) provides guidelines for a variety of residential housing forms, including dual occupancy and medium density developments. It reviews design principles, density, height, setback, open space, landscaping, privacy and other issues relevant to residential housing development.

2.2 Studies by Greater Taree City Council

2.2.1 Harrington Environmental Study 1982

Council engaged GHD to prepare the Harrington Environmental Study (GHD 1982). The environmental study was the basis for preparing Greater Taree Local Environmental Plan No 43 which regulated land use until 1995.

The environmental study investigated opportunities and constraints to development caused by population growth, flooding, environmental features and service availability. It recommended a land use strategy which provided for expansion of urban, commercial and community land uses. The recommendations included a special residential zone for the proposal by Peakhurst to construct a canal estate.

The environmental study suggested that the then future demand for residential lots was driven by people seeking housing for holiday and retirement accommodation. Population forecasts between 1981 and 2001 were based on growth rates between 5.5 and 7.0 per cent per year. These growth rates did not occur, notwithstanding an ample supply of zoned and partly developed land. Consequently, an expansion of retail floor space, supported by increased expenditure from higher populations levels, has not materialised to the extent anticipated.

2.2.2 Greater Taree Social Plan 1992

Consultants prepared the *Greater Taree Social Plan* for Council in 1992 (Bruce Callaghan & Associates 1992). The Social Plan documents a range of issues based on community surveys and consultation, and comparisons with the provision of community services and facilities in other cities of NSW.

The Social Plan recommends that Council:

... take a role as the primary planner of social facilities and services for the city. Council's role is community advocate and planner ensuring that residents achieve equitable access to life opportunities and to social and physical resources. (1992:8)

A key finding of the Social Plan is that a substantial portion of the Council's growth occurs in areas outside of Taree and Wingham. A decentralised settlement pattern makes access to employment and services difficult.

The Social Plan recommends that a three level social infrastructure be provided. Level 1 provides facilities to serve the City as a whole; Level 2 provides a suite of services and facilities for each of the five social planning catchments; and Level 3 provides facilities at a neighbourhood scale.

The Social Plan identified five social planning areas: Taree, Wingham, Old Bar, Hallidays Point and Harrington. Harrington includes the villages of Coopernook, Moorland, Lansdowne, Johns River and Crowdy Head, and the rural areas west to near Killabakh and north to the Council boundary.

The Social Plan notes that the Harrington social planning area has been attractive to retirees. A survey of priorities for funding services and facilities put roads, employment creation and medical, emergency and health services first.

An action plan for the Harrington social planning area examined a range of issues including:

- Some central areas be zoned for medium density housing.
- A multi-purpose centre be developed.
- A range of aged care housing and services be provided, including the allocation of land near the centre of Harrington for a retirement village.
- Child care facilities, including a long day care centre, be encouraged.
- Additional open space access and facilities be developed.
- A worker bus service, cycleways and bus shelters be established.

The Harrington Social Planning area includes villages such as Johns River, Hannam Vale and Lansdowne, which are distant from Harrington. These villages have their own public and private recreational and social facilities and services. Due to the extended distances separating these areas, it may not be appropriate to conclude that Level 2 facilities or services at Harrington would be used by residents of these villages or the rural areas surrounding them. In many cases, a journey to Taree or Cundletown or Laurieton could be quicker than travelling to Harrington, such as for organised sporting events.

This study will instead use Cattai Creek as a logical boundary when discussing the daily needs of the wider Harrington community and the provision of most public and private services and facilities. The boundary is similar to that adopted in Council's s94 Open Space contribution plan for Harrington.

2.2.3 Harrington Main Street 1994

In 1994, Mainstreet Partnerships Pty Ltd held two workshops, the outcomes of which were presented in the *Draft Harrington Community Development Program* (Mainstreet Partnerships 1994). The Program's objectives were to:

- Identify stake holders.
- Unite the Harrington community, gain commitment and identify strengths, weaknesses, opportunities and threats.
- Determine issues which affect Harrington.
- Develop strategies and actions to address those issues.
- Implement an action plan lead by task groups.

Three primary goals were identified: to improve facilities, services and access in Harrington; to develop and improve tourism and marketing opportunities to attract more visitors; and to preserve and improve the natural environment. Actions and expected outcomes were identified to achieve each goal. The final recommendations included the establishment of an independent management committee to oversee the implementation of the identified actions.

2.2.4 Harrington Aged Care Facility: Site Options Analysis

In 1994, Council prepared the *Harrington Aged Care Facility: Site Options Analysis* (Greater Taree 1994c). It assessed potential sites in and near Harrington which could accommodate a multipurpose aged care centre, in following with recommendations in the Social Plan.

The analysis defined the following site selection criteria:

- Within 500 metres of some commercial and community facilities such as a general store, postal facility, bank, or club.
- Flood free or reasonable potential to be flood free.
- Low bushfire risk.
- Adequate site area and shape to accommodate buildings and landscaping.

- Views beyond site boundaries.
- Within walking distance of public open space for casual activities.

It then reviewed twelve sites: one was near Industrial Road, one was in the Spinnaker Bay Precinct, eight were in Harrington, and two were in Crowdy Head. The Harrington Main Street Committee favoured the site in the Industrial area, notwithstanding that it is separated from business, community and social activities and services in Harrington. The use of industrial land nearby could also create future land use and amenity conflicts. The study did not recommend a preferred site.

2.3 Study for the Mid North Coast Regional Development Board

The Mid North Coast Regional Board Development engaged the Nexus Group to prepare a feasibility study into the establishment of multi-purpose aged care and health care facilities for the Harrington area (Nexus Group 1996).

The principal consultant who has prepared the study has advised that the study assesses whether conditions are favourable for establishing a viable residential aged care facility. It also examines whether development of residential self care units by a private provider is feasible.

3

The Harrington Community Today

3.1 Getting to Harrington

Harrington is located about 30 km north of Taree and is reached by car in about 25 minutes. Harrington Road is the primary access to Harrington from the Pacific Highway. It is a sealed, two lane road which has ample capacity to cater for future growth in Harrington. Harrington Road starts at the Pacific Highway and continues past Harrington, ending at the Village of Crowdy Head, about six kilometres north of Harrington. The distance from the Pacific Highway to Harrington is about ten kilometres. Access along Harrington Road can be cut during major flood events.

Harrington does not have rail access. Crowdy Head, six kilometres to the north of Harrington, has a commercial harbour and marina which is used by the Harrington community. Harrington has the Back Channel of the Manning River which provides access to the Manning River for small pleasure and fishing boats. Access is restricted by the navigable depth of the Back Channel, the location of sand bars in the Manning River and tides.

3.1.1 Pacific Highway

Two major upgrades to the Pacific Highway have been either started or are planned in the Taree locality. They will improve traffic safety and reduce travel time which may have a positive influence on the future growth of Harrington.

In addition, major improvements in other sectors of the Pacific Highway between Hexham and Taree will reduce travel times for regional traffic. It should be possible to travel from Sydney to Harrington in about three and one half hours, which may increase interest in settlement and tourism in Harrington.

Cooperook Bypass

The RTA started and then postponed planning investigations for the Cooperook Bypass in 1994. The RTA now plans to finish planning and program construction. Corridor selection will soon be finalised and an EIS will examine in detail options for treatment of intersections and local road access.

The Bypass will slightly reduce travel time but its primary function is to remove regional traffic from the narrow Lansdowne Bridge and Cooperook village. It is likely that the Bypass would have a limited but positive impact on future growth in Harrington because of improved traffic safety.

Council should ensure that the strongest possible case for providing direct access opportunities from the bypass to Harrington Road is presented to the RTA.

3.1.2 Tourist Road to Dunbogan

Roads constructed within Crowdy Bay National Park provided access from both Harrington and Crowdy Head to Dunbogan. However, because they traverse private land, access is now denied. Most roads are narrow gravelled roads, suitable for low traffic volumes and speed.

In the past few years, the Crowdy Harrington Tourist Association and Council have made strong representations to State Government for upgrading the existing road between Crowdy Head and Dunbogan so that it would function as a tourist or regional road. They believe that there are two advantages of upgrading the road:

- Harrington and Crowdy Head would no longer be located at the end of a long road which did not lead to another destination and would therefore experience greater growth potential.
- The road would attract tourists who now use the Pacific Highway to travel between Coopernook and Laurieton, and would therefore increase tourist-related business opportunities.

The consideration of the tourist road is not a part of this study. Council has concluded that it is not practical to upgrade the road at this time. However, if the road is upgraded, this study should be reviewed because it is likely growth rates would increase with improved regional connectivity.

3.2 Using Statistical Data

Selected data from Council's records and the Australian Bureau of Statistics are presented to gain an understanding of the population's characteristics. Unless otherwise noted, data are from the 1991 Census.

When considering the need to accommodate future growth, it is important to appreciate that a lack of serviced land may restrain growth, however, a surplus of zoned and serviced land will not on its own create growth. The slowing of annual growth in Harrington is likely related to complex external factors outside of the community's control, such as the vigour of the national economy, savings and retirement plans, and consideration by potential retirees of other coastal village areas north of Sydney.

It is important to view growth projections with some reservation because it is difficult to accurately predict future growth patterns in small areas based on trend data. If sales of either the Harrington Waters Estate or Spinnaker Bay developments vary significantly from expectations, growth will differ from projected rates.

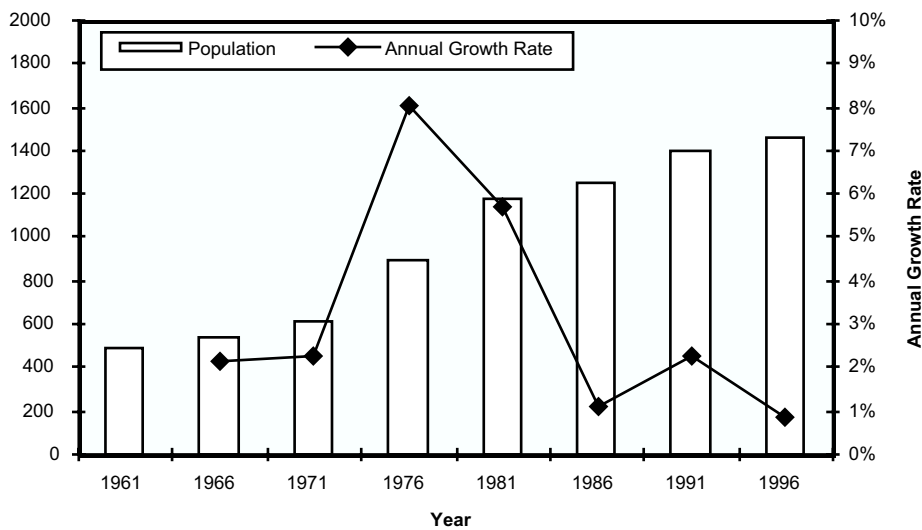
Lastly, it is important to maintain a broad perspective when comparing percentage growth rates between areas with different population bases. Places with a small population base often appear to have high growth rates even though the increase in population is relatively small. For example, a ten percent growth rate in Crowdy Head would add only about nine residents, while in Harrington a two percent growth rate would add about 30 residents.

3.3 Population

The population of Harrington was 1,400 in 1991 and is estimated to be 1,460 in 1996. The annual growth rate between 1991 and 1996 was about 0.8 percent.

Between 1961 and 1991, the population grew from 488 to 1,400 people. During this time, high annual growth rates of up to eight percent occurred between 1971 and 1981. Since 1981, growth has been more subdued.

Chart 3.1 Harrington Population 1961 to 1996



3.4 Age

Harrington's age structure is substantially different from most other localities in Greater Taree. It has a high proportion of people over 55 years of age which reflects its role as a place people find attractive for retirement. The median age was about 53 years in 1986, and declined to about 49 years in 1991. It is estimated to be about 48.5 years in 1996. This contrasts with other centres in Greater Taree, other than Hallidays Point, where the median age varied between 30 and 35 years.

In 1986, about 52 percent of the population was over 55 years of age. Between 1986 and 1991, that proportion declined to about 46 percent. Importantly, during that time, the 20 to 39, and the 40 to 54 year old age groups increased their proportion of the total population. This may indicate that as well as being attractive to retirees, younger age groups are settling in Harrington. It would be difficult, however, to identify this as a trend, based on only one census period.

Chart 3.2 *Harrington Age Structure in 1986 and 1991*

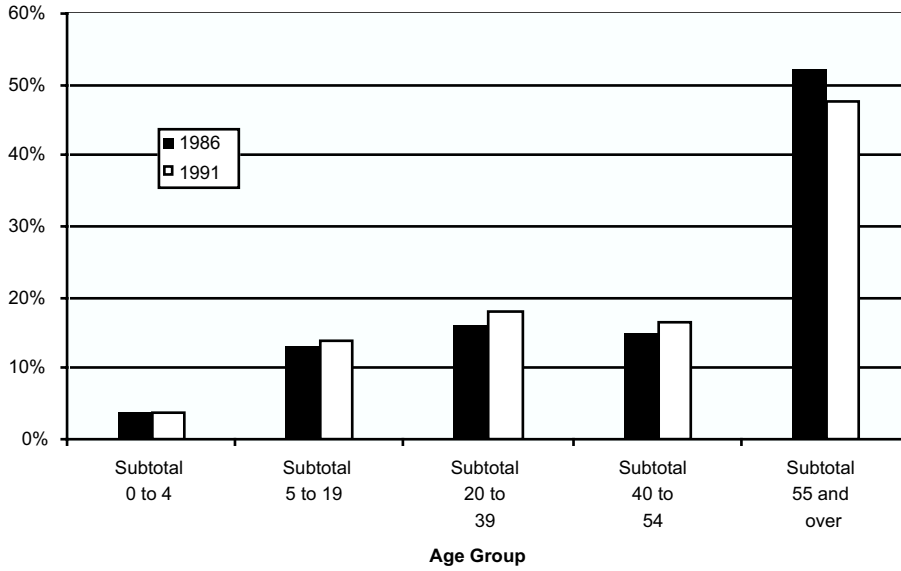
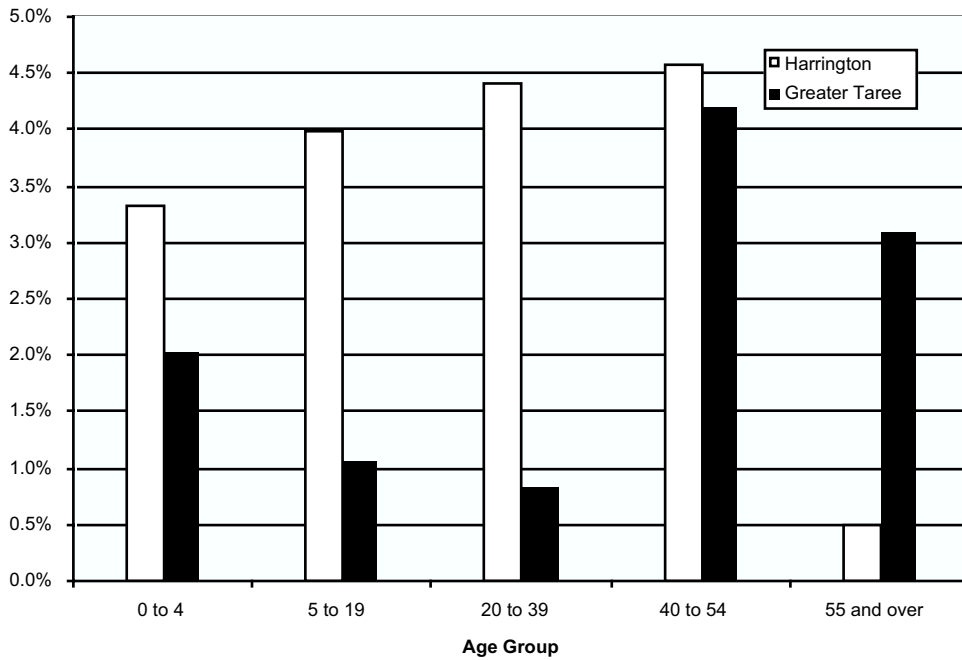


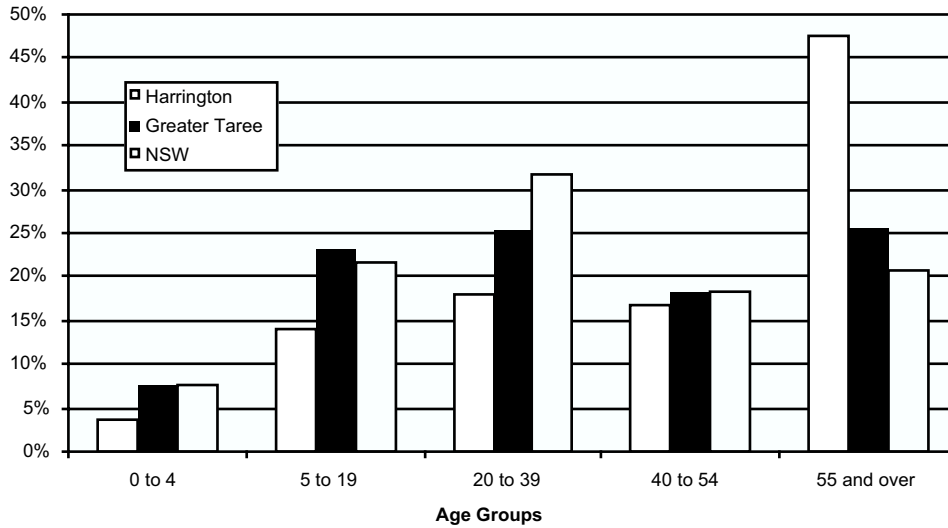
Chart 3.3 *Change in Percent of Population in Age Group between 1986 and 1991*



Comparisons with Greater Taree and NSW highlight the unique age structure of Harrington. For example, the 0 to 19 age groups account for about 18 percent of Harrington’s population, while in Greater Taree, these age groups account for about 31 percent of the population.

