

Cumberland Local Housing Study

PLANNING FOR THE NEXT 20 YEARS

JUNE 2019



CUMBERLAND

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This strategy was
prepared by Urbis, an
independent consultancy

Executive Summary

The Cumberland Local Government Area (LGA) was formed in 2016 following an amalgamation of three Council areas including Holroyd City Council, Auburn City Council and part of Parramatta City Council.

In 2018 the NSW Department of Planning and Environment (NSW DP&E) announced the review of Local Environmental Plans (LEPs) in NSW with several Councils identified as accelerated Councils with a period of two years to complete their review of the LEP. Cumberland Council was included as an accelerated Council.

As part of the review process, the preparation of a Local Housing Study (LHS) is required. The purpose of the LHS is to determine the housing supply required for the LGA over 20 years from 2016 to 2036. This study provides a review of the current housing supply and infrastructure as well as the development capacity and future needs of the LGA to identify potential planning measures to accommodate additional required housing. The key outcomes and actions recommended in this study will inform the strategic framework for Cumberland's Local Strategic Planning Statement (LSPS) and LEP review.

The LGA has a significant proportion of residential land uses when compared to adjoining LGAs, with the R2 Low Density Residential zone representing 41.9% of total land area. High density housing has been appropriately located along the M2 Western Line with future planning proposals to increase density along this rail corridor proposed by Council for Auburn and Lidcombe Town Centres. The LGA is found to lack transition in residential zones and particular housing diversity and choice, particularly housing typologies provided under the R3 Medium Density zone.

Cumberland is serviced by several train lines including the T1 Western Line, T2 Inner West & Leppington Line, T3 Bankstown Line and T5 Cumberland Line. However, the T1 Western Line is currently experiencing problems with overcrowding and future increases in population along the rail corridor will only add further pressure to this particular line. Opportunities for development along the T2 and T5 train lines servicing the Leppington to Blacktown lines will allow

for greater development opportunities. The T3 Bankstown Line has limited services and allows for potential opportunities in Berala and Regents Park.

Cumberland has potential to provide more housing opportunity across the LGA, with the future transport initiatives that the NSW Government has planned out for the Greater Sydney. The execution of Sydney Metro West, and potentially Kogarah to Parramatta mass transit corridor along with Parramatta Western Sydney Airport mass transit corridor will improve connectivity within Cumberland and existing capacity of the public transport network within the LGA. More notably, the recent initiative of a bus priority corridor along Blaxcell Street, travelling from Bankstown to Parramatta, has shown the strong commitment of the NSW Government to form a multimodal transport network, where communities can easily commute to work.

The LGA is well serviced by social infrastructure, including schools and health care facilities; however, there is a limited supply of facilities for youth and the elderly. As the population increases, there is growing concern regarding current school capacity and the ability to meet future demands.

Several state-led initiatives such as the Greater Parramatta to the Olympic Peninsula (GPOP), Westmead Health and Education Precinct and Parramatta Road Urban Transformation Strategy, aim to provide future employment opportunities for the Cumberland community. The Employment and Innovation Study identifies further opportunities for economic development within the LGA to provide employment opportunities locally.

The Open Space and Recreation Study identifies significant gaps and a need for improvements for the future growth of Cumberland over the next 20 years. The initiatives recommended in the Study will provide better open space and recreational needs based on the objectives set in the LHS. The Traffic and Transport Study is focused on place-based centres to promote the 30-minute city and the need for future housing, and employment needs to be based around public transport nodes. The Cumberland LHS adopts the intent and approach of the relevant strategies to ensure that the objectives of each are realised.

The Evidence

Key demographics of Cumberland LGA's current population are:

- The current age structure has high proportions of young children and young adults who represent half of the population. This is also represented by the high proportions of households with children who represent over 40% of the population.
- The average household size is 3.1, which is larger than Greater Sydney (2.8).
- Households in the 'high' quartile group only make up 19.9% of households with income, which is over 10% lower than Greater Sydney (30.6%).

Key demographics of Cumberland LGA's future population are:

- Cumberland LGA is projected to experience growth in all age groups. However, as evident by the 2016 profile, a lesser proportion of the population is expected to be young children and young adults.
- Projected growth is expected for one parent households and lone person households.
- Cumberland LGA will experience continued household growth from 2016 to 2036 with a projected growth rate of 29.2% during this period.

Key findings of Cumberland LGA's existing housing supply and demand are summarised below:

- Detached houses have historically accounted for the majority of dwelling supply, representing 55% of total housing stock within the LGA. However, the proportion of semi-detached dwellings and multi-dwelling housing has increased over the past five years.
- Three-bedroom houses and two-bedroom units are the dominant housing types within the LGA. The predominance of the two-bedroom stock is a reflection of buyer preferences, particularly for couple families.
- Multi-unit dwelling developments have steadily increased over the historical period from 2012 to 2017, reflecting the Sydney housing boom and increased developer activity.

- Net dwelling approvals peaked in 2015 at 3,908 approvals before gradually declining to 1,985 approvals in 2018. This could be due to softening market conditions as lower unit prices have impacted on development feasibilities, particularly within town centre locations.
- Sales transactions have also declined since 2015, with a steep drop off in transactions across units and houses due to softening market conditions. It is important to note that tighter lending conditions have seen an adverse impact on demand in the short term, which has triggered a decline in prices over the past 12 months.
- Approximately 1,500 apartments are under construction and due to be completed by 2021. The majority of new developments comprise predominantly two bedroom stock. Overall, the current supply pipeline is on track to meet population/dwelling projections assuming all mooted projects proceed to presales and construction.

The following key demographic trends will have the following implications for future housing demand:

- *Families are projected to remain the most common household type – increased demand for bigger dwellings.*
- *Projected growth in lone person households – increased demand for studio and one-bedroom apartments.*
- *Projected increase in the proportion of aged 65+ residents – increased demand for dwellings close to key transport, retail and health infrastructure.*

The housing capacity analysis assesses whether there is ample dwelling potential in the LGA to support its projected dwelling requirements over the next 20 years. Areas of dwelling potential have accounted for areas of housing opportunity that has the potential for increased development and are likely to be achieve project feasibility.

The analysis indicates that there is higher dwelling potential under revised planning controls as more feasible project outcomes are achieved for development. The potential to deliver future housing across existing and proposed strategic corridors should be also be considered, including potential opportunities to maximise integrated development outcomes with planned and potential public transport initiatives, as well as potential for redevelopment on NSW Government landholdings.

The Strategic Study

Based on the set of evidence-based analysis, a high-level housing Study has been developed for the Cumberland LGA. The Strategic Study sets out existing growth trends within the LGA and identifies areas with emerging opportunity to accommodate growth in housing over the next 10 to 20 years.

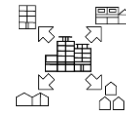
This Study has taken into consideration the significant development occurring along rail corridors as well as the various local and state strategic plans to be further investigated within this Study. An assessment of Cumberland's development capacity has also been undertaken and has determined that existing zoning of areas along the majority of train lines are sufficient to support the housing growth target of the LGA.

The Study has identified key strategic corridors and centres to be included in the LSPS and guide the LEP review. To provide guidance on the potential of these corridors and centres, six areas ranging in size and development capacity were investigated as having the potential to accommodate additional housing. The six investigation areas are:

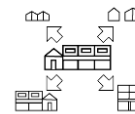
- Merrylands;
- Merrylands West;
- Regents Park;
- South Granville;
- South Wentworthville; and
- Greystanes.

While these centres are not the only areas with potential development capacity, they provide a case study for similar areas in the locality. Further information on the mechanisms and classification of centres used to identify these investigation areas are included in **Section 2.5.2** and **Section 3.3.2**.

Cumberland Centres Framework



Strategic Centres



Principal Local Centres



Local Centres



Planned Precincts



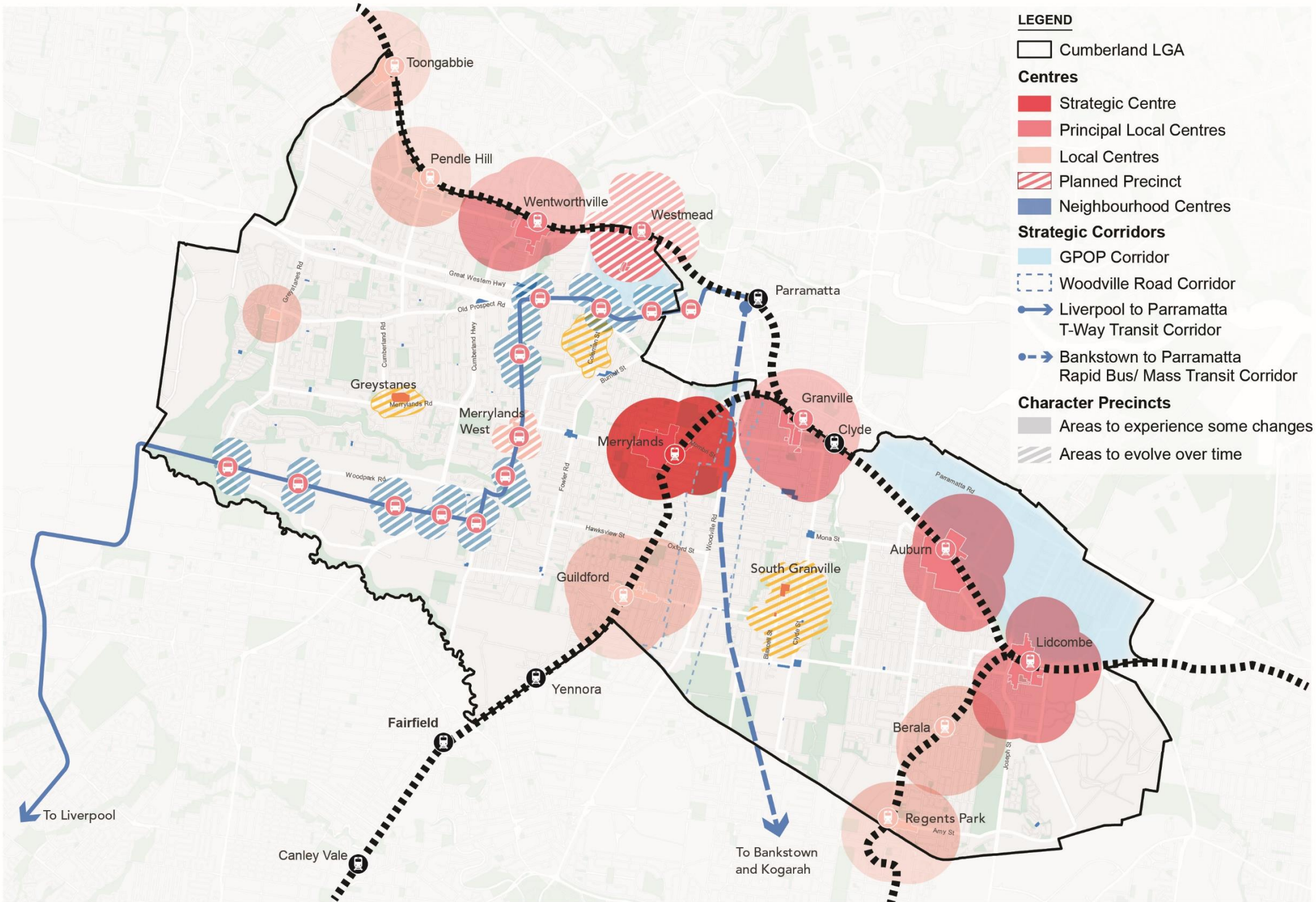
Strategic Corridors



Neighbourhood Centres



Future Housing Investigation Areas



LEGEND

- Cumberland LGA
- Centres**
- Strategic Centre
- Principal Local Centres
- Local Centres
- Planned Precinct
- Neighbourhood Centres
- Strategic Corridors**
- GOP Corridor
- Woodville Road Corridor
- Liverpool to Parramatta T-Way Transit Corridor
- Bankstown to Parramatta Rapid Bus/ Mass Transit Corridor
- Character Precincts**
- Areas to experience some changes
- Areas to evolve over time

About the Study



THE LEP Review Process

In 2018 the NSW Government announced the review of all Local Environmental Plans (LEPs) in NSW. The process will allow the vision and targets set in the Greater Sydney Region Plan: *Metropolis of Three Cities* and the District Plans for the five districts across NSW by the Greater Sydney Commission (GSC) to be implemented and realised at the local level.

To assist local councils with this process and accelerate the review of the LEPs, the NSW Minister for Planning has identified several LGA's as priority Councils. Cumberland Council is identified as a priority council and is required to undertake its LEP review within the required two-year period.

An overview of the LEP review is provided in **Figure 1**:

Figure 1 – LEP review overview



Source: Urbis

Local Context

In May 2016 Cumberland Council was proclaimed with the amalgamation of the former Holroyd City Council, Auburn City Council and parts of the existing Parramatta City Council.

This has resulted in the following three different LEPs and Development Control Plans (DCPs) applying to the Cumberland LGA:

- Auburn Local Environmental Plan and Development Control Plan 2010;
- Holroyd Environmental Plan and Development Control Plan 2013; and,
- Parramatta Local Environmental Plan and Development Control Plan 2011.

The application of three LEPs and DCPs in one Council area has led to inefficiency and complexity in the Cumberland planning system for both planners and the local community.

This Study will help guide planning for the Cumberland LGA over the next 20 years, resolve the need for three LEPs and DCPs and consolidate them into a new comprehensive LEP and DCP.



A Local Housing Study for Cumberland

The Cumberland LHS is one of the key outputs of the local strategic planning and LEP review process. The LHS sets out the local housing provisions for the Cumberland LGA and will encompass the high-order planning objectives and priorities of the Greater Sydney Regional Plan and Central City District Plan into future implementation plans for housing provision over the next 20 years.

The LHS seeks to establish a clear plan for housing in the Cumberland LGA underpinned by the objectives set out in the Central City District Plan. The Central City District Plan encompasses the Cumberland LGA and guides the growth and transformation of the entire District area.

This Study aims to provide land use planning direction which will help guide the Local Strategic Planning Statement (LSPS) and inform the comprehensive LEP and DCP at the local level.



The Cumberland LHS has been prepared in accordance with the NSW DPE Local Housing Strategy Guidelines from the government.

The Cumberland LHS comprises the following sections:

Section 1: Introduction

Section 2: The Evidence

Section 3: The Priorities

Section 4: Actions

OUTCOMES OF THE CUMBERLAND LHS

The Cumberland LHS has been prepared to ensure that it:

- Contains information to a standard that will be acceptable to all stakeholders;
- Demonstrates how housing supply will meet the needs of the future population;
- Provides information that will be able to be independently verified;
- Provides the evidence base for supporting changes to the current planning framework;
- Recommends future land use approaches to ensure that future housing supply and growth is sustainable for the LGA;
- Explores planning mechanisms that can be implemented to ensure that the envisaged land use options are realised;
- Provides an implementation and delivery plan that will allow Council to implement the future land use approaches recommended in the Cumberland LHS; and,
- Acts as a guide to monitor and review the Cumberland LHS over the next 20 years to ensure that this work remains current and relevant.

SUMMARY OF STRATEGIC STUDIES

The LHS forms part of a suite of documents being prepared to guide the future direction of the Cumberland LGA. Strategic studies which are also being prepared include:

- Affordable Housing Study;
- Employment and Innovation lands Study
- Transport Study;
- Open Space and Recreation Study;
- Biodiversity Study;
- Heritage Study; and
- Bushfire Prone Land Study.

AFFORDABLE HOUSING STUDY

As part of the LHS, housing affordability and demand for affordable housing is required to be undertaken. Cumberland is considered to be an affordable area in Greater Sydney but faces significant gentrification and a displacement of very low and low income households, including highly vulnerable groups.

A separate study has been prepared regarding affordable housing measures and targets as a part of the overall strategic study document suite for the Cumberland LGA. Key actions and recommendations of the study have been considered in Section 4 of this study to ensure the provision of affordable housing forms part of future housing plans.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

As part of preparing the LHS, consultation with the community and key stakeholder groups has been undertaken to help influence how and where housing will be planned to support population growth, an ageing community and changes in the household structure. The engagement outcomes report has been included in a separate Report titled: “*Cumberland Council Local Housing Study Outcomes Report*” prepared by Urbis.



1. LGA Snapshot



1.1. Local Government Area Snapshot

This section provides an overall snapshot of the Cumberland LGA and description of the area. It provides an understanding of the role of the LGA within the Sydney region and Central City District and identifies its association with the adjoining LGAs.

The LGA Snapshot provides an insight into the:

- Council Amalgamation;
- Local Government Area;
- Land Use;
- Housing;
- Heritage;
- Open Space;
- Employment;
- Social Infrastructure;
- Infrastructure;
- Flooding;
- Bushfire; and
- Biodiversity and riparian corridors.



Snapshot Insights

Based on the analysis of the Cumberland LGA the key findings from the snapshot are summarised as follows:

- The Council area is diverse and is surrounded by four LGAs including Parramatta, Fairfield, Blacktown and Canterbury-Bankstown. The LHS will help Council address the issue of three different LEPs and DCPs applying to the Cumberland LGA.
- Between 2016 and 2036, the population is forecast to grow by 34.8% to 304,811 people.
- The Cumberland LGA has a significant and growing population of persons aged between 25 to 49 years old which is projected to increase by 22,931 persons between 2016 and 2036. Older workers and pre-retirees are expected to rise between 2016 to 2036 by 8,610 persons.
- The LGA is predominantly zoned residential with the highest proportion of land zoned R2 Low Density (41.9% of the total land area).
- Semi-detached, terrace houses and multi dwelling development have increased by 2,359 dwellings over the past five years. Apartments also reported a substantial increase with a total of 2,620 dwellings. In contrast, detached houses experienced a decrease by -725 dwellings in the Cumberland LGA.
- The LGA contains a number of heritage items and heritage conservation areas. However, impacts on future housing from heritage constraints are limited.
- A gap in existing open space exists and may be a potential issue for future housing needs if not addressed as part of broader strategic planning work.
- The LGA has a extensive rail and bus network. However, issues of overcrowding of train services and low frequency of the buses in the area may impact on public transport usage in the LGA.
- The LGA is well serviced north to south via Woodville Road and east to west via the M4 Motorway, Great Western Highway and Parramatta Road. The roads in the LGA are generally through roads providing links to other destinations and areas. East-west connections are currently missing but could be improved with future infrastructure projects.
- The LGA comprises employment land consisting of primarily industrial and business zones. It is surrounded by major employment hubs and centres including Parramatta CBD, Greater Parramatta to Olympic Park (GPOP), Western Sydney Aerotropolis and Wetherill Park Industrial Land, providing employment opportunities for the future community.
- The Employment and Innovation Lands Study seeks to provide a number of opportunities for local employment and containment of the working population within the LGA, with the recommendation of a number of precincts focusing on various sectors and innovation hubs.
- The provision of social infrastructure is well dispersed; however, limitations in youth and senior facilities is evident in the western parts of the LGA. The need for additional social infrastructure such as schools highlights the need for such considerations to be included in future strategic studies.
- The LGA has limited flooding, bushfire and riparian corridors compared to adjoining LGAs. Further studies will inform measures to address environmental constraints and better manage biodiversity and riparian corridors.

Council Amalgamation

In May 2016, Cumberland Council was proclaimed with the amalgamation of the former Holroyd City Council, Auburn City Council and parts of the existing Parramatta City Council as shown in **Figure 2**.

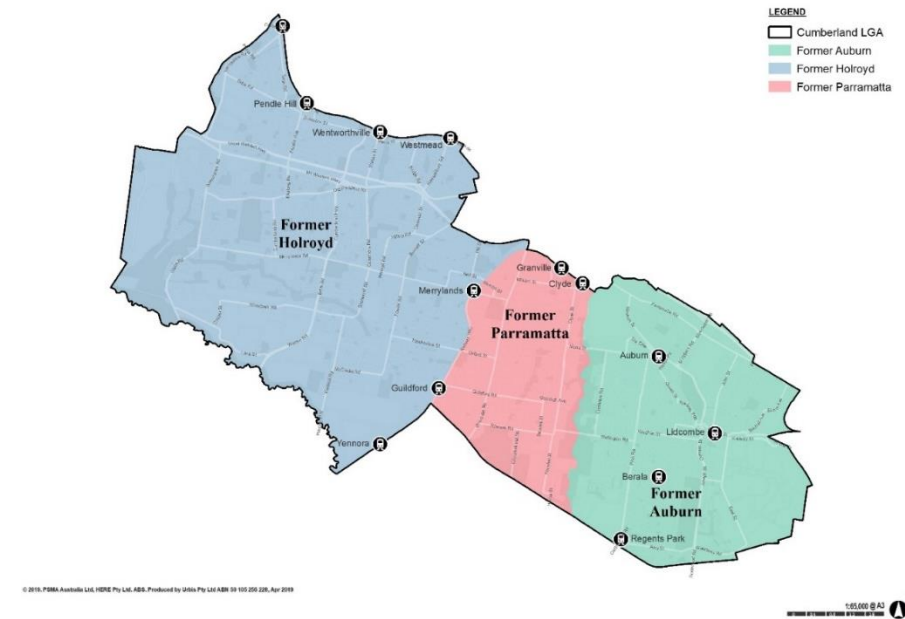
This has resulted in three different LEPs and DCPs applying to the Cumberland LGA including:

- Auburn Local Environmental Plan and Development Control Plan 2010;
- Holroyd Environmental Plan and Development Control Plan 2013;
- Parramatta Local Environmental Plan and Development Control Plan 2011.

The application of three LEPs and DCPs in one Council area has led to inefficiency and complexity in the Cumberland planning system for both planners and the local community.

From the Council's perspective, *"the preparation of a comprehensive LEP for Cumberland is considered to have a positive policy implication. The three LEPs which currently apply to Cumberland are due for review, and a consolidated LEP presents an opportunity to harmonise and update controls across the LGA"* as stated in the Council report (Item No. C07/18-138) at the Council Meeting held on 18 July 2018.

Figure 2 – Former Council Local Government Areas



Source: Urbis

Community Overview

Cumberland LGA has a population of approximately 242,542 (ABS 2016) within an estimated 67,815 households (ABS 2016). The Cumberland LGA has a large migrant population with 52% of the population being born overseas. Couples with children make up 41% of households.

It is one of the most culturally diverse areas in NSW, with residents originating from over 150 countries. The majority of these residents are from India (6.6%), China (6.5%) and Lebanon (4.9%).

POPULATION GROWTH

Between 2016 and 2036, the population is forecast to grow by 34.8% to 304,811 people. **Table 1** shows the forecast population by age group from 2016 to 2036.



Table 1 – Historical and Forecasted Age Profile

Age group (years)	2016		2026		2036	
	Number	%	Number	%	Number	%
Babies and pre-schoolers (0 to 4)	17,953	7.9	23,054	8.2	24,303	8.0
Primary schoolers (5 to 11)	20,983	9.3	26,963	9.6	26,691	9.4
Secondary schoolers (12 to 17)	14,600	6.5	20,802	7.4	22,692	7.4
Tertiary education and independence (18 to 24)	24,480	10.8	28,257	10.1	31,087	10.2
Young workforce (25 to 43)	45,165	20.0	49,969	17.9	52,157	17.1
Parents and homebuilders (35 to 49)	44,234	19.6	57,666	20.6	60,713	19.9
Older workers and pre-retirees (50 to 59)	24,206	10.7	27,920	10.0	32,816	10.8
Empty nesters and retirees (60 to 69)	17,654	7.8	21,875	7.8	24,140	7.9
Seniors (70 to 84)	13,467	6.0	18,579	6.6	22,768	7.5
Elderly aged (85 and over)	3,309	1.5	4,550	1.6	5,446	1.8
Total persons	226,052	100	279,636	100	304,811	100

Source: ABS Census 2016

Based on the projected growth, it is essential to recognise the number of households and dwellings required to meet the housing needs of the population.

Table 2 – Cumberland Council - Historical and forecasted population and housing from 2011 to 2036

	2011	Historical		Forecast		
		2016	2021	2026	2031	2036
Population	203,181	225,691	260,173	279,636	293,373	304,811
Households	63,721	71,366	82,078	88,926	94,107	98,574
Dwellings	67,208	72,154	72,991	91,401	96,827	101,510

Source: 2016 ABS

Table 2 reveals that the intended number of households will increase by a total of 27,208, representing a 27.6% increase between 2016 to 2036. Accordingly, the expected number of dwellings will increase by 29,356 representing a 28.9% increase between 2016 to 2036. The projections reveal that the number of dwellings will exceed the number of households required over the next 20 years.

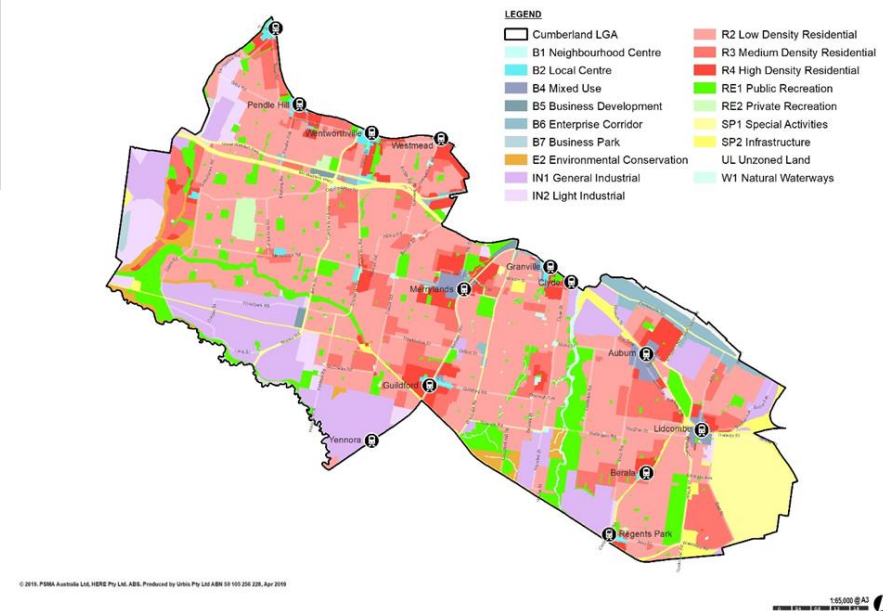
Given the projected growth, adequate housing supply must be delivered to meet the population targets. Changing market conditions and impacts to the financing of projects experienced by developers may have an impact on the provision of housing supply. Accordingly, the demographic makeup of the population will need to factor in other key considerations such as:

- Changes in household structures;
- Housing affordability;
- Variety in housing options; and,
- Changing trends in the market.

Land Use

At present, land in the Cumberland LGA is subject to three different LEPs and DCPs. As shown in **Figure 4** the Cumberland LGA is predominantly zoned residential and industrial.

Figure 4 – Cumberland LGA land zoning map



Source: Urbis

Table 3 provides a breakdown of the three residential zones which represent a total of 56.9% of the Cumberland LGA.

Table 3 – Residential zoning and percentage of LGA

Zoning	Land area	Percentage of LGA
R2 Low Density Residential	30,012,457 sqm	41.9%
R3 Medium Density Residential	7,414,257sqm	10.3%
R4 High Density Residential	3,296,919sqm	4.6%

Source: Urbis

Other land uses in the Cumberland LGA include:

- **Employment lands** consisting of 11,590,595 sqm equating to 16.2%,
- **Open space** accounts for 8,769,347 sqm representing 12.3% and
- **SP2 infrastructure** totalling 3,709,289sqm and equates to 5.2%.



Planned Precincts

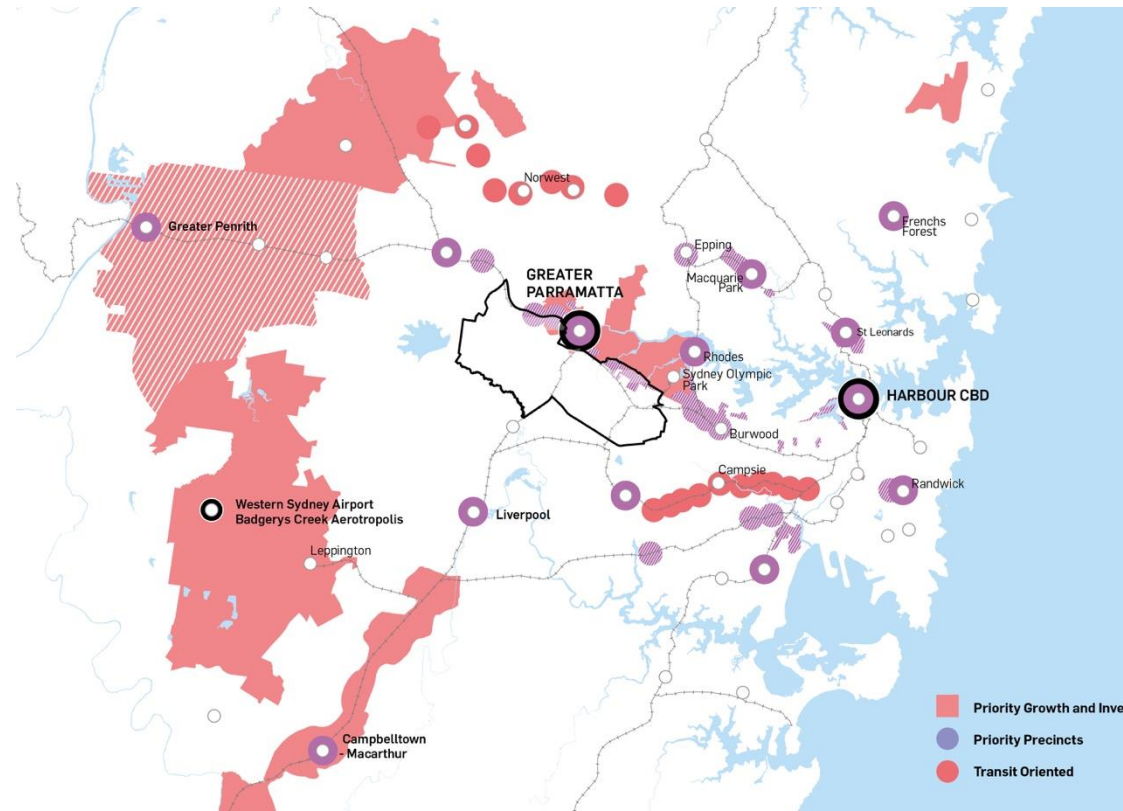
Several priority planned precincts have been proposed by the NSW Government as shown in **Figure 6**. Several suburbs in the Cumberland LGA have been included in priority growth and investigation areas.

Priority Precincts provide a planned approach to growth in Sydney, with new homes and jobs located close to public transport, shops and services, while retaining and enhancing a community's character.

Along the northern border of the Cumberland LGA, several projects are proposed including the Greater Parramatta to the Olympic Peninsula (GPOP) and the Greater Parramatta Growth Area. These projects will contribute to future employment, infrastructure, housing and heritage conservation opportunities in Cumberland.

Key strategic areas which will impact on the development potential of Cumberland LGA are described on the following pages.

Figure 5 – Priority precinct, growth areas and transit-orientated development in Greater Sydney

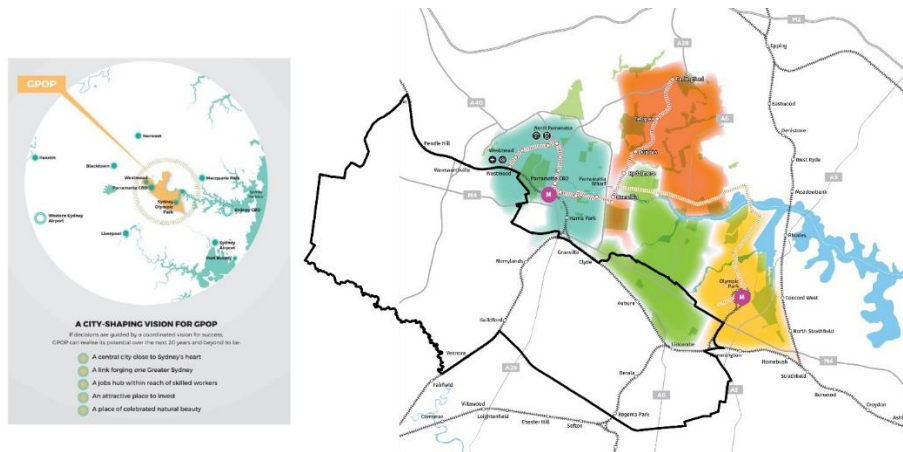


Source: Urbis

GREATER PARRAMATTA TO THE OLYMPIC PENINSULA - GOPP

In 2016, the Greater Sydney Commission commenced work on its first Collaboration Area – Greater Parramatta and the Olympic Peninsula (GPOP) which involves councils and multiple State agencies co-creating a vision for GPOP. It is the first Collaboration Area where a growth infrastructure compact will be piloted. Under the GPOP priority precinct, two of the four distinct quarters are partially located within the Cumberland LGA as shown in **Figure 6**.

Figure 6 – GPOP region and influences on Cumberland LGA.



Source: NSW DPE, Urbis

- **Parramatta CBD and Westmead Health and Education Super Precinct**

The employment opportunities to be developed in the Parramatta CBD will provide local jobs and reduce travel times to work. Sector specialisation with health and education in Westmead will provide job opportunities for residents working or studying in these sectors. As part of future housing, worker and student accommodation will need to be considered to ensure the Cumberland community benefits from the prospects presented by the CBD and Westmead precinct.

- **Essential Urban Services, Advanced Technology and Knowledge Sectors in Camellia, Rydalmere, Silverwater, and Auburn**

The benefits of the specialisation sectors and urban service improvements proposed for Auburn as part of the GPOP will further encourage local employment opportunities and the provision of necessary services for the Cumberland community.

GREATER PARRAMATTA GROWTH AREA

The NSW Government has prepared an Interim Land Use and Infrastructure Implementation Plan (ILUIIP) for the Greater Parramatta area. The plan includes Wentworthville and Westmead Planned Precincts, within the Cumberland LGA.

- **Westmead**

Under the ILUIIP, Westmead is recognised as an innovation centre which will provide world-class health, education and research facilities for the communities of Western Sydney and beyond. As part of the Greater Parramatta Growth Area, it is intended that Westmead will provide for new homes and jobs.

Westmead is considered to present many benefits to the Cumberland Community as the area will present specialisation and offerings in two key areas of education and health. According to the Westmead Alliance, the Westmead health, education and research precinct have the potential to accommodate a new university campus with up to 30,000 new jobs in the next 20 years generating an additional \$4.5 billion in economic output. A masterplan is to be prepared for the overall plan. It is encouraged that future planning for this area by Western Alliance and Cumberland Council is undertaken to ensure a suitable supply of housing and employment in this area are achieved.

- **Burwood, Strathfield and Homebush**

The NSW Government have identified Burwood, Strathfield and Homebush as comprising the following strengths:

- Heritage architecture;
- Access to open space;
- Recreational facilities;

- Restaurants;
- Business;
- Shopping districts; and,
- Good public transport links with Sydney CBD and Parramatta CBD.

It was for these reasons that the area was confirmed as a priority precinct. The planning in this area will seek to provide additional infrastructure such as schools, parks, community facilities, public transport and road upgrades to meet the future needs of the community.

PARRAMATTA ROAD URBAN TRANSFORMATION CORRIDOR

The Parramatta Road Corridor Urban Transformation Strategy envisages 27,000 new homes and 50,000 additional jobs over the next 30 years within the Parramatta Road Corridor, hereafter referred to as the Corridor. The Corridor is defined as “*the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth*” and is a priority location for the increased housing, economic activity and social infrastructure.

WESTERN SYDNEY AIRPORT AND AEROTROPOLIS

As part of the future growth and expansion of the Western Sydney airport and Badgerys Creek Aerotropolis, the Stage 1 Land Use and Infrastructure Implementation Plan (LUIIP) has been released. It includes a Structure Plan to guide land use as part of the Stage 1 release, which focuses on providing further employment opportunities in the Western Sydney region.

The Airport and Aerotropolis are located within 30 minutes from the Cumberland LGA by car. The proposed manufacturing, advanced engineering, warehouse and logistics and freight industries will present significant opportunities for the Cumberland workforce and aligns with the key industries in the Cumberland area.



Planning Proposals

As part of guiding future housing development for the Cumberland LGA, it is important to consider the existing and current planning proposals (PP) that Council is considering and understand the nature of amendments sought to existing controls.

CURRENT PLANNING PROPOSALS

The current Council and proponent-led planning proposals are provided in the following **Table 4**.

Table 4 – Current Planning Proposals – Site specific planning proposals

Site	Proposal description	Council or proponent-led	Status
100 Woodville Road, Granville (PLEP 2011)	The PP seeks to amend the Parramatta Local Environmental Plan 2011 and rezone the land from R2 Low Density to R3 Medium Density Residential to permit a convent on the site. The height of building (HOB) and floor space ratio (FSR) and FSR will be amended to facilitate medium density. It was recommended that the access proposed at-grade on Woodville road be deleted. The convent is likely to become permissible under Public Place of Worship under the R3 zone. Considering a site-specific DCP.	Proponent led	Pre -Gateway
55-57 Station Street and 6 Pritchard Street East, Wentworthville (HLEP 2013)	The proposal applies to 55-57 Station Street and 6 Pritchard Street East, Wentworthville. The Planning Proposal Request seeks to amend the Holroyd Local Environmental Plan 2013 by: <ul style="list-style-type: none"> - Amending the existing Floor Space Ratio (FSR) from 2:1 to 3.5:1; and - Amending the Maximum Height of Buildings (HoB) from 17, 10 and 20 metres to 53 metres. 	Proponent-led	Pre- Gateway

	The proposal also includes a Letter of Offer of proposed public benefit. The proposed controls, if approved, could permit a 15-storey mixed-use development with basement parking.		
2-22 William Street, Granville (PLEP 2011)	<p>This PP seeks to amend the Parramatta Local Environmental Plan 2011 by:</p> <ul style="list-style-type: none"> - Increasing the maximum building height from 14m to 16m - Increasing the floor space ratio from 1:1 to 1.7:1 <p>Removing the local heritage item no. I205 known as 10 William Street (Lot 27 DP 2371) from Schedule 5 of the Parramatta LEP 2011 on land at 2-22 William Street, Granville (Lots 18 to 21 in DP 2371 and SP 31488).</p>	Proponent-led	Pre-Gateway
246-264 Woodville Road, 2-4, 8-8A and 14-16 Lansdowne Street and 19 Highland Street, Merrylands (PLEP 2011)	<p>This PP seeks to amend the Parramatta Local Environmental Plan 2011 by:</p> <ul style="list-style-type: none"> - Amending the zoning from part B6 Enterprise Corridor and part R2 Low Density Residential to B4 Mixed Use, - Increasing the maximum building height from part 12m (3 storeys) for B6 and part 9m (2 storeys) for R2 zones to 31m (9 storeys) across the Site, - Increasing the floor space ratio from part 1.5:1 for B6 and 0.5:1 for R2 Zones to 2:1 across the Site. <p>A planning agreement is being negotiated with the proponent.</p>	Proponent-led	Finalisation
Merrylands Station & McFarlane Street, Merrylands Precinct	The Planning Proposal seeks to amend Holroyd Local Environmental Plan 2013 Height of Buildings Map, Floor Space Ratio Map, Land Reserved for Acquisition Map, and Land Zoning Map for properties within the Merrylands Centre. The Proposal	Council led	Gazetted

(HLEP 2013)	also seeks to introduce design excellence provisions into the Holroyd LEP 2013 to encourage new developments to contribute to the urban and public domain character of the Merrylands Centre.		
4-12 Railway Street, Lidcombe (ALEP 2010)	<p>The PP seeks the following modifications to the provisions of the Auburn Local Environmental Plan 2010:</p> <ul style="list-style-type: none"> - Amending the FSR from 5:1 to 5.65:1; The justification for increasing the FSR is to transfer the potential floorspace from the RE1 zoned land to the B4 zoned land. The B4 zoned land has an FSR of 5:1. The RE1 zoned land has no applicable FSR. - Amending the height from 32 metres to 62 metres (from 9 to 18 storeys) to enable the FSR to be accommodated within an appropriate building form. 	Proponent-led	Lodgement
Auburn and Lidcombe Town Centres (ALEP 2010) Auburn Road, Auburn Joseph Street, Lidcombe	<ul style="list-style-type: none"> - Planning on height and floor space controls to support development and urban design outcomes. 	Council led	Underway

Based on the current site-specific planning proposal, the following observations are made:

- Requests primarily relate to variations to the height and FSR development standards of the Auburn LEP 2010, Holroyd LEP 2013 and Parramatta LEP 2011.
- Proposals are generally proponent-led with the exception of Merrylands Station & McFarlane Street, Merrylands Precinct planning proposal which was led by Council to encourage better urban and public domain character of the Merrylands Centre.
- Most applications are at the pre-gateway stage.

