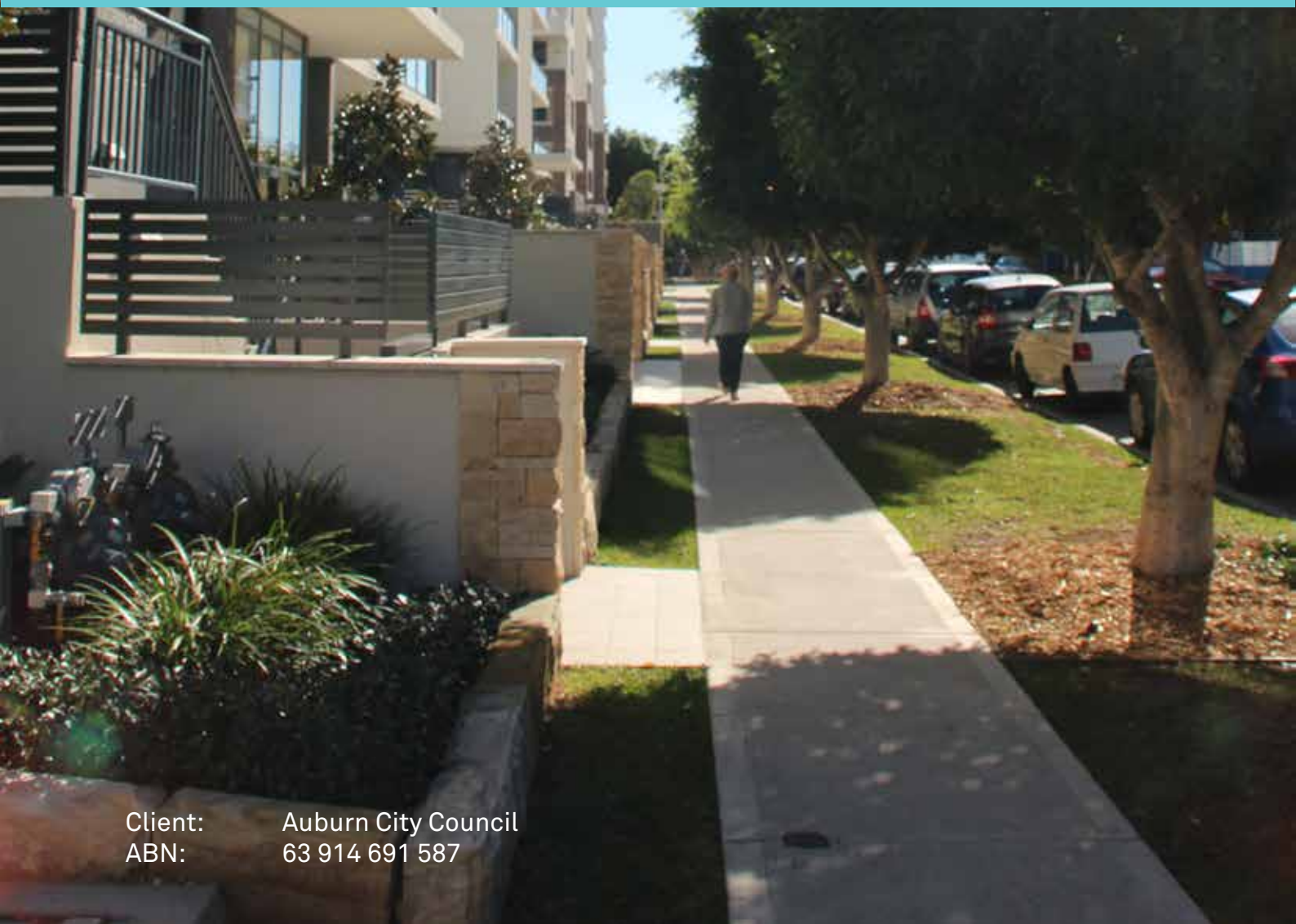
AECOM

Auburn City Residential Development Strategy

Draft Report

28 October 2014



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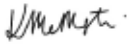
Final Draft	8.10.2014	Client Comments	Krista McMaster	
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Auburn LGA
Residential Development Strategy
Draft Report

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ABN: 63 914 691 587

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Executive Summary

AECOM has been engaged by Auburn City Council to prepare a Residential Development Strategy (RDS) for Auburn City. The Auburn RDS is a 20 year strategy; its purpose being to guide planning for future housing needs in Auburn City over this period. The strategy guides the location and type of future residential development within Auburn City and has been developed through detailed analysis of various factors that will influence residential development, including:

The broader planning context of Auburn City, including analysis of the existing strategic and statutory framework;

- Existing development constraints, including flood prone land, strata titled land, heritage items and conservation areas, open space, land zoned for employment use, schools and places of public worship;
- Projected population and dwellings growth;
- Current supply and demand for housing;
- Current and projected demographic characteristics;
- Planned and proposed development within and outside Auburn City, including major developments such as Sydney Olympic Park, Wentworth Point and Carter Street Urban Activation Precincts; and
- Recent history of dwelling production, approvals and uptake in Auburn City.

Context and Planning Overview

Auburn City is located 20 kilometres west of the Sydney CBD, and covers a land area of 31 square kilometres. It encompasses the suburbs of Auburn, Berala, Lidcombe, Newington, Regents Park, Rookwood, Silverwater and Wentworth Point and is bounded to the west and north by Parramatta City Council, to the east by Strathfield and Canada Bay Council areas, and to the south by Bankstown Council.

Auburn City is strategically located within the Metropolitan Region, proximate to the Sydney rail network, and close to Parramatta CBD. It is supported economically and socially by surrounding facilities within and close to the LGA, including Sydney Olympic Park Specialised Precinct, significant employment lands throughout the LGA and along Parramatta Road, and extensive areas of open space.

Auburn City sits within the current West Central and North West Subregion of Metropolitan Sydney, but was formerly in the draft West Central Subregion, which contains the last local council level targets applied specifically to Auburn for housing delivery. At the time, the target of 17,000 additional dwellings by 2031 from a 2004 base was set for the Council; a target that can be easily reached, however with a higher population projection to 2031 this target will inevitably increase when the new Subregional Plans are issued in the future.

Although Auburn City has a significant amount of industrial and light industrial land, these areas play a critical strategic role for Metropolitan Sydney and as a location for vital local services for Auburn residents. As such their role in providing residential opportunities is limited to some small areas of land close to existing centres.

Auburn has experienced significant growth over recent years and will continue to do so in the short, medium and long term, particularly given its strategic location with access to good transport links and major employment and retail centres. Identified growth trends will increase demand for a range of housing types to suit the needs of young families and couples which are currently and will continue to be Auburn's most common household type over the next 20 years.

Housing Demand - Housing Mix and Affordability

Auburn has a diverse population in terms of socio-economic status and culture, reflecting the high migrant population, with many in the community on incomes lower than the median for Sydney. Given the diversity in the socio-economic status of Auburn's population, the focus for the future must not be solely on delivering higher housing numbers. Planning for and delivering different housing types at different price points will be vital to responding appropriately to Auburn's future growth. Maintaining a good dwelling mix to meet the varied needs of the population and increasing the availability of affordable housing should be an important feature of new housing development in Auburn City where the market is currently dominated by single dwellings. However, the economic feasibility of providing some housing types such as townhouses, is problematic. That being said, providing for increased residential density within the walking catchments of railway stations and the range of town, neighbourhood and village centres in Auburn City, will allow the delivery of smaller more affordable homes in multi-unit developments, close to transport and other services ensuring a responsive approach to the growth of Auburn City.

Future Housing Supply

Detailed modelling of the capacity of residential controls under Auburn Local Environmental Plan 2010, which also took into account a range of development constraints, revealed that the existing controls can already accommodate projected population and dwelling growth, specifically within established town centre locations in line with State strategy, that have easy access to transport and social infrastructure.

The feasibility of development is critical in determining whether development will occur in an area. To examine this factor of supply, the selection and 3D modelling of some key sites within Auburn City has been undertaken to understand the feasibility of new residential development in Auburn City more closely. 3D modelling specifically involved testing the maximum development potential that can be achieved under the existing ALEP 2010 planning controls on selected sites, while also incorporating sound urban design and planning principles into the building envelopes. Planning controls in themselves, however, are not the only consideration for future developers.

After estimating the maximum residential and retail yield that could feasibly occur on these sites, high level economic viability testing was subsequently undertaken. This testing indicated that the current cost of residential development relative to market value in Auburn City may present an impediment to investment in the area. On the other hand, the strength of Auburn City's retail market has the potential to support economic viability where mixed use development is considered, particularly in Auburn and Lidcombe where the capital value of retail land is reasonably high. In most cases, the testing indicated that increasing building height and gross floor area may result in a more economically viable outcome; however this would be subject to more detailed, site by site examination.

Based on the outcomes of the high level economic viability modelling, a key challenge for Auburn City will be stimulating renewal in particular areas, such as Regents Park, where the financial incentive for development is lower due to lower market value and high development costs. Transforming less viable centres will require a pro-active approach to planning to encourage private investment through a range of incentives. These could include floorspace bonuses in some areas, reduced parking requirements, or enhancement of local streets or areas of open space in line with current and future work being undertaken on Open Space and Traffic and Transport Strategies.

Future Housing Requirement

Population and dwelling forecasts produced by the NSW Department of Planning and Environment (DP&E) and Informed Decisions (.id) project over 23,000 additional dwellings required in Auburn City to accommodate over 50,000 new residents to 2031. The vast majority of this growth will occur in Sydney Olympic Park and Urban Activation Precincts including Wentworth Point and Carter Street, with these sites expected to deliver around 74%-84% of this new housing stock in Auburn City to 2031. This leaves around 3,248 other dwellings according to DP&E figures and 5,740 according to .id, to be accommodated in other parts of Auburn City.. The RDS therefore considers appropriate locations to accommodate these dwellings, as well as suitable dwelling typologies to meet the changing demographic needs of Auburn City's community.

Residential market data analysed as part of the Auburn RDS demonstrates an ongoing demand for a range of different housing types and price points. It also demonstrated a continued requirement for dwelling types similar to those that currently exist throughout Auburn City, which include single dwellings, dual occupancies, townhouses/villas, multi-unit housing and residential flat buildings. However, demographic analysis indicates that the provision of smaller dwellings (1-2 bedrooms) to cater to future growth in both the younger and older single family households will need to be an important component of future housing delivery in terms of both size and affordability.

Provision of affordable housing is a key consideration for future housing delivery in Auburn City given that much of the community experiences levels of socio-economic disadvantage, with lower personal/households incomes and higher levels of housing stress than generally evident in metropolitan Sydney. Affordable housing would therefore more likely take the form of unit, townhouse and dual-occupancy style dwellings within existing town centres where access to services, public transport and other facilities are readily available.

Key Recommendations

A number of key recommendations have been derived as a result of the extensive analysis undertaken throughout the Auburn RDS. These recommendations are intended to guide Council's decision making in relation to rezoning land or amending planning controls to permit residential development within Auburn City, including developer initiated planning proposals. These recommendations are:

- Council's main focus on new housing growth should be within the walking catchment of a town, village or neighbourhood centre.
- When considering rezoning land close to Auburn City's centres, higher density controls that permit multi-unit and villa / townhouse style development should be a priority while still allowing for the commercial expansion of the centres.
- While facilitating higher densities in centre locations, Council should ensure that amended planning controls also recognise the need to balance the retention of a level of employment lands in these areas, to provide local services and employment for residents.
- Council should assess the capacity of existing utilities and social infrastructure such as schools and community facilities, to service growth, as well as whether future growth can be serviced by identified commitments to short, medium or long term infrastructure augmentation.
- Future proposals for residential development should be assessed against the urban design / planning principles outlined in the RDS.
- Open space with good pedestrian and cycle connections should be provided to service the population, in centres where new residential growth is planned.
- Future development, particularly within less viable centres, should be encouraged through a pro-active approach with a range of incentives. These could include floorspace bonuses in some areas, reduced parking requirements, or enhancement of local streets or areas of open space in line with current and future work being

undertaken on Open Space and Traffic and Transport Strategies.

- Future development in smaller centres should be supported for the positive contribution it can make to the centre character and profile and the effect on stimulating further future investment.
- In order to stimulate the provision of affordable housing, Council could strengthen provisions in the LEP and review the S94 Contributions Plan to reduce or waive developer contributions for this type of housing.
- Council's S94 Contributions Plan should also be reviewed to ensure sufficient funds are being collected from new development for the necessary improvements to local amenities.

It is recommended that the RDS is reviewed every 5 years to account for any changes in population trends, planning policy, and infrastructure provision that may impact upon the planning and feasibility for residential development in Auburn City.

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1 Introduction

1.0 Introduction

1.1 The purpose of this study

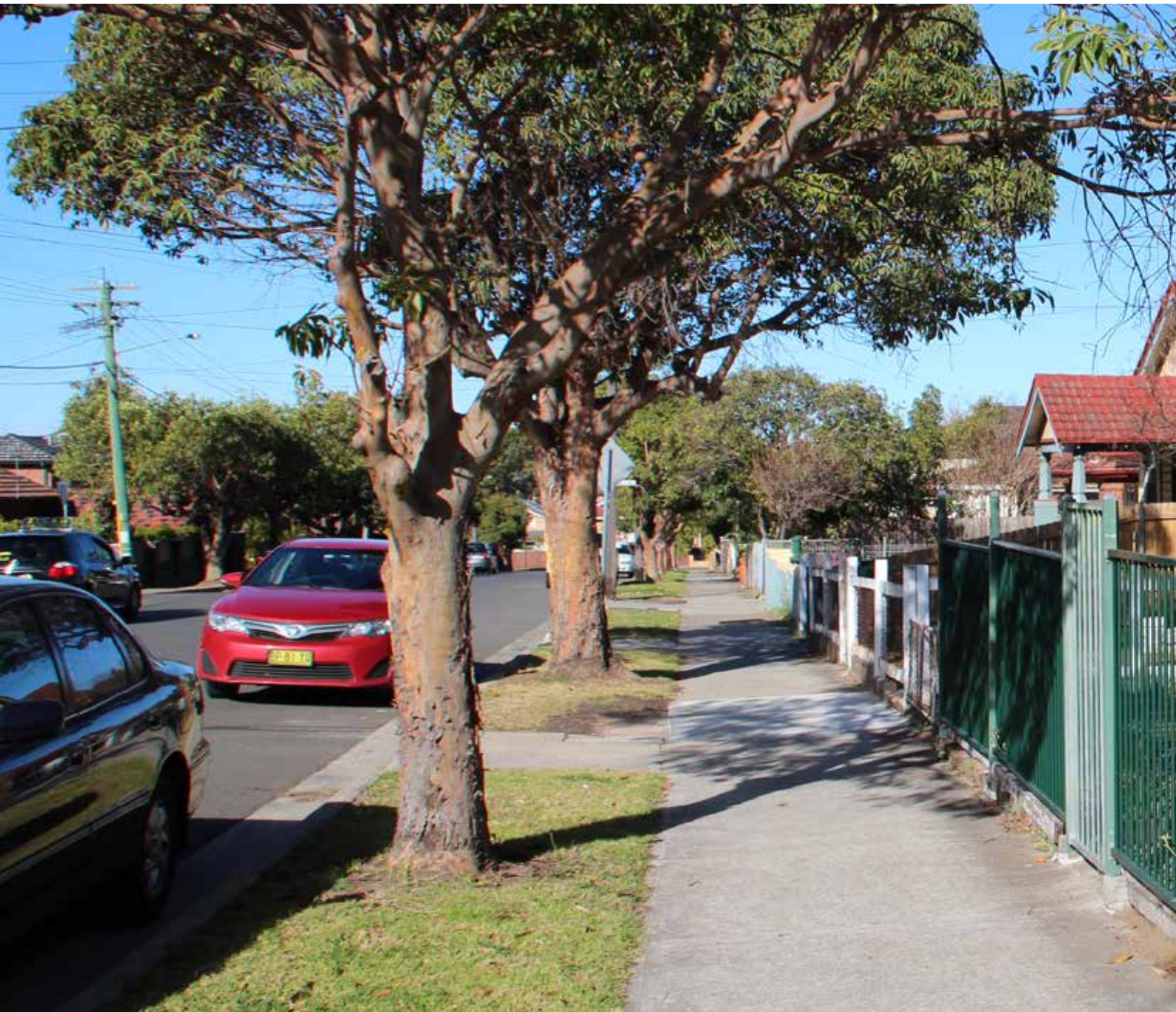
The purpose of the Auburn Residential Development Strategy (hereinafter 'RDS') is to guide planning for future housing needs in Auburn City over the next 20 years. This strategic study is also being undertaken as part of Council's five year comprehensive review of *Auburn Local Environmental Plan 2010* (hereinafter 'ALEP 2010') and in response to rapid residential growth over the past five years since Auburn City Council's 2009 Dwelling Target Analysis was undertaken.

The Strategy examines the prevailing wider planning context of Auburn City, analyses the current supply and demand for housing in the area, and investigates from this base, the potential to meet future growth in Auburn over the next 20 years. It also provides an important source of analysis and information in the assessment of planning proposals and development applications for new housing in Auburn.

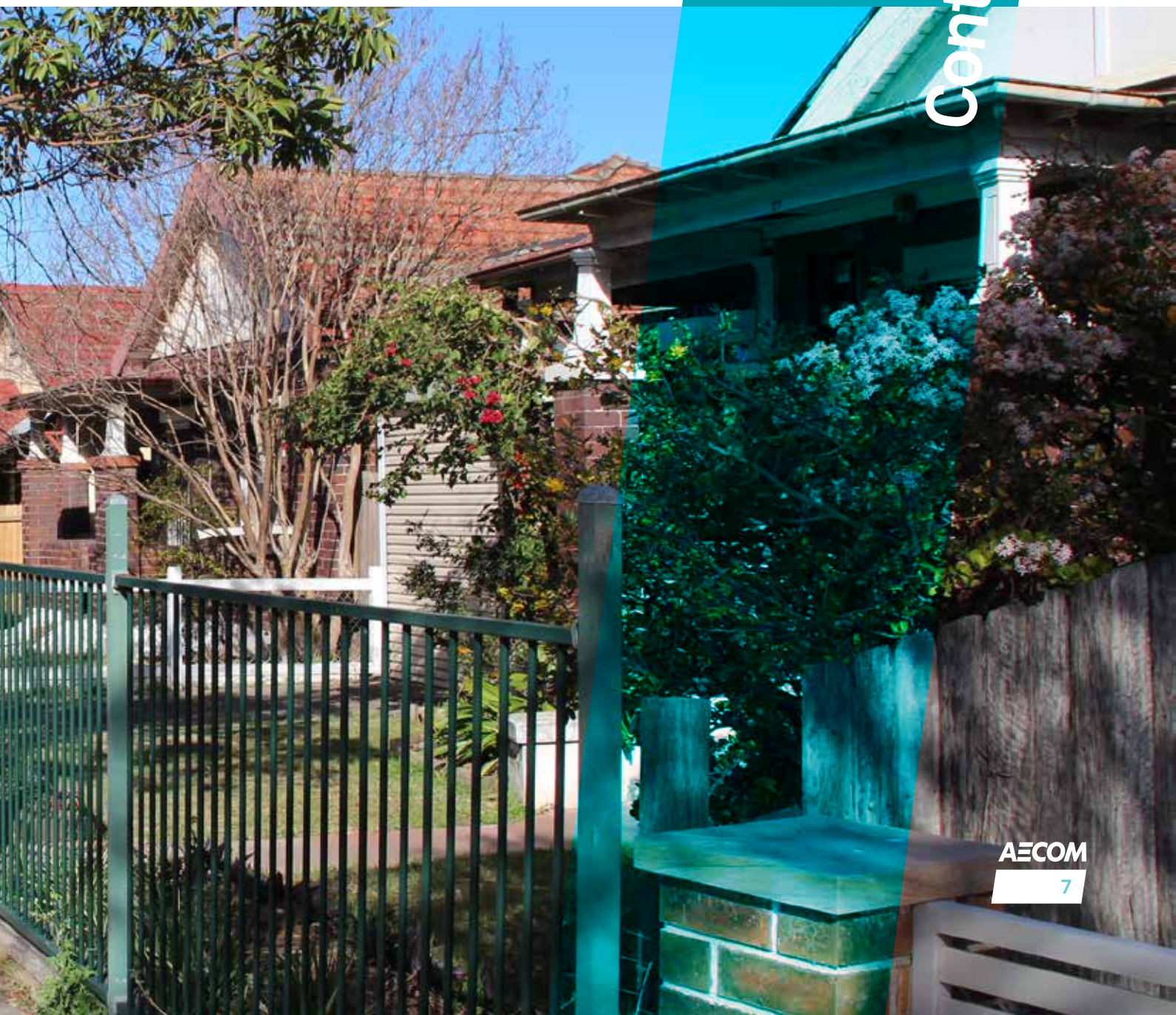
Due to intensified residential development activity and major development sites such as the Wentworth Point and Carter Street Urban Activation Precincts (hereinafter 'UAPs') and the Parramatta Road Corridor Urban Renewal Program, demand for housing and the pressure to rezone industrial land in particular for residential purposes has increased. With these competing, and often conflicting demands on land within Auburn City, a clear, comprehensive and strategic approach to growth is required.

The RDS considers appropriate locations throughout Auburn City to accommodate increased residential growth and proposes amendments to planning controls that may facilitate growth to cater for ongoing market demand.

Figure 1 Overview of Auburn City



2 Context and Analysis



2.0 Context and Analysis

2.1 Context

Auburn City is located 20 kilometres west of the Sydney CBD, and covers a land area of 31 square kilometres. It encompasses the suburbs of Auburn, Berala, Lidcombe, Newington, Regents Park, Rookwood, Silverwater and Wentworth Point and is bounded to the west and north by Parramatta LGA, to the east by Strathfield and Canada Bay Council areas, and to the south by Bankstown Council.

Auburn City is situated within the West Central and North West Subregion under the current *Draft Metropolitan Strategy for Sydney 2031* (hereinafter 'Draft Metropolitan Strategy'). Auburn City is strategically located within the Metropolitan Region, proximate to the Sydney rail network, Sydney CBD and Parramatta CBD. Parramatta is identified as the premier Regional City and a city shaper in the draft Metropolitan Strategy, acting as a western hub for the Global Economic Corridor and Parramatta Road Corridor city shapers. The location of Auburn City is supported economically and socially by surrounding facilities within and close to the local area, including Sydney Olympic Park Specialised Precinct, Rhodes Specialised Centre, significant employment lands throughout the LGA and along Parramatta Road, and extensive areas of open space.

The Draft Metropolitan Strategy places a particular focus on intensifying housing growth around Parramatta CBD and adjacent suburbs, supported by planned employment growth delivering increased job opportunities in Parramatta CBD and other areas such as Rydalmere. Within Auburn City, areas identified for significant population and dwelling growth to 2031 include Sydney Olympic Park, Wentworth Point and the Carter Street UAPs. The Regency Green Housing Estate and the Former Lidcombe Hospital Site (Botanica) have recently undergone redevelopment, delivering significant dwelling growth for Auburn.

Residential development within Auburn City has continued to intensify over the last 10 years, with corresponding demand for housing and pressure to rezone new land for residential purposes. Auburn's strategic location with access to good transport links and major employment and retail centres, means Auburn City will continue to be popular for residential development and play a significant role in providing high quality and affordable housing options in Sydney.

2.2 Land use

Land use across Auburn City, apart from the higher density town centres, is predominantly characterised by lower density residential development, accommodating a mix of single detached dwellings, some townhouses and apartments. Townhouses and terraced houses are not currently well-represented in Auburn City and opportunities to increase the proportion of this dwelling type will be explored. At present, employment lands are reasonably well represented across Auburn City, comprising a mix of large industrial sites such as Silverwater and Clyde and showroom and bulky goods retail premises particularly along Parramatta and Silverwater Roads. Auburn City also contains a large amount of commercial, institutional, recreational and parkland space, as well as land zoned for Special Purposes such as Rookwood Cemetery and Silverwater correctional complex. The distribution of land use throughout Auburn City is shown in Figure 2 and Figure 3 respectively.

The Tooheys Brewery Site, located to the south of Parramatta Road, occupies a large land area and is a significant employment generator for the locality. Auburn Council owns strategic sites throughout Auburn City, which have the potential for

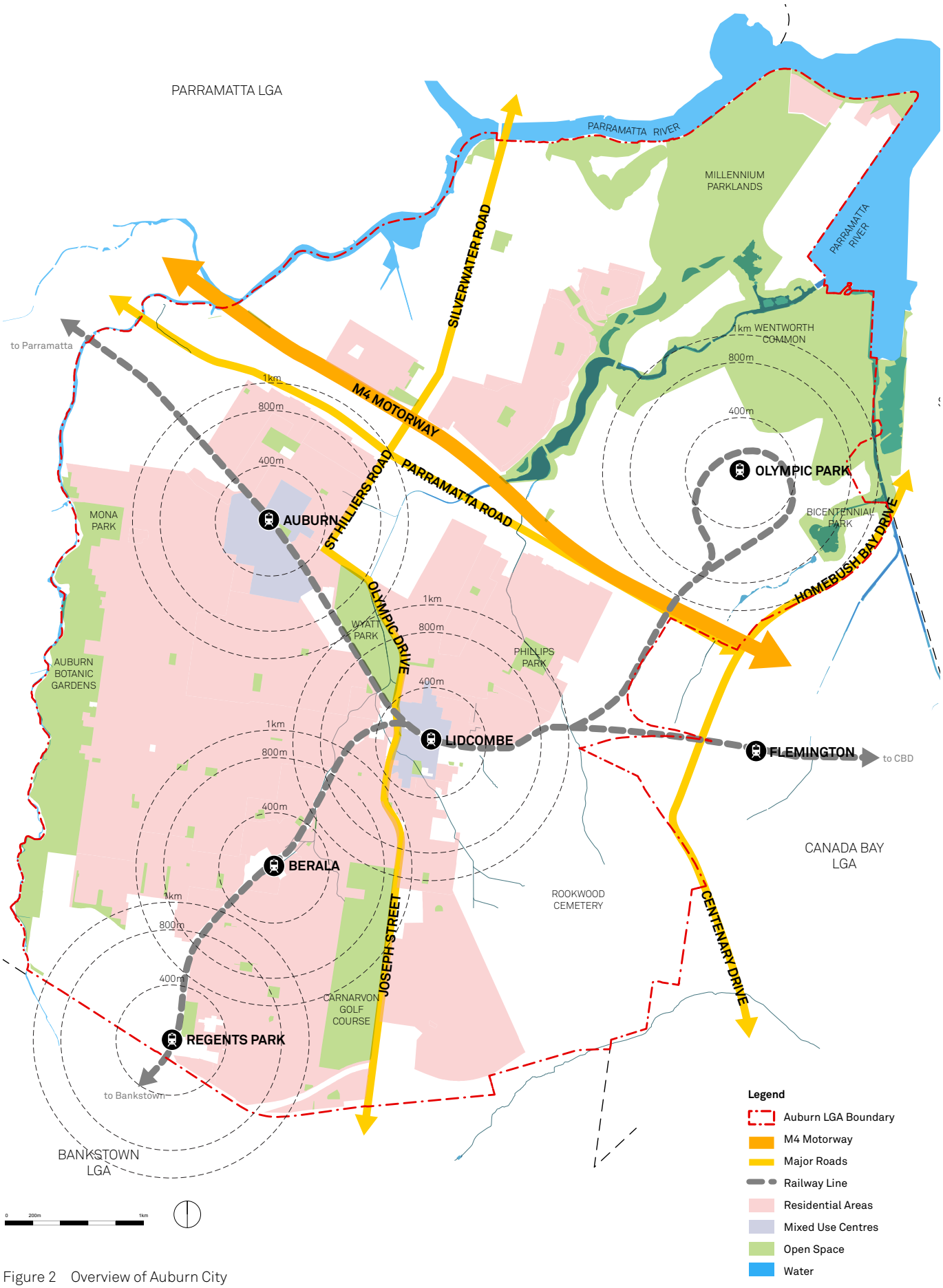


Figure 2 Overview of Auburn City

urban renewal and public open space improvements and thus present further opportunities for growth.

2.2.1 Centres and Corridors

The key commercial areas within Auburn City are Auburn and Lidcombe town centres and Berala and Regents Park villages. The draft West Central Subregional Strategy indicated a centres hierarchy for Auburn City, much of which still applies today, with the higher order centres reinforced in the current Draft Metropolitan Strategy. Existing current centres within Auburn City are indicated below. These centres are integral to residential growth in Auburn City.

Centre	Centre Type
Sydney Olympic Park	Specialised Precinct
Auburn	Town Centre
Lidcombe	Town Centre
Carter Street	Urban Activation Precinct
Wentworth Point	Urban Activation Precinct
Regents Park	Village
Berala	Village
Newington	Village
Silverwater	Neighbourhood Centre
Wellington Street, Auburn	Neighbourhood Centre
Botanica	Neighbourhood Centre

Higher residential densities, mixed use development, employment and retail are generally concentrated around Auburn City, most of which are located at railway stations.

Parramatta Road runs as a key transport and economic artery through Auburn City, providing a focus for commercial businesses and large retail uses. Land adjoining the Parramatta Road Corridor is predominantly zoned B6 Enterprise Corridor and provides services for the local community and attract customers from outside Auburn City.

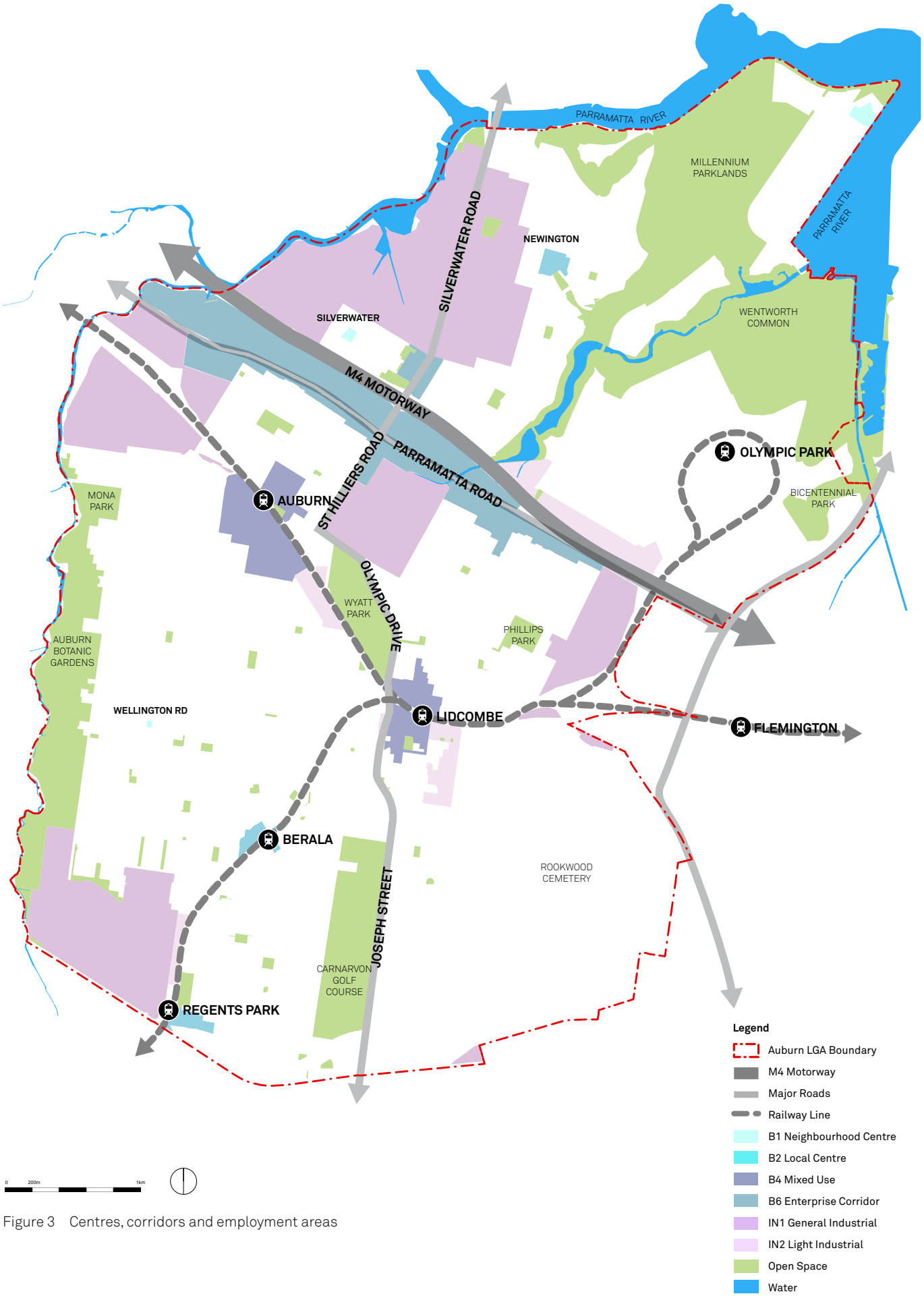


Figure 3 Centres, corridors and employment areas

2.2.2 Employment land

Historically, land within Auburn City has played a key role in the manufacturing industry, with key industrial precincts located in Silverwater, Auburn, Lidcombe, and Regents Park. As noted in the *draft Employment Lands Study for Auburn* (AEC, 2014), Industrial precincts within Silverwater and Lidcombe, focussed around Parramatta Road, are considered to be Auburn City's premier industrial estates. Silverwater contains a well-established employment lands precinct, with more than 150 hectares of contiguous land and is Auburn's premier industrial estate. With a variety of occupants, comprising urban services that front Silverwater Road and light industrial uses generally located along streets away from the main road, Silverwater is an area of great value for this type of employment in Sydney. Other areas such as Regents Park support large contiguous areas of employment lands, with light manufacturing and transport and logistics and excellent access to the railway station.

However, in a changing global economy, these lands in cities across the world are undergoing change. New urban uses are being proposed, from commercial and high tech businesses, to bulky goods retailing, warehousing and in many instances higher density residential. The need to strike a good balance between providing housing and opportunities for jobs close by is a challenge for all parts of Auburn City.

Refer to Figure 3 for existing employment lands within Auburn City.

2.2.3 Open Space

Auburn City currently has over 90 public parks and recreational areas ranging in size and facilities, which include 41 playgrounds and covers a total of 224 ha of land (excluding the Millenium Parklands, which if included brings the total to 698 ha of open space in Auburn City). This equates to 4.1 ha per 1000 persons (well above the current baseline standard of 2.83 ha per 1000 persons) *(Source: Auburn Section 94 Open Space Contributions Plan, 2005)*

Open spaces are classified as Local, District or Regional as follows:

- Local Open Space: Small parks, predominately used by residents of neighbourhood-sized residential areas. Accessible to the majority of potential park users by walking (i.e., within 500 metres).
- District Open Space: Predominantly used by residents of the whole of Auburn City, being accessible to the majority of potential users by private vehicle, public transport or bicycle, and includes playing fields, tennis courts, netball courts, basketball courts, large parks with picnic facilities and Town Squares.
- Regional Open Space: Predominantly used by persons who reside outside Auburn City, being accessible to the majority of potential users by private vehicle, public transport and bicycle, and includes intensively developed theme parks and exceptionally large parklands within a natural setting incorporating picnic facilities and non-organised recreational facilities such as native walks and cycle ways.

Key planning objectives for guiding the assessment and provision of open space for Auburn City include:

- To provide local open space within 500 metres of all residents;
- To augment the size of local parks where they are presently of an insufficient area to cater effectively for local open space needs of the increased population;
- To provide improved linkages between open space lands by construction of a pedestrian and cycleway network;
- To provide additional district/regional open space land where necessary to facilitate the siting of additional needed recreation facilities, where they can not be currently sited on existing district/regional open space land;
- To establish highly accessible quality Town Square parks;
- To improve the quality and facilities available within open space lands;
- To ensure that all new residential areas are provided with suitable amounts of local open space land.

For the purposes of this report, open space provision in Auburn City has been assessed on spatial positioning only (ie access to open space within walking distance), no comment has been made on the size or quality of parks provided. Most residents in Auburn City have access to local public open space within walking distance of their homes (i.e. within 500 metres).

A separate Open Space Review is currently being undertaken as part of the comprehensive LEP review process.

Refer to Figure 4 for Open Space within Auburn City, including areas located within 500 metres of open space.

Local Parks

There are 14 hectares of Local Parklands in Auburn City, which equates to 0.27 ha of open space per 1000 people, below the baseline figure of 2.83 ha per 1000 people. However, for the purposes of this report, the total area of local parks per population is deemed less important than the spatial arrangement of these small, local parks, provided the overall open space area provided within the LGA meets the recommended benchmark. *(Source: Auburn Section 94 Open Space Contributions Plan, 2005)*

District Parks

There are 187 hectares of District Parklands in Auburn City, which equates to 3.67 ha of open space per 1000 people, well above the baseline figure of 2.83 ha per 1000 people. A range of passive and active recreation opportunities are provided. A selection of District Parks are outlined below. *(Source: Auburn Section 94 Open Space Contributions Plan, 2005)*

Regional Parklands

Auburn City has two Regional Parklands (totalling 498 ha in area) situated in the north-eastern corner and along the western boundary of Auburn City. This equates to 3.94 ha of open space per 1000 people, well above the baseline figure of 2.83 ha per 1000 people. Auburn Council manages the Botanic Gardens Regional Park, while the Millenium Parklands is managed by the Sydney Olympic Park Authority. *(Source: Auburn Section 94 Open Space Contributions Plan, 2005)*

Access to Open Space for the Town Centres

Auburn Town Centre

There is currently a lack of open space in the eastern and western residential pockets near Auburn Station. As the residential density within these areas increases, public open space provision needs to expand.

Lidcombe Town Centre

Lidcome Town Centre is well serviced with both local and district public open space.

Berala Town Centre

There is a pocket of residential housing south east of Berala Station that lies outside of the walkability catchment of public open space, along the western boundary of the Golf Course.

Regents Park Town Centre

Regents Park Town Centre is well serviced with both local and district public open space.

Note: the forthcoming Open Space Review will address these aspects in more detail.

Figure 4 Open Space in Auburn City

2.2.4 Residential land

Housing provision

The NSW state government's Draft Metropolitan Strategy identifies the priorities for housing provision across Sydney and plans to accommodate an additional 545,000 homes across metropolitan Sydney by 2031. Part of Auburn City is located within the Parramatta Road Corridor City Shaper, identified as a key location for providing future housing and jobs growth alongside improved transport connections and existing infrastructure. The Draft Metropolitan Strategy highlights that in the West Central and North West Subregion 148,000 new houses and 142,000 new jobs will need to be delivered, reflecting approximately 27% of the total housing growth planned for Sydney to 2031.

The future housing needs of Auburn City will need to respond to the future demographic profile expected to live in the locality. As such, different types of housing will be required to meet the needs of a growing and changing population. Affordable housing options will need to be provided within Auburn City to ensure that existing residents who are connected to the local community can stay close to shops, jobs, schools and transport when household needs change.

State government initiated planning proposals in Auburn City, including Wentworth Point and Carter Street UAPs, as well as recent Council initiated planning proposals, are expected to absorb the majority of short to long term housing growth in Auburn City. These developments will allow for a range of different housing types, particularly more unit and apartment style dwellings, to cater to Auburn City's future population.

Beyond these development sites, there are other sites within Auburn City that could also accommodate new residential development and contribute to increasing the mix of housing types in Auburn City. This may require the turnover of older housing stock and the redevelopment of lower density housing.

Housing typologies

Auburn City is characterised by a range of housing types including predominantly single detached dwellings, duplex and townhouses in addition to residential flat buildings (refer to Figure 6). The majority of medium to higher density apartments are located in close proximity to public transport such as train stations in Auburn, Lidcombe, Regents Park and Berala, their associated bus services, town centre shops and community facilities.

Two and three storey walk up apartment buildings are distributed throughout Auburn City. Traditional subdivision patterns are still prominent across Auburn City, and contain a range of single detached dwellings and dual occupancy lots.

The centres of Berala and Regents Park have smaller areas of high density residential including few apartment blocks. Some shop top housing also exists in the B2 Local Centre zones.

Housing NSW indicates that public housing represents approximately 3.8% of all housing in Auburn City (ABS, 2006) which is lower than the greater Sydney area at 4.8%. Housing stress across Sydney is generally placing more demand for public and social housing options to be provided in areas close to jobs and transport.