Chart 3.4
1991

Comparison of Age Groups Between Harrington, Greater Taree and NSW



3.5 Households

There were 652 households in Harrington in 1991 and the residents predominantly formed one-family households. Within this group, there were about 231 families comprising couples without offspring, followed by 125 two-parent families and then 40 one-parent families. There were 156 lone-person households.

3.6 Income

3.6.1 Individual Income

Yearly individual incomes in 1991 were modest in Harrington. About 60 percent of individuals had yearly incomes equal to or less than \$12,000 and about 8 percent of individuals had yearly incomes equal to or greater than \$25,000.

In comparison, about 51 percent of Greater Taree individuals had yearly incomes equal to or less than \$12,000 and about 13 percent had yearly incomes equal to or greater than \$25,000.

3.6.2 Household Income

Yearly household incomes in 1991 were also modest in Harrington. About 25 percent of households had yearly incomes equal to or less than \$12,000 while about 64 percent had yearly incomes equal to or less than \$25,000. About 10 percent of households had yearly incomes equal to or greater than \$40,000.

In comparison, about 50 percent of Greater Taree households had yearly incomes equal to or less than \$25,000 and about 16 percent of households had yearly incomes equal to or greater than \$40,000.

Household income is an important indicator of potential retail expenditure which supports local businesses and services. Retail productivity (gross annual sales per m² of retail floor space) is directly related to the level of available household expenditure.

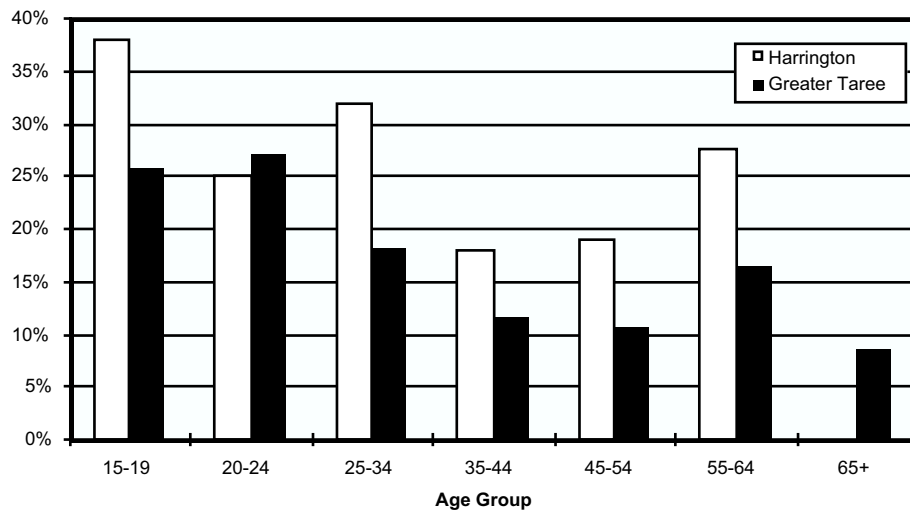
3.7 Labour Force

3.7.1 Employment

There were 1,225 people over the age of 15 in Harrington in 1991. Of these, 776 people, about 63 percent, were not in the labour force. In comparison, about 45 percent of Greater Taree's population was not in the labour force.

There were 431 people in the labour force in Harrington. Of these, 325, or about 75 percent, had either part or full time employment. In comparison, about 84 percent of the labour force in Greater Taree had either part of full time employment.

Chart 3.5 *Unemployment Rate by Age Group in Harrington and Greater Taree in 1991*



3.7.2 Industry

The largest single industry providing employment for workers in Harrington was the wholesale and retail trade, and accounted for about 21 percent of all employment. Manufacturing, community services and recreational, personal and other services provided more than 40 percent of remaining employment. Traditional resource-based industries, such as agriculture, forestry, fishing and mining, provided less than 6 percent of employment.

The 1991 Census didn't identify the location of employment by industry, but car ownership rates and the number of people who use cars to travel to work indicate that most employment is located away from Harrington.

3.7.3 Occupation

Tradespersons, and labourers and related workers, are the occupations with the greatest number of employees and account for about 37 percent of all employment. They are followed by sales and personal service workers, managers and administrators, and clerks, who account for an additional 45 percent of employment. The balance of employment, about 18 percent, is held by professionals, para-professionals and plant and machinery operators and drivers.

3.7.4 Worker Status

About 72 percent of all workers in Harrington earn a wage or salary. About 19 percent are self employed and the remaining nine percent are employers or unpaid helpers. In Greater Taree, these proportions are nearly identical. Both Harrington and Greater Taree have a higher proportion of workers who are self employed, and a lower proportion of salary and wage workers, than NSW as a whole.

3.7.5 Method of Travel to Work

Most employed people use a car to drive to work. On the day of the census in 1991, 148 people drove a car to work and 24 were passengers in cars. Interestingly, 33 people walked to work, while six rode bicycles and 18 worked from home. This indicates that Harrington businesses and industries provide employment for a portion of the labour force.

3.8 Housing and Occupancy

3.8.1 Housing Structure

About 77 percent of Harrington's private housing is comprised of separate houses. The remainder is evenly distributed between semi-detached or terrace houses, flats and apartments, and caravans in caravan parks. Flats and apartments also include flats attached to existing houses, commonly known as granny flats.

3.8.2 Vacancy

There were 648 private separate houses in 1991, of which 501 were occupied and 147 were vacant on census night. This gives a household vacancy rate of about 23 percent which is common in coastal location where seasonal or holiday use of houses is expected.

3.8.3 Occupancy

Occupancy rates show the number of people who live in a private dwelling or unit. There were 1,145 people residing in 501 occupied private houses, giving an occupancy rate of about 2.3 people per occupied private house. Semi-detached and terrace houses had a rate of about 1.65, while flats and apartments had a rate of about 2.2. Caravans in caravan parks had an occupancy rate of 1.57 people per occupied caravan. The overall occupancy rate was 2.2 people per occupied private dwelling.

3.8.4 Ownership

About 65 percent of private occupied houses, terraces, flats, apartments or caravans were owned outright and an additional 9 percent were being purchased. A further 19 percent were being rented. In comparison, about 51 percent of residences in Greater Taree were owned and a further 20 percent were being purchased. About 22 percent of accommodation was rented.

3.8.5 Housing Stock

Harrington's housing stock is of varying age and condition. Generally, it can be divided into five precincts which correspond with past and planned developments. Within all precincts, sales prices for new and older houses, and prices for lots, have remained more or less constant in real terms since the last market peak in the early 1990s. Data on house and lot market values have been provided by L J Hooker, Harrington. **Figure 3.1** shows the location of the five precincts discussed below.

Pilot Hill Precinct

Harrington's earliest developments occurred in the area generally bounded by Scott Street on the west, Hogan Street on the north, Crowdy Street on the east and Beach Street on the south. This area is centred on Pilot Hill.

Streets in the Pilot Hill Precinct were developed on a grid aligned north/south. The steep inclines and undulations provide many opportunities for extended views. Streets are narrow by today's standards and several streets allow only one-way traffic. Houses are located closer to the street than in modern subdivisions.

Housing is dominated by older timber and fibro cottages which create an attractive character. New homes have been redeveloped on many lots, and are usually built in brick. Some multi-storey flats have also been developed.

The combination of older cottages with mature landscaping, combined with narrow streets, creates an environment which is safe and pleasant for pedestrians and in which vehicles must travel slowly and carefully. Linear streets offer many distant views. Mature landscaping helps soften the road edge and tall trees such as Norfolk Island Pines create visual landmarks.

The precinct contains Harrington primary school, public recreational facilities at Esmond Hogan Park and most of the retail businesses in Harrington, including the bowling club, the hotel, and convenience and food shops. The precinct is compact and suited to walking.

Only a few vacant lots are found in the Pilot Hill Precinct. However, redevelopment of older housing stock is likely to continue due to perceived amenity and convenience advantages when compared to other locations in Harrington.

Minnamurra Precinct

In the 1970s and 1980s, most new development was concentrated in these two residential subdivisions. Together, they comprise about 170 residential lots. They are based on land use planning concepts which are oriented towards the efficient movement of the vehicle. Streets are wide and curvilinear and dominate the streetscape.

All houses are built predominantly of brick and would require less maintenance than timber or fibro houses, a factor which may attract retired occupants. Some medium density residential units have also been built in the precinct. A few vacant lots remain.

Some holiday accommodation is found in this precinct, including a motel, self-contained units and the Oxley Anchorage Caravan Park. The precinct also includes two services stations, a hardware shop and the Jabiru Pre School.

South Beach Street Precinct

Over many years, land fronting the west side of Beach Street, generally south of Wards Creek, was subdivided for houses. About half of the lots have older fibro and timber cottages. They appear to have been built as holiday houses. The other half are brick houses which would have been built more recently on vacant lots or redeveloped on lots with older houses. Most houses look onto the Back Channel and many two-storey houses would have views of the ocean. Sections of land which can be subdivided have not been constructed along Bluewater Drive.

Spinnaker Bay Precinct

This precinct includes development around Oxley Street, Maianbar Avenue, and the proposed Spinnaker Bay residential development. Apart from the recent development of Stage 1 in Spinnaker Bay, the precinct has a combination of newer brick houses interspersed with older fibro and timber cottages.

The proposed Spinnaker Bay development would cover about 53 ha and yield over 400 houses and units. Stage 1, which has apparently been completely sold, has 23 lots on which new brick homes are now being built. Stages 2 and 3 are within the residential zone and would add about 86 residential lots.

The Spinnaker Bay concept plan identifies a commercial area of about 13,200 m², and proposes a service station, a neighbourhood shopping centre, commercial offices and a medical centre. The commercial area would have direct access to Beach Street/Harrington Road. Spinnaker Bay proposes commercial uses that would be developed after most of the residential lots are sold, so that there is a sufficient population base to support them.

Harrington Waters Estate Precinct

The Harrington Waters Estate development originally was conceived as a canal estate development, using existing artificial canals constructed in the 1970s. In 1994, Council approved a new large subdivision of 550 lots, most of which are located in land zoned for residential uses. Land further west, which is now zoned for rural uses, forms a part of the overall development and would accommodate additional residential housing, a golf course and a sporting club with access to a wharf on the Manning River. These areas would need to be rezoned before subdivision approval could be granted.

Most of the Harrington Waters Estate site requires filling to raise developed areas above the 1 in 100 year flood level. Council has granted consent to dredge material from the Manning River for use as fill.

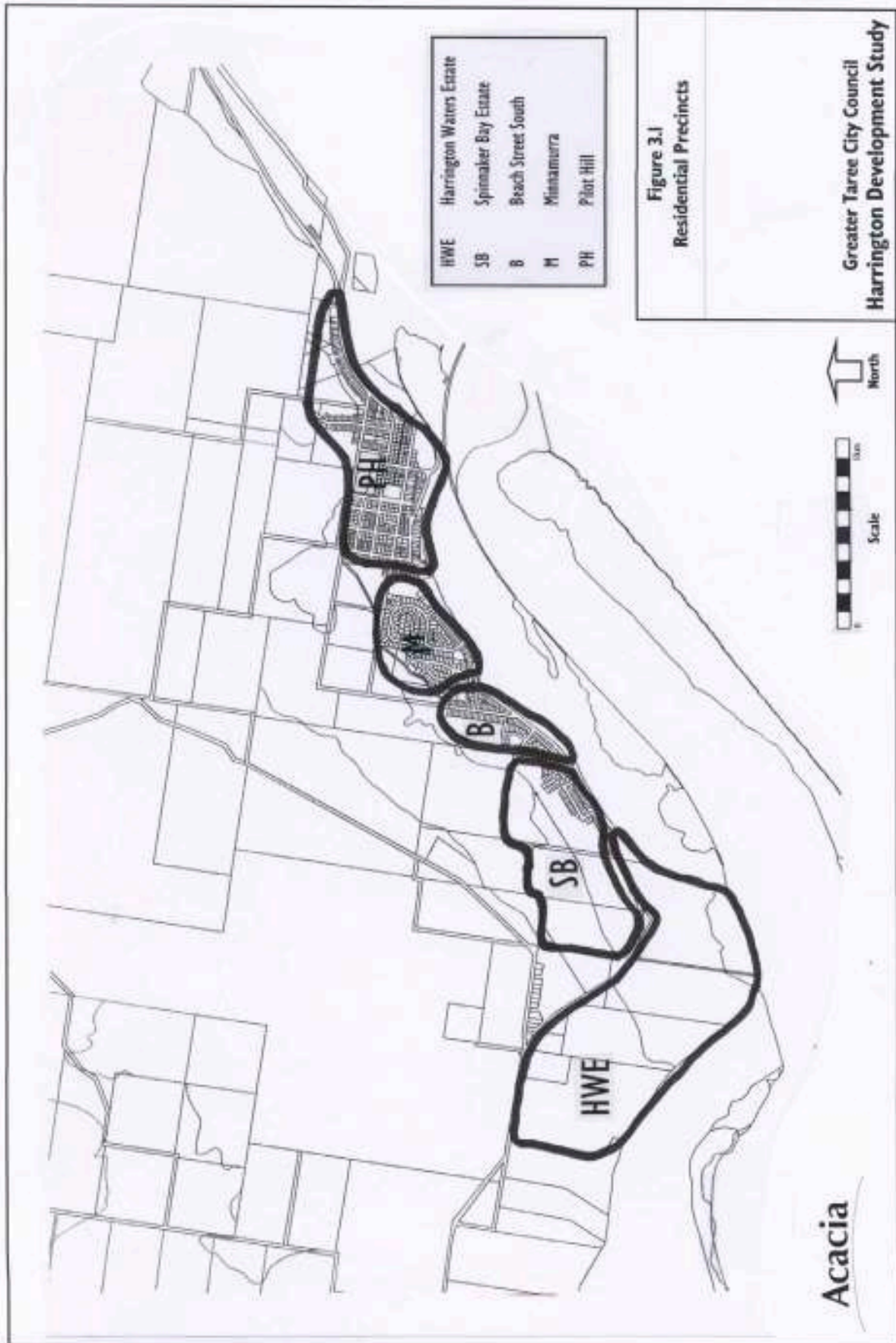


Figure 3.1 Precincts

A mix of detached and attached housing has been proposed on conceptual site plans, however, the developer notes that changes may be made in applications for future stages. A foreshore reserve would separate private lots from the banks of the Manning River, Back Channel and existing waterways and would be dedicated for public use

Primary access is gained from Harrington Road, near the large fig tree. A secondary access point is located further west along Harrington Road and would provide access to future stages near the golf course.