LGA-WIDE AMENDMENTS

The following **Table 5** provides LGA-wide planning proposals to address changes in State-led planning approaches, including new SEPPs, the LEP review process and the implementation of the region and district plans.

Table 5 – LGA wide amendment for Cumberland

Project	Proposal description	Council or proponent-led	Status
Minimum Lot Size Provisions for Dual Occupancy developments	<p>This PP was initiated after a review of new 'Low Rise Medium Density Housing Code' (released on 6 July 2018) and implication of the code to Cumberland LGA.</p> <p>The PP seeks to introduce a minimum lot size control of 600m² for development of dual occupancies under the Auburn LEP 2010 and the Holroyd LEP 2013, apply to all R2- Low density residential, R3- Medium density residential zones.</p> <p>No amendment to the Parramatta LEP 2011 as a minimum lot size of 600m² is already specified in the LEP.</p>	Council led	Exhibition

MAJOR PROJECTS

Table 6 identifies several major projects approved by the NSW Government under the former Auburn LGA.

Table 6 – Major Projects

Address	Development Type	Description	Determination	DA Reference
9 Hill Road, Homebush Bay	Mixed use residential	Four storey mixed-use residential and retail buildings comprising 249 residential apartments.	Approved	DA 280-11-2004
1 Burroway Road, Homebush Bay West	Residential, commercial and retail	Masterplan for 4-8 storey apartment buildings, commercial and retail uses.	Approved	DA 9-1-2004
1 Stromboli Strait, Homebush Bay	Mixed use residential	Eight storey mixed-use residential building comprising 130 units.	Approved	DA 501-12-2003
2 Stromboli Strait, Homebush Bay	Mixed use residential	Eight storey mixed-use residential building comprising 119 units.	Approved	DA 493-11-2003
2 Stromboli Strait, Homebush Bay	Mixed use residential	12 additional residential apartments	Approved	DA 156-6-2004
2 Stromboli Strait, Homebush Bay	Residential apartments	Modification to approved DA	Approved	DA 109-11-2003 DA53-2-2003
19-25 Bennelong Road, Homebush Bay	Residential apartments	Four storey Residential apartments comprising 64 units.	Approved	DA 214-07-2002

Major projects tend to relate generally to the Wentworth Point area (formally known as Homebush Bay) for residential flat buildings and mixed-use development.

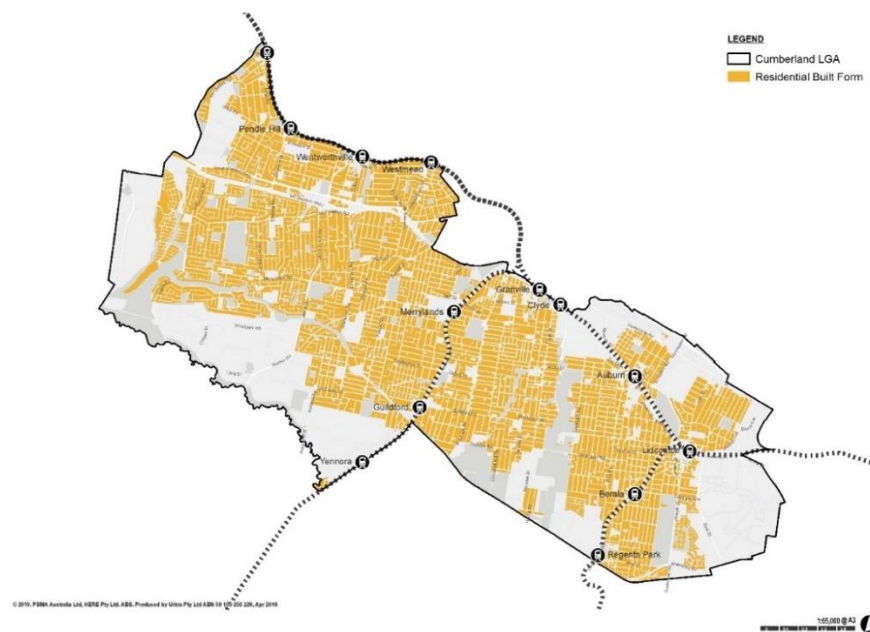
Housing

This section of the LGA snapshot takes a closer look at the existing housing situation in the Cumberland LGA to develop insights into the existing built form and trends into the supply of residential development over the past several years. Key influences on housing supply through Council initiatives and State-led approaches are also considered.

BUILT FORM

The residential footprint accounts for 40,723,635 sqm and represents 56.9% of the Cumberland LGA. As shown in **Figure 7** residential development is the most extensive and predominant land use within the LGA.

Figure 7 – Residential built form within the Cumberland LGA

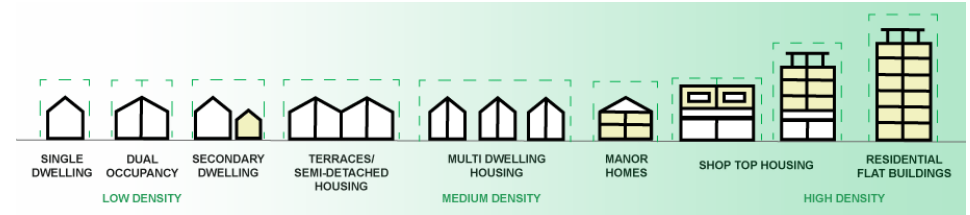


Source: Urbis

DWELLING TYPE

This study identifies the following existing and potential housing typologies in the Cumberland LGA.

Figure 8 – Housing Typologies in the LGA



Note: Dwellings defined as flats are denoted in yellow

Source: Urbis

Typology	Definition
Single Dwelling	One individual dwelling house its own lot
Dual Occupancy	Two dwellings (whether attached or detached) on one lot of land excluding secondary dwellings
Secondary Dwelling	A self contained dwelling on the same lot as the principal dwelling not exceeding 5% of the total floor are of the principal dwelling
Terraces/Attached/ Semi-detached Housing	A dwelling attached to another dwelling or building with their own private grounds and no other dwelling above or below them
Multi Dwelling Housing	A number of dwellings (whether attached or detached) on one lot of land, each with access at ground level.
Manor Homes	A building containing 3 or 4 dwellings, where each dwelling is attached by a common wall or floor, and at least 1 dwelling is partially or wholly located above

	another dwelling, and the building contains no more than 2 storeys
Shop Top Housing	One or more dwellings located above ground floor retail or commercial premises
Residential Flat Buildings	A building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing

An analysis of the dwelling types based on the 2011 and 2016 ABS data as shown in **Table 7** reveals semi-detached row houses, terrace houses and townhouse developments have increased significantly by 2,359 dwellings over the past five years. Flats and apartments have also reported a substantial increase with a total 2,620 dwellings. In contrast, detached houses experienced a decrease by -725 dwellings in the Cumberland LGA. The highest increase was 56% in the category of other dwellings, which may be attributed to secondary dwellings or studio units.

Table 7 – Dwelling Structure (Number of private dwellings)

Dwelling Type	2011	% of Total	2016	% of Total	Change 2011-16 (No.)
House	40,653	60%	39,928	55%	-725
Semi-detached	9,220	14%	11,579	16%	+2,359
Flat, unit or apartment	17,038	25%	19,658	27%	+2,620
Other	205	0%	508	1%	+303
Not applicable	72	0%	70	0%	-2
Not stated	94	0%	374	1%	+280
Total	67,282	100%	72,117	100%	+4,835

NB: Definitions of Dwelling type based on 2016 ABS definitions



The introduction of *State Environmental Planning Policy (Affordable Rental Housing) 2009* stimulated developer interest in the supply of secondary dwellings also known as 'granny flats'. The intention behind secondary dwellings was to allow families to take care of their elderly family members and prevent their transition to a retirement home at an earlier stage of their life. However, the benefits afforded by this form of development option to developers and property owners through the provision of rental accommodation was quickly realised.

RESIDENTIAL DEVELOPMENT APPROVALS

A review of residential development approvals over the past 10 years for the Cumberland LGA as reported by the NSW Government reveals a substantial increase in multi-unit housing when compared to detached dwellings.

Table 8 – Development approvals for Cumberland LGA from 2008 to 2018

Year	Detached	Multi-Unit
2008	322	627
2009	410	529
2010	530	1340
2011	484	1600
2012	384	1488
2013	494	1228
2014	488	1950
2015	528	3380
2016	506	3182
2017	523	2215
2018	429	1556

Source: NSW DPE projections

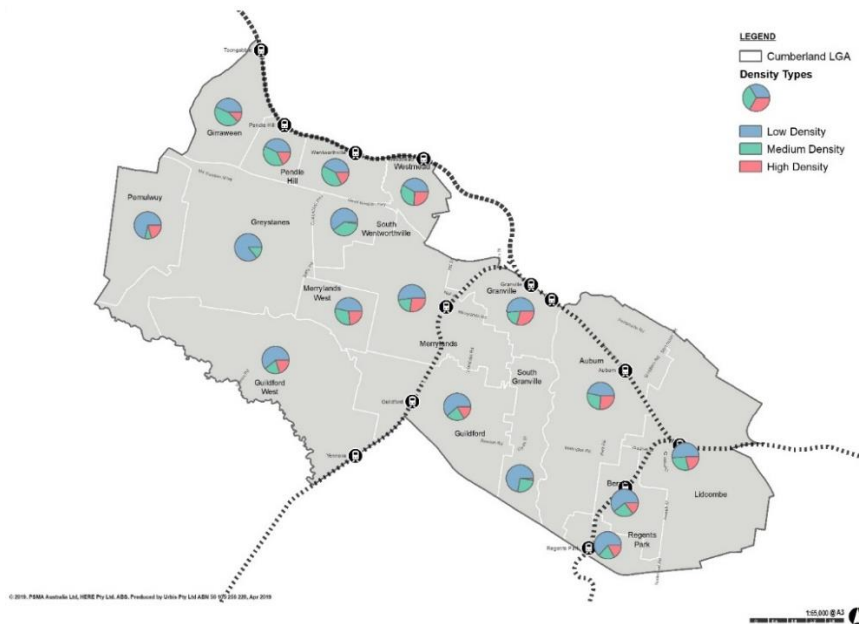
The trends in **Table 8** reveal the increasing number of approvals of multi-unit development compared to detached dwellings which are high in the LGA but are slowly decreasing. This may be influenced by broader market conditions for housing across Greater Sydney.



Dwelling Density

Based on the 2016 ABS data and as depicted in **Figure 9**, the Cumberland LGA predominantly contains low density housing representing a total of 41% of residential development.

Figure 9 – Dwelling Density in The Cumberland LGA



Source: Urbis

As shown in **Figure 9**, low density development is greater than 50% in all suburbs of Cumberland LGA except for Girraween, Pendle Hill, Wentworthville and Westmead. A further review of these areas identifies a greater amount of R3 Medium Density and R4 High Density Residential close to the B2 local centres and proximity to the train line. Overall, 43% of dwellings in the Cumberland LGA were medium or high density, compared to 44% in Greater Sydney.

High density development is evident to be higher in Auburn and Granville town centres. **Figure 9** suggests a correlation between the provision of high-density development in areas serviced by the train line. Locations such as South Granville, South Wentworthville and Greystanes which are not serviced by a train line do not comprise any high-density development.

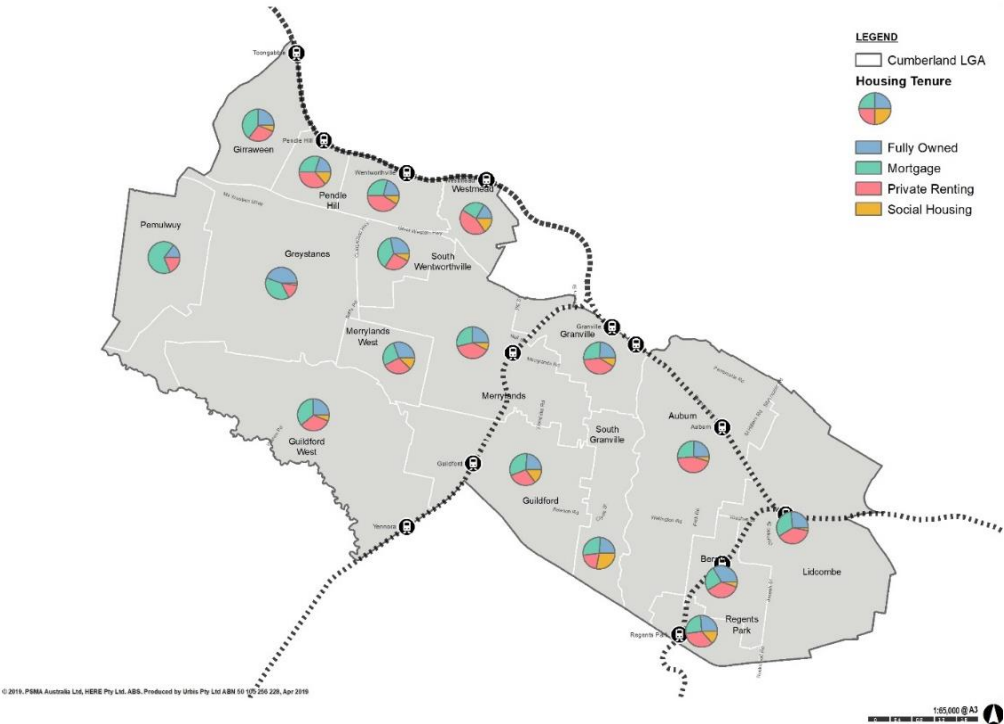


Housing Tenure

According to the 2016 ABS data, approximately 53% of households are purchasing or fully own their home. As shown in **Figure 10**, Pemulwuy is a newly established residential estate and depicts the highest number of households under a mortgage, while Greystanes represents the highest number of households fully owned. Evidently, private renting represents 30.9% of households and is highest in medium and high density dwellings and predominantly associated with development along the train line. The median weekly rent of \$408 was reported for the Cumberland LGA in the 2016 ABS data.

A total of 7.1% of people were reported to be living in social housing. Based on **Figure 10** South Granville and Westmead provide the highest amount of social housing in the Cumberland LGA, while suburbs along the train line including Pendle Hill, Wentworthville, Merrylands provide a substantial amount of social housing. There are limited social housing options in Auburn and Lidcombe town centres.

Figure 10 – Housing tenure in The Cumberland LGA



Source: Urbis

Other considerations for housing

AFFORDABLE RENTAL HOUSING

The initiatives under the *State Environmental Planning Policy – Affordable Rental Housing SEPP* should be explored as part of providing affordable housing solutions in the Cumberland LGA. This would entail considering all forms of housing solutions afforded under the SEPP to ensure options and variety is provided to the community and developers of these developments.

FSR BONUS INCENTIVES

Incentives for bonus FSR is provided under *State Environmental Planning Policy (Affordable Rental Housing) 2009* to developers who are seeking to provide new affordable housing as part of their development mix. The provisions require at least 20 per cent of the percentages of proposed dwellings in the residential flat building to be dedicated to affordable housing.

PEOPLE WITH DISABILITY

A total of 5.8% (12,503) of residents reported needing help in their day-to-day lives due to severe or profound disability, while a total of 19,249 carers (11.2% of the total population) provide unpaid assistance to a person with a disability, long term illness or old age. Factors relating to housing needs and access to care is essential for people living with a disability and those providing support. Consideration of access to public transport and closely located social services are imperative considerations required as part of any future planning for housing.

CUMBERLAND DESIGN EXCELLENCE PANEL

The Council recognises the limited number of quality and architecturally designed high-density housing developments in the Cumberland LGA. Improve and expand public spaces.

On 3 April 2019, Council adopted an interim policy to enable to establishment of a Cumberland Design Excellence Panel. For a development to be considered to exhibit design excellence the following matters must be considered:

- Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved.
- Whether the form and external appearance of the development will improve the quality and amenity of the public domain.
- Whether the development detrimentally impacts on view corridors.
- How the development addresses the following matters:
 - The suitability of the land for development;
 - Existing and proposed uses and use mix;
 - Heritage issues and streetscape constraints;
 - The location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form;
 - Bulk, massing and modulation of buildings;
 - Street frontage heights;
 - Environmental impacts such as sustainable design, overshadowing, wind and reflectivity;
 - The achievement of the principles of ecologically sustainable development;
 - Pedestrian, cycle, vehicular and service access and circulation requirements; and
 - The impact on, and any proposed improvements to, the public domain.
- Consideration of potential design competition provisions is currently underway by Council.



Heritage

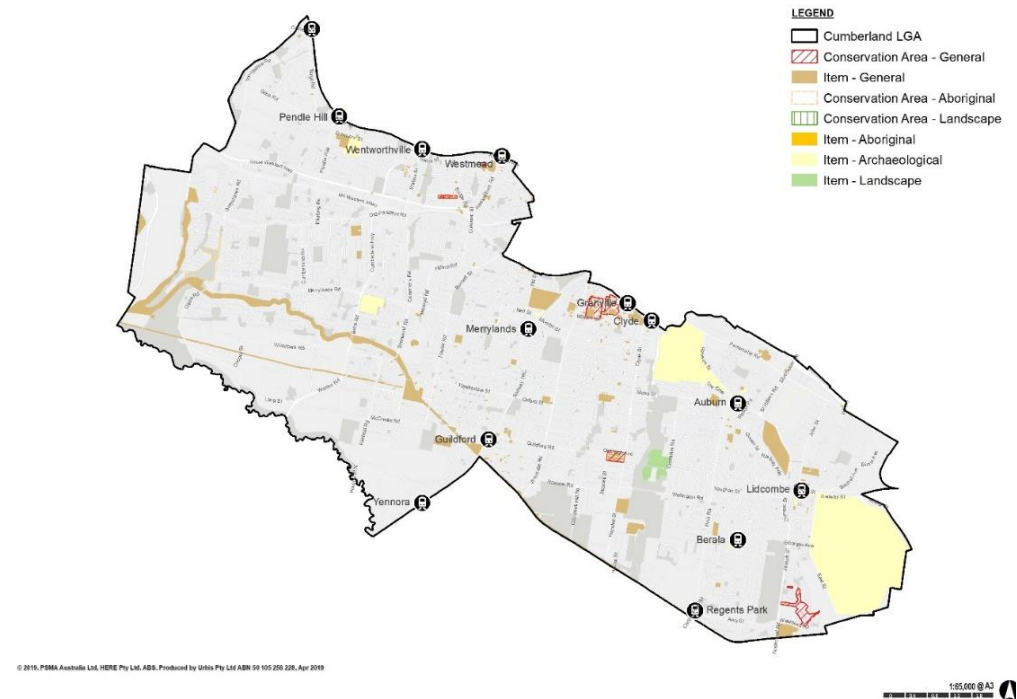
The Cumberland LGA has a total of 338 heritage items and five heritage conservation areas as shown in **Figure 11**. The heritage conservation areas cover a total of 8,154,852sqm representing 11.4% of the Cumberland LGA and include:

- Granville Civic Precinct;
- Granville Residential Precinct;
- Lidcombe Hospital Precinct;
- Blaxell Estate Conservation Area, Granville; and,
- Fullagar Road Conservation Area, Westmead.

Heritage items within the LGA are located along the Sydney Trains Main Suburban Line (T2 - Inner West and Leppington Line and T3 - Bankstown Line) within established local centres, including Lidcombe and Granville. Items of high significance within the Cumberland LGA include but are not limited to:

- Rookwood Cemetery and Necropolis which is considered significant for its archaeological significance;
- Clyde Marshalling Yards is one of the few remaining suburban rail workshops in NSW; and,
- Boothtown Aqueduct forms part of the Upper Nepean scheme and provides significant natural heritage values of the reserve.

Figure 11 – Heritage Items and Conservation Areas in the Cumberland LGA



Source: Urbis

The Greater Parramatta Interim Land Use Infrastructure Implementation Plan (GPILUIIP) seeks to recognise Granville as one of Sydney's oldest suburbs by preserving and incorporating heritage elements in the built form and streetscape.

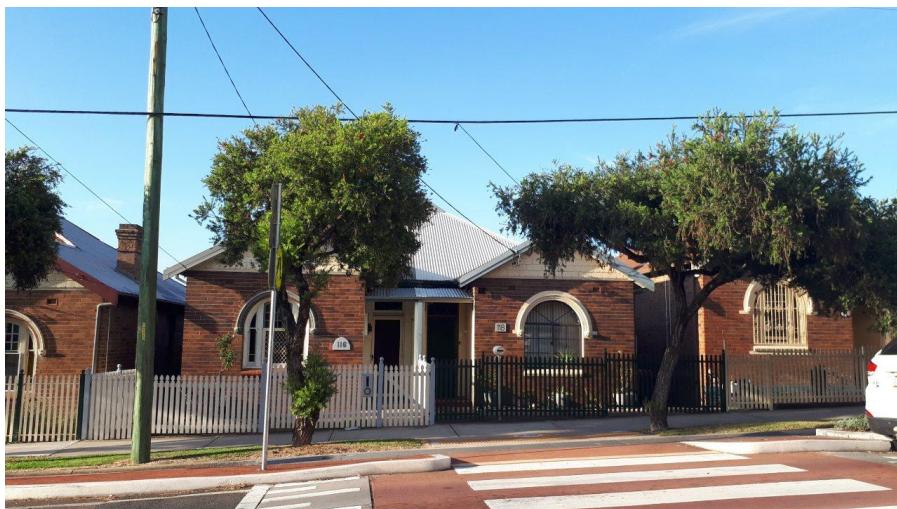
As part of the LEP review process, a comprehensive LGA-wide heritage study will be undertaken and will include the following:

- Review the existing European and Aboriginal Heritage Items and Conservation Areas;

- Consider potential heritage items and conservation areas.

The outcomes and recommendations of this Study will be integrated into the LSPS and will inform the comprehensive LEP and DCP for the LGA.

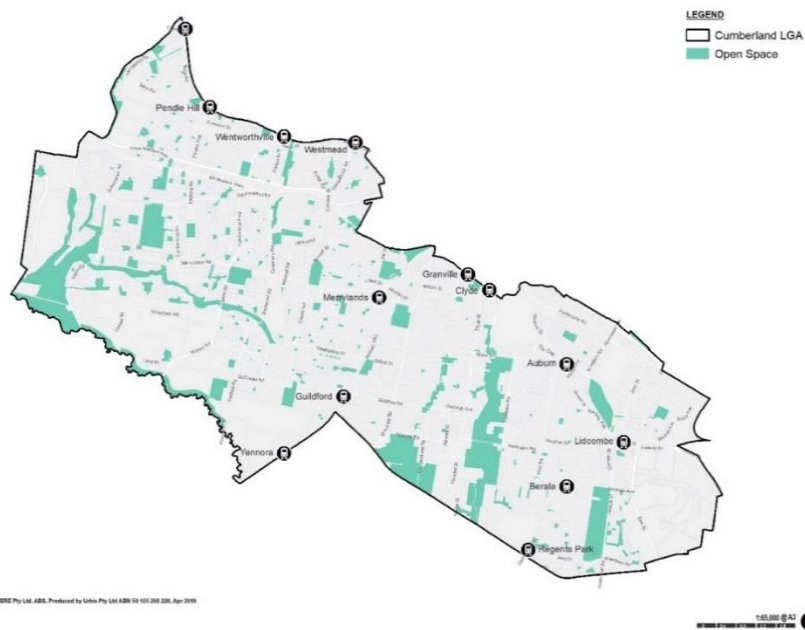
The inclusion of new heritage items or conservation areas should be encouraged to ensure that significant items are protected in the future. The housing Study will promote the conservation and preservation of heritage items and conservation areas to allow for population growth whilst recognising the heritage value of the LGA.



Open Space

Open space in the Cumberland LGA accounts for 8,769,347 sqm of the total area representing 12.25% as shown in **Figure 12**. However, the majority of open space is of poor quality and provides minimal facilities for public use. Potential opportunities for improved green space are to be encouraged in the Cumberland LHS.

Figure 12 – Open Space in the Cumberland LGA



Source: Urbis

CUMBERLAND OPEN SPACE AND RECREATION STUDY

The Draft Cumberland Housing Study reports a total of 333 parks, covering over 700 hectares of parkland, natural areas and sports grounds and equates to 9.8% of the total land area in the Cumberland Council area. The study focuses on maximising the use of Cumberland's open spaces in a way that delivers places and services where all members of the community can come together.

Existing gaps in recreational areas and facilities for the community need to be corrected through the provision of new housing in existing and proposed areas. Initiatives to provide active transit and green connections include:

- The inclusion of open space provisions including the renewal of the Duck Creek corridor in Section 7.11 Contribution Plans;
- Voluntary Planning Agreements (VPAs) for residential development to explore opportunities for the improvement of existing open spaces or provision of new open spaces and recreational facilities; and
- Ensure opportunities for a diverse mix of open space including parks, open space and passive recreation facilities.



Employment

THE CUMBERLAND WORKFORCE

A total of 85,281 people work in the LGA (73,504 full-time equivalent jobs). At least 27.7% of local workers also live in the area, with others coming from Blacktown, Fairfield and Parramatta council areas.

Key employment destinations correspond with industrial areas and town centres such as Girraween, Pemulwuy, Smithfield, Yennora, Clyburn, Regents Park, Smithfield, South Granville and Yennora, Merrylands town centre, Auburn town centre and parts of north Auburn and Lidcombe.

Most people travel to work by car (75.8%) and the most significant industries are manufacturing (17.2% of jobs), transport, postal and warehousing (10.8%) and retail trade (10.7%).

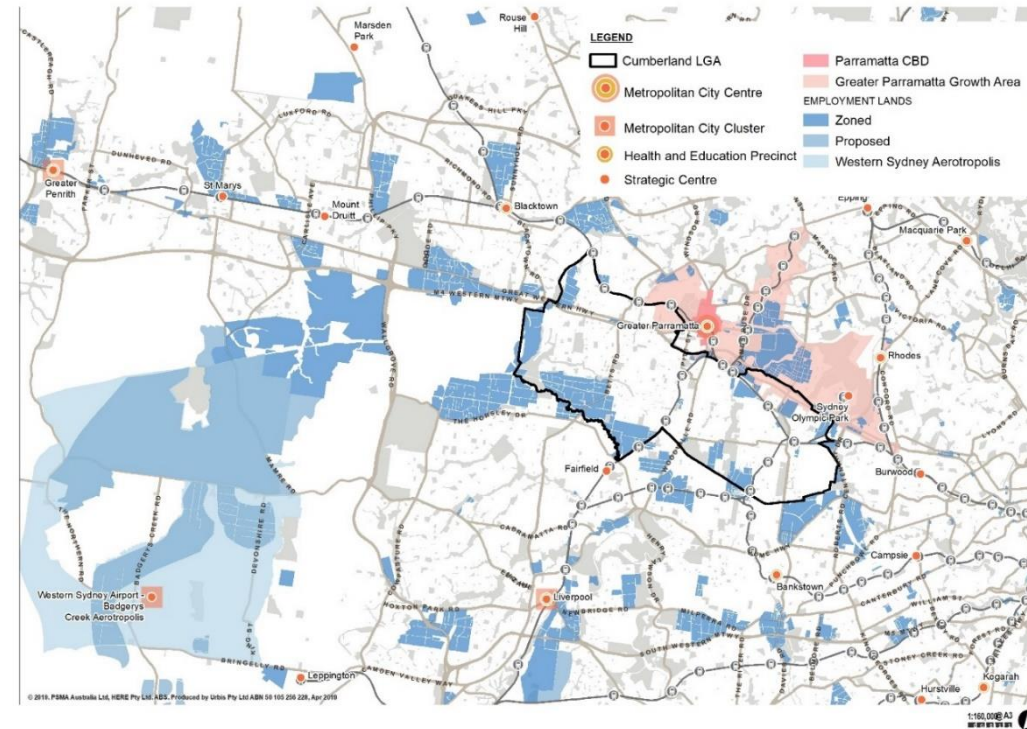
EMPLOYMENT LANDS

The Cumberland LGA comprises a total of 11,027,657sqm of industrial lands which are located in the southern suburbs of Yennora, Smithfield and Guildford West as shown in **Figure 13** and includes IN1 General Industrial and IN2 Light Industrial land. The majority of jobs in the industrial areas include manufacturing, wholesale, transport, postage and warehousing. Other activities represented in employment lands include construction, education, construction and bulky goods retail.

Based on the analysis, at present employment lands within the Cumberland LGA are generally industrial in nature. This presents limited opportunities for members of the community working in sectors other than manufacturing, warehousing, logistics and freight. The Cumberland Employment and Innovation Lands Study provides a strategic framework to meet future opportunities for employment in the area.

Cumberland is ideally positioned to capitalise on its geographically central location and support employment and innovation activities westwards in existing employment areas rather than finding potential hubs further east where there is a higher cost due to demand. The study aims to take advantage of the development and growth of the future Western City Aerotropolis, and reinforce the current cluster for industries where Cumberland has a competitive advantage.

Figure 13 – Employment Areas within 30 Minutes of The Cumberland LGA



Source: NSW DPE, Urbis

Pemulwuy also contains a significant portion of industrial land which is identified as the Pemulwuy North Employment Lands and was formerly the CSIRO lands. The site is under the *State Environmental Planning Policy (Western Sydney Employment Area) 2009*.

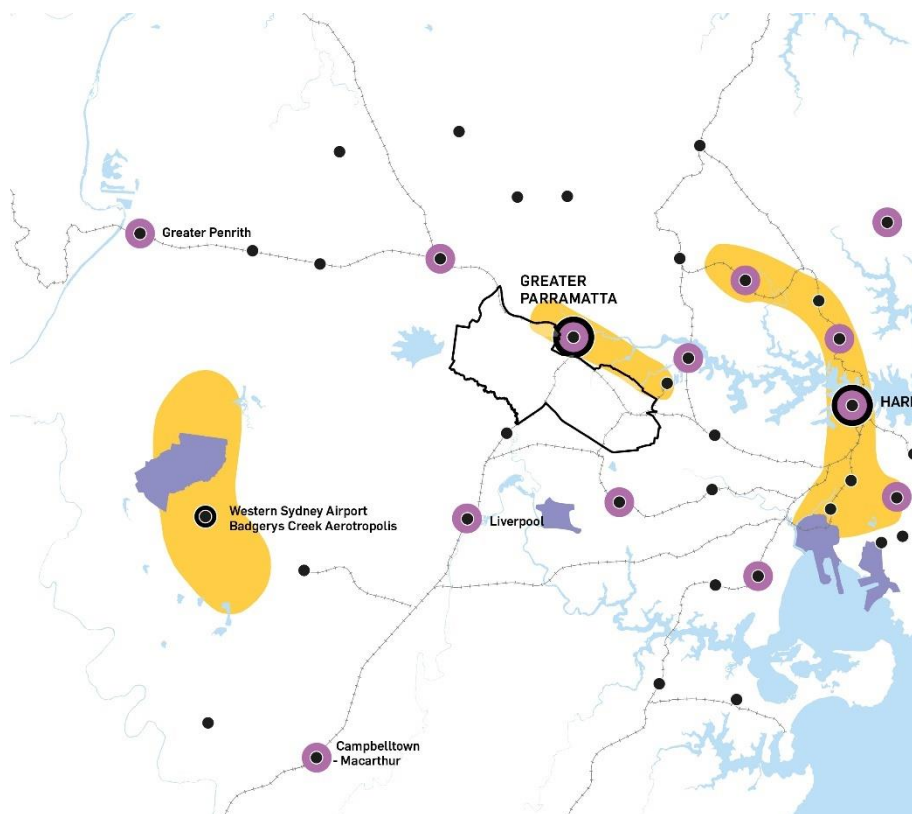
Two Precinct Plans apply to this land and include:

- Former CSIRO Site Pemulwuy Employment Lands; and,
- Greystanes Estate SEPP 59 Residential Lands.

DISTRICT AND REGIONAL ECONOMIC BENEFITS

The Cumberland LGA is centrally located from the metropolitan city clusters of Parramatta, Liverpool and Greater Penrith as shown in **Figure 14** and accessible via the existing Cumberland and Bankstown rail networks. A significant transit interchange is also located at Lidcombe.

Figure 14 – Regional and district plans for NSW



Source: NSW DPE, Urbis

The Western Sydney Airport and Badgerys Creek Aerotropolis are identified as a metropolitan cluster located within 30 minutes of travel by car from the Cumberland LGA.

Health and Education Precincts and strategic centres including Fairfield, Bankstown, Sydney Olympic Park and Blacktown are located within 30 minutes from the LGA via the existing road networks and also connected via the Cumberland and Bankstown train lines.

In the Central City District Plan under the Direction 'A city supported by Infrastructure,' the plans promote the need for 30-minute access to a metropolitan centre/cluster. Based on the central location and road and rail networks that traverse the Cumberland LGA, there is a strong ability for the LGA to meet this Direction through the economic and employment hubs offered in surrounding LGAs.

EMPLOYMENT AND INNOVATION LANDS STRATEGY

An Employment and Innovation Lands Strategy (EILS) was adopted by Cumberland Council in May 2019. The Strategy has been prepared to provide a framework for managing employment and innovation lands in Cumberland over ten years. The Strategy aligns with the work of the Greater Sydney Commission and the Central City District Plan by maintaining existing employment and innovation lands in Cumberland and providing a strategic framework that can support growth and maximise opportunities for the Cumberland area.

Several innovative precincts are identified in the Strategy (refer to **Figure 15**) which will provide greater opportunities for employment within 30 minutes of housing in the Cumberland LGA and have the potential to be integrated into the Cumberland Local Housing Study. The following planning principles apply to the various employment and innovation lands across the Cumberland area:

- Elevate the strategic importance of Cumberland's employment and innovation lands within the context of strategic planning for Greater Sydney and the Central City District and identify their role and function
- Recognise the importance of the freight network in supporting the ongoing viability of employment and innovation lands to ensure the

major freight routes and facilities are not unnecessarily constrained by residential growth in the vicinity

- Seek new ways of facilitating the growth of innovative businesses through the use of planning mechanisms and policies.
- Ensure the land use planning framework for employment and innovation lands promotes innovation and target industries, and
- Promote the health of employment and innovation lands in response to population growth, land use change and infrastructure provision.
-

The implementation of the strategic framework identified in the Strategy will be undertaken through the new Cumberland Local Environmental Plan (LEP).

Figure 15 – Cumberland Employment and Innovation Lands Strategic Framework

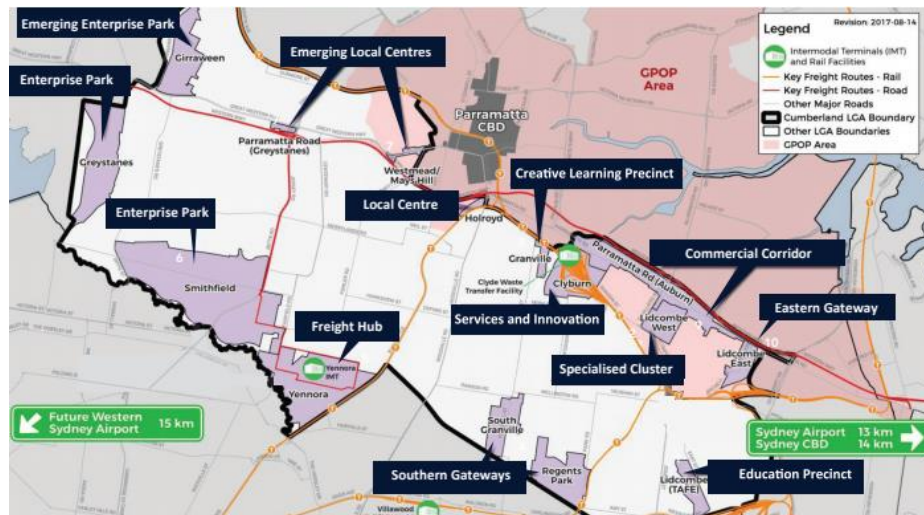


Image Source: Cumberland Council

Precinct

Strategic Focus

Education Precinct	Education facilities and supporting services, aligned with current and emerging industries in region
Specialised Cluster	Potential for renewal including uses such as advanced knowledge and manufacturing, digital and creative industries (including food)
Services and Innovation	Maintain support service capability (e.g. train operations) and encourage new service, research and innovation activities
Southern Gateways	Capitalise on strategic location for Sydney metro south and south-west; retain and expand existing pharmaceutical industry plus allied health, food/beverage
Freight Hub	Promote strategic importance of this major hub; strengthen road and rail connections
Enterprise Parks	Established and emerging business parks building on existing industry specialisations and increasing digitisation of production
Emerging Local Centres	Smaller emerging centres supporting local growth; potential to target health, ancillary retail, food/beverage as well as emerging sectors (e.g. artisan industries)
Creative Learning Precinct	Focus on industry and business collaboration, and greater alignment of education sector to equip local population with new skills and innovation capacity
Commercial Corridor	Renewal with employment focus, including advanced knowledge and creative industries, digital, advanced manufacturing
Eastern Gateway	Cluster of premium high-tech industrial units, closely aligned with Commercial Corridor

Social Infrastructure

In 2016 a total population of 242,542 persons was recorded for the Cumberland LGA. From 2011 to 2016, Cumberland Council areas population increased by 22,834 people (11.8%), representing an average annual population growth of 2.26% per year over the period.

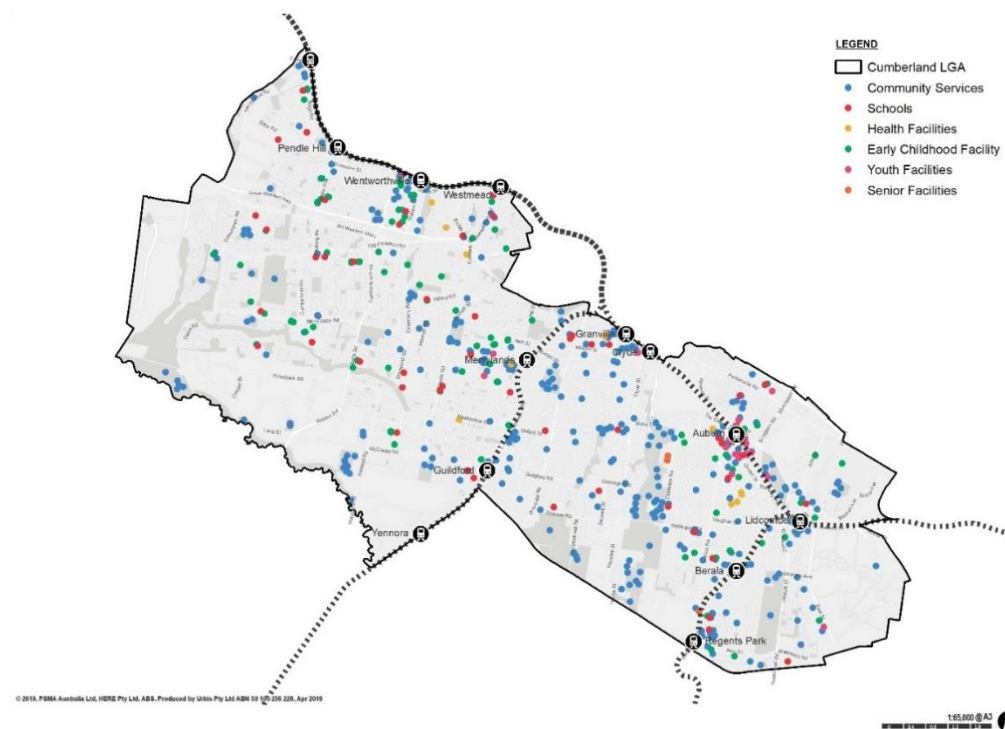
As shown in **Figure 16** the LGA has the following number of social infrastructure facilities:

- **Schools (public and private):** 55 schools
- **Youth services:** 20 services
- **Early childhood:** 92 childcare facilities
- **Health facilities:** 12 facilities
- **Community services (public and private):** 430 services

As shown in **Figure 16** there is an equal distribution of community services and early childhood facilities. However, youth facilities appear to be concentrated in Auburn, Granville and Clyde. Limited services are provided west of the LGA. Senior facilities and schools are fairly dispersed within the LGA.