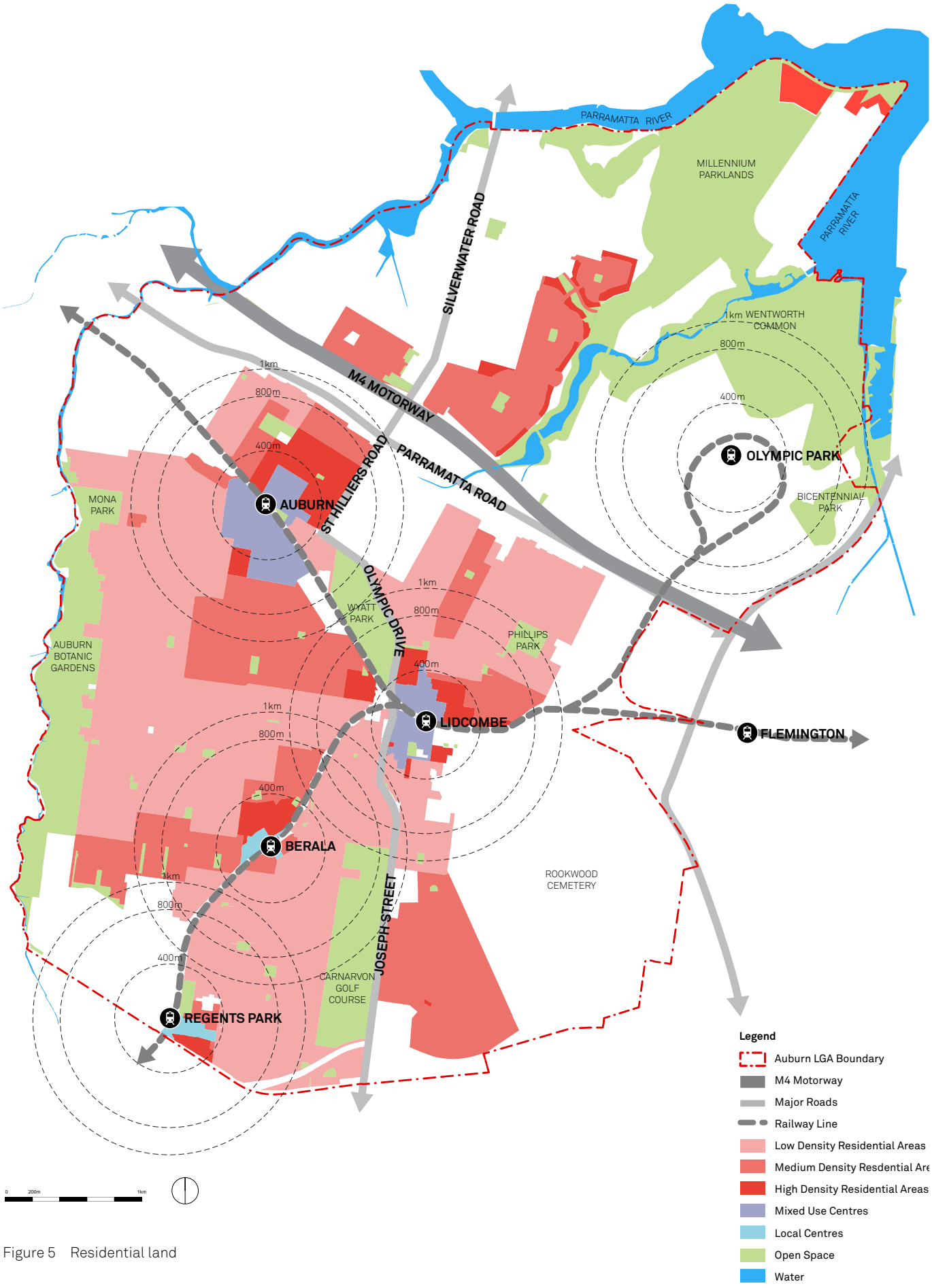


Figure 5 Residential land

Affordable housing

Housing NSW defines affordable housing as housing that is appropriate for the needs of a range of very low to moderate income households and priced so that these households are able to meet other basic living costs such as food, clothing, transport, medical care and education. Housing NSW further advises that housing is generally considered affordable if it costs less than 30 percent of gross household income, a definition that will inevitably vary across individual households.

The *Auburn City Community Strategic Plan 2013-2023* (hereinafter 'Auburn City CSP') identifies affordable housing provision as a key issue for Auburn City. According to Informed Decisions (hereinafter '.id') data based on the 2011 Census, Auburn City currently exhibits a high level of housing stress. The data also indicates that the highest concentrations of households in housing stress are located around centres, namely Auburn, Lidcombe and Berala, as well as Silverwater.

Areas of lower housing stress are generally located outside town and village centres and within lower density areas (R2 Low Density Residential), such as Newington and Wentworth Point. These areas are also identified in the Auburn City CSP having higher income and education levels. A general review of low income households in Auburn City also indicated not surprisingly, that higher percentages of housing stress are generally experienced by households on lower incomes.

As noted in the *draft Employment Lands Study* (AEC, 2014), much of the Auburn City community exhibit signs of socio-economic disadvantage, and local incomes are significantly lower than averages for the Sydney Metropolitan Region. The ABS 2011 data demonstrates that housing stress is still evident in areas containing social housing in Auburn City, namely in Regents Park and Auburn (.id, 2011).

Overall, 2011 ABS Census data indicates that there is currently a lack of affordable housing in Auburn City and therefore a significant demand for housing at a lower price point that allows households to meet their basic living costs.

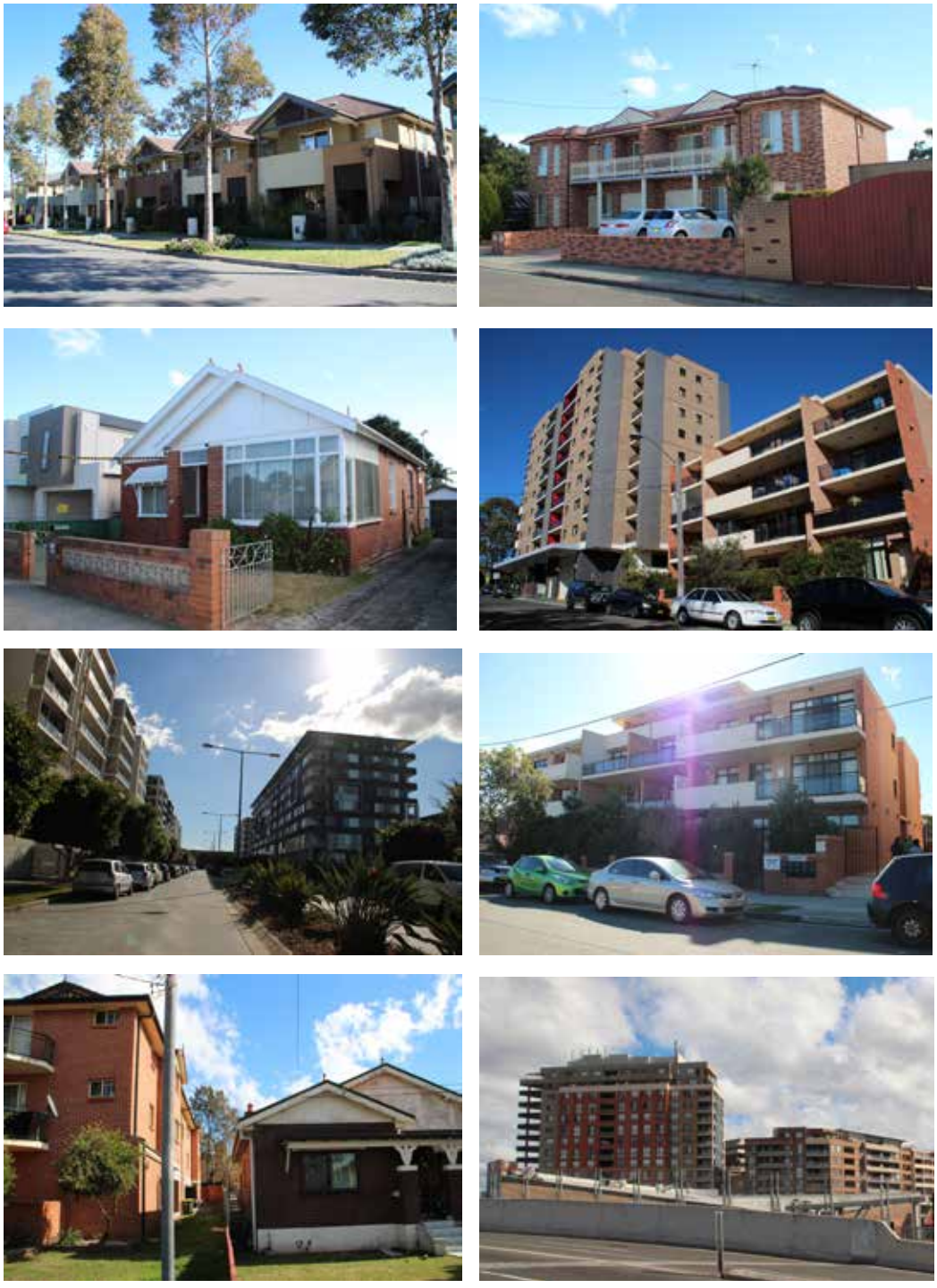


Figure 6 Housing types range from single dwellings, to townhouses, walk up apartments and multi storey mixed uses high rise developments

2.3 Transport infrastructure

Auburn City is located with direct access to Sydney's major roadways and the rail network. An overview of the surrounding road network and public transport provision within Auburn City is provided as follows.

2.3.1 Road Network

The *NSW Long Term Transport Master Plan* 2012 identifies the Parramatta Road/ M4 corridor as one of Sydney's six most constrained transport corridors. The M4 provides the key vehicular access through Auburn City and connects Western Sydney to Sydney's CBD. Congestion along Parramatta Road is a constraint to future development along Parramatta Road and the viability of retailers is affected by parking and access restrictions.

It is anticipated that the WestConnex Motorway will create the opportunity to rethink the use of road space along the Parramatta Road Corridor, although traffic levels are expected to increase significantly within Auburn City. The WestConnex Motorway Environmental Impact Statement 2014 indicates that there will be an increase in traffic along Parramatta Road through Auburn City, raising concerns around the future of the road network and pressures on key intersections.

Parramatta Road is therefore the focus of attention for Government, and large sections of it are characterised by urban decay and an absence of pedestrian activity and pedestrian connections.

The A6 (Silverwater Road/ Olympic Drive/ Joseph Street) provides the key north-south connection across the M4, Parramatta Road and through Lidcombe all the way to the M5 to the south.

Refer to Figure 7 for existing roads within Auburn City.

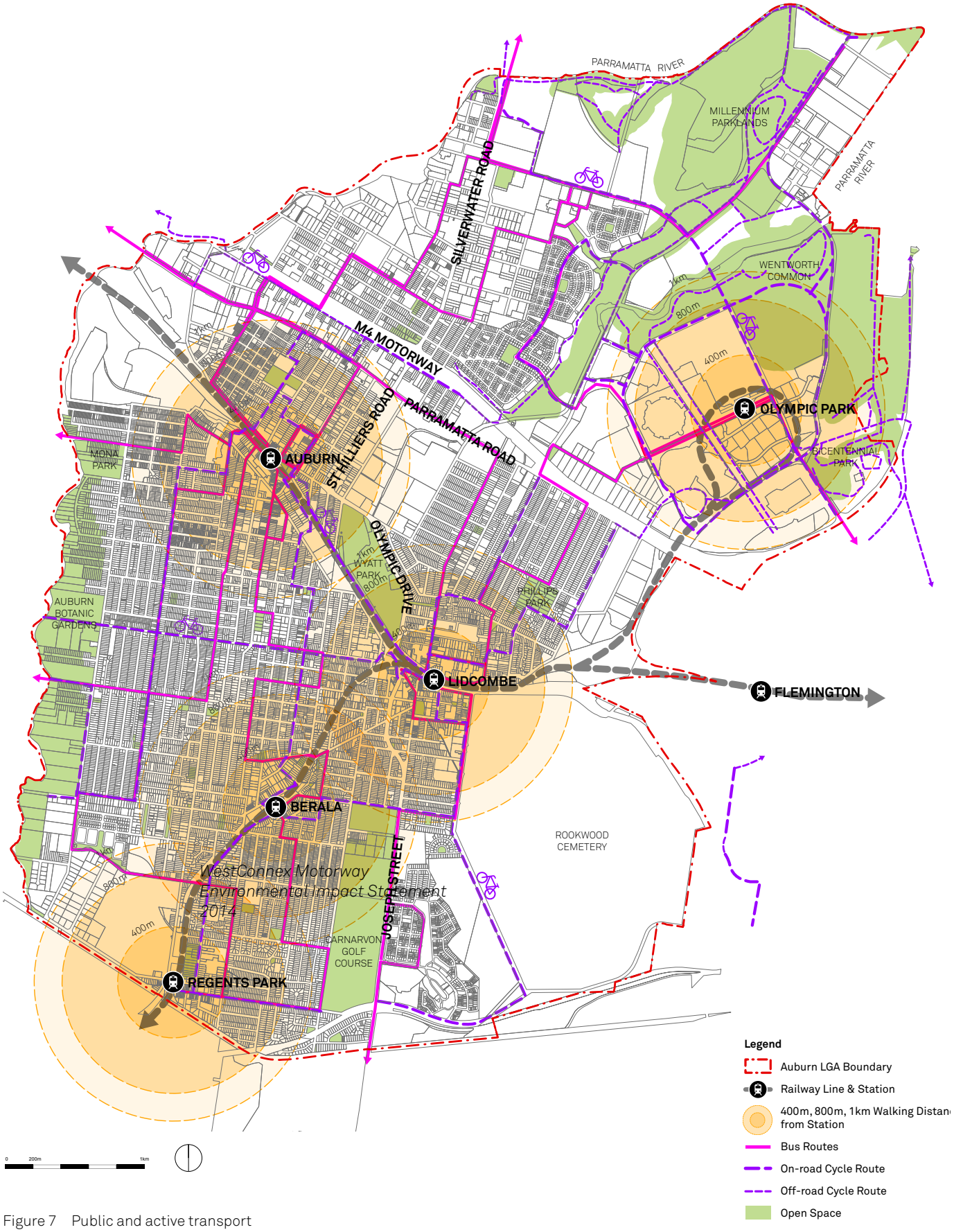


Figure 7 Public and active transport

2.3.2 Rail Network

Auburn, Berala, Lidcombe and Regents Park train stations are located on the Western Line within Auburn City. During the busiest AM peak hour, seating capacity is reached on the Western lines between Parramatta and the Sydney CBD. Frequently, only 17 trains arrive in the peak hour on the Western lines when 20 trains are scheduled to run (Source: Sydney's Rail Future , NSW Government 2012). Existing train services within Auburn City are as follows:

- Auburn Station: serviced by the Western and North Shore and Northern rail lines and provides frequent services to major centres within the region. Auburn Station also provides express services to the Sydney CBD and other centres outside the region. Both the Western and Northern Lines service Auburn Station every 15 minutes during peak hour on weekdays.
- Berala Station: located on the Bankstown and Inner West lines, with trains on the Bankstown Line running approximately every 20-30 minutes and every 30 minutes on the Inner West line.
- Lidcombe Station: serviced by the Northern, Western Inner West and Olympic Park Lines, with generally frequent services on all lines. During peak hour, the Northern Line services Lidcombe Station every 3 - 12 minutes, the Western Line every 15 minutes, Inner West Line every 5 - 10 minutes and Olympic Park Line every 10 minutes,.
- Regents Park Station: as noted in the 2012 Traffic and Transport Study undertaken for the Regents Park Village Centre, rail is the predominant mode of public transport in Regents Park, accounting for about 22% of work trips. Approximately 140 trains stop at Regents Park Station throughout the week, catering to approximately 5,400 passengers boarding and alighting at Regents Park. The Bankstown Line services the station every 5-15 minutes during peak hour with more infrequent services on the Inner West line.

Existing railway stations and railway lines within Auburn City are shown in Figure 7.

2.3.3 Bus Network

Auburn City is serviced by a range of private and government bus providers. The Sydney CBD end of Parramatta Road experiences congestion during peak periods, resulting in high travel time variability during AM and PM peak periods along key bus routes. As a result, most bus services on Parramatta Road are at capacity during peak periods.

The bus network throughout Auburn is relatively limited and not as frequent as surrounding areas such as Parramatta and Strathfield/Burwood. The main routes providing bus services in Auburn are 540, 544, 525, 526, 401 and M90 operated by Sydney Buses. Other services are operated by private companies that service surrounding areas to the south, west and north.

Bus route 908 and 909 service Regents Park, operating between Bankstown and Merrylands and Bankstown and Parramatta respectively. Bus services within Regents Park travel from Nottinghill Road to Carlingford Street via Amy Street and while these services are frequent, patronage is generally limited (Gennaoui Consulting, 2012).

Berala is also serviced by bus route 908, which runs through Bankstown, Sefton, Regents Park, Berala, Auburn, South Granville and Merrylands. This bus service runs almost every half hour during peak periods (6:30am to 9:00am Monday to Friday) (Auburn City Council, 2012).

Lidcombe is serviced by Veolia bus routes 912 (Bankstown to Lidcombe) and 915 (Lidcombe to TAFE and University of Sydney) and run frequently from Monday to Friday and every hour on Saturdays and Sunday during the core hours of the day. Route 401 operated by Sydney Buses provides a frequent service between Lidcombe and Sydney Olympic Park throughout the week.

Existing bus routes within Auburn City are shown in Figure 7.

2.3.4 Cycle and Pedestrian Network

It has been identified that there are areas in Auburn City that are outside walking catchments to public transport, however most are currently used for industrial or recreational purposes.

A cycle network is present throughout Auburn City that provides a range of on-road and off-road options providing cyclists with infrastructure to assist with easy connectivity from residential areas to centres of employment and train stations. There are proposed cycle routes throughout the LGA that will complete the cycle network and respond to the increased use of cycleways across Auburn.

Existing on-road and off-road cycle routes within Auburn City are shown in Figure 7.

2.4 Development Constraints

2.4.1 Flooding

Parts of Auburn and Berala Town Centres and a significant proportion of the Lidcombe Town Centre are affected by flooding. Industrial land within Silverwater and other areas within Auburn and Lidcombe, located outside of the town centre walking catchment, are also subject to High, Medium and Low Flood Risk. As such, clause 6.1 of ALEP 2010 is applicable and requires the following:

- That the development is compatible with the flood hazard of the land;
- There is not likely to be a significantly adverse effect on flood behaviour;
- Appropriate measures are incorporated to manage risk to life from flooding;
- The development is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses; and
- The development is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding. Land deemed high risk under s117 direction 4.3 has been removed from this study due to its lack of development potential for uses other than open space.

Lots exposed to high risk flood have been be excluded from the calculation of developable area within this study.

2.4.2 Strata Titled Land

Strata titled sites can be very difficult to redevelop due to multiple land ownerships. The Draft Metropolitan Strategy for Sydney identifies that, *'Existing blocks of flats are unlikely to be redeveloped because of...the provisions of the Strata Scheme Management Act 1996 which make them difficult to secure as a whole block to redevelop.'*

Unless all owners agree to redevelop, or the block is sold to a single owner or development consortium, the potential for redevelopment is low. For this reason, strata titled lots have been be excluded from the calculation of developable area within this study.

2.4.3 Heritage

There are a number of heritage items within Auburn City which need to be considered when determining key areas for possible future residential growth. For the purpose of this study, all heritage items have been excluded from development potential.

It is important that new development is respectful of existing heritage items. The impacts of overshadowing and bulk and scale should be considered carefully.

2.4.4 Employment Land

The importance of extensive employment lands close to existing transport corridors is of increasing value as similar land is becoming increasingly scarce in the eastern parts of Metropolitan Sydney. Therefore, strong strategic arguments are required to sustain their on-going productivity into the future.

For this reason, the rezoning of employment lands (IN1 and IN2) has been carefully considered in this study, and recommended only for those sites where the employment land is small in size and within a predominantly residential/mixed use area.

2.4.5 Open Space

Open space is a valuable community asset which should be retained where possible. Once rezoned for residential development, the provision of open space is lost. For this reason, this study has not proposed any rezoning of RE1 and RE2 zoned land.

Existing development constraints within Auburn City are identified in Figure 8.

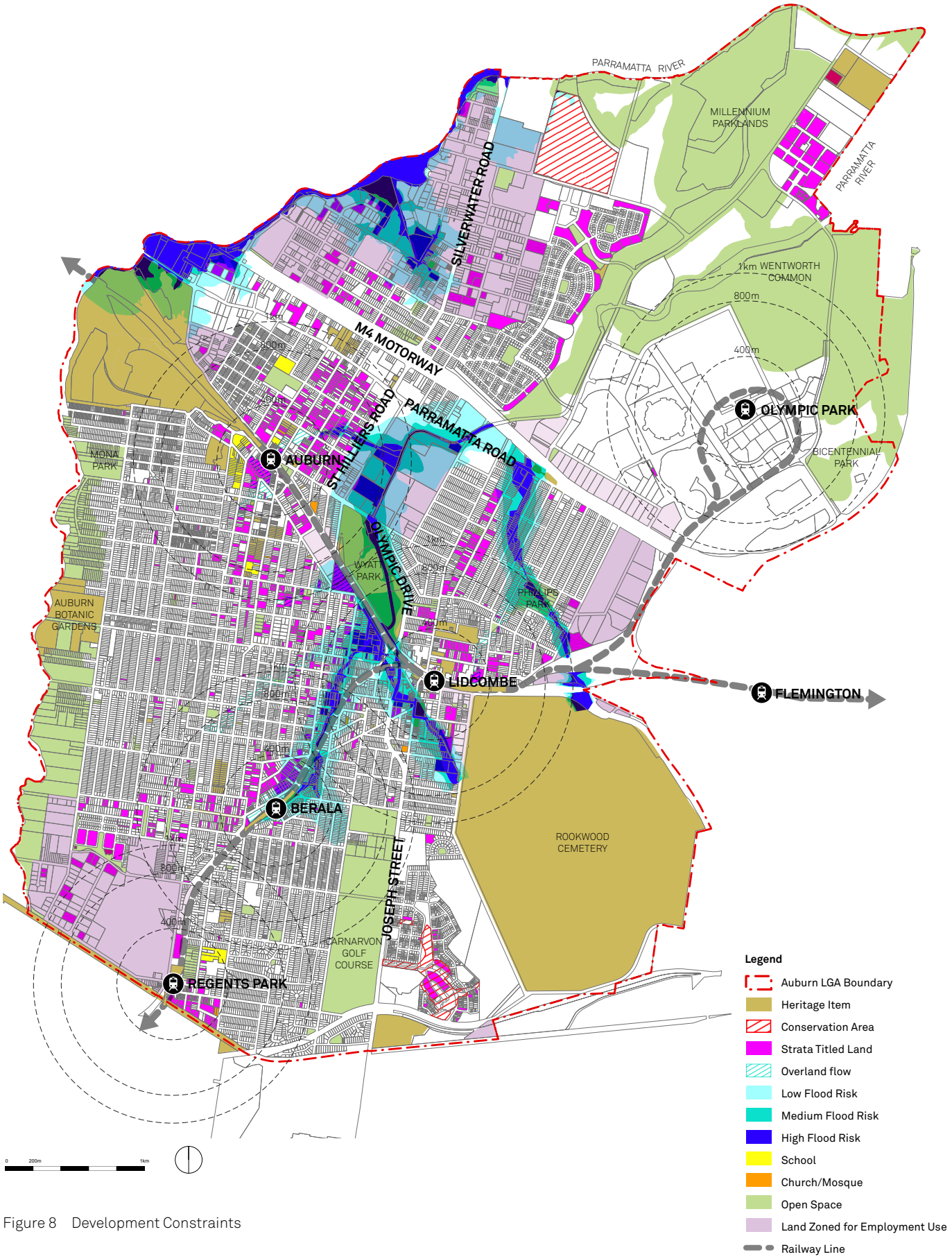


Figure 8 Development Constraints


CITY WEST MEDICAL CENTRE

3 Planning Overview

3.0 Planning Overview

A number of studies and strategies have been prepared at both state and local levels, which provide the strategic and statutory framework within which the Auburn RDS has been undertaken.

3.1 Strategic Framework

3.1.1 Metropolitan Plan for Sydney to 2036

The *Metropolitan Plan for Sydney 2036* (hereinafter 'Metropolitan Plan') planned for population growth of 1.7 million additional residents between 2006 and 2036, requiring 770,000 additional homes to accommodate the growing population, with 70% of new homes to be located in existing suburbs and up to 30% in greenfield areas.

The Metropolitan Plan emphasised the need to provide housing that is appropriately located and of a size and type that reflects the changing needs of the population. The Metropolitan Plan therefore encouraged urban renewal and 80% of all new housing within walking distance of centres with good access to public transport in order to reduce car dependence and to make walking, cycling and public transport more attractive to residents.

...provide housing that is appropriately located and of a size and type that reflects the changing needs of the population.

- Metropolitan Plan for Sydney to 2036

Focussing urban renewal in areas with transport and infrastructure capacity was also identified to be integral to Sydney's transformation into a global city.

With respect to centres within Auburn City, the strategy identified smaller local centres to be suited to low to medium rise and medium density housing.

The Metropolitan Plan recognised Parramatta's role as Sydney's second CBD, with Sydney Olympic Park and Rhodes both identified as Specialised Centres under the Plan.

3.1.2 Draft Metropolitan Strategy for Sydney to 2031

The Draft Metropolitan Strategy aims to guide the long term growth of Sydney to 2031. The draft Strategy prioritises housing and employment growth across Sydney and aligns land use planning with the *Long Term Transport Master Plan 2012* and *State Infrastructure Strategy 2012* in order to deliver housing and jobs concurrently with infrastructure.

The Draft Metropolitan Strategy places a focus on delivering a range of housing in new and existing areas that is easily accessible to jobs and services. It also emphasises the need for renewal of town centres and / or areas near transport nodes to make more effective use of existing infrastructure and to provide new infrastructure where needed.

... a range of housing options and locate high density residential development near employment hubs, town centres and/or transport nodes.

- Draft Metropolitan Strategy for Sydney to 2031

The following aspects of the Draft Metropolitan Strategy are considered to be most fundamental to identifying the extent of and location for future residential growth within Auburn City:

- Support a range of housing options and locate high density residential

development near employment hubs, town centres and/or transport nodes.

- Undertake urban renewal that more effectively uses existing infrastructure and provide new infrastructure where needed. New housing should therefore be located where there is existing supporting infrastructure to service new dwellings.
- Support new employment with transport connections and proximity to residential areas. The relationship between employment centres, transport, and residential accommodation areas should therefore be reinforced through future planning.
- Provide open space and recreational areas that are accessible, particularly to higher density areas. Flexibility of use of open spaces is also important to meeting a range of needs.

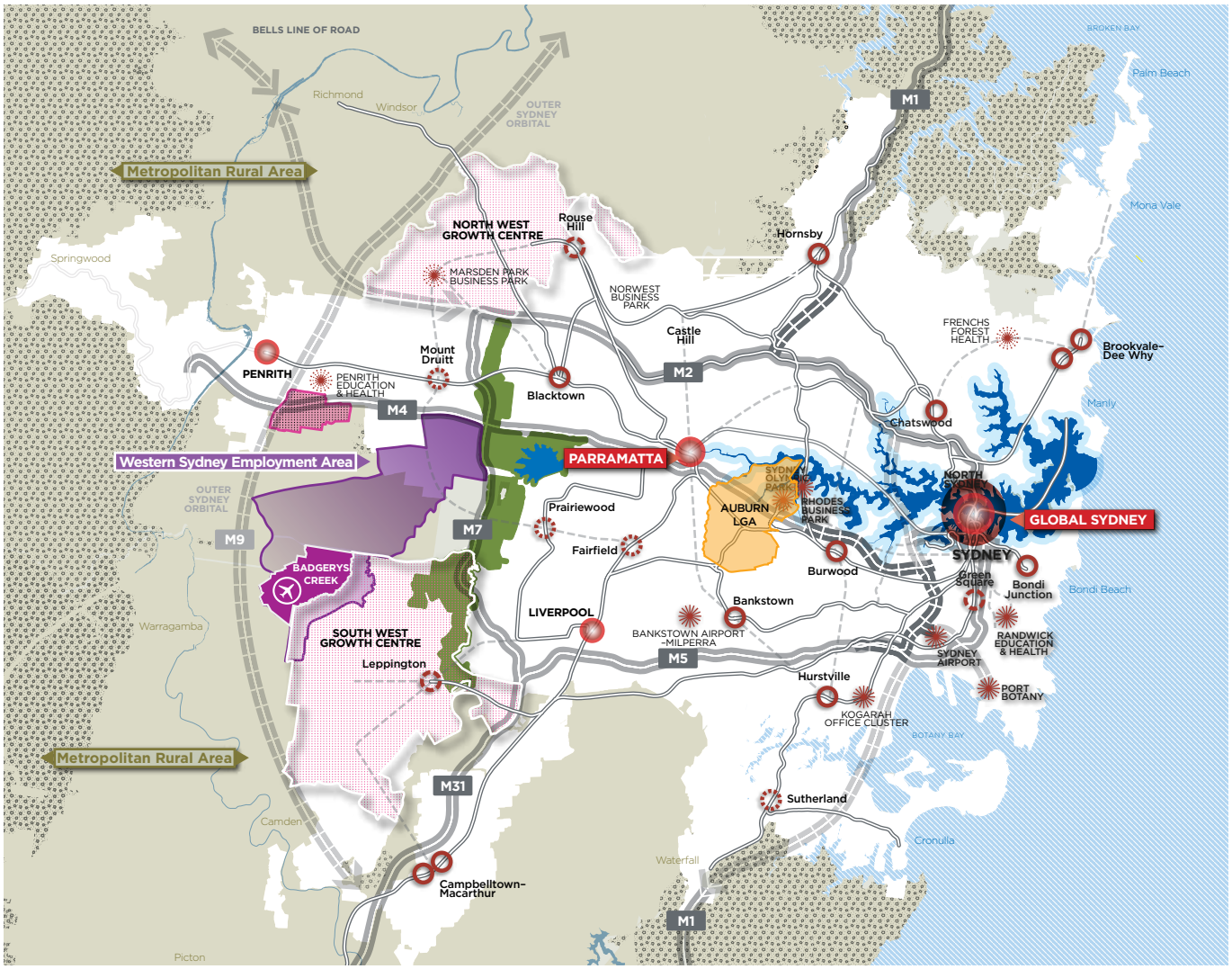


Figure 9 Auburn LGA in the Metropolitan Strategy Context

3.1.3 Draft West Central Subregional Strategy (Draft WCSS)

The draft West Central Subregional Strategy (hereinafter 'WCSS') translates the objectives of the Metropolitan Plan to the subregional level. Key components of the draft WCSS that are of relevance to future residential development within Auburn City include the following.

Auburn and Lidcombe town centres are expected to experience significant growth.

- Draft West Central Subregional Strategy

- Economy and Employment: Auburn City has an employment capacity target of 12,000 jobs to 2031. A number of employment lands precincts are identified in Auburn City, with employment lands within Homebush Bay, Regents Park and Auburn West considered to be of strategic importance for the subregion. Established and increased employment growth within Auburn City therefore indicates the need to provide appropriate and affordable housing options that are accessible to public transport.
- Housing: the draft WCSS identifies the following issues and targets for Auburn City:
  - A target of 17,000 new dwellings was set for Auburn City by 2031.
  - Housing stress was identified as a significant problem in the subregion.
  - Increasing the availability of residential development within Auburn City would be consistent with the strategic directions of the draft WCSS in that it will increase both the local housing supply and dwelling mix within Auburn City and therefore contribute to current housing pressures, including housing choice and affordability.
  - It is proposed that the majority of future dwelling growth be located in centres with good public transport over the next ten years.
  - Auburn and Lidcombe town centres are expected to experience significant growth.
  - Olympic Park, a Specialised Centre, is expected to undergo substantial growth.
- Centres and Corridors: the WCSS applies a centres typology to identify the mix and range of existing centres within the West Central Subregion. The strategy also identifies corridors of importance to the subregion. The draft WCSS notes the following of relevance to Auburn City:
  - Under the draft WCSS, Sydney Olympic Park – Rhodes is identified as a Specialised Centre, Auburn and Lidcombe are identified as Town Centres, Berala and Regents Park as Small Villages, and Auburn South / South West identified as Neighbourhood Centres.
  - The draft WCSS aims to concentrate activities in centres, with an emphasis on focussing planning and investment on Strategic Centres, including Olympic Park – Rhodes. The benefits of concentrating development within established centres includes better access to transport, retail and services, health, education and cultural facilities, as well as making better use of existing infrastructure.
  - With respect to corridors, the draft WCSS identifies the Parramatta to Sydney

CBD (Enterprise and Renewal Corridor) as being important to the development and economic role of the subregion.

- Transport: the draft WCSS notes that, like the rest of the Sydney region, the West Central Subregion is experiencing issues with respect to congestion, capacity constraints, maintenance, and the role of subregional self–containment in determining demand for travel. The draft WCSS therefore identifies new, as well as improvements to existing infrastructure to cater to existing pressures. This includes the eastern extension of the M4 Motorway in order to reduce traffic congestion along Parramatta Road and to enable the revitalisation of the Parramatta Road corridor, encourage urban consolidation and provide public transport enhancement.

3.1.4 Section 117 Ministerial Directions in Relation to Residential Zones (No.3.1)

Section 117 Ministerial Directions are requirements of the Minister for Planning in relation to the preparation of a local environmental plan (hereinafter 'LEP'). These directions (where applicable) must be observed by a Council in the preparation of the LEP.

Direction no. 21 applies to Residential Zones, its objectives being to ensure the orderly and economic use or development of residential land. This direction is of particular relevance to the Auburn RDS in that it applies to amendments to Residential Zone boundaries or provisions of a Residential Zone.

As per Direction no. 21, the following must be included in the LEP:

- A requirement that residential development not be permitted unless adequate water and sewerage infrastructure is available to service new development.
- Draft LEPs which zone land for residential use are not to contain provisions that reduce the permissible residential density on land covered by the LEP. Further, new draft LEPs are to be compatible with the environmental quality of the area, provide for a variety of housing forms and increase the permissible residential density on land.
- Draft LEPs are to retain provisions to allow dual occupancy of dwelling houses.

As provided under this part, a draft LEP may be inconsistent with Direction 21 subject to justification (e.g. through preparation of a strategy, environmental study, consistency with the relevant Regional Strategy, or if the Director-General considers the rezoning to be of minor significance).

3.2 Statutory Framework

3.2.1 Auburn Local Environmental Plan 2010

ALEP 2010 was gazetted on 29th October, 2011 and applies to all land within Auburn City, excluding land within Sydney Olympic Park and Wentworth Point. These areas are subject to the provisions of *State Environmental Planning Policy (Major Development) 2005* and *Sydney Regional Environmental Plan No. 24 - Homebush Bay Area* respectively, as outlined in Sections 3.2.3 and 3.2.4 of this study.

It is important to note that stand alone Residential Flat Buildings are permitted in the B4 mixed use zone

Land Zoning

The following table provides the permissible uses of each of the zones which allows medium-high density residential development. These land uses are also shown in **Figure 10**.

Zone B4 Mixed Use	
Permitted	Backpackers' accommodation; Boarding houses; Business premises; Child care centres; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; **Residential flat buildings**; Retail premises; Roads; Self-storage units; Seniors housing; Serviced apartments; Shop top housing; Warehouse or distribution centres...
Zone B2 Local Centre	
Permitted	Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Group homes; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; **Residential flat buildings**; Respite day care centres; Restricted premises; Roads; Self-storage units; Service stations; **Serviced apartments**; **Shop top housing**; Tourist and visitor accommodation; Warehouse or distribution centres...
Zone R4 High Density Residential	
Permitted	**Attached dwellings**; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Hostels; Hotel or motel accommodation; **Multi dwelling housing;** Neighbourhood shops; Places of public worship; **Residential flat buildings**; Respite day care centres; Roads; **Semi-detached dwellings; Shop top housing**...
Zone R3 Medium Density Residential	
Permitted	**Attached dwellings;** Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; **Dual occupancies; Dwelling houses;** Group homes; **Multi dwelling housing**; Neighbourhood shops; Places of public worship; Respite day care centres; Roads; **Semi-detached dwellings**; Seniors housing...

Floor Space Ratio (FSR)

The permissible FSR of all land within Auburn City is shown in **Figure 11**. For the purpose of calculating existing capacity under ALEP 2010 (Council's current controls) within this study, the following assumption have been made:

- all B4 zoned land has been assumed to have a maximum FSR of up to 5:1,
- all B2 zoned land has been assumed to have a maximum FSR of up to 3:1,
- all R4 zoned land has been assumed to have a maximum FSR of up to 2:1, and
- all R3 zoned land has been assumed to have a maximum FSR of 0.75:1

Height of Buildings

The permissible height of a buildings in shown in **Figure 12**. Capacity calculations for the purpose of this study have not taken into consideration the height limits imposed by ALEP 2010.

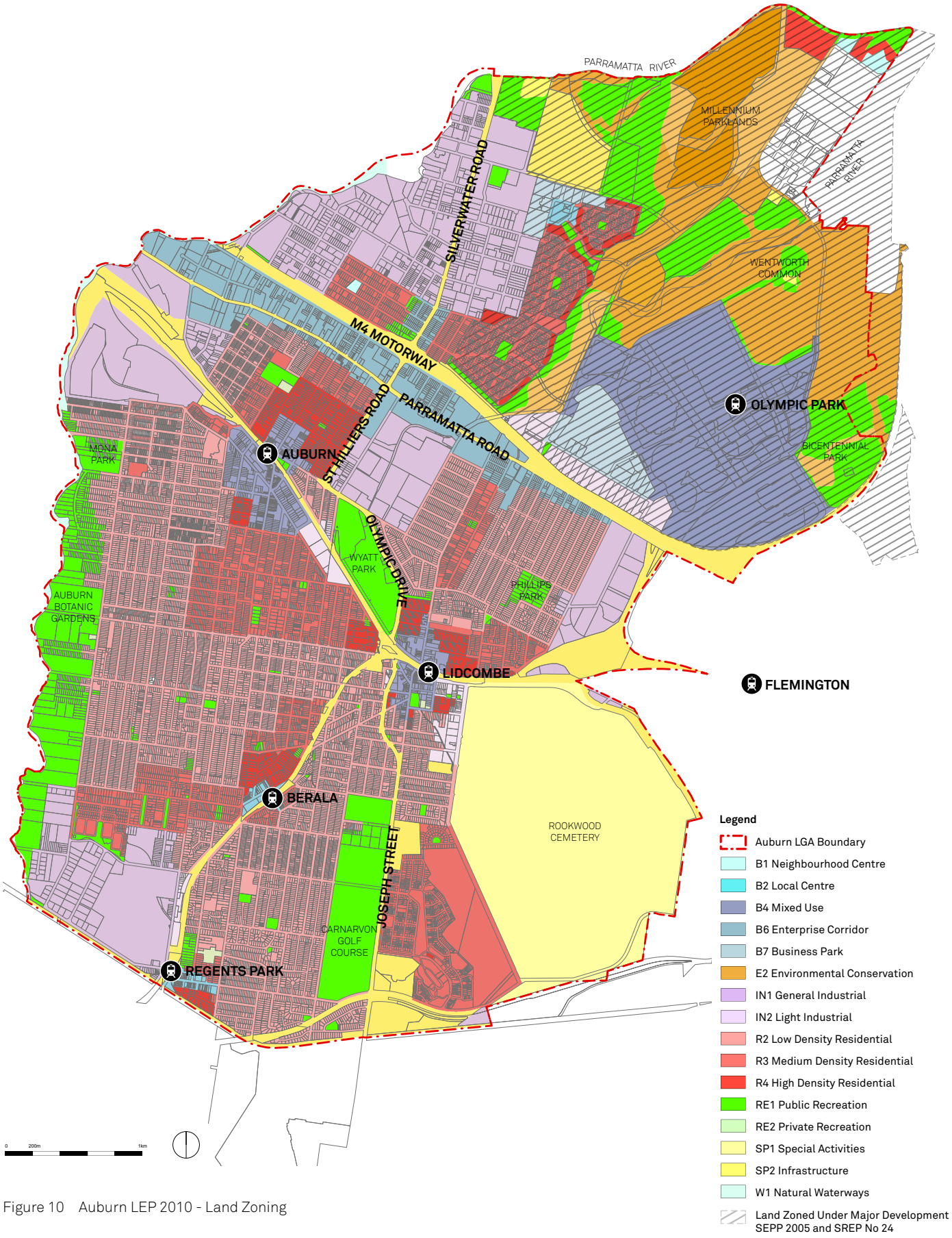


Figure 10 Auburn LEP 2010 - Land Zoning

Figure 11 Auburn LEP 2010 - Floor Space Ratio

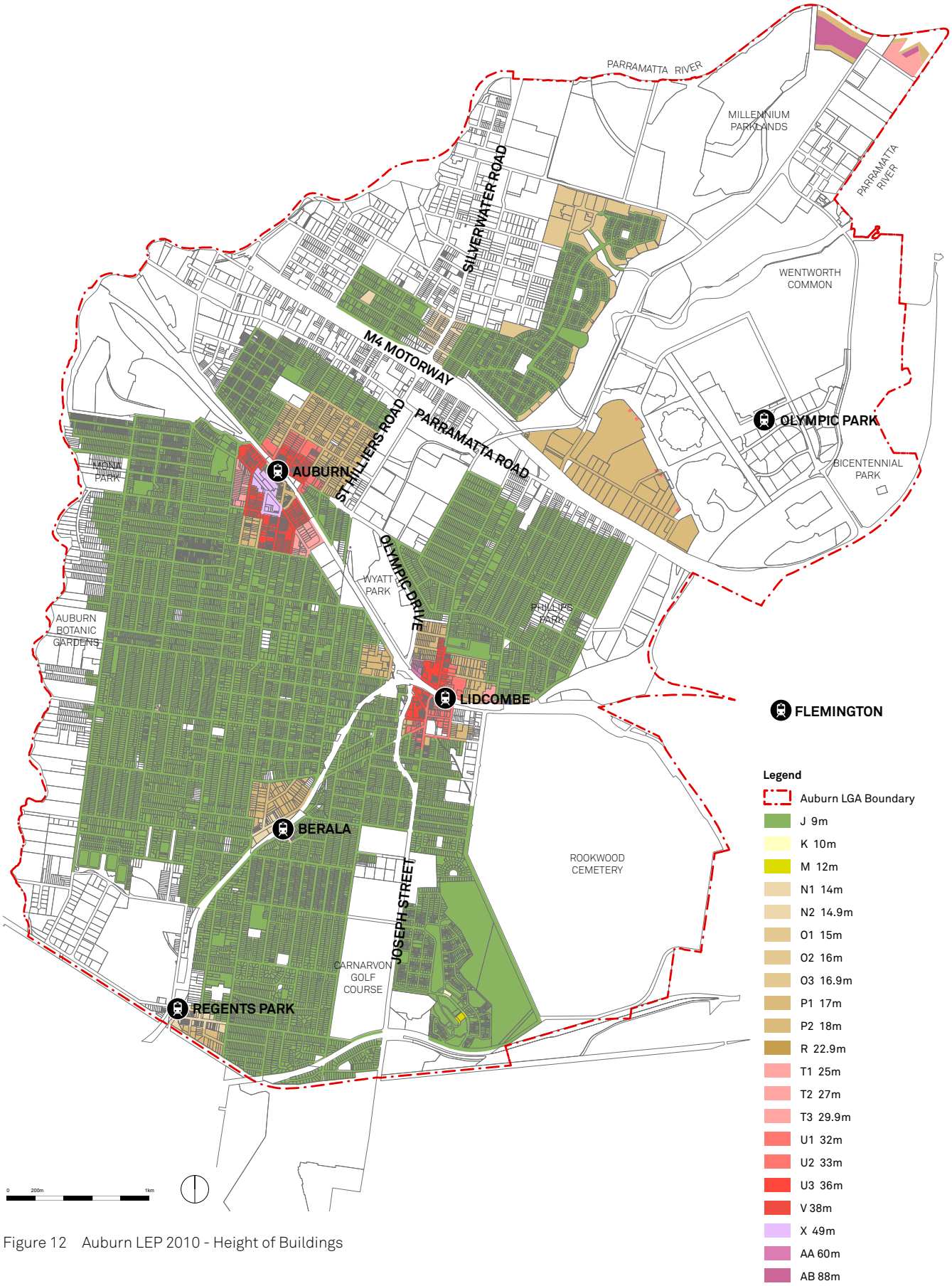


Figure 12 Auburn LEP 2010 - Height of Buildings

3.2.2 Auburn Development Control Plan

Auburn Development Control Plan 2010 (hereinafter 'ADCP 2010') provides detailed objectives and controls for development within Auburn City. ADCP 2010 includes provisions for built form, open space and landscaping, access and car parking, privacy and security, residential and pedestrian amenity. These objectives and controls have been used to inform the development of the proposed design concept for the site.