A commercial area has been identified adjacent to the main entrance road. In plans prepared in 1994, four detached buildings, surrounded by onsite car parking, were proposed on a site of about 2 ha.

No subdivision construction has started at Harrington Waters Estate.

3.8.6 Residential Lot and House Prices

Lot and house prices have been stable for several years in Harrington, primarily because of a general slowing in the real estate market and more recently, the number of Stage 1 lots in Spinnaker Bay placed onto the market. L J Hooker in Harrington has provided estimates for lot and house prices.

Table 3.1 Estimated Residential Prices in Harrington

<i>Precinct</i>	<i>Lot Price (No Views)</i>	<i>House Prices (No Views)</i>	<i>Premium for Views</i>
Pilot Hill ¹	\$50,000 to \$55,000	\$125,000 to \$140,000	\$10,000 to \$30,000
Minnamurra	\$50,000 to \$55,000	\$145,000 to \$160,000	n/a
Spinnaker Bay/South Beach Street	\$30,000 to \$40,000	\$100,000 to \$135,000	\$5,000 to \$20,000

Note 1: Vacant land on Beach Street, particularly in the business zone, will exceed these prices, however, the market is less predictable.

Source: L J Hooker, Harrington

There are no market prices for lots in Harrington Waters Estate, although L J Hooker expects first stage pricing to become available in the near future. Anecdotal evidence would suggest that the sale of real estate is slow and unlikely to pick up in the near future. In addition, asking prices for houses and lots in the older and established precincts are nearly comparable to prices for established locations in Taree and Old Bar. While Harrington offers high coastal amenity and access to the beach and river, Taree and Old Bar offer locational advantages for workers with employment in Taree or people who require access to aged care health services.

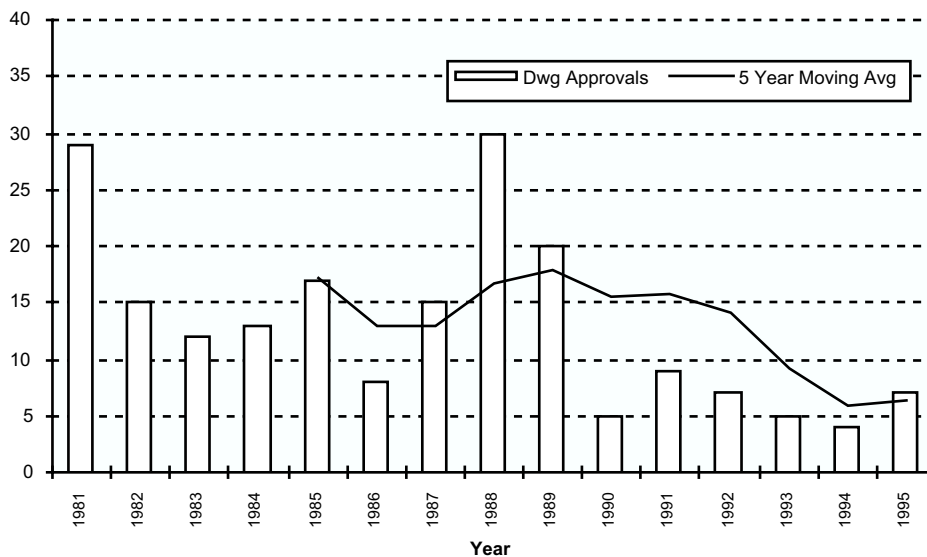
3.9 Building Activity

3.9.1 New Dwelling Approvals

Council's dwelling approval statistics show that the number of new dwellings approved between 1981 and 1995 varied significantly from year to year. However, there was a period of peak activity in 1981 and again in 1988.

Between 1981 and 1985, an average of 17.2 new dwellings were approved each year. Between 1985 and 1990, the figure declined slightly to 15.6 per year. However, between 1991 and 1995, the figure fell to 6.4 per year.

Chart 3.6 *New Dwelling Approvals at Harrington, 1981 to 1995*



A rough estimate of the relationship between supply and demand can be made from approvals for new dwellings and estimated yearly increases in population, using the following assumptions:

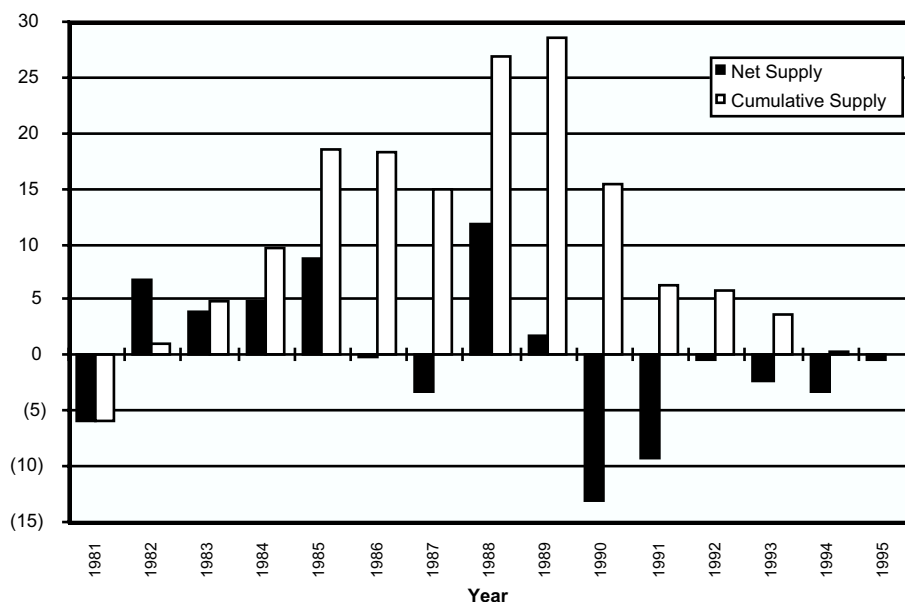
- Vacancy and occupancy rates remain constant.
- Population increases are distributed evenly within each census period.
- There is only a short lag time between dwelling approvals and the population that will reside in them (this precludes any significant component of speculative building).

Chart 3.7 shows two trends:

- For each year, the difference between the number of houses which were needed to accommodate the population increase and the number that were approved.
- The cumulative difference from 1981 between the number of houses which were needed to accommodate the population increase and the number that were approved.

A positive figure shows that there were more houses approved than needed; a negative figure shows that there were not enough houses approved to accommodate the population increase.

Chart 3.7 Housing Balance, 1981 to 1995



3.10 Selected Statistical Characteristics

Table 3.2 below shows selected statistical characteristics of Harrington and contrasts them with Greater Taree and NSW. All data are taken from the 1991 Census.

Table 3.2 Selected Statistical Characteristics (ABS 1991)

<i>Characteristic</i>	<i>Harrington</i>	<i>Greater Taree</i>	<i>NSW</i>
At Same Address 5 Years Ago	52%	53%	56%
Population under 19	18%	31%	29%
Population over 55	48%	26%	21%
Population in Labour Force (aged 15 years +)	35%	52%	61%
Unemployed Labour Force	24.6%	16.0%	11%
Travel to Work by Car	53%	61%	54%
Households with One or More Cars	83%	89%	85%
Work at Home	5.6%	9.1%	4%

Table 3.2 Selected Statistical Characteristics (ABS 1991) Contd

Characteristic	Harrington	Greater Taree	NSW
Individual Incomes less than \$12,000/year	62.0%	51.1%	40%
Individual Incomes greater than \$25,000/year	7.6%	12.9%	24%
Household Incomes less than \$25,000/year	64.0%	49.9%	34%
Household Incomes greater than \$40,000/year	9.4%	15.9%	31%
Family Households with Two Parents	22%	38%	53%
Family Households with One Parent	6%	9%	13%
Family Households, Couples without Offspring	40%	30%	16%
Lone Person Households	29%	19%	15%

Source: ABS and Greater Taree City Council statistical profiles

3.11 Assessment of Harrington's Community Profile

Harrington's community profile reveals a number of important issues which will affect strategies for future growth.

3.11.1 Population and Housing

- A significant proportion of the population is over the age of 55, and reflects Harrington's attraction to retirees. However, all age groups between 0 and 54 are growing more quickly than the 55 and over age group.
- Harrington has and will likely continue to provide serviced lots at stable prices due to the substantial number of lots which have been approved and can be developed at both Harrington Waters Estate and Spinnaker Bay. The range of sale prices for existing houses and lots is comparable to Taree.
- Most housing is concentrated in the Pilot Hill and Minnamurra Precincts which are separated by a distance of about 500 to 1,000 metres. Future residential developments at Spinnaker Bay and Harrington Waters Estate will concentrate housing about three kilometres from the Pilot Hill Precinct.
- House occupancy rates do not vary greatly and range between 1.6 and 2.3 people per dwelling; the overall average is about 2.2 people per occupied private dwelling. If younger families continue to increase their relative proportion of Harrington's age structure, occupancy rate would be expected to rise and population density would increase.
- House vacancy rates reflect a seasonal use of about 25 percent of the housing stock.

- The Harrington Waters Estate development could appeal to a market segment which may have otherwise overlooked Harrington, primarily because it has the potential to market an integrated leisure and recreation based package which will appeal, among other things, to the retirement sector. It could create a market for higher-priced residential accommodation in Harrington because it offers water views and access which are not found in other new subdivisions or developments.
- Development opportunities at Harrington Waters Estate, Spinnaker Bay, Glacken Street and other areas would provide a range of housing and affordability.

3.11.2 Income and Business

- Harrington has modest household income levels, possibly because a substantial proportion of the community is retired or seeking employment.
- Household expenditure levels are related to household income levels and affect the range of businesses which can trade successfully.
- Home ownership levels are high, and may allow a higher proportion of household income to be diverted to expenditure on retail goods and services. However, spending patterns of age groups over 55 are likely to differ from those of younger groups, particularly families with children. Businesses will need to attract and maintain customers who are older or retired as well as younger age groups if they wish to enjoy long term success.
- Retailing occurs primarily in the Pilot Hill Precinct, however, business uses are proposed in both Harrington Waters Estate and Spinnaker Bay. They are not located within walking distance of current residents in the Pilot Hill or Minnamurra precincts.
- From anecdotal evidence, many residents make weekly or other periodic journeys to Taree, Laurieton and Port Macquarie which combine elements of shopping, recreation and entertainment. In particular, these journeys become an important social activity for older age groups. As long as this pattern continues, the range of goods and services which can be competitively offered in Harrington may be limited to specialty and convenience goods until the population reaches a size sufficient to support, for example, a mini supermarket which can offer prices which are competitive with those in regional shopping destinations.

3.11.3 Employment

- About 63 percent of residents in Harrington over the age of 15 are not in the work force.
- Harrington has a higher than average percentage of its work force which is unemployed and seeking employment, particularly in the 15 to 19 and 25 to 34 age groups.
- Opportunities to attract new settlers who are in the work force will depend on the availability and location of jobs. A range of light industrial uses can be accommodated in Harrington, and tourism has potential to generate employment.

- Harrington is likely to have a slight advantage over Taree in the costs of industrial land, however, it would draw upon the same workforce as businesses in Taree. The opportunity to attract new settlement through job creation may also be limited by the cost of housing in the more established parts of Harrington and a perceived difficulty in selling property, once purchased.

3.12 Business

3.12.1 Retail Business Zones

There are four locations zoned for business use in Harrington and they are within or adjacent to the Pilot Hill Precinct. They are shown in **Figure 3.2** and **Table 3.3**. Beach Street, between Crown and Pilot Streets, is the commercial centre of Harrington.

Table 3.3 Areas Zoned for Business Uses

<i>Location</i>	<i>Present Use</i>	<i>Area of 3(a) zone (m²)</i>
Crowdy Street, north of Granter Street	Partly developed with older structures on Lots 14 and 121.	5,080
Beach Street between Pilot and Crown Streets	Partly developed with older structures. Includes some houses.	7,900
Beach Street between Crown and Elizabeth Streets	Partly developed with the Harrington Hotel and older structures not now used for business.	4,700
Beach Street between Elizabeth and Scott Streets	Partly developed with the existing bakery and two older houses, otherwise vacant.	3,460
Total		21,140

Several businesses are located on land zoned for residential uses:

- The shops on the corner of Elizabeth and Beach Streets.
- A take away shop on the corner of Scott and Beach Streets.
- The service station adjacent to the Oxley Anchorage Caravan Park.
- The motel and squash court on Minnamurra Drive.
- The hardware shop and petrol station on Beach Street near Wards Creek.

They benefit from existing use or consent rights under the *Environmental Planning and Assessment Act 1979*.

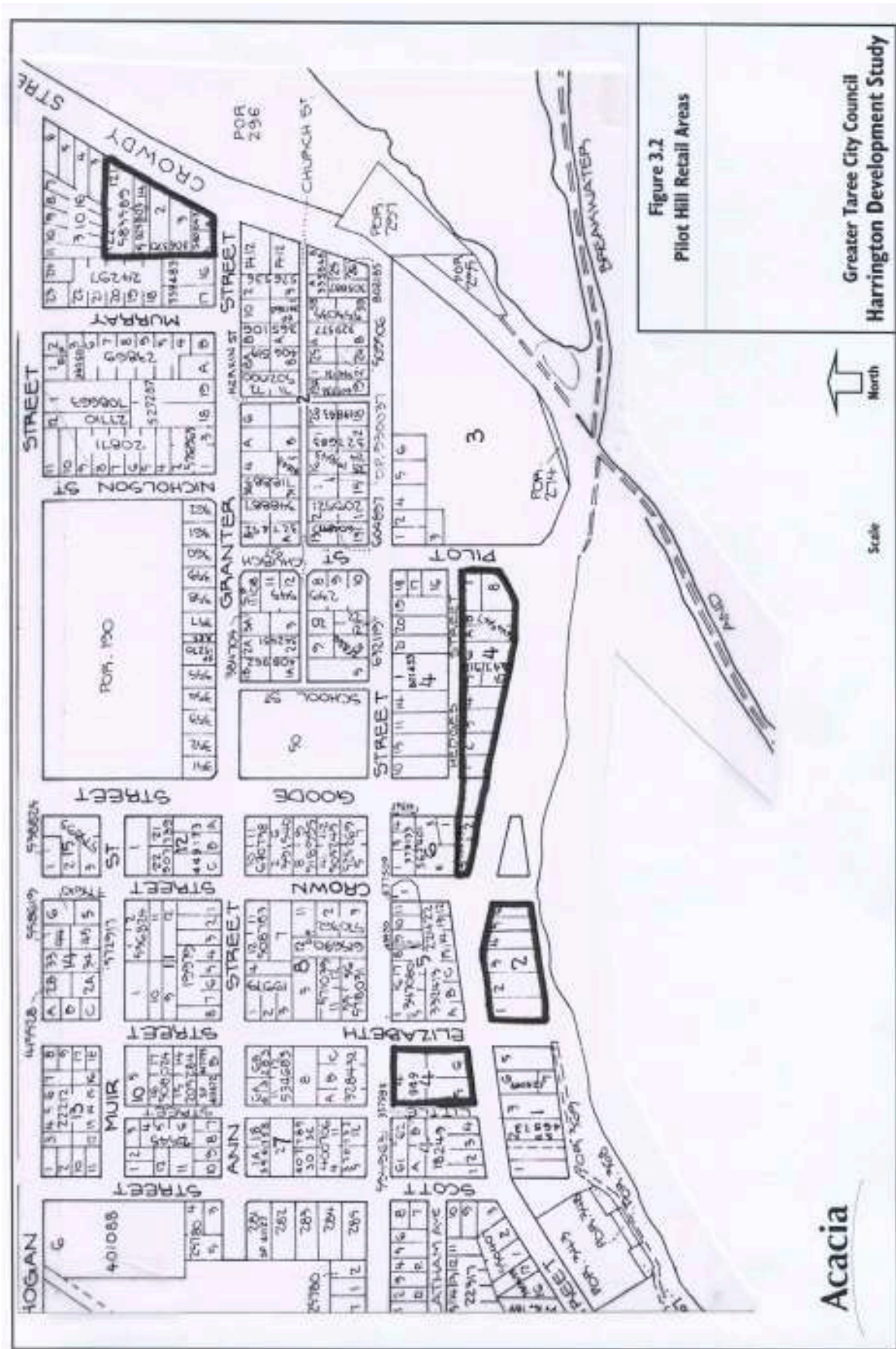


Figure 3.2
 Pilot Hill Retail Areas

Greater Taree City Council
 Harrington Development Study

Figure 3.2 Pilot Hill Retail Businesses

3.12.2 Retail Businesses in Harrington

Table 3.4 shows business premises observed in October 1996. The Harrington Hotel and Harrington Bowling Club are not included as retail establishments because their primary use is for entertainment. Most retailing occurs in the Pilot Hill Precinct.