As the population increases over the next 20 years, it will be important to provide adequate social infrastructure to meet the needs of the dominant family household structure and ageing population. Opportunities to identify initiatives to provide social infrastructure should be explored as part of strategic planning work.

Figure 16 – Existing schools, community and social facilities in the Cumberland LGA

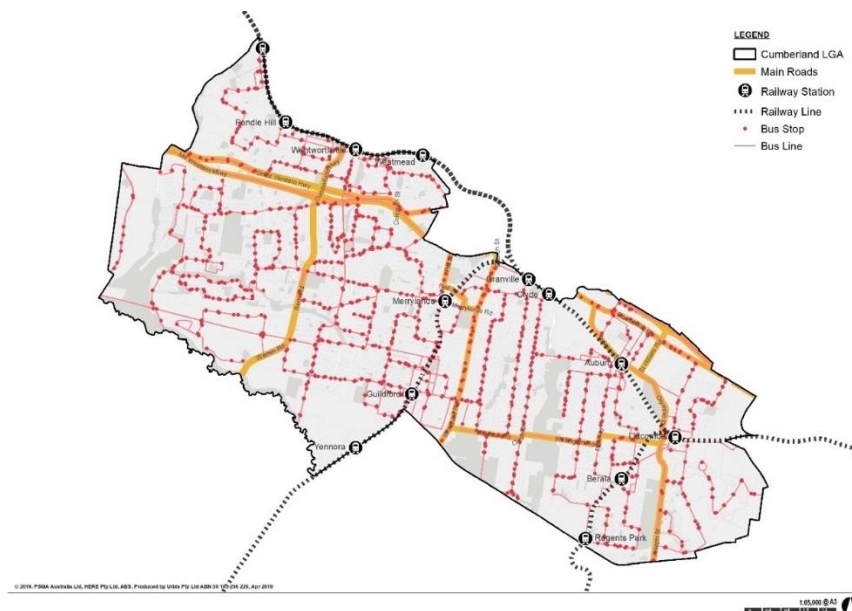


Source: Urbis

Infrastructure

The Cumberland LGA contains an integrated infrastructure network consisting of road, rail and bus as shown in **Figure 17**.

Figure 17 – Existing and proposed Infrastructure in the Cumberland LGA



Source: Urbis

ROAD

The main road networks which traverse through the Cumberland LGA include:

- **M4 Motorway** is a 40-kilometre motorway that extends from Concord in Sydney's inner west to Lapstone at the foothills of the Blue Mountains. The section of the M4 Motorway between Parramatta and Homebush is known as the New M4.
- **Great Western Highway** is a 201-kilometre-long state highway. It extends from the east to the west. The highway links Sydney with Bathurst, on the state's Central Tablelands.
- **Cumberland Highway** is a 34-kilometre long urban highway. The highway links the Pacific Highway (A1/B83) and Pacific Motorway (M1) at Pearce's Corner, Wahroonga in the northeast with the Hume Highway (A22/A28) at Liverpool in the southwest.
- **Parramatta Road** is the major historical east-west artery of metropolitan Sydney connecting the Sydney CBD with Parramatta. It is the easternmost part of the Great Western Highway. Since the 1980s its role has been augmented by the City West Link Road and Motorway M4.
- **Woodville Road** is a 7.5km urban road which extends from Villawood to the junction at the M4 Motorway and Great Western Highway in Holroyd.

Based on the ABS data reporting, the use of a car is the preferred method to travel to work. A total increase of 11.6% of car dependency was reported. However, trends show public transport use as having a higher proportion of percentage change between 2011 and 2016, especially with the increase in the use of buses.

FREIGHT NETWORK

The EILS acknowledges the importance of the freight network to the growth of Cumberland's employment opportunities. Several strategic and regional freight road and rail links are provided in the Cumberland area. Road links include the Western Motorway, Cumberland Highway, Woodville Road and Silverwater Road. Rail links include the Western Line and Southern Sydney Freight Line.

RAIL

The Cumberland LGA is well serviced by the rail network as shown in **Figure 17** and includes the six of the total eight train lines offered by the Sydney Trains Network:

T1: North Shore, Northern and Western Line

T2: Inner West and Leppington Line

T3: Bankstown Line

T5: Leppington Line

T6: Carlingford Line

T7: Olympic Park Line.

The LGA has direct linkages to the northern, southern, eastern and western suburbs of the greater Sydney region. The proximity of train stations to high density development supports trends identified in **Figure 6** with the siting of such development along the rail corridors traversing the LGA. An increase in train travel to work of 18% has been recognised between 2011 to 2016 as represented in **Table 9** with a significant increase in the supply of housing in residential apartments (2,620 dwellings). The increments between both factors represent a positive correlation between the recent rise in apartment supply near rail corridors and the increase in train travel to work. The following observations are made about the rail network:

- **Crowding of the rail network:** The capacity along the Main Western Line to accommodate growth in peak period travel is constrained.
- **Limited rail frequency:** between Merrylands (and other T5 stations) and Parramatta CBD, combined with infrequent bus services.

Housing with access to public transport is ideal for supporting further development within the area and providing opportunities for density and transition in zones.

BUS/T-WAY

Many local bus services provide local services throughout the LGA. The Liverpool–Parramatta T-way is a continuous series of bus-only lanes and bus roadways between Parramatta and Liverpool running through the Cumberland LGA. The T80 service between Parramatta and Liverpool is Sydney's first bus rapid transport route, operating a 5 minute frequency service during peak periods.

There is potential to increase the number of T-way services to ensure public transport capacity and frequency within the Cumberland LGA.

FUTURE TRANSPORT INITIATIVES

- **Sydney Metro West** will double rail capacity between Sydney CBD and Greater Parramatta and is expected to be operational in the second half of the 2020s. Key precincts to be serviced by Sydney Metro West include Sydney Olympic Park, Westmead, The Bays Precinct, and the Sydney CBD. An underground interchange is proposed for either Parramatta or Westmead to provide increased accessibility to the T1 Western Line.
- **Bankstown to Parramatta bus corridor** is a confirmed commitment for investigation with the potential in providing improved local services for South Granville and Guilford.
- **Kogarah to Parramatta mass transit corridor** is a proposed connection between Sydney Metro West and Sydney Metro South West at Bankstown extending south to Kogarah providing a cross-regional route to amend the current situation of diverting through the Sydney CBD to go to Parramatta from the Illawarra line. This route is likely to provide missing east-west connections in the Cumberland LGA servicing local centres including Regents Park, South Granville, Guildford and Merrylands West.
- **Parramatta to Western Sydney Airport mass transit corridor** is a potential extension of the Sydney Metro West linking Parramatta with the Western Sydney Airport. Potential local metro stops are most likely to be south of the Prospect Creek reservoir include local centres such as Merrylands West and Smithfield.

Travel to Work

Table 9 – Method of travel to work – Employed persons 2011 and 2016 ABS data

Method of Travel to work	2011	2016	Percentage change
Train	12,135	14,800	+18%
Bus	1,406	1,791	+21%
Car	45,385	51,384	+11.6%
Motor bike/scooter	219	232	+5%
Bicycle	225	206	- 9%
Other (incl. taxis)	577	709	+18.6%
Walk	1,840	1,754	- 4%

Source: ABS Census 2016

As reported in **Table 9**, the use of the bus as a method of travel to work represents the highest percentage change of 21% from 2011 to 2016. The increased use of bus travel can be highlighted by the extensive bus network that runs within the Cumberland LGA as shown in **Figure 14**. The network provides services to employment lands, town centres, train stations and points of interest within and surrounding the LGA. It is noted that although the bus network is extensive, there are infrequent services in the peak periods and low-quality facilities. A T-way does traverse through the LGA from Liverpool to Parramatta CBD which provides frequent services.



Environmental

TOPOGRAPHICAL

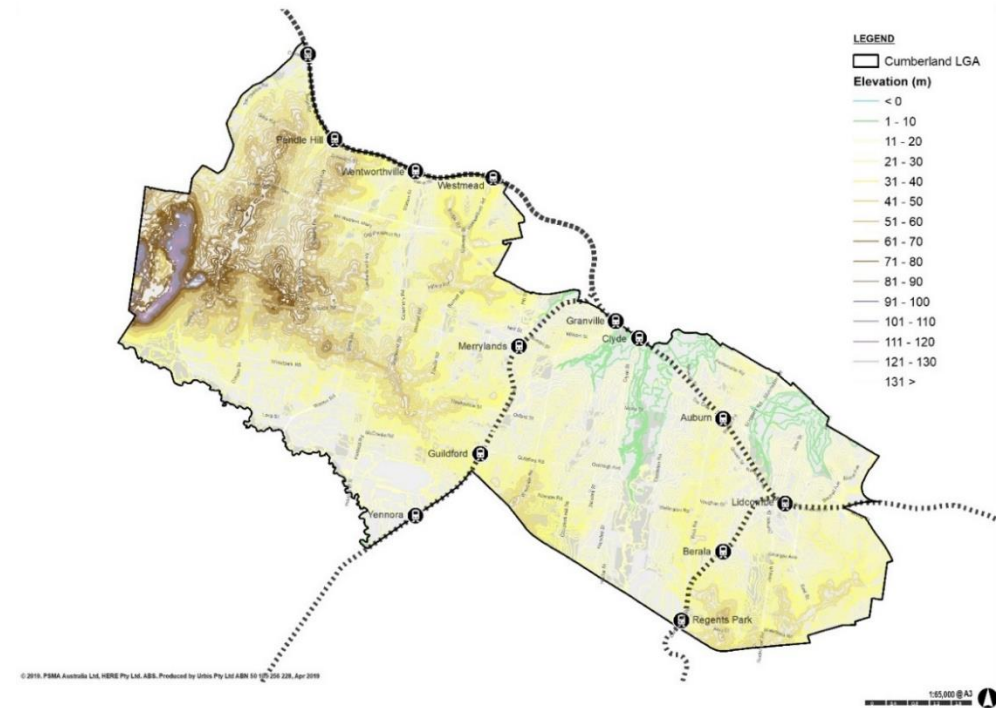
Based on **Figure 18**, it is evident that west of the Cumberland Line, the land is highest at Pemulwuy to the west and significantly falls to Merrylands in the east. Notable heights are evident in Greystanes in the east and Pendle Hill and Wentworthville to the north.

Due to the number of waterways, east of the Cumberland Line the land is substantially low-lying land within the areas of Auburn, Granville and Clyde. Properties within this area would have views and vantage points towards the Sydney City to the east and Parramatta City to the north.

Slight rises in topography in Regents Park to the south of the Cumberland LGA is evident.



Figure 18 – Existing topography of Cumberland LGA



Source: Urbis

FLOODING

As shown in **Figure 19**, the Cumberland LGA has several waterways that traverse through the local area as shown in **Figure 19** and includes from east to west:

- Haslams Creek;
- Duck River;
- Duck Creek;
- Becketts Creek;
- Finlaysons Creek; and,
- Pendle Creek.

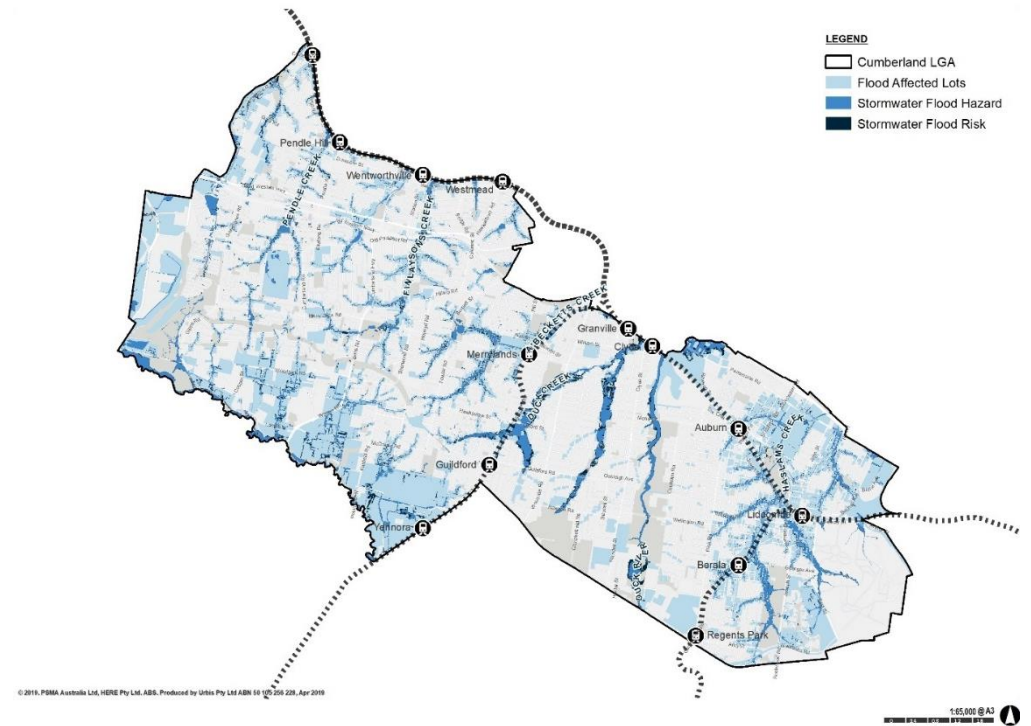
A significant portion of flood-affected lots are located in the south and west of the LGA and are mainly industrial areas. The suburbs of Lidcombe, Berala Regents Park and Auburn have a high proportion of flood-affected lots.

As an established area, the LGA has a substantial amount of stormwater flood areas which allow for flood management during high rainfall periods.

In developing the Study, impacts on future stormwater and flood affectations on the local area will need to be considered.



Figure 19 – Flood affected lots and waterways in The Cumberland LGA



Source: Urbis

BUSHFIRE

Comprehensive bushfire mapping is not available for the Cumberland LGA.

As part of the LEP Review, a bushfire study will be prepared. The outcomes and recommendations of this study will inform the comprehensive LEP and DCP for the LGA.

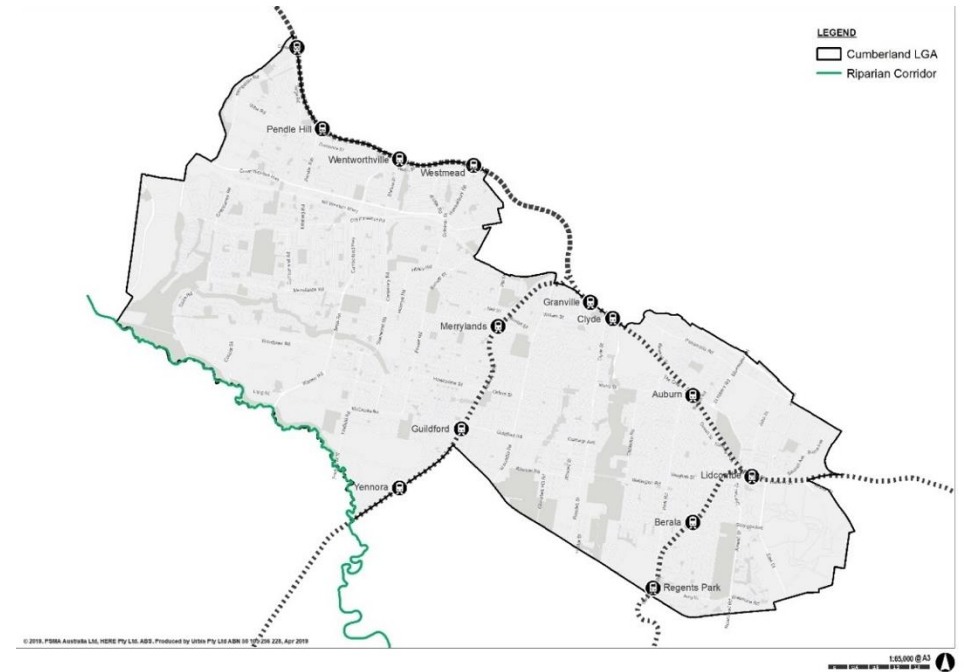
BIODIVERSITY AND RIPARIAN CORRIDORS

Mapping on biodiversity and riparian corridors is limited for the LGA. Based on **Figure 20**, a riparian corridor traverses south along the Cumberland border.

As part of the LEP Review, a biodiversity study will be prepared. The outcomes and recommendations of this study will be integrated into the Local Strategic Planning Statement (LSPS) and will inform the comprehensive LEP and DCP for the LGA.



Figure 20 – Biodiversity and riparian corridor, flood-affected lots, waterways and stormwater in The Cumberland LGA



Source: Urbis

Cumberland LGA SWOT Analysis

As part of the LGA Snapshot, an analysis of the strengths, weaknesses, opportunities and threats (SWOT) for the Cumberland LGA has been prepared in **Table 10** to help identify issues and risks and recommend suitable approaches to address housing needs over the next 20 years.

Table 10 – LGA Snapshot – SWOT Analysis

Factors	Strengths	Weaknesses	Opportunities	Threats
Location	Location and proximity to strategic centres and employment hubs.	Due to high level of employment lands in the LGA which should be retained, opportunities for housing is reduced in key areas of the LGA.	The Interim Land Use and Implementation Plan for Greater Parramatta will present opportunities for Wentworthville and Westmead. These areas are currently being investigated for future residential development. The EILS also provides a strategic framework for future employment uses to grow existing and potential new industries in the LGA.	Limited job options within the LGA based on the Cumberland workforce profile.
Density	High density development is predominantly provided close to existing train stations. Interest in low scale attached dwellings including dual occupancies has been identified in multiple local centres in the LGA.	The LGA is predominantly zoned for low scale residential uses with 41.6% of the total Cumberland LGA zoned R2 Low Density Residential.	Explore opportunities for medium to higher density development close to strategic centres and key employment hubs to encourage the 30-minute travel to work direction.	Limited developer response to development along Woodville Road.

Factors	Strengths	Weaknesses	Opportunities	Threats
		Medium density residential development represents 10.6%, and high density residential is 4.6% of the total Cumberland LGA. This is significantly lower than the amount of low-density development.	Explore a mix of R3 Medium Density and R4 High Density development along railway lines and road corridors.	Lack of uptake and incentive for site amalgamation to accommodate medium to high density development and allow for transitional zones.
		The transition in zoning and the variety in residential zone types is limited in the LGA.	Explore options of addressing the 'missing middle' in smaller centres.	
Design excellence	Promoting good design excellence through the Cumberland Design Excellence Panel.	Limited examples of development exhibiting architectural design excellence in medium to high density housing in the LGA.	Explore other incentives for design excellence such as design competitions	Developers not recognising the intent behind the incentives to promote good architecture and use of materials and finishes by allowing bonus FSR provided under the Cumberland Design Excellence Panel
Open Space		Existing gaps in the provision of open space within the LGA as identified in the Open Space and Recreation Study.	Improve liveability standards by improving and addressing the gap in open space and recreation facilities as identified in the Open Space and Recreation Study.	Balancing the nexus between encouraging residential development and managing open space gaps in the LGA.

Factors	Strengths	Weaknesses	Opportunities	Threats
Social infrastructure	The LGA is well serviced by community services, schools and childcare centres.	Youth, senior and health services facilities are limited in Pemulwuy, Greystanes, Merrylands West, Guildford West and South Wentworthville.	Opportunity to explore incentives for leisure and recreational spaces for youth and senior groups through developer funded initiatives or Section 94 Contributions.	A limited willingness by the developer to provide youth and seniors facilities.
	Existing youth, senior and health services are located within proximity of train stations.	Capacity of schools in the Cumberland LGA.		
Environmental	Flood-affected lands are limited to industrial land to the south at Yennora, north-east at Auburn and Lidcombe and partially south-east at Berala.		Better understanding of biodiversity and ecological constraints through the biodiversity strategy.	
Housing considerations			Opportunity to explore incentives such as build to rent dwellings (residential flat buildings) to reflect the high level of renting of higher density development while providing affordable housing options.	Encouraging a greater supply of affordable housing to meets the housing needs of the community while allowing development viability to be met.

Factors	Strengths	Weaknesses	Opportunities	Threats
Heritage	Recognise Granville as one of Sydney's oldest suburbs by preserving and incorporating heritage elements in the built form and streetscape.		Protect and conserve potential items through the comprehensive LGA wide heritage study.	



1.2. Planning Policy and Context

Strategic Context Plans

GREATER SYDNEY REGION PLAN

The Greater Sydney Region Plan, *A Metropolis of Three Cities*, released in 2018, establishes a 40-year vision and a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The Region Plan:

- Informs district and local plans and the assessment of planning proposals;
- Assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes;
- Informs the private sector and the broader community of the growth management and infrastructure investment intentions of the government.

The Plan is built on a vision of three cities, with most residents living within 30 minutes of their jobs, education and health facilities, services and great places. It has been prepared concurrently with *Future Transport 2056* and *State Infrastructure Strategy 2018–2038* to align land use, transport and infrastructure outcomes. The three cities include:

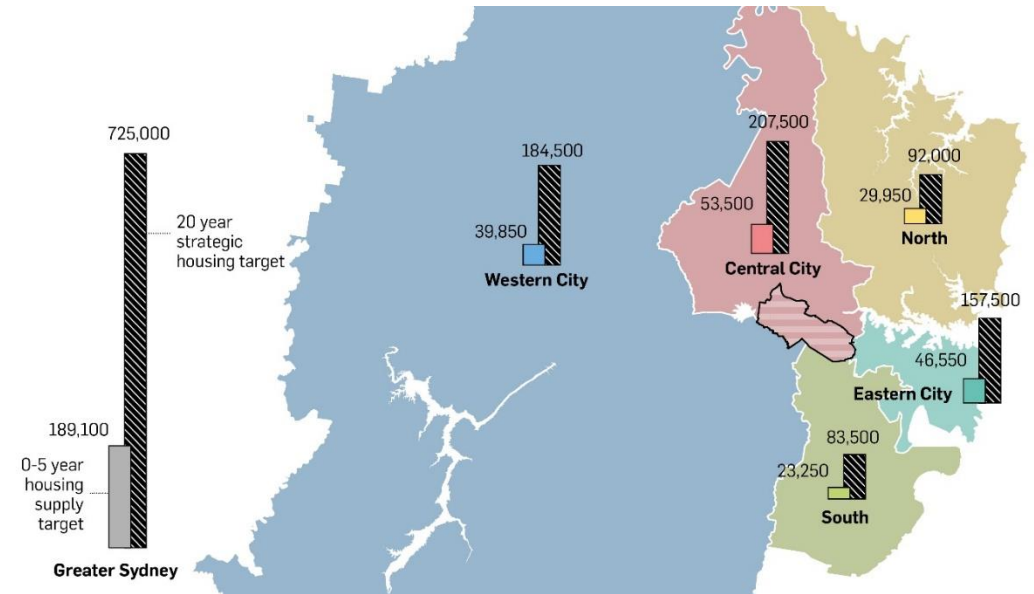
- Western Parkland City;
- Central River City; and,
- Eastern Harbour City.

Cumberland LGA is located within the Central River City, where the population is projected to increase from 1.3 million people to 1.7 million people over the next 20 years.

Directions for the *Metropolis of Three cities* are based around a framework of liveability, productivity and sustainability. As the population of Greater Sydney is projected to grow to 8 million over the next 40 years, housing supply and choice will need to increase to meet the growing and changing needs of the community.

Some 725,000 additional homes will be needed in Greater Sydney by 2036 to meet demand based on current population projections as shown in **Figure 21**.

Figure 21 – GSC Housing Targets



Source: NSW DPE, Urbis

The Plan sets out Objectives and Actions in relation to housing under Directions for Liveability. Those relevant to this study are set out in **Table 11**.

Table 11 – Housing Objectives, Metropolis of Three Cities

Direction	Objective	Strategies/Actions
<i>Housing the city - Giving people housing choices</i>	Objective 10: Greater housing supply	Councils to prepare housing strategies
		GSC to develop 6–10-year housing targets
	Objective 11: Housing is more diverse and affordable	Agencies to Implement Affordable Rental Housing Targets
<i>A city of great places - Designing places for people</i>	Objective 12: Great places that bring people together	Place-based Planning
	Objective 13: Environmental heritage is identified, conserved and enhanced	Identify, conserve and enhance environmental heritage

Source: Greater Sydney Commission

The Plan requires Council to prepare housing strategies that:

- Respond to the principles for housing strategies and housing targets published in the District Plans (discussed below);
- Outline how housing growth is to be managed, identify the right locations for additional housing supply in each LGA and inform updates of LEPs;
- Inform updated LEPs that are to be submitted within three years of the finalisation of District Plans.

To support the strategies, the Greater Sydney Commission will work with the council to develop 6-10 year housing targets.

CENTRAL CITY DISTRICT PLAN

The Central City District Plan is a 20-year plan to guide the implementation of the Greater Sydney Regional Plan: *A Metropolis of Three Cities* at a district level and is a bridge between regional and local planning. The District Plan will be a key strategic input to the Local Strategic Planning Statements (LSPS) and preparation of the Cumberland LEP.

Central City District will be the fastest growing District in Greater Sydney over the next 20 years. The population is projected to grow by 31 per cent to 1,521,500 persons, with demand for an additional 207,500 dwellings. This equates to an average annual supply of 10,375 dwellings.

Growth in the past five years has mainly been concentrated in and around centres and along public transport corridors with more than 56 per cent multi-unit dwellings (shop top housing and residential flat buildings).

The District Plan adopts the Objectives set out in the Region Plan (see Table 11) and sets out Planning Priorities such as the following:

C5. Providing housing supply, choice and affordability, with access to jobs, services and public transport.

C6. Creating and renewing great places and local centres and respecting the District's heritage.

The District Plan identifies Cumberland as being within the Greater Parramatta housing market area and indicates that research into housing preferences in Greater Sydney has shown that people generally prefer to remain within their local area.

The District plan specifies that planning for housing needs to consider the type of dwellings required to respond to expected changes in household and age structures. Over the 20 years, within the District:

- Single person households are expected to increase by 81 per cent; and,
- 16 per cent of the District's population will be aged 65 or over.

The District Plan sets the 0–5-year housing supply target for Cumberland at 9,350 dwellings. These five-year targets are generally consistent with known housing approvals and construction activity. The 6–10-year housing targets will be developed iteratively through work undertaken as part of the housing study.

The District Plan also discusses the importance of the role of Local centres, such as Granville, Auburn and Merrylands, in supporting liveability objectives. The Plan indicates that councils will need to consider which centres will be appropriate to accommodate additional housing.

FUTURE TRANSPORT 2056

Future Transport 2056 is an update of NSW’s Long-Term Transport Master Plan. It is a suite of strategies and plans for transport developed in collaboration with the Greater Sydney Commission. The *Greater Sydney Services and Infrastructure Plan* is designed to support the land use vision for Sydney by establishing the specific outcomes.

Greater Sydney transport initiatives impacting on the potential for urban growth and population increases in the Cumberland LGA include the following:

Committed initiatives (0-10 years)

- Sydney Metro West
- Parramatta Light Rail Stage 1 (Westmead to Carlingford)
- WestConnex

Initiatives for investigation (0-10 years)

- Rapid bus link between Bankstown and Parramatta

Initiatives for investigation (10-20 years)

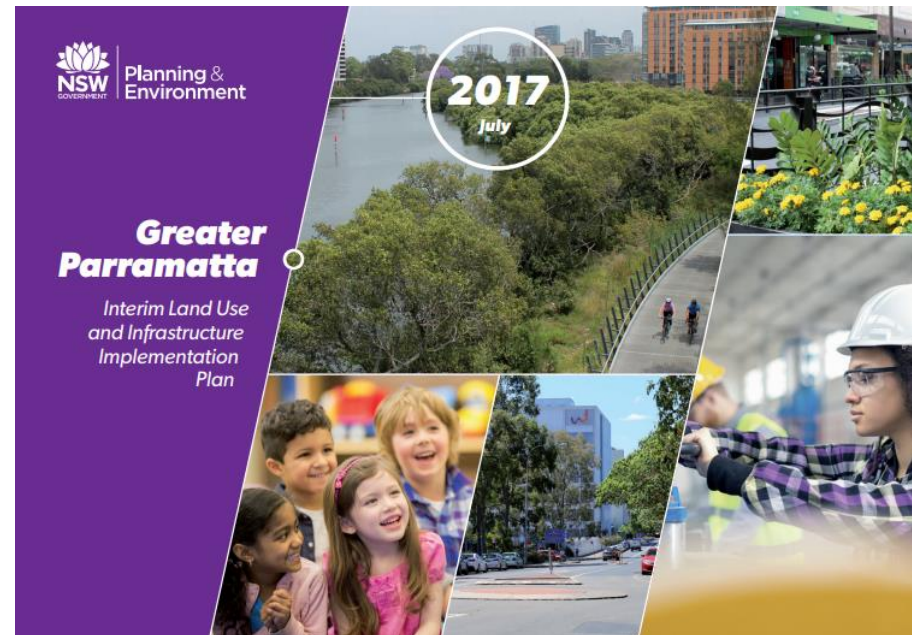
- Need to develop transit corridor between Parramatta and Western Sydney Airport
- Parramatta to Kogarah mass transit/train link
- Parramatta outer ring road

GREATER PARRAMATTA GROWTH AREA

In 2017 the State government announced a Housing Affordability Strategy of which the Premier’s Priority to increase the supply of housing is one part. Accelerating rezoning will speed up the supply of available homes in appropriate areas.

Planned Precincts are being expanded to fast-track the delivery of new homes. These are areas identified by the NSW Government and recognised by the Regional and District Plans as areas with good access to existing and planned transport. These precincts will accelerate the rezoning of land to support new and more diverse developments.

An Interim Land Use and Infrastructure Implementation Plan for the Greater Parramatta Priority Growth Area has been prepared, which includes Westmead Planned Precincts within the Cumberland LGA. The Interim Plan forecasts more than 72,000 new homes are required in the Growth Area and sets out a framework for more detailed planning work. Further planning for Westmead is in the early stages.



PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY 2016

The Parramatta Road Corridor Urban Transformation Strategy envisages 27,000 new homes and 50,000 additional jobs over the next 30 years within the Parramatta Road Corridor, hereafter referred to as the Corridor. The Corridor is defined as “the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth” and is a priority location for the increased housing, economic activity and social infrastructure.

The strategy aims to provide a diverse mix of housing types and choices, including affordable housing and create opportunities for more people to live closer to jobs within the Corridor. The strategy is implemented by a Ministerial Direction under Section 117 of the *Environmental Planning and Assessment Act 1979* to ensure all development within the Corridor is consistent with the strategy. Land within the City of Parramatta and Cumberland LGAs is defined in the strategy as Corridor West.

Reference is made to the following strategic actions which are related to the future housing needs of the Cumberland community:

- Prepare a new Local Housing Study that implements the Parramatta Road Corridor Urban Transformation Strategy’s Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.
- Ensure the community is diverse, with key workers, students, seniors and families.
- A minimum of five per cent of new housing is Affordable Housing.
- The community’s housing needs are met with a mix of dwelling types, sizes and prices.
- Explore incentives such as value sharing.

The Strategy envisages the following future development opportunities and challenges for the Granville and Auburn precincts shown in **Table 12**.

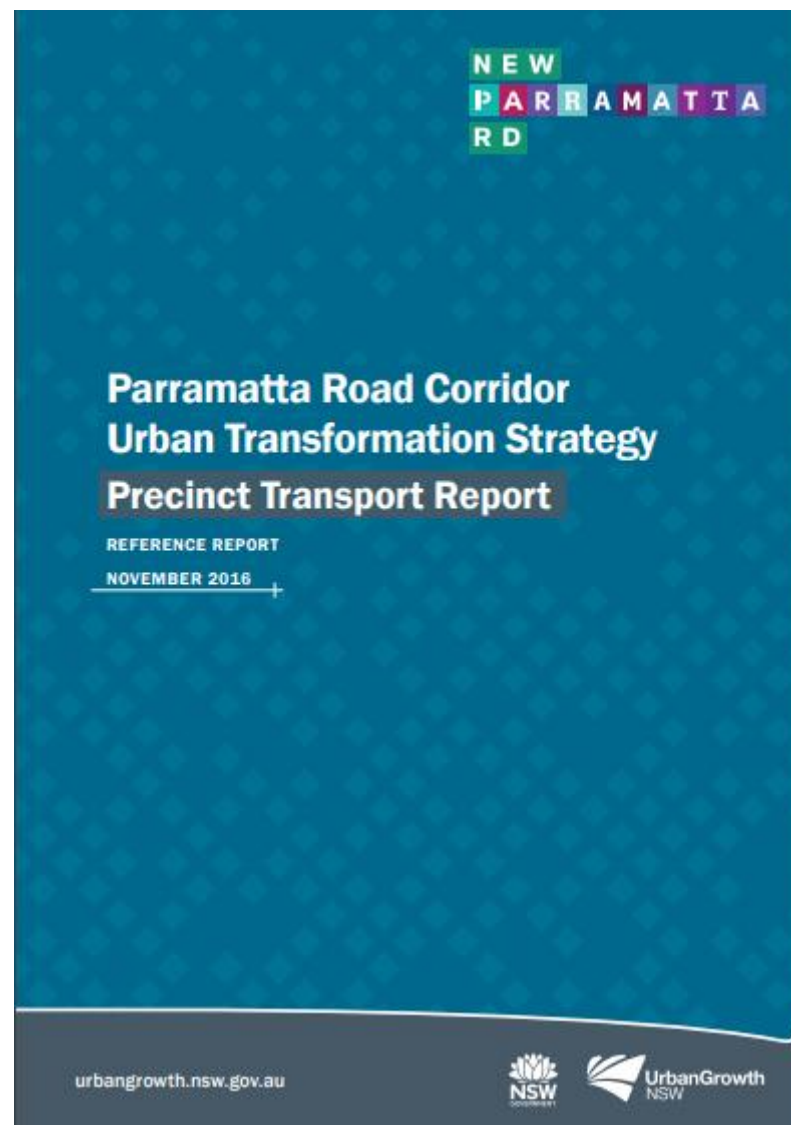


Table 12 – Cumberland Council opportunities in Parramatta Road Corridor Urban Transformation Strategy'

Considerations	Granville	Auburn
Population/housing projections by 2050	<ul style="list-style-type: none"> • 10,700 new people • 5,400 new homes 	<ul style="list-style-type: none"> • 2,200 new people • 1,000 new homes
Urban Renewal Opportunities	<ul style="list-style-type: none"> • Land west of Woodville Road • 'Auto Alley' on Church Street north of Parramatta Road • The land between the rail line and Parramatta Road • The land between Parramatta Road to M4 Motorway 	<ul style="list-style-type: none"> • Land fronting Parramatta Road, Adderley Street, St Hilliers Road, Rawson Road, Highgate Street and Hampstead Road • North Auburn residential area between Braemar Avenue, Karrabah Road, Rawson Street, and St Hilliers Road
Challenges	<ul style="list-style-type: none"> • Fragmented ownership and small lots • Overcoming physical barriers such as Parramatta Road, the M4 Motorway and the Western Rail line • Delivery of new open space under the M4 Motorway 	<ul style="list-style-type: none"> • Fragmented ownership and small lots • Overcoming physical barriers and busy roads, such as Parramatta Road, St Hilliers Road and the M4 Motorway • Interface issues between areas undergoing renewal and long-term employment lands • Presence of key infrastructure such as an intermodal terminal • Perception of safety outside of daylight hours when business activity is reduced.

<p>Key Actions</p>	<ul style="list-style-type: none"> • Non-residential uses fronting Parramatta Road and transitioning to residential towards the north of the Precinct • A new urban plaza adjacent to the railway station • Recognise Granville as one of Sydney's oldest suburbs by preserving and incorporating heritage elements in the built form and streetscape 	<ul style="list-style-type: none"> • Encourage higher density residential uses within reasonable walking catchments of public transport • Capitalise on the existing large lot sizes which can support redevelopment opportunities • Create a series of local activity nodes to support employees • Preserve a green buffer along with parts of Duck River and Haslam's Creek
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The Parramatta Road Corridor Urban Transformation Implementation Plan 2016 – 2023 is a planning tool for short-term growth and change in the Corridor. A 'Precinct Release Process' has been developed to guide how Precincts will be planned and delivered.

SYDNEY GREEN GRID

In acknowledging that green space is a cornerstone of liveability in urban areas, the NSW Government has proposed a network of high-quality green space that aims to connect town centres, public transport hubs and major residential areas. Housing should be provided close to proposed green connections and priority areas.

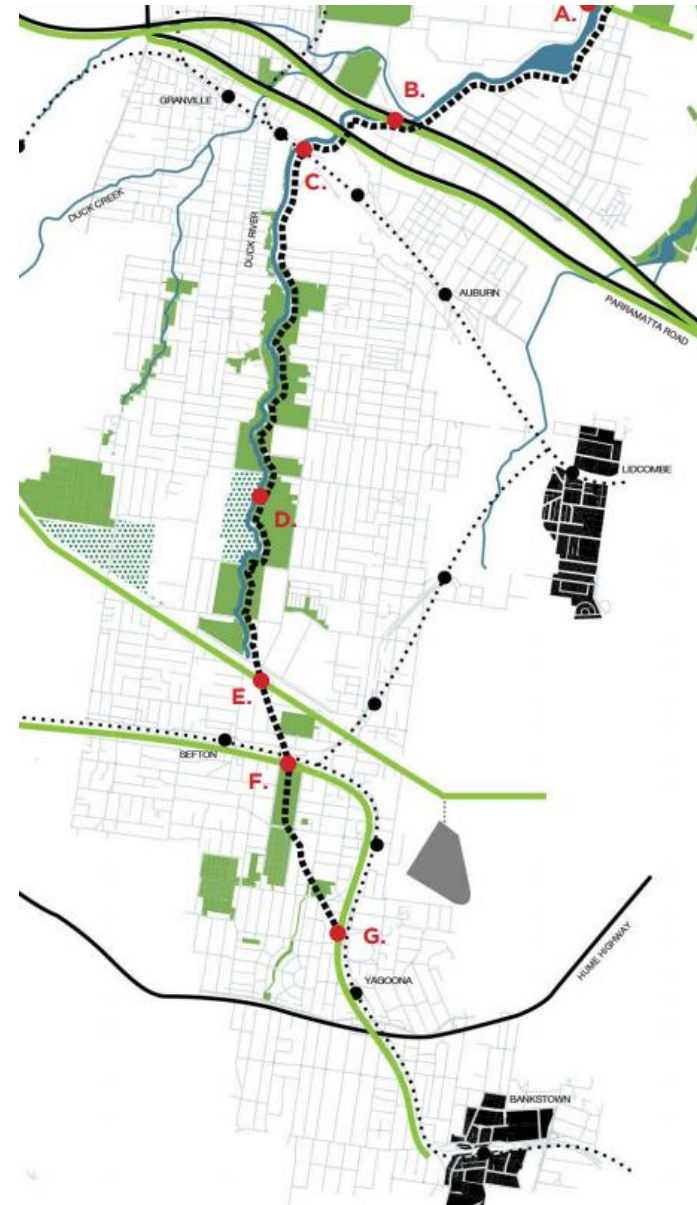
The Duck River Corridor has been identified as a priority project for the Central District which currently provides large amounts of open space and sporting facilities for the neighbouring communities of Granville, Auburn and Bankstown. Parramatta Road also offers opportunities for uplift along the Parramatta Road corridor improving improved north-south green link connectivity between centres, regional open spaces, Parramatta River and the Cooks River. The focus areas have been identified in **Figure 22**.