Those controls that are fundamental to meeting the objectives for residential flat buildings, dual occupancies and town houses (in all zones permitted) are outlined as follows.

Residential flat buildings

Site Area

The site area of a proposed development is of sufficient size to accommodate residential flat development and provide adequate open space and car parking consistent with the relevant requirements of this DCP.

- A residential flat building development shall have a minimum site area of 1000m^2 and a street frontage of 20 metres in the B4 Zone or 26 metres in the R4 Zone.
- Where lots are deep and have narrow street frontages the capacity for maximising residential development is limited. Two or more sites may need to be amalgamated to provide a combined site with sufficient width for good building design.

Site coverage

- The built upon area shall not exceed 50% of the total site area.
- The non-built upon area shall be landscaped and consolidated into one communal open space and/or a series of courtyards.

Building envelope: The height, bulk and scale of a residential flat building development is compatible with neighbouring development and the locality.

- Council may consider a site specific building envelope for certain sites, including:
  - double frontage sites;
  - sites facing parks;
  - sites adjoining higher density zones; and
  - isolated sites.
- The maximum building footprint dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 45m for sites up to 3,000m^2
- The tower component of any building above the podium or street wall height is to have a maximum floor plate of 850m^2.

Setbacks

Minimise impacts on the streetscape and adjacent buildings

- Front setbacks: 4-6 metres to the street and 2 metres to laneways.
- Side setbacks: 3 metres
- Rear setback: minimum of 10m from the property boundary.
- Haslam's Creek: a minimum setback of 10m from the top of the creek bank and its tributaries.

Building depth

- The maximum depth of a residential flat building shall be 24m (inclusive of balconies and building articulation but excluding architectural features).

Floor to ceiling heights

- The minimum floor to ceiling height shall be 2.7m. This does not apply to mezzanines.

Additional controls in relation to residential flat buildings include address to adjacent heritage items, building articulation, dwelling size and apartment mix, landscaping and open space, access and parking, privacy and security.

Auburn DCP 2010 also provides specific controls for development within key development sites, including the Carter Street Precinct, RAAF Stores Depot and the Former Lidcombe Hospital Site.

Landscaping

- A minimum of 30% of the site area shall be a deep soil zone.
- D3 Deep soil zones shall have minimum dimensions of 5m.

Detached Dwellings and Dual Occupancies

Site Area

The site area for a proposed development is of a sufficient size to accommodate the detached dwelling/dual occupancy development.

- A minimum site area of 450 m^2 shall be required for two attached dwellings on one allotment.
- A minimum site area of 600 m^2 and a minimum site width of 15 metres shall be required for two detached dwellings on one allotments.

Site coverage

Adequate areas for landscaping, open space and spatial separation is provided between buildings and fair and reasonable site coverage is provided for sites smaller than 450 m^2 (based on a sliding scale).

Maximum site coverage requirements are as follows:

- 70% site coverage for lots 350m^2 or less.
- 67.5% for lots between 351m^2 to 449m^2.
- 65% for lots 450m^2 or above.

Setbacks

The alignment of development to the street is well defined and impacts on the streetscape are minimised.

- Front setbacks: 5.5-6 metres to the street frontage. For corner sites: if the main frontage is more than 12 metres, the setback to the secondary frontage shall be at least 3 metres. If the main frontage is less than 12 metres, the setback to the secondary frontage shall be at least 12 metres.
- Side setback: the external walls of all dwellings shall be a minimum of 900mm from a side boundary.
- Rear setback: A minimum setback of 10 metres from the rear boundary. For detached dual occupancies, a minimum of 7 metres between dwellings. Merit assessment shall be undertaken by Council with respect to corner sites.
- Haslam's Creek: a minimum setback of 10m from the top of the creek bank and its tributaries.

Number of storeys

Detached dwellings and dual occupancies shall have a maximum height of two (2) storeys above the existing ground level

Floor to ceiling heights

Minimum of 2.7m and maximum of 3m.

Dwelling size

The maximum number of bedrooms is determined by the size of the dwelling as follows:

- 65m^2 : 1 bedroom
- 85m^2 : 2 bedrooms
- 115m^2 : 3 bedrooms
- 130m^2 : 4 bedrooms

Multi Dwelling Housing

Site Area

The site area of a proposed development is of sufficient size to accommodate multi-dwelling housing.

- A multi dwelling housing development shall have a minimum frontage width of 18m.
- A multi dwelling housing development shall have a minimum frontage width of 18m.

Site Coverage

Adequate area for landscaping, open space and spatial separation is provided between buildings.

Site coverage shall be as per the building envelopes and individual dwelling widths/ depths controls as shown on the development control diagram, where possible. Where a development control does not apply to a site that meets the minimum site width of 18 metres, a site specific building envelope diagram, consistent with the provisions of the Multi Dwelling Housing DCP, shall be prepared.

Setbacks

The impact on the streetscape is minimised and the distance between dwellings within the site and relationship to neighbouring sites is optimised.

- Front setback: minimum 4m to all street frontages.
- Side setback: minimum 1.2m generally and 3.7m where pedestrian entry is required at the side boundary.
- Rear setback: minimum of 4m. Where dwellings are in parallel rows, the minimum distance between the two rows shall be 12m. Where dwellings in parallel rows have a frontage of 45m or more, the minimum distance between the two rows of dwellings shall be 14m.
- Haslam's Creek: a minimum setback of 10m from the top of the creek bank and its tributaries.

Number of storeys

A maximum height of two (2) storeys above the existing ground level, except where basement car parking allows for natural ventilation up to less than 1m above ground level.

Floor to ceiling heights

Minimum of 2.7m and maximum of 3m on ground floor, and 2.7m for upper levels.

Dwelling size

The maximum number of bedrooms is determined by the size of the dwelling as follows:

- 65m^2 : 1 bedroom
- 85m^2 : 2 bedrooms
- 115m^2 : 3 bedrooms
- 130m^2 : 4 bedrooms

3.2.3 Sydney Regional Environmental Plan No. 24 - Homebush Bay Area

Sydney Regional Environmental Plan No. 24 - Homebush Bay Area (hereinafter 'SREP No.24') applies to Homebush Bay, which is generally defined as land bounded by the Parramatta River, Homebush Bay Drive, the M4 Motorway and Silverwater Industrial area (refer to Figure 13). The objective of SREP No.24 is to guide and co-ordinate the continued renewal of the Homebush Bay Area. SREP No.24 provides for the protection of environmental and heritage conservation areas, as well as heritage items and potential archaeological sites.

In accordance with SREP No.24, any future development within or in proximity to conservation areas (i.e. within 30 metres of an environmental conservation area) or items within the Homebush Bay Area must be assessed with respect to the likely impact of the proposed development on the environmental or heritage significance of those areas or items.

3.2.4 State Environmental Planning Policy (Major Development) 2005

The State Environmental Planning Policy (Major Development) 2005 (hereinafter 'Major Development SEPP') applies to transitional Part 3A projects and is aimed at facilitating the orderly use, development or conservation of State Significant Sites; being sites of urban, environmental, social or economic significance. The Sydney Olympic Park Site is listed as a State Significant Site under Schedule 3 of the Major Development SEPP. Refer **Figure 13** for land application.

Clause 3 of Schedule 6A of the EP&A Act provides that any State Environmental Planning Policy or other instrument made under or for the purposes of Part 3A, as in force on the repeal of that Part, and as amended after that repeal, continues to apply to and in respect of a transitional Part 3A project. The provisions of the Major Development SEPP therefore continue to apply to the Sydney Olympic Park Site and any future project applications made for development on the site.

The planning controls for the Sydney Olympic Park Site are defined in Part 23 of Schedule 3. The site is zoned a mixture of B1 neighbourhood Centre, B4 Mixed Use, SP2 Infrastructure, RE1 Public Recreation, E1 National Parks and Nature Reserves, E2 Environmental Conservation and E3 Environmental Management, with residential development established under the B4 zone.

The Major Development SEPP also establishes maximum building heights and GFA for development within the Sydney Olympic Park Site, with all future development applications required to be in accordance with these controls and the provisions under Part 23 of Schedule 3.

Land within Sydney Olympic Park which is covered by the Major Development SEPP is shown in Figure 13.

3.2.5 State Environmental Planning Policy No. 65 (SEPP 65)

Design quality principles of *State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development* (SEPP 65) apply to residential flat buildings that comprise or include:

> *(a) 3 or more storeys (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2 metres above ground level), and*
>
> *(b) 4 or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops), but do not include a Class 1a building or a Class 1b building under the Building Code of Australia (e.g townhouses or villas where dwellings are side by side).*

Principles include the following:

> *Principle 1: Context*
> *Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area. Responding to context involves identifying the desirable elements of a location's current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.*
>
> *Principle 2: Scale*
> *Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings. Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.*
>
> *Principle 3: Built form*
> *Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.*
>
> *Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.*
>
> *Principle 4: Density*
> *Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents). Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.*

Further principles are outlined, and are relevant at more detailed stages of design. These include; resource, energy and water efficiency, landscape, amenity, safety and security and aesthetics.

Building designers and architects are also referred to the publication Residential Flat Design Code, Department of Planning, September 2002.

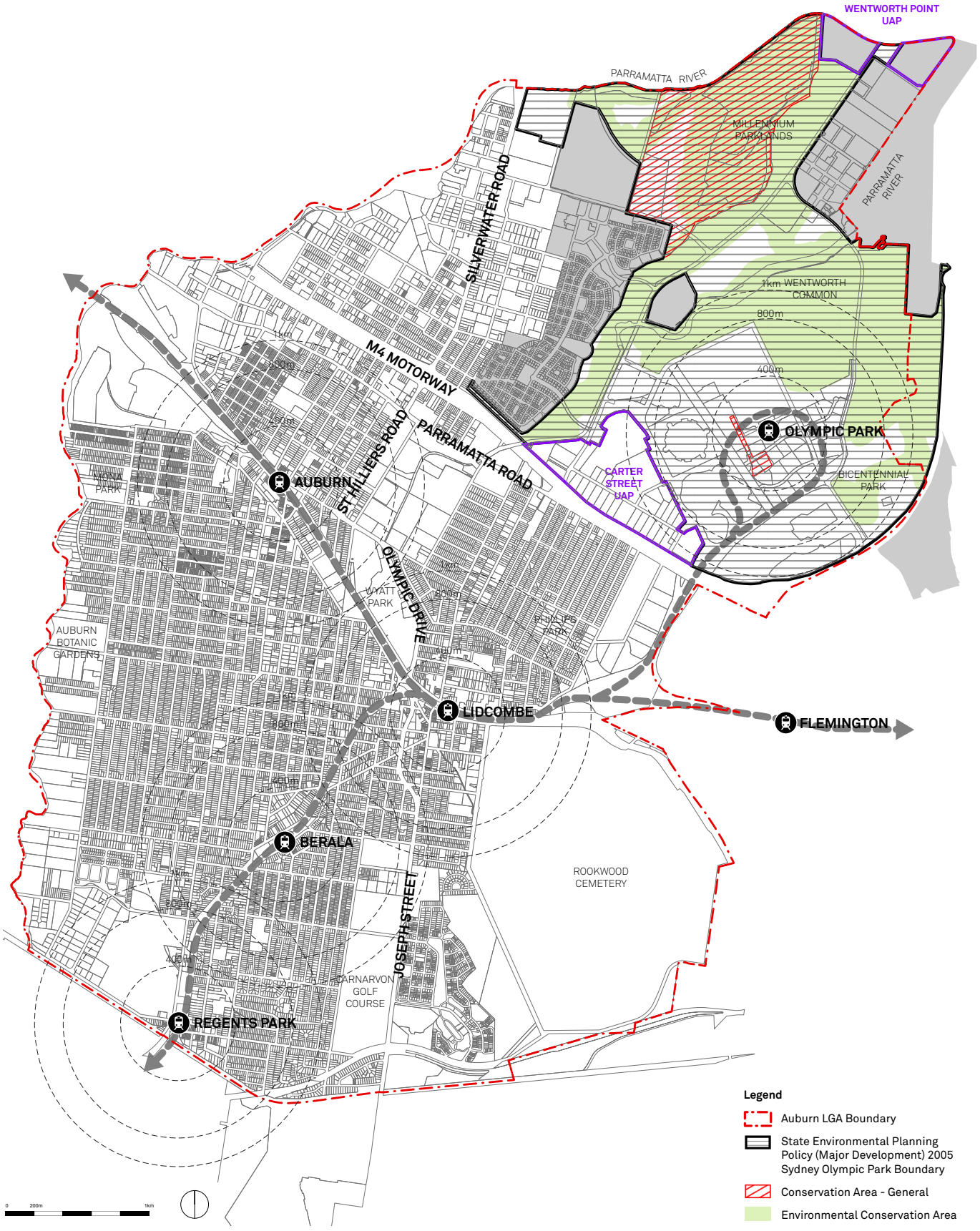


Figure 13 State Planning Areas

3.3 Strategic Studies and Reports

3.3.1 Auburn City Community Strategic Plan 2013-2023

The Auburn City CSP guides the growth of Auburn City over the 10 year period to 2023 and aims to ensure greater social, environmental and economically equitable outcomes for the community.

The Plan recognises the diversity of the Auburn City community in terms of culture and language, religion, age and workforce, noting that children and young people represent the highest proportion of residents in Auburn City in comparison to the Sydney average (ABS, 2011). To cater to the needs of its diverse population, Auburn City contains a range of community facilities (libraries, community centres, galleries, recreational open space), over 50 places of worship (churches, mosques, Buddhist and Hindu temples), and a number of childcare centres and services to meet the needs of children, parents and their carers.

The following key challenges and issues are identified in the Auburn City CSP:

- Considerable population growth is anticipated to 2023, which is to predominantly occur within existing centres, Wentworth Point, Sydney Olympic Park and the former Lidcombe Hospital Site. Growth can be largely attributed to the strategic location of Auburn City and will need to be managed appropriately to ensure the diverse needs for facilities and services can be provided. Residents of Berala and Wentworth Point expressed a need for more facilities.
- Social and cultural diversity differs from suburb to suburb, with marked contrasts between newer areas such as Newington and Wentworth Point and Auburn City's more established town centres. Responding to varying levels of community expectations and needs is therefore a challenge to ensure culturally appropriate services and facilities are provided.
- Community safety is a key issue, with Auburn City ranked as one of the top 10 local government areas in NSW for a number of major crimes. Auburn City residents also raised safety as a key issue.
- Auburn City is the second most disadvantaged area in the Sydney Statistical Division, requiring community capacity building through strengthening community assets and networks to empower individuals and organisations.

Auburn City comprises seven distinct suburbs, each with a different character, mix, age and size of housing types that cater to varying population densities, households structures and levels of affordability. At the 2011 census period, separate houses accounted for around 50% of Auburn City's housing stock, followed by high density and medium density development. In 2011, Auburn City contained 77 units for Seniors which were located in Auburn and Lidcombe.

The Auburn City CSP anticipates housing and rental prices to continue to rise due to Auburn City's strategic location on the railway line and between Sydney and Parramatta CBDs, which is to be addressed by Council through continued provision of a mix of dwelling types and sizes consistent with the Metropolitan Plan and that meet Auburn City's increasing and constantly diversifying population. In addition, development pressure will continue to be a challenge, requiring a focus on balanced growth across Auburn City with higher density development around town centres to maximise access to transport, services and shops in accordance with State government policy.

The Auburn City CSP also makes note of physical and economic divides within Auburn City, with areas north of Parramatta Road such as Newington, Sydney Olympic Park and Wentworth Point having higher levels of income, education and car ownership than areas to the south. Integrating Sydney Olympic Park within Auburn City is also a challenge given its geographically isolated northern peninsular location.

3.3.2 Auburn City Urban Design Study 2012

The *Auburn City Urban Design Study 2012* was conducted to test and recommend appropriate FSRs within the B4 Mixed Use and R4 High Density Residential Areas within Auburn City, in response to a resolution of Council. The study involved the selection and modelling of potential development sites within Auburn, Lidcombe, Berala and Regents Park to test their capacity for increased density.

For the sites tested, the study recommended appropriate FSRs, noting that blanket FSRs of 5:1 in the B4 zone and 2:1 in the R4 zone were not appropriate. The study recommended additional DCP controls and that these controls be based on urban design principles around site area, location and prominence. Incentives to encourage better design quality and public realm contribution were also recommended.

3.3.3 Draft Berala Village Study

The *Draft Berala Village Study* was adopted by Council on 16 July 2014. This study commenced in 2010, its purpose being to investigate opportunities to revitalise the Berala village centre and to provide new housing opportunities in the surrounding area.

A key outcome of the study was Council's preparation of a planning proposal to rezone land around Berala Railway Station for B2 Local Centre and R4 High Density Residential, including associated amendments to height and FSR controls within ALEP 2010. This planning proposal has been considered as part of the RDS.

3.3.4 Draft Regents Park Study

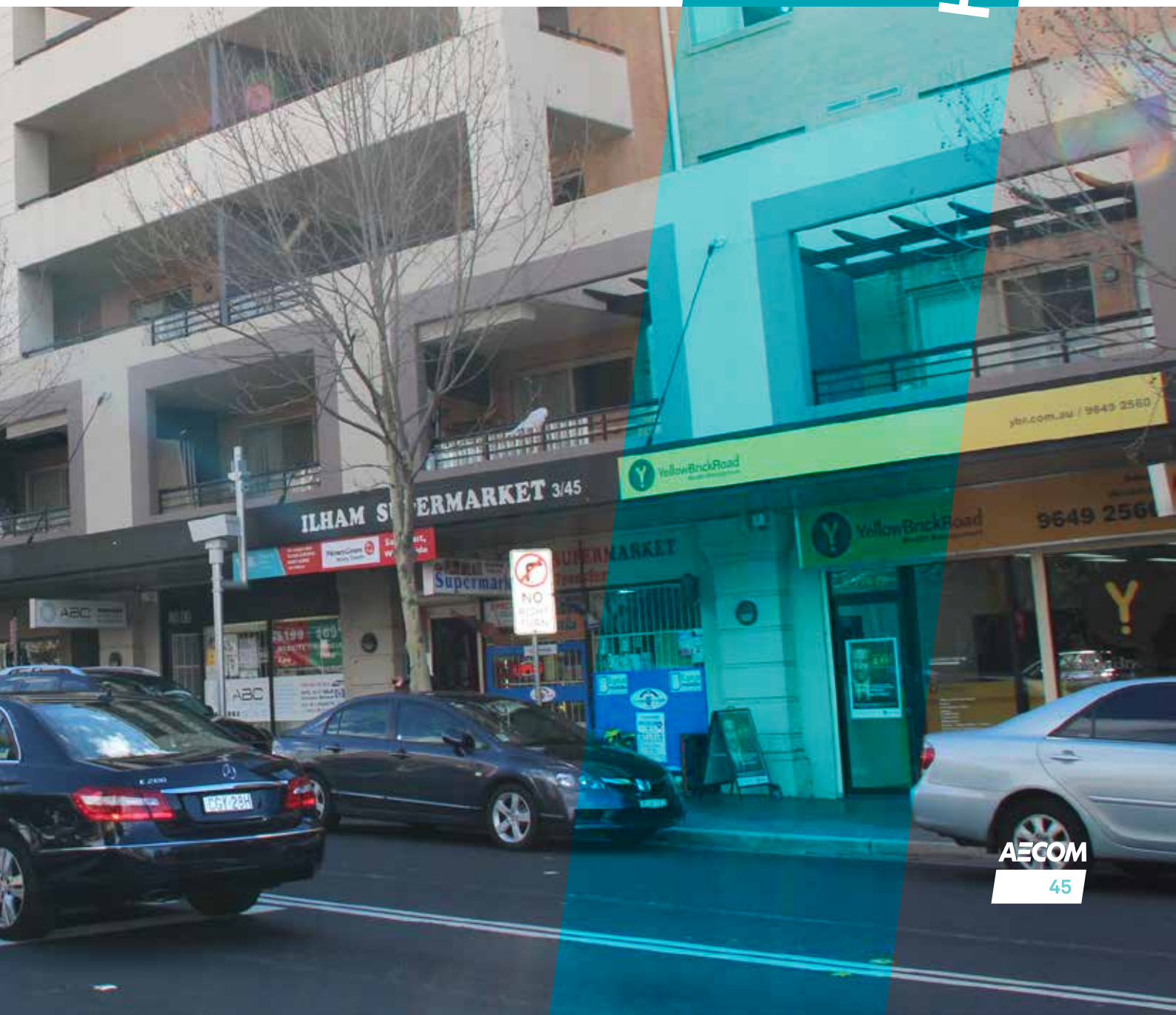
The draft Regents Park Village study area comprises land in proximity to the Regents Park railway station.

The draft study has not yet been reported to Council. However, the draft study will make recommendations which can be prioritised in the short, medium and long term for this village centre.

These recommendations are likely to include investigating the appropriateness of rezoning certain land within the study area, planning controls to improve urban design outcomes, and provision of new and upgraded existing open space.


CIVIC CARPARK
Auburn

4 Housing Demand

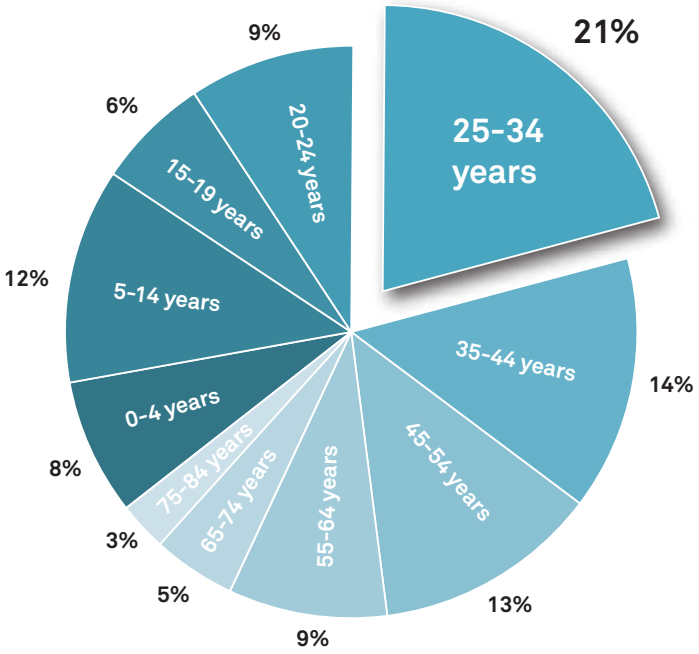


4.0 Housing Demand

4.1 Overview

This section provides an overview of Auburn City's current population and demographics characteristics and recent housing sales activity. This is followed by an overview of population and housing projections for Auburn City based on 2014 population and dwelling projections produced by the NSW Department of Planning and Environment (DP&E) and Informed Decisions (.id).

The combined analysis of this data underpins the determination of future housing demand for Auburn City examined in subsequent sections of this report; that is, the number and type of dwellings that are likely to be required to accommodate future population growth.



4.2 Current population

Auburn City has experienced substantial population growth since 2001, increasing from 55,851 to 83,500 people in 2013, representing total growth of 27,649 during these census periods. As a percentage, Auburn City experienced 16% population growth between 2001 and 2006 (9,906), 14% between 2006 and 2011 (9,974) and 13% between 2011 and 2013 (ABS 2006 and 2011).

The 2011-2013 period therefore represents Auburn City's most significant population growth period over the 13 year period, which can be attributed to high growth in renewal areas such as Sydney Olympic Park and Newington, the Former Lidcombe Hospital Site and Regency Green Housing Estate (Auburn City Council, 2009).

According to .id (2014) data for Auburn City, population change during the 1991-2011 period was as follows:

- Auburn (South): 2787
- Lidcombe (South): 1841
- Wentworth Point: 1473
- Newington: 694
- Auburn North: 681
- Sydney Olympic Park: 536

4.2.1 Age, sex and household character

The population of Auburn City is strongly characterised by younger age groups and large numbers of families with children. According to the ABS 2011 Census, 20% of Auburn City's population were aged 25-34, with 14% aged between 35-44 and 13% aged 45-54. Auburn City also has a large number of young people aged 0-24 mostly in the 5-14 year age bracket, reflecting the high proportion of couple families in Auburn City.

There is generally an even proportion of males and females in Auburn City, with 28,224 (52%) males and 35,514 (48%) females recorded in the latest Census.

Despite the fastest growing household type in Metropolitan Sydney being single person households, the overwhelming majority - 66% - of Auburn City's population comprises couple families and couple families with children.

According to .id a substantial number of couple families without children were located in Wentworth Point, while children in two parent families were most common in Berala.

In summary, age profile and household structure were consistent across all suburbs, with the majority of residents falling within the 0-14 and 25-34 age brackets, and couples with children accounting for the majority of household structures across the suburbs.

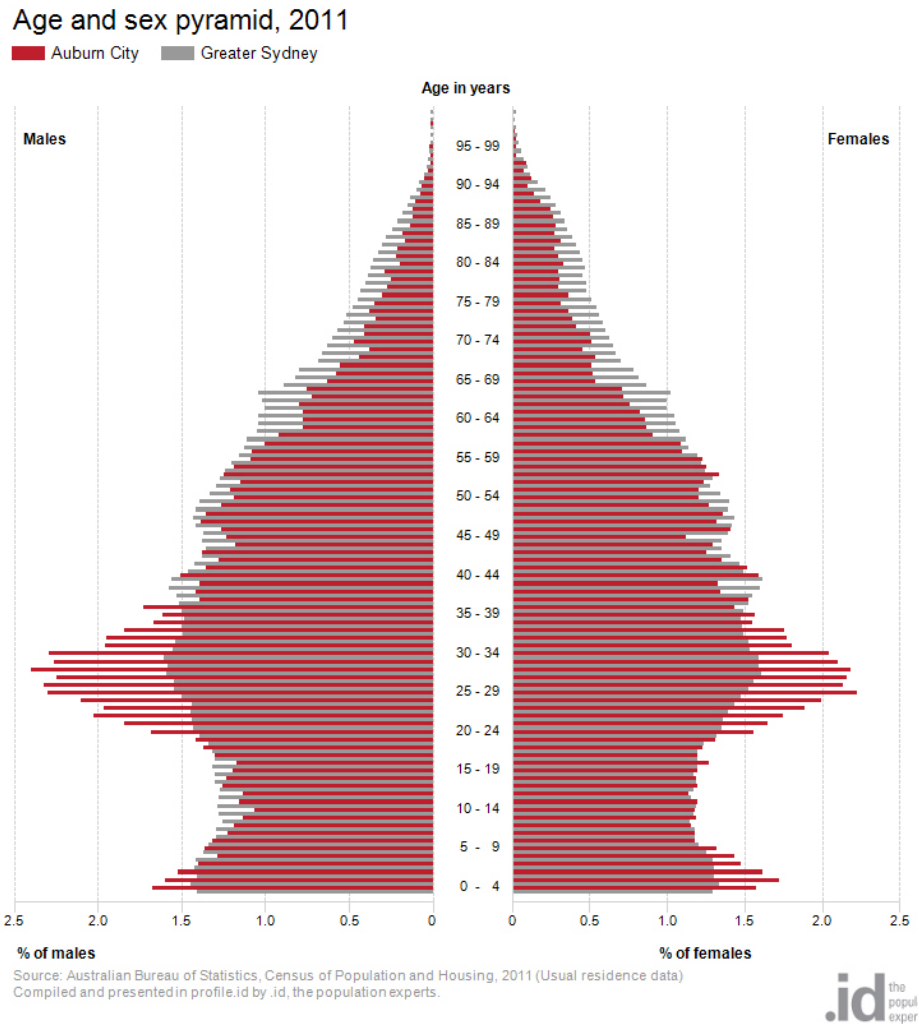


Figure 15 Population Pyramid
Source http://profile.id.com.au/auburn

4.2.2 Income

A review of ABS 2011 Census data indicates that weekly personal and household incomes vary amongst Auburn City's population.

In terms of personal income, the Negative/Nil income bracket was the most commonly stated personal income within Auburn City, accounting for around 14% of the working resident population, most of whom were female. Almost 9% of Auburn City's working population were recorded to be unemployed.

Many residents identified with the $600-$799, $400-$599 and $200-$299, with higher income earners generally being male. 25-34 year olds account for the majority of Auburn City's working population, with the Negative/Nil and $600-$799 income brackets the most common amongst this age group.

3% of the population are within the highest income bracket, being $2,000 / week or more, with 4% earning $1,500-$1,999 and 4% earning $1,250-$1,499. Overall, this places almost 12% of the population within the higher income brackets, which indicates some socio-economic disparity amongst the population when considering almost the same percentage of residents identified a Nil/Negative income.

In terms of household income, most households in Auburn City recorded a combined income of $1,500-$1,999 per week, followed by $600-$799 and $400-$599 per week. The majority of these incomes were associated with family households, as opposed to 'lone person' or 'group households'.

Overall, the median personal and household incomes within Auburn City are comparatively much lower than that of the Sydney metropolitan region.

14% of Auburn City's population recorded negative/nil income

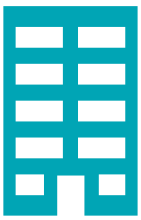
4.2.3 Migration

According to data prepared by .id (2014) the majority of new residents to Auburn City between 2001-2006 were from overseas (+5,700).

Many residents also migrated from nearby LGAs, including Canterbury, Strathfield and Ashfield. Migration from Auburn City to other nearby LGAs is also common, with residents predominanrly choosing to relocate to Parramatta, Blacktown, Holroyd, Bankstown and Baulkham Hills.

The majority of migrants are around 20-30 years of age (2006-2011).

50%
single dwellings in Auburn LGA



30%
apartments in Auburn LGA

12%
townhouses in Auburn LGA

4.2.4 Dwelling Structure

In terms of dwelling structure (occupied dwellings), the most common dwelling type is the single free standing house. More than 50% of Auburn's population live in detached homes, with most of the remaining population living in units or apartments (30%).

The least common dwelling types in Auburn City were semi-detached row or terrace houses, such as townhouses, which accounted for 12% of Auburn City's dwellings. When compared to the high number of separate houses (50% of total dwellings) and flats/units/apartments (38% of total dwellings) within Auburn City, this indicates quite a distinct split between low and high density dwellings, with very little in between.

1,183 unoccupied dwellings were recorded at the time of the 2011 census, which indicates a vacancy rate of 5%.

Almost 70% of units or apartments have two bedrooms, while around 50% of separate houses and 50% of semi-detached row, terrace or town houses contain three bedrooms. The predominance of two to three bedroom dwellings indicates the high number of couple and couple family households in Aubrurn City, as well as the association of flats/units/apartments with smaller household structures.

4.2.5 Mortgage and Rental Repayments

ABS 2011 Census data provides details of monthly mortgage repayments by dwelling structure. An overview of mortgage repayments within Auburn City are as follows.

The majority of households within Auburn City making mortgage repayments are paying $1,800-$2,399 (23%) and $1,400-$1,799 (15%) per month, most of which are for separate houses. 32% of households owned units or apartments with the majority paying $1,800-$2,399 (24%) and $1,400-$1,799 (20%) per month on their mortgage. The median loan repayment in the LGA in 2011 was $1,500 per month.

Of those residents renting in Auburn City, most households were paying $350-$449 per week (30%), followed by $275-$349 (20%) and $450-$549 (16%) per week. The median rent in Auburn City in 2011 was $320 per week.

4.2.6 Summary

Based on Suburb Statistics reports generated in RPData (2014), an overview of sales activity over the last 12 months and the general household and demographic characteristics of each of the suburbs is as follows.

Note: as the RDS focusses on town and village centres around railway stations, Silverwater, Newington and Wentworth Point have been excluded from this summary.

Auburn

- 54% of Auburn's population are couples with children.
- 41% of Auburn's population rent, 29% have mortgages and 25% own their house outright.
- The majority of Auburn residents are within the 24-34 and 0-14 age brackets.
- Most of Auburn's population (20%) earn between $31-$52K per annum, with groups earning $52-$78K, $78-$130K and $15-$31K all recording 17%.

Lidcombe

- 46% of Lidcombe's population are couples with children.
- 35% of the population have mortgages, 34% rent, and 27% own their house outright.
- The majority of Lidcombe's residents are within the 24-34 and 0-14 age brackets.
- Most of Lidcombe's population (20%) earn between $78-$130K per annum, followed by $31-$52K and $52-$78K.
- Overall, income is generally higher in Lidcombe in comparison to Auburn, Berala and Regents Park where the $31-$52K income bracket was most common.

Berala

- 52% of Berala's population are couples with children.
- 37% of the population are renting, 33% own their house outright and 26% have mortgages.
- The majority of Berala's residents are within the 24-34 and 0-14 age brackets.
- Most of Berala's population (19%) earn between $31-$52K per annum, followed by $78-$130K (18%), $52-$78K (16%) and $15-$31K (16%).

Regents Park

- 50% of Regents Park's population are couples with children.
- 39% of the population are renting, 29% have mortgages and 27% own their house outright.
- The majority of Regents Park's residents are within the 0-14 and 24-34 age brackets.
- Most of Regents Park's population (21%) earn between $31-$52K per annum, followed by $78-$130K (18%) and $15-$31K (17%).

$520–650k
average house price in Auburn LGA

$330–450k
average apartment price in Auburn LGA

4.3 Residential market activity

An analysis of residential market activity within Auburn City was undertaken using RPData - an online repository of property information - to understand how much people have been willing to pay for dwellings in Auburn City over the last five years and in which suburbs market demand has been highest.

Analysis of sales data extracted from RPData for the last 5 years (2009-2014), focussing on town centres, shows that residential dwelling sales have remained relatively consistent between 2009-2014 across Auburn, Lidcombe, Berala and Regents Park. During this period, higher sales occurred in larger suburbs such as Auburn and Lidcombe. Auburn has recorded the highest unit sales in the past 12 months.

Table 1 Dwelling sales 2013-2014 (Source: RP Data September 2014)

Suburb	Houses	Units	Total Dwellings
Auburn	171	395	566
Lidcombe	119	106	225
Berala	54	57	111
Regents Park	46	26	72
Total dwellings	**390**	**584**	**974**

The average price of housing across Auburn City was generally around $500-$600K, with units generally selling for $300-$400K. On average Lidcombe town centre had the highest average house price.

Overall, the statistics show that homebuyers have been willing to pay in the range of between $330-$450K for units and $520-$650K for houses within the suburbs examined.

An overview of recent dwelling sales (2009-2014) within Auburn, Lidcombe, Berala and Regents Park is provided in Table 2.

Table 2 Sales 2009-2014 (Source: RP Data September 2014)

	Average sale price (2009-2014)	
Location	House	Unit
Auburn	$585, 000	$330,000
Lidcombe	$650,000	$442,000
Berala	$584,000	$379,000
Regents Park	$528,000	$331, 400

**Average sale prices are approximate only and based on a 1km radius search of town centres using RPData. Values have been rounded to the nearest $1000.*

A summary of recent dwelling sales in Auburn, Lidcombe, Berala and Regents park is provided as follows.

4.3.1 Auburn

- Annual unit sales have remained relatively consistent between 2005 and 2014, generally ranging between 300-400 dwellings sold per year. 561 dwellings were sold during the 2009 period.
- 171 houses have been sold in the suburb of Auburn in the last 12 months, with most within the $601-$750K (36%) price range, followed by $751K-$1M (26%) and $501-$600K (25%).
- 395 units have been sold in the suburb of Auburn in the last 12 months, with the majority of units being within the $301-$400K (42%) and $401-$500K (35%) price ranges.

4.3.2 Lidcombe

- Annual unit sales have remained relatively consistent between 2005 and 2014, generally ranging between 150-180 dwellings sold per year. 304 dwellings were sold during the 2009 period.
- 119 houses have been sold in Lidcombe in the last 12 months, with most within the $751K-$1M (44%) price range, followed by $601-$750K (25%).
- 106 units have been sold in Lidcombe in the last 12 months, with the majority of units being within the $501-$750K (56%) price range, followed by $401-$500K (31%).

4.3.3 Berala

- Annual unit sales have remained relatively consistent between 2005 and 2014. Given the smaller size of the suburb, unit sales are comparatively lower than other suburbs within the LGA, with annual sales ranging from anywhere between 38 to 78 dwellings per year.
- 54 houses have been sold in Berala in the last 12 months, with most within the $751K-$1M (48%) price range, followed by $601-$750K (22%).
- 57 units have been sold in Berala in the last 12 months, with the majority of units being within the $301-$400K (53%) price range, followed by $501-$750K (26%).

4.3.4 Regents Park

- Annual unit sales have remained relatively consistent between 2005 and 2014. Given the smaller size of the suburb, unit sales are comparatively lower than other suburbs within the LGA, with annual sales ranging from anywhere between 31 to 63 dwellings per year.
- 46 houses have been sold in Regents Park in the last 12 months, with most within the $601-$750K (59%) price rang.
- 26 units have been sold in Regents Park in the last 12 months, with the majority of units being within the $301-$400K (53%) price range

4.3.5 Dwelling approvals

Dwelling approvals referred to as Building Approvals in id. data sets, have been increasing in Auburn City, from 2011 peaking in 2012. Evidence of fewer approvals in 2013 is likely to be a short-term feature.

127,000–130,000
population increase
to 2031
DP&E and .id figures 2014

19,550 – 23,130
dwellings required
to 2031
DP&E and .id figures 2014

4.4 Population, dwelling and household forecasts

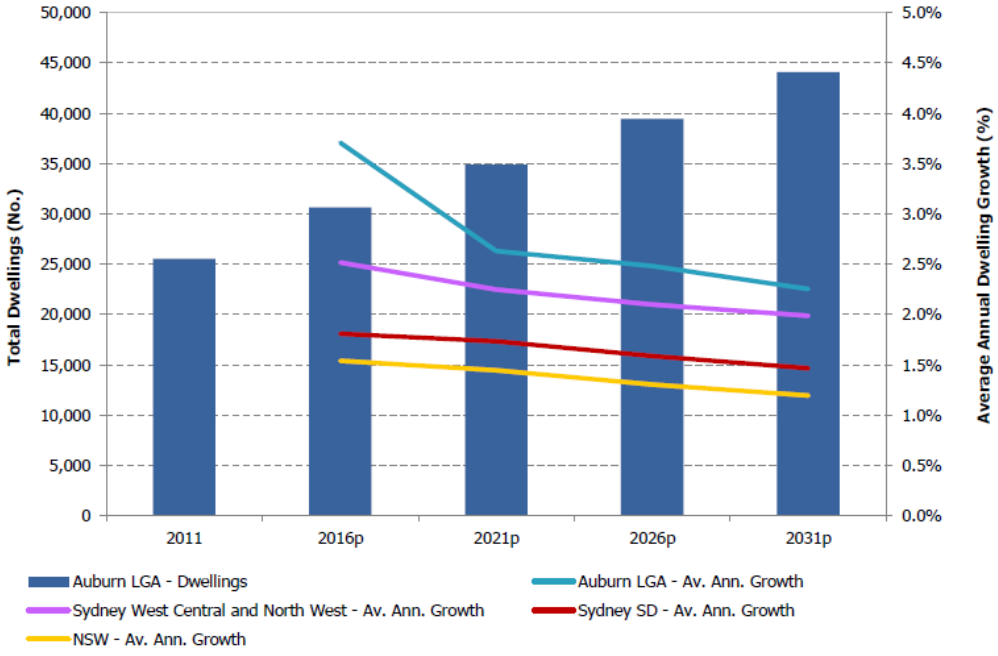
In 2014, the DP&E released population and housing projections for NSW, which anticipate the population of metropolitan Sydney to grow by more than 1.5 million people with over 600,000 new dwellings required to accommodate this growth. These projections are also broken down by suburb and identify Auburn City's population to increase from 77,800 in 2011 to 130,600 in 2031, representing an increase of almost 53,000 new residents.

Using the DP&E's projections in conjunction with various development assumptions for Auburn City, based on proposed and approved development proposals, .id has also produced population and housing forecasts for Auburn City. An overview of the respective population and housing figures is provided as follows.

4.4.1 Department of Planning & Environment - 2014 NSW Population Projections

As identified in the *Department of Planning and Environment's 2014 Population and Housing Projections*, Auburn City is anticipated to grow by 52,800 persons (67.9%) between 2011 and 2031, from 77,800 residents in 2011 to130,600 in 2031. This change reflects an annual average change of 2.6% with accelerated growth of 26,350 to occur in the short term (2011-2016) and steadying over the longer term; between 2021-2026 (13,200) and 2026-2031 (13,250).

In comparison to other LGAs within the West Central and North West Subregion (WC&NW), Auburn City will experience the greatest growth overall as well as the greatest annual growth. In addition, Auburn City's growth rate is projected to exceed the average annual growth rate of the WC&NW Subregion by 6%. Within the Sydney Metropolitan context, Auburn City will experience the second highest total population growth and annual growth behind Camden which is anticipated to almost double its population over the 20 year horizon.



Source: NSW DPE (2014)
Figure 14 Projected Dwelling Requirements, 2011-2031
Source Auburn Employment Lands Strategy Background Report, AEC Group 2014

Future demographics of Auburn City

In terms of age distribution, the 0-4 year age group will experience the greatest growth between 2011 and 2031 (+4,600), followed closely by 5-9 and 40-44 year olds (both +4,500), 35-39 year olds (+4,400), 10-14 year olds (3,750) and 30-34 year olds (3,600).

Projected age growth distribution indicates high growth in 0-4 and 5-9 year olds between 2011-2021, and higher proportions of 5-9, 10-14 and 15-19 year olds between 2021-2031 which reflects the changing life cycle. Similarly, 30-34 and 35-39 year olds represented the majority of the population in 2011-2016, 40-44 and 45-49 year olds between 2021-206 and 45-49 and 50-54 year olds the predominant age groups in 2026-2031.