Table 3.4 Retail Premises

Precinct	Group	Name	Commodity Group ₁	Area (m ²) ²
Pilot Hill				
	Crowdy Street north of Granter Street			
		Hair Salon	Personal Services	20
		Take away	Food	20
		Diner (vacant)	Food	40
		Food Shop	Food	100
		Op Shop	Clothing	20
		<i>Subtotal</i>		<i>200</i>
	Beach Street between Pilot and Crown Streets			
		Post Office and Gift Shop	Personal Service/Household Goods	50
		General Store	Household Goods	80
		Newsagent	Household Goods	50
		Video Rental	Personal Services	25
		Vacant Shop (old real estate office)		75
		Take away	Food	50
		Liquor Shop	Food	50
		Gift Shop	Household Goods	20
		Restaurant	Food	100
		Butcher	Food	50
		Vacant Shop		50
		Hair Salon	Personal Services	50
		Chemist/Pharmacy	Household Goods	50
		Bait and Tackle Shop	Household Goods	50
		Real Estate	Personal Services	50
		<i>Subtotal</i>		<i>800</i>
	Beach Street between Crown and Elizabeth Streets			
		Food Shop	Food	40
		Food Stop	Food	40
		Bait Shop	Household Goods	20
		<i>Subtotal</i>		<i>100</i>

<i>Precinct</i>	<i>Group</i>	<i>Name</i>	<i>Commodity Group</i> ₁	<i>Area (m²)</i> ²
	Beach Street between Elizabeth and Scott Streets	Bakery (retail area)	Food	20
		Take away	Food	30
		<i>Subtotal</i>		<i>50</i>
	Pilot Hill Total			1,150
Minnamurra		Service Station and Garage	Household Goods, Personal Services	100
		Hardware	Household Goods	100
		Service Station	Household Goods	50
	Minnamurra Total			250
Total Harrington				1,400

Note 1: Uses ABS retail classifications (refer to GHD 1982)

Note 2: Floor space estimated by visual inspection of public areas.

The Harrington Environmental Study (GHD 1982) predicted that about 550 m² of leasable floor space would be required to service a then predicted population of about 1,600 people in 1986. This was based on average annual household expenditure on local goods and services, and retail productivity (gross annual sales per m² of retail area).

The current 1996 population is about equal to the population which was then predicted to occur in 1986. Household income levels have not changed significantly in real terms since 1982. It would be reasonable to conclude that unless floor space productivity has fallen substantially, a retail floor space provision of 550 m² for 1,600 people would apply today.

Seasonal tourist expenditure is likely to be an important factor for businesses. In many coastal areas, non-seasonal trading is enough to allow shops to remain open, but profits are made during the four periods each year when tourists visit.

Nonetheless, if GHD's methodology and data are accepted, there is a significant overprovision of retail floor space given the theoretical demand of the existing population and more importantly, its level of household expenditure. The major effect of overprovision would be poor trading volumes and margins, because there would be too many businesses competing for a limited and constant level of household expenditure.

3.12.3 Other Businesses and Services

Harrington also provides for a range of services, including accommodation and entertainment:

- the Harrington Bowling Club on Beach Street
- the Oxley Anchorage Caravan Park
- three motels
- three churches
- the Harrington Hotel on Beach Street
- the Harrington Holiday Caravan Park
- three establishments providing self-catering unit accommodation
- a private squash court/recreation centre

3.13 Tourist Accommodation

Harrington is a modestly-priced tourist destination which offers simple and inexpensive accommodation and access to coastal and water based activities.

3.13.1 Motel and Self-Catering Unit Accommodation

There are three motels and three establishments providing self-catering units in Harrington. The three motels provide 22 rooms and the three establishments provide 14 units.

Using a holiday occupancy rate of four people per room and 5 people per unit, motels and self-catering units could accommodate about 160 people.

3.13.2 Caravan Parks

There are three caravan parks in or relatively close to Harrington. **Table 3.5** shows the number of short and long term sites they are licensed to hold.

Table 3.5 Licensed Sites in Caravan Parks

<i>Location</i>	<i>Short Term Sites</i>	<i>Long Term Sites</i>	<i>Total Sites</i>
Oxley Anchorage Caravan Park, Beach Street (private land)	50	46	96
Harrington Holiday Caravan Park, Oxley Reserve (Crown land)	267 ¹	Not permitted by Crown lease conditions, however, there are 90 onsite vans for private use.	357
Colonial Caravan Park, Harrington Road (private land)	38	40	78
Total	355	176	531

Note 1: Consists of 260 vacant sites and 7 cabins

Using a holiday occupancy rate of 4 people per short term caravan or site, the three caravan parks would be expected to accommodate about 1,400 people.

3.13.3 Vacant Private Houses

About 25 percent of the private houses were unoccupied on census night in 1991. It would be expected that they would either be occupied by their owners, or rented to short term guests, during holiday periods. Using an estimated holiday occupancy rate of 5 people per house, the vacant housing stock would be expected to accommodate about 750 people.

3.13.4 Peak Holiday Population

About 2,300 people could be accommodated during holidays in vacant housing stock, short term caravan and camping site, and in motels and self-catering units. When added to the resident population, Harrington has the potential to accommodate about 3,750 people during peak holiday periods.

3.14 Industry

Harrington has one area of about nine hectares zoned exclusively for industrial development. It is located on Industrial Road, about four kilometres from Harrington's centre. The Harrington Sewage Treatment Plant is located further along the road, adjacent to the boundary with the Crowdy Bay National Park. Lots in the subdivision are not presently connected to reticulated sewer.

Auscraft Medals manufactures trophies and medals and related small signs. It employs 16 full time and one part time workers and has operated in Harrington since about 1985. Harrington Smash Repairs provides panel beating and painting for vehicles. No other businesses appear to be in operation in Industrial Road.

Vehicle servicing and repairs are also provided at the two petrol/service stations on Beach Street. Harrington Hardware would also provide building materials to the construction industry.

It would not be meaningful to consider the provision of industrial floor space per head of population in smaller centres. In comparison to retail development, which is supported by and closely related to population and household expenditure, industrial development is not directly related to local population or expenditure. Key factors which influence industrial development include:

- Whether complementary relationships can be formed with existing industries and businesses.
- The availability of, and potential to attract, a skilled workforce.
- Transportation costs for raw materials from suppliers and finished goods to markets.
- The availability and affordability of serviced land which can accommodate expansion, if needed.

The Industrial Road subdivision could accommodate additional development.

3.15 Community Services and Facilities

The Social Plan (Bruce Callaghan & Associates 1992) reviewed the provision of community services and facilities in Harrington in 1992. The locations of community facilities are shown in **Figure 3.3**.

3.15.1 Children

Harrington Playgroup

The Harrington Playgroup uses buildings and land within Esmond Hogan Park and meets twice a week.

Jabiru Pre School

The Jabiru Pre School was started in 1992 and operates daily for children between the ages of two and six. The school is licensed for 15 children and during 1996, has been mostly full day to day.

Harrington Public School

The Harrington Public School provides Kindergarten to 6th grade education for children in Harrington and some rural areas on Harrington Road. Children finishing Year 6 would normally continue at Chatham High School or other private schools in Taree.

The Department of School Education also provides primary schools at Crowdy Head and Cooperook. Parents have some choice in which school their children attend, and some children who are closer to Harrington may attend other schools.

Harrington has 84 children and four teachers in 1996. Enrolments, which determine the number of classroom teachers, have declined in the last few years as older children leave the school and are replaced by those starting in kindergarten. However, the school expects enrolments to remain fairly constant in the long term.

The school maintains limited playing and sporting areas. Children also use Esmond Hogan Park for larger events. There is ample room to provide demountable classrooms if enrolments should increase sufficiently.

3.15.2 Health

The Department of Community Health coordinates the Harrington Community Health Centre in Pilot Street. It provides rooms and schedules professionals to run periodic clinics for, among other things:

- Early childhood care.
- Women's health.
- General practice by a visiting GP.

- Diet.
- Dentistry.
- Podiatry.

A private surgery/general practice has operated by a resident GP at Pilot Street for some years. The chemist in Beach Street is able to fill prescriptions.

3.15.3 Other Facilities and Associations

The following facilities, services and associations are now established in Harrington:

- Crowdy Surf Club
- Community bus service
- Various sporting clubs and associations for bowling, golf, fishing, tennis, rugby, youth athletics, cricket and soccer
- Harrington Community Hall
- Community-supported library
- Harrington Senior Citizens Association

3.16 Recreation and Open Space

Council has developed public land for casual and structured uses. They can be divided into six categories:

- Outdoor structured sporting facilities.
- Parkland.
- Bushland.
- Playgrounds.
- Foreshore parks such as beaches or reserves following river and creek banks.
- Undeveloped public open space.

The location of open space and recreational facilities are shown in **Figure 3.3** and in **Table 3.6** below.

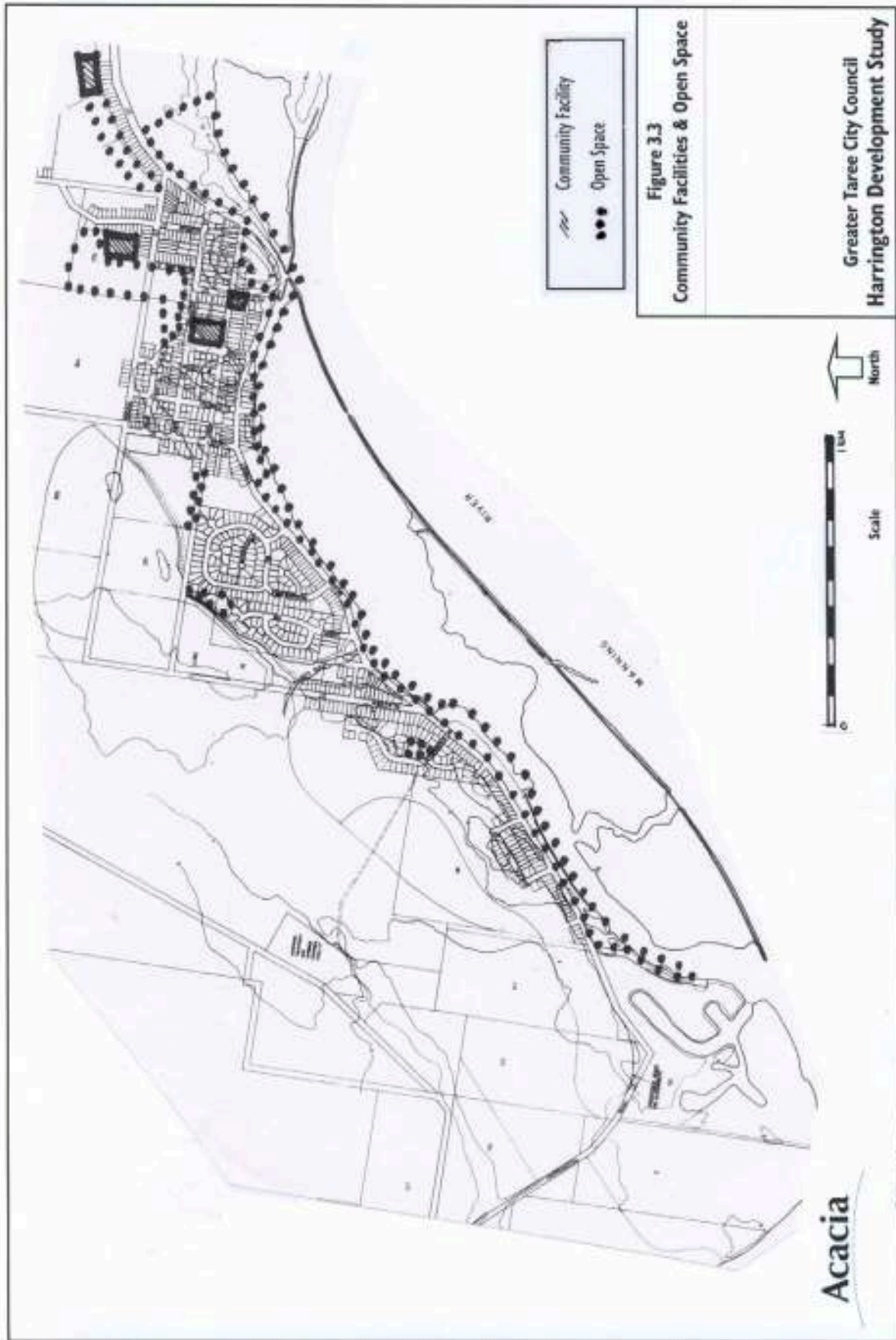


Figure 3.3 Open Space & Community Facilities

Table 3.6 Public Open Space

<i>Name (classification)</i>	<i>Location</i>	<i>Area</i>	<i>Facilities</i>
Dolphin Park Crescent Reserve (undeveloped)	Dolphin Park Crescent	0.39 ha	None.
Oxley Reserve (foreshore park)	Beach Street foreshore	7.46 ha	fish cleaning tables, BBQs, boat ramp, car parking, benches, gardens, landscaping, shelters, tables, seats, toilets, lights, bus shelter, fences, play equipment.
Pilot Hill Reserve (parkland)	Pilot and High Streets	1.83 ha	Fencing, parking.
Esmond Hogan Park (sporting facilities)	Hogan Street	9.46 ha	Athletic fields, netball court, 2 tennis courts, leagues field, 2 cricket nets, cricket pitch, fences, seating, lighting, toilets, timber building.
Captain Cook Bicentenary Park (foreshore park)	Crowdy Street Foreshore	390 m ²	Gardens, shelters, tables, seats, benches.
Sandspit Islands (undeveloped)	Manning River	21.45 ha	None.

Source: Engineering Department, GTCC

In addition to these formally reserved and managed facilities, residents of Harrington enjoy access to nearby public beaches, the Harrington Lagoon, the Back Channel and the Manning River. The Harrington training wall provides access to the Manning River for fishing and walking. Car parking is provided where Pilot Street meets the foreshore and along Beach Street.