Figure 22 – GANSW Green Grid, Potential Focus Areas Along the Duck Creek Corridor

Source: Government Architect NSW

POTENTIAL FOCUS AREAS

- A.** Parramatta River and Silverwater Park
- B.** Parramatta Road
- C.** Clyde and Auburn Rail Stations
- D.** Wellington Road Nature Reserve and Auburn Golf Course
- E.** Lower Prospect Pipeline
- F.** Campbelltown Rail Line, Sefton
- G.** Duck River Canal and Maluga Passive Park, Birrong



State Environmental Planning Policies

STATE ENVIRONMENTAL PLANNING POLICY NO 70 – AFFORDABLE HOUSING (REVISED SCHEMES) (SEPP 70)

An objective of the *Environmental Planning and Assessment Act 1979* is to promote the delivery and maintenance of affordable housing. The Act enables councils to levy contributions for affordable housing. SEPP 70 identifies these LGAs. In February 2019, SEPP 70 was expanded to include all councils across NSW.

The council may prepare an affordable housing contribution schemes and amend the LEP to reference the scheme. The NSW Government has developed a guideline for councils to help prepare schemes.

STATE ENVIRONMENTAL PLANNING POLICY (AFFORDABLE RENTAL HOUSING) 2009 (AFFORDABLE HOUSING SEPP)

The Affordable Housing SEPP was introduced to facilitate an increased supply and diversity of affordable rental and social housing. The SEPP makes provisions for the permissibility and development controls for housing types including in-fill affordable housing (villas, townhouses, apartments), along with secondary dwellings (granny flats), boarding houses, group homes, social housing and supportive accommodation.

STATE ENVIRONMENTAL PLANNING POLICY NO 65 – DESIGN QUALITY OF RESIDENTIAL APARTMENT DEVELOPMENT (SEPP 65).

SEPP 65 aims to deliver better apartment design for the benefit of residents and streetscapes and establishes a consistent approach to the design and assessment of apartment developments. The policy is supported by the Apartment Design Guide, which provides design criteria and general guidance about how development proposals can achieve the nine design quality principles identified in SEPP 65.

STATE ENVIRONMENTAL PLANNING POLICY (HOUSING FOR SENIORS OR PEOPLE WITH A DISABILITY) 2004 (SENIORS SEPP)

The Seniors SEPP aims to facilitate the development of housing for seniors and people with a disability in a way that balances the growing demand for suitable accommodation with the need to maintain the local character of neighbourhoods.

STATE ENVIRONMENTAL PLANNING POLICY (BUILDING SUSTAINABILITY INDEX: BASIX) 2004

The Policy requires a BASIX certificate with lodgement of a development application for a new home or alteration and additions. BASIX aims to deliver equitable, effective water and greenhouse gas reductions across the state. BASIX encourages a reduction of energy use through specific design strategies for lighting, heating, cooling and ventilation.

STATE ENVIRONMENTAL PLANNING POLICY (EXEMPT AND COMPLYING DEVELOPMENT CODES) 2008 (CODES SEPP).

The Codes SEPP makes provisions for exempt and complying development. Exempt development is very low impact development that does not need any planning or building approval but must comply with the Building Code of Australia. Complying development is a fast track approval process for straightforward residential, commercial and industrial development. Development that meets specific criteria can be issued with a certificate from an accredited certifier. This includes the construction of a new dwelling house and alterations/additions to a house.

A new Low-Rise Medium Density Housing Code and Low-Rise Medium Density Design Guide have been introduced to encourage more low rise medium density housing. The Code allows one and two storey dual occupancies, terraces, townhouses, and manor homes as complying development. The Code was introduced in July 2018 but many councils, including Cumberland Council, have been granted a deferral until 1 July 2019.

STATE ENVIRONMENTAL PLANNING POLICY (URBAN RENEWAL) 2010 (URBAN RENEWAL SEPP)

The urban renewal SEPP aims to establish the process for assessing and identifying sites as urban renewal precincts and to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts.

The Granville Growth Centre is identified in the Urban Renewal SEPP. However, it has since been incorporated into the implementation of the Parramatta Road Corridor Urban Transformation Strategy, discussed below. Accordingly, the provisions of the Urban Renewal SEPP no longer apply to the centre due to a Ministerial Direction.



Local Environmental Plans

Local Environmental Plans (LEPs) set the directions for land use by guiding development, planning decisions and protecting natural resources. Cumberland LGA is currently subject to three LEPs following council amalgamations in 2016. The following LEPs apply to development within the Cumberland Council area:

PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2011

The Parramatta Local Environmental Plan 2011 (PLEP) sets the land use policies and development controls largely for the Granville area of the LGA.

The zones shown in **Table 13** allow residential accommodation:

Table 13 – PLEP residential Zones

Zoning	General Explanation
R1 General Residential	Permits 2 storey dwellings, townhouses and apartments
R2 Low-Density Residential	Permits 2 storey dwellings
R3 Medium Density Residential	Permits 2 storey dwellings and townhouses
R4 High-Density Residential	Permits 2 storey dwellings, townhouses and high-rise apartments
E3 Environmental Management	Permits 2 storey dwellings

Also, the following zones allow residential development of varying scales in the form of shop top housing:

- R1 General Residential
- R4 High-Density Residential
- B1 Neighbourhood Centre

- B2 Local Centre
- B4 Mixed Use

HOLROYD LOCAL ENVIRONMENTAL PLAN 2013

The Holroyd Local Environmental Plan 2013 (HLEP) sets the land use policies and development controls for the former Holroyd Council area to the north-west of the Cumberland LGA.

The zones shown in **Table 14** allow residential accommodation:

Table 14 – HELP Residential Zones

Zoning	General Explanation
R2 Low-Density Residential	Permits 2 storey dwellings
R3 Medium Density Residential	Permits 2 storey dwellings and townhouses
R4 High-Density Residential	Permits 2 storey dwellings, townhouses and high-rise apartments
R4 High-Density Residential	Permits 2 storey dwellings, townhouses and high-rise apartments

Also, the following zones allow residential development in the form of shop top housing:

- R4 High-Density Residential
- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use

AUBURN LOCAL ENVIRONMENTAL PLAN 2010

The Auburn Local Environmental Plan 2010 (ALEP) sets the land use policies and development controls for the former Auburn Council area to the south-east of the Cumberland LGA.

The zones shown in **Table 15** allow residential accommodation:

Table 15 – ALEP Residential Zones

Zoning	General Explanation
R2 Low Density Residential	Permits 2 storey dwellings
R3 Medium Density Residential	Permits 2 storey dwellings and townhouses
R4 High Density Residential	Permits 2 storey dwellings, townhouses and high-rise apartments
B1 Neighbourhood Centre	Permits high rise apartments
B2 Local Centre	Permits high rise apartments
B4 Mixed Use	Permits high rise apartments
E3 Environmental Management	Permits 2 storey dwellings

In addition, the following zones allow residential development in the form of shop top housing:

- R4 High Density Residential
- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use

Development Control Plans

LEPs are supplemented by development control plans (DCPs). DCPs provide more detailed planning guidelines and design guidance for new development, which need to be considered when preparing a development application. The development controls include setbacks, urban design, stormwater drainage, landscaping, parking and access. As with LEPs, Cumberland LGA is currently subject to three DCPs. The following DCPs apply to development within the Cumberland LGA.

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011

Parramatta Development Control Plan (PDCP) includes specific controls for:

- Dwelling houses, dual occupancies and secondary dwellings
- Attached dwellings, multi-dwelling housing and residential flat buildings
- Shop top housing.

Guildford Precinct, Granville Precinct and Granville Town Centre are identified as special precincts and contain additional controls for residential development within these precincts. A portion of the Granville Town Centre Precinct falls within the Cumberland Council LGA. Additional controls are included for a residential zone around Memorial Park.

HOLROYD DEVELOPMENT CONTROL PLAN 2013

Holroyd Development Control Plan (HDCP) includes specific controls for:

- Dwelling houses, dual occupancies and secondary dwellings
- Attached dwellings, multi-dwelling housing and residential flat buildings
- Shop top housing.

Site-specific controls exist for several areas which apply additional or varied controls.

AUBURN DEVELOPMENT CONTROL PLAN 2010

Auburn Development Control Plan (ADCP) includes specific controls for:

- Dwelling houses, dual occupancies and secondary dwellings
- Attached dwellings, multi-dwelling housing and residential flat buildings
- Shop top housing.

Site-specific controls exist for several areas which apply additional or varied controls within these areas.

Council Strategies and Plans

WENTWORTHVILLE CENTRE REVITALISATION PROJECT

Council has developed a new planning strategy for Wentworthville Centre to help facilitate revitalisation. This includes a Wentworthville Planning and Placemaking Strategy, exhibited in 2015, which has the following vision:

“A progressive, colourful, vibrant and engaging local centre that is comfortable and well connected to the surrounding area and facilities. Wentworthville Centre will be a great place to live and shop; to stay”.

Community feedback provided directions which form the foundation for planning for revitalisation for the centre, including a Direction for residential development with the community supporting high quality mid-rise residential redevelopment, particularly in and around the station.

A planning proposal and detailed planning controls were placed on public exhibition between May and July 2019.

CUMBERLAND COMMUNITY STRATEGIC PLAN 2017-27 (CCSP)

This CCSP sets out the community’s vision for the future; the strategies in place to achieve it, and how progress towards or away from the vision will be measured. Priority areas that resulted from the community engagement program which were:

- A sense of community and liveability of the area
- Safety
- Equality and access to infrastructure and services
- High quality and a diverse range of green space
- Jobs
- Education
- A strategic approach to planning and development that results in positive outcomes for the community
- Positive leadership based on community involvement in decision making
- Cleanliness



DRAFT WOODVILLE ROAD STRATEGY 2015

The Draft Woodville Road Strategy reviewed the existing land use pattern and built form of the corridor, identified strategic opportunities and constraints and recommended future development options and built forms.

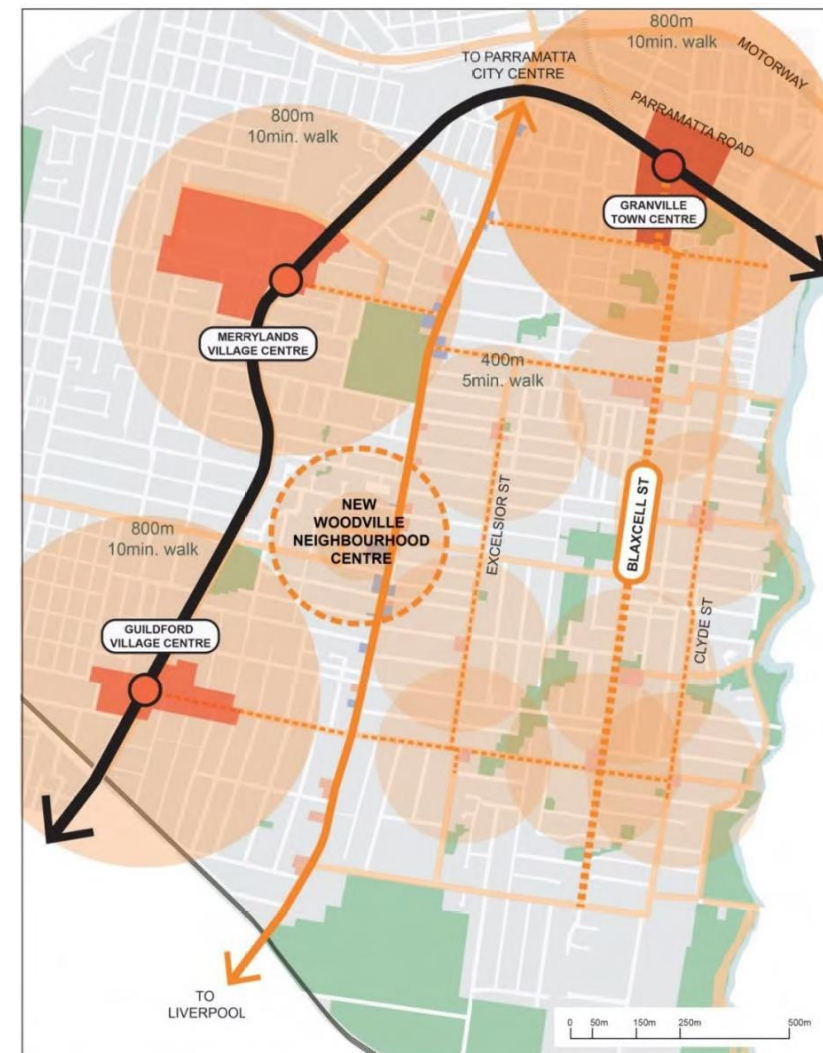
Key objectives of the Strategy which relate to the future housing needs of the Woodville Road locality and greater Cumberland area include:

- A change in land use and density will facilitate an acceleration housing growth and the creation of Parramatta's future inner-city neighbourhoods, co-locating employment and housing.
- Woodville Road functions as a major north-south connection, servicing 40,000 vehicles per day. Any proposed changes must consider the impacts to amenity and implement measures to ensure traffic flow continues as efficiently as possible along Woodville Road.
- Existing controls have left a legacy of various development types dispersed in an ad-hoc pattern. Increases to housing density should occur in specific nodes in close proximity to the Parramatta City Centre and other local centres.
- Create a neighbourhood centre for residents along Woodville Road currently underserved by existing centres.
- Potential connections through the Western Sydney Light Rail network should be identified.

The City of Parramatta Council adopted a new draft planning framework for Woodville Road including key changes to the current LEP and DCP controls based on the vision and objectives of the Woodville Road Strategy. Rezoning is proposed for R4 High Density Residential for most properties fronting Woodville Road and B4 Mixed Use zones for key nodes and the proposed neighbourhood centre, illustrated in **Figure 23**.

The strategy identified the development potential of 264 Woodville Road, Merrylands as a likely neighbourhood centre. A planning proposal seeking to rezone land on Woodville Road, Merrylands, and to increase height and FSR controls was lodged by Parramatta City Council in March 2015. In February 2019, Cumberland Council resolved to proceed with the rezoning of land at 264 Woodville Road, Merrylands (the former John Cootes site), from part R2 Low Density Residential and part B6 Enterprise Corridor to B4 Mixed Use, in line with the Gateway Determination issued in June 2016.

Figure 23 – Woodville Road Strategy, Proposed Neighbourhood Structure



Source: City of Parramatta Council

DRAFT AUBURN AND LIDCOMBE TOWN CENTRES STRATEGY 2016

This Draft Strategy seeks to provide an approach to facilitate a vision for the future Auburn and Lidcombe Town Centres that recognise their role in the centres hierarchy. A review of the permitted heights for Auburn and Lidcombe town centres was first initiated by Council resolution on 16 April 2014 in response to a DA proposal for land in Auburn Town Centre, which highlighted that the heights and FSRs in the two centres were poorly aligned. The draft strategy was put on hold due to the amalgamation of Council and was reported to the Cumberland IHAP on 17 November 2016.

The Strategy supports the provision of an increased range of heights in Lidcombe and Auburn Town Centres, accompanied by some amendments to zoning and FSR, to facilitate the improved urban design and the economic growth of the town centres, including public domain improvements in the future.

An updated Auburn and Lidcombe Town Centres Planning Controls Strategy was reviewed at the Ordinary Council Meeting on 17 April 2019. The new strategy aims to inform the preparation of a planning proposal to amend zoning, floor space and height controls for Auburn and Lidcombe Town Centres to be implemented in the new Cumberland LEP and guide future amendments to Cumberland DCP.

Further work is underway on the recommendations for both town centres.

The key elements of the strategy for both centres include:

- Retention of existing floor space ratios in precincts where a reduction was proposed, as development has proceeded in these precincts under the current controls
- Changes to maximum heights for some precincts to allow for improved building design while maintaining the existing floor space ratios at these precincts
- Minor changes to zonings and/or floor space ratios for some precincts to better support the activation of specific precincts
- Recommendations, including future investigation of design excellence and value capture mechanisms to identify areas where additional height may be permitted, subject to certain provisions.

Figure 24 – Auburn Local Centre Indicative View



Image Source: Cumberland Council

Housing Vision

“To promote the sustainable growth of Cumberland over the next 20 years with a key focus on providing housing diversity and affordability, a vibrant and safe place for the community to live and work which supports the 30-minute city”

2. Evidence



2.1. Demographic Overview

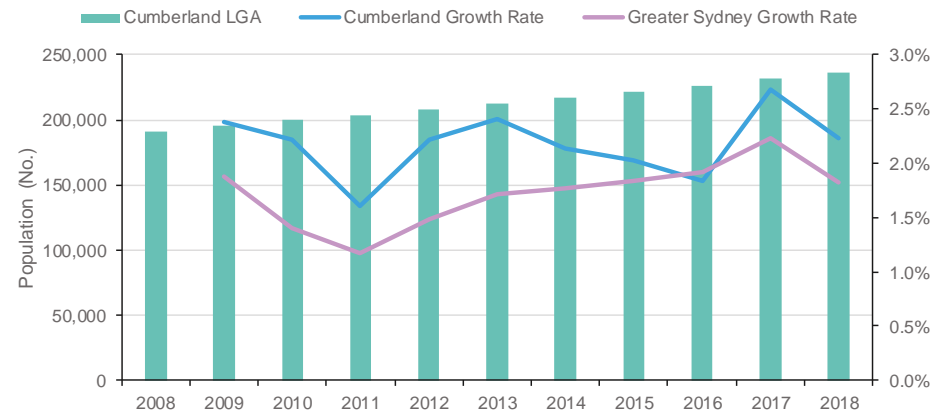
2.1.1. Historic population growth

Chart 1 outlines the historic population growth in the Cumberland LGA over the past decade. The key findings include:

- The population of Cumberland LGA increased from approximately 190,000 in 2008 to 235,000 in 2018, reflecting a strong average annual growth rate of 2.2% over the period. This is above the average annual growth rate for Greater Sydney of 1.7%.
- The localities with the highest growth over the last five years were
 - Pemulwuy (10.8% p.a.)
 - Lidcombe (South) – Rookwood (6.4% p.a.)
 - Girraween – Toongabbie (4.9% p.a.)
- Lidcombe has had strong population growth over the last seven years driven by new apartment stocks completed in close proximity to the train station. There has also been strong growth in population for Pemulwuy, Girraween and Toongabbie due to new houses and townhouses being developed in the area.

Chart 1 – Historic Population

2008 – 2018



Source: ABS Census 2016

2.1.2. Current population

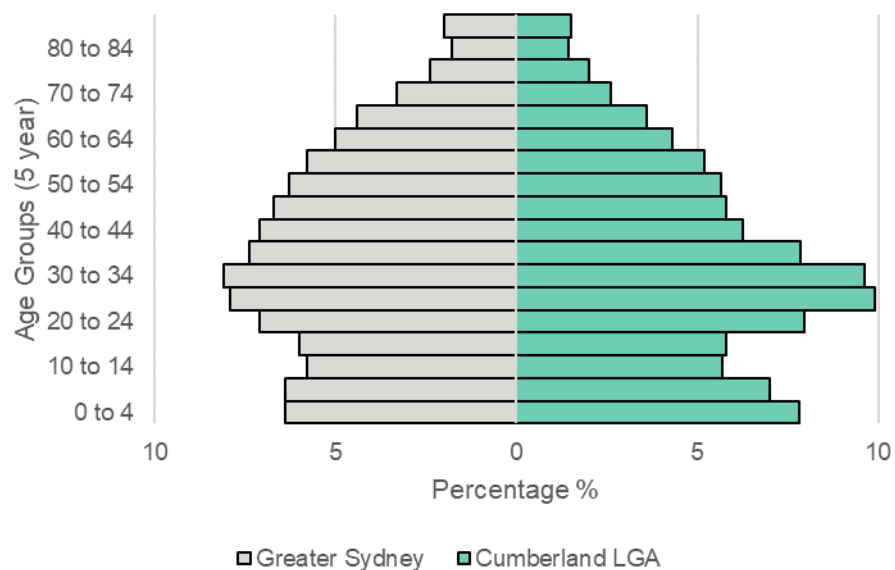
CURRENT AGE STRUCTURE

Chart 2 shows the five year age group structure for Cumberland LGA and Greater Sydney for 2016. The key findings include:

- Greater Sydney had a more even distribution of population across the five year age groups compared with Cumberland LGA.
- Cumberland LGA had high proportions of young children and young adults, with a lower proportion of the population age 40 years or over (38.3%) when compared with Greater Sydney (44.8%).
- Young adults who were 20 to 39 years of age represented 35.2% of the population. In comparison, the 20 to 39 age group in Greater Sydney represented 30.5% of the population.
- Cumberland LGA also had a higher proportion of young children (14.8%) in the 0 to 9 age group when compared with Greater Sydney (12.8%).



Chart 2 – Five year age groups



Source: ABS Census 2016

CURRENT HOUSEHOLDS

Table 16 shows there were 67,815 occupied private dwellings in Cumberland LGA in 2016, with 213,057 people occupying these dwellings. This equates to an average household size of 3.1, which is larger than Greater Sydney’s average household size of 2.8.

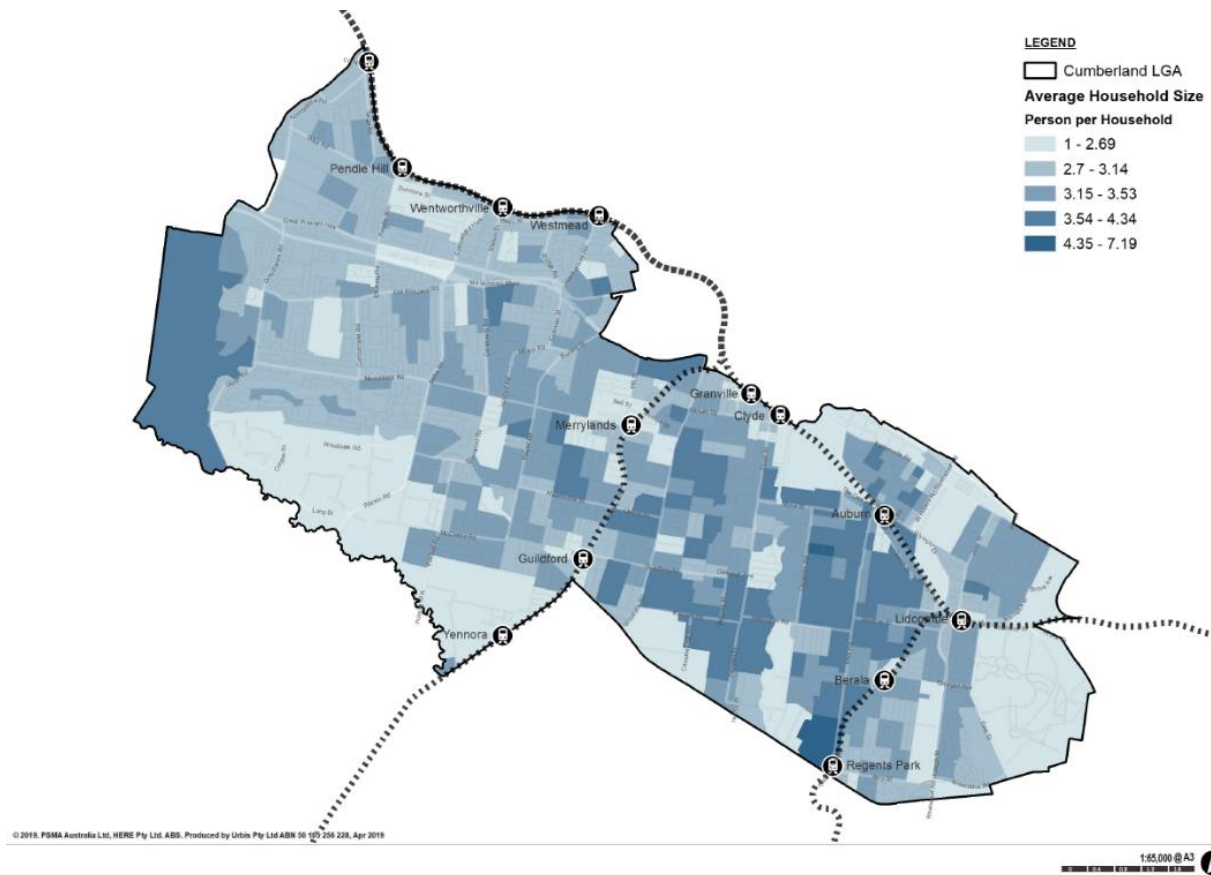
Table 16 – Average Household Size - Cumberland LGA and Greater Sydney

Dwellings	Cumberland LGA	Greater Sydney
Occupied private dwellings	67,815	1,855,734
Persons in occupied private dwellings	213,057	4,473,142
Average household size (persons per dwelling)	3.1	2.8

Source: ABS Census 2016

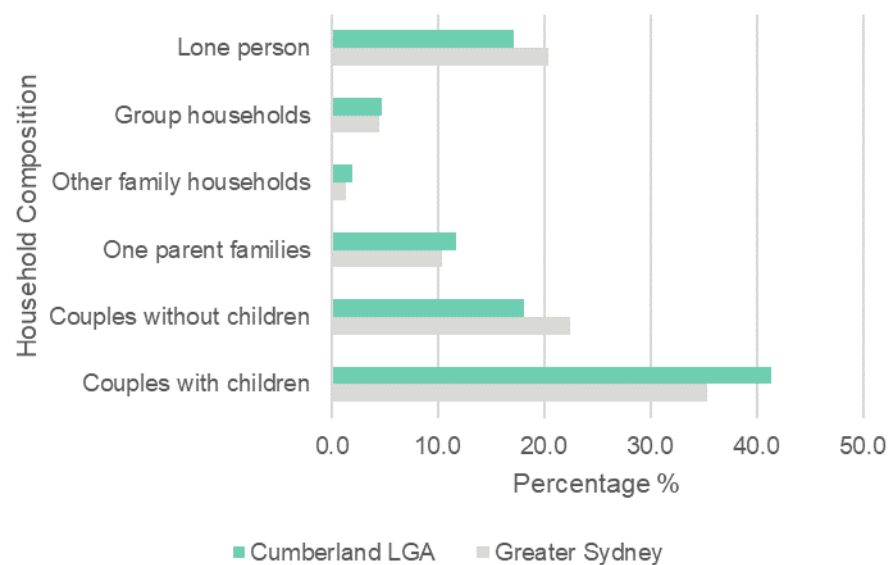
- Lower average household sizes are clustered around the suburbs of Greystanes, Wentworthville and the southern part of Lidcombe. Westmead and Lidcombe are suburbs on the train line and have higher density housing near train stations which may attract young couples, lone persons or small families.
- Figure 25 shows the average size of households across Cumberland LGA.
- Larger households are clustered around established suburbs of Regents Park, Auburn, Berala and South Granville. These suburbs also have high levels of cultural diversity, with 40% or more of the population born overseas.
- The relatively new suburb of Pemulwuy is characterised by larger average household size. This may be related to the development of new housing estates in the area, targeting larger families. The suburb is not as culturally diverse as other suburbs in the Cumberland LGA.
- Lower average household sizes are clustered around the suburbs of Greystanes, Wentworthville and the southern part of Lidcombe. Westmead and Lidcombe are suburbs on the train line and have higher density housing near train stations which may attract young couples, lone persons or small families.

Figure 25 – Average household size Cumberland LGA, 2016



Source: ABS Census 2016; Urbis

Chart 3 – Household types



Source: ABS Census 2016

Chart 3 above shows household types in Cumberland LGA and Greater Sydney in 2016. Key findings include:

- Cumberland LGA was characterised by high proportions of family households. Couples with children represented over 40% of the population, which is higher than Greater Sydney (35.3%).
- There was also a higher proportion of one parent families in Cumberland LGA (11.8%) than in Greater Sydney (10.4%).
- Approximately one-quarter of households in the Cumberland LGA are lone person, which is less than the Greater Sydney (20.4%) average.

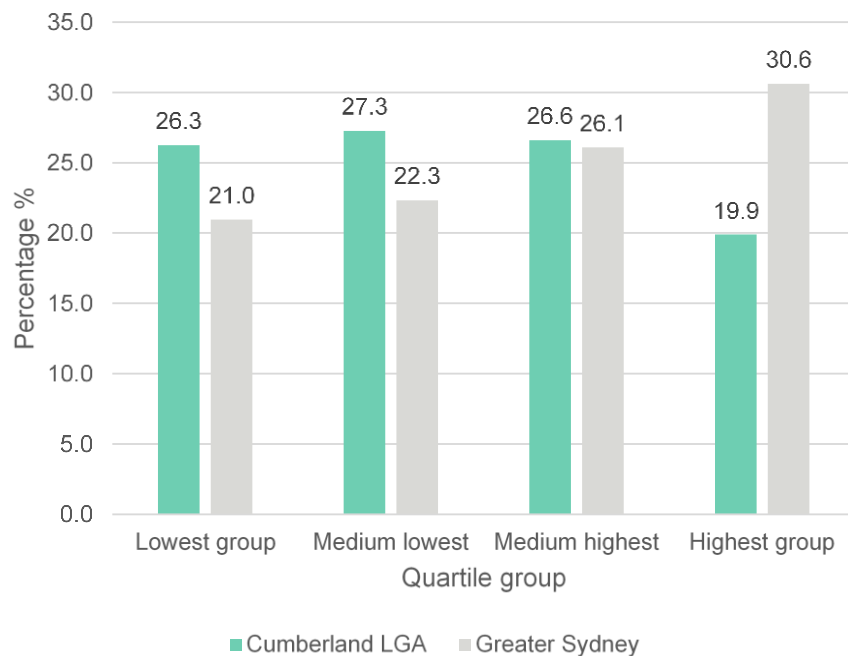


CURRENT HOUSEHOLD INCOMES

Chart 4 below shows the current household incomes in Cumberland LGA and Greater Sydney. Key findings include:

- The 'medium lowest' quartile group was the largest group in 2016, representing 27.3% of households with income.
- The 'lowest' quartile group in Cumberland LGA is higher than Greater Sydney (26.3% and 21.0% respectively).
- Households in the 'high' quartile group only make up 19.9% of households with income which is over 10% lower than Greater Sydney (30.6%).

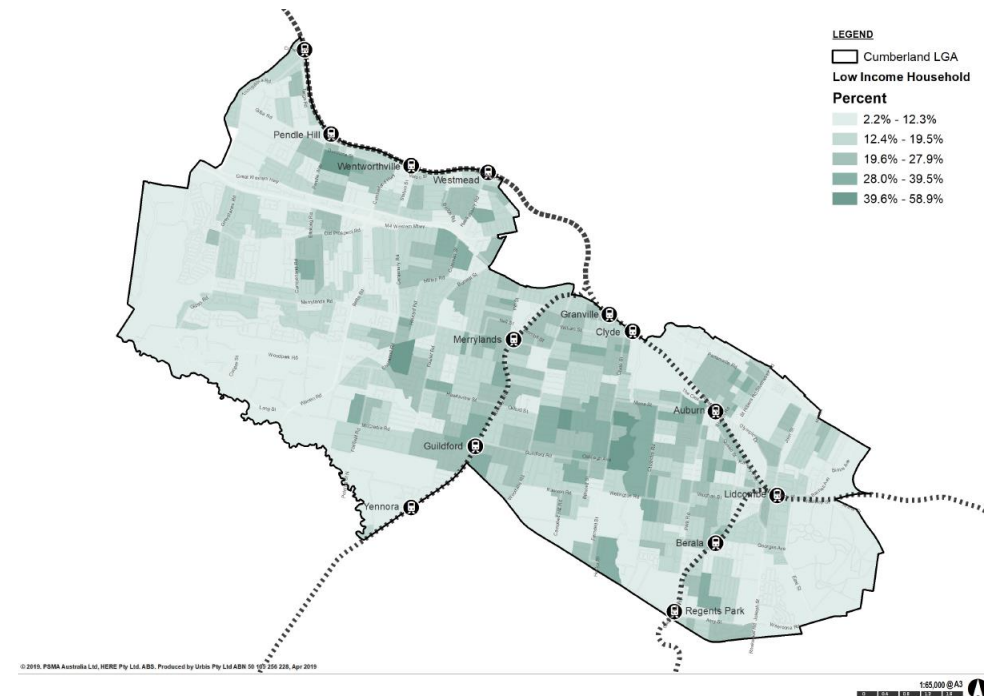
Chart 4 – Household income quartiles



Source: ABS Census 2016; Urbis

Figure 26 below shows the distribution of the 'lowest' quartile group across Cumberland LGA. The map illustrates that low-income households are generally clustered in the suburbs of South Granville, Auburn and Berala. As discussed above, these suburbs are also characteristic of larger average household sizes, suggesting a potential correlation between low income and overcrowded households in these areas.

Figure 26 – Low-income households in Cumberland LGA, 2016



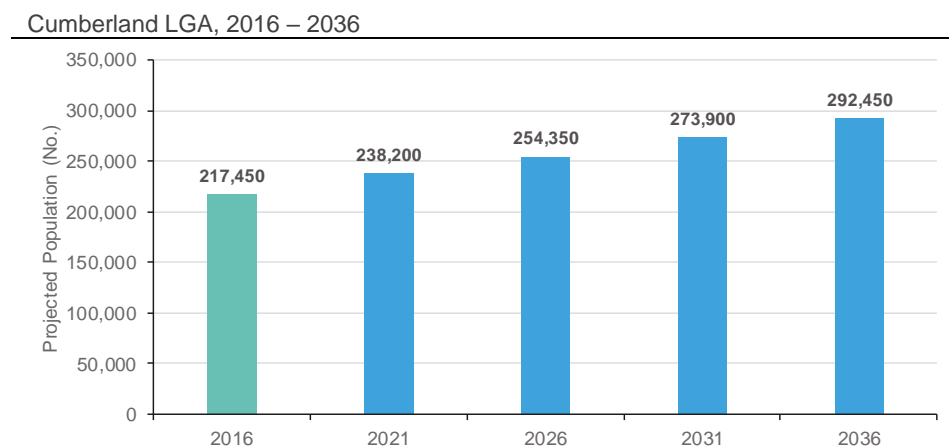
Source: ABS Census 2016; Urbis

2.1.3. Projected population

PROJECTED POPULATION GROWTH

Chart 5 shows the population projections of Cumberland LGA from 2016 to 2036. The population is expected to grow from approximately 217,500 people in 2016 to 292,500 people in 2036, at an average annual growth rate of 1.5%.

Chart 5 – Projected population



Source: NSW Department of Planning; Urbis

Table 17 compares the projected population growth rates for the Cumberland LGA under both Forecast ID and NSW DPE forecasts from 2016 to 2036. The key findings include:

- Forecast ID projects stronger annual population growth between 2016 to 2021 (2.9%) relative to NSW DPE forecasts (1.8%). Over the longer term, however, ID growth rates drop off to 0.8% per annum by 2036. This will result in a lower overall average growth rate of 1.5% per annum from 2016 to 2036. This is the same average annual growth rate forecasted by NSW DPE.
- Forecast ID and NSW DPE both project a lower growth rate for the Cumberland LGA than the Greater Sydney average annual growth rate of 1.6% from 2016 to 2036. This reflects a slowdown in projected population growth in the medium term.

Table 17 – Projected Annual Population Growth

Cumberland LGA and Metropolitan Sydney, 2016 – 2036

Period	Cumberland LGA – Forecast ID	Cumberland LGA – NSW DPE	Greater Sydney – NSW DPE
2016 – 21	2.9%	1.8%	1.8%
2021 – 26	1.5%	1.3%	1.6%
2026 – 31	1.0%	1.5%	1.5%
2031 – 36	0.8%	1.3%	1.5%
2016 – 36 (Average)	1.5%	1.5%	1.6%

Source: NSW Department of Planning, Forecast ID

The suburbs with the strongest projected growth rates are Auburn North (3.2%), Pendle Hill (3.2%) and Wentworthville (3.4%).

PROJECTED AGE STRUCTURE

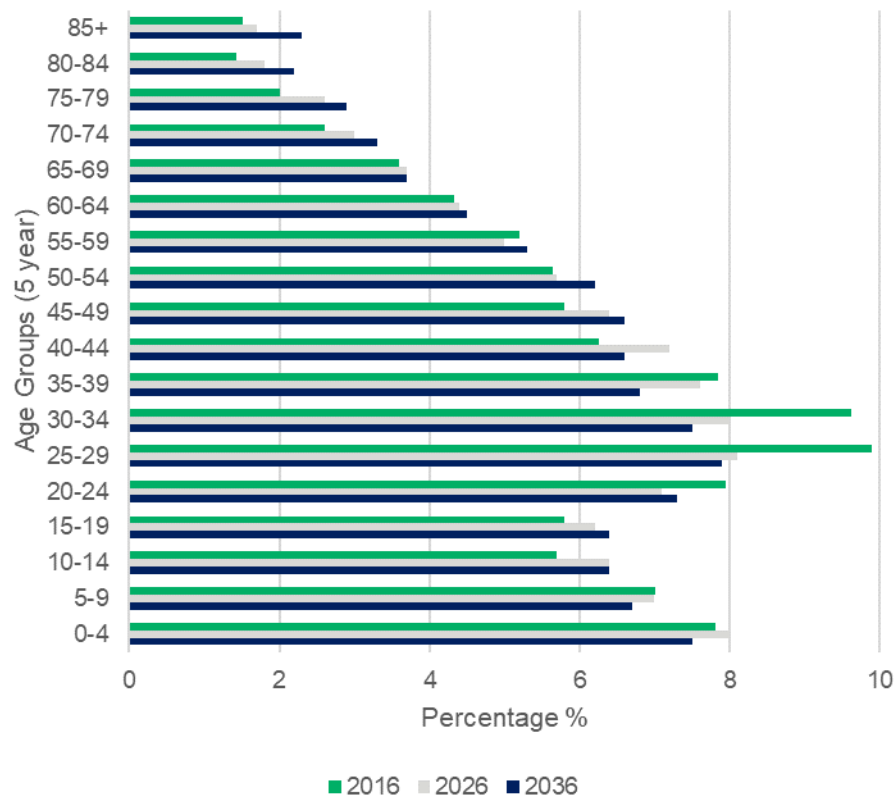
Chart 6 shows the projected population by age for Cumberland LGA and Greater Sydney for 2026 and 2036, compared with the 2016 population. Projections for 2026 and 2036 are based on NSW DPE forecasts. The key findings include:

- Cumberland LGA is projected to experience growth in all age groups, but with a different population age structure in 2036 compared with 2016.
- While Cumberland LGA will still have high proportions of young children and young adults, people aged 0-9 and 20-44 are projected to represent a smaller proportion of the population in 2036.
- In particular, the 20 to 39 age group is projected to make up 29.5% of the population in 2036, compared with 35.2% in 2016.

- The 0-9 age group is projected to represent 14.2% of the population in 2036, which is only slightly less than in 2016 (14.8%).
- As in most places across Australia, Cumberland LGA will experience an ageing population, with the most significant changes in the 75-79, 80-84 and 85+ age groups. These age groups represented 4.9% of the population in 2016 and are projected to represent 7.4% of the population in 2036.