An assumption that could be drawn from this data is that much of the population in 2011 will remain within Auburn City to 2031 i.e. they will be 'ageing in place'. This may reflect a greater need for elderly-appropriate housing such as low rise villa and townhouse style development in the medium to long term, particular if this growth trend continues beyond 2031.

Family households, namely couples with children, are anticipated to be the predominant household type across the short, medium and long terms.

Dwelling growth

Substantial dwelling growth is also anticipated in line with population growth, with a total increase in households of 18,600, representing annual growth of 2.7% and overall change of 72.8% between the 2011 to 2031 period.

4.4.2 Population .id Forecasts

Informed Decisions (.id) provide detailed analysis of census data for Councils, including forecasting data. In assisting Auburn City Council with planning for future growth, .id have prepared population and dwelling forecasts for Auburn City for the 2011 – 2031 period. This data is derived from an analysis of the current population, demographic change, development drivers and the policy environment. A summary of this data is as follows.

Consistent with the DP&E's forecasts, .id anticipate household types in 2031 to be mostly couples with children, couples without children and lone person households, with UAPs and SOP to comprise mostly couples without children and lone person households. In addition, the 0-4 age bracket and 20-34 age brackets (generally speaking) will generally increase, which corresponds with anticipated increases in couple families with children.

As shown in Table 3, the population and dwelling projections by .id demonstrate that, overall, the majority of growth will occur in strategic development sites, including Wentworth Point and Carter Street UAPs and Sydney Olympic Park.

Growth projections for other areas derive from a combination of current known residential areas (2010-2014) and assumed development rates, available sites and a demand assessment (2014+) based on planning scheme and building data, ABS Building Approvals data and strategic planning documents.

Table 3 .id population projections for Auburn City to 2031

Location	Additional population (2011-2031)	Additional dwellings (2012-2031)
Auburn (North)	2,032 (4%)	856 (4%)
Auburn (South)	3,173 (6%)	1,263 (5%)
Berala	686 (1%)	224 (0.09%)
Carter Street Precinct	8,285 (17%)	4,000 (17%)
Lidcombe (North)	3,021 (6%)	981 (4%)
Lidcombe (South) – Rookwood	4,311 (9%)	1,495(6%)
Newington	-268 (0%)	0
Regents Park	1,494 (3%)	506 (2%)
Silverwater	970 (2%)	414 (2%)
Sydney Olympic Park	8,376 (17%)	4,331 (19%)
Wentworth Point	17,576 (35%)	9,056 (40%)
Total - Auburn City	**49,656**	**23,126**

The total increase in dwellings is assumed to be 23,126, between 2012-2031 with development sites accounting for the majority of new dwellings, namely Wentworth Point UAP (9,056), Sydney Olympic Park (4,331) and Carter Street UAP (4,000), Auburn North (856) Lidcombe South (1,495) and Auburn South (1,263).

In terms of assumed development rates, .id's data indicates that the rate of residential development will be highest around 2015. In addition, the highest rate of infill growth is indicated to occur in Auburn South (Town Centre) and Lidcombe North / South, with assumed infill growth totalling approximately 1,393 new dwellings to 2031.

4.4.3 Analysis of data sets

A comparison of population and household forecasts prepared by the DP&E and .id shows the DP&E projects a higher population increase of 130,600 by 2031, compared with .id's projection of 127,433, showing a difference of 3,167 new residents by 2031.

Conversely, DP&E estimates that Auburn City will require an additional 19,550 new dwellings to accommodate anticipated population growth, compared with the .id forecast of 23,126. The 3,167dwelling discrepancy indicates that both estimates are using different household size assumptions, with the DP&E likely assuming more family households and thereby more single dwellings.

A comparison of population dwelling growth projections is provided in the following tables.

Table 4 Growth projection comparison: NSW Department of Planning and Environment and .id

Population

	2011	2016	2021	2026	2031
NSW DPE	77,800	91,700	104,150	117,350	130,600
.id	77,779	90,249	107,074	119,098	127,433
Difference	--	1,451	-2,924	1,748	3,167

Dwelling additions

	2012-16	2017-21	2022-26	2027-31	Total
NSW DPE	5,400	4,450	4,800	4,900	19,550
.id	5,261	7,428	5,896	4,541	23,126
Difference	139	-2,978	-1,096	359	-3,576

Both the DP&E and .id dwelling projections have been adopted to determine the future housing demand for Auburn City over the short, medium and long term.

Overall, 19,550-23,130 new dwellings will be required to meet population growth to 2031. This range has therefore been used to determine the potential surplus number of dwellings that will need to be accommodated once known approved and proposed development proposals have been taken into account. Information regarding future housing supply requirements for Auburn City is provided in Chapters 5 and 6 of the RDS.

4.4.4 Auburn Dwelling Target Analysis 2009

The *Auburn Dwelling Target Analysis 2009* (hereinafter 'DTA') investigated Auburn City Council's ability to meet its dwelling target under the West Central Draft Subregional Strategy. This target was for 11,000 new dwellings to be accommodated within local centres and infill areas of Auburn City.

The DTA took into account constraints to residential dwelling growth, including the Haslam Creek Flood Plain, strata developments and heritage Items. This approach has also been adopted in this draft study in understanding the availability of developable land in Auburn City.

The key findings of the DTA were:

- The vast majority of growth is anticipated to occur in infill areas (brownfield sites).
- Most growth is occurring in town centres, with little growth occurring in small villages and neighbourhood centres.
- No up-zoning is required in local centres or infill areas because of recent growth and future planned growth within brownfield sites, namely Homebush Bay West, the Former Lidcombe Hospital Site and Regency Green Housing Estate, which were anticipated to absorb significant growth within the next 10 to 15 years.

Overall, the DTA recommended that no up-zoning, rezoning or changes to density controls to increase residential dwelling capacity were required to meet the Department's dwelling target.

Notwithstanding, significant growth has occurred in Auburn City since the DTA was prepared in 2009. This growth, in addition to significant growth forecast to 2036 (refer to Chapter 4), has formed part of the impetus for the preparation of this draft RDS in order to ensure forecast growth pressures can be managed through the appropriate and timely delivery of new dwellings.

4.4.5 Metropolitan Development Program – Housing data for Sydney

The *Metropolitan Development Program* provides the latest information on dwelling approvals and production in both existing and greenfield areas of Sydney.

During the June - December 2013 quarter, Auburn City was identified as one of the top LGAs in terms of dwelling production, with 514 dwellings completed, which constituted 8% of total net dwelling completions across the Sydney Region. This included 477 dwellings in Wentworth Point and 34 in Botanica and Lidcombe.

A review of the MDP March 2014 Monthly Monitor also indicates that residential dwelling approvals and completions within Auburn City have been strong over the last 12 months:

- Dwelling Approvals (YTD to March 2014): 976
- Dwelling Completions (YTD to March 2014): 577
- Building approvals March 2014: mostly multi-unit (185)

A review of the most recent Monthly Monitor identifies 1,032 dwelling approvals in the 12 months from May 2014-July 2013 and 592 completions. 84% of dwelling approvals were for multi-unit dwellings, with the remaining 16% comprising detached dwellings.

Strong ongoing dwelling approvals and production indicates continuing demand for residential dwellings in Auburn City, particularly for multi-dwellings which have accounted for the vast majority of dwelling approvals over the 12 months to July 2014.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5 Housing Supply

5.0 Housing Supply

5.1 Existing residential capacity

Auburn City, being centrally located in the Metropolitan region with good access to road and rail transport and potential ferry transport in the north, is an attractive area for renewal and redevelopment for residential uses. Existing capacity on land within the centres of Auburn and Lidcombe, as well as surrounding lower density residential areas that are close to public transport will support Auburn City's growth over the next 20 years.

Total of 17,400 dwellings proposed in Carter Street, Wentworth Point and Sydney Olympic Park to 2031

Source: .id 2014

Additionally, supply will also be focussed towards State and Council initiated activation areas as described below.

5.1.1 State Government initiated residential activation opportunities

Carter Street and Wentworth Point UAPs are located in Auburn City, within high amenity areas in close proximity to the Sydney Olympic Park Specialised Precinct and associated facilities, major transport links include the M4 Motorway and Olympic Park train station, and within areas experiencing strong market demand for additional housing.

Carter Street

Carter Street UAP is a 52 hectare urban renewal site, generally bounded by Sydney Olympic Park to the north east, the M4 Motorway to the south west and Haslams Creek to the north-west. Development of the precinct is anticipated to deliver 4,675 new dwellings to 2036 (4,000 to 2031), which would respond to strong market demand for additional housing in Auburn City.

The site has been rezoned predominantly R4 High Density Residential, with areas of B6 Enterprise Corridor fronting the M4 Motorway, B2 Local Centre along Uhrig Road and Edwin Flack Avenue, with a number of areas zoned RE1 Public Recreation throughout the precinct. Development of the precinct will deliver the following:

- Approximately 4,675 residential dwellings, comprising a mix of housing types from townhouses to apartments, in buildings ranging from 4 to 20 storeys.
- 11.4 hectares of employment uses, including corporate offices, business and technology parks, retail and light industrial uses along the M4 Motorway.
- A new 1.8 hectare park at Hill Road, a primary school and community facilities.
- New streets and intersection upgrades to create a permeable movement network and improve traffic flow, as well as bus priority and new routes to train stations.

Finalisation of the Carter Street UAP is anticipated to occur in the long term; to 2031.

Wentworth Point

Wentworth Point is planned to accommodate significant population growth in the short to long term, with approximately 7,263 planned for delivery to 2032 (.id, 2014). Approximately 760 dwellings have already been completed, with 6,503 additional dwellings to be delivered between 2014 and 2032 in various locations including Hill Road and Bayswater Drive, 23 Bennelong Parkway and the Wentworth Point UAP. Approximately 2,300 dwellings are anticipated to be delivered as part of the progressive development of the Wentworth Point UAP, which constitutes approximately 32% of total dwellings planned for Wentworth Point.

Wentworth Point UAP

Wentworth Point UAP is bounded by the Parramatta River to the north, Sydney Olympic Parklands to the west, Homebush Bay to the east and future high density residential development to the south. The precinct is bisected by land under Sydney Olympic Park Authority ownership, which currently accommodates a ferry terminal and is earmarked for future high density mixed use development. The site was selected by the NSW State Government given its close location to Sydney's Global Economic Corridor being approximately 12km from the Sydney CBD, and 6km from the Parramatta CBD, as well as its close proximity to Sydney Olympic Park Specialised Precinct and adjoining parklands, the Parramatta River and Homebush Bay, and within an area subject to strong market demand for additional housing.

The site has been rezoned for mostly R4 High Density Residential uses as well as B1 Neighbourhood Centre and RE1 Public Recreation. Development of the precinct will deliver the following:

- Approximately 2,300 dwellings comprising a range of housing options within buildings ranging from 4 – 25 storeys.
- A minimum of 3.9 hectares of open space to comprise the new peninsula park.
- A range of small scale retail and community uses to serve the local community.
- New maritime facilities and upgrade of existing seawalls and creation of a new public promenade along Homebush Bay.
- Enhanced connectivity and traffic flow through the provision of new local streets, intersection upgrades and walking and cycle paths connected to the open space network.

The completion of Wentworth Point UAP is planned to occur within the next 15 years.

Sydney Olympic Park

Sydney Olympic Park (hereinafter 'SOP') is subject to development in accordance with the 2030 Master Plan for the Precinct, which sets a 22 year vision for the sustainable development of the Precinct.

SOP currently contains 430 hectares of parklands and various sporting and recreational facilities to service future population growth. According to the Master Plan, by 2030 the precinct will involve 1.4 million square metres of new construction.

Future development will be distributed across nine distinct precincts through a staged implementation of the Master Plan, including Central, Sports and Education, Southern Sports, Boundary Creek and Tennis, Parkview, Sydney Showground, Haslams and Stadia. Central is to evolve into a mixed-use urban neighbourhood with commercial, retail and residential uses, most of which will be concentrated around the train station and public places.

An estimated 4,331 new dwellings are to be provided at SOP by 2031, with almost 1,000 to be delivered by 2016 and more than 2,000 by 2020. Most dwellings are expected to be delivered between the 2020 and 2031 period.

The precinct is also anticipated to support up to 5,000 students and around 10 million visitors per year while retaining capability for up to 250,000 patrons at any one time.

5.1.2 Auburn City Council planning proposals

ALEP Amendment 8: Auburn Council's planning proposal to increase the maximum floor space ratio (FSR) for certain land zoned B4 Mixed Use and R4 High Density Residential within the Auburn local government area,

The planning proposal (PP-3/2010) comprised amendments to ALEP 2010 to increase the maximum Floor Space Ratio (FSR) and height of building (HOB) controls on certain land within the Auburn and Lidcombe Town Centres, with the intent being to encourage growth within existing centres with good access to public transport, shops and services. A summary of the proposed amendments is as follows.

Floor Space Ratio

For certain land identified under the planning proposal, the following FSR controls were recommended:

- Increasing FSR controls ranging from 3.6:1 to 5:1 on certain land zoned B4 Mixed Use in the Auburn Town Centre.
- Increase the maximum FSR of land zoned B4 in the Lidcombe town centre to 5:1.
- Increase the maximum FSR of all R4 zoned land covered by the planning proposal to 1.7:1 with corner blocks having an FSR of 2:1.

Height of buildings

For certain land identified under the planning proposal, the following HOB controls were recommended:

- Increase the maximum HOB controls on B4 zoned land within the Auburn Town Centre to range between 32m and 49m.
- Increase the maximum HOB controls on B4 zoned land within the Lidcombe Town Centre to 60m, on one key site.
- Amend the maximum HOB for all R4 zoned land covered by the planning proposal to 18m with corner blocks having a maximum HOB of 20m.

Amendment 8 was notified (gazetted) on 11 April 2014.

Since April 2014, it has become apparent that a review of height controls in Auburn and Lidcombe Town centres is needed to achieve better urban design outcomes in B4 Mixed Use zoned areas that have a maximum FSR of 5:1. Preliminary scenario testing has been undertaken (refer to Chapter 6 and Appendix D), however further detailed testing is required in order to propose amended heights in these areas.

Marsden Street Planning Proposals (PP-7/2013)

The Marsden Street Precinct is located to the east of the Lidcombe Town Centre and is bound by Railway Street to the north, East Street to the east, James Street to the south and Mark Street to the west. Land zoned B4 mixed use within the Town Centre is located to the east, IN2 Industrial zoned land to the south and R2 Low Density residential to the south-west of the Precinct.

The Planning Proposal seeks to amend ALEP 2010 as follows:

- Land east of Raphael Street: rezone land from IN2 Light Industrial and R4 High Density Residential to B4 Mixed Use, implement a maximum building height of 32m and increase FSR to 5.0:1.

The planning proposal also includes the retention of existing parks and the rezoning of 24 and 10-12 Railway Street and 5-7 East Street to RE1 Public Recreation.

A Gateway Determination for the Marsden Street Precinct Planning Proposal was issued by the DP&E on 2 October 2014.

South Auburn Planning Proposal (PP-3-2013)

The Planning Proposal relates to land located to the south of Auburn Town Centre bounded by Auburn Road, Susan Street, Beatrice Street and Helena Street.

The Planning Proposal seeks to amend ALEP 2010 as follows:

- Rezone land within the study area from R3 Medium Density Residential to part B4 Mixed Use and part R4 High Density Residential.
- Increase maximum HOB from 9 metres across the site to 21 metres on land proposed to be zoned B4 (Auburn Street frontage) and 16 metres on land proposed to be zoned R4 (Susan Street frontage).
- Increase the maximum FSR from 0.75:1 across the site to 2.25:1 on the Auburn Road frontage and 1.4:1 on the Susan Street frontage.

It was estimated that approximately 750 dwellings and 13,960m^2 could be achieved on the site.

PP-3-2013 was placed on public exhibition between July and August, 2014 and Council is currently considering submissions.

Proposed zoning

Proposed HOB

Proposed FSR

5.1.3 Applicant initiated planning proposals

Planning Proposal 2-10 Jenkins Street and 344-362 Park Road, Regents Park (PP-8-2013)

The Planning Proposal applies to land located within Regents Park at 2-10 Jenkins Street and 344-362 Park Road, Regents Park.

The Planning Proposal seeks to amend ALEP 2010 as follows:

- Rezone the site from R2 Low Density Residential and part IN2 Light Industrial to R4 High Density Residential;
- Increase the maximum HOB to 19.5 metres (no current height restriction);
- Increase the maximum FSR from 1:1 to 1.4:1 consistent with the R4 zone; and
- Amend the lot size map to remove the minimum lot size requirement, consistent with the R4 zone.

The rezoning of the land will allow for the development of residential flat buildings on the site, thereby accommodating future residential growth through the provision of additional housing within proximity of the Regents Park Village Centre.

Council is currently awaiting a Gateway Determination with respect to PP-8-2013.

Grey Street/Carnarvon Street, Silverwater Planning Proposal (PP-5-2013)

The Planning Proposal applies to land at 1-17 Grey Street and 32-48 Silverwater Road, Silverwater. This land is located along the western edge of Silverwater Road, approximately 260 metres north of the M4 Motorway and is bounded by Carnarvon Street to the north, Silverwater Road to the east, Bligh Street to the south and Grey Street to the west.

The Planning Proposal seeks to amend ALEP 2010 as follows:

- Rezone the land from B6 Enterprise Corridor to B2 Local Centre zone;
- Amend the Lot Size control so that no minimum lot size applies to the site;
- Increase the HOB from 14 metres to 25 metres;
- Increase the FSR from 1.0:1 to 4.0:1; and
- Amend the Key Sites map to identify the 17 lots that constitute the site as Key Sites.

The overall intent of the Planning Proposal is to provide mixed use development on the site to meet the daily needs of residents and workers within the locality. Uses on the site would provide for employment during construction and operation, approximately 250 new dwellings to house the growing population, and retail opportunities to meet local needs.

Council is currently awaiting a Gateway Determination from the DP&E with respect to PP-5-2013.

5.1.4 Existing Development Applications and Planning Proposals

Auburn Town Centre

A number of Development Applications (hereinafter 'DA') and two Planning Proposals (hereinafter 'PP') within the Auburn Town Centre have recently been submitted to Council. Tables 5 and 6 below provide an overview of each, (details can be found in Appendix A) and the location is shown in **Figure 16**.

Table 5 Development Applications

	Address	DA Number	Proposed No. of Units	Proposed Ground Floor Use	Proposed Height
1	26-36 and 35 Northumberland Road, Auburn (Auburn RSL Club site)	PL-41/2014	**536**	Commercial	Council to confirm
2	22-30 Station Road, Auburn	DA-76/2013	**79**	Residential	8 storeys
3	32-40 Kerrs Parade, Auburn	DA-406/2013	**94**	Residential	7 storeys
4	93 – 105 Auburn & 18 Harrow Road, Auburn	DA-389/2013	**246**	7 retail tenancies	17 storey building & a 19 storey building
5	27 Mary Street, Auburn	DA-74/2011	**53**	Commercial/retail	9 storeys
6	6-14 Park Road, Auburn	DA-16/2013	**98**	Commercial	8 storeys
7	61-67 Queen Street, Auburn	DA-251/2014	**143**	5 retail tenancies	14 storeys
TOTAL			**1,259**		**7 to 19 storeys**

Table 6 Planning Proposals

	Address	PP Number	Description
A	1A Queen Street, Auburn	PP-2/2010	The objective of his proposal is to rezone the land to R4 High Density Residential zone, and to increase height and FSR to allow for the construction of 800-850 apartments in seven buildings comprising mid- and high-rise development.
B	Auburn Road and Susan Street (between Beatrice and Helena Street), Auburn	PP-3-2013	This proposal seeks to rezone the western portion of the site (land generally fronting Auburn Road) to B4 Mixed Use and the eastern portion of the site (land generally fronting Susan Street) to R4 High Density Residential under the Auburn LEP 2010. Estimated 750 dwellings
C	Land bounded by Queen Street, Park Road,Mary Street and Alice Street	PP-5-2014	The object of this proposal is to rectify a mapping anomaly to re-instate the previous FSR control of 3.0:1

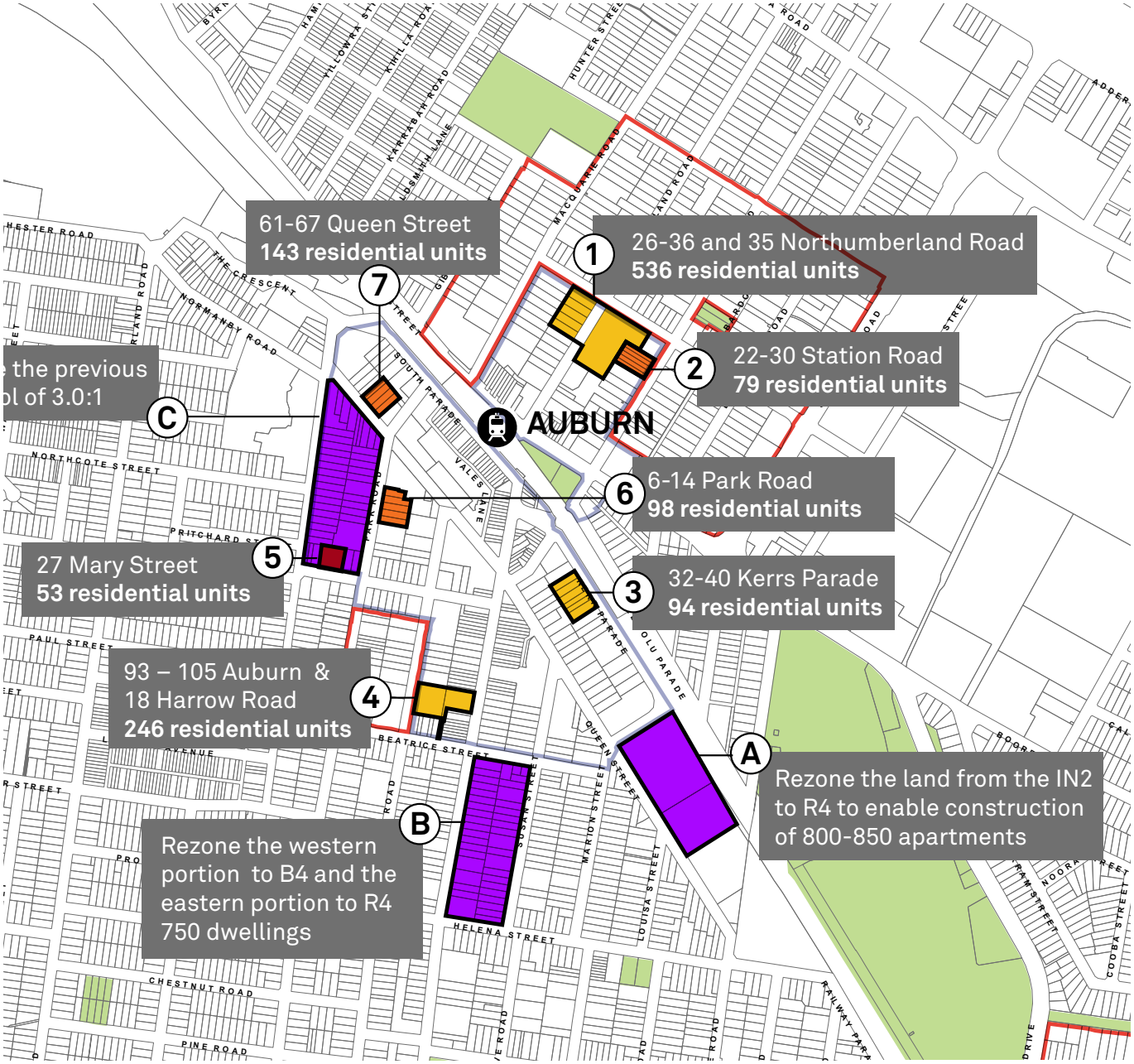

Figure 16 Current DAs and Planning Proposals within Auburn Town Centre

Lidcombe Town Centre

A number of DAs and a PP within Lidcombe Town Centre have recently been submitted to Council. **Tables 7**and **8** below provide an overview of each, (details can be found in **Appendix A**) and the location as shown in **Figure 17**.

Table 7 Development Applications

	Address	DA Number	Proposed No. of Units	Proposed Ground Floor Use	Proposed Height
1	40-44 John Street, Lidcombe	DA-352/2012	**58**	7 ground floor retail/commercial tenancies	9 storeys
2	36-38 John Street Lidcombe	DA-290/2012	**40**	Retail/Residential	9 storeys
3	11 John Street, Lidcombe	DA-219/2011 DA-219/2011/A	**80**	7 commercial tenancies	7 storeys
4	43 Church Street, Lidcombe	DA-201/2011	**67**	Residential	10 storeys
5	1-9 Mark Street, Lidcombe	DA-120/2013	**79**	Residential	8- 9 storeys
6	8 – 12 Kerrs Road, Lidcombe	DA-226/2012	**42**	Retail/Residential	9 storeys
7	17-25 Kerrs Road, Lidcombe	DA-183/2011	**30**	2 commercial tenancies	9 storeys
8	2-8 Vaughan Street, Lidcombe	DA-287/2011	**108**	16 commercial tenancies	8 storeys
TOTAL			**504**		**7 to 10 storeys**

Table 8 Planning Proposals

	Address	PP Number	Description
A	Marsden Street Precinct, Lidcombe	PP-4/2014	This planning proposal seeks an amendment to the Auburn Local Environmental Plan 2010 (ALEP) maps to rezone certain land within the Marsden Street Precinct, Lidcombe, from IN2 Light Industrial and R4 High density residential to B4 Mixed Use and RE1 Public Recreation. It also seeks to amend the Lot Size, Height of Building (height), Floor Space Ratio (FSR) and Land Reservation Acquisition controls in line with the proposed rezoning.

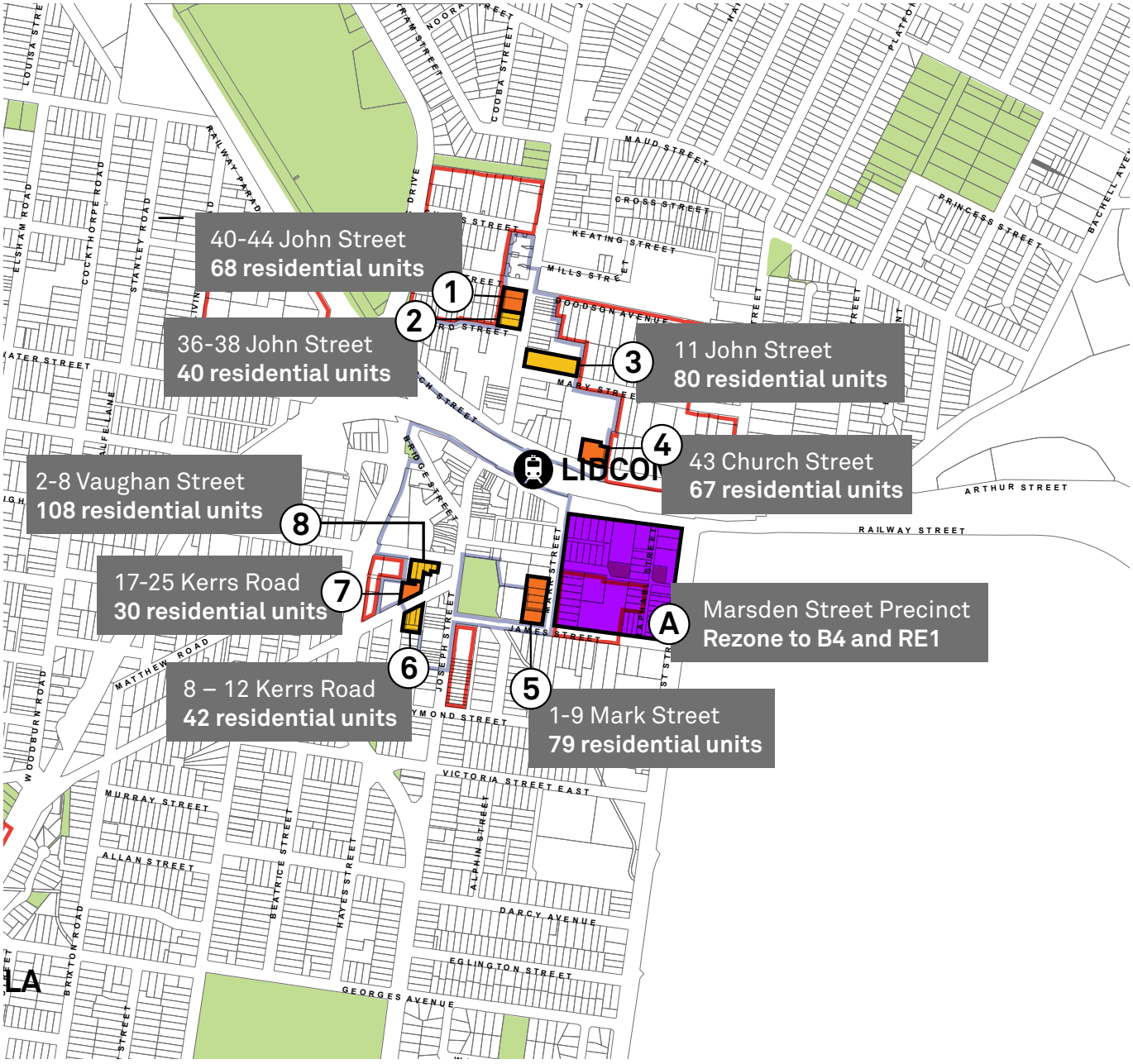

Figure 17 Current DAs and Planning Proposal within Lidcombe Town Centre

Berala

The Draft Berala Village Study was adopted by Council on 16 July 2014. The study was prepared in 2010, its purpose being to investigate the Berala residential area to determine what opportunities currently exist to revitalise Berala village centre and to provide new housing opportunities in the area.

A key outcome of the study was Council's preparation of a Planning Proposal to rezone land around Berala Railway Station for B2 Local Centre and R4 High Density Residential, including associated amendments to height and FSR controls within ALEP 2010. These amendments are shown in **Figures 18 and 19**. As demonstrated in Section 5.1.3 of this study, the rezoning will provide capacity for approximately 1,200 dwellings (including townhouse development in the revised R3 zone).

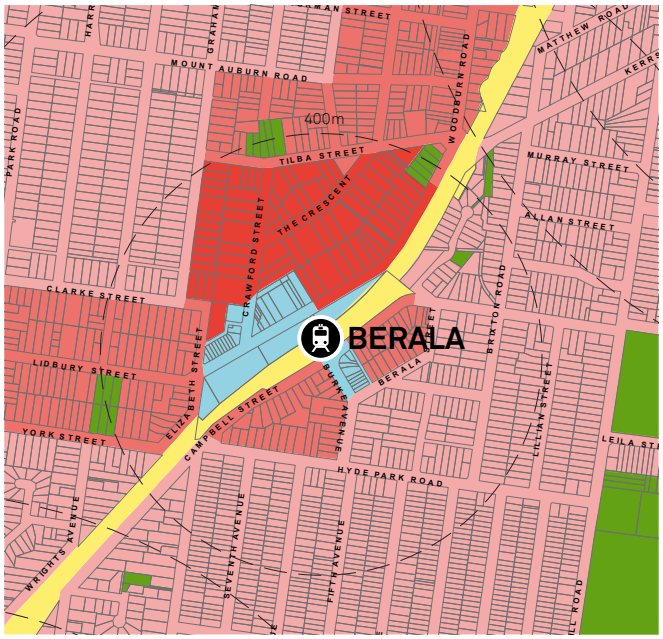

Figure 18 Existing ALEP 2010 Zoning within Berala Centre

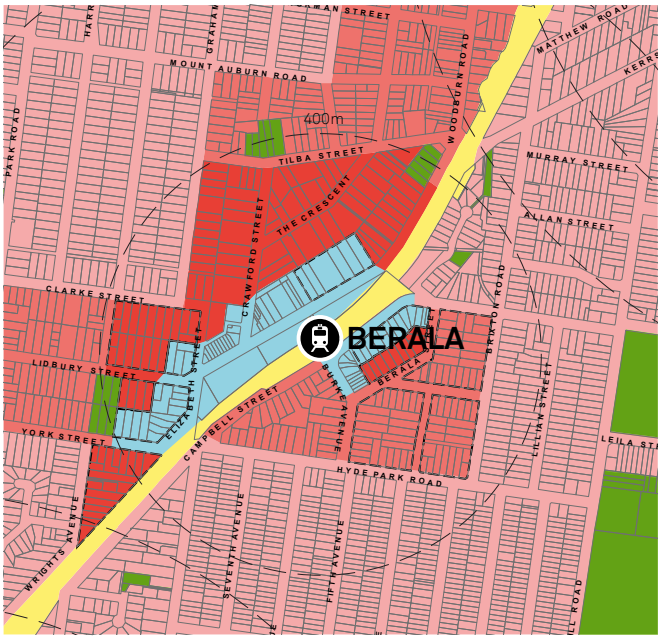

Figure 19 Proposed Zoning within Berala Centre (PP-4/2014)

Legend

- B2 Local Centre
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- Area Subject to Zone Change Under PP-4/2014

Regents Park Centre

A Planning Proposal applies to land located within Regents Park at 2-10 Jenkins Street and 344-362 Park Road, Regents Park.

The Planning Proposal seeks to amend ALEP 2010 to rezone the land to R4 High Density Residential and increase the maximum HOB to 19.5 metres and FSR from 1.4:1.

Figure 20 Recent Planning Proposal within Regents Park

5.1.5 Capacity within existing residential areas

Auburn City provides a significant area of land, mostly surrounding the railway stations for high density residential. Auburn and Lidcombe centres are zoned for B4 Mixed Use with areas of R4 High Density Residential on the peripheral.

Berala and Regents Park town centres are lower order centres which are zoned as B2 Local Centres, with a limited amount of R4 and R3 zoned land on the periphery. There is potential for residential uplift within the existing B4, B2, R4 and R3 zones as explored in the following section.

ALEP 2010 offers potential for residential development within the following zones:

- **B4 Mixed Use**
  This zone does not specifically require a mix of uses, and therefore Residential Flat Buildings (RFBs) are permissible in this zone. For the purpose of this study, all B4 zoned land has been assumed to redevelop for 80% residential and 20% retail/commercial use.
- **B2 Local Centre**
  RFBs and shop-top housing are permissible within the B2 zone. For the purpose of this study, all B2 zoned land has been assumed to redevelop for 80% residential and 20% retail/commercial use.
- **R4 High Density Residential**
  Residential Flat Buildings (RFBs) are permissible in this zone. For the purpose of calculating the maximum residential capacity, all R4 zoned land has been assumed to redevelop for RFBs.
- **R3 Medium Density Residential**
  Single dwellings, attached dwellings, and multi dwelling housing (townhouses) are permitted within the R3 zone.
- **R2 Low Density Residential**
  Single dwellings and semi-detached dwellings are permissible in this zone. The R2 zone is the largest area of residential land within Auburn City. This zone is generally populated by single dwelling homes and has limited potential for redevelopment to occur under the existing controls. Notwithstanding, smaller scale development such as minor subdivisions, dual occupancies and granny flats (secondary dwellings) may continue to occur. Council has conservatively estimated that this may account for 50 dwellings per year.

A limited portion of the existing B4, B2, R4 and R3 zones has been developed to maximum potential. **Table 9** provides an overview of each land zone, an estimate of remaining developable land and the resulting potential number of dwellings which might be achieved.

The figures below reflect the remaining developable land and indicative yield under current ALEP 2010 controls. These figures express the physical capacity of the existing residential zones (shown in **Figure 21**). They do not, however consider issues that could affect the feasibility of development such as maximum height limits, lot size, purchase prices, construction costs and amalgamation opportunities. Refer to the following section on 'Town Centres' for detailed capacity analysis for each of the centres B4, B2 and R4 zones.

It is noted that residential areas within Sydney Olympic Park, Wentworth Point and Carter Street UAPs have been excluded from this analysis as they are fairly recent developments and proposals.

Table 9 Potential number of dwellings within the existing high density residential zones

Land Zone	Total Land Area (m^2)	Total Land Area with Potential for Development (m^2)*	FSR	Total Residential GFA (m^2)**	Potential No. of Dwellings#
B4	375,726	215,340	Varies 2.4 - 5:1	724,980	5,620
Notes	Much of the land within the existing B4 Mixed Use zone is currently under utilised in terms of potential residential capacity. With an FSR provision of 5:1 on the majority of the land, and minimal constraints, the centres of Auburn and Lidcombe are well placed to provide a significant portion of residential future housing for Auburn City.				
B2	77,386	65,210	Varies 1.7 - 3:1	125,900	1,007
Notes	A proportion of land within the B2 centres is unconstrained by strata titles and has the potential to be redeveloped to provide additional residential dwellings above retail/commercial at ground floor.				
R4	627,849	190,590	1.7 or 2:1	329,970	2,377
Notes	The R4 High Density Residential zoned areas are predominantly already developed as strata titled lands, however there still remains a selection of sites which have the potential to be amalgamated.				
Sub Total	**1,080,961**	**471,140**		**1,180,850**	**9,004**
R3	2,722,657	1,162,111	0.75:1	871,583	2,800
Notes	There is potential for single dwellings in the in the R3 zone to redevelop as attached dwellings and multi dwelling housing (townhouses). Refer to page 75 for further detail on the R3 zone				
R2	4,873,000	-	-	-	50 per year
Notes	Smaller scale development such as minor subdivisions, dual occupancies and granny flats (secondary dwellings) may occur in the R2 zone and therefore Council has conservatively estimated 50 dwellings per year.				

Note: Existing height controls have not been taken into account in this capacity analysis. Capacity within Berala has been estimated based on the current PP-4/2014.

**The total land area with potential for redevelopment has been calculated by removing constrained land (high risk flood, heritage, strata, schools, churches and open space) from the total area within each land zone. Isolated blocks which are under 1,000m^2 and have limited potential for amalgamation have also been excluded.*

***For the purpose of this study, it is assumed that the B4 and B2 zones will be developed for 80% residential and 20% commercial/ retail ground floors. A building efficiency of 90% has also been applied.*

^ GFA has been calculated as FSR x Land Area

 # Potential No. of Dwellings has been estimated using an average apartment size of 100m^2 and a take up rate of 80%. This number reflects the total number of new dwellings in the area after redevelopment and does not consider the existing number of dwellings

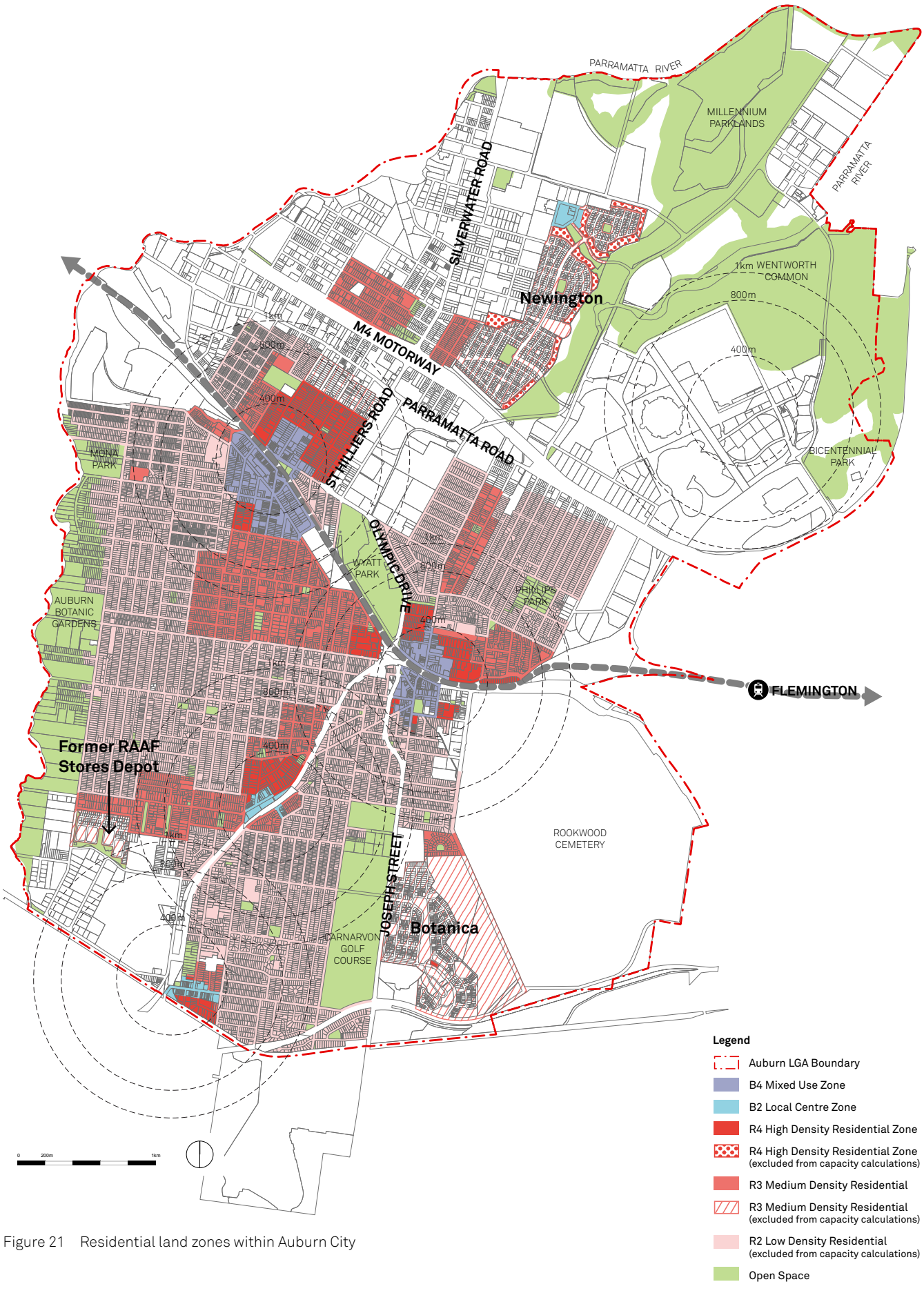

Figure 21 Residential land zones within Auburn City

The R3 Medium Density zone

The R3 zone allows for residential accommodation such as townhouses.

Excluding recently developed areas of Newington, Botanica, the north Auburn area and the former RAAF Stores Depot, and those lots constrained by high risk flood, strata and heritage, there is a potential dwelling capacity of approximately 2,800.

This number is based on an FSR of 0.75:1, a take up rate of 50%* and a building efficiency of 90%.