3.17 Infrastructure

3.17.1 Harrington Waste Water Treatment Plant

Council recently completed the upgrading of the Harrington Waste Water Treatment Plant. It first prepared the *Harrington Wastewater Treatment Plant Augmentation: Review of Environmental Factors* (Greater Taree 1992) which considered the environmental impacts of the activity. The stated objective was to improve wastewater quality, formalise effluent discharge and increase treatment plant capacity to cater for the projected population in 2011.

Appendix D, *Harrington Wastewater Treatment Plant Effluent Disposal Strategy Study*, reviewed options for effluent disposal:

- Effluent reuse.

- Exfiltration from ponds combined with discharge to wetlands.
- Dune disposal to the north of Harrington.
- Discharge to the Manning River.

The Study included specialist investigations into the capacity of the wetlands to assimilate effluent and suggested an arbitrary limit of no more than 10 percent of the wetlands should be affected by effluent discharge. This limit was expected to be reached by about 2001. The preferred options were to first increase effluent discharges into the wetlands until the 10 percent limit was reached, and then to increase the capacity of the Plant's pond exfiltration area. The Study also recommended that the wetlands' ecology be monitored periodically to determine if effluent discharges were causing adverse impacts. Council is also monitoring groundwater quality. In consultation with the Department of Land and Water Conservation, Council has installed eight bores which will be monitored at three month intervals for 18 months to establish baseline ground water quality conditions.

Council has recently prepared the *Draft Effluent Management Strategy for Greater Taree City Council Wastewater Schemes* (Greater Taree 1996) which provides strategic direction for the sustainable management of effluent disposal. It considers options for returning treated effluent to the water cycle by the most appropriate, sustainable and community-acceptable management system. Options for the continued discharge of effluent from the Harrington plant to the wetlands, among others, are currently being formulated and evaluated.

3.17.2 Other Services

NorthPower advises that an additional storage reservoir would need to be constructed to cater for the Harrington Waters Estate and Spinnaker Bay developments. The new reservoir could be built adjacent to the existing reservoir on Crown Street. Development would not be constrained or delayed by the need to build the additional reservoir.

Telephone and electricity services are able to meet future demand.

3.17.3 Road Network

Council engaged consultants to prepare the *Rural Road Study* (TEC 1996). Council has now adopted recommendations for a rural roads hierarchy based on road function. In the future, it will also consider recommendations on road design standards for rural roads, a prioritised work program, and s94 arterial and collector road contributions plans.

The study identifies Harrington Road as a Collector Road which connects Harrington to the Pacific Highway. The rural section of Harrington Road is considered adequate for present and future traffic volumes. Minor widening could be appropriate in certain locations.

3.18 Constraints to Development

Land adjacent to Harrington is affected by flooding, contains important vegetation and ecological habitats, and sections are likely to contain potential acid sulphate soils. In addition, particular vegetation communities create a level of bushfire risk which must be managed. These factors tend to constrain, or reduce the suitability of land for development. Environmental constraints are shown in **Figure 3.4**.

3.18.1 Flooding

Harrington has been built on the edge of the Great Swamp and Harrington Swamp, within Crowdy Bay National Park, near the Manning River. Part of the runoff from the Great Swamp flows to the Manning River through the lower areas surrounding Harrington. Flooding in the Manning River, coupled with high ocean tides, can also cause floodwaters to backup towards the Great Swamp or prevent runoff from discharging to the ocean. Consequently, flooding is a common and constant feature of the Harrington area. Access to the Pacific Highway is cut in major flood events.

Ideally, development should only occur in areas unaffected by 1 in 100 year flood events so that people and their property are not placed at risk in major floods. It is possible to fill land to raise it above 1 in 100 year flood levels. However, filling reduces flood storage capacity and can divert the direction of flood waters, thereby causing higher flood levels on, or more prolonged flooding of, adjacent land. Filling land with high conservation value may be inappropriate

Council engaged consultants to prepare the *Manning River Flood Plain Management Study* (Willing and Partners). A draft report was recently exhibited and is now being finalised for consideration by Council. The study recommends changing the calculation of the 1 in 100 year flood event at Harrington based on river and ocean levels. Revised 1 in 100 year flood levels have been adopted by Council for the Harrington locality and are slightly lower than the previous flood levels.

The Study recommends certain strategies to reduce the impacts of flooding on existing development at Harrington. The recommended works include the construction of levies, however, they have low benefit to cost ratios. Council has made no commitment to fund them and their eventual construction is uncertain.

3.18.2 Coastal Wetlands

Harrington is surrounded by coastal wetland designated under State Environmental Planning Policy No 14 — Coastal Wetlands. Wetlands are important because:

- They maintain water quality by retaining and filtering runoff.
- They provide breeding and foraging habitat for water birds and fish.
- They moderate the severity of flooding by storing runoff which is slowly released.

Wetland environments with high conservation value are also found adjacent to Coastal Wetlands. Development in these areas should only proceed after their conservation value has been established and potential impacts of development have been evaluated.

3.18.3 Acid Sulphate Soils

Certain soils, when exposed to air after excavation, disturbance, or lowering the water table, oxidise to produce sulphuric acid. When water flows through these oxidised soils, it too becomes acidic. When it is finally discharged into a creek, estuary or other water body, the acid can harm plants and fish and cause aluminium to be mobilised, which is toxic to plants, fish and other aquatic fauna.

Acid sulphate soils are found only where certain conditions exist and are confined to areas which were previously inundated by sea water. The Department of Land and Water Conservation has prepared maps which identify the risk of encountering acid sulphate soils along the coast. These areas should not be developed in ways which would expose these soils to air, or lower the water table, unless the soils have been analysed, and if necessary a plan of management developed, to ensure that sulphuric acid is not released into the environment.

Generally, land in Harrington which requires fill to be developed would not disturb potential acid sulphate soils.

3.18.4 Bushfire Hazard

The wetland environments surrounding Harrington contain large areas of allocasuarina, paperbark and other vegetation which can fuel bushfires. Development adjacent to these vegetation communities can be exposed to levels of bushfire risk which require carefully considered responses. Issues which must be considered include access for fire fighting equipment, predominant wind direction during the bushfire season, fuel free and fuel reduced protection zones, building materials, and long term management of fuel sources.

3.18.5 Managing Development of Constrained Land

There is insufficient site specific information known about the presence of potential acid sulphate soils, conservation value of wetland and estuarine habitats, bushfire risk and flooding to eliminate rural land on the periphery of the urban area from development.

If these areas are proposed for rezoning and subdivision, then Council should prepare environmental studies which focus, among other things, on these issues. Although one or several of these constraints may be present, development impacts may be effectively managed by careful design and location of proposed development.

3.19 Ownership and Fragmentation

When land that has development potential is owned by many individuals, it is difficult to coordinate the sharing of development costs between owners, and development potential can be reduced or development delayed. The same outcome also occurs when large areas with development potential are controlled by only a few individuals.

In Harrington, two companies control the potential future development of up to 1,000 houses in the Harrington Waters Estate and Spinnaker Bay Precincts. If, for whatever reasons, they were to choose to delay staged residential lot releases or abandon their proposed developments, then projected growth could be constrained or unachievable.

Given the substantial costs that would be incurred to develop parts of these sites, it would be worthwhile to:

- Identify alternative sites with development potential which are as close to the Pilot Hill Precinct as practical, so that the future population is not widely dispersed.
- Contact owners of these sites to review the rezoning process, known environmental issues which would need to be resolved, and the owner's interest in future development.

4

Expected Change

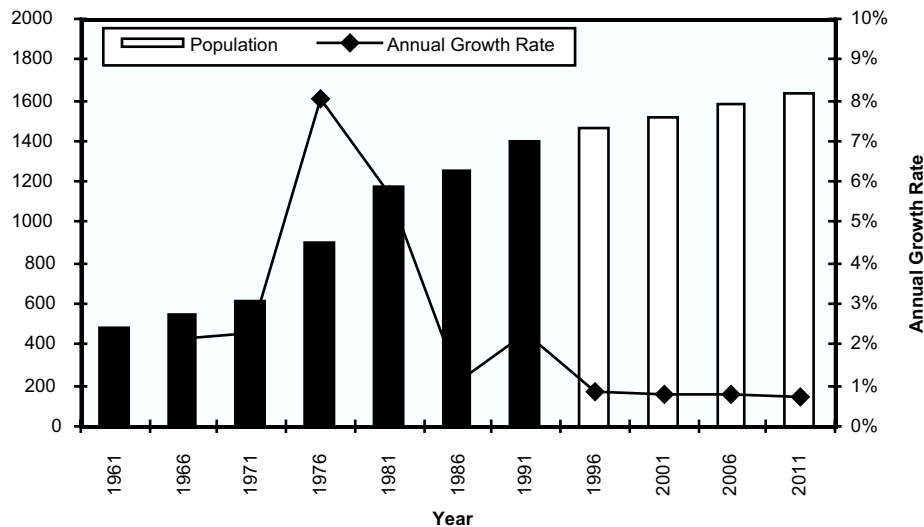
4.1 Population Growth

Council estimates that growth in Harrington will continue at a modest level until 2011. Population is estimated to increase by about 12 people per year, which gives an annual growth rate of about 0.8 percent. The population in 2011 would be about 1,640 people.

Council projects future population growth by reference to expected rates of births, deaths and migration, using historical trends in large population bases. Given the current proportion of the Harrington population 55 years and older, and the lower than average proportion of age groups of child rearing age, deaths are expected to exceed births in the near future. Births may begin to exceed deaths if the recent growth in the 20 to 39 and 40 to 54 year age groups continues.

As some residents age, they will require aged care services which are now found in Taree and to a lesser extent in Old Bar and Cundletown. Therefore, in each year, Council expects that a certain number of older residents will move from Harrington. However, Council also expects that the number of people who will migrate to Harrington, particularly for retirement, will exceed the number of people who leave. **Chart 4.1** shows projected population forecasts from 1996 to 2011. Projections beyond 2011 are unlikely to be accurate for small areas such as Harrington.

Chart 4.1 Population Forecasts, 1996 to 2011



There are three events which could substantially alter these population forecasts:

- If residential aged care facilities are developed in Harrington, such as self-care units, a hostel or a nursing home, the number of people who move from Harrington to gain access to these facilities in Taree would decrease. Net population gain may then increase.
- If the incoming population has a higher proportion of families of child rearing age or with children, then the age structure will change to a more typical distribution and the median age will decline. Additional population increases would eventually occur due to an increase in births.
- If either Spinnaker Bay or Harrington Waters Estate is successful at marketing their development to sectors of the real estate market who might not have otherwise considered Harrington, population would increase more quickly than projected.

4.2 Proposed Developments

4.2.1 Harrington Waters Estate

Consent has been granted to subdivide Lot 1 DP 804426, Lot 2 DP 804428 and Lot 3 DP 804427 into 550 house lots, public streets and open space, primarily foreshore reserves and Coastal Wetland No 548 at the southeast of the site. The site is now zoned part 2(a) Residential, 1(a) Rural General and 7(a) Environmental Protection Habitat and is about 78 ha in area. Most of the site is inundated in a 1 in 100 year flood and the Harrington Waters Estate site must be filled before it can be subdivided. A consent and Crown licence to dredge a sufficient quantity of sand from the Manning River to fill the site has been granted.

The concept plan covers the above lots and additional land to the west. It proposes detached and medium density residential uses, and commercial development in the existing residential zone. It also proposes a golf course, additional detached and attached housing, a sporting complex, onsite accommodation and a wharf in the existing rural zone.

Residential development can now proceed in the area east of the unnamed creek, which is zoned for residential use. The proposed commercial development is in a residential zone and is too large in scale to be considered compatible with residential zone objectives. The golf course, sporting complex and onsite accommodation are consistent with rural tourist uses and could proceed, without the residential component, in the rural zone. However, the residential component west of the unnamed creek would require the rural zone to be changed to allow residential uses.

Council has engaged consultants to prepare an environmental study to consider the suitability of the proposal for residential and recreational development in the area now zoned for rural uses. The study will examine biophysical, planning, and cultural issues and provide recommendations to Council on suitable land uses.

4.2.2 Spinnaker Bay

Spinnaker Bay includes Lot 2 DP 111792, Lot 150 DP 771675, and Lots 142 and 143 DP 754415. The site is zoned part 2(a) Residential, 1(a) Rural General and 7(a) Environmental Protection Habitat and is about 53 ha in area.

A proposed concept plan shows the development of 409 lots occurring in eight stages. The plan includes about 13,700 m² of land for commercial uses including a service station, neighbourhood shopping centre, medical centre and offices. Parts of Stages 4, 5 and 6, and all of Stages 7 and 8 in the plan are within the 1(a) zone and cannot be subdivided until the zoning is changed to a residential zone.

Council has been requested to amend the residential zone to include all Stages 4, 5 and 6 given in Spinnaker Bay proposed concept plan. Council has also been requested to rezone Stages 7 and 8 for residential uses and an environmental study will be required.

4.2.3 Glacken Street

Land including Lot 32 DP 516279 and Lot 52 DP 263383, located to the east of the unconstructed section of Glacken Street, south of an unconstructed section of High Street is now zoned part 1(a) Rural General, 6(a) Open Space and 7(a) Environmental Protection Habitat. The land forms part of the estuarine environment of Wards Creek. The Minnamurra subdivision is immediately east of the site.

Council has been requested to rezone the site to allow residential development and has engaged consultants to prepare an environmental study which will examine land capability and recommend appropriate land uses. The study will be finalised by the end of 1996. Part of the site is flood liable and may also contain native vegetation which has high conservation value.

4.2.4 Pilot Hill Precinct

Council has considered potential residential development of non urban land, such as Lot 8 DP 557973 north of High Street, Lot 1 DP 575566 at the end of Murray Street, and Lots 203 and 204 DP 754415 north of Hogan Street. Parts of these areas are flood liable and may contain native vegetation of high conservation value.

Some of these areas may be suitable for residential development. In comparison to the lot yields provided in the approved developments in the Spinnaker Bay and Harrington Waters Estate Precincts, their contribution to the supply of residential land would not be substantial.

It would be worthwhile to consider residential development in these areas, subject to satisfactory land capability and suitability investigations, so that:

- The present and future residential lot supply in Harrington is controlled by several parties.
- The range of and choice in housing is broadened by stimulating development in areas with distinct amenity and locational features.

4.3 Harrington Back Channel and Foreshore

In the early part of this century, the Manning River at Harrington provided important access to shipping. The river was dredged extensively to maintain navigable channels. However, the harbour at Crowdy Head was later developed by the State because it had more stable ocean access. As a result, the State has reduced its maintenance efforts at Harrington and sand accumulation has become a barrier to commercial and recreational navigation.

To address these difficulties, Council has prepared concept plans for dredging the Back Channel to deepen the navigable channel for small fishing and pleasure craft. Material removed could be used to provide fill for developments in Harrington Waters Estate or Spinnaker Bay, moved to other areas in the Back Channel, or transported to other locations.

Council has issued a brief for the preparation of an environmental impact statement to assess potential impacts of dredging and removal of the material. It is now exploring opportunities for funding the EIS with the State Government and other parties. Timing of any activity is now uncertain.

5

Planning for Expected Change

5.1 Residential Expansion

5.1.1 Accommodation and Distribution of Future Population

The forecasted population increase of 180 people by 2011 is modest and would require about eight houses or units per year for fifteen years, or a total of 120 houses or units. This increase could be accommodated in initial releases at Harrington Waters Estate or subsequent releases at Spinnaker Bay. Land which is currently zoned would be more than adequate to accommodate forecast population growth to 2011.

The Pilot Hill, Minnamurra and South Beach Street precincts now accommodate about 90 percent of the population. Using projected growth rates, these precincts would accommodate about 83 percent of the population by 2011 and will continue to be the population centres of Harrington.

If population growth is higher than projected, it would be expected that Harrington Waters Estate or Spinnaker Bay would accelerate subdivision construction. Provided that at least one of the two continues to release lots, there is adequate capacity to accommodate population growth rates of up to about 2.5 percent per year until at least 2011. This would only occur with significant increases in migration, for example, if Harrington Waters Estate or Spinnaker Bay were highly successful in sales to new market sectors.