Chart 6 – Ten-year population projections

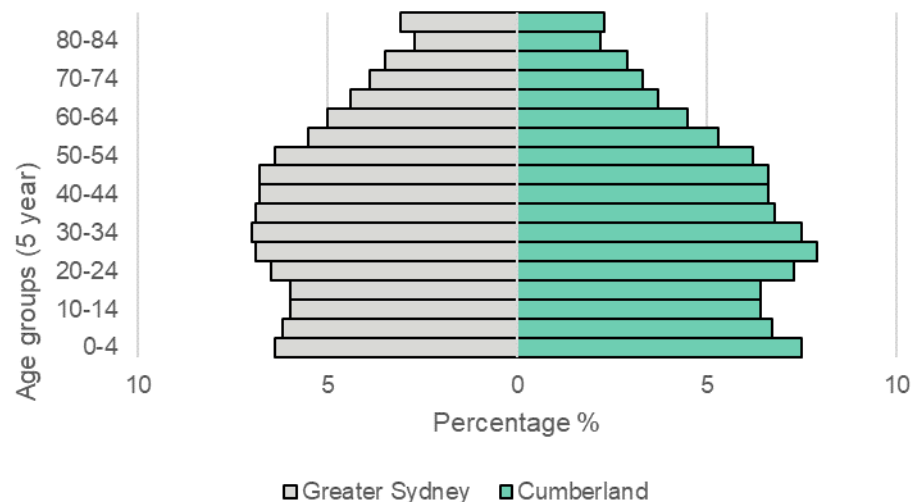
Cumberland LGA, 2016, 2026 and 2036



Source: ABS Census 2016; NSW Department of Planning

Chart 7 – Five year age groups

Cumberland LGA and Greater Sydney, 2036



Source: NSW Department of Planning; Urbis

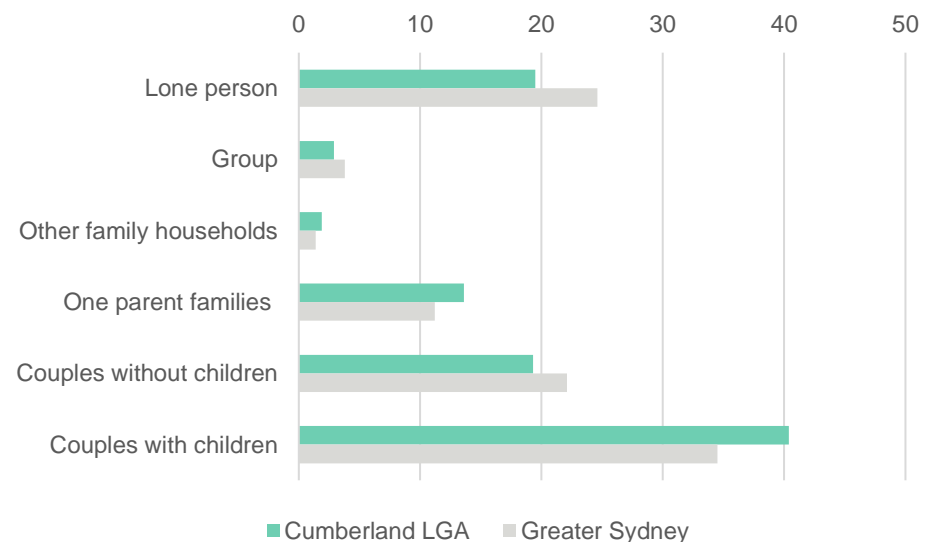
PROJECTED HOUSEHOLDS

Chart 8 below shows the projected household types for Cumberland LGA and Greater Sydney for 2036 based on NSW DPE forecasts. Key findings include:

- Couples with children are projected to remain the most common household type in Cumberland LGA, although experiencing a slight decrease from 41.4% in 2016 to 40.4% in 2036.
- The Cumberland LGA is projected to experience growth in lone person households in 2036, increasing from 17.1% to 19.5%.
- Couples without children will comprise a similar proportion of the population as in 2016, representing 19.3% of households in the Cumberland LGA. This is projected to remain less than the proportion of households in Greater Sydney (22.2%).

Chart 8 – Projected household types

Cumberland LGA and Greater Sydney, 2036



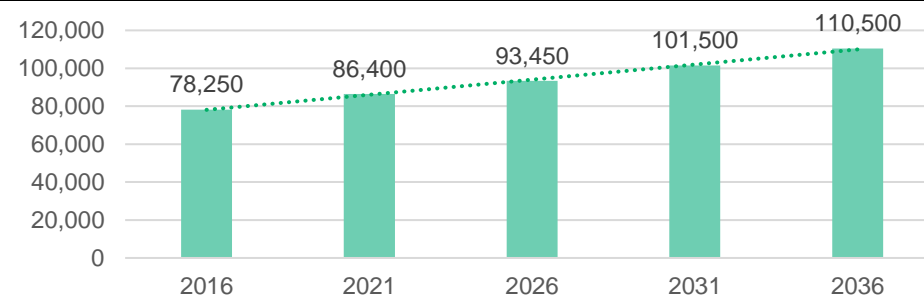
Source: NSW Department of Planning

Chart 9 shows the projected household growth in Cumberland LGA from 2016 to 2036 based on NSW DPE forecasts. Key findings include:

- Cumberland LGA will experience the strongest growth in households between 2016 and 2021, increasing by 10.4% in this time period. Comparatively, Greater Sydney is projected to experience 8.7% growth in households in the same period.
- Cumberland LGA will experience continued household growth from 2016 to 2036 with a projected growth rate of 29.2% in this period. This is slightly higher than the projected growth rate for Greater Sydney of 28.3%.

Chart 9 – Projected households

Cumberland LGA 2016 - 2036



Source: NSW Department of Planning

PROJECTED HOUSEHOLDS AND GROWTH RATE

Table 18 – Cumberland LGA and Greater Sydney, 2016 - 2036

	2016	2021	2026	2031	2036	% change 2016-2036
Cumberland LGA	78,250	86,400	93,450	101,500	110,500	-
Growth rate	-	10.4%	7.5%	7.9%	8.1%	29.2%
Greater Sydney	1,726,900	1,891,500	2,058,350	2,230,600	2,409,300	-
Growth rate	-	8.7%	8.1%	7.7%	7.4%	28.3%

Source: NSW Department of Planning

2.2. Housing Supply

Current Supply

Table 19 shows the changes in dwelling types in the Cumberland LGA from 2011 to 2016. The key findings include:

- Total dwellings increased by 4,835 to around 72,120 in 2016, reflecting an increase of 7.2%.
- Houses have historically accounted for the majority of dwelling supply in the Cumberland LGA, accounting for 55% of total dwellings in 2016.
- The proportion of semi-detached dwellings, flats, units and apartments have increased over the past 5 years. This is noting that a number of town centre locations in the LGA have experienced high density residential development, particularly focused around train stations in Auburn, Lidcombe and Merrylands.

DWELLING TYPES

Table 19 – Cumberland LGA, 2011 to 2016

Dwelling Type	2011	% of Total	2016	% of Total	Change 2011-16 (No.)
House	40,653	60%	39,928	55%	-725
Semi-detached	9,220	14%	11,579	16%	+2,359
Flat, unit or apartment	17,038	25%	19,658	27%	+2,620
Other	205	0%	508	1%	+303
Not applicable	72	0%	70	0%	-2
Not stated	94	0%	374	1%	+280
Total	67,282	100%	72,117	100%	+4,835

Source: ABS Census 2011 and 2016; Urbis

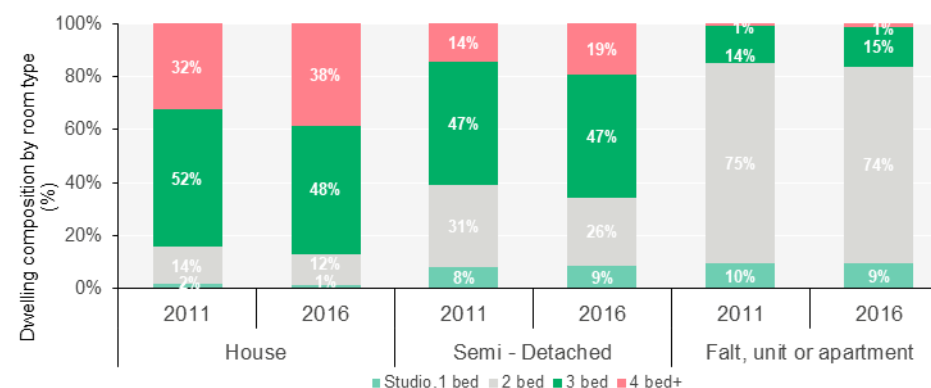
Chart 10 highlights the dwelling composition by number of rooms within the Cumberland LGA. The key findings include:

- Around 86% of houses in 2016 within Cumberland LGA are three and four bedroom dwellings.
- A high proportion of units are two bedroom (74% of total units), followed by three bedroom units (15%), and studios and 1 bedroom units (9%). The

high majority two-bedroom apartment stock is a reflection of buyer preference and the attractiveness to developers as it offers a flexible typology attractive to both owner occupiers and investors.

Chart 10 – Dwelling composition by room type

Cumberland LGA, 2011 and 2016

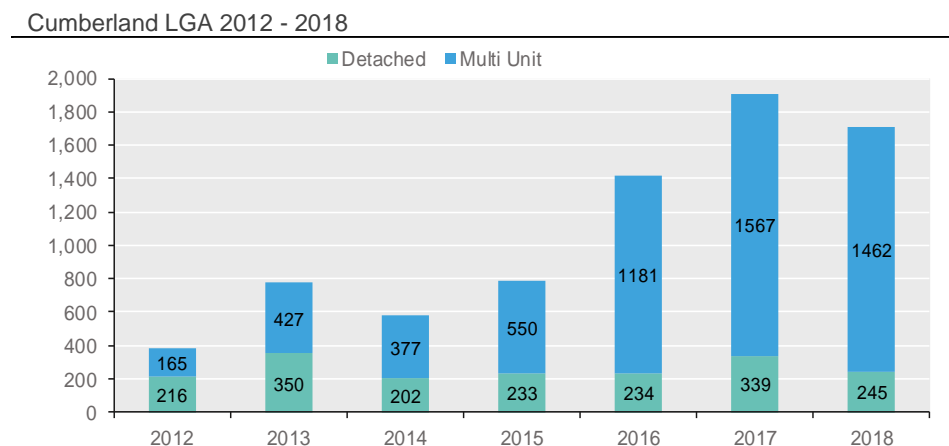


Note: Excludes not applicable, not stated dwellings
Source: ABS Census 2011 and 2016; Urbis

Completions and Approvals

Chart 11 highlights the dwelling completions by dwelling type in the Cumberland LGA from 2012 to 2018. Net dwelling completions in the LGA increased from 381 in 2012 to 1,707 in 2018, which reflected the Sydney housing boom and increased developer activity. The majority of growth was in the multi-unit category with the number of dwellings increasing from 165 in 2012 to 1,462 in 2018. Growth in detached housing remained relatively stable averaging about 260 per year, which reflects the limited land available for new houses.

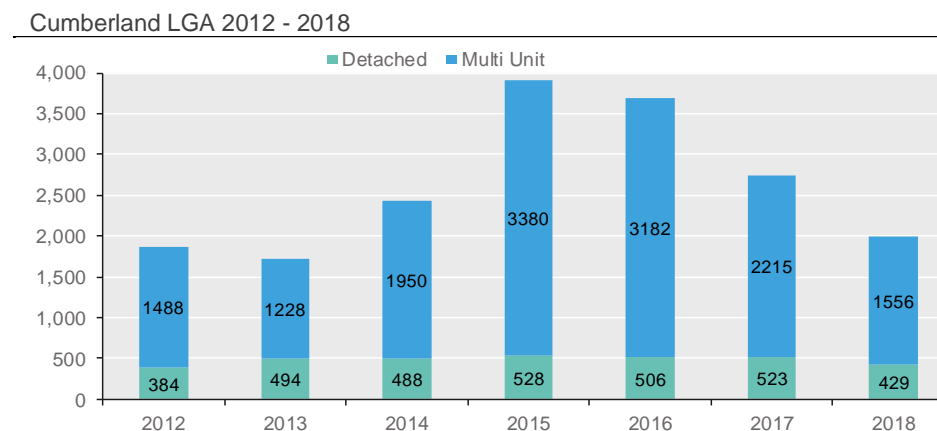
Chart 11 – Dwelling Completions



Note: 2018 is data to September 2018.
Source: NSW Department of Planning

Chart 12 outlines the dwelling approvals by type in the Cumberland LGA from 2012 to 2018. From 2012 to 2015, total dwelling approvals rose from 1,872 to 3,908 before gradually declining to 2,738 in 2017. The majority of growth was in the multi-unit category while detached housing remained relatively stable.

Chart 12 – Dwelling Approvals



Note: 2018 is data to September 2018.

Source: NSW Department of Planning

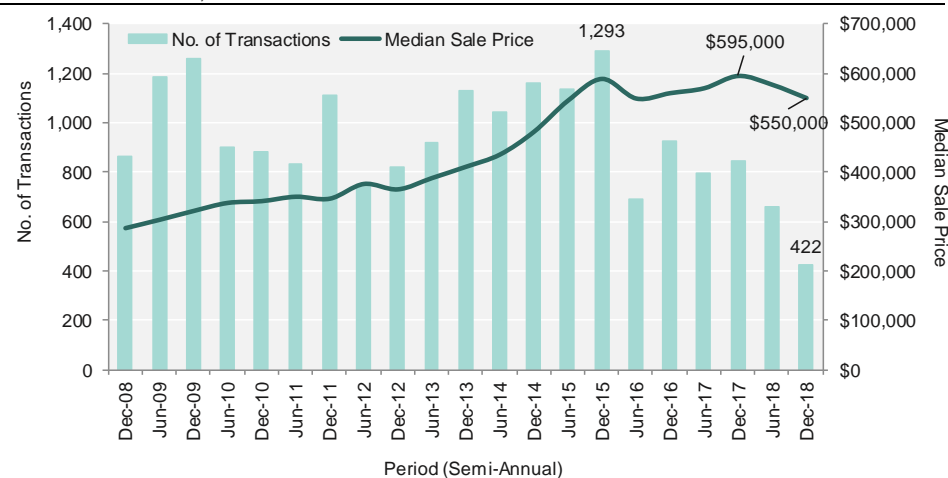
Chart 13 outlines the sales of units in the Cumberland LGA over the past decade. The key findings include:

- The median sale price of units increased from approximately \$285,000 in 2008 to \$550,000 in 2018. This equates to an annual growth rate of 6.8% over the past 10 years based on an average of around 935 settled transactions per annum. Apartment growth has been stronger in Cumberland LGA in comparison to Greater Sydney's annual growth rate of 6.4% over the past decade.
- The Cumberland LGA unit price for the 25th percentile is \$475,000 and the 75th percentile is \$620,000, indicating a relatively tight range in pricing.
- The suburbs currently with the highest median sale price are:
 - Lidcombe (\$744,000), average median price growth of 7.5% per annum over the past five years.
 - Greystanes (\$696,999), average median price growth of 7.3% per annum over the past five years.

- Girraween (\$687,000), average median price growth of 8.9% per annum over the past five years.
- The median sale price within the LGA increased from December 2008 to December 2017 where it peaked at \$595,000 before dipping to \$550,000 in December 2018.
- The number of settled transactions peaked at 1,293 in December 2015 and the lowest number of transactions was 422 in December 2018. The steep drop off in transactions is due to an overall softening of the Sydney housing market, noting that tighter lending conditions have seen an adverse impact on demand over the short term. It is also noted that the sales include settled transactions so do not include off-the-plan sales that are yet to settle.

Chart 13 – Sales cycle – units

Cumberland LGA, December 2008 to 2018



Note: Chart represents transactions of settled sales only and excludes off-the-plan sales
Source: APM PriceFinder; Urbis

Chart 14 outlines the sales of houses in the Cumberland LGA over the past decade. The key findings include:

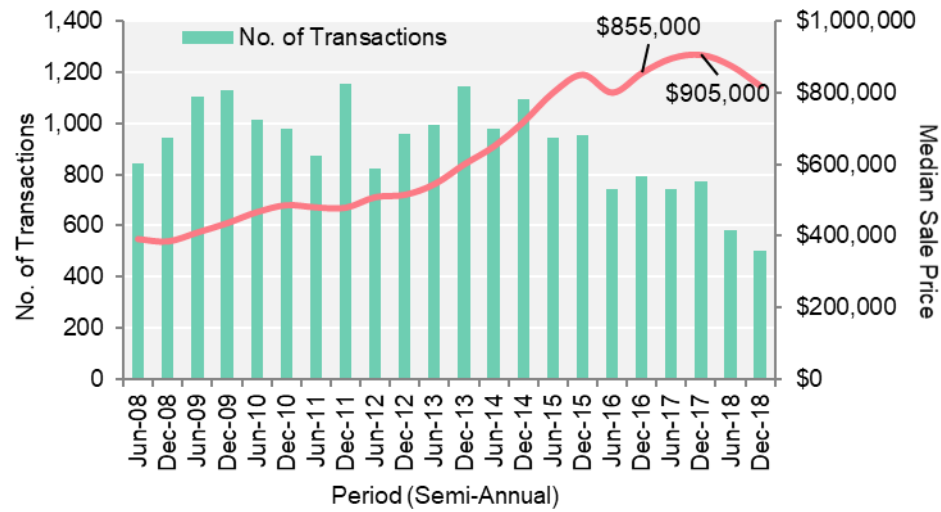
- The median sale price of houses increased from approximately \$385,000 in December 2008 to \$820,000 in December 2018. This equates to an average annual growth rate of 7.8% over the past 10 years based on an

average of around 915 settled transactions per annum. Housing growth has been stronger in Cumberland LGA in comparison to Greater Sydney's annual growth rate of 7.0% over the past decade.

- The Cumberland LGA house price for the 25th percentile is \$730,000 and the 75th percentile is \$940,000.
- The suburbs currently with the highest median sale price are:
 - Westmead (\$1,235,000), recording average median price growth of 10.6% per annum over the past five years.
 - Lidcombe (\$1,155,000), recording average median price growth of 10.4% per annum over the past five years.
 - Mays Hill (\$1,042,500), recording average median price growth of 6.0% per annum over the past five years.
- The median sale price has smoothly increased from December 2008 to the second half of 2017, where it peaked at \$905,000 before dipping to \$818,000 in December 2018. The number of transactions peaked at 1,156 in December 2011, while the lowest number of transactions was 504 in December 2018.

Chart 14 – Sales cycle – houses

Cumberland LGA, December 2008 to 2018



Source: APM PriceFinder; Urbis

Rental Market

As of February 2019, vacancy rates for postcodes within the Cumberland LGA ranged from 2.3% to 3.9%, with the Metropolitan Sydney vacancy rate sitting at 3.2%. The postcode 2145 (including the suburbs of Westmead, Pendle Hill, Pemulwuy, Wentworthville, South Wentworthville, Girraween, Greystanes and Mays Hill) has the highest vacancy rate of 3.9% in the Cumberland LGA. Vacancy rates in the middle ring of Sydney have increased from 2.6% in March 2018 to 5.1% in December 2018 as a result of significant numbers of new apartment buildings being completed and the market taking more time to absorb the new stock. There has been a correction in the vacancy rate as it gradually declined to 3.6% in February 2019.

As a rule of thumb, a vacancy rate of 2.5 to 3.5% is indicative of a rental market that is in equilibrium. A vacancy rate of under 2.5% indicates a rental market that is below equilibrium and can result in rental growth. A vacancy rate of over 3.5% is indicative of excess rental properties that can sometimes result in landlords lowering rents and relaxing lease terms.

As of December 2018, median rents in Cumberland LGA as provided by the NSW Department of Family and Community Services were:

- \$345 for a 1 bedroom unit
- \$430 for a 2 bedroom unit
- \$508 for a 3 bedroom house
- \$533 for a 3 bedroom townhouse.

Key findings of median rent in the Cumberland LGA include:

- The highest median rent for a 1 bedroom unit was \$460 for the postcode 2141 (comprising suburbs of Berala, Lidcombe, Rookwood) and the lowest rent was \$270 for the postcode 2165 (comprising suburbs of Fairfield).
- The highest rent for a 2 bedroom unit was \$545 for the postcode 2141 and the lowest rent was \$370 for the postcode 2165.
- The highest rent for a 3 bedroom house was \$565 for the postcode 2144 (comprising suburbs of Auburn) and the lowest rent was \$450 for the postcode 2165.
- The highest rent for a 3 bedroom townhouse was \$575 for the postcode 2144 and the lowest rent was \$480 for the postcode 2146 (comprising suburbs of Toongabbie).

Over the past decade, the median rent for two-bedroom units grew at an average annual rate of 5.3% to 7.1% in the Cumberland LGA. Postcode 2165 recorded the lowest growth at 5.3% while postcode 2141 grew the fastest at 7.1%. Two bedroom units in the Cumberland LGA recorded growth above Greater Sydney, which averaged 4.3%. Median rental growth for three bedroom houses ranged from 3.3% to 5.7% in the Cumberland LGA. Postcode 2146 recorded the lowest growth at 3.3% while postcode 2141 grew the fastest at 5.7%. Median rents for three bedroom houses grew at an average annual rate of 4.6% in Greater Sydney.

Proposed Supply

Table 20 highlights proposed residential development within Cumberland LGA over the next seven years. Key findings comprise:

- There are approximately 11,700 apartments and 565 townhouses in the development pipeline ranging from mooted to construction.
- Approximately 150 apartments/townhouses are in the rezoning application stage and 2,700 apartments/townhouses in the rezoning approval stage.
- Approximately 1,500 apartments are under construction and due to be completed by 2021. Around 430 apartments are under construction at Merrylands and 180 apartments are under construction at both Lidcombe and Mays Hill.
- Approximately half of the pipeline has received development approval, however, there is uncertainty regarding whether they move through to construction in the current market cycle.
- The majority of development is expected to occur within Merrylands, Pendle Hill and Auburn, comprising over 50% of the pipeline.
- Analysis of development applications provided by Council and Urbis research shows that the majority of major new projects are weighted towards two bedroom stock. This is consistent with the dwelling composition of existing apartments within the LGA.



PROPOSED RESIDENTIAL SUPPLY

Table 20 – Cumberland LGA, no. of dwellings

Project Stage	2019	2020	2021	2022	2023	2024	2025	Total
Mooted	0	0	0	202	590	480	1,600	2,872
Development Application	0	62	262	278	360	0	931	1,893
Development Approval	17	1,278	2,470	1,801	472	0	0	6,038
Construction	610	450	418	0	0	0	0	1,478
Total	627	1,790	3,150	2,281	1,422	480	2,531	12,281

Note: Mooted stage consists of rezoning application, rezoning approval and other pre-development application stages

Source: Council, Cordell Connect; Urbis

2.3. Housing Demand

Dwelling completions in the Cumberland LGA have increased in the last three years with an average of 1,830 dwellings completed each year. The majority of the new supply has been in the form of apartment buildings in proximity to key centres such as Lidcombe and Auburn.

Forecast id forecasts that there will be an additional 28,500 dwellings in the Cumberland LGA over the next 20 years. The activity is projected to slow down once the current boom in construction is completed in 2019 and 2020.

PROJECTED DWELLINGS

Table 21 – Cumberland LGA

	2016	2021	2026	2031	2036	2016-2036
Dwellings	72,991	84,211	91,401	96,827	101,510	
Growth (No.)		11,220	7,190	5,426	4,683	28,519
Growth (%)		2.9%	1.7%	1.2%	0.9%	1.7%

Source: Forecast id

Key demographic trends in the Cumberland LGA and implications for housing demand include:

- Families are projected to remain the most common household type in the Cumberland LGA, which will continue to drive demand for bigger dwellings such as houses, townhouses and larger apartments.
- The Cumberland LGA is projected to experience a growth in lone person households from 17% in 2016 to around 20% by 2036. This will also drive demand for smaller apartments such as studios and one bedroom apartments
- The proportion of residents aged over 65 years of age is projected to increase significantly over the next 20 years. This growth will likely see older residents looking to downsize from their family houses to townhouses and apartments. This will drive demand for dwellings close to key public transport, retail and health infrastructure.

As part of the consultation process for the Local Housing Study, Urbis will ask key stakeholders about the housing needs within the LGA and incorporate the findings into the assessment.

2.4. Housing Gaps

Table 20 indicates there are currently around 12,300 dwellings in the dwelling pipeline in the Cumberland LGA with the potential to be completed in the next seven years. This equates to an average of around 1,750 per annum. Although it is noted there is an opportunity for future projects to be developed that are yet to enter the planning process. Forecast id forecasts that there will be an additional 18,400 dwellings in the Cumberland LGA from 2016-2026, equating to an average of 1,840 dwellings per year. This suggests that the current total supply pipeline is on track to meet the population/dwelling projections assuming all the projects proceed through to presales and construction. It is noted that not all these projects will proceed to construction though there are likely to be other projects that emerge.

There has been significant development of new apartment projects located in close proximity to key centres that has provided new housing for people looking to live close to retail, public transport and community services. Two bedroom apartments have generally accounted for 60-80% of units in new projects with a smaller proportion of one and three bedroom units in the dwelling mix. With an increase in the number of lone person households, there may be a gap in the supply of studio/one bedroom apartments.

Of the projects in the pipeline, the majority are apartment buildings with around 565 townhouses proposed. In addition, the number of detached houses is declining as existing homes are demolished for high density developments. With the number of families living in the Cumberland LGA projected to increase, there may be a shortfall in the future provision of larger dwellings.



2.5. Land Use Opportunities and Constraints

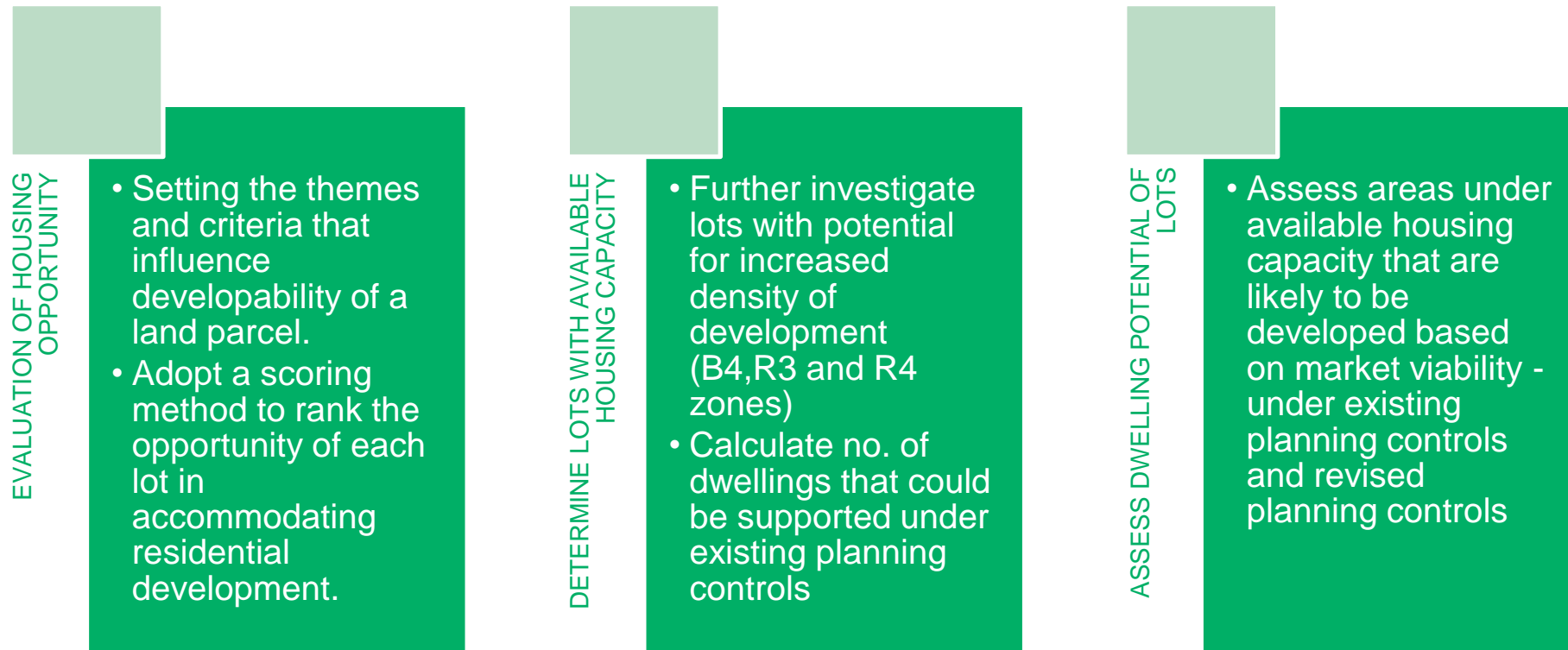
2.5.1. Overall Approach

Sections 2.5 and 2.6 of the Study present the adopting approach to assessing the level of housing opportunity, available housing capacity and dwelling potential across the Cumberland LGA.

Figure 27 provides a step-by-step process in identifying housing opportunities across the LGA and the resultant dwelling potential.



Figure 27 Overview of the housing opportunities and dwelling capacity assessment



Housing Opportunity: Areas with potential to accommodate residential development.

Available Housing Capacity: Areas with housing opportunity that have physical capacity to accommodate dwellings under current planning controls.

Dwelling Potential: Dwellings in areas under available housing capacity that are likely to be developed, factoring market feasibility analysis.

2.5.2. Housing Opportunity Assessment

The following section presents the methodology that forms the basis for determining:

- Areas with limited capacity;
- Areas with development capacity; and
- Areas with potential to be enhanced.

The Nine Broad Themes

A list of opportunities and constraints have been identified under nine (9) broad themes that were considered critical factors impacting urban growth and renewal within the LGA.

The nine broad themes comprise the following:

- Environmental constraints;
- Open space and recreation;
- Established amenities or social infrastructure;
- Heritage and conservation areas;
- Key centres or precincts;
- Accessibility;
- Current development trend;
- Existing lot sizes; and,
- Lot ownership.

METHODOLOGY

In order to evaluate the level of housing opportunity within the Cumberland LGA, a set of housing constraints and opportunities parameters have been applied to each lot using Geographic Information System (GIS) analysis and multi-criteria scoring analysis.

The results of the housing opportunities analysis are illustrated on page 84 Of the LHS and which identifies lots with high, medium and low housing opportunities.

Appendix A – Housing Opportunity Analysis – Land Use Opportunities and Constraints, provides a detailed breakdown of the constraints and opportunities criterion and the adopted scoring approach assessed across each criterion.

Table 22 overleaf provides an overview of the multi-criteria scoring analysis adopted in assessing the housing opportunity.

Table 22 – Housing Opportunity Assessment

Factors	Scoring Approach
<p>Hard Constraints</p>	<p>Hard constraints are land that is treated as unavailable for residential development. The below hard constraints have been identified as:</p> <ul style="list-style-type: none"> • Public open space • Existing sports & recreation facilities • Regional significance green corridors & open space • Natural areas, conservation areas/ reserves etc. • Creeks/ drainage corridors • Health and education facilities • Rookwood Cemetery • Road Corridors including Woodville Road, Cumberland Highway and Parramatta Road • Liverpool to Parramatta T-way and Bus Stations • Existing Rail Line and Train Station • Employment and Industrial Lands • Existing DA's under Construction <p>Each lot is assessed against the above constraints. If one of these constraints are met, the lot is deemed as unavailable for residential development and is scored as 0 and classified as non-developable.</p>
<p>Soft Constraints</p>	<p>Soft constraints are defined as land that is treated as affecting the outcomes of development and potentially affecting yields, but do not preclude development. Soft constraints include:</p> <ul style="list-style-type: none"> • Level of flood risk • Heritage and conservation areas • Existing DA's which are mooted or under development application, planning proposals

	<ul style="list-style-type: none"> • Fragmented ownership / existing lot sizes • Lot ownership (Strata title land, Torrens Title, LAHC owned land). <p>Each lot is assessed against above soft constraints out of the highest possible score of 5. A score of 5 indicates that the lot is not affected by the soft constraint, and is considered to have the highest suitability for residential development.</p>
Opportunities	<p>Opportunities are defined as locational attributes that are favourable towards residential development. Opportunities include:</p> <ul style="list-style-type: none"> • Accessibility to key centres, precincts or infrastructure; such as <ul style="list-style-type: none"> - Strategic Centres e.g. Greater Parramatta, Sydney Olympic Park, Fairfield - Local Centres and Neighbourhood Centres - Train stations and bus stops - Public open space. <p>Each lot is assessed against above opportunities, and provided a score ranging between 2 and 5. A score of 5 indicates that the lot rates very strongly against the factor, and is considered to have the highest suitability for residential development.</p>

Being assessed against the above set of factors, the score obtained from each criterion have been sum up to determine the overall score for each lot, and accordingly, the level of housing opportunity for each lot across the LGA.

Refer to **Appendix A Housing Opportunity Analysis** for the multi-criteria table with reasoning provided for each rating.

2.5.3. Distribution of Housing Opportunity

Based on the results of the multi-criteria scoring analysis, housing opportunity for lots have been categorised as low, medium and high (as shown in **Table 23** below).

Classification of lots into low, medium and high housing opportunities have been determined by analysing the statistical distribution of scores for all lots within the LGA:

- Low housing opportunity scores fall within the lowest quartile (25th percentile);
- Medium housing opportunity scores fall within the interquartile range (25th to 75th percentile); and
- High housing opportunity scores fall within the highest quartile (75th percentile).

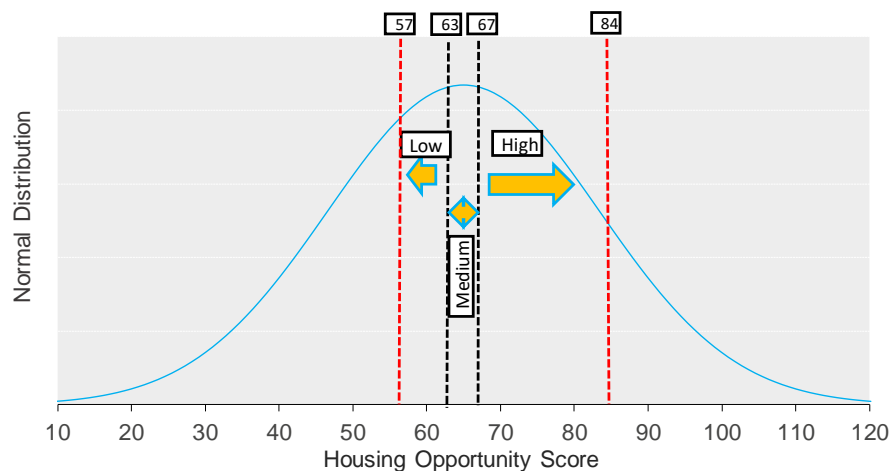
This is illustrated in **Figure 28**. The lowest possible score is 0, which reflects the scores of lots affected by hard constraints i.e. unavailable for residential development. The highest achievable score theoretically is 118, if a particular lot were to achieve the highest ratings across all tested constraints and opportunity factors.

However, the analysis shows that lots identified as having housing opportunity scored between 57 and 84. As such, low, medium and high housing opportunity scores sit within relatively tight bands.

Table 23 – Level of housing opportunity

Housing Opportunity	Definition
Low Housing Opportunity	Lots with development potential yet may have limited yield capacity due to certain constraints. These lots achieve an overall score of 62 or below.
Medium Housing Opportunity	Lots that appear to have greater development potential and minimal constraints. These lots achieve an overall score between 63 and 67.
High Housing Opportunity	Lots with high development potential. These lots achieve an overall score of 68 and above.

Figure 28 – Housing Opportunity Scoring Distribution



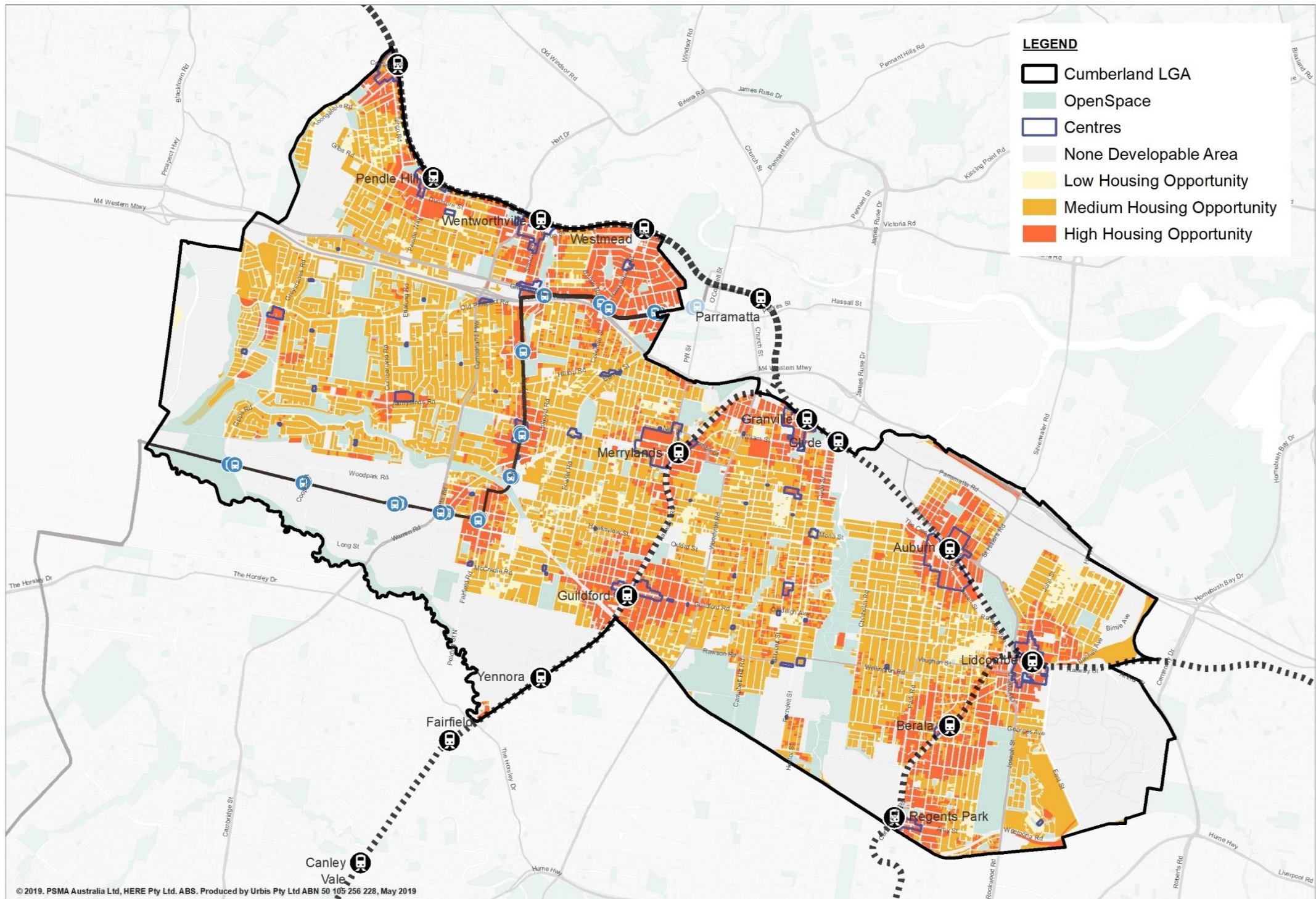
As presented in **Figure 29**, areas along existing transit corridors have high housing opportunities.

Taking into account current rezoning plans and town centre planning proposals along the east-west train corridor, areas along the north-south train corridors appear to have greater potential to accommodate additional housing. These include Merrylands, Guildford, Berala and Regents Park. Areas within the 400m-walkable catchment to the Liverpool-Parramatta T-way Bus Stations have also shown to have a higher opportunity, particularly around Merrylands West and Guildford West.