**Whilst single dwellings are prevalent in this zone, 2-3 storey RFBs are common (particularly to the north of Auburn Centre) due to previous planning controls. RFBs are not currently permitted within the R3 zone. As these RFB developments are generally not listed as strata titled, they have not been included in the total constrained land. The potential number of dwellings therefore demonstrates a very high level approach to capacity.*

5.1.6 Town Centres

The Town Centres of Auburn and Lidcombe together have the capacity to provide approximately 6,820 additional dwellings within the land already zoned for high density residential (within the B4 and R4 zones).

The lots considered here are generally unconstrained by flood, strata and heritage restrictions, and are either larger than or able (in principle) to be amalgamated into a site area of over 1,000m^2. It should be noted that land ownership has not been taken into account in this analysis, and may have an impact on potential dwelling numbers. The following analysis shows those parcels of land which are yet to be developed to the highest residential potential.

Auburn Town Centre

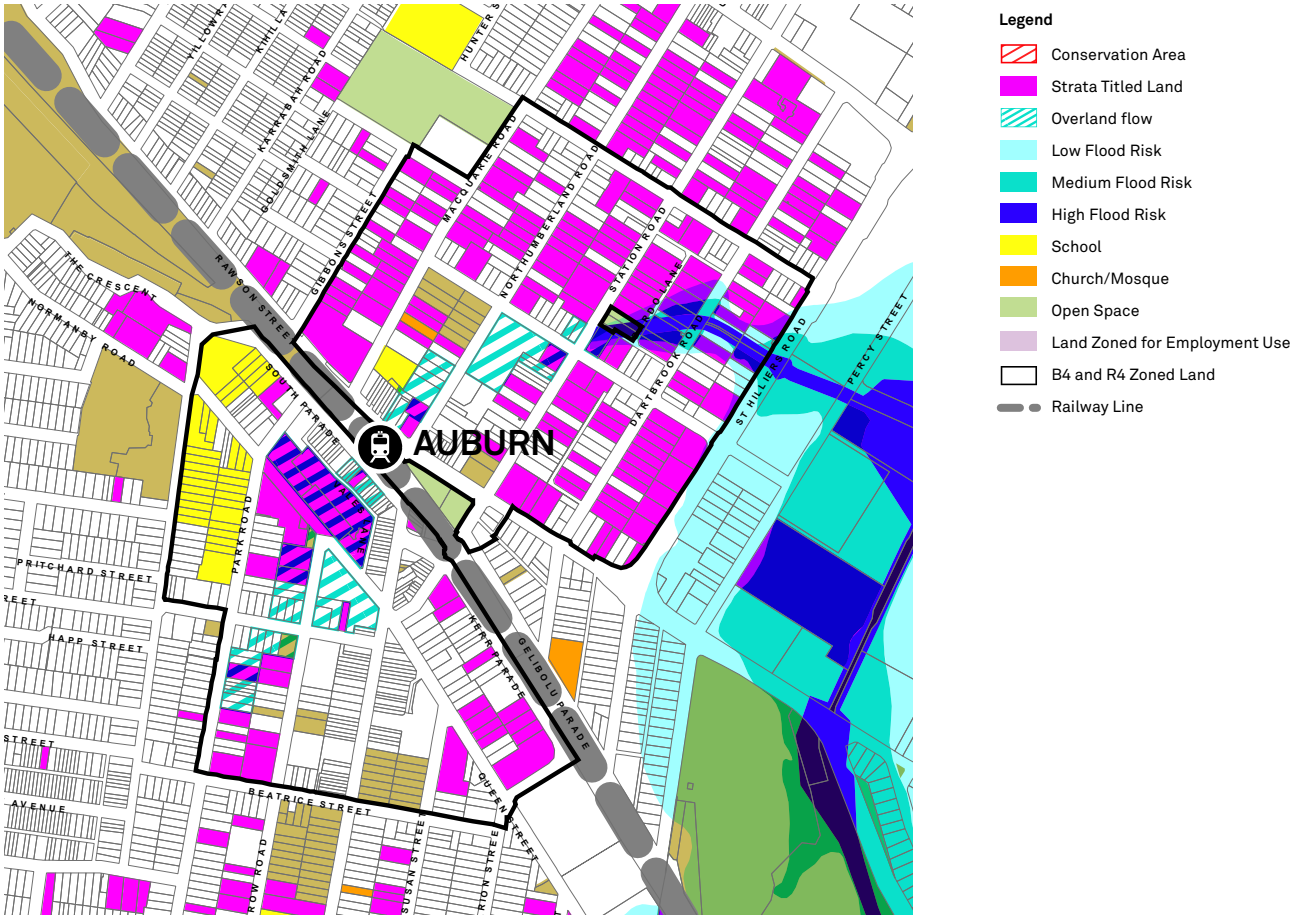

Figure 22 Constrained land within Auburn Town Centre

Figure 22 demonstrates the numerous constraints on the land within and around the Auburn Town Centre. For the purpose of calculating potential development capacity within the town centres, the following constraints have be considered and affected land areas have been removed from the total:

- Heritage items
- Strata titled land
- High Risk Flood
- Schools and Churches, and
- Open Space.

Legend

- B4 Zone Boundary
- R4 Zone Boundary
- Constrained/Developed Land
- Land with Potential for Redevelopment
- FSR Boundary
- Open Space

1,250 dwellings proposed
in recent DAs in Auburn Town Centre
refer Section 5.1.4 for detail

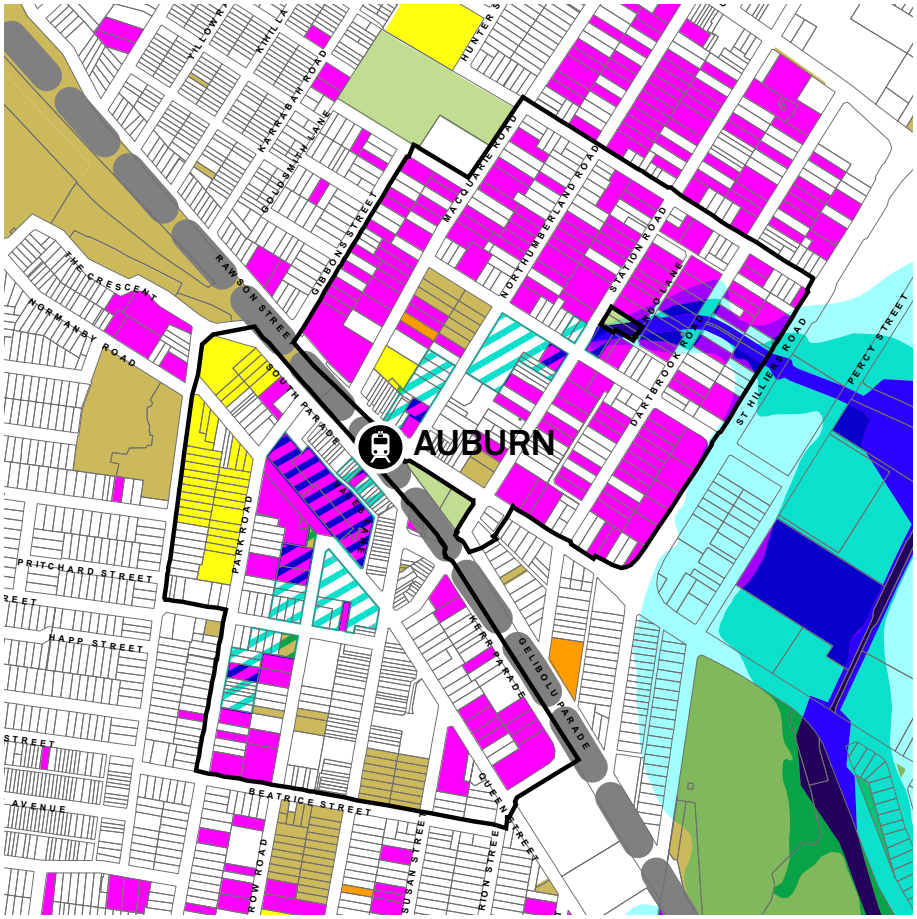

Figure 23 Land within Auburn Town Centre with development potential

Land Zone	Total Land Area with Potential for Redevelopment (m²)*	FSR	Potential GFA (m²)^	Residential GFA	Potential No. of Dwellings#
B4	136,780	Varies 2.4 - 5:1	608,480	438,830**	3,330
Auburn Central is the largest development within the B4 zone providing a supermarket and other retail shops at ground floor, and residential towers above. Much of the B4 zoned land within Auburn Town Centre is developed as small local shops, some with shop top housing.					
R4	68,970	1.7 - 2:1	119,490	119,490	860
A large portion of the R4 zoned land within the Auburn Town Centre has already been developed for RFBs, or is otherwise constrained by its other uses. Most of the lots identified as having potential for redevelopment will require amalgamation with adjoining land in order to reach to minimum 1,000m² required by the *Auburn LEP 2010* to redevelop into efficient flat buildings.					
Sub Total	**205,750**		**727,970**	**558,320**	**4,190**
				Existing Dwellings	360
				Total additional dwellings	**3,830**

Note: Existing height controls have not been taken into account in this capacity analysis.

**The total land area with potential for redevelopment has been calculated by removing constrained land (high risk flood, heritage, strata, schools, churches and open space) from the total area within each land zone. Isolated blocks which are under 1,000m² and have limited potential for amalgamation have also been excluded.*

***For the purpose of this study, it is assumed that the B4 zone will be developed for 80% residential and 20% commercial/retail ground floors. A building efficiency of 90% has also been applied.*

^ GFA has been calculated as FSR x Land Area

 # Potential No. of Dwellings has been estimated using an average apartment size of 100m² and a take up rate of 80%. This number reflects the total number of new dwellings in the area after redevelopment and does not consider the existing number of dwellings

Lidcombe Town Centre

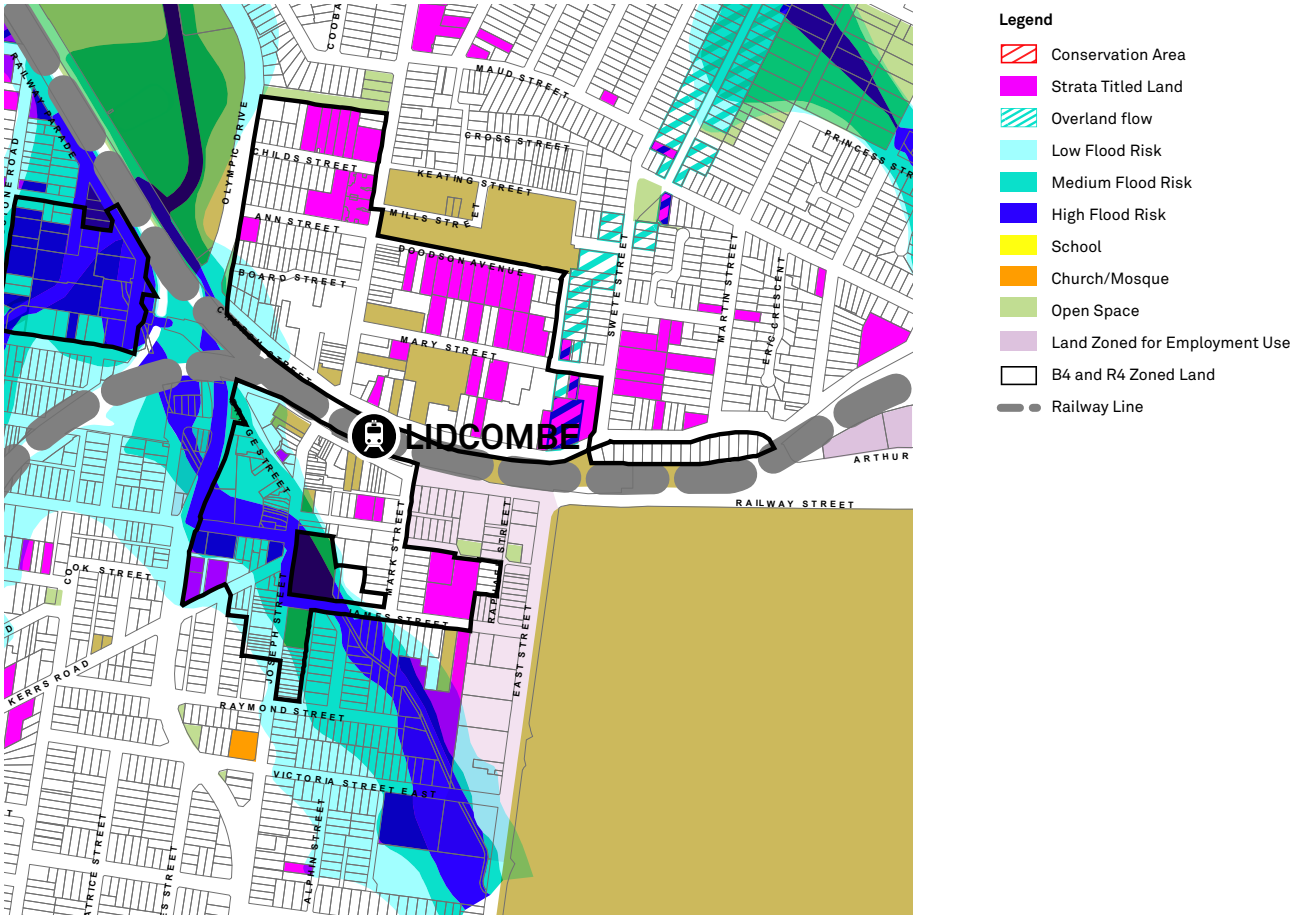

Figure 24 Constrained land within Lidcombe Town Centre

Figure 24 demonstrates the numerous constraints on the land within and around the Lidcombe Town Centre. For the purpose of calculating potential development capacity within the town centres, the following constraints have be considered and affected land areas have been removed from the total:

- Heritage items
- Strata titled land
- High Risk Flood
- Schools and Churches, and
- Open Space.

Legend

- B4 Zone Boundary
- R4 Zone Boundary
- Constrained/Developed Land
- Land with Potential for Redevelopment
- FSR Boundary
- Open Space

494 dwellings proposed

in recent DAs in Lidcombe Town Centre

refer Section 5.1.4 for detail

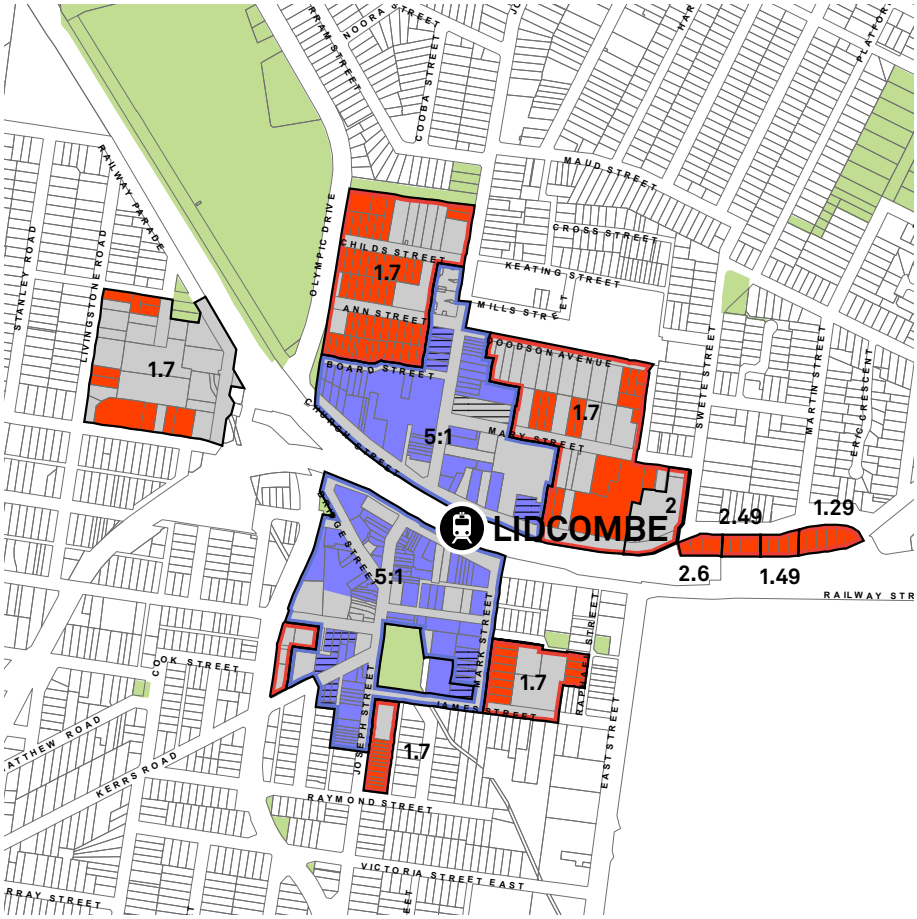

Figure 25 Land within Lidcombe Town Centre with development potential

Land Zone	Total Land Area with Potential for Redevelopment (m²)*	FSR	Potential GFA (m²)^	Residential GFA	Potential No. of Dwellings#
B4	78,560	5:1	392,800	286,150**	2,290
Much of the B4 zoned land within Lidcombe Town Centre is not developed to the maximum potential. With an FSR allowance of 5:1 the B4 zone has potential to provide significant additional residential dwellings. The Lidcombe centre may also benefit from the addition of a supermarket to service the growing population.					
R4	75,300	1.7 - 2 :1	131,740	131,740	950
Approximately half of the existing R4 zoned land within the Lidcombe Town Centre has already been developed for RFBs, is constrained by other land use or small lot size. Smaller lots to the north of the centre will require amalgamation in order to reach the minimum 1,000m² minimum lots size to redevelop for flat buildings.					
Total	**153,860**		**524,540**	**431,771**	**3,240**
				Existing Dwellings	260
				Total additional dwellings	**2,990**

Note: Existing height controls have not been taken into account in this capacity analysis.

**The total land area with potential for redevelopment has been calculated by removing constrained land (high risk flood, heritage, strata, schools, churches and open space) from the total area within each land zone. Isolated blocks which are under 1,000m² and have limited potential for amalgamation have also been excluded.*

***For the purpose of this study, it is assumed that the B4 zone will be developed for 80% residential and 20% commercial/retail ground floors. A building efficiency of 90% has also been applied.*

^ GFA has been calculated as FSR x Land Area

 # Potential No. of Dwellings has been estimated using an average apartment size of 100m² and a take up rate of 80%. This number reflects the total number of new dwellings in the area after redevelopment and does not consider the existing number of dwellings

The smaller centres of Berala and Regents Park have the capacity to provide approximately 590 additional dwellings within the land already zoned for high density residential (R4 and B2 zones). The following analysis shows those parcels of land which are yet to be developed to the highest residential potential.

Berala Centre

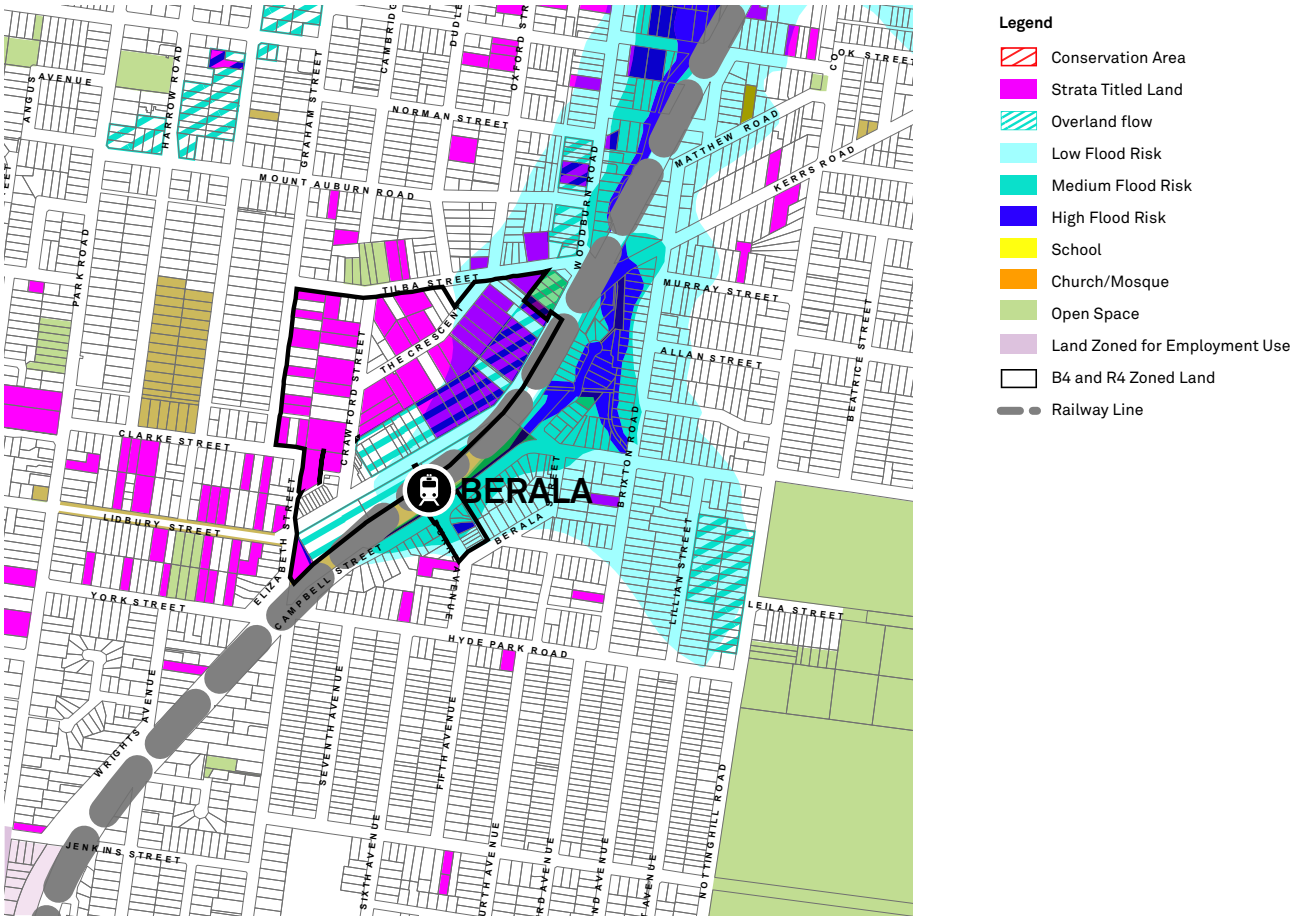

Figure 26 Constrained land within the centre of Berala

Figure 26 demonstrates the numerous constraints on the land within and around the centre of Berala. For the purpose of calculating potential development capacity within the town centres, the following constraints have be considered and affected land areas have been removed from the total:

- Heritage items
- Strata titled land
- High Risk Flood
- Schools and Churches, and
- Open Space.

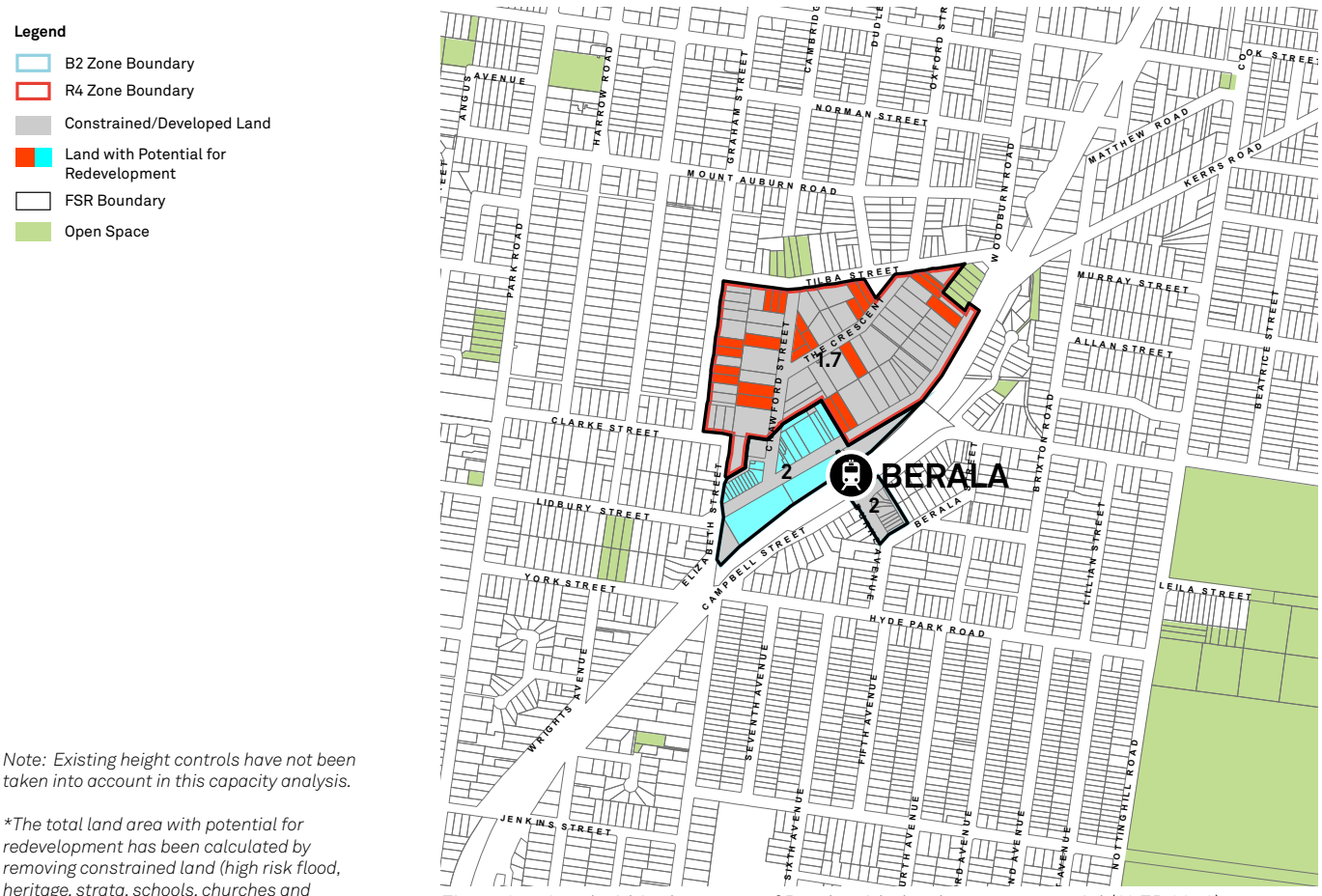

Figure 27 Land within the centre of Berala with development potential (ALEP 2010)

Land Zone	Total Land Area with Potential for Redevelopment (m²)*	FSR	Potential GFA (m²)^	Residential GFA	Potential No. of Dwellings#
B2	18,040	2:1	36,080	26,625*	210
For the purpose of this study, it is assumed that the B2 zone will be developed for 80% residential and 20% commercial/retail ground floors. A building efficiency of 90% has also been applied. The site area of the recently con structured Woolworths has been excluded from the above calculations.					
R4	13,660	1.7:1 - 2:1	23,515	23,515	170
Most of the existing R4 zone within Berala has already been redeveloped for RFBs and are strata titled. The few remaining lots, however, provide some potential for additional residential dwellings.					
Total	**31,700**		**59,595**	**50,140**	**380**
				Existing Dwellings	42
				Total additional dwellings	**338**

Note: Existing height controls have not been taken into account in this capacity analysis.

**The total land area with potential for redevelopment has been calculated by removing constrained land (high risk flood, heritage, strata, schools, churches and open space) from the total area within each land zone. Isolated blocks which are under 1,000m² and have limited potential for amalgamation have also been excluded.*

***For the purpose of this study, it is assumed that the B2 zone will be developed for 80% residential and 20% commercial/retail ground floors. A building efficiency of 90% has also been applied.*

****The potential number of dwellings within the R3 zone has been based on an average townhouse size of 140m²*

^ GFA has been calculated as FSR x Land Area

 # Potential No. of Dwellings has been estimated using an average apartment size of 100m² and a take up rate of 80%. This number reflects the total number of new dwellings in the area after redevelopment and does not consider the existing number of dwellings.

Regents Park Centre

The existing high density residential zones within the centre of Regents Park are mostly constrained by strata titled lands. There is little remaining capacity for additional residential in this centre.

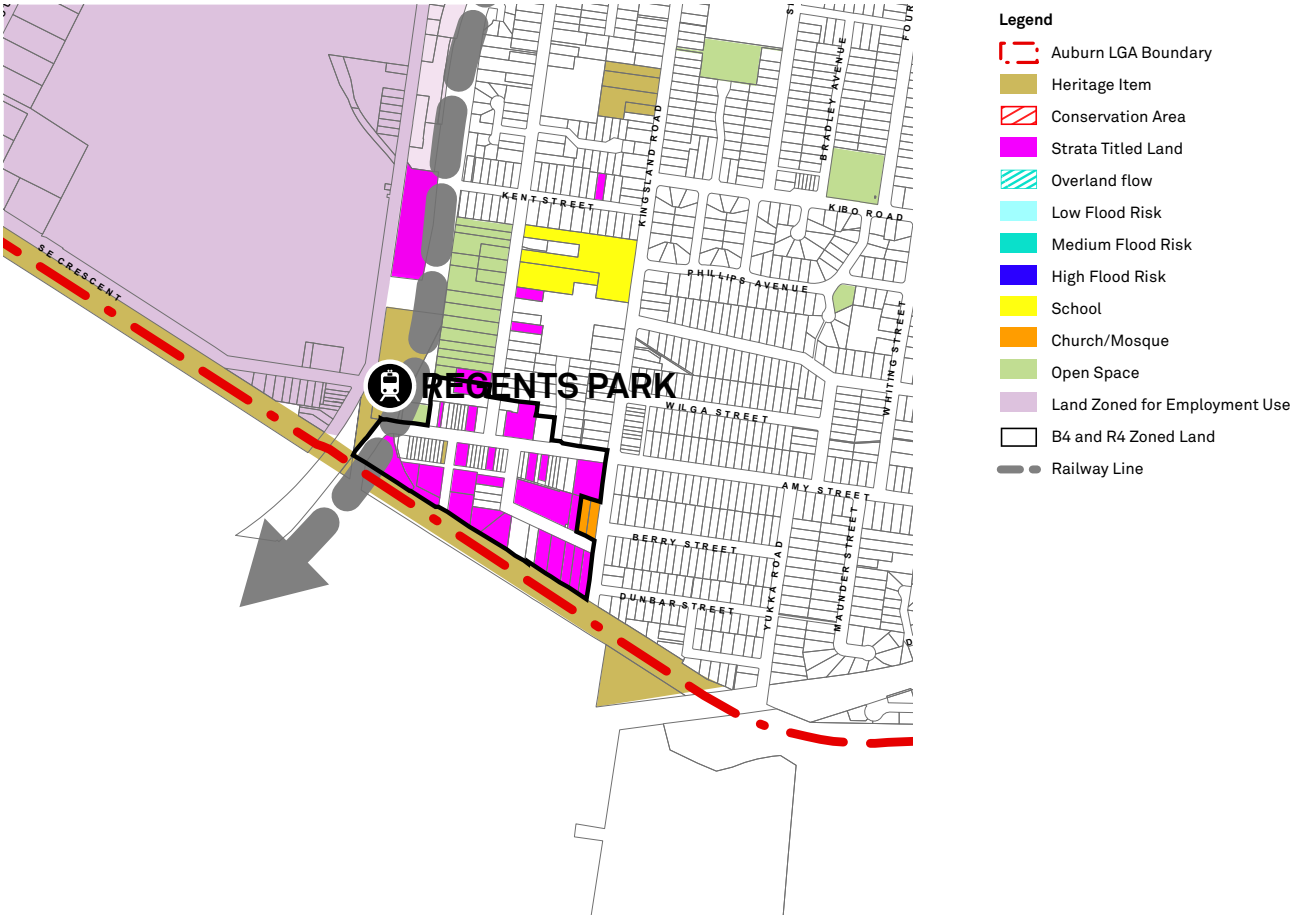

Figure 28 Constrained land within the centre of Regents Park

Figure 28 demonstrates the numerous constraints on the land within and around the centre of Regents Park. For the purpose of calculating potential development capacity within the town centres, the following constraints have be considered and affected land areas have been removed from the total:

- Heritage items
- Strata titled land
- High Risk Flood
- Schools and Churches, and
- Open Space.

Figure 29 Land within the centre of Regents Park with development potential

Land Zone	Total Land Area with Potential for Redevelopment (m²)*	FSR	Potential GFA (m²)^	Residential GFA	Potential No. of Dwellings#
B2	13,750	2:1	27,500	20,300*	162
Around half of the land within the B2 zone is unconstrained and provide opportunity to increased residential dwellings with the centre.					
R4	4,260	1.7:1	7,240	7,240	52
Most of the R4 zoned land within Regents Park has already been redeveloped for RFBs. The remaining R4 land will provide minimal increase in dwelling numbers.					
Total	**18,010**		**34,740**	**27,540**	**214**
				Existing Dwellings	24
				Total additional dwellings	**190**

Note: Existing height controls have not been taken into account in this capacity analysis.

**The total land area with potential for redevelopment has been calculated by removing constrained land (high risk flood, heritage, strata, schools, churches and open space) from the total area within each land zone. Isolated blocks which are under 1,000m² and have limited potential for amalgamation have also been excluded.*

***For the purpose of this study, it is assumed that the B2 zone will be developed for 80% residential and 20% commercial/retail ground floors. A building efficiency of 90% has also been applied.*

^ GFA has been calculated as FSR x Land Area

 # Potential No. of Dwellings has been estimated using an average apartment size of 100m² and a take up rate of 80%. This number reflects the total number of new dwellings in the area after redevelopment and does not consider the existing number of dwellings.

6 Future Housing Requirement

6.0 Future Housing Requirement

6.1 Potential housing provision

The NSW DP&E 2014 population and housing forecast anticipates a dwelling growth of +19,550 dwellings in Auburn City to meet population growth targets for 2031, while .id projects an additional 23,126 new dwellings. It is assumed that the DP&E's figure accounts for a greater number of single dwellings, which correlates with their population figure of 3,167 persons above .id's forecast.

Based on the projected number of future dwellings to be provided in Sydney Olympic Park, Wentworth Point and Carter Street UAPs, it is expected that these developments will account for 74% to 84% of new housing stock to 2031 based on dwelling forecasts by .id and NSW DP&E respectively. This indicates that the shortfall of dwellings is in the range of 5,740 and 3,248 dwellings. For the purpose of the Auburn RDS, the figure of 5,740 derived from .id's data has been adopted as the surplus number of dwellings (worst case scenario) that need to be accommodated in Auburn City. This figure has indicated a need for a greater mix of housing typologies to accommodate the future demographic makeup of Auburn City within an environment dominated by single dwellings.

As noted earlier, there is significant capacity within the existing controls to cater to forecast population and dwelling growth. The analysis in the previous section of this study demonstrates the potential for the existing high density residential zones to significantly cater for the remaining dwelling need to 2031. With most development occurring in the short-medium term however, it is important to consider options for longer term growth.

This section provides a high level overview of the economic feasibility of a number of selected sites within Auburn City. This examination has been underpinned by achieving maximum development yield within appropriate built form on the various sites investigated. This approach uncovered potential issues which may inhibit redevelopment, such as high amalgamation costs, low market values and insufficient planning allowances - principles which may be applied to sites across the whole LGA.

This analysis provides a good preliminary indication that not all existing unconstrained land zoned for residential purposes is currently viable to redevelop. For this reason, it is important that other with potential for redevelopment, particularly those close to town centres and within walking distance of a station, are identified and prioritised into the future.

23,126 dwellings forecast
for Auburn LGA to 2031
Source: .id 2014

17,387 dwellings proposed
for Carter Street, Wentworth Point and SOP
Source: .id 2014

5,739 dwellings forecast
for Auburn LGA to 2031

Capacity for 11,900 dwellings*
under the existing residential zoned land

**does not take into account viability. Capacity has been calculated within the B4, B2, R4 and R3 zones*

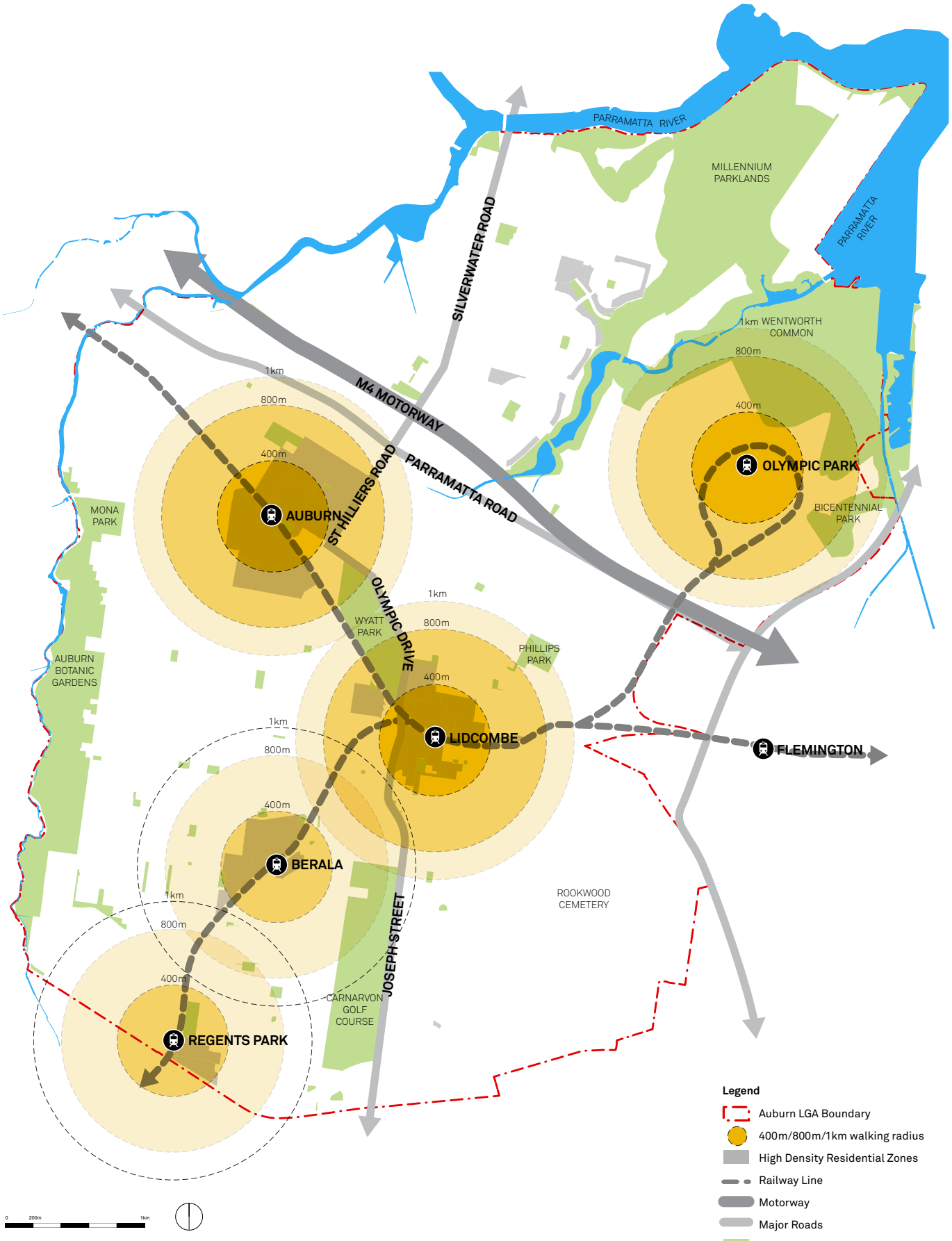

Figure 30 Centres and walkability to stations within Auburn City

6.2 Dwelling types to meet future need

Providing enough housing to match the projected population growth of Auburn City over the next 20 years is the key challenge for Council. Equally important is delivering the right type of housing to meet the changing demographic needs of the community. An analysis of recent dwelling completions and sales data demonstrates an ongoing demand for a range of different housing types and price points.

Currently, the various dwelling typologies existing in Auburn City include:

- Single dwellings
- Secondary dwellings (granny flats)
- Dual occupancies
- Townhouses and villas
- Multi-unit housing
- Residential flat buildings (units and apartments)

All of these various dwelling typologies meet a community need within Auburn City and are expected to be part of the housing offering over the next 20 years. Multi-unit and residential flat buildings are likely to play an increasingly important role in order to accommodate increasing numbers of smaller household types in the future and respond to the issue of affordability.

Changing demographic characteristics

The number of couples and couple families with children are projected to grow, with lone person households also expected to be common over the 20 years. Analysis of demographic data indicates consistent growth in both these groups.

In common with the NSW and Sydney metropolitan region, Auburn City is projected to experience an ageing population. In addition, based on demographic trends indicated in the DP&E's population projections, much of Auburn's population may also 'age in place', meaning an increasing proportion of elderly people living in their own homes within Auburn City in the long term. At present, provision of seniors housing in Auburn City is very limited and a significant effort will be required to provide housing that meets the needs of this ageing population. This will require housing that can adapt to the needs of older people.

Given this future growth in both the younger and older single family households, the provision of dwellings that can cater for these groups will be an important component of future housing delivery. This will likely require increasing the number of smaller dwellings (i.e. 1-2 bedrooms), which are more appropriate for these types of households both in terms of size and affordability.

Despite this projected growth of single person households in Auburn City, the overwhelming majority (66%) of Auburn City's current population comprise couple families and couple families with children. This household type will remain an important component of Auburn City's population over the next 20 years, requiring larger family accommodation ideally with private outdoor space.

Affordable housing

Much of the Auburn community exhibits signs of socio-economic disadvantage, with much lower personal and household income levels and higher levels of housing stress compared to metropolitan Sydney. Higher concentrations of housing stress

14% of Auburn City's population recorded negative/nil income

are generally recorded around centres, indicating a need for more affordable housing within these areas close to services and amenities. In addition, housing sales and rental data indicate that the price Auburn residents are willing to pay for property is much lower than metropolitan Sydney.

The provision of housing at a price point that allows residents to meet their basic living costs is therefore a priority in planning for future growth. From a review of sales data for single dwellings, units and townhouses throughout Auburn City, it is evident that affordable housing would more likely take the form of unit, townhouse and dual-occupancy style dwellings due to lower rent and mortgage repayments associated with these types of dwellings. Greater supply of smaller dwellings would therefore better cater to residents within lower income brackets than larger single dwellings.