However, if either of those developments did not release lots in the short to medium term, even modest population increases would exhaust the current supply of developable land. In addition, there may be interim limitations on the ability of the Harrington Wastewater Treatment Plant to discharge treated effluent to the wetlands.

5.1.2 Age of Future Population

Council expects that the median age of Harrington will decline from 49.2 years in 1991 to 48.5 years in 1996 and 44.7 years by 2001. This contrasts with other centres (except Hallidays Point) in Greater Taree in which the median age is rising slightly and ranges between 30 and 35 years.

A decline in median age would indicate that the population will require facilities and services geared more towards the needs of younger age groups. However, because the median age is and will remain relatively higher than most other centres, it would be important to continue to meet the needs of older age groups. The provision of residential self care units or a residential aged care facility is being considered, and if achievable, would be important to the future well being of Harrington's residents.

5.2 Business Expansion

5.2.1 Additional Retail Floor Space

Harrington now has about 1,400 m² of retail floor space, although some of it is underused or vacant, and provides for a population of about 1,460. An increase of about 12 people per year until 2011 would require the provision of an additional 180 m² of retail floorspace, if the current provision per capita is maintained.

The four existing business zones in the Pilot Hill Precinct now provide about 21,000 m² of gross site area that would permit a wide range of business uses. Most new retail uses would need to provide one onsite car parking space per 30 m² of leasable area, and additional areas for manoeuvring, access, storage and deliveries. Using a conservative leasable retail floor space to gross site area ratio of one to three, existing retail floor space would require about 4,000 to 5,000 m² of gross site area if all businesses provided onsite car parking areas (which they do not).

This would leave a balance for future expansion of over 15,000 m² gross area, or about 4,000 m² of new retail floor space in existing business zones. Additional expansion of retail floor space could be met within existing business zones in the Pilot Hill Precinct for the foreseeable future.

Based on retail floor space productivity figures and household expenditure patterns for local shopping, the Harrington Environmental Study (GHD 1982) considered that a population of 1,540 would require about 524 m² of net retail floor space. The current provision of retail floor space exceeds this requirement by almost a factor of three. Expansion would seem unlikely until a substantial increase in population occurs, particularly if businesses are now experiencing difficulty. However, development of Harrington Waters Estate could see an estate population capable of supporting future retail facilities within the Estate.

5.2.2 Redevelopment of Beach Street

There is a perception that prices for properties with frontage to Beach Street in business zones are too high to enable local businesses to expand, relocate or consolidate. This may be due to a number of factors:

- Unrealistic expectations for sales prices by vendors.
- A lack of truly motivated vendors.
- The inability of businesses to generate sufficient returns after investment in land and buildings to make relocation to Beach Street practical.

Many businesses have attached or adjacent residential accommodation that cannot be economically replaced if separated from the business. In addition, some shops may have been owned for many years and their land and building costs have been fully amortised into the business. Relocation or redevelopment would be difficult under these circumstances.

Given these conditions, it is unlikely that forecasted population increases to 2011 would generate interest in major expansion or redevelopment in the Pilot Hill Precinct because aggregate household expenditure would have only increased marginally. If the supply of retail floor space were to remain constant or only increase slightly, increases in aggregate household expenditure would be shared between the same number of retail businesses and could improve their trading performance and encourage expansion in the range of goods and services offered.

However, Council should encourage incremental gains in retail floorspace, such as the recent development of shops on Beach Street adjacent to Crown Street. Small increases in the provision of retail floor space on vacant land, or by simple redevelopment of underused spaces, may provide sufficient returns for investors to enable the redevelopment of vacant or older properties on Beach Street. Such redevelopment would contribute to the vitality of the centre and create a more attractive retailing environment.

5.2.3 Effect of Proposals for Retail Floor Space at Harrington Waters Estate and Spinnaker Bay

Both Harrington Waters Estate and Spinnaker Bay propose large retail centres in their developments. The proposal at Harrington Waters Estate has not been refined sufficiently to calculate retail floor space additions, but its likely impacts would be similar to those applying to Spinnaker Bay.

Spinnaker Bay proposes to develop up to 13,000 m² of gross site area for a neighbourhood shopping centre, service station, offices and a medical centre. They would be provided towards the end of staged residential development. Using a net leasable area to gross site area of one to three, and assuming that shops would form about 25 percent of the total leasable area, their proposal could add up to 750 m² of retail floor space.

The proposed business developments at either Harrington Waters Estate or Spinnaker Bay require careful consideration for two reasons:

- They could have significant adverse impacts on the viability of existing businesses in Harrington if they are constructed prematurely.
- They are not central to or within walking distance of the existing population.

Viability of Existing Businesses

If new shops are developed at Harrington Waters Estate or Spinnaker Bay before population increases warrant the addition of retail floor space, new businesses may establish in competition with existing businesses. While competition can be desirable, in a small market, it can be destabilising. Without a proportional increase in aggregate household expenditure, it is unlikely that both existing and new businesses would be stable and trade profitably. Some established businesses could close.

Vacancies in the existing centre could also increase if existing businesses which could afford rents at the new shops chose to relocate. It could then be impractical to relet, let alone redevelop, older vacant shops in the Pilot Hill Precinct.

Splitting business activities between the existing compact centre in Harrington and the sites at either Spinnaker Bay or Harrington Waters Estate, two to three kilometres away, could reduce overall business viability. A contraction in the range of goods and services which is now available and close to a majority of the existing population would disadvantage them and be undesirable.

Centrality of Businesses to the Population

Two additional factors suggest that major retail developments at either Harrington Waters Estate or Spinnaker Bay could be detrimental to the existing Harrington community if developed too early:

- Even with substantially higher population growth than is now forecasted, the majority of the population would be expected to live in the Pilot Hill, Minnamurra or South Beach Street precincts until at least 2011.
- The population is and will remain relatively older than all other centres in Greater Taree, and a substantial proportion of the population is likely to have reduced mobility and less access to private vehicles, particularly as they age.

For these reasons, it would be preferable to ensure that existing residents continue to enjoy access to businesses in the Pilot Hill Precinct, so that they are relatively close to the goods and services which they require. This would be particularly relevant for those who do not drive frequently or cannot drive.

5.2.4 Reinforce the Existing Centre in the Pilot Hill Precinct

This study strongly considers that the Pilot Hill Precinct should continue to be the focus for businesses providing goods and services, for the reasons given in the three preceding sections. Council should reinforce this structure by preventing development of major retail centres outside of the Pilot Hill Precinct and by facilitating and augmenting the consolidation and redevelopment of the existing centre on Beach Street.

Retail businesses in either the Harrington Waters Estate or Spinnaker Bay precincts should initially be limited to general convenience stores, which are consistent with residential zone objectives and do not require rezoning. Non-retail commercial uses, such as restaurants, hotels, taverns or tourist-oriented services, which would not compete with businesses providing day to day needs for the Harrington community, would also be desirable to help establish social activity centres in the new developments.

The development of larger retail services at Harrington Waters Estate should only be developed in line with an estate population capable of supporting these facilities, but so as not to affect the stability of the existing retail centre in Pilot Hill. Further examination will be necessary to identify appropriate staging of retail development to coincide with population increase.

5.3 Community Facilities and Services

5.3.1 Social Plan 1992

Extension or enhancement of community facilities and services should ideally be considered on the basis of need. The Social Plan (Bruce Callaghan & Associates 1992) identified and prioritised a range of community needs in Harrington based on extensive community interviews and recommended community standards.

Since the Plan was finalised, the following recommendations have been implemented:

- The need to zone land for medium density housing is now met by the 2(a) Residential zone.
- The Jabiru Pre School now provides for children, aged two to six, during working hours.

The following recommendations are now being investigated:

- Provision of residential aged care facilities.
- Expansion and enhancement of open space under Council's Open Space and Recreational Facilities Study.
- A plan for the provision of cycleways.
- Extension of Council library services to Harrington.

The three sectors of government now provide various facilities and services which specifically address the needs of older age groups. Growth in population will increase the number of people within older age groups in Harrington. Community facilities and services which support and benefit them should therefore be extended or enhanced, to ensure equitable access to them is maintained. The objective would be to enable residents to remain in Harrington, with necessary support, for as long as practical.

The Social Plan recommended that aged care housing and services be provided in Harrington using the following standards:

- Nursing home beds at a rate of 40 per 1,000 population over 70 years.
- Hostel accommodation at a rate of 55 spaces per 1,000 population over 70 years.
- Self care units at a rate of 15 units per 1,000 people over 55 years.

In 1991, there were 669 people over the age of 55, and 257 people over the age of 70. Using the Social Plan's standards, Harrington could require:

- Ten nursing beds.
- Hostel accommodation for about 13 people.
- Ten self care units.

Council estimates that by 2011, there will be 812 people over the age of 55, and 432 people over the age of 70. Harrington would then require about 16 nursing beds, hostel accommodation for 22 people, and 13 self care units. Most of the increase in population will be accommodated in the Harrington Waters Estate and Spinnaker Bay Precincts.

5.3.2 Self Care Units

Based on the recommended provision in the Social Plan, a site of about one to two hectares could accommodate 10 to 12 units. Because the facility would accommodate residents with good physical mobility, it would be important to locate the units where its residents can gain the widest access to Harrington's business facilities and community support services.

Council's *Aged Care Facilities: Site Options Analysis* (1994) considered twelve locations with potential to accommodate an aged care facility but made no recommendation on a preferred site. Potential sites given in the *Options Analysis* are shown in **Figure 5.1**. An additional Site 13, which is the portion of Lot 11 DP 810240 owned by Council south of Harrington Road and surrounded by proposed residences in the Harrington Waters Estate, is also examined.

The sites are considered using the following criteria. They are given in a recommended order of importance and modify the criteria used in the *Options Analysis* for the reasons stated. The criteria place higher importance on location, and lower importance on ownership and amenity.

Criterion 1: The Pilot Hill Precinct should be reinforced as the business and community centre of Harrington. Most of the population will reside in the Pilot Hill, Minnamurra and South Beach Street Precincts until at least 2011. Sites which are considerably distant from the Pilot Hill Precinct should be rejected because the facility's residents would be isolated from desirable social and community interaction and contact. Sites 1, 2, 3, 4, 10, 11, 12 and 13 should be eliminated. Sites 5, 6, 7, 8 and 9 should be investigated further.

Criterion 2: Self care units should be within walking distance (about 500 metres over level or slightly inclined ground) of community and commercial facilities in the Pilot Hill Precinct so that residents can access them without needing to drive. Site 9 is within 500 metres of the Crowdy Street shops and close to Esmond Hogan Park, but it is about 700 metres away from the Post Office and Beach Street. However, it has good potential for expansion. Sites 5, 6, 7, 8 and 9 should be further investigated.

Criterion 3: Sites should generally be free from flooding and high bushfire risk and should not cause adverse ecological impacts. Sites 5 and 6 require filling and border areas with sensitive vegetation producing high bushfire risk. Due to potential impacts on hydrology and vegetation caused by filling, the ongoing need to manage fuel loads, and likely constraints to further expansion, Sites 5 and 6 should be eliminated. Sites 7, 8 and 9 should be further investigated.

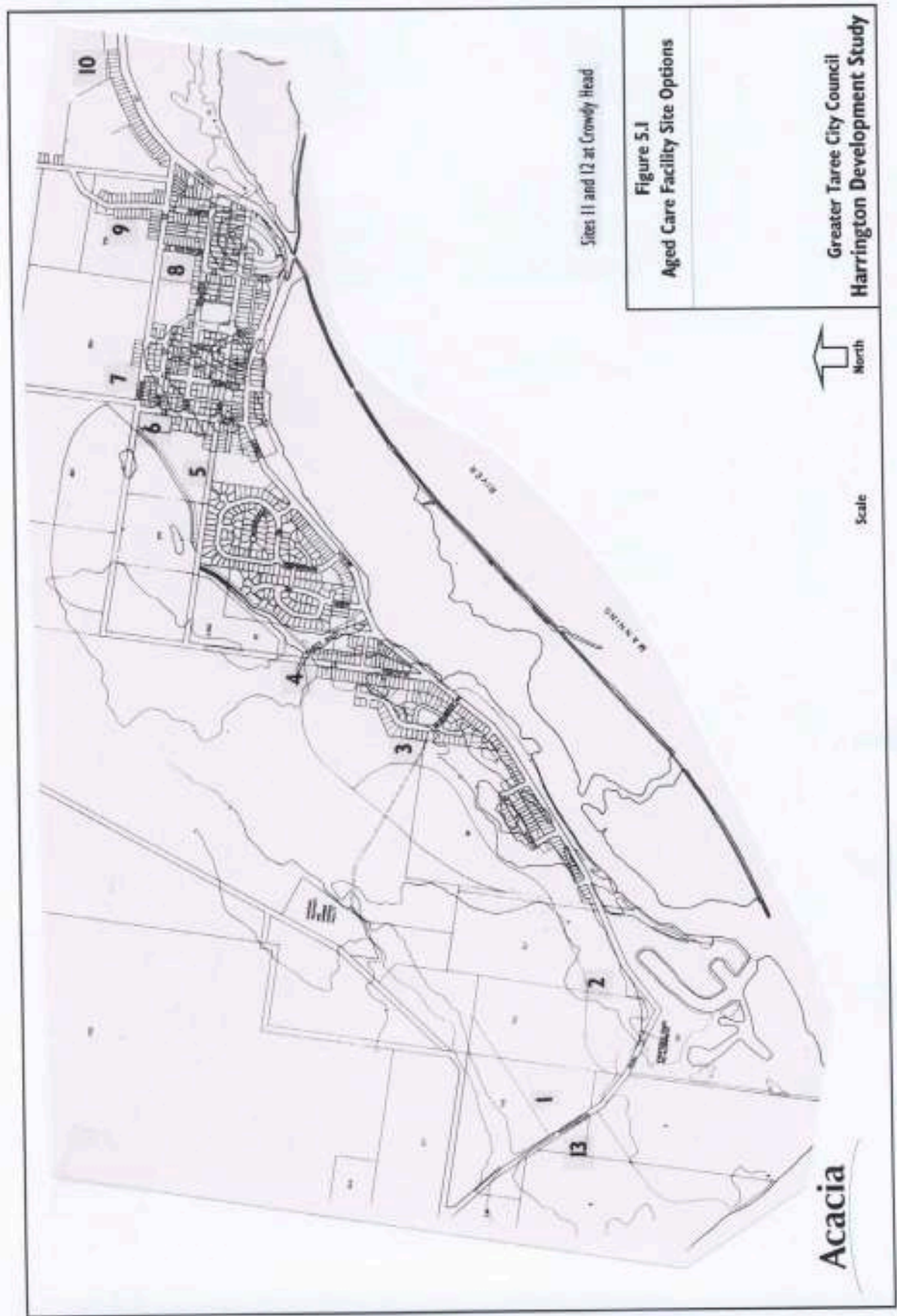


Figure 5.1 Sites for Self Care Units

Criterion 4: Sites should be of sufficient size to allow for future expansion and effective landscaping. A criterion in the *Options Analysis* which required long distance views or an outlook beyond the boundaries of the site is not considered to be vital if the facility provides landscaping which creates beauty, interest and privacy. Gardens which residents can tend may also be desirable to include in landscape design. Site 7 is constrained by Coastal Wetlands, bushfire hazard from adjoining wetland vegetation, and has partly been rezoned for residential uses. Site 7 should be eliminated because it has inadequate area for expansion. Sites 8 and 9 should be further investigated.

Sites 8 and 9 meet the criteria and are described below.

Site 8, Nicholson Street

Site 8 is Crown land zoned part 6(a) Open Space and part 7(a) Environmental Protection Habitat, and contains Coastal Wetlands protected under State Environmental Planning Policy No 14. The area zoned 6(a) has a battle-axe shape and is about 1.5 ha in area.