The housing opportunity heat map has also illustrated the distribution of development opportunities around Greystanes neighbourhood centre and South Granville neighbourhood centre, where additional housing may potentially be accommodated.

It is important to note that the findings from this analysis should be viewed purely as a housing opportunity from a spatial perspective, with actual capacity to be further informed by the assessment against existing zoning, planning proposals, development feasibility and market demand for certain housing products. This analysis forms the base criteria for investigation areas identified in **Section 3.3.2**.

Refer to **Appendix A** for the criterion mapping under each theme.



LEGEND

- Cumberland LGA
- OpenSpace
- Centres
- None Developable Area
- Low Housing Opportunity
- Medium Housing Opportunity
- High Housing Opportunity

2.6. Areas with Potential Development Capacity

This section assesses the available housing capacity on opportunity lots identified in Section 2.5. In general, available housing capacity is measured as:

$$\text{Available Housing Capacity} = \text{Estimated Potential Dwellings} - \text{Estimated Existing Dwellings}$$

The methodology used to assess available housing capacity is outlined in Section 2.6.1.

Once this is calculated, a set of market probability factors are applied on these sites to determine whether delivering housing product would be feasible under current planning controls (base case) and revised planning controls (high case). These scenarios have been informed by feasibility testing of housing options outlined in Section 3.4 of the Study.

From this, the dwelling potential for the Cumberland LGA can be calculated as:

$$\text{Dwelling Potential} = \text{Estimated Potential Dwellings under market feasibility scenario} - \text{Estimated Existing Dwellings} + \text{Committed Residential Projects}^1$$

The dwelling potential under the market feasibility scenarios are then assessed against the long term forecast dwelling targets for the LGA. This will provide an indication of whether long-term dwelling forecasts are realistically achievable.

¹Includes projects that have received development approval or are under construction. This has initially been excluded as non-developable area in the multi-criteria analysis outlined in Section 2.5

Available Housing Capacity

ESTIMATED EXISTING DWELLINGS

Existing dwellings on lots identified in Section 2.5 have been estimated through analysis of Geoscape data for the Cumberland LGA.

Geoscape is a Geographic Information Systems (GIS) product provided by PSMA, which provides a digital representation of every building, including attributes such as building footprints, eave height and roof heights.

Applying the following attributes allows a calculation of approximate residential building GFA on these lots, which are then converted into dwelling yield using average dwelling/lot sizes for apartments and townhouses.

ESTIMATED POTENTIAL DWELLINGS

To understand the physical housing capacity available in the Cumberland LGA, Urbis have assessed only lots identified as an opportunity (low, medium, high) in the multi-criteria scoring analysis undertaken in Section 2.5.

The approach relies on the following key assumptions:

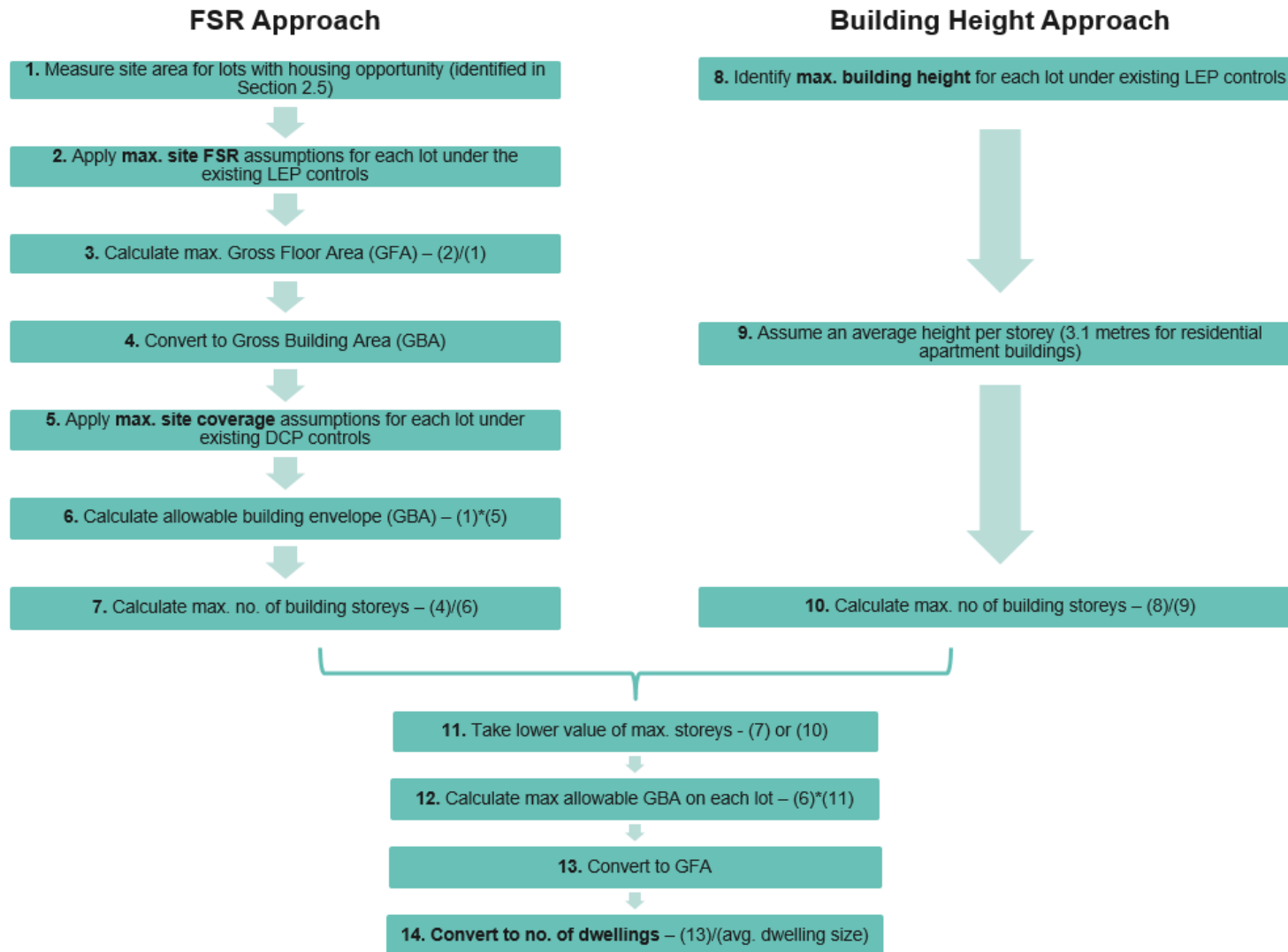
- Planning controls applied to lots vary across the differing LEPs and DCPs of the former Auburn, Holroyd and Parramatta LGAs. Planning controls reflect FSR, building height, site coverage and minimum site area constraints.
- Housing capacity has only been assessed on lots with the potential for increased density of development i.e. R3, R4 and B4 zonings.
- If existing built form (identified through Geoscape) on lots exceeds height **greater than two storeys**, these lots are excluded from analysis. This reflects the opportunity cost exceeding the benefit of redeveloping these sites.

- Housing capacity has been quantified as the number of physical dwellings that could be supported on opportunity lots, which would take the form of either **apartment** or **townhouse** development. The form of new residential development is assumed to take place under the following zonings:
 - **R3:** Apartments within 800m walking catchment of train station OR Townhouses outside 800m walking catchment of train station
 - **R4:** Apartments
 - **B4:** Apartments.
- Average dwelling sizes for potential housing development include:
 - 80 sq.m for an apartment (average size of a two bed apartment)
 - 140 sq.m for a townhouse (based on a minimum lot size of 200 sq.m will site coverage allowance)

The methodology outlined in Figure 30 overleaf is used to assess potential dwelling capacity for opportunity lots, taking regard for existing LEP and DCP planning controls and key assumptions outlined previously. The methodology is as follows:

1. Calculate the maximum number of allowable storeys for each lot under an FSR and building height approach. Detailed steps are outlined in Figure 30.
2. Adopt the more conservative estimate of the two approaches e.g. if the maximum number of allowable storeys calculated under the FSR approach is 7, and the maximum number of allowable storeys calculated under the building height approach is 8, then we use 7 storeys as our constraint.
3. Calculate the maximum allowable residential GFA (with an allowance for ground floor commercial development where applicable i.e. shop-top housing, mixed use)
4. Convert GFA into number of dwellings using average dwelling sizes for new apartment and lot sizes for townhouse development.

Figure 30 – Methodology for assessing Available Housing Capacity



Dwelling Potential

Dwelling potential across the LGA has been determined by applying a market feasibility factor to sites with available housing capacity that reflects that all sites will not be feasible due to site specific factors. This factor relates to the probability of residential development occurring on an opportunity site based on its:

- Zoning
- Lot size
- Development type i.e. apartments or townhouses

Dwelling potential has been assessed under the following scenarios:

1. **Existing planning controls:** This case applies probabilities of future development occurring under the existing planning controls.
2. **Revised planning controls:** This case applies probabilities of future residential development occurring under revised planning controls.

The probabilities are shown in Table 24 and have been informed by the feasibility testing of housing options in Section 3.4. The section ultimately provides recommendations around relaxing planning controls for developers to achieve more viable feasibilities on these sites.

The key points relating to Table 25 are:

- The probability of residential development occurring on B4 and R4 sites with available housing capacity is **twice as likely** under revised planning controls than under existing planning controls.
- 70% probability of apartment development occurring on R3 sites reflects the development feasibility of lower density apartments under existing planning controls.
- Probabilities for townhouse development occurring are low across both scenarios, reflecting limited development feasibility of this option.

Table 24 – Development probabilities under existing and revised planning controls

Development Type	Existing Planning Controls	Revised Planning Controls
B4		
500 – 1,000 sq.m	25%	50%
>1,000 sq.m	35%	70%
R4		
500 – 1,000 sq.m	25%	50%
>1,000 sq.m	35%	70%
R3		
<i>Apartments</i>	70%	70%
<i>Townhouses</i>		
<600 sq.m	0%	0%
600 – 800 sq.m	30%	30%
>800 sq.m	60%	60%

Table 25 overleaf highlights the estimated dwelling potential under both market feasibility scenarios and an unconstrained case. The unconstrained case does not factor market probabilities and assesses available housing capacity from purely a physical land use perspective.

The key findings include:

- The unconstrained case estimates dwelling potential for an additional 43,200 dwellings in the LGA. This assumes that all sites with available housing capacity will be developed, which is not the case.
- Dwelling potential under existing planning controls is estimated to be around 24,200 dwellings, which is lower than the forecast dwelling requirement for the LGA.
- Dwelling potential under revised planning controls is estimated to be around 30,000 dwellings, which is higher than the forecast dwelling requirement for the LGA. This equates to around 27 years of estimated dwelling capacity within the LGA, based on the forecast annual dwelling requirement.

The analysis indicates that there is higher dwelling potential under revised planning controls as more feasible project outcomes are achieved for development.

Table 25 – Dwelling Potential for Cumberland LGA

No.	Dwellings	Available housing capacity – unconstrained	Market Feasibility – current planning controls	Market Feasibility – recommended planning framework
(1)	Estimated Potential Dwellings	41,400	22,400	28,200
(2)	Estimated Existing Dwellings	5,700	5,700	5,700
(3)	Add: Committed residential projects	7,500	7,500	7,500
(4)	Dwelling Potential (1) - (2) + (3)	43,200	24,200	30,000
(5)	Forecast dwelling requirement (2018-2036) ¹		25,650	25,650
(6)	Annual dwelling requirement (2018-2036) – (5)/18		1,425	1,425
	Years of estimated dwelling potential – (4)/(6)		17.0	27.3

1. Based on ForecastID Population Projections

Future Housing Opportunities

The map overleaf illustrates the location of low, medium and high housing opportunities across the LGA. Mapped areas of development potential include only zonings with increased density potential (i.e. R3, R4, B4). R2 zonings have been excluded for this analysis, noting that the potential for increased housing density can be achieved through other planning mechanisms discussed in **Section 3.3.3** under current controls.

The key findings in the map include:

- High housing opportunities are concentrated within town centres and in close proximity to train stations.
- Transit-oriented development provides increased opportunities for mixed-used developments within walkable catchment areas to local services, employment opportunities and open space. Current B4 zoned land is particularly underused in many town centres and would be suitable for future high-density residential development.

The dwelling potential heat map (Map 2) illustrates the indicative locations of dwelling potential in the Cumberland LGA under the recommended planning framework. The hotspots indicate areas of dwelling potential i.e. areas of available housing capacity that are likely to be delivered feasibly under the recommended planning framework. Areas in red indicate areas of high dwelling potential i.e. sites with available housing capacity that have the potential to support a high number of dwellings (to be delivered feasibly).

It should be noted that a heat map represents only the indicative locations of dwelling potential, and as such, does not reflect the true locations of sites with dwelling potential.

The key findings of the heat map include:

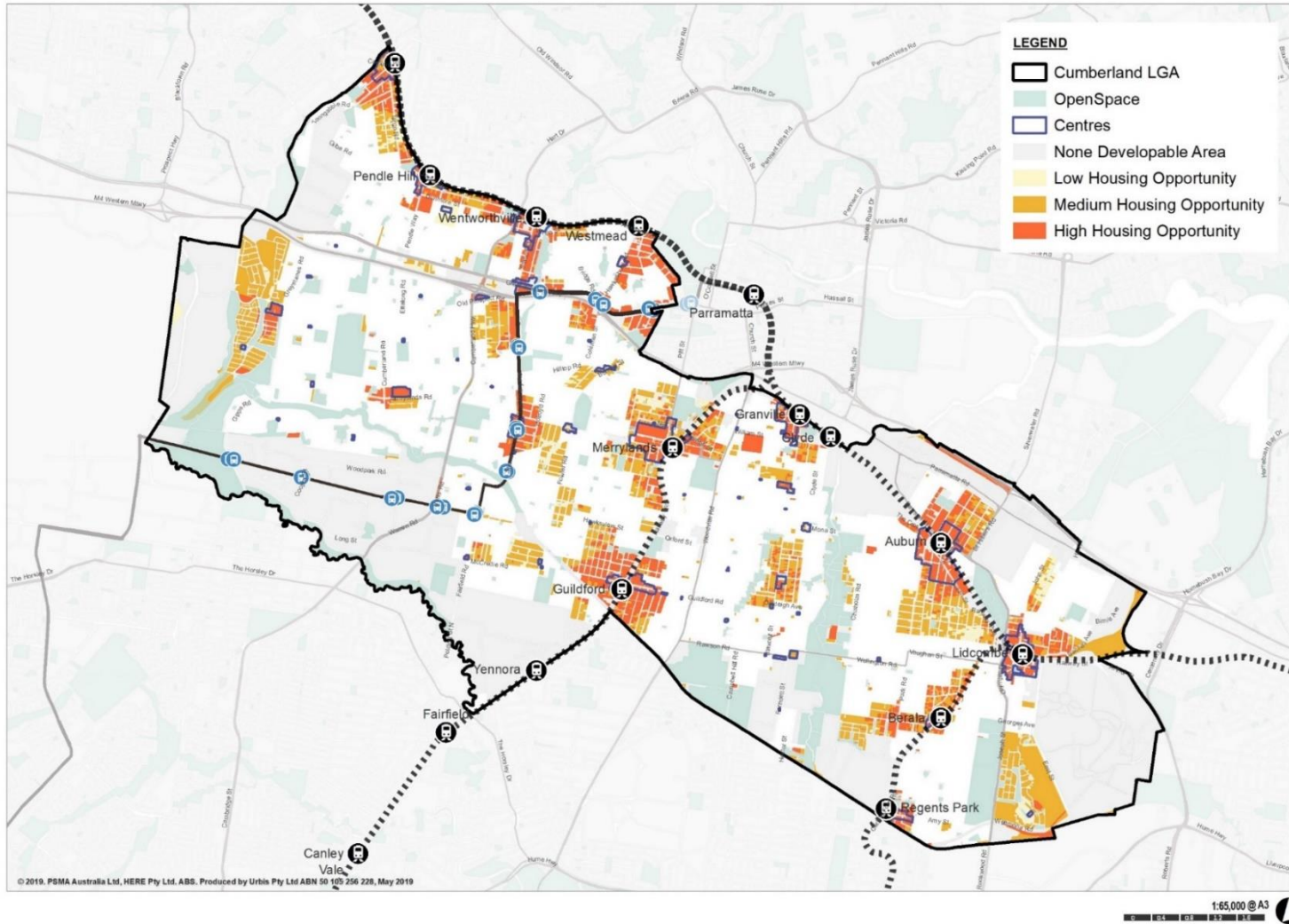
- Areas of high dwelling potential are located around town centres such as Lidcombe, Auburn and Merrylands. This is in line with the higher feasibility outcomes achieved under apartment development near town centres under the recommended planning framework (refer to Section 3.4)
- There are opportunities to deliver housing away from town centres and public transport nodes. These include areas around the University of Sydney Lidcombe campus and Berala.

The delivery of housing across these locations is however subject to more detailed feasibility studies.

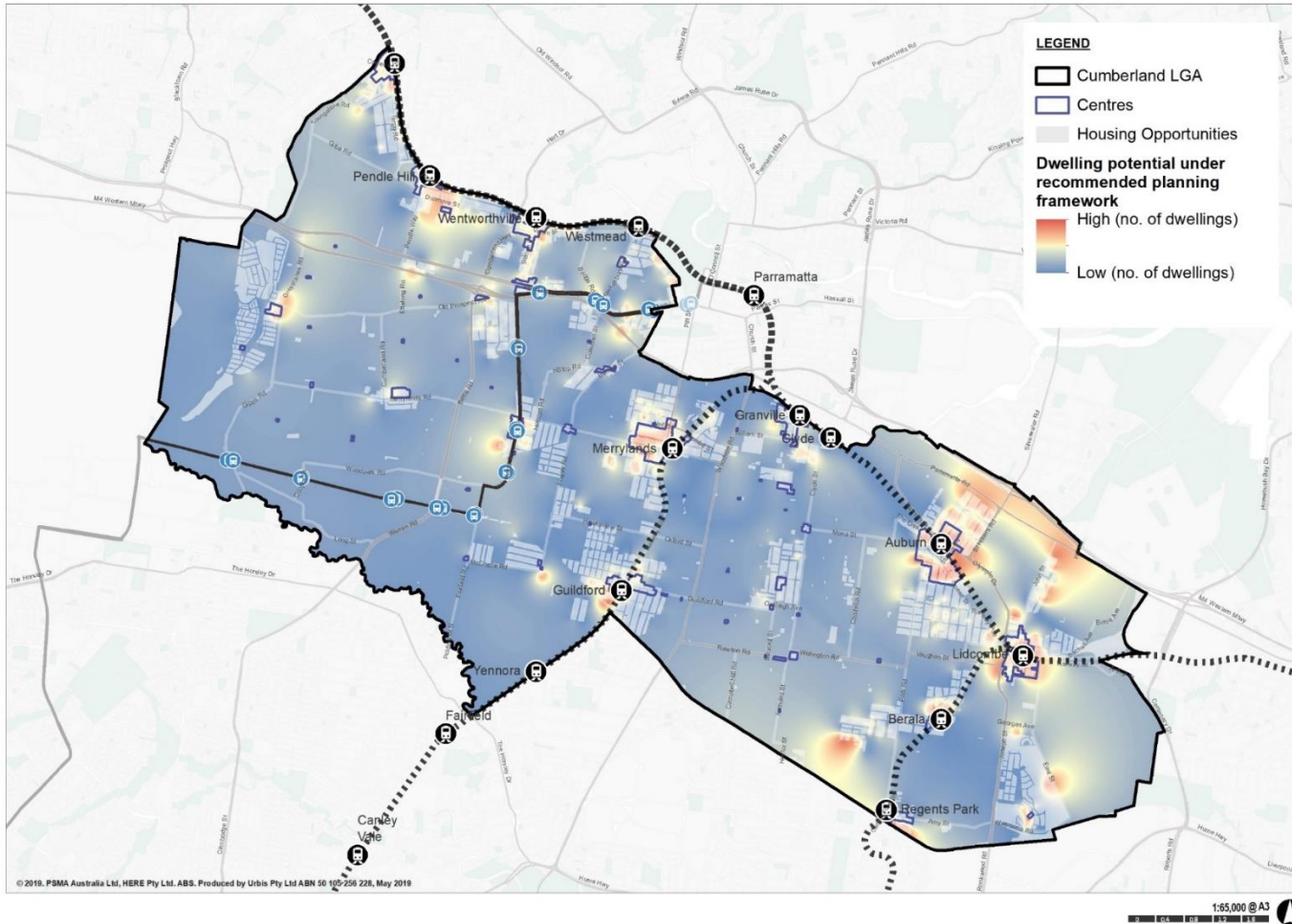
Furthermore, potential to deliver future housing across the following locations should be considered:

- There are potential opportunities to maximise integrated development outcomes with planned and potential public transport initiatives, including Sydney Metro West, Bankstown to Parramatta bus corridor, Kogarah to Parramatta mass transit corridor and Parramatta to Western Sydney Airport mass transit corridor.
- Housing opportunities within existing strategic corridors in the Cumberland LGA, including Parramatta Road, Woodville Road and T-way corridor.
- Potential for infill housing development in areas away from train stations and centres that would require further analysis including South Granville and Merrylands West.
- Potential for redevelopment on NSW Government landholdings should also be pursued that could provide increased housing diversity (refer to Map 3)

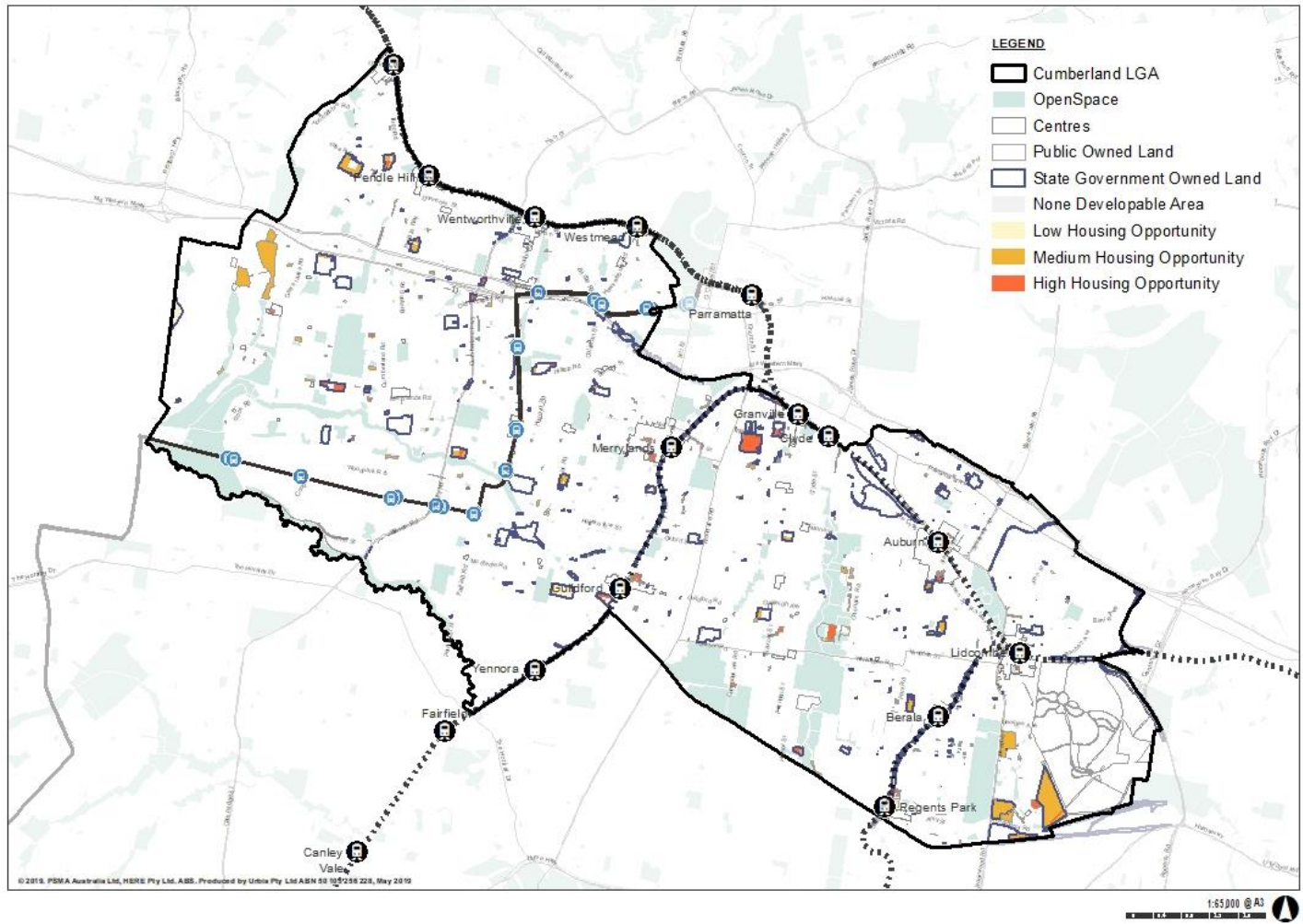
Map 1 – Available Housing Capacity across Cumberland LGA



Map 2 – Dwelling Potential Heat Map



Map 3 – Housing Opportunities within State-Owned Lands



3. Priorities



3.1. Local Housing Study Objectives

Stakeholder and Community Consultation

As part of developing the local housing objectives for Cumberland, several targeted stakeholder and community consultation meetings were held. The consultation was undertaken to inform the Local Housing Study included:

- Aboriginal and Torres Strait Islander Consultative Committee
- Cumberland Access Committee
- Culturally and Linguistically Diverse Committee
- Heritage Committee
- Youth Advisory Committee
- Disability Inclusion and Access Panel
- Access Committee (Merrylands, Sub-Committee of the Cumberland Access and Inclusion Panel)
- Access Committee (Auburn, Sub-Committee of the Cumberland Access and Inclusion Panel)
- Safety Committee

Key themes

The key themes from the stakeholder consultation can be defined into four areas, as shown in Figure 28.

Figure 31 – Key theme areas for Cumberland



HOUSING TYPOLOGY

- **Housing choice and diversity**

The community raised concerns on the shortage of different housing typologies within the Cumberland LGA. Housing mix should consider typologies which meet the needs and preferences for the various cultural backgrounds within the LGA. Currently, housing is predominantly provided in low density single dwelling houses with a high preference for intergenerational family living. To provide the housing stock and diverse housing needed close to local centres, increased density and new typologies are needed.

- **Density close to public transport**

A focus on high density housing close to and around transport hubs is supported. However, the high number of apartment development in recent years raises concern for the need for more high-density development in the future. Development should be scaled to provide a step down between low density single dwellings and high density residential flat buildings.

- **Housing to meet present and future community needs**

Based on the community profile which is made up of a high proportion of newly arrived immigrants, there is a need and preference for housing that allows for share housing options. Such options could also cater to the ageing population and include affordable housing options.

The community recognised the lack of housing options for students within the 18-24 age group and also for housing for an ageing population is essential as part of a future housing strategy.

- **Addressing unauthorised development**

Concerns were raised with the growing number of unauthorised secondary dwelling developments within the LGA. Measures should be implemented to ensure the planning pathway for secondary dwellings is transparent and understood by the general public.

DEMOGRAPHIC CHANGES

- **Needs and Preferences**

The community is highly made up of migrants and refugees and is an attractive place to live for new immigrants due to the high proportion people of the same ethnicity living in the Cumberland LGA. As this trend may continue, it is essential to provide suitable housing options that meet the cultural needs and preferences of the community.

- **Development incentives**

Recommendations were explored for three or four-bedroom apartments to be incentivised along the Western Railway Line as this is busiest train line within the Cumberland LGA.

TRANSPORT AND COMMUNITY INFRASTRUCTURE

- **Town centres and transport hubs**

Development should be located within proximity of existing and future public transport and a focus on public transport reliance.

- **Open spaces and recreation facilities**

Places like Wentworthville have a high proportion of green spaces, when compared to other areas in the LGA which feel underutilised and dated. Due to the limited supply, open space generally feel overused.

- **Future social infrastructure needs**

There is a perception that existing schools are overcrowded and there is the perceived need for additional schools to cater for the growing population. Exploration of vertical schools to meet future supply is encouraged. The LGA has a sufficient supply of medical and health care centres.

- **Traffic and parking**

Major complaints received from residents generally relate to traffic and parking matters. Local centres and neighbourhood shops should be encouraged to reduce reliance on cars. The LGA should encourage dedicated bike lanes particularly to cater for those commuting on public transport.

LIVEABILITY

- **Affordability and choice**

Housing affordability is considered a major issue for residents. There is a lack of affordable housing options due to the amount of redevelopment in the recent years. The Cumberland LGA has the second highest rate of homelessness when compared to Greater Sydney.

- **Celebrating cultural diversity**

The cultural diversity of Cumberland is a key strength for the local government area. Future housing needs to ensure the cultural needs of the diverse community are met.

- **Accessibility**

Accessibility is a major issue for the people living in Cumberland with a disability. Many older dwellings and units do not have adequate access provisions or design to standards.

- **Liveability**

To improve liveability in the LGA a vibrant night time economy is encouraged as experienced in Auburn.



Key Directions

Based on the key themes, the following key directions are recommended:

- Encourage future housing supply and development within proximity to public transport.
- Ensure future housing is affordable and meets the needs and preferences for the community to address concerns of homelessness and varying household structures.
- Ensure social infrastructure for future growth areas can support future population growth.
- Allow for variety in different housing typologies including the 'Missing Middle'.
- Renew existing local areas to establish future desired character over the next 20 years.
- Promote design excellence for future development in the LGA
- Enhance existing open spaces and explore options for more open space and recreational facilities
- Provide opportunities for local shops and neighbourhood centres.

Local Housing Study Objectives

The following LHS objectives informed from the community consultation and stakeholder consultation and the evidence base analysis.

LHS Objectives

- Encourage housing diversity and choice within the Cumberland LGA.
- Provide a place-based approach which promotes liveability and housing.
- Promote transit-orientated housing options to meet the 30-minute city target
- Explore opportunities for the 'Missing Middle' throughout the LGA.
- Explore opportunities for renewal of large land holdings such as Land and Housing Corporation to provide for greater housing affordability in the LGA.
- Provide initiatives to promote design excellence in the Cumberland.
- Identify areas for infill development within existing centres and local areas.
- Recognise and embrace the cultural diversity of the community and address their housing needs and preferences.
- Provide opportunities to maintain and enhance heritage within the LGA.
- Retain employment and explore development options that may provide local jobs opportunities.
- Identify future infrastructure needs for a growing community.

3.2. Land Use Planning Approach

To diversify the type and level of housing throughout the LGA, a high-level Strategic Centres plan has been prepared to investigate areas of highest housing potential in Cumberland LGA, as shown in **Figure 31**.

The plan is based on the multi-criteria analysis in **Section 2.5.2** which categorised the level of housing opportunity based on a site's physical constraints and locational attributes e.g. within walking catchment to a train station, access to open public space etc.

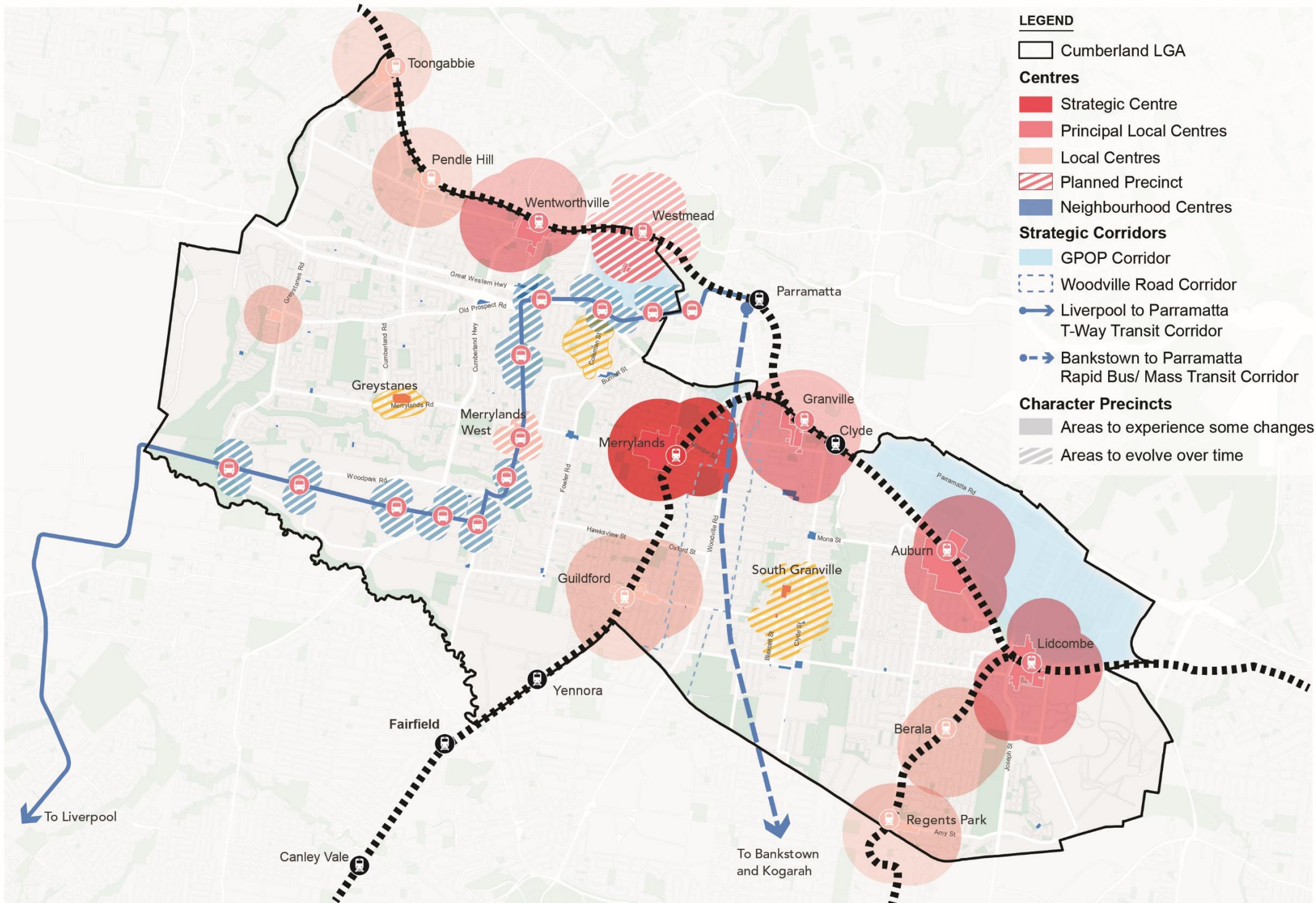
Investigation Areas have been categorised based on the Cumberland LSPS Centres Framework. Key themes were identified based on the findings of **Section 2.6**.

- **High housing opportunities are concentrated within town centres and in proximity to train stations**

Transit-oriented development provides increased opportunities for mixed-used developments within walkable catchments areas to local services, employment opportunities and open space. Current B4 zoned land is underutilised within town centre locations has the potential for increased apartment development.

- **Future transit corridors increase the capacity of existing centres**

- There are potential opportunities to maximise integrated development outcomes with planned and potential public transport initiatives, including Sydney Metro West, Bankstown to Parramatta bus corridor, Kogarah to Parramatta mass transit corridor and Parramatta to Western Sydney Airport mass transit corridor.
- Housing opportunities within existing strategic corridors in the Cumberland LGA, including Parramatta Road, Woodville Road and T-way corridor.
- Potential for housing development as infill in areas away from train stations and centres that would require further analysis including South Granville and Merrylands West.



To Liverpool

Canley Vale

Fairfield

Yennora

Guildford

South Granville

Auburn

Lidcombe

Berala

Regents Park

Joseph St

Amy St

Mona St

Blackwell St

Clyde St

Woodville Rd

Oxbird St

Hawksview St

Fowler Rd

Merrylands West

Greystanes

Merrylands Rd

Cumberland Rd

Greyhounds Rd

Parramatta

Westmead

Wentworthville

Pendle Hill

Toongabbie

Burnet St

Colburn St

Old Prospect Rd

Great Western Hwy

Granville

Clyde

Parramatta Rd

Woodville Rd

Oxbird St

Hawksview St

Fowler Rd

Merrylands Rd

Woodpark Rd

Woodpark Rd

Woodpark Rd

Woodpark Rd

Woodpark Rd

Woodpark Rd

To Bankstown and Kogarah

Table 26 – Proposed Centre Structure and Investigation Areas

Classification	Definition	Precincts	Character assessment
Strategic Centres	Located along with key transport nodes, strategic centres provide local and regional services, including employment centres within a walkable distance.	Merrylands	Areas to experience some change
Principal Local Centres	Located along train lines, principal centres provide an assortment of local services including neighbourhood shops and are highly accessible to major employment centres.	Auburn Granville Lidcombe Wentworthville	Areas to experience some change
Local Centres	Local centres usually include a small number of neighbourhood shops and are usually located along high-frequency public transport routes including bus services. They provide good accessibility to employment centres and local services within primary or secondary centres.	Berala Guildford Merrylands West Pendle Hill Pemulwuy Regents Park Toongabbie	Areas to experience some change
Planned Precincts	Priority Precincts provide a planned approach to growth in Sydney, with new homes and jobs located close to public transport, shops and services, while retaining and enhancing a community's character.	Westmead	Areas to evolve over time
Strategic Corridors	Areas currently undergoing investigation by Council and State agencies that will impact the future employment and housing capacity of the Cumberland LGA	GPOP Corridor Parramatta Road Corridor Woodville Road Corridor T-way transit Corridor	Areas to evolve over time

Neighbourhood Centres	Suburban centres which provide small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.	Various throughout the LGA	Areas to experience limited change
Future Housing Investigation Areas	Small neighbourhood centres close to public transport with the potential for growth if there are changes to current infrastructure including proposed and potential transit corridors.	Greystanes South Granville South Wentworthville	Areas that may be enhanced over time

Taking into account the current development pipeline for the principal local centres and the multi-criteria analysis undertaken, it was concluded that future development capacity should be dispersed between strategic and local centres. Future housing investigation areas have also been identified due to their proximity to the proposed and potential transit corridors and infrastructure projects. Investigation areas can be further considered by the Council in future studies.

To inform the potential capacity of varying centres, six specific centres were identified with the intention that the potential housing typologies and desired future character could be translated to centres of the same classification or scale. The precincts identified in this study were:

- Merrylands;
- Merrylands West;
- Regents Park;
- Greystanes;
- South Granville; and
- South Wentworthville.

A photographic study of each centre informed the analysis of the existing neighbourhood character. To identify the current function and housing potential of each centre, the following key characteristics were identified:

- Existing Planning Controls;
- Built Form and Character;
- Traffic and Transport Conditions;
- Open Space;
- Social Infrastructure;
- Opportunities;
- Constraints; and
- Desired Future Character.