It is noted that the distribution of dwelling mix and price will also differ between suburbs. This is particularly the case for Lidcombe, which comprises a population with a generally higher income than Auburn reflected in higher median rental and house prices. Prioritising more affordable housing may therefore be more appropriate in areas such as Auburn, Berala and Regents Park town centres where the price point is lower than suburbs such as Lidcombe, Wentworth Point and Sydney Olympic Park where market value is higher.

However, housing affordability goes beyond the actual cost of purchasing or renting property. It is also determined by construction cost, the cost of connecting to essential services, as well as the cost for households to maintain.

The provision of new dwellings within infill areas such as existing town centres would ensure that new residential development has ready access to existing services infrastructure, public transport and nearby services and facilities.

It is recommended that Council consider the implementation of specific objectives and controls to preserve existing affordable housing stock or prioritise the provision of new stock in town or village centre locations. In addition, Council could consider special terms under Section 94 developer contributions to stimulate the provision of more affordable housing.

For example, Council could include an aim in ALEP 2010 that is specific about planning for affordable housing in the Council area. This could be combined with an amendment to the S94 Plan section 3.6, allowing full or partial exemption from developer contributions for new developments that include some proportion of affordable housing, thus offering an additional incentive to delivery.

6.3 Feasibility & Site Testing

A number of sites under varying existing planning controls have been chosen for testing. These include:

- 2 x sites in the B4 zone in Auburn Town Centre (1 north and 1 south of the railway line)
- 2 x sites in the B4 zone in Lidcombe Town Centre (both south of the railway line)
- 2 x R3 sites in Auburn
- 1 x R3 site in Lidcombe
- 2 x R2 sites (1 in Auburn and 1 in Regents Park)

Early modelling has been undertaken to test the feasibility of the existing controls, in particular heights in the B4 Mixed Use zone. This has been included in **Appendix D**. Further detailed feasibility and urban design testing is required to help inform the recommendations of the study after exhibition.

6.4 Future residential demand

The analysis of residential capacity has established that land currently zoned R4 High Density Residential and B4 Mixed Use within Auburn City currently has the potential to provide the additional growth in dwelling numbers, based on population forecasts for the area.

This chapter provides an analysis of land use around the town centres and identifies additional areas which may guide residential growth into the future.

6.4.1 Auburn and Lidcombe Town Centres

Much of the land within 800m of the Auburn and Lidcombe railway stations already provides the necessary planning provisions for high density residential development. There are, however, additional lands which may be suitable for potential future growth in the long term. The following section explores these areas further.

Each area has been chosen based on a number of principles, including:

- the potential for residential growth
- proximity to railway stations and access to other transport infrastructure
- the existing road layout and access options
- locations near open space, schools and other community and civic amenities
- the ability to be redeveloped with relative ease, free of environmental constraints such as flooding and heritage, and without the constraint of strata titling.

Auburn Town Centre

Land Use

The potential for residential growth on the periphery of the town centre is constrained by a number of existing land uses. The extent of land to the north east of the railway line, and within an 800m radius from the station, is limited by the Parramatta Road Corridor and associated B6 Enterprise Corridor zone. Two large employment areas to the north and north east are already zoned for high density residential development.

Wyatt Park in the south east provides another piece of the 'frame' of the town centre, limiting potential growth on this side of the railway to a small selection of blocks.

To the south of the railway line, a larger B4 Mixed Use zone provides more opportunity for residential density, although the R4 zone is limited. Further south of the centre, the land is zoned for R3 Medium Density, allowing for multi dwelling development including townhouses. To the west of the centre, within walking distance of Auburn Station is a large area of R2 zoned land.

The areas identified in **Figure 31** for further consideration are not recommended to be rezoned on a whole. A more detailed urban design analysis of each area on the following page may be used to inform portions of land which may be suitable for rezoning as required should Council wish to pursue any of these options in the longer term.

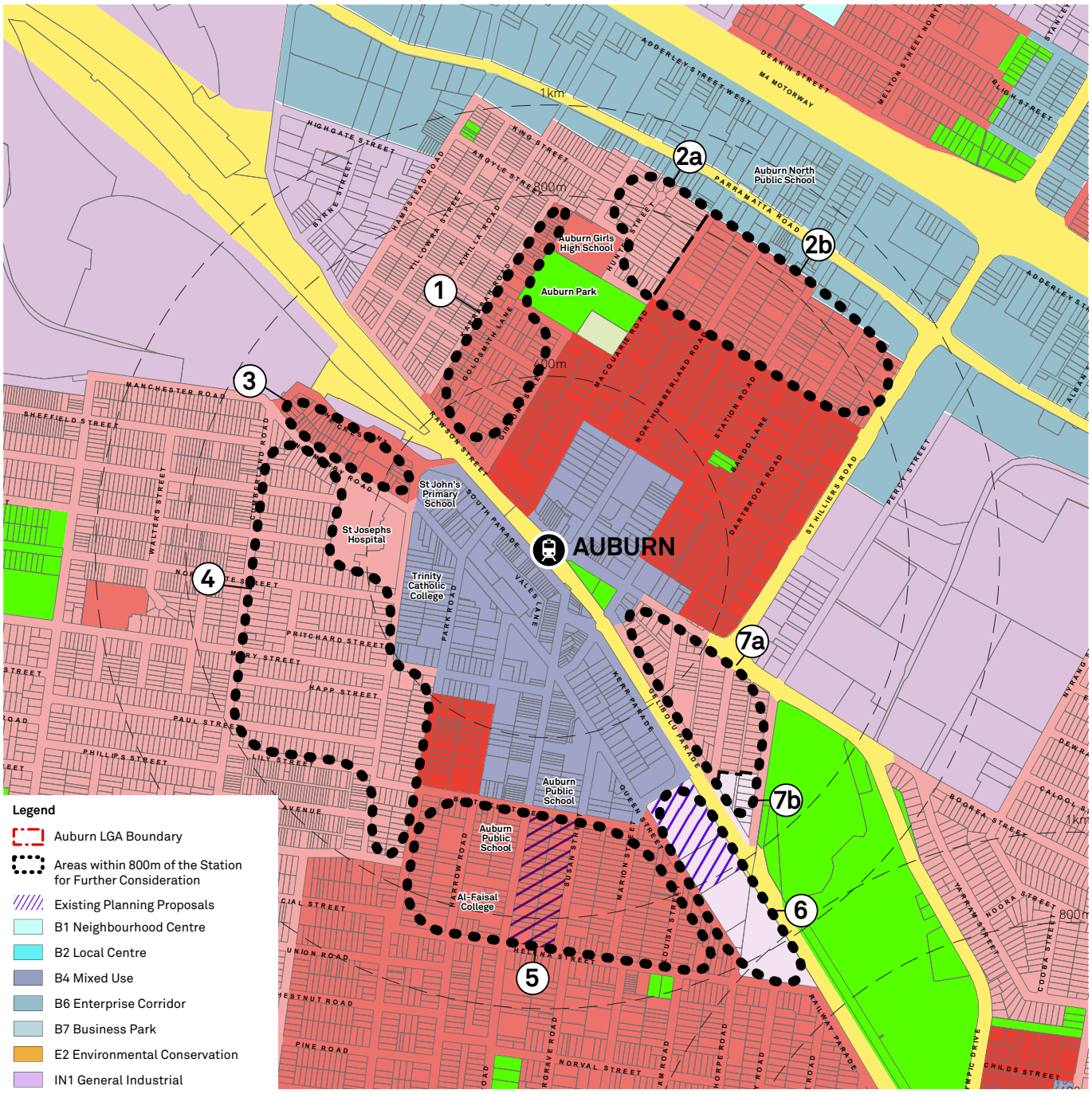

Figure 31 Auburn Town Centre Land Use and Areas for Further Consideration

Urban Character and Constraints

Figure 32 demonstrates the range of development constraints which may hinder or exclude redevelopment. **Table 10** provides a summary of each of the key areas including comment on the potential redevelopment based on these constraints.

Table 10 Auburn Town Centre Character Analysis

	General Character	Within 800m of station?	Potential for amalgamation	Building age and condition	Access
1	Eastern side of Gibbons Street already developed as predominantly 2-3 storey apartments. Southern boundary faces the railway line. Some blocks may front onto Auburn Park	Yes	Good	Generally older dwellings	Good Road structure could support an increase in density
2a	Single dwellings fronting streets, cul-de-sac Auburn Girls High School and Auburn Park	Mostly	Good	Generally older single storey dwellings	Good. Roads supported by Hunter Street cul-de-sac
2b	Predominantly already developed as strata titled 2-3 storey apartment blocks	Mostly	Minimal due to existing strata titled land	Generally older dwellings and RFBs	Good Road structure could support an increase in density
3	Some land already developed for 4 storey RFBs. Frontages to marshalling yards, St Joseph's Hospital and Trinity Catholic College	Yes	Good for non strata titled land	Generally older single storey dwellings	Very good. Streets surrounding the block may support an increase in density
4	Predominantly single dwellings. Some frontage to St Joseph's Hospital.	Yes	Good. Reasonable average lot size may encourage amalgamation	Mix of old and new single and double storey dwellings	Good. Grid pattern street network create easy access within the area
5	Area includes some strata titled lots, Auburn Public School and Al Faisal College as well as single dwellings.	Mostly	Reasonable. Large average lot size may assist amalgamation	Mix of old and new single and double storey dwellings	Good. Strong north-south street pattern linking with Queen Street
6	Currently used for industrial purposes. Planning proposal to rezone the northern portion of this land for residential uses has been submitted.	Mostly	Very good.	Currently large floorplate warehouses	Good. Street frontage to Queen Street. Large block is conducive to new internal streets
7a	Area includes the Gallipoli Mosque and is surrounded by single dwellings. Frontage to Wyatt Park along Percy Street.	Yes	Good. Reasonable sized lots may encourage amalgamation	Generally older dwellings surrounding the picturesque Mosque	Good. Street frontage to Gelibolu Parade and internal laneways provide opportune structure for redevelopment
7b	Currently used for industrial purposes. Frontage to Wyatt Park along Percy Street.	Yes	Very good.	Currently large warehouse and associated building	Very good. Corner block with access via 3 streets and a laneway

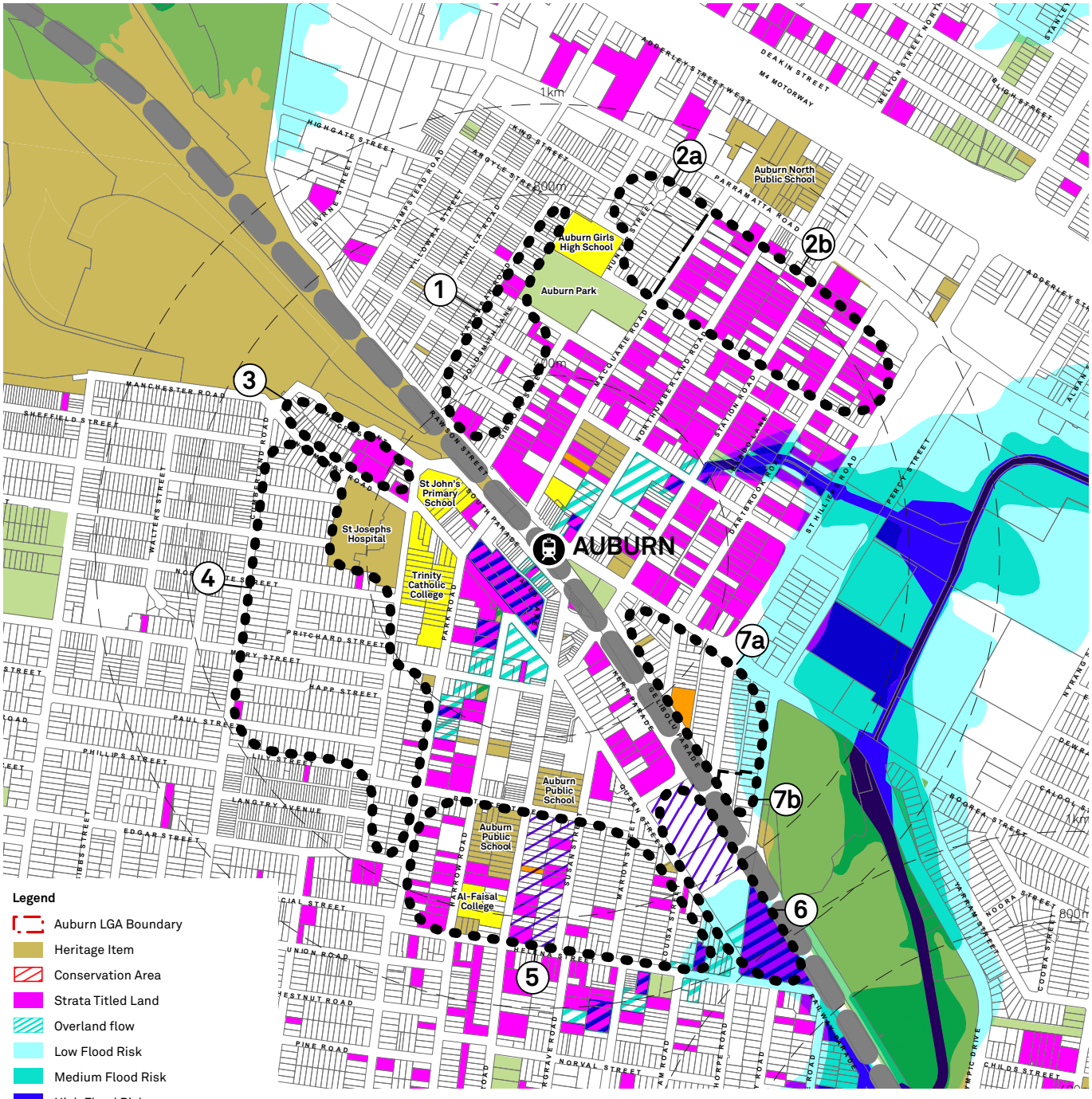

Figure 32 Auburn Town Centre Development Constraints

Lidcombe Town Centre

Land Use

The Lidcombe Town Centre is constrained by various road and rail corridors which dissect the land, hindering movement and access within the centre. Wyatt Park in the north west and Rookwood Cemetery in the south east are large open spaces on which development is prohibited.

Lidcombe Rail Station forms the focus of the town centre, and the heart of the retail and business community. The town centre core is contained within a 5 minute walking distance from the rail station and the main bus stops and taxi rank.

The town centre is surrounded by residential use, with higher densities found more generously to the north and in smaller pockets to the south of the rail line. An area of light industrial land is situated adjacent to Rookwood Cemetery in close proximity to the town centre.

The areas identified in **Figure 33** for further consideration are not recommended to be rezoned on a whole. A detailed urban design analysis of each area on the following page may be used to inform portions of land which may be suitable for rezoning as required should Council wish to pursue any of these in the longer term.

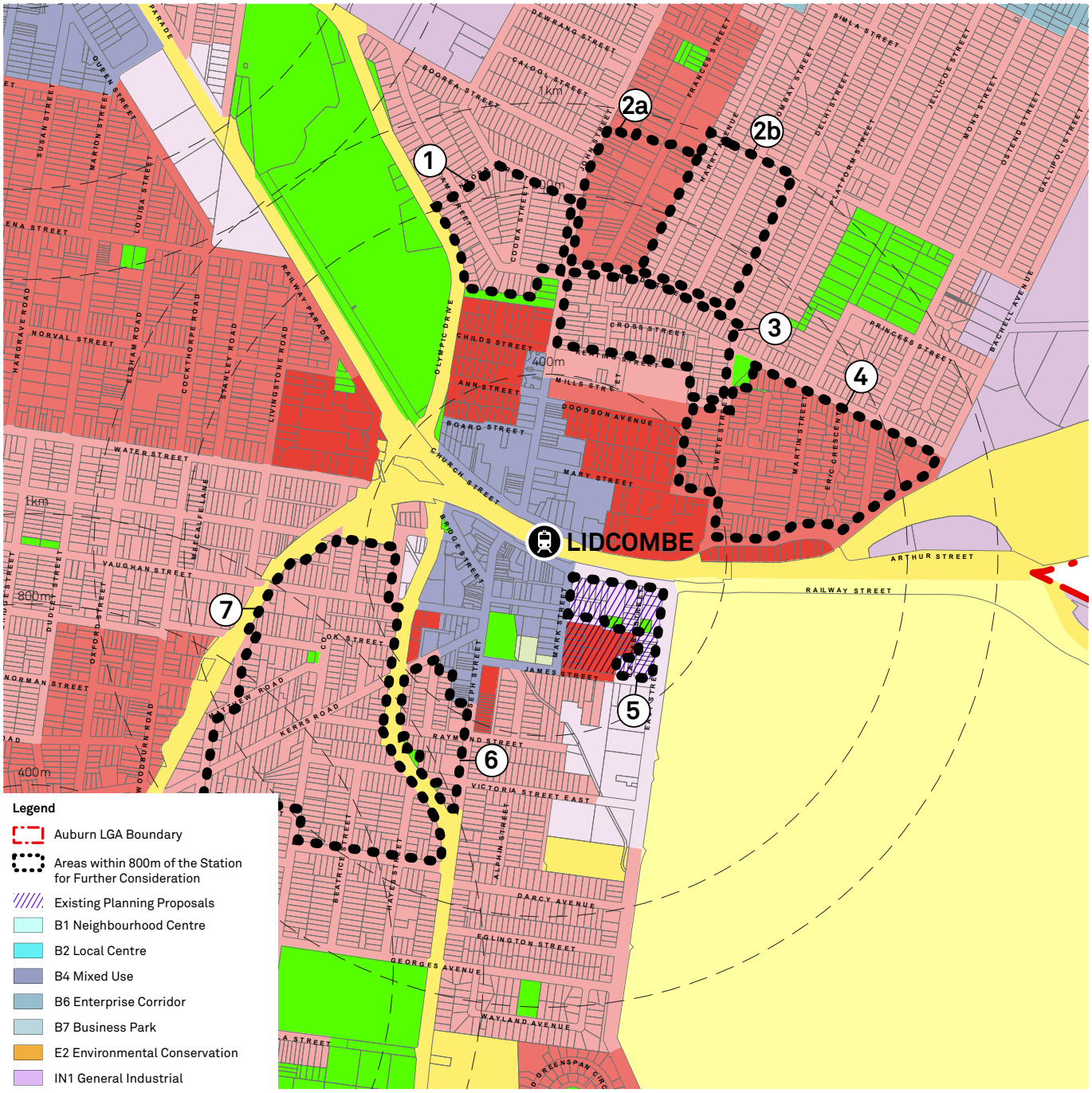

Figure 33 Lidcombe Town Centre Land Use and Areas for Further Consideration

Urban Character and Constraints

Figure 34 demonstrates the range of development constraints which may hinder or exclude redevelopment on certain parcels of land. **Table 11** provides a summary of each of the key areas including comment on the potential redevelopment based on these constraints.

Table 11 Lidcombe Town Centre Character Analysis

	General Character	Within 800m of station?	Potential for amalgamation	Building age and condition	Access
1	Single dwellings. Some lots back on to Chadwick Reserve	Yes	Good	Generally older single storey dwellings	Very good
2a	A mix of single dwellings and RFBs within the R3 zone	Half	Minimal due to existing strata titled lands	RFBs are generally new while single dwellings are older	Good
2b	Single dwellings throughout. Shallow lots along Harry Avenue	Half	Good. Larger lots will aid amalgamation	A mix of old and new single and double storey dwellings	Good street frontage to Harry Avenue and Bombay Street
3	Single dwellings throughout. Irregular lot shape and size	Yes	Irregular lots may hinder amalgamation	A mix of old and new single and double storey dwellings	Frontage to John, Keating and Maud Streets provide good access. Internal laneways Short and Cross Streets are narrow
4	A mix of RFBs, townhouses and single dwellings, mostly fronting cul-de-sac streets	Yes	Irregular lot shape and size may hinder amalgamation	Predominantly older single storey dwellings facing cul-de-sac streets	Opportunity to improve road network by extending cul-de-sacs into streets
5	The Marsden Street Precinct (refer report dated May 2014) has a mix of land uses including industrial warehouses, single dwellings, RFBs and open space.	Yes	Larger lots will aid the redevelopment of this area	Predominantly older dwellings and large factory warehouses	Internal laneways and frontage to Railway Street provide good access to the area
6	Single dwellings and St Ephraim Syrian Church	Yes	Good. Larger lots will aid amalgamation	Predominantly older dwellings	Good. Some frontage to Olympic Drive. Raymond East and Victoria Street East do not connect with Olympic Drive.
7	Area is traversed by Kerrs Road and includes predominantly single dwellings, a small number of RFBs and the Full Gospel Life Church (ACC), and Russian Old-Rite Orthodox Christian Church (56-50 Vaughan Street)	Mostly	Good. Irregular lot shapes and sizes in some areas may hinder amalgamation	A mix of old and new dwellings	Kerrs Road creates connection across the railway line to the west, and to the Lidcombe Centre and Railway Station in the north

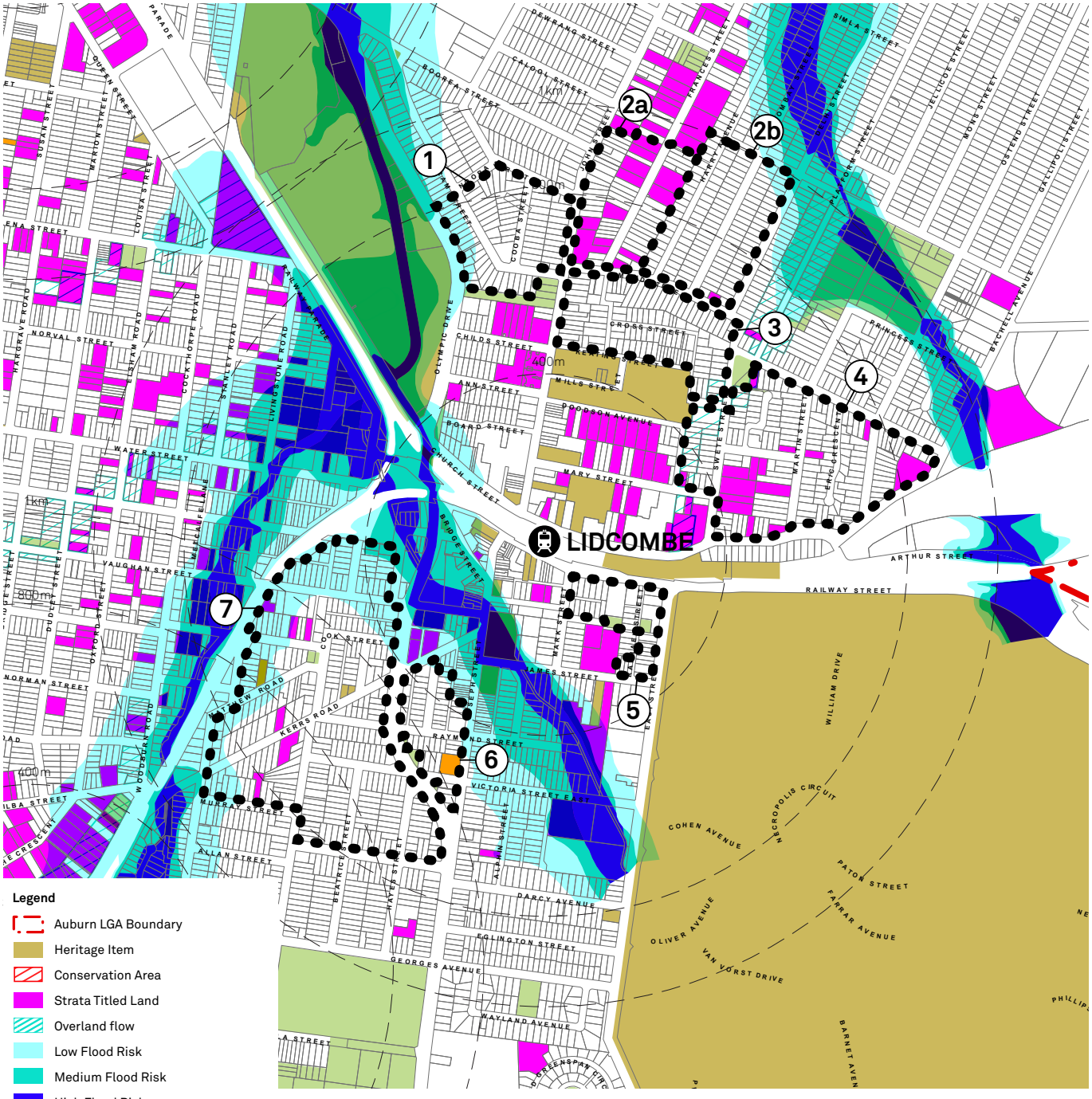

Figure 34 Lidcombe Town Centre Development Constraints

Berala Village Centre

The Berala Village Study (adopted by Council on 16 July 2014) provides an increase in residential dwellings for the area (refer Section 5.1.4). The current planning proposal amendments to zoning, FSR and height will provide sufficient uplift to cater for forecast dwelling demand.

The Berala Village Centre Study notes that substantial increase in population through upzoning would place pressure on the limited existing facilities within this area, with community facilities already lacking in Berala. For this reason, no further rezoning is recommended at this stage.

Regents Park Village Centre

Land Use

Regents Park Village Centre is located to the east of the railway station and is constrained by a large area of employment land to the west. The village centre is zoned as B2 Local Centre, and includes various retail shops, some shop top housing and a pub. The Regents Park Community Centre and Library are located next the station and Guilfoyle Park.

The medium to high density residential is limited to within 400m of the station, with the highest density located to the south between the water pipeline and retail shops. Areas surrounding are zoned for low density residential, providing the opportunity to increase density within walking distance of a railway station should this be required into the future.

The areas identified in **Figure 35** for further consideration are not recommended to be rezoned on a whole. A detailed urban design analysis of each area on the following page may be used to inform portions of land which may be suitable for rezoning as required should Council wish to consider any of these in the longer term. Dwelling forecasts up to 2036 for Regents Park are lower compared with other suburbs in the LGA, and hence minimal changes to planning controls will be required should Council wish to consider any of these in the longer term.

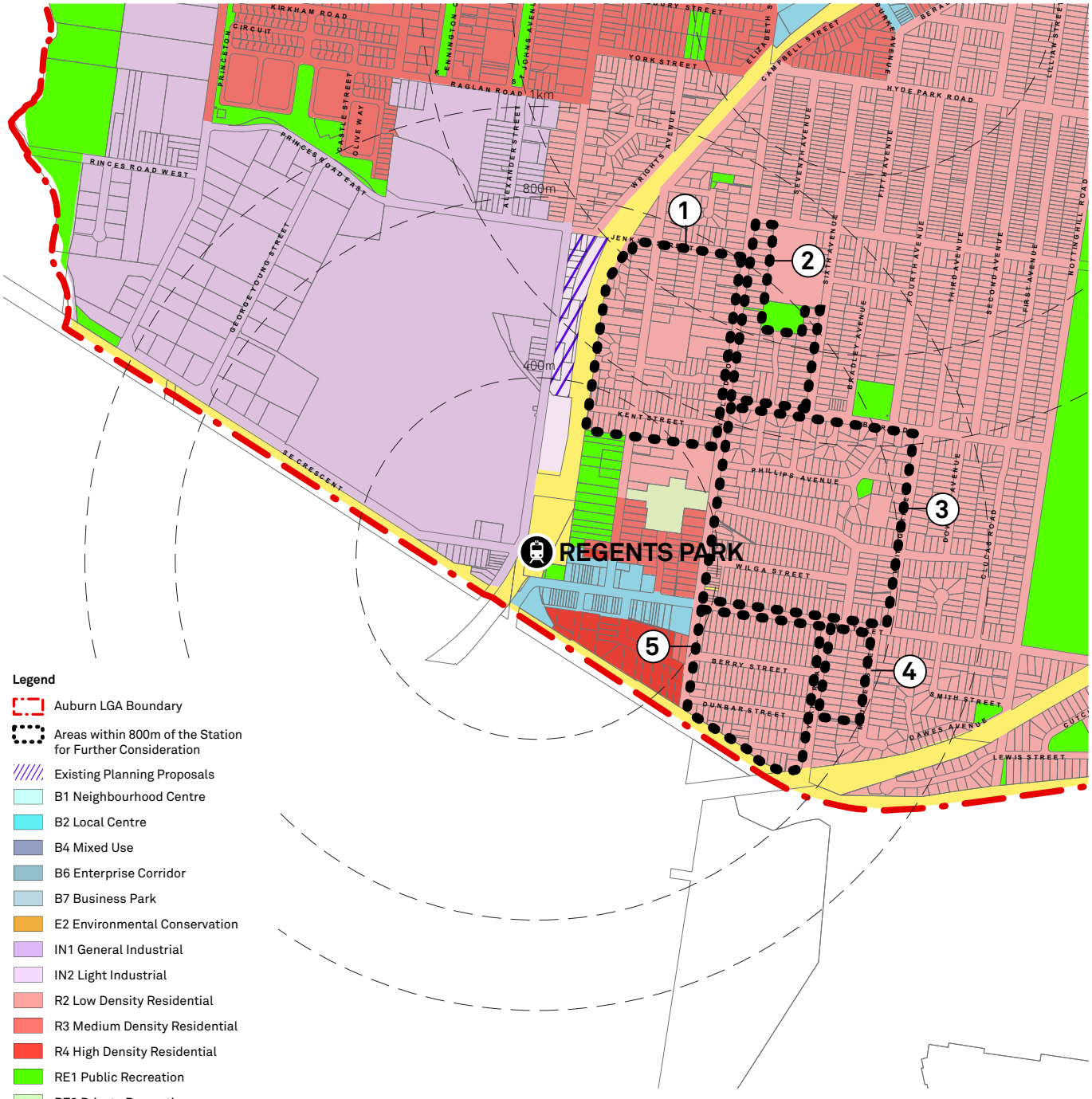

Figure 35 Regents Park Village Centre Land Use and Areas for Further Consideration

Urban Character and Constraints

Figure 36 demonstrates the range of development constraints which may hinder or exclude redevelopment on certain parcels of land. **Table 12** provides a summary of each of the key areas shown in **Figure 36**, and provides a likely timeline for potential redevelopment based on these constraints.

Table 12 Regents Park Village Centre Character Analysis

	General Character	Within 800m of station?	Potential for amalgamation	Building age and condition	Access
1	Predominantly single residential weatherboard and some brick dwellings. One Primary School (Regents Park Christian School) within the area.	Yes	Generally larger lot sizes will aid amalgamation	Generally older weatherboard dwellings	Good. Some properties back onto the railway corridor. Some properties back onto Guilfoyle Park
2	Predominantly single residential weatherboard, fibro and brick dwellings. Some lots back onto Spencer Park.	Most land south of Spencer Park - yes	Good - consistent lot pattern	Generally older homes, with some new brick dwellings	Good, some properties back onto Spencer Park
3	Single residential homes, with very occasional town house developments.	All except for the north east corner of the area is within 800m of Regents Park Station	Smaller lots may require more lots to amalgamate in order to redevelop	A mix of older weatherboard and fibro cottages, and newer brick homes	Good, access to Regents Park Station directly down Amy Street
4	Predominantly single story residential houses, older fibro and weather board cottages, and newer brick homes.	Yes	Good - consistent lot pattern	A mix of older weatherboard and fibro cottages, and newer brick homes	Good, some properties back onto the railway corridor. Access to Regents Park Station directly down Amy Street
5	Single story residential houses; older fibro and weather board single storey cottages, and some newer, very large brick and rendered homes.	Yes	Smaller lots may require more lots to amalgamate in order to redevelop	Older fibro and weatherboard homes, some needing attention, newer brick homes in good condition	Good, access to Regents Park Station directly down Amy Street

6.4.2 Other areas

There is the potential for further residential growth within neighbourhood centres, such as Wellington Road in Auburn and in Silverwater. This may include townhouse development, shop top housing or low rise multi-unit development, which are more compatible with the character of neighbourhood centres.

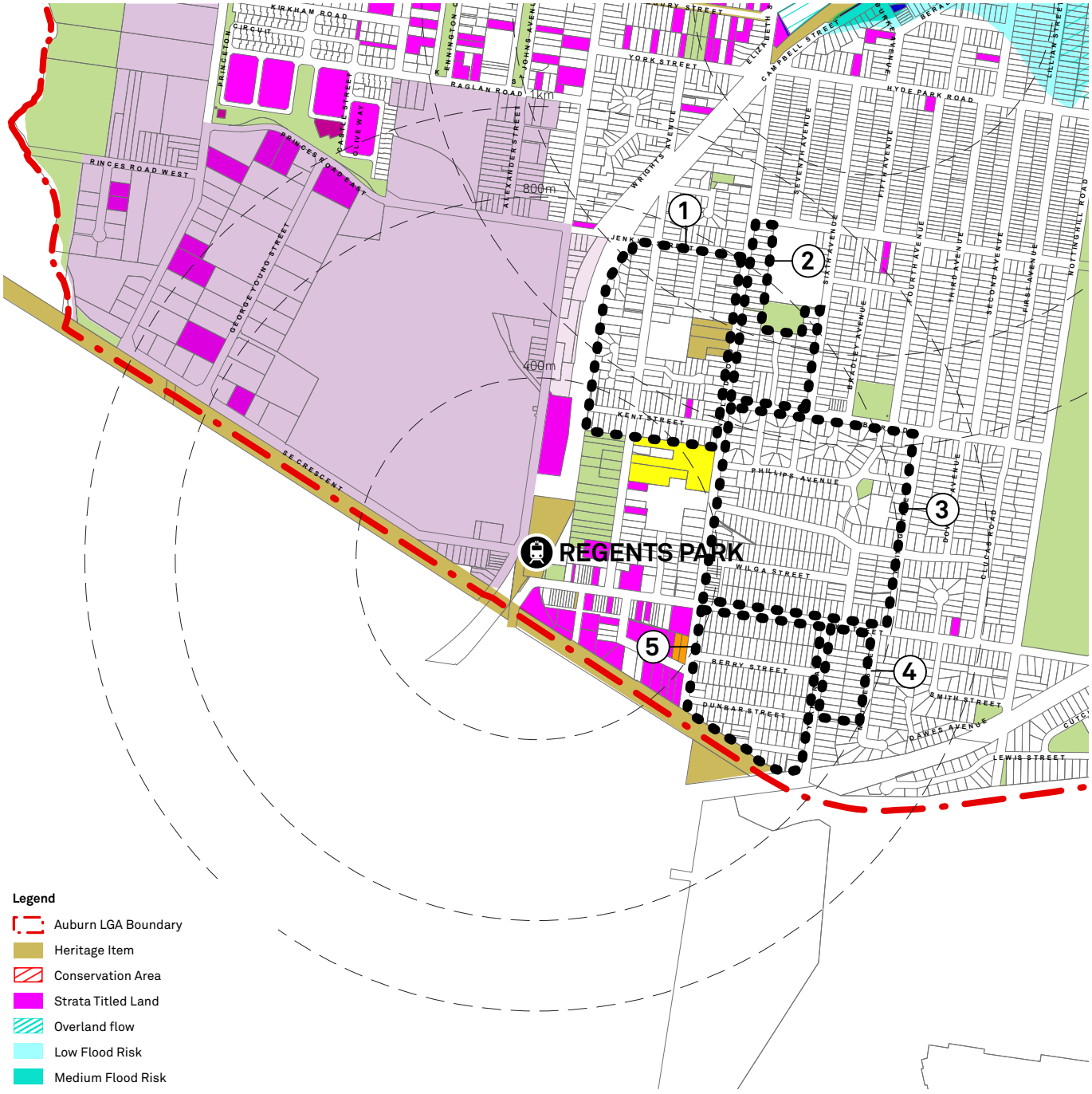

Figure 36 Regents Park Village Centre Development Constraints


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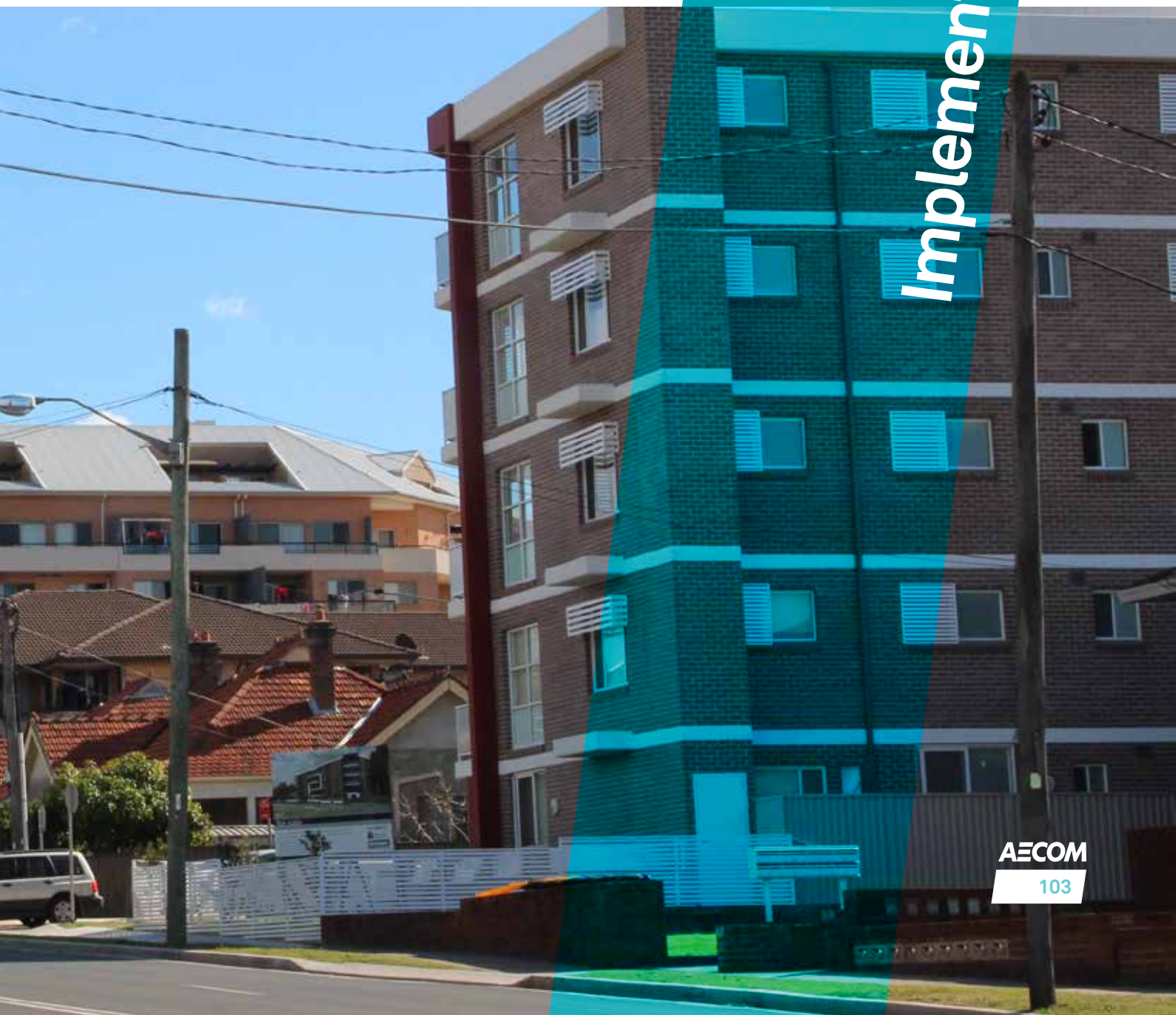
7 Implementing the Strategy



7.0 Implementing the Strategy

The Auburn RDS is a 20 year strategy which guides the location and type of future residential development within Auburn City. The strategy has been developed through detailed analysis of various factors that could influence residential development, including:

- Population and dwellings growth, including current and projected demographic characteristics;
- Major planned and proposed development within and outside Auburn City; and
- Recent history of dwelling production, approvals and uptake in the area.

The selection and preliminary scenario modelling of key sites has been underpinned by sound urban design and planning principles to ensure the location and provision of housing is appropriate for the future population and economically viable to develop.

As detailed in Sections 4 and 6 of this strategy, Auburn City has experienced significant growth over recent years and is likely to continue to do so in the short, medium and long term. The identified growth trends will increase demand for a range of housing typologies to suit the needs of young families and couples which are currently, and will continue to be, Auburn City's most common household type over all timeframes to 2036 (i.e. 2021, 2026, 2031 and 2036).

7.1 Timeframes

The Sydney residential market is extremely active and is likely to remain buoyant at least in the short term. With significant projected increases in Sydney's population, the demand for housing is expected to grow, with smaller, more affordable dwellings with access to transport likely to be the most popular.

In meeting the future housing needs of its local population, a balanced response will be required within Auburn City. Lands currently providing employment opportunities close to centres of population should be maintained as employment areas, resisting the current pressure of residential development. However the opportunities to deliver housing in Auburn City that is affordable yet economically feasible, are significant.

In order to achieve a balanced response, the relationship between the Residential and Employment Lands Strategies is key, and a clear policy to increase local employment in the Town and Village centres and Business Zones must accompany any increase of new housing supply and demand.

Based on maximising projected site yields, this strategy shows that Auburn City currently has sufficient capacity under ALEP 2010 to meet State dwelling targets to 2031. However not all land will be developed to its maximum potential in the short term. Planning for growth beyond 2031 will be needed in the future. Areas close to existing centres and good public transport are the most appropriate to support that growth, and have been the main focus of this report.

Affordability is also an important factor in terms of housing delivery in Auburn City where incomes are generally at the lower end of the range across parts of the city. Provision for smaller housing types will therefore be critical in helping to address this market need. These smaller housing types are also important in enabling people to remain living locally as they get older.

Timeframes for implementing the Strategy recognise the need to respond to growth over the next 20 years and thus provide housing supply in a well-planned, systematic way.

Delivery of new infrastructure will also have a bearing on timeframes for housing delivery in Auburn City, with the planned WestConnex Motorway and related renewal of lands in and around the Parramatta Rd corridor likely to have a significant impact. There is likely to be a focus on a series of potential new centres along the Parramatta Road corridor. These are likely to be the focus for renewal activity in terms of commercial, retail and residential but are more likely to deliver new housing in the medium to longer term.

7.2 Approach

An overview of timeframes for the delivery of proposed housing in different parts of the LGA is demonstrated in Figure 60 and outlined in the following section.