Its major disadvantages are that it would require filling and its development would eliminate a portion of public open space surrounding Esmond Hogan Reserve. The Crown may not support its use by a private, although charitable, group.

However, its advantages are that it is less than 500 metres over mostly level ground to the Beach and Pilot street businesses and is large enough to accommodate self care units. Loss of public open space may not be critical in this location, due to the extensive open space provided now in Esmond Hogan Park and in other locations throughout Harrington. A precedent of a sort exists in Old Bar, where Crown land, although not reserved specifically for public recreation, was sold to private owners to enable development of residential aged care units.

Site 9, Murray Street

Site 9 is private land zoned part 1(a) Rural and 7(a) Environmental Protection Habitat, and contains Coastal Wetlands protected under State Environmental Planning Policy No 14. The area zoned 1(a) is about 3 to 4 ha in area.

It would require filling over sections and some vegetation would need to be cleared to reduce bushfire risk. Its major advantage is its size, which would provide design flexibility and accommodate future expansion. Its major disadvantage is its distance from Beach Street which may isolate some residents from desirable social and community contact.

5.3.3 Hostel or Nursing Homes

The locational criteria of facilities which accommodate residents with limited physical mobility, such as hostels or a nursing home, vary from those used to consider the location of self care units, which accommodate people with good mobility. For these facilities, it would be important to locate on land with potential for expansion due to their large commitment to centralised support facilities for cooking, cleaning, maintenance and administration.

Sites 1 and 13, near the industrial area and Site 2 at Spinnaker Bay were previously eliminated because they were remote from population centres. However, they would be more appropriate for hostels and nursing homes which require larger development areas and do not need to be within walking distance of activity centres. It would be important to support social interaction and mobility by ensuring that residents have access to community transportation.

Site 13 is favoured over Sites 1 and 2 because of potential land use and amenity conflicts between light industrial uses and a hostel or nursing home. In addition, land suitable for industrial uses is limited in area and should not be further reduced.

Council owns Site 13 and the developer of Harrington Waters Estate owns land adjacent to Site 13. The triangular section of Council's land is not sufficiently large to accommodate a hostel or nursing home. However, if a portion of the land adjacent to Site 13 were consolidated, it would offer a site with sufficient area.

It is recommended that Council facilitate the long term development of a hostel or nursing home facility at Site 13 and assist interested parties to develop these facilities.

5.3.4 Multi-purpose Community Centre

The Social Plan recommended the provision of one multi-purpose centre for each social planning area. Under the current s94 Community Facilities Plan for Harrington, the multi-purpose centre would accommodate:

- health facilities
- aged persons recreation
- play group
- equipment storage
- library services
- youth recreation
- a community meeting place

Given current population forecasts, population thresholds which trigger acquisition and construction in the s94 Plan are unlikely to be reached before 2016, unless either Harrington Waters Estate or Spinnaker Bay develop rapidly. The location of the multi-purpose centre in Harrington has not been determined.

Construction of a multi-purpose centre is a cost efficient way to provide facilities in new areas which do not have existing facilities. However, many of the facilities in the proposed multi-purpose centre are now provided at the Community Hall, the Harrington Community Health Centre on Pilot Street, the playgroup and recreation facilities in Esmond Hogan Park and the community-organised library.

There are two important issues to consider:

- Whether it is preferable to expand or duplicate existing facilities or provide one new multi-purpose centre for the Harrington community.
- If a multi-purpose centre is to be provided, whether it is preferable to locate it in the Pilot Hill Precinct or in the Harrington Waters Estate or Spinnaker Bay Precincts.

Expand Existing Facilities or Develop New Facilities

The cost in 1996 to acquire land and build a new multi-purpose centre is estimated to be \$825,000. Contributions levied under s94 would provide about \$520,000. Council would need to contribute the balance of about \$305,000.

If a new multi-purpose centre were built, existing facilities which provide the same functions would no longer be needed and could be redeveloped for other uses. According to preliminary inquiries with the Department of Land and Water Conservation, the Community Hall and Community Health Centre are on land and in buildings which Council does not directly own. Therefore, if they are redeveloped for other uses, Council may not receive sales proceeds which could be used to offset its contribution to a new multi-purpose centre.

However, if a multi-purpose centre is not constructed, Council should expand or enhance existing facilities as the population grows. Options for lateral expansion of the Community Hall and Community Health Centre would need to be reviewed and costed. Council would still need to contribute a proportion of the expansion or enhancement costs.

To help make an informed decision on whether it is preferable to construct a new multi-purpose centre, Council should:

- Carefully consider the goals and provision levels given in the Social Plan and whether they are affordable.
- Investigate whether it could expect to receive sales proceeds if existing facilities are redeveloped and sold.
- Investigate the feasibility and costs of expanding existing facilities in lieu of constructing a new multi-purpose centre.

If Council should decide to construct a multi-purpose centre, potential locations are reviewed below.

Locations in Pilot Hill Precinct

It would be desirable to locate a multi-purpose community centre close to a majority of the population and business, social and community activity centres. The s94 plan estimates that a site area of about 2,500 m² would be required to provide a centre of about 550 m², parking and landscaping.

The opportunity to locate a centre in the Pilot Hill Precinct is limited. Since most land in the Pilot Hill Precinct is subdivided into small house lots, existing building lots, whether vacant or developed, would need to be acquired and consolidated.

However, land between Beach and High, Little and Elizabeth Streets, is partly developed with two older houses and the Harrington Bakery. It is now zoned 3(a) Business. The land would be suited to a range of development and is within 500 m level walk of business, community and social centres. It may offer a suitable location for the multi-purpose centre.

If this site were selected for the community centre, potential retail floor space would decrease by about 600 m². This is not considered significant given the existing supply of land now zoned for business uses and likely future demand for retail floor space.

Council could include space in the community centre for complementary business uses, such as a cafe or general store, which could provide convenient services for centre users.

Locations in the Spinnaker Bay or Harrington Waters Estate Precincts

Eventually, the Harrington Waters Estate and Spinnaker Bay developments could accommodate about half of the total Harrington population. A multi-purpose community centre could be established within either development. Suitable locations could now be negotiated with each owner since neither construction nor subdivision has started.

There are two major disadvantages with this arrangement:

- If the Harrington Waters Estate or Spinnaker Bay developments sell slowly, or fail to proceed, either the centre would not be built because Council would not collect sufficient contributions to enable its development, or it would be built in an area with a small local population and be two to three kilometres from the majority of the Harrington community.
- If existing services and facilities were not maintained, a new multi-purpose centre would be three kilometres distant from a majority of the population, at least until 2011 or 2016. This would disadvantage the majority of the Harrington community who now live in the Pilot Hill and Minnamurra Precincts.

Preferred Option

If Council decides to proceed with a multi-purpose centre, the Beach Street site would best support the needs of the existing Harrington community while being able to serve the needs of the future residents of the Harrington Waters Estate and Spinnaker Bay Precincts. The existing s94 Community Facilities contribution plan would need to be reviewed to accommodate any change to the levels of facilities and services recommended in the Social Plan.

In the long term, a central multi-purpose community facility would contribute to the vitality of, and reinforce economic and community activities in, the Harrington centre.

5.4 Recreational Facilities and Open Space

5.4.1 Need for Public Open Space

The provision of public open space is important to every community. Public open space provides opportunities for structured activities, such as sporting facilities, and casual activities, such as walking, scenic appreciation, picnicking and fishing. Public open space includes land in public ownership which can be used for casual or structured uses. It does not include private facilities such as golf courses, bowling greens, community or private tourist or recreation facilities.

Harrington is well-known for its extensive natural features, including the Manning River, the Oxley Foreshore Reserve, nearby beaches and Crowdy Bay National Park. As the population increases, it is important to allocate and conserve land with good suitability for structured and casual recreational uses.

Council's corporate goals for open space are met by:

- Providing parks, recreation areas and facilities for structured and casual public use.
- Ensuring a sensible and equitable distribution of open space throughout urban areas.
- Ensuring public access to open space.
- Protecting significant features such as foreshore areas and bushland.
- Effectively managing public open space.
- Providing facilities which ensure maximum opportunity for public uses and enjoyment of open space.

Council has specific goals for the provision of open space:

- New open space must have a minimum area of 5,000 m² to reduce uneconomic maintenance costs and ensure useability.
- Open space with a minimum area of at least 5,000 m² should be available within 500 m of each household to ensure equitable access and reduced reliance on vehicles.
- Major areas of open space should be linked to residential areas so that pedestrians and cyclists can move between areas of open space.
- New open space should be located where the terrain is different from surrounding development so that it will be appealing and interesting.
- Linear and foreshore open space should, where possible, provide for pedestrian and bicycle movement, have external visibility and allow houses to face the corridor to increase useability, decrease potential vandalism and provide safer areas for pedestrians and bicyclists.

5.4.2 Current Provision of Open Space

In the Pilot Hill, Minnamurra and South Beach Street Precincts, open space areas were provided prior to formulation of Council's current corporate and specific goals for open space areas. Generally, open space areas in Harrington meet Council's corporate objectives because they provide structured and casual uses, are equitably distributed, protect foreshores and offer extensive public access.

Council's specific goals are also generally met by existing open space areas. **Figure 3.3** shows residential areas within 500 metres of the Oxley Foreshore Reserve, Dolphin Park Crescent Reserve or Esmond Hogan Park. Most residential areas have access to open space within 500 metres. The two major areas of open space — Oxley Foreshore Reserve and Esmond Hogan Park — are linked to residential areas by roads which offer some opportunities for pedestrians and cyclists to move between them. Facilities such as playground equipment and shelters are provided mostly in the Pilot Hill Precinct. Dolphin Park Crescent Reserve is smaller than the minimum area and is undeveloped.

Existing open space does not meet Council's specific goals with respect to provision of pedestrian and bicycle movement. Council's Bike Plan, discussed in Section 5.5.3, reviews a strategy to provide cycleways in Harrington.

5.4.3 s94 Contribution Plan for Open Space

Under Council's existing s94 Open Space contribution plan, Harrington is divided into established and growth areas. In growth areas, Council requires the provision of 2.83 ha per 1,000 population, or 28.3 m² per person. The Harrington growth area is generally the residential zone taking in undeveloped land west of Glacken Street, and includes the Harrington Waters Estate and Spinnaker Bay Precincts. Contributions are fully apportioned to new development and Council does not need to separately fund their provision.

In established areas, which includes the balance of Harrington and the rural hinterland west to Cattai Creek and north to Crowdy Head, existing open space would be embellished or enhanced. After apportionment between the existing and incoming population, Council would need to fund about 95% of the total embellishment costs. This is primarily because the ratio between the existing population and the expected population increase in the established area is very high.

5.4.4 Provision or Enhancement of Open Space

Growth Areas

Most new development will occur in the Harrington Waters Estate or Spinnaker Bay Precincts. Council has considered proposed open space areas in the Harrington Waters Estate development which are mostly comprised of foreshore reserves and around Coastal Wetland No 548. Council should ensure that playgrounds are provided, either in parkland with a minimum area of 5,000 m² and within 500 m of any household, or in wider areas of foreshore reserve.

Established Areas

Council has decided to prepare an Open Space and Recreational Facilities Study which will identify a program for embellishment and funding of open space in Harrington. There is ample open space in foreshore and parkland reserves for future residents. Embellishment should focus on creating recreational opportunities which satisfy the needs and interests of all age groups.

5.5 Access Networks

5.5.1 Roads

Harrington Road can accommodate increased traffic generation from expected development. Although little residential growth is anticipated in the Pilot Hill Precinct, as the population increases, traffic generated by businesses would increase. Likely difficulties could include:

- Congestion during peak holiday periods between local and tourist traffic.
- Conflict between local and regional or tourist traffic.
- Conflict between local traffic and pedestrian movements to the foreshore areas.
- Conflict between moving and parking vehicles.

If these difficulties occur, Council should monitor traffic patterns, particularly during peak holiday periods, to determine if a traffic study is warranted. It could also consider if it wished to develop a s94 Local Area Traffic Management contribution plan to assist with funding of any identified traffic facilities.

5.5.2 Car Parking

As the population increases, business activity should also increase. Redevelopment in the Beach Street business areas would normally be expected to provide onsite car parking spaces. However, some properties have limited opportunities to provide car parking due to topography.

Council's current s94 Car Parking contribution plan notes that contributions are being levied to recoup Council's costs of providing 29 onstreet car parking spaces for the business area on Beach Street between Pilot and Coode Streets. Contributions were based on construction costs of \$1,314 per car parking space in 1991. Land was not acquired and its value cannot be recouped.

Existing car parking spaces appear to be adequate for current business activities along Beach Street. Unless business activity should increase dramatically, there appears to be no immediate need to provide additional car parking.

5.5.3 Cycleways

Council engaged ERM Mitchell McCotter (1996) to prepare a bike plan for the Greater Taree area which addressed specified objectives. A range of options for routes and facilities were considered:

- On-road shared bicycle and parking lane, where a lane for bicycles and car parking is separated from moving vehicles by line markings.
- Integrated traffic, where cyclists share roads with vehicles, but only on roads with low vehicle speeds and volumes.
- Exclusive on-road bicycle lanes, where cyclists are separated from vehicles by lane marking, signs, and no parking areas.
- Marked sealed shoulder, where carriageway width is increased with a smooth surface.

Figure 5.2 is an extract from their report which shows suggested routes and facilities for Harrington.

The estimated cost in 1996 to provide these routes and facilities was \$28,500 for Harrington and Crowdy Head. The report identified a number of funding sources. Council could also consider whether it wished to supplement funding by preparing a s94 Cycleway contribution plan for capital costs of the cycle network in Harrington.

5.6 Pilot Hill Business Development Control Plan

Council could examine opportunities to coordinate and plan for business development by preparing a development control plan for the business areas in Harrington. It could consider likely demand for car parking, streetscape improvements, pedestrian crossings and cycleways, the need for local area traffic management and opportunities for businesses to coordinate onsite car parking.