Merrylands Existing Character



Merrylands Walkable Catchment Precinct and the distribution of housing opportunity



(1) Located adjacent to Merrylands Train Station, bus interchange and shopping centre



(2) Existing low density housing



(3) Emerging Housing Typologies



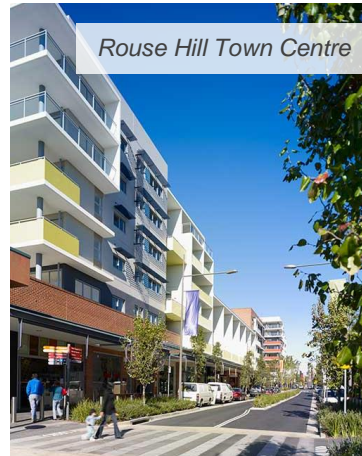
(4) Transition from low to high density underway



Classification	Potential Strategic Centre	
Existing Planning Controls	<p>A mix of R3/R4/B4 in the town centre west of the train line</p> <p>B4/R4 north of Merrylands Road to the east of the train line</p> <p>B1/R2 south of Merrylands Road to the east of the train line</p>	<p>27-65 metres within the town centre west of the train line</p> <p>9 metres for low density residential housing</p> <p>11-14 metres for medium density housing east of the train line</p> <p>18-21 metres for high density housing along the eastern side of the train line</p>
Built Form and Character	<p>To the west of Merrylands Station, there is a highly established local centre which includes low density shop top housing with high opportunities to increase height and a large scale Stockland Shopping Centre. The town centre extends to the east of the station with small scale shops on the corner of Railway Terrace and Merrylands Road. On both sides of the rail line, low density single dwellings are rezoned for high density residential flat buildings. While the western side of the train line provides a more consistent built form, the eastern side presents a mix of single storey dwellings, two to three storey shop top housing developments and higher density residential flat buildings with minimal transition. Further east, Woodville Road is also in the process of being redeveloped with increased height and densities.</p>	
Traffic and Transport Conditions	<p>Public Transport:</p> <ul style="list-style-type: none"> • Merrylands Train Station and Bus Interchange is located within the Merrylands Town Centre and provides high-frequency access to key employment areas within the LGA including: <ul style="list-style-type: none"> – 5 minutes to the Parramatta CBD; and – 15 minutes to the Westmead Health and Education Precinct <p>Road Network:</p> <ul style="list-style-type: none"> • Merrylands Road provides an east-west link with one traffic lane and street parking in each direction with a 50 kilometre per hour speed limit • Railway Terrace provides a north-south link to the M4 with one traffic lane and street parking on the western side and provides a 50 kilometre per hour speed limit 	

<p>Open Space</p>	<p>Parking:</p> <ul style="list-style-type: none"> • A two storey commuter car park is located on Terminal Road within the Merrylands Town Centre • Street parking is also available on both sides of the Train Station <p>Pedestrian Network:</p> <ul style="list-style-type: none"> • Pedestrian access is available across the train line via an underground pedestrian tunnel and lift access via a bridge over the station. <p>Regionally important open spaces near the precinct include:</p> <ul style="list-style-type: none"> • Granville Park • Holroyd Gardens • Duck Creek Corridor
<p>Social Infrastructure</p>	<p>Local community services in the area include Merrylands Central Library, Cumberland Council offices, Merrylands Community Garden and Merrylands Police Station. Other general services include child care centres, medical centres and banks, cafés and restaurants. Educational establishments within the locality include TAFE Granville and Merrylands East Public School</p>
<p>Opportunities</p>	<p>Proximity to the established town centre and train station provides excellent opportunity for growth in the precinct. Housing opportunities should consider the transition between high density residential flat buildings along the train line and low to medium density dwellings to the east of the station as well as the high density corridor along Woodville Road further to the east.</p>
<p>Challenges</p>	<p>The existing development pipeline in Merrylands could impact on the feasibility of new medium density housing on the eastern side of the train line. The heritage character of Merrylands and impact on heritage properties must be considered for all new development. Additional development will need to consider the impacts on the existing road network and social infrastructure.</p>

Merrylands - Desired Future Character



Provide a transition in building height and form within the low density residential area between Merrylands town centre and Woodville road corridor.

3 – 6 storeys



Merrylands West



Merrylands West Walkable Catchment Precinct and the distribution of housing opportunity



(1) Located along T-way Corridor with access to high frequency bus services to Liverpool and Parramatta



(2) Redevelopment of Social Housing underway



(3) Central Gardens Nature Reserve within 5 mins walkable catchment



(4) Emerging Housing Typologies



Classification	Tertiary Transit Corridor	
Existing Planning Controls	B2 along Sherwood Road south of Merrylands Road R4 to the east of Sherwood Road R3 to the west from Coolibah Street	West of Sherwood Road – 17 to 23 metres East of Sherwood Road – 15 to 23 metres
Built Form and Character	<p>The B2 local centre is characterised by single storey attached shops located on the corner of Sherwood and Merrylands Road. The local centre on the western side of Sherwood Road provides a mix of tenancies including multiple food and drink premises, a chemist, hairdresser, pub and small supermarket. The majority of development is set back from the road with generous amounts of at-grade parking located within the front and rear setback areas. Redevelopment has begun to occur towards the southern end of the precinct in the form of shop top housing. To the east of Sherwood Road, more car oriented development is located including a smash repairs and a petrol station.</p>	
Traffic and Transport Conditions	<p>Public Transport:</p> <ul style="list-style-type: none"> • Sherwood T-way is located on both sides of Sherwood Road providing frequent services to both Parramatta and Liverpool with 4-5 buses every hour between 5.00am and 12.30 midnight. • Local bus services are also available from Merrylands Road providing access to other local centres and Western Sydney Parklands. <p>Road Network:</p> <ul style="list-style-type: none"> • Sherwood Road provides two traffic lanes in each direction and is a local north-south link with a 60 kilometre per hour speed limit: <ul style="list-style-type: none"> – To the north the road leads to Centenary Road, providing access to the Western Motorway and Great Western Highway – To the south, the road leads to Woodpark Road, a key industrial employment area in the locality • Merrylands Road provides an east-west link with two traffic lanes in each direction with a 60 kilometre per hour speed limit <p>Parking:</p> <ul style="list-style-type: none"> • Street parking is not available on Sherwood Road with generous amounts of parking located within front setbacks allowing for accessibility to multiple tenancies within the centre. 	

	<p>Pedestrian Network:</p> <ul style="list-style-type: none"> • There are multiple driveway egress points along Sherwood Drive including 20 metres of continuous driveway on the eastern frontage reducing the overall pedestrian safety of the area. • While pedestrian pathways are of an adequate width and grade for pedestrians, due to the large amount of at grade parking it is likely pedestrians would cross through parking areas to reach other services within the centre.
<p>Open Space</p>	<p>Central Gardens Nature Reserve provides a high-quality open space area for locals however it is not accessible via Merrylands Road and must be entered via Elford Crescent, a low density residential area.</p>
<p>Social Infrastructure</p>	<p>The majority of local services are available in the Merrylands town centre, accessible by public transport or car along Merrylands Road.</p>
	<p>Educational establishments in the locality include:</p> <ul style="list-style-type: none"> • Merrylands Public School; • Sherwood Grange Public School; • Merrylands High School; and • Cerdon College
<p>Opportunities</p>	<p>The existing retail is low scale and provides a high quantity of at-grade parking along the street frontages. With the high frequency of T-way services along Sherwood Road and connections to services along Merrylands Road, it is possible to reduce at-grade parking and setback areas to improve street interface and pedestrian connections.</p>
	<p>Redevelopment of existing social housing and new private market housing demonstrates there is an interest in higher density housing in the area and opportunities for uplift.</p>
<p>Challenges</p>	<p>There is a need for more local services for the existing and proposed population. Further investigation will be required on the need for services in the locality.</p>

Merrylands West – Desired Future Character

Shop-top Housing



Affordable Shop-top Housing along Newcastle Rail Corridor

Improve existing street interface and activate street frontage by providing greater pedestrian activities on street level.

The provision of shop-top housing along the T-way bus corridor could provide street activation through ground floor retail uses, and more housing that are closer to jobs..

3 – 6 storeys

Transitioning growth at Kellyville



Ballina Shop-top Housing, Leith Architects



Regents Park



Regents Park Walkable Catchment Precinct and the distribution of housing opportunity



(1) Amy Street neighbourhood shops leading the Regents Park Train Station



(2) Transition between single dwellings and shop top housing on Amy Street



(3) Emerging Housing Typologies



(4) Local playground along canal reserve within 5mins walkable catchment

Classification	Tertiary Transit Corridor	
Existing Planning Controls	B2 along Amy Street to the west of Kingsland Road	Up to 20 metres along Amy Street to the west of Kingsland Road
	R2 along Amy Street to the east of Kingsland Road	9 metres along Amy Street to the east of Kingsland Road
Built Form and Character	<p>Amy Street functions as a high street for Regents Park providing a mix of one and two storey attached shop top housing leading towards Regents Park Station. Four storey shop top housing and residential flat buildings including social housing is located on key sites within the locality including the intersections of Amy Street with Kingsland Road, Regent Street and Auburn Road. Two to three storey social housing is also located along the Lower Prospect Canal Reserve which serves as the southern boundary of the precinct. Lot and house sizes in the area are predominantly larger than many other precincts investigated in this study, many houses have been altered to include the addition of second storeys and granny flats.</p>	
Traffic and Transport Conditions	<p>Public Transport:</p> <ul style="list-style-type: none"> • Regents Park Train Station provides services to two major train interchanges within 10 minutes – Lidcombe and Bankstown. • Local bus services are available along Amy Street providing access to Bankstown, Berala, Auburn, Granville and Merrylands. <p>Road Network:</p> <ul style="list-style-type: none"> • The majority of the local road network provides one traffic lane and street parking in each direction with a 50 kilometre per hour speed limit. <p>Parking:</p> <ul style="list-style-type: none"> • A Council car park is located on Regent Street providing timed parking for approximately 50-60 car spaces. • Street parking is available on a majority of the local road network. <p>Pedestrian Access:</p> <ul style="list-style-type: none"> • Pedestrian crossings are located on Blaxcell Street close to local shops and services • The majority of existing pathways are of adequate quality and width • The general frequency and speed of cars on the surround street network allows for safe pedestrian crossing without reducing speed 	

Open Space	Local playing fields are located at Guilfoyle Park accessible from the Dooley's Sports Club via the Regent Street car park. Smaller reserves along the canal provide local playgrounds.
Social Infrastructure	Amy Street provides a variety of local community services including a post office, chemist, medical centre and Regents Park library. Educational facilities are located on the southern side of Lower Prospect Canal Reserve, including Regents Park Public School and Karringul School.
Opportunities	Regents Park provides a high level of service for a tertiary precinct with high-frequency transport options to multiple employment areas within Cumberland. There is an opportunity to improve the transition between shop top housing at high activity intersections and low density single dwellings along Amy Street. Rezoning ensure development is planned and within the character of the area rather than ad-hoc additions.
Challenges	As Regents Park is a highly established neighbourhood, further community consultation is recommended to ensure future development meets the needs of the community. Impacts on traffic and existing infrastructure should also be assessed.

Regents Park – Desired Future Character

Maintain the character of a leafy neighbourhood, while providing more housing opportunity through the implementation of the missing middle strategy, introducing low to medium density type of housing such as manor homes, townhouses/terraces, duplex and triplex etc.

2-3 storeys



Medium Density, City Life Rehrplatz, Salzburg



Manor Homes, Density Guide



Shawwood Gledswood Hills



Altrove, Stockland



Hamiton Corner

Greystanes



Greystanes' Walkable Catchment Precinct and the distribution of housing opportunity



(1) Ridgeline running along north of the Greystanes neighbourhood centre



(2) Existing housing stock and emerging missing middle housing typologies



(3) Medium Density Aged Care along Cumberland Road

Classification	Investigation Area	
Existing Planning Controls	R2 to the north-east of the shopping centre B2 to the north of Merrylands Road R3 to the south of Merrylands Road	17 metres in the local centre 9 metres for residential zoning
Built Form and Character	Greystanes Shopping Centre and the Greystanes Hotel form a low-scale neighbourhood centre surrounded by low density residential including townhouses and detached dwellings with medium density aged care located along Cumberland Road. The topography of the area slopes from the north towards Merrylands Road with a ridgeline running along Terry Road parallel to Merrylands Road. Residential areas surrounding the centre provide a high level of green coverage with street trees and large front setbacks.	
Traffic and Transport Conditions	<p>Public Transport:</p> <ul style="list-style-type: none"> • Local bus services are available from Merrylands Road providing access to other local centres in the LGA and Western Sydney Parklands <p>Road Network:</p> <ul style="list-style-type: none"> • Cumberland Road is a local road with a 50 kilometre per hour speed limit running north-south which provides one lane for traffic with street parking available in each direction. <ul style="list-style-type: none"> – North of Merrylands Road, the road leads to the arterial Prospect Road which leads to the Western Motorway to the east and Pemulwuy to the west – South of Merrylands Road, the road forms part of the local road network and leads to Holroyd High School and low density residential • Merrylands Road provides an east-west link with two traffic lanes in each direction at a speed limit of 60 kilometres per hour <ul style="list-style-type: none"> – A turning land along Merrylands Road between Cumberland Road and Braeside Road allows safe entrance into Greystanes Shopping Centre and Greystanes Hotel from both directions <p>Parking:</p> <ul style="list-style-type: none"> • Parking is available on the local street network surrounding Merrylands Road. 	

	<ul style="list-style-type: none"> • Parking is located within the neighbourhood centre with over 100 car spaces located in the Greystanes Shopping complex and approximately 200 additional car spaces at the Greystanes Hotel. • The majority of parking can be accessed from both Merrylands Roads and the local road network from the side and rear frontages of the centre. <p>Pedestrian Network:</p> <ul style="list-style-type: none"> • The majority of existing pathways are of adequate quality and width; safety could be improved along Merrylands Road and within the car park of the neighbourhood centre. • Open space is located within residential areas, Benaud Street Park, in particular, is not accessible for pedestrians due to its location at the end of a cul-de-sac.
Open Space	<p>Small reserves within the locality provide passive play areas of adequate quality including Benaud Street Park, Hopman Street Park and Ian Street Park. Local playing fields are located at Daniel Street Park providing an opportunity for more active recreation.</p> <p>Western Sydney Parklands is also accessible via public transport along Merrylands Road.</p>
Social Infrastructure	<p>Local services within walking distance of the locality include:</p> <ul style="list-style-type: none"> • Greystanes Public School which is currently approved for an increase of 184 students (to a total of 897 students); • Holroyd High School; • Greystanes Library.
Opportunities	<p>Housing along Merrylands Road could be investigated as a potential for increased density, which should also reinforce the green character of the area. There is an opportunity to provide a key landmark site along the Terry Street ridgeline and improve the street interface and accessibility from Merrylands Road.</p>
Challenges	<p>Due to the low scale nature of the Greystanes Shopping Centre and Hotel, it is unlikely that development will be financially feasible under the current FSR and height controls.</p>

Greystanes – Desired Future Character

Maintain the existing neighbourhood character within a greenery setting, sensibly increase density by introducing the missing middle range of housing typologies such as terraces and low density apartments.

Predominantly 2-3 storeys, with opportunity to introduce higher density of 4-5 storeys closer to the local neighbourhood centre.

2-5 storeys



Vue Terrace Homes at Robina, Robina Group



Griffith Street New Farm



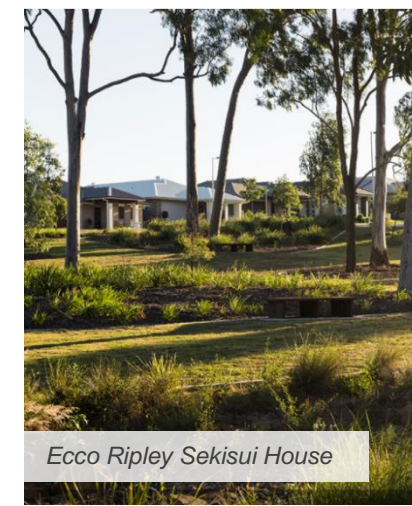
Pindari Apartments, Candalepas Associates



Altove Stockland

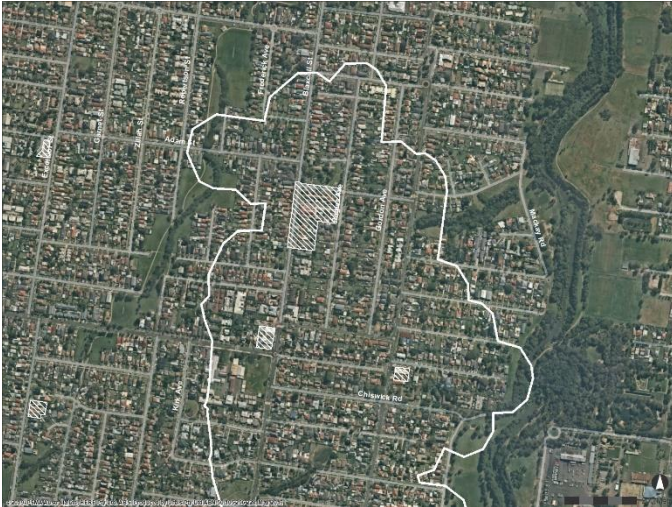


Neue Highett Apartment, Victoria



Ecco Ripley Sekisui House

South Granville



South Granville Walkable Catchment Precinct and the distribution of housing opportunity



(1) Existing Neighbourhood Centre with access to well-served bus station and several medical/health facilities



(3) William Lamb Park, Dellwood St



(4) Redevelopment of Social Housing



(5) Emerging Housing Typologies

Classification	Investigation Area
Existing Planning Controls	<p>B1 along Dellwood Road</p> <p>R3 to the west of Blaxcell Street</p> <p>R4 to the east of Pegler Avenue</p>
Built Form and Character	<p>South Granville is defined by two groups of local shops along Blaxcell Street. The Dellwood neighbourhood centre to the north is bounded by Blaxcell Street and Pegler Avenue and includes a mix of low scale shop fronts and detached single storey buildings. Another smaller group of attached one storey shops is located at the intersection of Blaxcell Street and Guilford Road adjacent to Blaxcell Road Public School. Residential development between these two centres is transitioning along Blaxcell Street from single storey dwellings on large single lots to amalgamated lots for attached terraces and townhouse developments. Social housing on the surrounding streets towards Woodville Road is also in the process of being redeveloped for attached terraces and townhouses.</p>
Traffic and Transport Conditions	<p>Public Transport:</p> <ul style="list-style-type: none"> • High-frequency bus services are available along Blaxcell Street providing access to Hurstville, Bankstown and Parramatta every 10 minutes during peak periods, 15 minutes during off-peak weekday periods, and 20 minutes on weekends. <p>Road Network:</p> <ul style="list-style-type: none"> • Blaxcell Road is an arterial road with a 50 kilometre per hour speed limit running north-south providing one lane for traffic with street parking available in each direction with a median strip. • Dellwood Street is a local road with a 50 kilometre per hour speed limit. <p>Parking:</p> <ul style="list-style-type: none"> • Street parking is available on all local streets surrounding Merrylands Road. • A Council car park is accessible via Dellwood Road providing approximately 20 car spaces with a 2 hour limit Monday to Saturday. <p>Pedestrian Network:</p>

Open Space

- Roundabouts are located at frequent intersections of Dellwood Road, allowing for safer access across the road.
- Pedestrian crossings are located on Blaxcell Street, close to local shops and services.

William Lamb Park is a high-quality playground located on Dellwood Road forming part of the Dellwood neighbourhood centre.

Little Duck Creek to the west and the Duck River Corridor provide high quality regional open space including:

- Auburn Botanic Gardens
- Bright Park
- Harry Gapes Reserve
- Ray Marshall Reserve
- Webb Avenue Playing Fields

Social Infrastructure

Within the Dellwood neighbourhood centre, services include a post office, dentist and medical centre. Local services within walking distance of the locality include multiple childcare centres, Blaxcell Road Public School and Granville Youth Association.

Opportunities

Dellwood neighbourhood centre is a vibrant community which has the potential to become a tertiary centre due to its proximity to social services, open space and employment. Interest in attached dwellings has already been recognised in the precinct, and further investigation into the Blaxcell Road transport corridor may activate further development in the precinct. Redevelopment of LAHC housing may also influence future housing choice within the locality.

Challenges

Current transport services can maintain the existing population but will need to be investigated further if there is to be an increase in population. Due to the mix of public and private ownership, the collaboration will be necessary to amalgamate future sites for development.

South Granville – Desired Future Character

Reinforce existing neighbourhood character while encouraging growth and further activation of streets.

Introduce shop-top housing form at neighbourhood centre, and missing middle type of housing typologies in the walkable catchment of the centre and amenities.

2-5 storeys



South Wentworthville



South Wentworthville Walkable Catchment Precinct and the distribution of housing opportunity



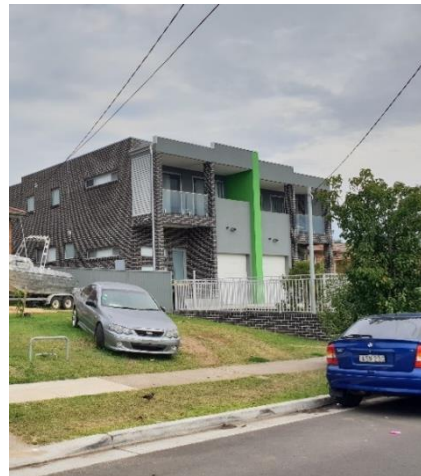
(1) Existing Neighbourhood shops



(3) Existing Housing Stock – Social Housing



(4) Emerging Housing Typologies



Classification

Investigation Area

Existing Planning Controls

B1 on the intersection of Coleman Street and Friend Street	9 metres for residential zoning
R2 surrounding the B1 zone	10 metres for B1 zone
R3 north of Verlie Street	

Built Form and Character

The intersection of Coleman Street and Friend Street provides a small neighbourhood centre for the precinct. A mix of low to medium housing surrounds the centre including single dwelling houses, newly constructed dual occupancies and social housing in the form of cottages and medium density flat buildings. The majority of dwellings are situated on oversized lots with large front yards and nature strips.

Transport

Public Transport:

- Bus stops on Coleman Street provide access to local services in Pemulwuy, South Wentworthville and the Merrylands local centre as well as employment opportunities in Greystanes

Road Network:

- Coleman Street is an arterial road with a 50 kilometre per hour speed limit running north-south providing one lane for traffic and street parking available in each direction. To the north, it leads to the Western Motorway and Great Western Highway

Parking:

- Street parking is available on the local road network
- Some parking is providing in front of the row of shops

Pedestrian Network:

- Pedestrian crossings are located on Coleman Street close to local shops

Open Space

Small reserves within the locality provide passive play areas of adequate quality including Friend Park, Pitt Park and Leawarra Reserve.

Social Infrastructure

Westmead Rehabilitation Hospital is also located on Coleman Street. Local services are highly inaccessible via public transport and must be accessed by vehicle.

Opportunities

The existing lot sizes provide opportunities to provide attached dwellings including dual occupancies and terraces.

Constraints

Accessibility to public transport is limited to local bus services, while the Coleman T-way is located along Coleman Street providing frequent services to Parramatta, it is not safely accessible by walking due to the Great Western Highway.

South Wentworthville – Desired Future Character

Utilise large lots and LAHC land holdings by investigating opportunities for amalgamation and redevelopment, to deliver better quality of social/ affordable housing while providing greater housing choice within the neighbourhood.

Introduce missing middle type of housing to increase density without posing impact to existing low-density housing character.

2-4 storeys



Social Housing Stock at South Granville



Manor Home Type, Housing Density Guide



Stockland Village at Calleya



Altrove, Stockland



Edmondson Park, Fraser Property

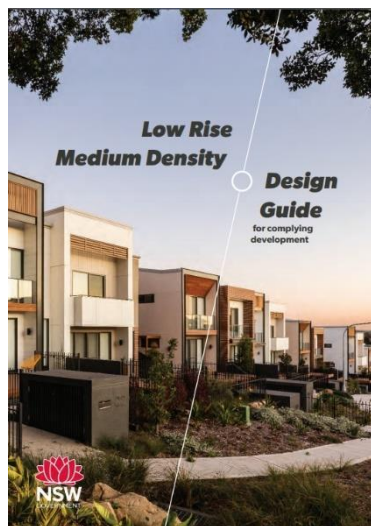
3.3. Mechanisms to Deliver the Options

The following provides an overview of the mechanisms that will help to deliver the options provided in the Strategic Centres Plan.

Table 27 – Mechanisms to deliver the options

Planning pathway, policy Purpose or guideline	How it will help drive and deliver the planning options	
<p>Rezoning</p>	<p>The Strategic Centres Plan identifies several local and neighbourhood centres to achieve the objectives of the LHS.</p> <p>This will require rezonings and amendments to existing development standards such as building heights and FSR provisions in the LEP to achieve the future desired character as identified in Section 3.2 of this Study.</p>	<p>Future Planning Proposals will allow for amendments to the LEP to realise the recommended future character of the local and neighbourhood centres.</p> <p>The proposals will help address the following:</p> <ul style="list-style-type: none"> - Provide housing choice and diversity in the LGA; - Explore opportunities for the urban renewal of existing Land and Housing Corporation Land; - Promote development along key rail and road corridors including the development along the existing T-way between Liverpool and Parramatta; and - Provide family and new entry developers to contribute to providing the 'missing middle' development.
<p>State Environmental Planning Policy (Exempt and Complying Development Codes)</p>	<p>The exempt and complying development code SEPP seek to allow development with minimal impact to be undertaken without consent or fast-tracked assessment by a Council or private certifier.</p>	<p>Division 4 Part 3B Low Rise Medium Density Housing Code allows for the complying development of dual occupancies, manor houses and multi dwelling housing (terraces) and attached dwellings. The Strategic Centres Plans identifies precincts for medium density housing within the LGA. The code will provide further flexibility for the provision of medium density development. At present, Cumberland Council is one of forty-nine Councils that has been exempt from the Code until the LEP review process has been completed.</p>

Low Rise Medium Density Design Guide



The Low-Rise Medium Density Design Guide for Complying Development provides consistent design and development standards for low rise medium density residential dwellings proposed under complying development. This includes terraces, manor homes and dual occupancies as complying development in the R1, R2, R3 and RU5 zones, where medium density development is permitted under a Council's Local Environmental Plan (LEP).

This initiative aims to allow approvals for these housing types faster and more straightforward, providing greater housing choice and supply.

The medium density housing code:

- Allows an applicant to lodge a complying development certificate (CDC) for medium density housing and concurrent subdivision,
- Requires the submission of a Design Verification Statement from the Building Designer for a medium density Complying Development Certificate (CDC), and
- Requires councils to consider the Design Guide for DAs to assess development applications for manor

On 18 July 2018 Council resolved to prepare a planning proposal to amend the three existing LEPs and nominate a minimum lot size for the development of dual occupancies in the Cumberland LGA. The amendment is in response to the minimum lot size of 400m² as stipulated in the Low-Rise Medium Density Design Guide. The increase in minimum lot size to 600m² will allow for building forms, landscaped areas and vehicle access provision that is more compatible with the low-density residential character and would better maintain a reasonable level of amenity for residents. It would further 600m² enable planting or retention of tree canopy on private land, which is important to manage the urban heat island effect in central Sydney.

The Strategic Centres Plan proposes missing middle options such as manor homes, townhouses/terraces, duplex and triplex in Regents Park to increase housing diversity in the area and increase housing in areas accessible by public transport whilst maintaining the leafy neighbourhood character of the area.

Council has raised concerns with the quality of the development delivered under the complying development codes. It is recommended that Council explore opportunities to implement medium density housing as a form of infill development within lower scale. It is recommended that the Council include additional controls in the comprehensive Cumberland DCP for development prescribed as Complying Development in the Low-Rise Medium density Design Guide, to ensure controls relating to architectural quality and urban design reflect the desired and future character of the local area.

	houses and terraces until such time they have their own DCP for these housing types.	
Low Rise Medium Density Design Guide for DAs	<p>The Design Guide for DAs provides design guidance for various forms of medium density housing including townhouses, villas, dual occupancies, terraces and manor houses. It has been developed to assist:</p> <ol style="list-style-type: none"> 1. Applicants in preparing their DAs for the medium density housing; and 2. Councils when they are assessing them where they do not have local development controls in place for assessing this type of housing. <p>It includes best practice design standards and will ensure these developments are well-designed and fit into the local character of an area.</p>	<p>The NSW Government has required that until Councils have appropriate controls in place in their DCPs, they are required to consider the Design Guide for DAs when assessing a DA for medium density development.</p> <p>It is recommended that Cumberland Council prepare specific controls in the comprehensive DCP for dual occupancies, terraces and manor homes which resonate with the desired future character of the precincts and centres identified in this Study and LSPPS.</p>
State Environmental Planning Policy – (Housing for Seniors or People with a Disability)	This Policy provides design and planning standards for housing for older people, people with disabilities and low incomes to have access to affordable housing.	The evidence base reveals that housing options for an aging population will need to be provided. The Seniors Housing SEPP provides development guidelines for a variety of housing options, including development incentives to encourage the supply of housing for an aging population.
State Environmental Planning Policy - Affordable Rental Housing 2009	The affordable rental housing SEPP helps to increase the amount and diversity of affordable housing in the state through design and planning standards. Several development incentives are provided to encourage the	A review of past development applications in the Cumberland LGA has found that a significant amount of residential development in high density areas allows for affordable housing. The incentives provided under the SEPP for bonus FSR granted with the provision of affordable housing units appeal to developers in the

	supply of affordable housing for the community.	<p>LGA. The SEPP is a great mechanism to encourage the supply of affordable housing in the LGA.</p> <p>Shop top housing is an option that has been explored as part of the Study. Future shop top housing development would be subject to the provisions of the SEPP, however as part of preparing the comprehensive DCP specific controls to inform the character and shop top housing requirements should be included.</p>
State Environmental Planning Policy No 65 Design Quality of Residential Development	The Policy provides comprehensive design and assessment approach for residential flat development. It is accompanied by the Apartment Design Guidelines.	The Strategic Centres Plans identifies high density development (5-8 storeys) within the primary transit corridor and future precinct of Merrylands. The design of residential apartment developments will be required to be assessed against the SEPP.
Apartment Design Guidelines	The Apartment Design Guide provides design and planning standards for apartment development for NSW.	<p>The development of apartments within the primary transit corridor and future Merrylands precinct will need to be designed in accordance with the Apartment Design Guidelines (ADG).</p> <p>Although the ADG stipulates compliance requirements for residential apartment buildings, it is recommended that further controls relating to the intended future character of Merrylands be explored as part of the comprehensive DCP specific to the precinct area.</p>
Cumberland Local Heritage study	The Council has commissioned a comprehensive review of local heritage as part of the Cumberland Local Heritage Study.	The Study recommends the enhancement of heritage items and heritage conservation areas within Granville. The heritage study may identify further items for consideration. It is important that the conservation and management of potential items is recognised and incorporated as part of the LEP review process.
Local Character and Place Guideline	Guidelines developed by the NSW Government to assist with local place making initiatives.	<p>The Cumberland LHS adopts the ‘change, enhance and maintain character’ assessment approach as prescribed in the Local Character and Place Guideline prepared by the NSW Government.</p> <p>In preparing the LHS, an assessment of the existing character and expectations for the desired future character of the local and neighbourhood centres has been</p>

		<p>defined to inform the objectives, standards and controls of the comprehensive LEP and DCPs to guide future development for Cumberland.</p> <p>As part of preparing the LSPS, it is encouraged that the sense of place and successful cultural planning is further explored. Cumberland's diversity of different cultures and people are a strength of the community. Creating cultural precincts, revitalising and animating urban space and nurturing a sense of place and local character is highly encouraged.</p>
<p>Promoting Design Excellence</p>	<p>Initiatives promoting design excellence in Cumberland</p>	<p>Several suggestions for promoting design excellence as part of future development in the LGA are listed as follows:</p> <p>On 3 April 2019, Council adopted an interim policy to enable the establishment of a Cumberland Design Excellence Panel. For a development to be considered to exhibit design excellence, the following matters must be considered:</p> <ul style="list-style-type: none"> • Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved. • Whether the form and external appearance of the development will improve the quality and amenity of the public domain. • Whether the development detrimentally impacts on view corridors. • How development addresses the following matters: <ul style="list-style-type: none"> ▪ The suitability of the land for development; ▪ Existing and proposed uses and use mix; ▪ Heritage issues and streetscape constraints; ▪ The location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form; ▪ Bulk, massing and modulation of buildings;

		<ul style="list-style-type: none"> ▪ Street frontage heights; ▪ Environmental impacts such as sustainable design, overshadowing, wind and reflectivity; ▪ The achievement of the principles of ecologically sustainable development; ▪ Pedestrian, cycle, vehicular and service access and circulation requirements; and ▪ The impact on, and any proposed improvements to, the public domain. <p>Consideration of potential design competition provisions is currently underway by Council.</p> <ul style="list-style-type: none"> • Design review panel <p>Council has implemented a Design Excellence Panel to provide design advice and guidance to significant development proposed in the LGA. The Panel is an excellent sounding board to give advice on key areas of architecture, urban design and landscape to inform good design outcomes for the LGA.</p> <p>Council allows 10% bonus FSR for development that exhibits design excellence at identified locations. The request for the detailed design information as part of unlocking additional FSR incentive is highly recommended.</p>
<p>Social infrastructure review</p>	<p>A review of the social infrastructure needs for Cumberland over the next 20 years.</p>	<p>As the population and housing supply increases over the next 20 years, the analysis undertaken in the Study suggests the need for more social infrastructure to meet the needs of the community. At present, it is found that social infrastructure supply for schools, elderly and youth services is limited. A review of future demand is required to be undertaken through a social infrastructure review to ensure the supply of this infrastructure is provided over the next 20 years. An LGA wide and focused one on the areas recommended for growth is highly recommended.</p>

Future public infrastructure review

A review of the future public transport for the next 20 years.

The Strategic Centres Plan has been developed around a transit orientated and place-based approach. It is recommended that a review of the future public infrastructure be undertaken to ensure that the key objectives of the LHS and transport strategy are realised.

3.4. Evaluation of the Options

The following section assesses the development feasibility of housing options, which represent key opportunities for the Council in addressing the housing gap that currently exists within the LGA.

IMPLICATIONS OF MARKET FEASIBILITY TESTING FOR HOUSING OPPORTUNITY

The outcomes of feasibility testing within the following section have informed the market feasibility perspective in estimating the level of dwelling potential for the Cumberland LGA (refer to Section 2.6).

As such, the following section provides an evidence base for calculating an appropriate level of expected housing development to occur in the LGA under the current planning controls.

Enabling feasible development outcomes through revised planning controls on opportunity sites will ensure that housing needs will be met.

Approach

Development feasibility was tested for the three out of the six housing options, as these options represent the key opportunities for the Council to address the housing gap that currently exists within the LGA.

The tested options for feasibility include:

1. **Shop-top housing – Merrylands West.**

Demand for a similar product is expected to come from younger couples and small families as well as from the downsizer market, noting a proportional increase in the ageing population.

2. **Townhouses (Missing Middle) – Regents Park**

Demand for a similar product is expected to come from families, which are projected to remain the most common household type in the LGA

3. **Low density apartments (5 to 8 storeys) – Merrylands town centre**

Demand for a similar product is expected to come from younger couples, small families and downsizers, especially price-conscious buyers.

Each option has been assessed under two cases:

- **Base case** –testing under the current planning controls.
- **Feasible case** –testing under the minimum planning controls required to achieve development feasibility, i.e. when residual land value exceeds estimated land value.

The following feasibility approach was undertaken to determine the residual land values of these three sites under the housing options:

1. Estimate dwelling yield on the site under the current planning controls, i.e. FSR, site coverage, building heights.
 2. Estimate expected revenue to be generated by dwelling yield, based on comparable developments in the region.
 3. Estimate the total project costs. The following cost assumptions were accounted for:
 - Selling commissions and marketing costs – 4% of gross realisation value (GRV)
 - Goods and services tax (GST) – 10% of GRV
 - Developers margin for profit and risk – 18% of GRV
 - Construction costs – benchmarked to Rawlinson’s Construction Handbook 2018 for comparable development types. Professional fees and contingency fees applied.
 - Local infrastructure contributions – assessed in line with relevant local council Section 94 Plans for new dwellings
 - Land Tax – assessed in line with state tax requirements
 - Long service levy – 0.35% of total development costs
 - Financing costs – assessed in line with appropriate project lead in and construction periods at a 6% interest rate.
 1. Estimate residual land value (net realisation less total project costs)
 2. Compare the residual land value with the estimated land value (allowing for a market premium to amalgamate sites). Development feasibility is achieved when residual land value exceeds estimated land value
- The exception, however, is medium density townhouse development. Increasing the density of development under the feasible case does not facilitate feasible development within the bounds of medium density development. The estimated cost to purchase the site far exceeds the residual land value.
 - This is notwithstanding that small-scale projects are likely to continue to occur on larger individual sites (600+ sqm) where builders/developers can knock down the older existing home and build four townhouses/manor homes. This provides the uplift to drive feasibility and removes the premiums associated with amalgamating sites.

A summary of the following options is provided in Table 28 overleaf. The key findings and conclusions include:

- Neither of the three options is feasible under the base case, i.e. under the current planning controls.
- Shop-top housing and low-density apartments (5 to 8 storeys) can achieve development feasibility under revised planning controls (primarily site coverage or building heights) under the feasible case. This will allow for higher FSRs to be achieved across the sites.

Table 28 – Summary of Housing Options – Feasibility Testing

Option	Planning Controls	Assumption	Base Case	Feasible Case	Recommendation
Shop Top Housing – Merrylands West	Max FSR: 2.8:1	Unit Yield	28	48	Shop-top housing development not feasible under current planning controls. Increase maximum site coverage to 45% OR increase building heights to 32m to achieve feasibility.
	Max Site Coverage: 30%	Site Coverage	30%	45%	
	Max Building Height: 23m (including retail podium)	Storeys	6 (23m)	9 (32m)	
		Implied FSR	1.3	1.9	
		Is it feasible?	No	Yes	
Townhouses – Regents Park	Max FSR: 0.75:1	Yield	15	76	Very low feasibility for townhouse development, with unrealistically high FSR, required on-site to achieve feasibility. Smaller scale medium density development is feasible, provided land acquisition costs are low.
	Max Site Coverage: 30%	Implied FSR	0.75	N/A	
	Max Building Height: 9m	Is it feasible?	No	Yes	
5 to 8 Storey Apartments – Merrylands Town Centre periphery	Max FSR: 2.0:1	Unit Yield	56	85	8-storey apartment development not feasible under current planning controls. Increase maximum site coverage to 40% OR increase building heights to 32m to achieve feasibility.
	Max Site Coverage: 30%	Site Coverage	30%	36%	
	Max Building Height: 25m	Storeys	8 (25m)	10 (32m)	
		Implied FSR	1.7	2.2	
		Is it feasible?	No	Yes	

Option 1 – Shop Top Housing

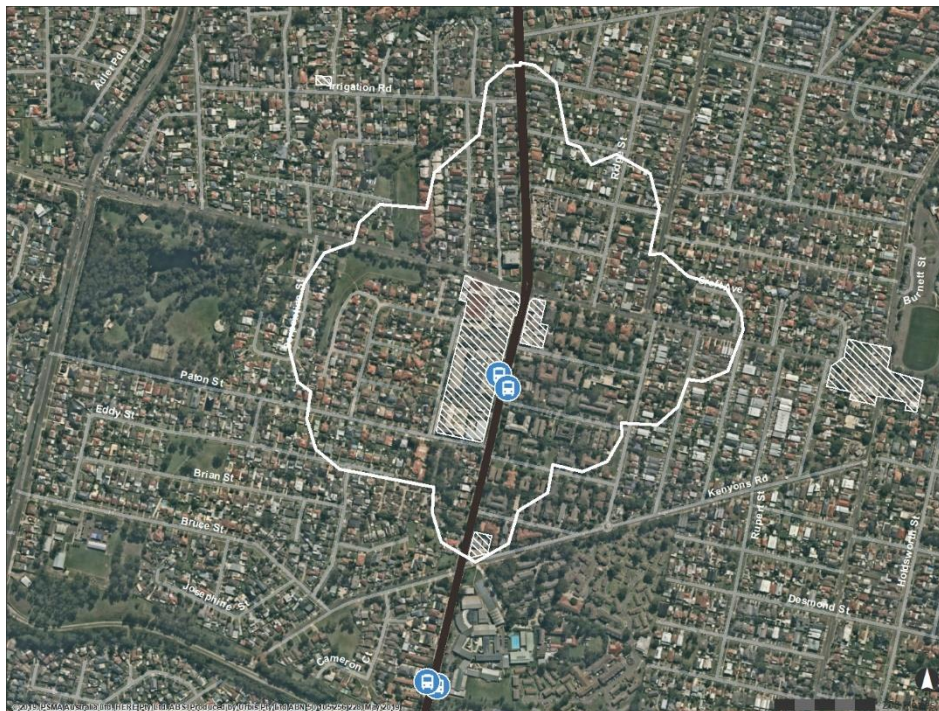
SITE OVERVIEW

The site is located in the Merrylands West precinct, within the B2 local centre zoning and to the east of Sherwood Road. The precinct is characterised by local services, including smash repairs and petrol station.