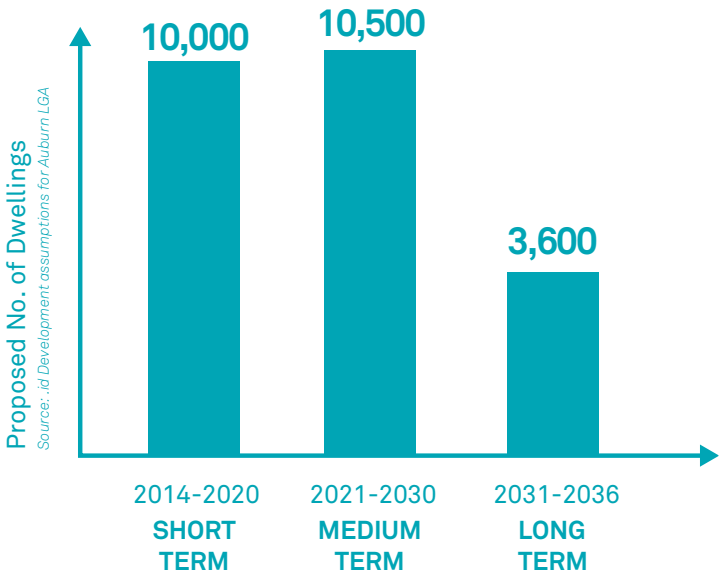


Figure 37 Indicative number of dwellings within Auburn City to 2036

7.2.1 Short term capacity (expected housing delivery within next 5 years)

- Various developments are proposed within Sydney Olympic Park, which will provide approximately 1,522 new dwellings between 2015 and 2018. In addition, Central Precinct will deliver 1,460 dwellings between 2020 and 2033.
- Wentworth Point: 1,418 dwellings delivered as of 2011, with progressive development of the site to deliver a total of 9,281 dwellings in the long term (2036). Approximately 3,624 dwellings are identified for delivery in the short term over the next 5 years (2015-2020).
- Development proposals equating to 931 new dwellings are identified for Auburn north (to 2036), with 688 anticipated to be delivered between 2013 and 2020.
- Development proposals equating to 1,263 new dwellings are identified for Auburn south, with 909 anticipated to be delivered between 2013 and 2020. In addition, a site on Queen Street ('Queen Street Residential Potential) is anticipated to deliver 500 new dwellings between 2019 and 2023.
- Development proposals totalling approximately 453 potential dwellings are identified in Lidcombe North and 808 in Lidcombe South (2014-2020).
- Potential residential within Silverwater / Grey Street local centre.
- FSR PP (town centre) opportunities (refer to Section 5).

7.2.2 Medium term capacity (expected housing delivery within next 15 years)

- Wentworth Point (development of remaining areas): 1,418 dwellings delivered as of 2011, with progressive development of the site anticipated to deliver approximately 3,700 dwellings in the medium term (2014-2030). Most dwellings expected to be delivered in the medium term.
- Development of Carter Street Precinct to commence in the medium term and expected to deliver a total of approximately 3,700 by 2030.
- Various developments proposed in Auburn to be delivered in the short to medium term, equating to approximately 2,000 new dwellings.
- Various developments proposed in Sydney Olympic Park to deliver significant dwelling growth between 2018 and 2030. These include Haslam's Precinct (1,375 new dwellings between 2027-2033), Parkview Precinct (SOP) (800 new dwellings between 2018-2024) and Central Precinct (1,460 new dwellings between 2020 and 2029).
- With the urban renewal of the Parramatta Road Corridor, there is the possibility for new centres at the western and eastern ends of Auburn City with corresponding residential growth.

7.2.3 Long term capacity (expected housing delivery within next 20 years)

- Completion of the Carter Street UAP to deliver 5,500 new dwellings by 2036.
- Various developments proposed in Sydney Olympic Park, including Haslam's Precinct (1,375 new dwellings by 2033), Central Precinct (1,460 new dwellings by 2030).
- Hill Road and the Bayswater site in Wentworth Point are identified to deliver 1,700 new dwellings by 2032.
- With the urban renewal of the Parramatta Road Corridor, there is the possibility for new centres at the western and eastern ends of Auburn City with corresponding residential growth.

7.3 Impacts of potential residential development

The impacts of residential development are primarily associated with transport and social infrastructure capacity. Infrastructure will need to be planned strategically over time given the scale of development already planned to occur, as well as the density increases proposed in this RDS. The impacts anticipated as a result of proposed growth in housing and actions to manage these impacts are accordingly recommended.

7.3.1 Road and rail network

The surrounding road network servicing Auburn City, particularly local road networks, are likely to experience increased traffic generated as a result of population growth. Increased focus on public transport, station and road upgrades, however, will assist with alleviating these impacts as mode shifts also occur. It is noted that the majority of these upgrades are the responsibility of and reliant on State Government funding.

A number of road upgrades are identified as part of the future planning for Sydney Olympic Park and Wentworth Point and Carter Street UAPs. These upgrades are required to ensure the road network can operate at a good level of service as the residential population and visitation increases in association with major developments occurring in the short term and longer term.

7.3.2 Public and active transport requirements

Increased population growth and decreasing household size has the potential to generate more traffic in Auburn City, therefore use of public transport and more active modes of transport will become a priority to manage the potential for future capacity issues on local road networks. It is anticipated that with the construction of the WestConnex motorway there may be some improvements to bus transport along and across the Parramatta Road improving north-south links. There is also expected to be a focus on pedestrian and cycleway infrastructure to improve walking and cycling for shorter trips between proximate destinations.

Bicycle infrastructure is relatively well serviced in the northern part of Auburn City. While the southern half of Auburn City currently lacks bike networks, it has good potential to support cycling which can be attributed to the wide streets, relatively flat topography and residential nature of the area.

It is recommended that Council's forthcoming review of the Bicycle Plan will take into account the short, medium and long term growth projections, as well as the development potential of the investigated areas and that ongoing traffic monitoring be undertaken, as outlined in the Auburn City CSP, to understand any gaps / inadequacies in the current provision.

7.3.3 Stormwater systems

A review of Council's *Stormwater Asset Management Plan 2013* notes that approximately 96% of Auburn's Stormwater Drainage assets are in satisfactory condition, while the remaining small proportion of assets (mostly drainage (conveyance) and environmental/quality control device asset groups) are rated to be in unsatisfactory condition. The impact of increased development on stormwater management, particularly impacts associated with Haslams Creek, should continue to be monitored as part of the Stormwater Asset Management Plan and environmental assessment in relation to future development. Ongoing monitoring and review should aim to ensure Auburn City's stormwater assets are of a condition appropriate for current and future requirements in accordance with projected population growth over the identified timeframes.

7.3.4 Community infrastructure

As the second fastest growing LGA in metropolitan Sydney and NSW, additional community facilities will be required to meet population growth. As the highest birth rate zone in NSW, increased family households will place pressure on available community facilities and services. Additional infrastructure and services required will include open space / parks, sports fields, schools, parental support facilities and particularly child care services of which there is currently a shortfall. There is also existing demand for increased elderly services, language services and other assistance programs within Auburn City, which is to increase as population growth occurs.

The cultural diversity of Auburn City's resident population is also a key consideration for infrastructure provision. According to the Auburn City CSP, there are a number of major gaps in Auburn's cultural infrastructure, including limited availability and access to appropriate venues and facilities for cultural and arts activities or events. There is also demand for increased provision of language services.

The Auburn City CSP notes that better distribution of services and facilities across Auburn City is needed. In particular, it notes that the timely delivery of new community facilities in Wentworth Point, Sydney Olympic Park, Lidcombe and Berala could be constrained by the availability of funds.

It is recommended that Council prepare and undertake continual monitoring of a detailed inventory of existing community facilities in order to address current gaps and future requirements based on projected growth trends. Should the identified test sites be redeveloped for residential uses, then corresponding provision of services to meet community needs would need to be further considered.

7.4 Recommendations and development framework

The following framework is intended to guide Council's decision making in relation to rezoning land or amending planning controls to permit residential development within Auburn City, including developer initiated planning proposals.

- Council's main focus on new housing growth should be within the walking catchment of a town, village or neighbourhood centre.
- When considering rezoning land close to Auburn City's centres, higher density controls that permit multi-unit and villa / townhouse style development should be a priority while still allowing for the commercial expansion of the centres.
- While facilitating higher densities in centre locations, Council should ensure that amended planning controls also recognise the need to balance the retention of a level of employment lands in these areas, to provide local services and employment for residents.
- Council should assess the capacity of existing utilities and social infrastructure such as schools and community facilities, to service growth, as well as whether future growth can be serviced by identified commitments to short, medium or long term infrastructure augmentation.
- Future proposals for residential development should be assessed against the urban design / planning principles outlined in the RDS.
- Open space with good pedestrian and cycle connections should be provided to service the population, in centres where new residential growth is planned.
- Future development, particularly within less viable centres, should be encouraged through a pro-active approach with a range of incentives. These could include floorspace bonuses in some areas, reduced parking requirements, or enhancement of local streets or areas of open space in line with current and future work being undertaken on Open Space and Traffic and Transport Strategies.
- Future development in smaller centres should be supported for the positive contribution it can make to the centre character and profile and the effect on stimulating further future investment.
- In order to stimulate the provision of affordable housing, Council could strengthen provisions in the LEP and review the S94 Contributions Plan to reduce or waive developer contributions for this type of housing.
- Council's S94 Contributions Plan should also be reviewed to ensure sufficient funds are being collected from new development for the necessary improvements to local amenities.

7.4.1 Integration of Residential Development Strategy with other Council strategies

The following advice is provided to serve as a foundation for Council to update nominated Council policies in order to facilitate the implementation of the Residential Development Strategy:

- Council's S94 Contributions Plan should be reviewed to ensure sufficient funds are being collected from new development for the necessary improvements to local amenities required. In addition, it is open to Council if so determined to provide incentives to particular developments (e.g. townhouses) and reduce or waive the normal Section 94 contributions applied to this type of development.
- Council's Long term traffic model: may require revisions as a result of increased residential densities in town centre locations.
- Open space strategy: the needs of an increased residential population regarding open space may require a new approach seeking to enhance or embellish existing open space to provide more opportunities for intense use in addition to capturing opportunities for new open space in the assessment of larger developments.
- Employment Lands Strategy: should be developed in conjunction with the Auburn RDS in order that the residential and employment needs are met in a complimentary and balanced way in Auburn City.
- Community facility needs study: as with the open space, this will require review to explore opportunities for upgrades and enhancements to meet the needs of an increased population, while also exploring opportunities for new facilities to be provided in association with larger developments.

7.5 Review and Monitoring

The Auburn RDS provides guidance in terms of land use planning and urban design to accommodate the needs of Auburn City's current and future population to 2036. Recent demographic and urban development trends are likely to continue through to the long term, with the following key changes anticipated over the next 20 years:

- As the highest birth rate zone in NSW, increased couple families and couple families with children are likely to stimulate ongoing demand for a mix of housing to cater to these household types as well as the extended life expectancy. Increased family households will also place pressure on available community facilities and services which will need to be increased to meet this growth.
- Increased densities within town centres capitalise on existing services infrastructure, however assessment of existing infrastructure condition and capacity will be required to identify where augmentation or upgrades are required to ensure an optimal level of service is available to residents.
- Increased demand for affordable housing in line with average income data for Auburn City.
- Increased demand for housing close to public transport, services and employment.
- Increased employment growth in response to a growing population.
- Increased employment growth in association with urban renewal along Parramatta Road in connection with WestConnex and the progressive development of Sydney Olympic Park. The draft Employment Lands Strategy (AEC Group, 2014) also identifies sites that would be suitable for employment uses, to address the needs of the local economy
- Transformation of Parramatta into its role as a Major Regional Centre and Sydney's second CBD with flow on effects to neighbouring LGAs like Auburn City.
- Increasing focus on sustainability and sustainable asset management.
- Increasing importance on environmental management and sustainability and environmental impact minimisation, including the impacts of changing climatic conditions.
- Regulatory changes.

As review and monitoring of the Auburn RDS occurs, these factors will need to be considered to ensure change is reflected in the strategic planning for residential development and not undertaken in isolation of the evolving economic and environmental context. It is therefore recommended that the Auburn RDS is reviewed every 5 years to account for any changes in population trends (e.g. new ABS data) and future development that may impact upon planning for residential development.

Appendix

Details of Recent DAs and PPs

Development Applications in Auburn

	Address	DA Number	Description (incl. number of dwelling, type of development)
1	26-36 and 35 Northumberland Road, Auburn	PL-41/2014	Proposed construction of residential flat building, ground floor commercial and basement carparking (**536 residential units**) (Auburn RSL Club site)
2	22-30 Station Road, Auburn	DA-76/2013	Demolition of existing structures and construction of an 8 storey residential flat building comprising **79 residential units** over two levels of basement carparking, strata title subdivision, landscaping and stormwater drainage works.
3	32-40 Kerrs Parade, Auburn	DA-406/2013	Demolition of existing dwellings and construction of 7 storey residential flat building comprising **94 units** with 3 levels of basement parking for 114 vehicles including landscaping & civil works
4	93 – 105 Auburn & 18 Harrow Road, Auburn	DA-389/2013	Construction of a mixed use development comprising a 17 storey building & a 19 storey building containing a total of **246 units** & 7 retail tenancies over 4 levels of basement car parking.
5	27 Mary Street, Auburn	DA-74/2011	Demolition of existing structures and construction of 9 storey mixed use development over 2 levels of basement car parking and associated stormwater and landscaping works (**53 units**)
6	6-14 Park Road, Auburn	DA-16/2013	Demolition of existing structures and construction of 8 storey mixed-use strata building including **98 residential units** over ground level commercial premises with 3 levels of basement car parking
7	61-67 Queen Street, Auburn	DA-251/2014	Alterations and additions to approved part 8, part 9 storey mixed use development including an additional 5 storeys, additional basement level and reconfiguration of all floors to allow for **143 residential units** and 5 retail tenancies

Planning Proposals in Auburn

	Address	PP Number	Description and Status
A	1A Queen Street, Auburn	PP-2/2010	› To rezone the land from the IN2 Light Industrial zone to the R4 High Density Residential zone; › To amend the Height of Buildings Map to apply a maximum building height of 35 metres (9 storeys) which is higher than the standard 16 metre (4 storey) maximum building height control for the R4 zone; and › To amend the Floor Space Ratio Map to apply a maximum FSR of 2.4:1 – a significant increase from the standard 1.4:1 FSR control for the R4 zone. › The purpose of the planning proposal was to enable construction of 800-850 apartments in seven (7) buildings comprising mid- and high-rise development. **Status** The Minister for Planning and Infrastructure has appointed the Sydney West Joint Planning Panel (JPP) as the Relevant Planning Authority for this planning proposal. As such, the JPP Panel Secretariat can be contacted on (02) 9228 2060 for further information regarding this planning proposal.
B	Auburn Road and Susan Street (between Beatrice and Helena Street), Auburn	PP-3-2013	The Planning Proposal seeks to rezone the western portion of the site (land generally fronting Auburn Road) to B4 Mixed Use and the eastern portion of the site (land generally fronting Susan Street) to R4 High Density Residential under the Auburn LEP 2010. The existing zoning for the entire site is R3 Medium Density Residential. **Council Resolution** On 17 April 2013, Council resolved to prepare a Planning Proposal [Item 117/13] to rezone the subject land from R3 Medium Density Residential to part B4 Mixed Use and part R4 High Density Residential under the Auburn LEP 2010, as per Council resolution of 20 October 2010 [Item 257/10], and Gateway determination dated 9 October 2012 (PP_2012_AUBUR_002_00).
C	Land bounded by Queen Street, Park Road,Mary Street and Alice Street	PP-5-2014	The object of this proposal is to rectify a mapping anomaly to re-instate the previous FSR control of 3.0:1

Development Applications in Lidcombe

	Address	DA Number	Description (incl. number of dwelling, type of development)
1	40-44 John Street, Lidcombe	DA-352/2012	Demolition of an existing building and construction of a nine storey mixed use development comprising of 7 ground floor retail/ commercial tenancies and **58 apartments** on the levels above with 8 x 3 bedroom, 46 x 2 bedroom and 4 x 1 bedroom residential apartments over 3 levels of basement car parking including strata subdivision, drainage and landscaping.
2	36-38 John Street Lidcombe	DA-290/2012	Demolition of existing structures and construction of nine storey mixed use residential flat building with **40 residential units** (8 x 3 bedroom and 32 x 2 bedroom units) over three levels of basement car parking for 67 vehicles including landscaping, associated stormwater works and strata subdivision.
3	11 John Street, Lidcombe	DA-219/2011 DA-219/2011/A	Demolition of Lidcombe Children Court Building and ancillary structures, partial demolition of the Police Station Building and the construction of a seven storey mixed use building containing seven commercial tenancies and seventy residential dwellings over three levels of basement car parking Section 96(2) application for the construction of an additional floor to the building, construction of an additional basement level and increasing the number of apartments from 70 to 80. **(80 units)**
4	43 Church Street, Lidcombe	DA-201/2011	Demolition of existing buildings and associated structures, tree removal and construction of 10 storey residential flat building comprising **67 units** over 3 levels of basement parking
5	1-9 Mark Street, Lidcombe	DA-120/2013	Demolition of existing structures and construction of part 8, part 9 storey residential flat building comprising **79 units** over two levels of basement car parking including associated drainage and landscaping works
6	8 – 12 Kerrs Road, Lidcombe	DA-226/2012	Demolition of existing structures and construction of 9 storey mixed use development over basement carpark including landscaping and stormwater works **(42 units)**
7	17-25 Kerrs Road, Lidcombe	DA-183/2011	Construction of nine storey mixed use development comprising **30 residential units** and two commercial suites over three levels of basement car parking and associated site works
8	2-8 Vaughan Street, Lidcombe	DA-287/2011	Demolition of existing structures and construction of 8 storey mixed use development comprising of **108 residential units** and 16 ground floor commercial tenancies over 2 levels of basement carparking with stormwater and landscaping works and strata subdivision.

Planning Proposals in Lidcombe

	Address	PP Number	Description and Status
A	Marsden Street Precinct, Lidcombe	PP-4/2014	This planning proposal seeks an amendment to the Auburn Local Environmental Plan 2010 (ALEP) maps to rezone certain land within the Marsden Street Precinct, Lidcombe, from IN2 Light Industrial and R4 High density residential to B4 Mixed Use and RE1 Public Recreation. It also seeks to amend the Lot Size, Height of Building (height), Floor Space Ratio (FSR) and Land Reservation Acquisition controls in line with the proposed rezoning. **Status** A Gateway Determination for the Marsden Street Precinct Planning Proposal was issued by the DP&E on 2 October 2014.

Appendix b

Potential for residential uplift within Auburn and Lidcombe Town Centres

Long Term Growth Potential within the Auburn Town Centre

The table below demonstrates the potential additional floor space, GFA and dwelling yield of each of the identified key areas, should the zoning be lifted to R4 High Density Residential and the FSR increased to 1.7:1.

	Area (m^2)	Dev. Area^ (m^2)	Dev. Area (%)	Current zone	Potential floor space with uplift* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***
1	53,627	46,549	87%	R3	79,133	63,307	633
2a	34,000	34,000	100%	R2	57,800	46,240	462
2b	94,634	40,221	43%	R3	68,375	54,700	547
3	23,595	14,436	61%	R3	24,541	19,633	196
4	169,813	161,427	95%	R2	274,427	219,541	2,195
5	157,404	72,993	46%	R3	124,088	99,271	993
6	55,898	36,972	66%	IN2	62,853	50,282	503
7a	47,228	36,560	77%	R2	62,151	49,721	497
7b	7,318	7,318	100%	IN2	12,441	9,953	100
Total	643,516	450,476			765,809	612,647	6,126

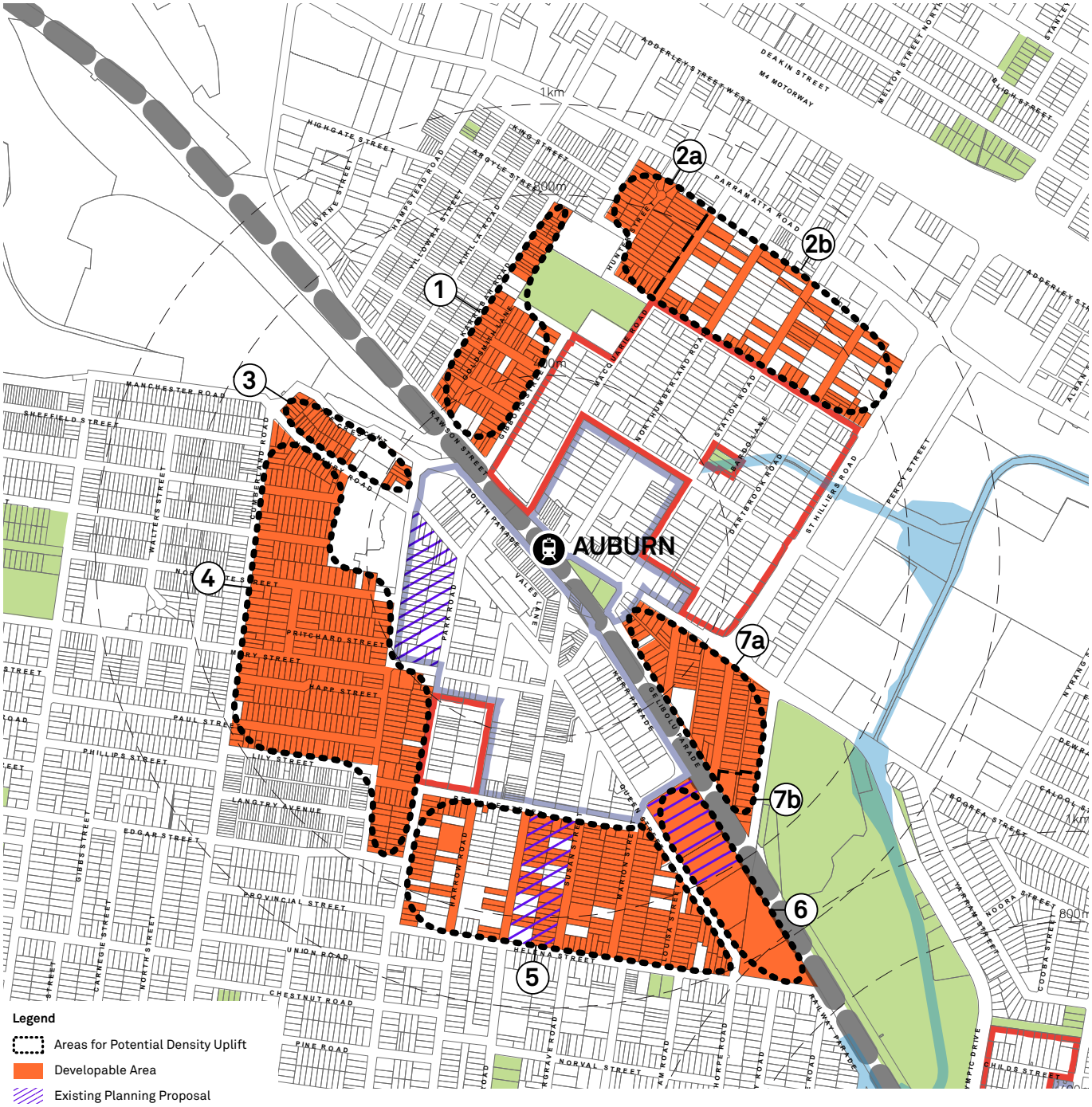
Assumptions

^ the developable area has been determined by the taking the total m^2 of lots within each key area, minus the roads, strata titled lots, heritage lots, high risk flood affected lots and those lots which are currently used for the purpose of a school or church.

** The potential floor space with uplift has been calculated to R4 with an FSR of 1.7:1*

*** Potential GFA = Potential floor space X 80% efficiency*

****Potential dwelling yield = GFA/Average apartment size of 100m^2*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Areas for Potential Density Uplift
Developable Area
Existing Planning Proposal
High Flood Risk Zone
R4 High Density Residential Zoned Land
B4 Mixed Use Zoned Land
Open Space

Long Term Growth Potential within the Lidcombe Town Centre

The table below demonstrates the potential additional floor space, GFA and dwelling yield of each of the identified key areas, should the zoning be lifted to R4 High Density Residential and the FSR increased to 1.7:1.

	Area (m^2)	Dev. Area^ (m^2)	Dev. Area (%)	Current zone	Potential floor space with uplift* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***
1	48,380	48,380	100%	R2	82,246	65,797	658
2a	49,764	30,262	61%	R3	51,445	41,156	412
2b	57,807	56,223	97%	R2	95,579	76,463	765
3	58,894	58,894	100%	R2	100,119	80,095	801
4	109,019	87,018	80%	R3	147,931	118,345	1,183
5	23,268	23,268	100%	IN2	39,556	31,645	316
6	22,407	22,407	100%	R2	38,092	30,474	305
7	169,821	159,335	94%	R2	270,870	216,696	2,167
Total	**539,360**	**485,787**			**825,838**	**660,670**	**6,607**

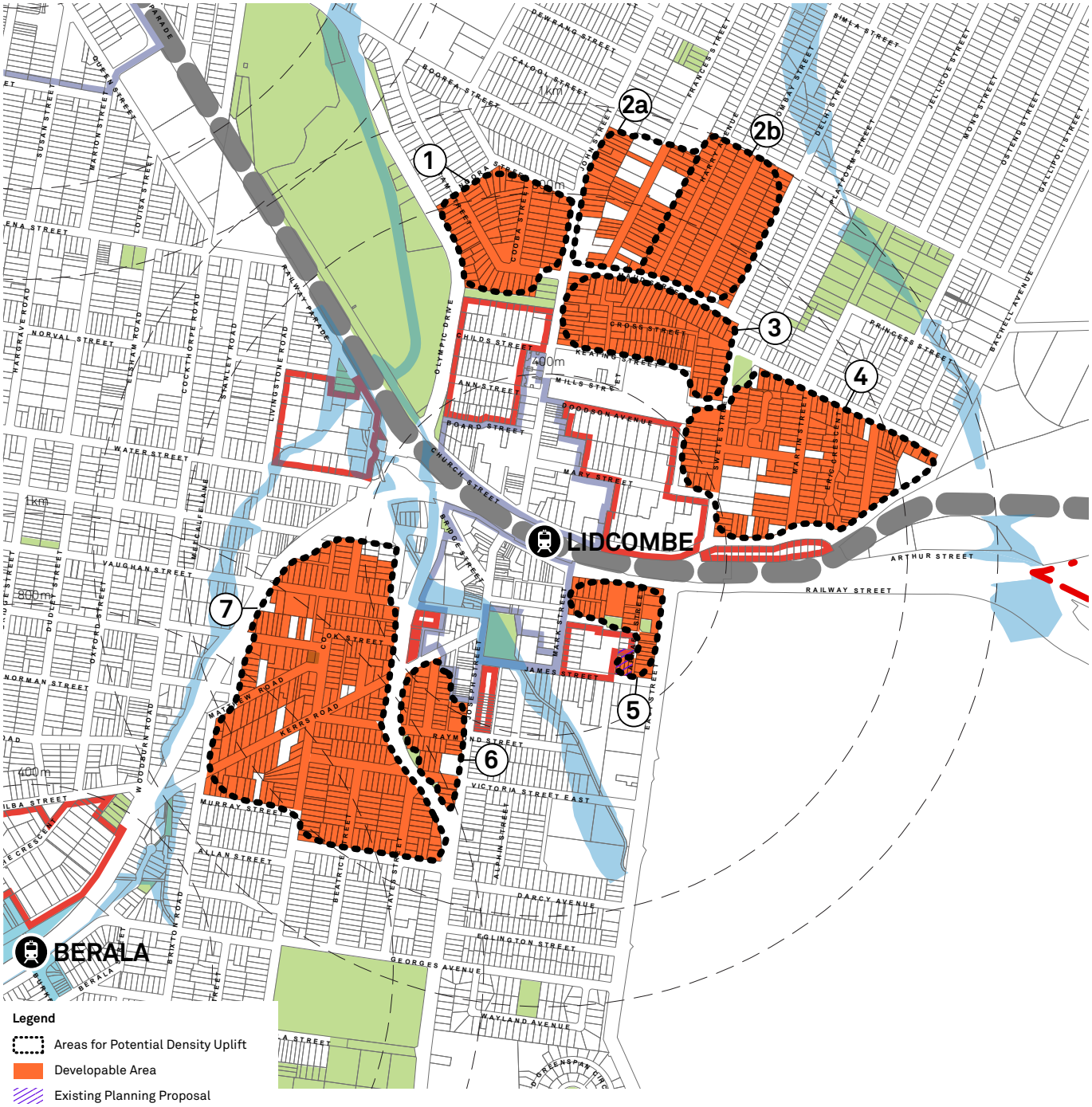
Assumptions

^ the developable area has been determined by the taking the total m^2 of lots within each key area, minus the roads, strata titled lots, heritage lots, flood affected lots (medium and high risk) and those lots which are currently used for the purpose of a school or church.

** The potential floor space with uplift has been calculated to R4 with an FSR of 1.7:1*

*** Potential GFA = Potential floor space X 80% efficiency*

****Potential dwelling yield = GFA/Average apartment size of 100m^2*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Developable Area
Existing Planning Proposal
High Flood Risk Zone
R4 High Density Residential Zoned Land
B4 Mixed Use Zoned Land
Open Space

Long Term Growth Potential within the Regents Park Village Centre

The table below demonstrates the potential additional floor space, GFA and dwelling yield of each of the identified key areas, should the zoning be lifted to R4 High Density Residential and the FSR increased to 1.7:1.

	Area (m^2)	Dev. Area^ (m^2)	Dev. Area (%)	Current zone	Potential floor space with uplift* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***
1	90,978	70,408	77%	R2	119,693	95,754	958
2	36,471	36,471	100%	R2	62,001	49,601	496
3	145,006	145,006	100%	R2	246,510	197,208	1,972
4	18,485	18,485	100%	R2	31,425	25,140	251
5	64,999	59,792	92%	R2	101,647	81,318	813
Total	**355,940**	**330,163**			**561,276**	**449,021**	**4,490**

Assumptions

^ the developable area has been determined by the taking the total m^2 of lots within each key area, minus the roads, strata titled lots, heritage lots, flood affected lots (medium and high risk) and those lots which are currently used for the purpose of a school or church.

** The potential floor space with uplift has been calculated to R4 with an FSR of 1.7:1*

*** Potential GFA = Potential floor space X 80% efficiency*

****Potential dwelling yield = GFA/Average apartment size of 100m^2*

Legend

- Areas for Potential Density Uplift
- Developable Area
- Existing Planning Proposal
- High Flood Risk Zone
- R4 High Density Residential Zoned Land
- B2 Local Centre Zoned Land
- Open Space

Appendix C

Typical Sites for Testing

Typical sites for testing

Table 13 provides an overview of the sites which have been tested for the purposes of understanding the implications of planning controls, and high level economic viability. Each of the site has been modelled in the following part of this section.

Assumptions

The following assumptions have been made in testing:

* Potential floor space has been calculated GFA/80% (to provide a building envelope inclusive of elements such as walls, balconies and circulation space)

** GFA has been calculated as FSR x Site Area

***In the B4 zone, residential GFA has been calculated as total GFA - Site Area (ground floor is assumed to be developed for retail/commercial). Potential dwelling yield has been calculated as Residential GFA/Average Dwelling Size:

- Average apartment size is assumed at 100m^2 (R4 and B4 zones)
- Average townhouse size is assumed at 140m^2 (R3 zone)

Potential dwelling yield has been calculated based on the maximum FSR permissible and does not take into account existing height controls.

^Assumed 4m ground floor retail in B4 zone, 3m floor to floor within RFBs and 2m plant atop RFBs. Existing height controls have not been taken into account in this analysis.

#Site has been tested as residential only within a B4 Mixed Use zone due to location

Table 13 Overview of potential yield of test sites within Auburn City

	Address	Site Area (m^2)	Existing zone	Existing Height	Potential Zone	Potential FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential Residential GFA*** (m^2)	Potential dwelling yield***	Height^
1	53-73 Rawson Street, Auburn	3,280	B4	38m	B4	5:1	20,500	16,400	13,120	131	up to 45m (11-13 storeys)
2	22-24 Park Road & 17-23 Mary Street, Auburn	3,060	B4	38m	B4	5:1	19,125	15,300	12,240	122	up to 54m (17 storeys)
3	15-21 Simpson Street, Auburn	2,160	R3	9m	R3	0.75:1	2,025	1,620	1,620	12	up to 9m (2 storey townhouses)
					R4	1.7:1	4,590	3,672	3,672	36	up to 17m (5 storeys)
4	46A-54 Helena Street, Auburn	1,990	R3	9m	R3	0.75:1	1,866	1,493	1,493	10	up to 9m (2 storeys townhouses)
5	33-39 Gelibolu Parade, Auburn	1,850	R2	9m	R4	1.7:1	3,931	3,145	3,145	31	up to 17m (5 storeys)
					B4	5:1	11,563	9,250	8,330	83	up to 42m (13 storeys)
6	Olympic Drive / New St East / Bridge St / Joseph Street / Vaughan Street (known informally as the Westella Site)	13,670	B4	36m	B4	5:1	85,438	68,350	52,270	523	up to 61m (19 storeys)
7	3-7 Taylor Street, Lidcombe	1,420	B4	32m	B4	5:1	8,875	7,100	7,100#	71	up to 50m (16 storeys)
8	3-5 Frederick Street and 35-39 Doodson Avenue, Lidcombe	2,770	R4	18-20m	R4	1.7 - 2.0:1	5,886	4,709	4,709	47	up to 17m (5 storeys)
9	2-8 Swete Street, Lidcombe	2,020	R3	9m	R4	1.7 - 2.0:1	4,293	3,434	3,434	34	up to 17m (5 storeys)
10	60-66 Amy Street, Regents Park	2,310	R2	9m	R3	0.75:1	2,166	1,733	1,733	12	up to 9m (2 storeys townhouses)
					R4	1.7:1	4,909	3,927	3,927	39	up to 17m (5 storeys)

Refer Table 13 for assumptions overview

Test Sites in Auburn

Figure 38 Test sites in Auburn

Site 1: 53-73 Rawson Street, Auburn

Development Potential

This site is currently zoned for B4 Mixed Use, however remains as a series of small 1-2 storey shops with shop top housing above.

The development potential for this site is high given its close proximity to Auburn Railway Station, however relies heavily on landowners amalgamating into a larger parcel of land.

A scheme which complies with the current planning controls has the potential to revitalise the retail shops at ground floor, and provide residential apartments which are close to the station and have views over open space to the south.

Figure 39 53-73 Rawson Street, Auburn
Source Base image from http://maps.six.nsw.gov.au/

Figure 40 demonstrates a potential building envelope, taking into consideration current ALEP 2010 controls, Auburn DCP 2010 and SEPP 65 guidelines for residential flat buildings.

Zoned B4 Mixed Use and being located in the town centre core, this site will likely redevelop with retail/commercial uses at ground floor and residential apartments above. This option has been modelled in accordance with the SEPP 65 guidelines for building separation, and bulk and scale. Under the existing ALEP 2010 controls, the maximum FSR of 5:1 in appropriate for the maximum height of 38m as demonstrated in **Figure 40**.

In determining an appropriate and viable building envelope, the development should consider the impact of height on the character of the existing streetscape, and overshadowing impact on Railway Park and the heritage listed hotel adjoining the site. It is recommended that height be stepped down along Rawson Street in respect of the heritage item on the corner of Station Road.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
1	53-73 Rawson Street, Auburn	3,280	B4	38m	B4	5:1	20,500	16,400 (residential GFA = 13,120m^2)	131	up to 45m (11-13 storeys)

Refer Table 13 for assumptions overview

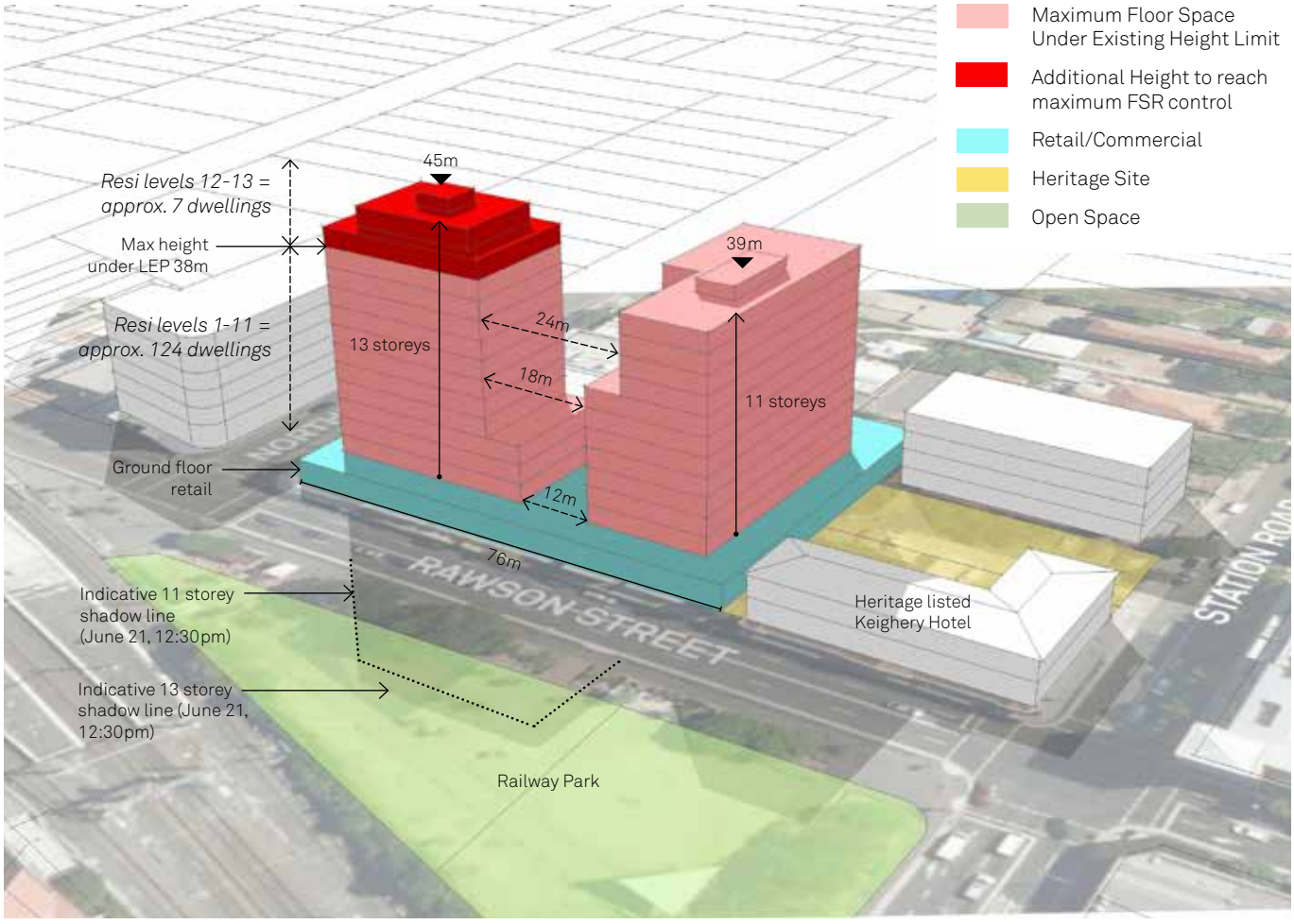

Figure 40 53-73 Rawson Street, Auburn - Indicative building envelope for testing height and FSR controls

Site 2: 22-24 Park Road & 17-23 Mary Street, Auburn

Development Potential

The site currently contains a collection of 6 single dwellings. The current zoning is B4 Mixed Use, so there is good development potential for this site, should the landowners choose to amalgamate their land.

A scheme which complies with the current planning controls has the ability to provide additional retail for the area and provide residential apartments which are close to the station, schools and shopping amenity.

Figure 41 22-24 Park Road & 17-23 Mary Street, Auburn
Source Base image from http://maps.six.nsw.gov.au/

Figure 42 demonstrates a potential building envelope, taking into consideration current ALEP 2010 controls, Auburn DCP 2010 and SEPP 65 guidelines for residential flat buildings.

Zoned for B4 Mixed Use, this site will likely redevelop with retail/commercial uses at ground floor and residential apartments above. This option has been modelled in accordance with the SEPP 65 guidelines for building separation, and bulk and scale. Under the existing ALEP controls, the maximum FSR of 5:1 is appropriate for the maximum height of 38m as demonstrated in **Figure 42**.