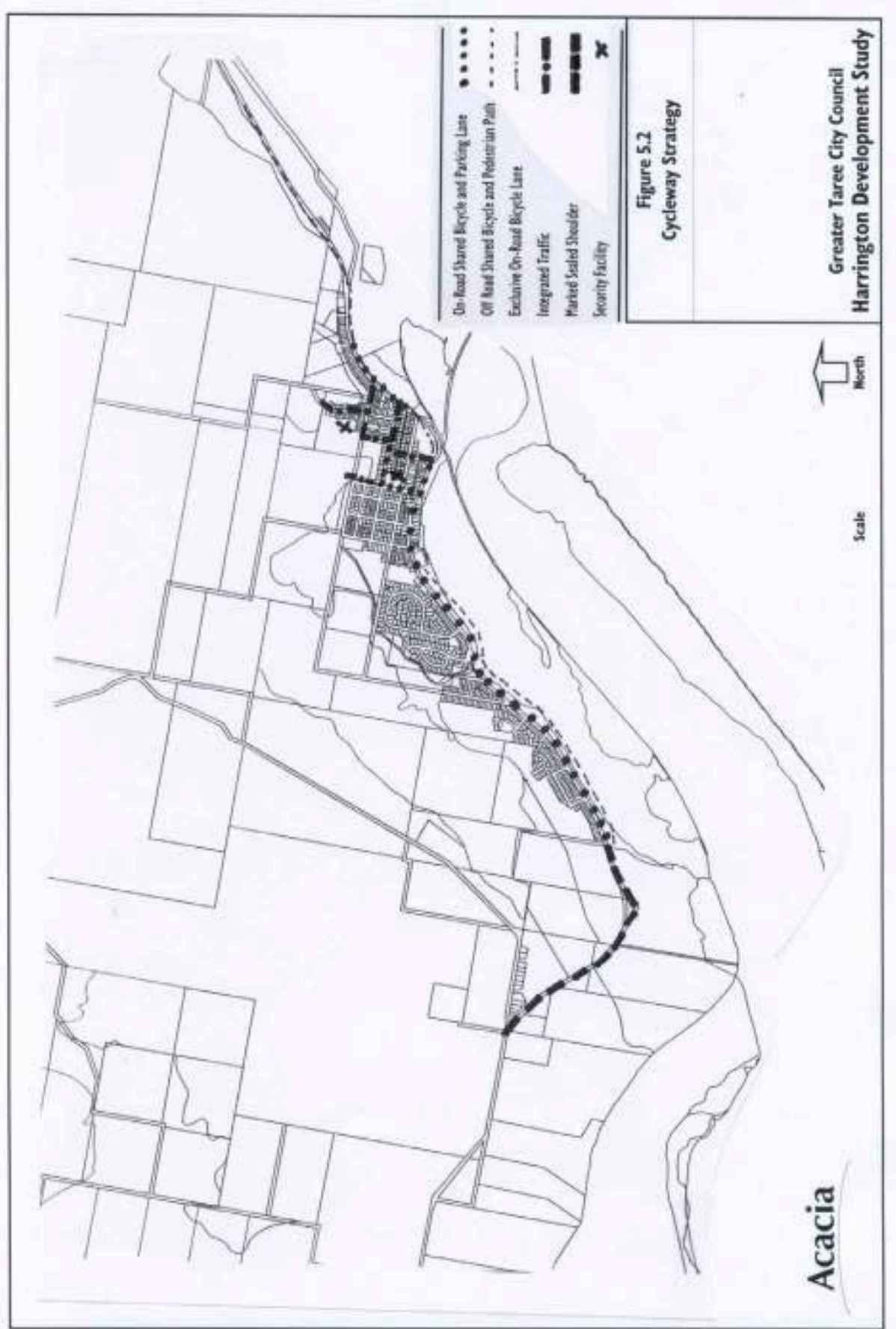


Figure 5.2 Bicycle Strategy

6

Development Strategy

6.1 Development Principle

Harrington historically developed from a core of original settlement in the Pilot Hill Precinct. Until the 1980s, settlement radiated from Pilot Hill and then south along the foreshore, developing in lower lying areas taking access from Beach Street.

Recently, two major subdivisions were approved which are two to three kilometres away from Harrington's centre at Beach and Pilot Streets. They may eventually accommodate a population equal to the present population of Harrington. Harrington would then have a spatial configuration with two large population centres three kilometres apart, connected by a narrow band of older housing.

However, the two developments will also require substantial volumes of fill and thereby incur significant initial development costs. The timing of subdivision releases is uncertain and its is possible that they may never achieve their full settlement potential.

Residents of Harrington now enjoy and depend on businesses and community services and facilities provided in the Pilot Hill Precinct. This is the commercial, community and social core or centre of Harrington. This study strongly supports reinforcing the role of Harrington's centre so that existing residents may continue to enjoy and benefit from the goods and services it offers.

This is particularly important given that a higher than average proportion of Harrington's population is over 55 years of age. Their needs, and their declining mobility, mean that vehicle-oriented settlement patterns may disadvantage them. The goods and services which support their quality of life should be close by and convenient.

Therefore, this study proposes one development principle: that Council, through its land use and development control functions, establish and reinforce the Pilot Hill Precinct as the business, community and social centre of Harrington. Regardless of the pace of growth in the Harrington Waters Estate and Spinnaker Bay Precincts, the Pilot Hill Precinct should maintain its role as the centre which serves the existing and future residents of Harrington.

6.2 Recommendations

6.2.1 Residential Settlement

Location

Residential growth should occur primarily in the Harrington Waters Estate and Spinnaker Bay Precincts. Current proposals would yield over 600 residential lots. A revised concept plan for Spinnaker Bay would increase the lot yield from 172 lots to over 400 lots. The rezoning requested at Harrington Waters Estate would accommodate additional residential development, and include the development of a golf course, tourist and recreational facilities.

Development costs will be substantial due to the need to import fill to raise areas to be developed above the 1 in 100 year flood event. The supply of zoned and developable land in the Pilot Hill, Minnamurra and South Beach Street Precincts is limited and would not accommodate future expansion for more than a few years.

To address this possible outcome, Council should consider potential infill development of land adjacent to Glacken, Scott, Hogan and High Streets and gauge interest from land owners for future small scale residential development. Such development should only occur if environmental investigations into flooding, drainage, flora, fauna and soils supported their suitability for residential development.

Range of Housing

Harrington's age structure shows that as well as providing suitable accommodation for family households, it would be important to ensure that the widest range of housing for lone person households and couples without offspring is available.

Small lot subdivisions, integrated housing under State Environmental Planning Policy No 25, manufactured home estates, and medium density housing provide opportunities to satisfy a range of accommodation types and costs. In particular, accommodation which is within walking distance of the Beach Street business area should be encouraged so that people with good physical mobility who may not drive can reside close to business, community and social activity centres.

Council should ensure that its environmental planning instruments facilitate these types of development.

6.2.2 Business Development

In the long term interests of businesses in the Pilot Hill Precinct and the existing Harrington community which they service, Council should reinforce the Beach Street business areas as the district centre for business, community and social activities. It should encourage the redevelopment, consolidation and expansion of businesses in the Pilot Hill Precinct, rather than create the potential for splitting future business activities between the Beach Street business area and Harrington Waters Estate/Spinnaker Bay Precincts which are three kilometres distant.

Council should carefully consider any proposals to rezone land for retail developments in either Harrington Waters Estate or Spinnaker Bay to ensure:

- They are unlikely to adversely affect retail businesses in the Pilot Hill Precinct.
- They are unlikely to disadvantage a substantial proportion of the existing Harrington community, particularly those with good physical mobility but who prefer not to drive.

In the Harrington Waters Estate and Spinnaker Bay Precincts, Council should encourage and approve convenience shops, subject to compliance with relevant development controls, which provide for the daily needs of local residents. These shops are consistent with residential zone objectives and do not require rezoning. Convenience shops sell goods used on a day to day basis and would not significantly affect businesses in the Pilot Hill Precinct. Council could also consider allowing non-retail commercial uses, such as cafes, restaurants or taverns, which do not directly compete with retail businesses. These uses would require rezoning. Retail services could be considered at Harrington Waters Estate in line with an Estate population capable of supporting these facilities, but so as not to affect the stability of the existing retail centre in the Pilot Hill precinct. Further examination may be necessary to identify appropriate staging of retail development to coincide with population increase.

6.2.3 Community Facilities

Multi-purpose Community Centre

The Social Plan identified the desirability of providing one multi-purpose community centre for each social planning area. Under Council's current s94 plan, a significant portion of the costs of a centre would be funded from sources other than s94 contributions. Therefore, Council should consider the scope and costs of a multi-purpose centre, proceeds it may receive from redevelopment of existing facilities, and opportunities and costs to expand existing facilities in preference to developing a new multi-purpose centre.

If Council decides to develop a new multi-purpose centre, it should investigate the suitability of land between Beach and High, Little and Elizabeth Streets so that the centre supports and reinforces the role of the Pilot Hill Precinct as the business, community and social centre of Harrington. Opportunities to develop complementary small scale retail floor space in the centre should also be explored.

Timing of a new centre would depend on the rate of development in the Harrington Waters Estate and Spinnaker Bay Precincts. If development occurs quickly, then contributions will accrue quickly. However, if either of the two major developments occur slowly, or are abandoned, then Council would need to consider either reducing the scale of a new centre or making up the shortfall in contributions from other funding sources.

Aged Care Facilities

SELF CARE UNITS

Subject to the findings of the Nexus Group's study into the feasibility of providing residential self care units in Harrington, this study strongly recommends that a site of one to two hectares be identified within about 500 m level or easy walking distance of the Beach Street retail centre. Council should assist in the investigation of suitable sites, including both the Nicholson and Murray Street sites.

HOSTEL OR NURSING HOME

In the future, it may be feasible to establish a hostel or nursing home facility. Due to the land area requirements of such a facility, there is little opportunity other than the Murray Street site to accommodate one in the Pilot Hill Precinct.

However, Council owns land on the south side of Harrington Road which shares common boundaries with proposed residential development in Harrington Waters Estate. Council should facilitate investigation as to whether this land is appropriate for a hostel or nursing home, and if so, whether the land can be retained for future development. Options for the future acquisition of the land and Council's role in such a development, should be explored.

6.2.4 Recreation and Public Open Space

Harrington has a wide and extensive range of public open space, primarily parkland and foreshore reserves, easily accessible to its residents. Council's current policy requires that developers provide new public open space in the Spinnaker Bay and Harrington Waters Estate Precincts for the benefit of future residents, and development in the Pilot Hill, Minnamurra and South Beach Street Precincts be levied for the enhancement of existing public open space. This strategy is sound.

Although Harrington has a higher than average proportion of older age groups, in 1991 there were about 200 people within the 0 to 19 year old age group who would benefit from structured recreational facilities in Esmond Hogan Park and playgrounds. Council should ensure that its Open Space and Recreational Facilities Study addresses these facilities. It would also be important for Council to maintain a balance of public open space which can meet the widest range of interests of various age groups.

6.2.5 Tourism

The outcomes of the Main Street seminars were documented in the Draft Harrington Community Development Program (1994). It identified a series of strategies and actions which various task groups could implement to improve Harrington, create tourism and marketing opportunities and enhance the natural environment. Some of these actions may require changes to land use zoning.

These actions should positively influence population growth and development and should be seen as complementary to the findings and recommendations of this study. Council should liaise periodically with the task groups and facilitate appropriate changes in land use planning as the need arises.

6.3 Strategy Plan

Figure 6.1 shows the preferred development strategy for Harrington. It identifies residential growth and infill development areas, the location of the business centre and potential future retail centres, and the preferred location of the multi-purpose community centre. It also nominates two sites for further investigation for residential self care units, and a preferred site for the possible location of a larger hostel or nursing home, once Harrington reaches a population sufficient to attract development of such facilities.

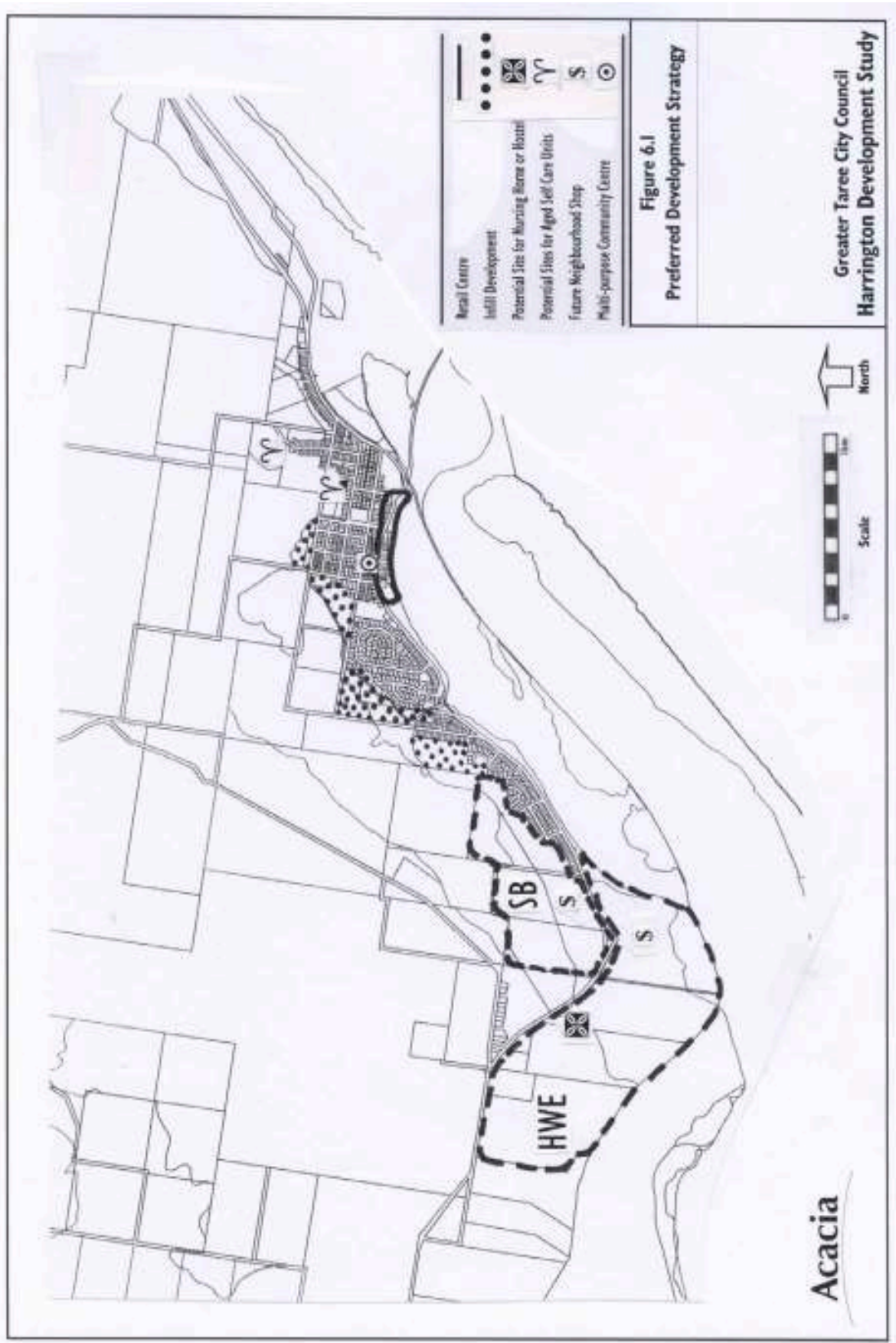


Figure 6.1 Development Strategy

6.4 Summary of Recommendations

This study strongly recommends that Council:

- Reinforce the existing business area, generally bounded by Beach, Scott, High and Pilot Streets as the district business centre for Harrington and that this role be maintained to sustain the vitality and economic stability of the centre.
- Support the establishment of general stores and non-retail facilities in the Harrington Waters Estate and Spinnaker Bay Precincts.
- If Council decides to proceed with a multi-purpose centre, attempt to locate it in or as close as possible to the district business centre so that it reinforces Pilot Hill Precinct's current role as a community, recreational and social activity centre.
- Support examination of the feasibility of locating a self care units at the Nicholson or Murray Street sites.
- Support the establishment of retail services at Harrington Waters Estate in line with an estate population capable of supporting these facilities, but so as not to affect the stability of the existing retail centre at Harrington.

This study further recommends that Council:

- Encourage suitable infill development in the Pilot Hill, Minnamurra and South Beach Street Precincts, as interest in such development arises, by facilitating investigation and rezoning of land which is suitable for development.
- Support examination of the feasibility of locating a private hostel or nursing home on land Council owns south of Harrington Road which is adjacent to land proposed for residential development in the Harrington Waters Estate.
- Discourage the development of a private hostel or nursing home on Council's land north of Harrington Road, adjacent to the industrial subdivision, because of likely long term conflicts between land uses, potential loss of amenity and the loss of land which is suited for industrial development.
- Review Council's s94 Community Facilities contribution plan for Harrington after a decision has been made on whether to proceed with, and choose a site for, a multi-purpose community centre.
- Prepare a detailed forward work schedule for embellishment and enhancement of public open space in established areas under the s94 Open Space contribution plan, having regard to Council's Open Space and Recreational Facilities Study.

- Consider preparing a business development control plan which investigates improvements to the business centre for car parking, local area traffic management, streetscape, and pedestrian and bicycle movements.
- Ensure that existing environmental planning instruments, plans and policies do not unnecessarily constrain development of suitable housing in Harrington, including manufactured home estates, integrated housing estates and medium density residential developments.

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