In determining an appropriate and viable building envelope, the development should consider the impact of height on the character of the existing and future streetscape (noting that the southern edges of Mary Street is also zoned for B4 Mixed Use) and overshadowing impact on existing dwellings. A traffic study should also be undertaken to determine the impact of development on the surrounding road network, with particular reference to the Trinity Catholic College.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
2	22-24 Park Road & 17-23 Mary Street, Auburn	3,060	B4	38m	B4	5:1	19,125	15,300 (residential GFA = 12,240m^2)	122	54m (17 storeys)

Refer Table 13 for assumptions overview

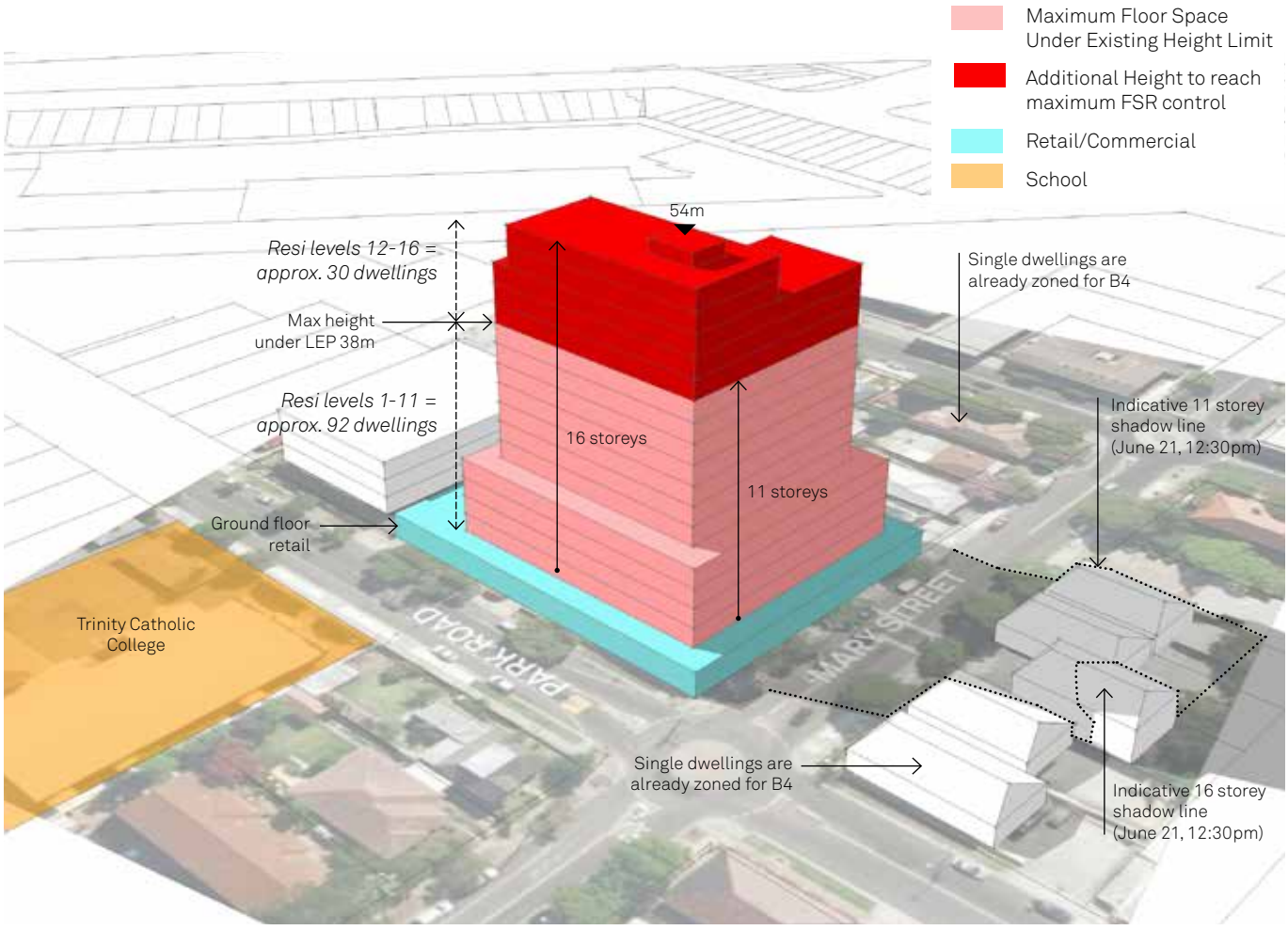

Figure 42 22-24 Park Road & 17-23 Mary Street, Auburn - Indicative building envelope for testing height and FSR controls

Site 3: 15-21 Simpson Street, Auburn

Development Potential

The site currently contains a collection of 4 single dwellings, nestled between 2-3 storeys walk-up apartment buildings on all sides. The southern side of Simpson Street is currently zoned for R4 High Density Residential whilst the R3 Medium Density Residential zoning on the site allows for smaller scale multi dwelling housing (in the form of townhouses and villas).

Figure 43 15-21 Simpson Street, Auburn
Source Base image from http://maps.six.nsw.gov.au/

The existing R3 zone and FSR and height provisions, currently provide the opportunity to redevelop for multi-dwellings such as townhouses.

Figure 44 demonstrates a potential dwelling yield of 12 townhouses on the site, within the existing 9m height limit and an FSR of 0.75:1. This scale of development is in keeping with the existing built form in the area.

Figure 45 demonstrates a potential residential flat building envelope, should the site be rezoned for R4 High Density Residential.

Under the existing ALEP 2010 controls, the maximum FSR of 1.7:1 and maximum height if 18m may be applied. Paired with the site coverage guidelines of 50% within the Auburn DCP 2010, the rezoning has the potential to provide approximately 36 apartments within 5 levels. Whilst this height is slightly higher than its immediate surrounds, impacts of overshadowing are minimal, as would be the change in street character.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
3	15-21 Simpson Street, Auburn	2,160	R3	9m	R3	0.75:1	2,025	1,620	12	9m (2 storeys)
					R4	1.7:1	4,590	3,672	36	17m (5 storeys)

Refer Table 13 for assumptions overview

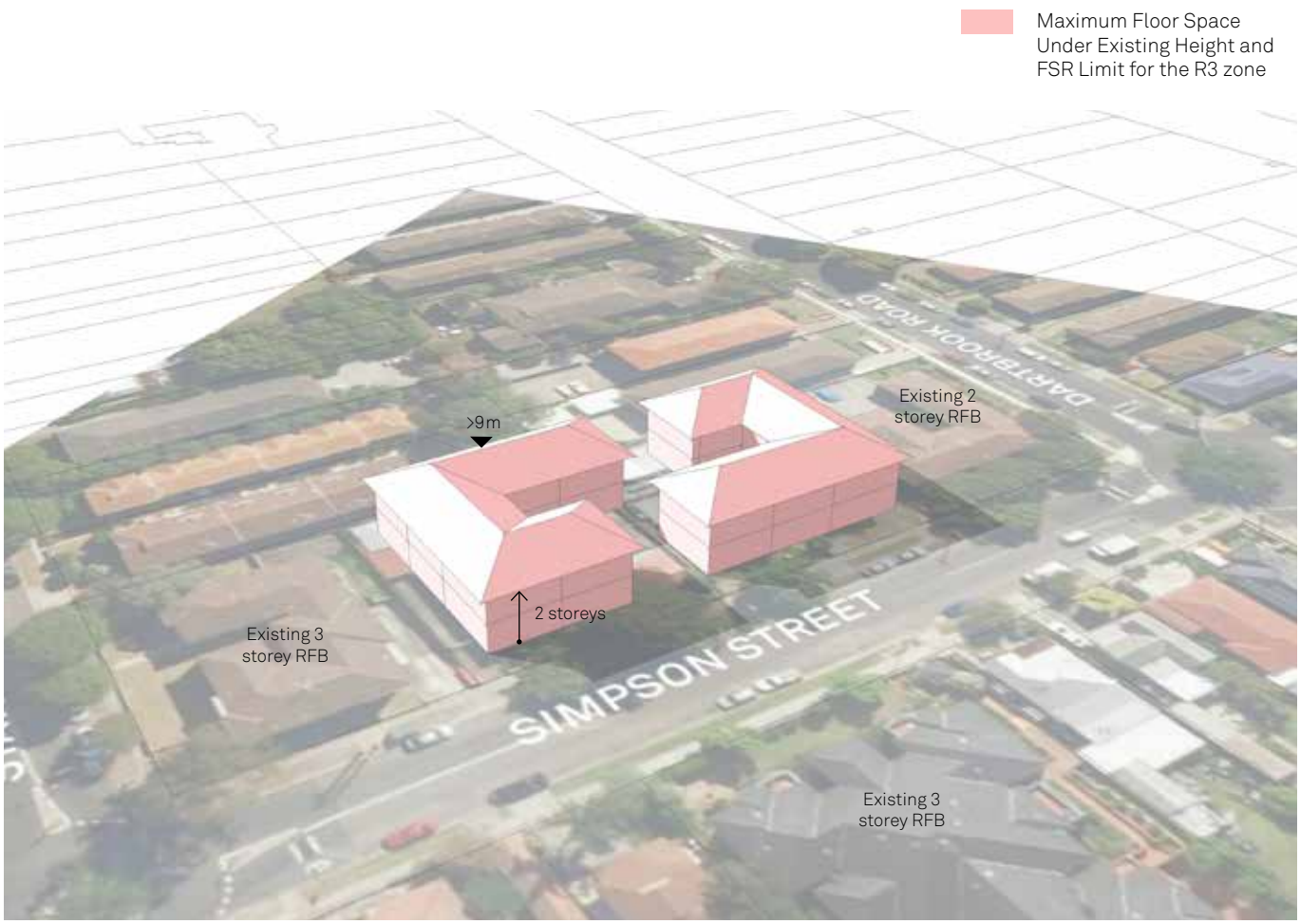

Figure 44 15-21 Simpson Street, Auburn - Indicative building envelope for testing height and FSR controls (Townhouses)

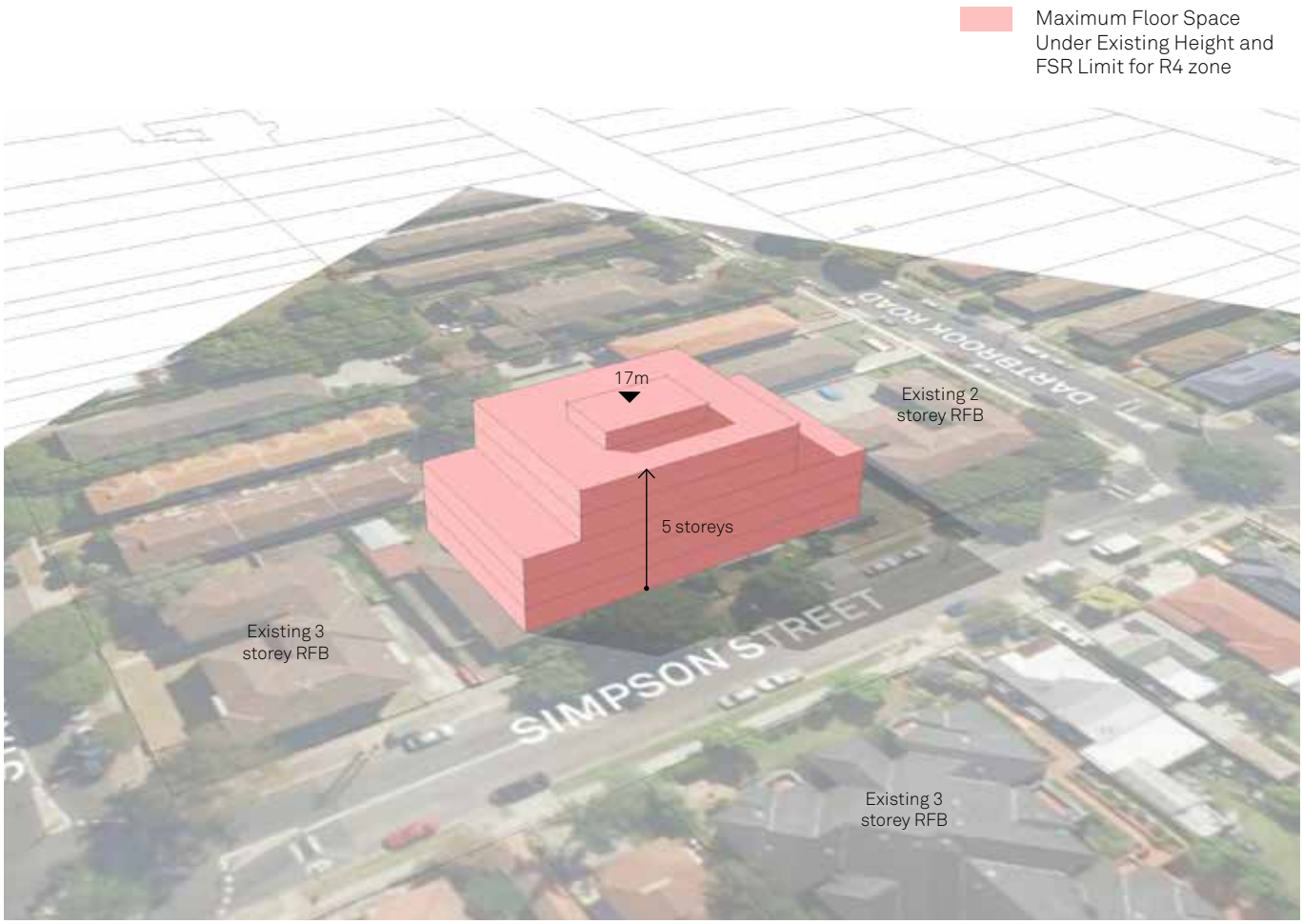

Figure 45 15-21 Simpson Street, Auburn - Indicative building envelope for testing height and FSR controls (RFB)

Site 4: 46A-54 Helena Street, Auburn

Development Potential

The site currently contains a collection of 4 single dwellings of varying condition and age. Adjacent the site to the east are 2 storey walk-up apartment buildings, each containing 8 dwellings.

The existing R3 Medium Density Residential zone on the site allows for smaller scale multi dwelling housing (in the form of townhouses and villas).

Figure 46 46A-54 Helena Street, Auburn
Source Base image from http://maps.six.nsw.gov.au/

The existing R3 zone and FSR and height provisions, currently provide the opportunity to redevelop for multi-dwellings such as townhouses and villas.

Figure 47 demonstrates a potential dwelling yield of 10 townhouses on the site, within the existing 9m height limit and an FSR of 0.75:1. This scale of development is in keeping with the existing built form in the area.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
4	46A-54 Helena Street, Auburn	1,990	R3	9m	R3	0.75:1	1,866	1,493	10	9m (2 storeys)

Refer Table 13 for assumptions overview

Figure 47 46A-54 Helena Street, Auburn - Indicative building envelope for testing height and FSR controls (Townhouses)

Site 5: 33-39 Gelibolu Parade, Auburn

Development Potential

The site is currently zoned for R2 Low Density Residential and accomodates four single dwelling houses, some of which are utilised as community centres. The site adjoins the B4 Mixed Use zone in the north west and is within easy walking distance of Auburn Rail Station.

Figure 48 33-39 Gelibolu Parade, Auburn
Source Base image from http://maps.six.nsw.gov.au/

The existing R2 zone provides no opportunity for redevelopment for additional dwellings. The location of the site close to the station and adjoining the B4 Mixed Use zone, suggests upzoning to R4 High Density Residential or B4 Mixed Use is appropriate.

Figures 49 and **50** demonstrate potential building envelopes, taking into consideration current ALEP 2010 controls, Auburn DCP 2010 and SEPP 65 guidelines for residential flat buildings.

Figure 49 demonstrates a potential dwelling yield of approximately 30 apartments on the site, within a 18m height limit and FSR of 1.7:1. This scale of development would be an appropriate 'step down' in height, should the adjoining B4 Mixed Used zoned land to the north-west redevelop to the existing 38m height limit. Minimal overshadowing of the heritage item will occur.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
5	33-39 Gelibolu Parade, Auburn	1,850	R2	9m	R4	1.7:1	3,931	3,145	31	17m (5 storeys)
					B4	5:1	11,563	8,330	83	42m (13 storeys)

Refer Table 13 for assumptions overview

Figure 49 33-39 Gelibolu Parade, Auburn - Indicative building envelope for testing height and FSR controls (R4 High Density Residential)

Figure 50 demonstrates a potential dwelling yield of approximately 90 apartments above a portion of retail/other use such as a new community centre. Should this site be considered for rezoning as B4 Mixed Use, it is appropriate to consider rezoning the remainder of the block (including lots to the north-east of the site, facing Rawson Street) for higher density residential use. In this setting, the height, bulk and scale of the development would be in keeping with the character of the precinct.

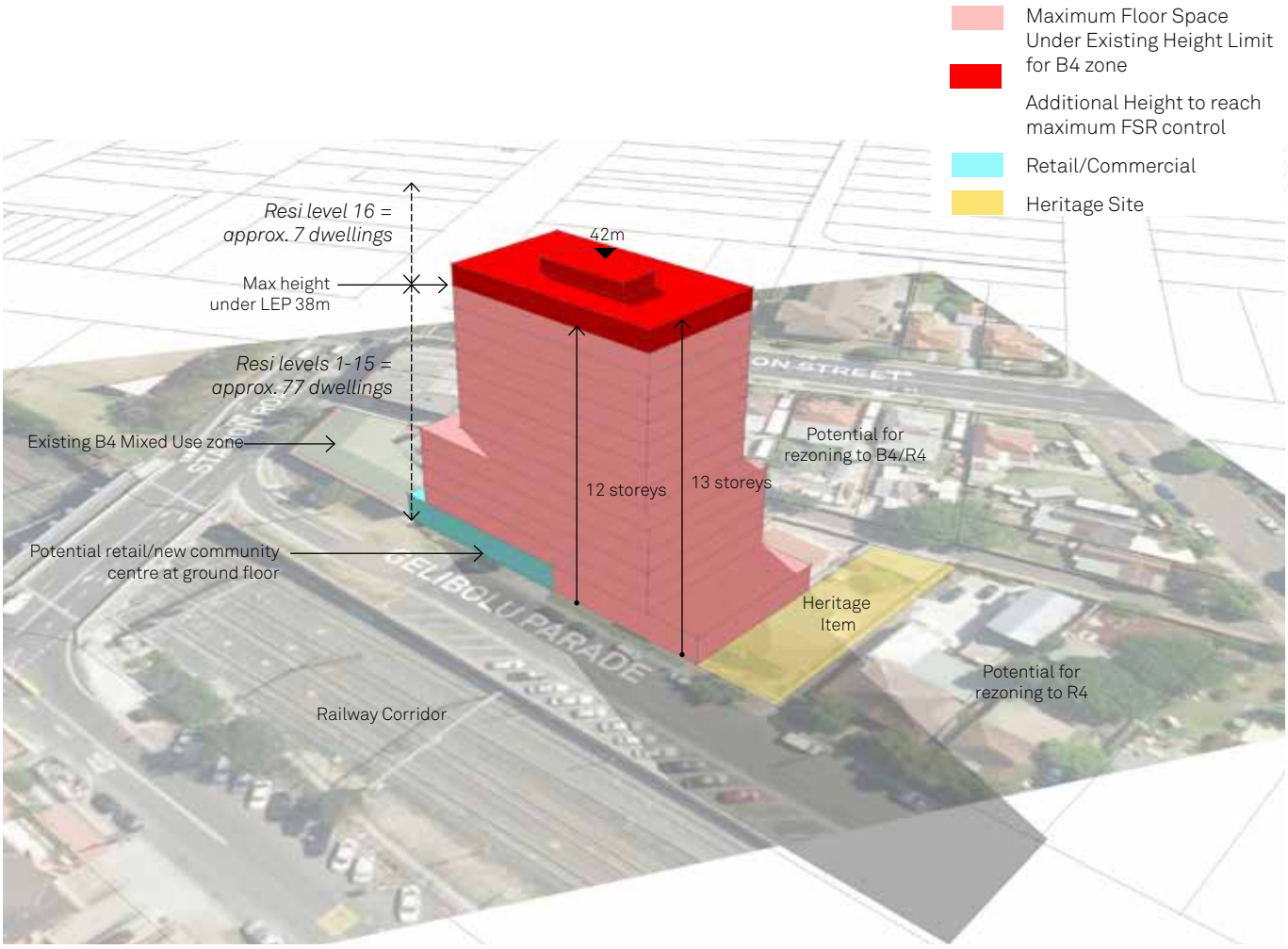

Figure 50 **33-39 Gelibolu Parade, Auburn** - Indicative building envelope under height and FSR limits (B4 Mixed Use)

Test Sites in Lidcombe

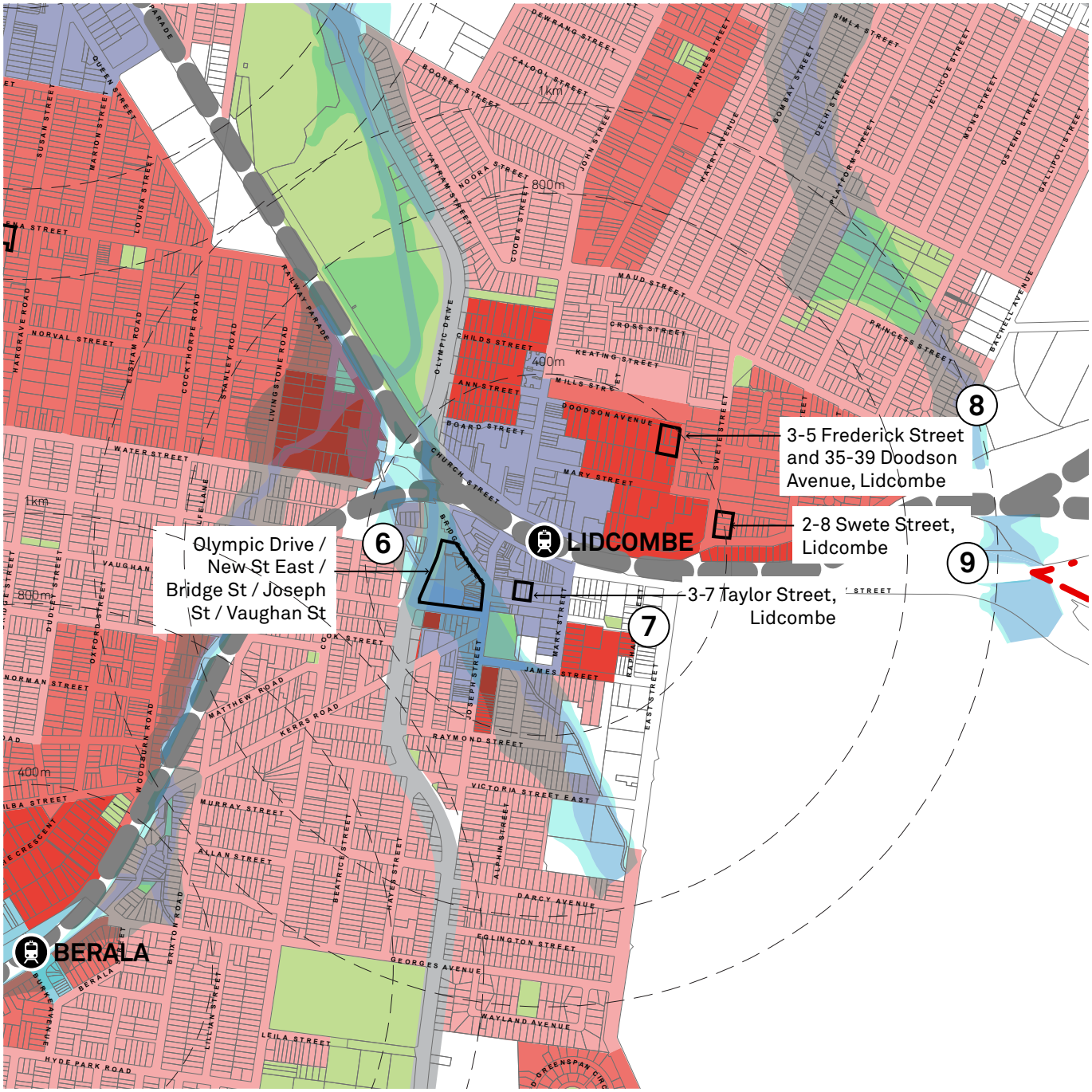

Figure 51 Test sites in Lidcombe

Site 6: Olympic Drive / New St East / Bridge Street / Joseph Street / Vaughan Street

Development Potential

The site is zoned for B4 Mixed Use development. Current uses on the site include a wedding and event centre, a medical centre, and various medical related uses including a dentist, physiotherapist and optometrist. Whilst high density residential development is already permissible, much of the southern edge is constrained by a high risk flood zone (currently used as back of house and parking) where built form is not recommended under the ALEP 2010.

Located within easy walking distance of the rail station, this site has the potential to provide substantial development for the Lidcombe Town Centre.

Figure 52 The 'Westella Site'
Source Base image from http://maps.six.nsw.gov.au/

Figure 53 demonstrates a potential development envelope, taking into consideration current ALEP 2010 controls, Auburn DCP 2010 and SEPP 65 guidelines for residential flat buildings. The ADCP requires tower forms to have a maximum floor plate of 850m^2. This requirement has not be accounted for in this scenario as the envelope would result as a series of tall and skinny towers, which would not be viable to build.

The souther portion of the site is subject to a large high risk flood zone. This zone has been excluded from this study as having development potential, however the land area has been utilised as part of the floor space calculation. The site has a 36m height limit under the current ALEP 2010.

Figure 53 demonstrates a potential dwelling yield of approximately 523 apartments, and two levels of retail or commercial space at ground and first floors. The orientation of the site can result in a built form that cast shadows over the flood prone land, with minimal impact on surrounding residential areas.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
6	Olympic Drive / New St East /Bridge Street / Joseph Street / Vaughan Street (known informally as the Westella Site)	13,670	B4	36m	B4	5:1	85,438	68,350 (residential GFA = 52,270 m^2)	523	61m (19 storeys)

Refer Table 13 for assumptions overview

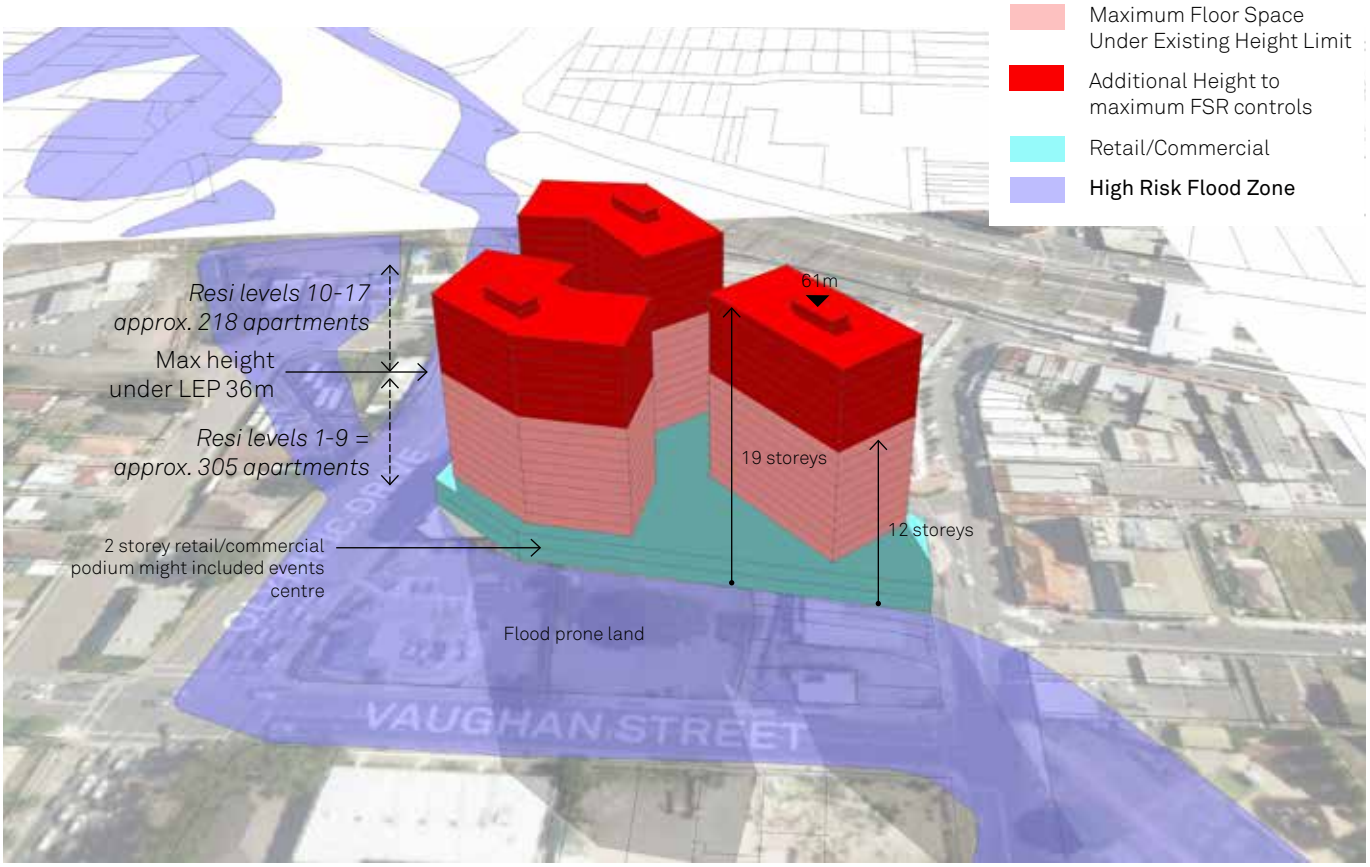

Figure 53 **The 'Westella Site', Lidcombe** - Indicative building envelope for testing height and FSR controls (B4 Mixed Use)

Site 7: 3-7 Taylor Street, Lidcombe

Located at the rear of the existing retail shops along Railway Street, this B4 Mixed Use zoned land may better suit a residential flat building, without the 'mix of uses' as the zone encourages. The site is located to the west of an existing 3 storey residential flat building and the Lidcombe Motor Inn. It is within easy walking distance of the retail shops on Joseph Street and the Lidcombe Railway Station, making it an ideal position for residential development.

Figure 54 3-7 Taylor Street, Lidcombe
Source Base image from http://maps.six.nsw.gov.au/

Figure 55 demonstrates a potential building envelope, taking into consideration current ALEP controls, Auburn DCP 2010 and SEPP 65 guidelines for residential flat buildings.

Zoned for B4 Mixed Use, this site may redevelop as a residential building due to its location at the rear of the main retail strip fronting the rail station. This option has been modelled in accordance with the Auburn DCP 2010 requirement for a maximum 50% site coverage for RFBs, a 30% deep soil zone, and setbacks of 10m (rear minimum), 3m (sides) and 4m (front). As shown below, the maximum floor space cannot be reached under the existing 32m height limit.

In determining an appropriate and viable building envelope, the development should consider the impact of additional height on the character of the existing streetscape, overshadowing of community and open space facilities on the opposite side of Taylor Street and potential traffic issues as a result of additional dwellings.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
7	3-7 Taylor Street, Lidcombe	1,420	B4	32m	B4	5:1	8,875	7,100	71	up to 50m (16 storeys)

Refer Table 13 for assumptions overview

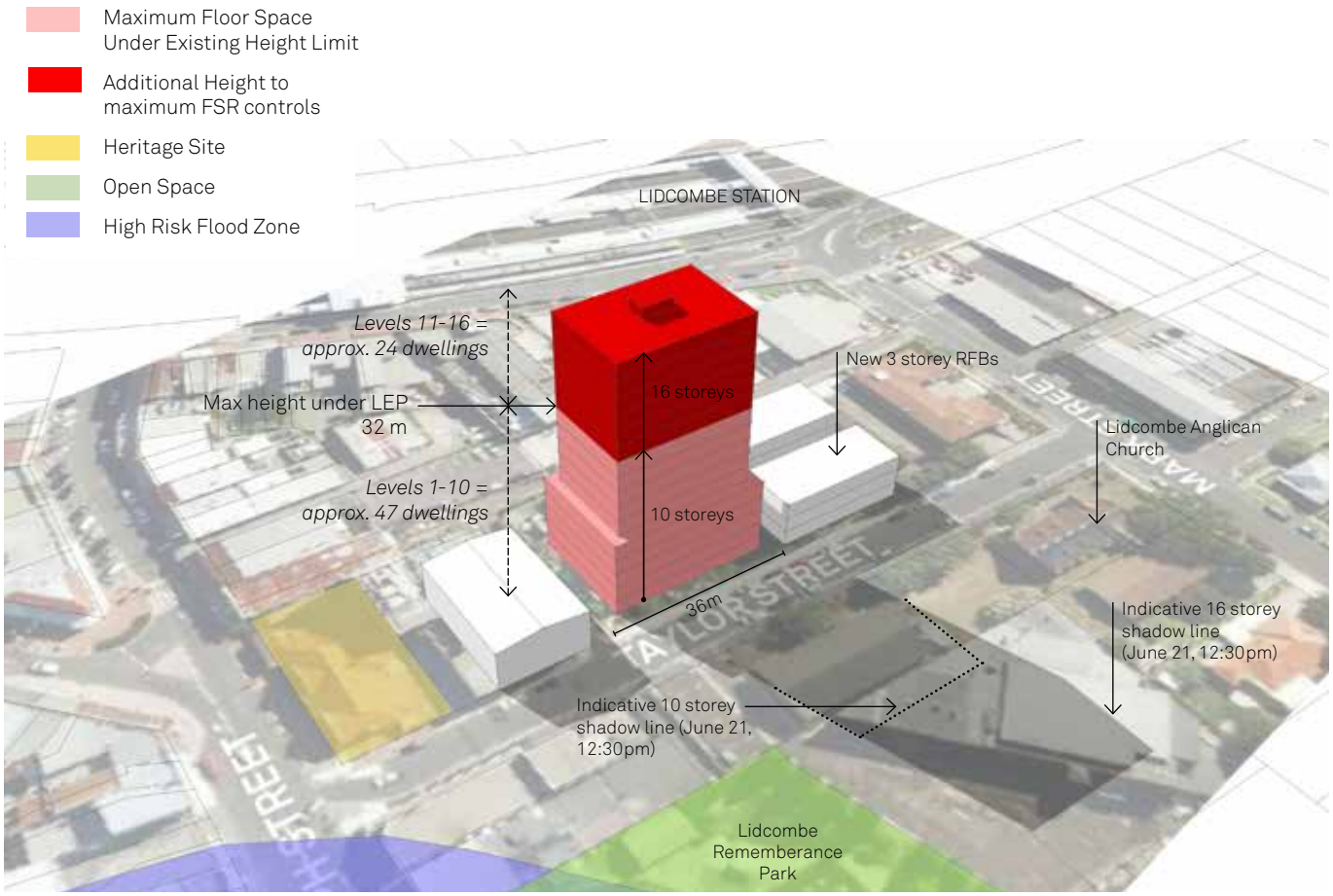

Figure 55 3-7 Taylor Street, Lidcombe - Indicative building envelope for testing height and FSR controls

Site 8: 3-5 Frederick Street and 35-39 Doodson Avenue, Lidcombe

The site is zoned for R4 High Density Residential development, and lies approximately 370 metres north east of Lidcombe Station and its associated retail area.

The site lies on a corner block and comprises a mix of single and double storey weatherboard and brick residential houses fronting Frederick Street and Doodson Avenue, and a secondary dwelling accessed from Frederick Street. Neighbouring houses on Frederick Street comprise single and double storey brick and weatherboard residential homes, while the southern side of Doodson Avenue comprises two to four storey brick apartment blocks.

Two schools lie within 200 metres of the site: Lidcombe Public School is situated opposite the site on the northern side of Doodson Avenue, and St Joachim's Catholic Primary School nearby on Mary Street.

Figure 56 3-5 Frederick Street and 35-39 Doodson Avenue, Lidcombe
Source Base image from http://maps.six.nsw.gov.au/

Figure 57 demonstrates a potential building envelope, taking into consideration current ALEP 2010 controls, Auburn DCP 2010 and SEPP 65 guidelines for residential flat buildings.

A potential dwelling yield of approximately 48 apartments is possible under the current controls of18-20m height limit and FSR of 1.7 - 2:1. This scale of development is in keeping with the other nearby apartment buildings on Doodson and Mary Streets. Due to the orientation of the site and location to the south of the school, overshadowing may not occur. A traffic study may be undertaken as part of the redevelopment process to determine the impact of development on the surrounding road network, with particular reference to the Lidcombe Public School.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
8	3-5 Frederick Street and 35-39 Doodson Avenue, Lidcombe	2,770	R4	18-20m	R4	1.7 - 2:1	6,038	4,831	48	17m (5 storeys)

Refer Table 13 for assumptions overview

Figure 57 **3-5 Frederick Street and 35-39 Doodson Avenue, Lidcombe** - Indicative building envelope for testing height and FSR controls

Site 9: 2-8 Swete Street, Lidcombe

The site is zoned R3 Medium Density Residential, and lies on the north eastern corner of Swete and Church Streets, approximately 250 metres from Lidcombe Station and associated retail area. Development on the site comprises a number of single storey residential houses, and a two-storey townhouse complex. A 7 storey block of apartments lies on the opposing, north western corner of Church and Swete Streets.

Opposite the Site on the southern side of Church Street, a row of fibro and weatherboard cottages are interspersed with vacant blocks of land in the strip of land between the road and the railway line. The neighbouring developments along Church street to the east of the site are a mix of fibro and weatherboard cottages, and more recently developed townhouses. North of the Site along Swete Street, the development consists predominantly single storey brick houses, with some low-rise unit and town house complexes.

Figure 58 2-8 Swete Street, Lidcombe
Source Base image from http://maps.six.nsw.gov.au/

Figure 59 demonstrates a potential residential flat building envelope, taking into consideration current ALEP 2010 controls, Auburn DCP 2010 and SEPP 65 guidelines for residential flat buildings.

The existing R3 zone and FSR and height provisions currently provide an opportunity to redevelop for multi-dwellings such as townhouses.

An upzoning to R4 High Density Residential with an FSR of 1.7:1 (2:1 on the corner lot) and height of 18m (20m on the corner lot) has the potential to increase dwelling numbers on the site to approximately 36 apartments. This site is located in a corner surrounded by R4 High Density Zoning to the south and west. A 6-7 storey apartment block defines the corner of Sweete and Church Streets opposite the site. A 5 storey apartment building on the site would reflect this density without impacting existing dwellings by overshadowing.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
9	2-8 Swete Street, Lidcombe	2,020	R3	9m	R4	1.7 - 2:1	4,500	3,600	36	17m (5 storeys)

Refer Table 13 for assumptions overview

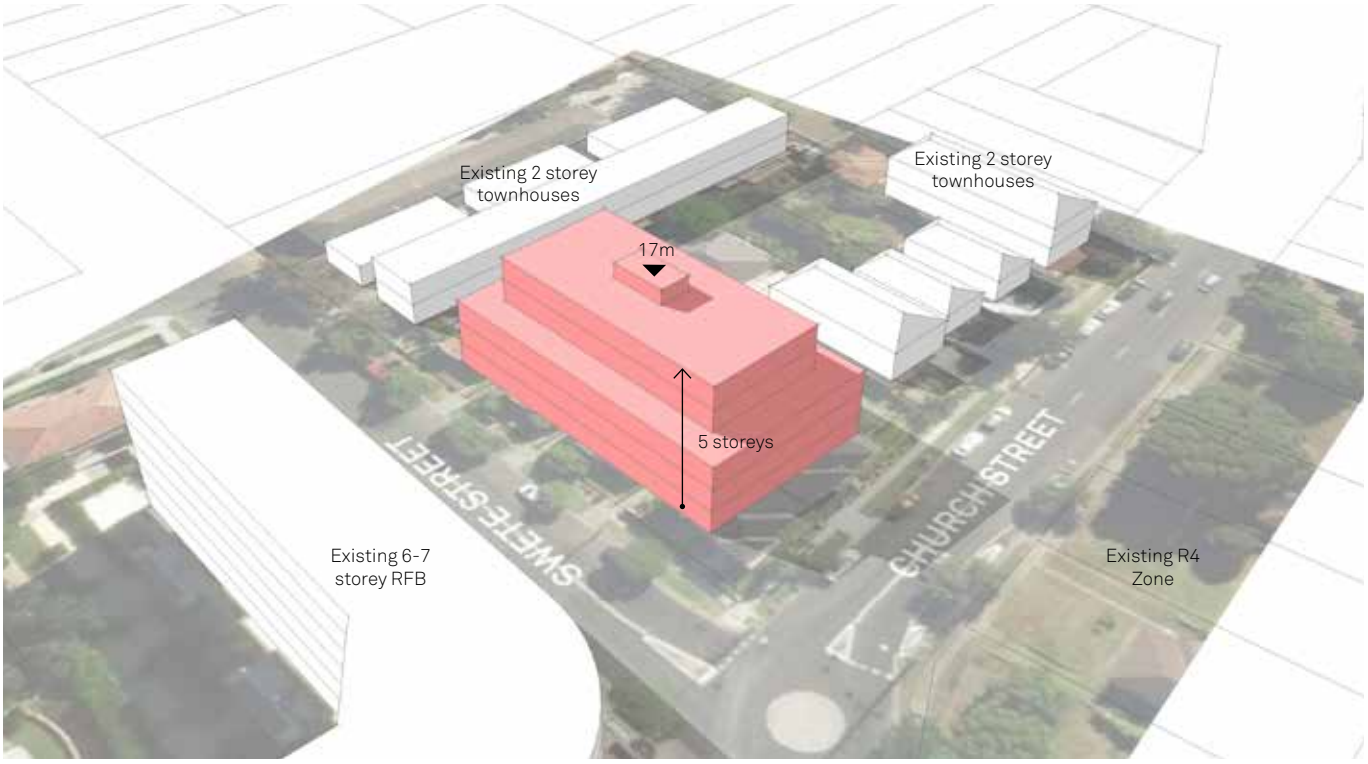

Figure 59 **2-8 Swete Street, Lidcombe** - Indicative building envelope for testing height and FSR controls

Test Sites in Regents Park

Figure 60 Test site in Regents Park

Site 10: 60-66 Amy Street, Regents Park

The Site is zoned R2 Low Density Residential, and lies on the south east corner of Amy Street and Kingsland Road within 400 metres of Regents Park Station and Guilfoyle Park. Development on the site comprises a mix of weatherboard and brick single storey homes fronting Amy Street. West of the intersection with Kingsland Road, a continuous strip of retail development lines the street all the way to the Station. Opposite the Site on Amy Street there is a strip of single storey weatherboard and brick cottages and one vacant block.

Figure 61 60-66 Amy Street, Regents Park
Source Base image from http://maps.six.nsw.gov.au/

The existing R2 zone does not provide potential for uplift in dwellings and therefore limited incentive for redevelopment.

Figures 62 and **63** demonstrate potential building envelopes, taking into consideration current ALEP 2010 controls, Auburn DCP 2010 and SEPP 65 guidelines for townhouses and residential flat buildings.

Figure 62 demonstrates a potential dwelling yield of 12 townhouses on the site applying the controls of the R3 Medium Density Residential zone. This scale of development would be suitable for the location, providing a stepping down in height from the 4 storey residential apartment building to the west.

Overshadowing impacts on neighbouring areas may be minimal.

	Address	Site Area (m^2)	Existing zone	Existing Height	Tested Zone	Tested FSR	Potential floor space* (m^2)	Potential GFA** (m^2)	Potential dwelling yield***	Height^
10	60-66 Amy Street, Regents Park	2,310	R2	9m	R3	0.75:1	2,166	1733	12	9m (2 storeys)
					R4	1.7 - 2:1	5,119	4,095	40	17m (5 storeys)

Refer Table 13 for assumptions overview

Figure 62 **60-66 Amy Street, Regents Park** - Indicative building envelope for testing height and FSR controls (Townhouses)

Figure 63 demonstrates an upzoning to R4 High Density Residential with an FSR of 1.7:1 (and 2:1 on the corner lot) and height of 18m (and 20m on the corner lot), which has the potential to increase dwelling numbers on the site to approximately 40 units. More detailed studies on the potential impact of height, bulk and scale, and traffic are recommended should this approach be taken.

Figure 63 **60-66 Amy Street, Regents Park** - Indicative building envelope for testing height and FSR controls (RFB)