Redevelopment has begun to occur towards the southern end of the precinct in the form of shop-top housing.

Sherwood T-Way is located on Sherwood Road with services available in both directions providing frequent services to both Parramatta and Liverpool.

Map 4 – Site Context – Shop Top Housing



KEY ASSUMPTIONS AND FINDINGS

Base Case

- Maximum allowable residential GFA under the current planning controls supports development for 28 units over 6 storeys. This achieves a resultant FSR of 1.3:1 (within the allowable FSR controls).
- The development assumes a mix of one (10%), two (70%) and three (20%) bedroom units based on the mix in comparable locations.
- Adopted revenue of **\$7,500 per sq.m** on saleable area, which is in line with current pricing benchmarks for new apartment development within Merrylands West and surrounding suburbs
- Estimated land cost of \$1,000 per sq.m for the subject site is based on site sales evidence and unit site values for comparable locations in Western Sydney. An additional 30% premium on top of land costs reflects the site acquisition cost to the developer.
- Under these assumptions, the base residual land value does not exceed the estimated required land sale price of the subject site. As a result, **shop-top housing is not feasible** under the base case.

Feasible case

- To achieve feasibility of shop-top housing on the site, i.e. when base residual land value exceeds the land sale price for the subject site, the following planning controls and market assumptions were applied:
 - Increased maximum allowable residential GFA by either relaxing allowable site coverage to **45%** or maximum building height to **32 metres** to 9 storeys (under existing site coverage allowance). This achieves a resultant FSR of 1.9:1 (within the allowable FSR controls).
 - Adopted revenue of **\$7,800 per sq.m** on saleable area, which represents a sale premium on the upper levels of the development.
 - Higher land acquisition costs of **\$1,600 per sq.m** based on the increased unit site value of the development.

Overall, development of shop-top housing is feasible if planning controls (primarily site coverage or building heights) are revised to allow for a higher (though within current controls) FSR to be achieved.

Table 29 provides a feasibility summary for shop-top housing under the base case and feasible case.

Development Summary

Table 29 – Development Summary – Shop Top Housing

	Findings	Base Case	Uplift Case
(1)	Site Area (sq.m)	2,082	2,082
(2)	Max. allowable FSR ¹	2.8	2.8
(3)	Site coverage	30% ²	45%
(4)	Dwellings (no.)	28	48
(5)	Residential GFA (sq.m)	2,623	3,905
(6)	Implied FSR - (5)/(1)	1.3	1.9
(7)	Residential storeys - [(5)/0.7]/[(1)*(5)] ³	6	9
(8)	Residual land value	\$1,303,622	\$4,330,561
(9)	Estimated required sale price	\$2,706,600	\$4,330,560
	Feasible (Yes/No)	No	Yes

1. LEP control

2. DCP control

3. Residential GFA converted to Gross Building Area (GBA) to calculate storey levels

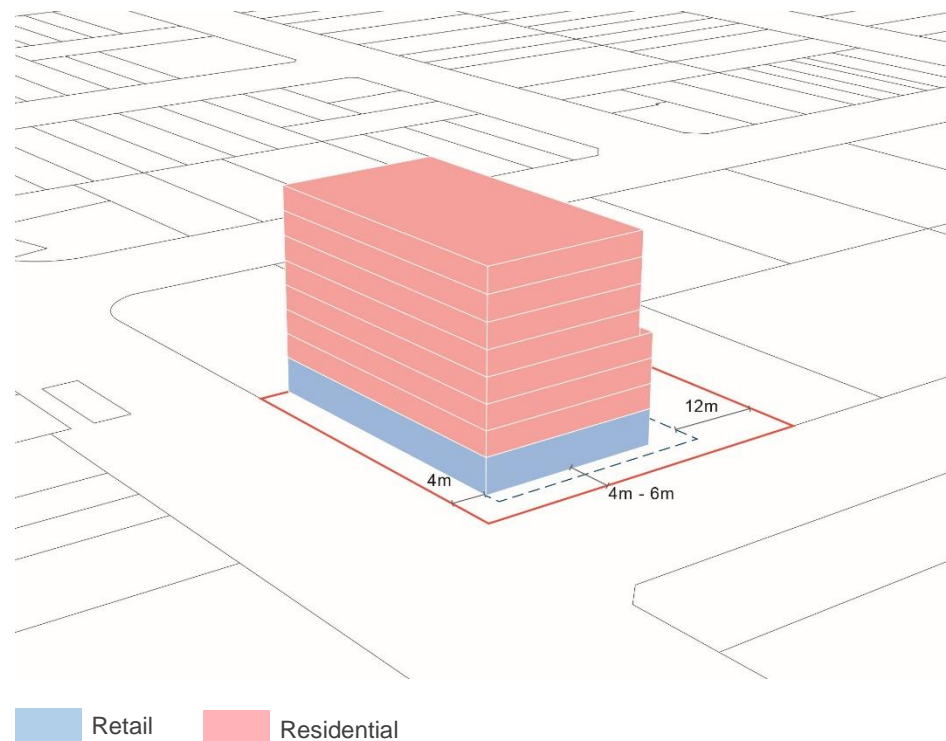
RECOMMENDED PLANNING CONTROLS

It is important to note that this urban form testing is based on the high-level feasibility assessment that determines the minimum site coverage required to deliver a viable development. The following diagram illustrates the resulting built form of the feasibility assessment, with reference to existing development

controls of Auburn DCP 2010 and the Apartment Design Guide. Detailed design will still be required to achieve an optimum built form outcome.

The following diagram illustrates the resulting built form of feasible development under the feasible case. A more rigorous design will be required to achieve an optimum built form outcome.

Figure 33 – Urban Form Testing – Shop-top housing



■ Retail ■ Residential

- Consider increasing residential site coverage to 45% to practically allow developments to achieve the current maximum FSR and height controls

Option 2 – Missing Middle

SITE OVERVIEW

The site is located in the Regents Park precinct, within the R2 Low Density residential zoning and comprises six houses. The precinct is characterised by low density houses on lots of around 450-600 sq.m.

Redevelopment has been limited within the area with some older weatherboard houses knocked down and replaced by larger double story homes.

There is a small local centre located to the east of the train station comprising convenience retail, walk-up apartments and nearby schools.

The Regents Park train station provides indirect access to employment centres with most commuters changing at Lidcombe station to express services.



Map 5 – Site Context – Missing Middle



KEY ASSUMPTIONS AND FINDINGS

Base Case

- Maximum allowable residential GFA under the current planning controls supports development for 15 x 2-story townhouses. This achieves a resultant FSR of 0.75:1 (the maximum allowable FSR control).
- The development assumes a mix of two (40%) and three bedroom (60%) townhouses with lot sizes of 200 and 250 sq.m respectively.
- Adopted revenue of around **\$4,600 per sq.m** on saleable area, which is in line with current pricing benchmarks for new townhouses in Lidcombe and surrounding suburbs

- Estimated land cost of \$1,600 per sq.m for the subject site is based on site sales evidence of homes in Regents Park. An additional 30% premium on top of land costs reflects the site acquisition cost to the developer of buying all six lots.
- Under these assumptions, the base residual land value does not exceed the estimated required land sale price of the subject site. As a result, **amalgamating multiple sites for a townhouse development is not feasible** under the base case.

Feasible case

- Increasing the density of development does not facilitate feasible development within the bounds of medium density development.
- Planning controls are not considered to be a key impediment of the development of amalgamating sites and developing medium density townhouses and manor home projects. Key impediments include:
 - The lots in the area are generally relatively small (<500 sq.m) which means they can only be replaced by 2 x 200-250 sq.m lots which are not sufficient to justify the land and construction costs
 - The likely premium that would be required to amalgamate sites results in a total site price that further inhibits feasibility.
- Amalgamating low density house sites to redevelop as medium density townhouses/manor homes is not feasible. This is reflected by the limited townhouse development that has occurred in the area with projects such as Botanica involving development on very large non-residential sites.
- Small scale projects are likely to continue to occur on larger individual sites (600+ sq.m) where builders/developers can knock down the older existing home and build four townhouses/manor homes. This provides the uplift to drive feasibility and removes the premiums associated with amalgamating sites.

The below table provides a feasibility summary for townhouses under the base case and feasible case.

Development Summary

Table 30 – Development Summary - Townhouses

	Findings	Base Case	Uplift Case
(1)	Site Area (sq.m)	3,608	3,608
(2)	Max. allowable FSR ¹	0.75	1.75
(3)	No. Units	15	76
(4)	Residential GFA	2,706	13,405
(5)	Implied FSR - (5)/(1)	0.75	3.72
(6)	Residual land value	\$748,835	\$7,504,641
(7)	Estimated required sale price	\$7,504,640	\$7,504,640
	Feasible (Yes/No)	No	Yes

¹.LEP control

RECOMMENDED PLANNING CONTROLS

- Consideration of the allowance of 3-storey walk up apartments in close proximity to the local centre
- Support of Low-Rise Medium Density Code to allow for manor homes on smaller sites (~400-500 sq.m) subject to supportable design outcomes.

Option 3 – 5 to 8 Storey Apartments

SITE OVERVIEW

The site is located in the Merrylands precinct, within the R2 Low Density zoning and comprises of two single dwelling lots to the east of Merrylands train station. While the western side of the train lines provides more consistent built form, the eastern side presents a mix of single dwellings, shop-top housing, and higher density residential flat buildings.

The site is located within a 300-metre walk of Merrylands train station, which provides high-frequency access to key employment areas such as Parramatta (5-minute train), Westmead Health and Education Precinct (15-minute train) and Sydney CBD (40 minutes).

Map 6 – Site Context – 5 to 8 Storey Apartments



KEY FINDINGS

Base Case

- Maximum allowable residential GFA under the current planning controls supports development for 56 units. This achieves an FSR of 1.7:1 (within allowable FSR control).
- The development assumes a mix of one (15%), two (65%) and three (20%) bedroom units based on the mix in comparable locations.
- Adopted revenue of **\$8,100 per sq.m** on saleable area, which is in line with current pricing benchmarks for new apartments in Merrylands and Granville
- Estimated land cost of \$1,275 per sq.m for the subject site is based on site sales evidence and unit site values for comparable locations in the region. An additional 30% premium on top of land costs reflects the site acquisition cost to the developer.
- Under these assumptions, the base residual land value does not exceed the estimated required land sale price of the subject site. As a result, **8-storey residential units are not feasible** under the base case.

Feasible Case

- To achieve feasibility of high density residential on the site, i.e. when base residual land value exceeds the land sale price for the subject site, the following planning controls and market assumptions were applied:
 - Increased maximum allowable residential GFA by either relaxing allowable site coverage to 36% or maximum building height to **32 metres** to 9 storeys (under existing site coverage allowance). This achieves a resultant FSR of 2.0:1 (within the allowable FSR controls).
 - Base case revenue of **\$8,100 per sq.m** applied to the saleable area, as no premium expected on density uplift
 - Higher land acquisition costs of **\$1,900 per sq.m** based on the increased unit site value of the development.

Overall, development of high density apartments up to the existing maximum FSR of 2.0:1 is feasible if planning controls (primarily site coverage) are revised to allow for the maximum FSR to be achieved.

The below table provides a feasibility summary for shop-top housing under the base case and feasible case.

Development Summary

Table 31 – Development Summary - 5 to 8 Storey Apartments

	Findings	Base Case	Uplift Case
(1)	Site Area (sq.m)	3,091	3,091
(2)	Max. allowable FSR ¹	2	3
(3)	Site coverage	30% ²	36%
(4)	Dwellings (no.)	56	76
(5)	Residential GFA (sq.m)	5,193	6,198
(6)	Implied FSR - (5)/(1)	1.7	2.0
(7)	Residential storeys - $[(5)/0.7]/[(1)*(5)]^3$	8	9
(8)	Residual land value	\$4,270,680	\$7,634,771
(9)	Estimated required sale price	\$5,123,333	\$7,634,770
	Feasible (Yes/No)	No	Yes

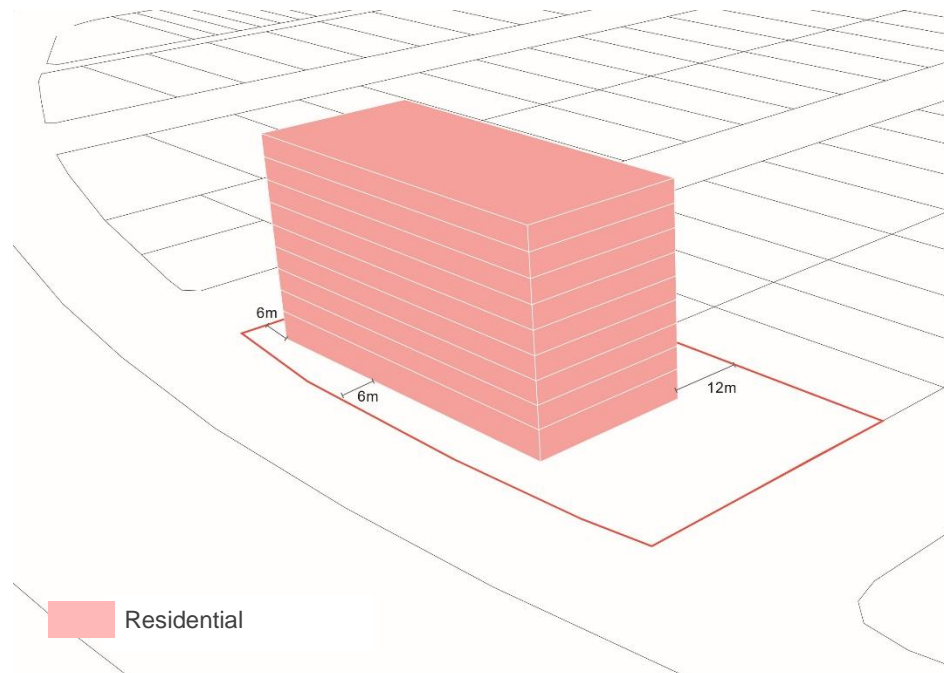
1. LEP control

2. DCP control

3. Residential GFA converted to Gross Building Area (GBA) to calculate storey levels

The following diagram illustrates the resulting built form of feasible development under the feasible case. A more rigorous design will be required to achieve an optimum built form outcome.

Figure 34 – Urban Form Testing – 5 to 8 Storeys



Source: Urbis

RECOMMENDED PLANNING CONTROLS

- Consider increasing residential site coverage to 40% to practically allow developments to achieve the current maximum FSR and height controls

4. Actions



4.1. Implementation and Delivery Plan

This section of the Study identifies the implementation and delivery of the LHS to drive the initiatives recommended in the Study to allow for future housing growth and supply in the identified areas of the Strategic Plan. The implementation and delivery of this Study are provided based on the following approach:

- LEP Process
- Citywide strategies
- Studies and Analysis
- Consultation
- Groups and Precincts

LEP Process

As an accelerated Council a period of two years has been provided to Cumberland for the LEP review and preparation process. The following provides the actions and timeframes to allow for the successful completion of this process.

Item	Action	Timeframe	Priority	Responsibility
Cumberland Strategies	Prepare Draft strategies	July 2019	High	Cumberland Council
	Revise Draft strategies	September 2019		
	Finalise strategies	November 2019		
Local Strategic Planning Statement	Prepare Draft LSPS	May 2019	High	Cumberland Council
	Put LSPS on public exhibition	July 2019		
	Revise Draft LSPS based on public exhibition	September 2019		
	Finalise LSPS	November 2019		
Prepare Local Environmental Plan	Prepare draft LEP	2019	High	Cumberland Council

Item	Action	Timeframe	Priority	Responsibility
	Publicly exhibit draft LEP	2020		
	Gazettal of LEP	2020-2021		
Prepare Development Control Plan	Prepare draft DCP	2019	High	Cumberland Council
	Publicly exhibit draft DCP	2020		
	Adoption of DCP	2020-2021		

Citywide Strategies

Item	Action	Timeframe	Priority	Responsibility
Planning proposals for Auburn and Lidcombe town centres	Planning proposals submitted to NSW DPE	2020	Medium to High	Cumberland Council
	Amendments incorporated into LEP			NSW Department of Planning and Environment
	Gazettal of LEP amendments			
GPOP	Finalisation of the GPOP	2019	Medium	NSW Department of Planning and Environment Relevant Council LGAs
Low Rise Medium Density Code and Planning Proposal	Request NSW DPE to amend minimum lot size for dual occupancy to 600m ² in LEP	2019	Medium	NSW Department of Planning and Environment Cumberland Council

Studies and Analysis

Item	Action	Timeframe	Priority	Responsibility
Comprehensive Heritage Study for Cumberland	Stage 1: review and update existing inventory sheets and identify any items which may no longer be suitable for heritage listing	July 2019	High	Cumberland Council
	Stage 2: identify potential new listings	Late 2019		
Affordable Housing Study	Undertake and prepare an affordable housing study	July 2019	High	Cumberland Council
Transport Study	<p>The transport study seeks to:</p> <ul style="list-style-type: none"> • Identify issues identified including heavy traffic, pressure on some public transport services and ability to cater for growth. • Explore future opportunities, including: <ul style="list-style-type: none"> ▪ Vibrant centres with a wider range of transport options ▪ Public transport that supports a 30-minute city ▪ Encouraging a safe and reliable road network ▪ Integrate with planned transport infrastructure projects ▪ Use of new transport technologies • Opportunities for collaboration with transport agencies and providers 	July 2019	High	Cumberland Council
Open Space and Recreation Study	<ul style="list-style-type: none"> • Uneven distribution of open space across the Cumberland area. • Some parts of the Cumberland area are undersupplied for recreation facilities • Future opportunities to include: <ul style="list-style-type: none"> ▪ Provision of new community/civic space in town centres 	July 2019	High	Cumberland Council

Item	Action	Timeframe	Priority	Responsibility
	<ul style="list-style-type: none"> Improve the quality of open spaces, particularly smaller local parks Focus on Duck River and Prospect Reservoir Water Pipeline corridors to deliver Green Grid priorities 			
Bushfire Prone Land Study	Undertake and prepare a Bushfire Prone Land Study for the Cumberland LGA.	July 2019	High	Cumberland Council
Social Infrastructure Review	Undertake a review of the existing and future demand for social infrastructure to address planned growth of the LGA over the next 20 years.	June 2020	High	Cumberland Council
Public Infrastructure Review	<p>Future Rapid Bus Transport System</p> <p>Review of present and train capacity for T1 Western line, T5 Cumberland Line and T2 Inner West and Leppington Line</p>	2019-2026	High	<p>Cumberland Council</p> <p>Adjoining LGAs</p> <p>Greater Sydney Commission</p> <p>Transport for NSW</p> <p>Infrastructure NSW</p> <p>NSW Department of Planning and Environment</p>

Consultation

To ensure the successful implementation of the Study, consultation with key stakeholder groups will be important to drive the initiatives over the next 20 years. The following stakeholder's groups and actions to allow for the implementation of the Study is provided as follows:

Stakeholder group	Action	Timeframe	Priority	Responsibility
Greater Sydney Commission	Working together with the GSC to ensure the strategic objectives for the Central City District are realised.	2019-2026	High	Greater Sydney Commission

Stakeholder group	Action	Timeframe	Priority	Responsibility
NSW Department of Planning and Environment	Working with the NSW DPE to prepare a comprehensive LEP for Cumberland.	2019-2021	High	Cumberland Council NSW Department of Planning and Environment
Parramatta City Council	Working with Parramatta Council to implement cross LGA strategic plans and planned precincts	2019-2026	High	Cumberland Council Parramatta City Council
Liverpool City Council and Bankstown City Council	Advocate for public transport improvements to accommodate future housing growth	2019-2026	Medium to High	Cumberland Council Advocate for public transport improvements
Liverpool City Council and Bankstown City Council	Working together with the two Councils to advocate better transport links for future housing growth.	2019-2026	Medium to High	Cumberland Council
	Train frequency and services			Liverpool City Council
	Rapid bus transport services between Bankstown and Parramatta			Bankstown City Council

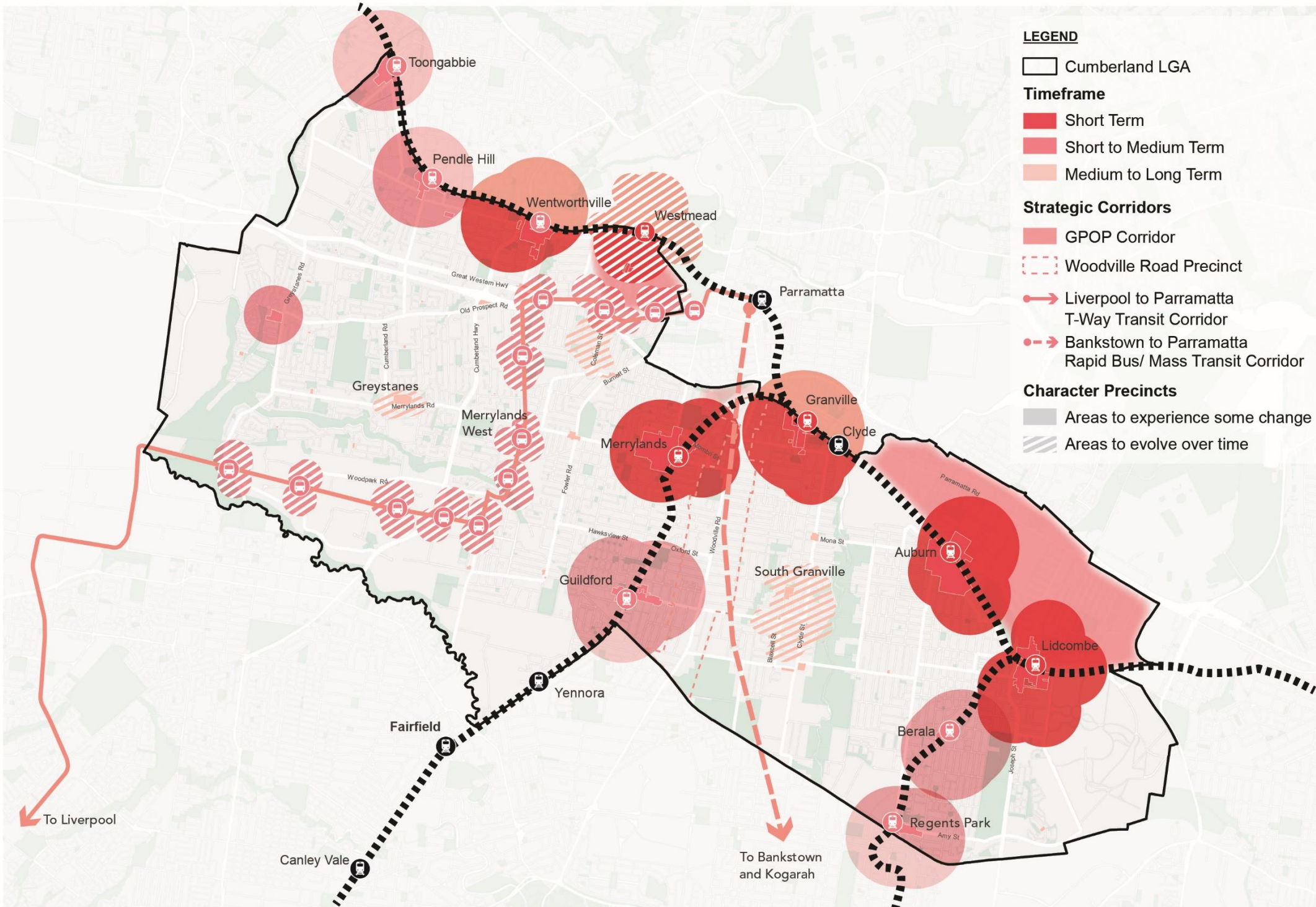
Groups and Precincts

In order to allow for timely implementation of the Study as envisaged in the Strategic Centres Plan, the approach and focus for Cumberland's housing growth for the next 20 years is provided below.

Group	Precinct	Action	Timeframe	Priority	Responsibility
Strategic Centres	Merrylands	<ul style="list-style-type: none"> Progress current planning proposals Investigate potential for future precinct including infrastructure needs Review and establish required development controls under LEP Establish suitable DCP controls to meet the desired future character as identified in the Study. 	Short term	High	Cumberland Council
Principal Local Centres	Granville Auburn Lidcombe Wentworthville	<ul style="list-style-type: none"> Progress current proposals Review and define precinct areas Establish suitable DCP controls to meet the desired future character as identified in the Study 	Short term	Medium to high	Cumberland Council
Local Centres	Merrylands West Regents Park Guildford Berala	<ul style="list-style-type: none"> Progress current proposals Investigate potential for future precinct including infrastructure needs Review and establish required development controls under LEP 	Short to Medium term	Medium	Cumberland Council

Group	Precinct	Action	Timeframe	Priority	Responsibility
	Pendle Hill Toongabbie Pemulwuy	<ul style="list-style-type: none"> Establish suitable DCP controls to meet the desired future character as identified in the Study. 			
Planned Precincts	Westmead	<ul style="list-style-type: none"> Work with the NSW Government on proposals within the precinct Opportunity to work with the Government on Westmead investments 	Short term	High	Cumberland Council
Strategic Corridors	GPOP Corridor Parramatta Road Corridor Woodville Road corridor T-way transit corridor	<ul style="list-style-type: none"> Work with the NSW Government to provide future advocacy for improved links and transport between LGAs Focus on transit orientated precincts and development Review of planning controls as identified in the Corridor Plans. 	Short to Medium term	Medium	Cumberland Council
Neighbourhood Centres	Various throughout the LGA	<ul style="list-style-type: none"> Implement strategies to allow low-medium density infill development through planning pathways 	Medium to Long term	Low – Medium	Cumberland Council
Future Housing Investigation Areas	Greystanes South Granville South Wentworthville	<ul style="list-style-type: none"> Future areas for investigation by the Council for renewal and enhancement. 	Medium to Long term	Low – Medium	Cumberland Council

Group	Precinct	Action	Timeframe	Priority	Responsibility
		<ul style="list-style-type: none"> <li data-bbox="884 323 1469 464">Further place and infrastructure study required to support future growth and planning initiatives. 			



LEGEND

▭ Cumberland LGA

Timeframe

- Short Term
- Short to Medium Term
- Medium to Long Term

Strategic Corridors

- ▬ GOP Corridor
- ▬ Woodville Road Precinct
- Liverpool to Parramatta T-Way Transit Corridor
- Bankstown to Parramatta Rapid Bus/ Mass Transit Corridor

Character Precincts

- ▬ Areas to experience some change
- ▬ Areas to evolve over time

4.2. Planning Proposal

The Study sets out the future planning of the Cumberland LGA with an approach to provide future housing supply and variety in housing over the next 20 years. The Strategic Centres Plan in Section 3.2 of this Study identifies precincts for future planning and growth, which would require amendments to existing controls and rezonings to achieve the land use approach.

The evidence base shows that the housing targets can be achieved but will require a review of current planning controls to meet future needs while also considering feasibility and market demand. However, the Cumberland LHS seeks to achieve more than the required housing targets necessary for the LGA. As a result, the several areas are identified to be maintained, changed or enhanced with the aim to:

- Encourage housing diversity and housing affordability
- Allow for housing greater density along with public transport nodes
- Utilisation and renewal of existing Land and Housing Corporation stock

Provide greater housing choice with the implementation of R3 Medium Density zone to allow for zone transitions within the LGA and reduce the number of R2 Low Density zoning.

These specific precincts can assist the Council to achieve better land use planning outcomes for the LGA rather than solely focussing on housing targets. As part of a coordinated approach, the Council can consider rezonings and planning proposals to amend existing planning controls to deliver the intentions of the Plan and Study as part of future works.

It is important that any future rezonings and planning proposals, taken into account the required social and public infrastructure necessary to accommodate the growing needs of the community and future population in these areas.

A Planning Proposal Framework has been provided in **Table 32** to ensure key considerations for future planning proposals has been provided.

Planning Proposal Framework

A framework for the consideration of Planning Proposals is provided in Table 32.

Table 32 – Planning Proposal Framework

Strategic Planning Context	Planning Principles	Considerations
<p>Consistent with <i>A Metropolis of Three Cities: Greater Sydney Region Plan and Central City District Plan</i></p> <p>Consistent with Cumberland Local Strategic Planning Statement</p> <p>Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls</p> <p>Seeking to update the current planning controls if they have not been amended in the last 5 years</p> <p>Consistent with Section 9.1 Ministerial Directions</p>	<p>Planning proposals must consider the following:</p> <p>Ensure development aligns and is consistent with the broader State and local government's strategic vision, directions and objectives.</p>	<ul style="list-style-type: none"> • Is the planning proposal consistent with <i>A Metropolis of Three Cities: Greater Sydney Region Plan</i>? • Is the planning proposal consistent with <i>Western City District Plan</i>? • Is the planning proposal consistent with the LSPS? • Does the planning proposal respond to new infrastructure investment? • Does the planning proposal respond to changing demographic needs? • Would an LEP review make this no longer relevant? • Is the planning proposal consistent with Section 9.1 Ministerial Directions?
Traffic and Transport Considerations	Planning Principles	Consideration
<p>Local traffic and transport</p> <p>Public transport</p>	<p>Planning proposals must consider the following:</p> <p>Ensure homes are within walking distance of a rail station (800 metres) or bus stop (400 metres), and routes link to Major centres, transport hubs, schools, employment opportunities and residential areas.</p>	<ul style="list-style-type: none"> • Will the proposed development generate more traffic on existing roads? • Does the proposed development propose any traffic management measures which may improve the function of a road? • Is the proposed development within 800m walking distance from a train station?

<p>Cycle and pedestrian movement</p>	<p>Encourage walking and cycling within and to and from the centres and residential areas.</p> <p>Ensure efficient movement of vehicles and pedestrians and minimise conflicts between local traffic and residential amenity.</p>	<ul style="list-style-type: none"> • Is the proposed development within 800m of a T-way stop or within 400m walking distance from a bus stop? • Does the proposed development provide active transport? • Does the proposed development contribute to the active transport system beyond the immediate vicinity of the site? • Does the proposed development contribute pedestrian footpaths? • Does the proposed development provide cycle lanes? If so, are they combined/ separated?
<p>Environmental Considerations</p>	<p>Planning Principles</p>	<p>Consideration</p>
<p>Bushfire Hazard</p>	<p>Planning proposals must consider the following:</p> <p>Ensure that bushfire protection measures include safe evacuation routes and asset protection zones from the proposed development. [Draft PBP 2018]</p>	<ul style="list-style-type: none"> • Does the proposed development have any bushfire risk? • If so, how is it proposed to be mitigated?
<p>Acid Sulphate Soil</p>	<p>Ensure stormwater management design minimises the impact on the biodiversity values of the site and surrounding context.</p>	<ul style="list-style-type: none"> • Does the proposed development have any acid sulphate soil risk? • If so, how is it proposed to be mitigated?
<p>Noise Impact</p>	<p>Consider the potential impacts of existing, and future land uses for the following:</p> <ul style="list-style-type: none"> • Noise • Odour • Safety • air quality 	<ul style="list-style-type: none"> • Does the proposed development have any negative acoustic impact? • At what time does the noise operate? • What are the proposed noise mitigation measures to the proposed development?

<p>Flora and fauna</p>	<ul style="list-style-type: none"> • geotechnical • flooding events • Contamination • Acid sulphate soil <p>Plan for a well-designed interface between residential and commercial land to minimise conflicting impacts.</p> <p>Encourage the retention of mature trees and vegetation to address climate change, urban heat island effect, and shade.</p>	<ul style="list-style-type: none"> • Does the proposed development have any vegetation? <p>If so, is the vegetation proposed to be retained?</p> <ul style="list-style-type: none"> • Are there any threatened flora and fauna species identified on the site? • If so, what mitigation measures are proposed to not negatively affect their habitat?
<p>Soil stability, erosion, sediment, landslip assessment and subsidence</p>		<ul style="list-style-type: none"> • Are there any risks associated with the geotechnical constraints (e.g. soil stability, erosion, sediment, landslip, subsidence, etc.)? <p>If so, how is the planning proposal propose to mitigate these risks?</p>
<p>Water quality</p>		<ul style="list-style-type: none"> • Are there rain gardens and other water quality measures proposed to address the site's runoff?
<p>Stormwater management</p>		<ul style="list-style-type: none"> • Does the proposed development provide any changes to the current stormwater mitigation measures? • Are there any drainage basins proposed to assist with mitigation measures?
<p>Flooding</p>		<ul style="list-style-type: none"> • Is the proposed development affected by the 1:100 flood event?
<p>Land/site contamination (SEPP 55)</p>		<ul style="list-style-type: none"> • Is land contaminated? • Can it be remediated?
<p>Resources (including drinking water, minerals, oysters, agricultural lands, fisheries, mining)</p>		<ul style="list-style-type: none"> • Not applicable to Cumberland
<p>Sea level rise</p>		<ul style="list-style-type: none"> • Not applicable to Cumberland

Urban Design Considerations	Planning Principles	Consideration
<p>Existing site plan (buildings, vegetation roads, etc)</p> <p>Building mass/block diagram study (changes in building height and FSR)</p> <p>Lighting impact</p> <p>Development yield analysis (potential yield of lots, houses, employment generation)</p>	<p>Planning proposals must consider the following:</p> <p>Consistency with the Government Architect’s <i>Evaluating Good Design</i> objectives.</p> <p>Ensure new housing typologies are consistent with the local character and context.</p> <p>Regard for Government Architect’s Design Excellence Competition Guidelines (Recommended for Cumberland Council to identify areas for Design Excellence)</p>	<ul style="list-style-type: none"> • How does the proposed development fit within the surrounding context? E.g. land use and height/scale transitions. • If significant changes are proposed which diverge from the surrounding areas, how does the proposed development address the frontages to adjacent properties? • Does the proposed development have any negative impacts on surrounding properties which cannot be mitigated, such as: <ul style="list-style-type: none"> ▪ Overshadowing ▪ Privacy ▪ Noise ▪ Traffic generation • Has the proposed development given consideration to active street frontages? • Does the proposed development overshadow surrounding areas? • Does the proposed development create an uplift of number of people? • Has the proposed development responded to the increase of the site in regards to open space provision, traffic and transport, etc.?

ADG Compliance		<ul style="list-style-type: none"> Does the proposed development comply with the Apartment Design Guidelines? (For apartments only)
Design Excellence		<ul style="list-style-type: none"> Does the proposed development provide merits for design excellence?
Economic Considerations	Planning Principles	Considerations
Economic impact assessment	Planning proposals must consider the following:	<ul style="list-style-type: none"> Does the proposed development have any employment generating uses contained within the site?
Retail hierarchy	Encourage development within proximity to local and regional centres and strategic corridors.	<ul style="list-style-type: none"> Is the proposed development within 400m walking distance to a retail centre?
Employment land	Ensure future residents are within 30 minutes to an employment centre.	<ul style="list-style-type: none"> Does the proposed development have access to nearby employment land? How can future residents access nearby employment from the proposed development? [30min city]
Social and Cultural Considerations	Planning Principles	Considerations
Heritage impact	Planning proposals must consider the following:	<ul style="list-style-type: none"> Does the proposed development have any heritage impact on or adjacent to the site? <ul style="list-style-type: none"> If so, how does the proposed development aim to mitigate impacts?
Aboriginal archaeology	Recognise the history, heritage and character of the surrounding area through identifying European and Aboriginal Cultural Heritage.	<ul style="list-style-type: none"> Does the proposed development have any Aboriginal artefacts contained within site? Have appropriate mitigation measures been considered for Aboriginal artefacts?
Open space management	Ensure new/enhanced open space can meet the passive and active recreation needs of the future population and support biodiversity values.	<ul style="list-style-type: none"> How has the proposed development considered uplift in open space requirements for the surrounding area?
	Integrate waterway corridors, heritage items and high-value landscape features to improve enjoyment	

	<p>and access of these places as part of an integrated open space network [GA Office Greener Spaces]</p> <p>Ensure local parks feature a mix of active and passive recreation uses and are within easy walking and cycling reach of homes.</p> <p>Consider opportunities for providing additional open space and recreation facilities in response to future population needs.</p> <p>Ensure existing and proposed education and social infrastructure facilities meet the future population needs.</p> <p>Encourage the urban renewal of government-owned land.</p> <p>Promote social and affordable housing mix within high amenity areas.</p>	<ul style="list-style-type: none"> • Does the proposed development propose any dedication of public open space? • Does the proposed development propose any private open space? • Does the proposed development provide any embellishment of existing open space? • Does the proposed development have a plan of management for proposed public open space?
European archaeology		<ul style="list-style-type: none"> • Does the site have any European artefacts? • Have appropriate mitigation measures been considered for European artefacts?
Stakeholder engagement		<ul style="list-style-type: none"> • Has the applicant consulted with surrounding neighbours to understand the community sentiment toward the proposed development?
Housing affordability		<ul style="list-style-type: none"> • Does the proposed development provide any consideration for social or affordable housing units?
Social infrastructure		<ul style="list-style-type: none"> • Is the proposed development within walking distance to a primary school? • Is the proposed development within walking distance to a secondary school? • Are there any private schools identified within walking distance to the proposed development? • Are there childcare facilities within or near the proposed development? • Are there health facilities near the proposed development?

Infrastructure Considerations	Planning Principles	Considerations
<p>Infrastructure servicing and potential funding arrangements</p>	<p>Planning proposals must consider the following:</p> <p>Ensure adequate essential infrastructure is provided to service existing and future residents.</p>	<ul style="list-style-type: none"> • Is the proposed development owned by the private or public landowner? • Does the proposal include land owned by a public authority? • Does the proposal include existing social and affordable housing? <ul style="list-style-type: none"> • Is there sufficient infrastructure capacity to service the following: <ul style="list-style-type: none"> ▪ Water; ▪ Sewer; ▪ Electricity; ▪ Telecommunications. • Does the proposed development seek to increase capacity in infrastructure systems to alleviate the uplift?

Proposals for site uplift

The following provides as a specific set of criteria for site-specific Planning Proposals. Proponents are required to demonstrate compliance with the above planning proposal framework and the following listed criteria:

<p>Ecologically Sustainable Design</p>	<p>The proposed development will achieve a 5 Star Green Rating – Communities for Precinct scale development or Green Star performance for a building.</p>
<p>Design Excellence Strategy</p>	<p>Demonstrate design excellence through a design competition process for a building at least 25m or greater.</p>
<p>Active Transport</p>	<p>The proposal will promote active transport strategies by encouraging through site links to cycleways, end of trip facilities, bike parking facilities and other similar initiatives.</p>

Public Open Space

The proposal will address the LGAs shortage in public open space, with a total of 30% of the total site area to be dedicated for public open space through a Planning Agreement as an open space contribution.

4.3. Monitoring and Reviews

To ensure the Cumberland LHS remains relevant and consistent with the state and local planning framework and legislative changes, it is recommended that the review of the Study be undertaken as follows:

Review period	Requirements for review
Annual Reviews	<p>This review would consider the rate of housing delivery and supply within the LGA. The annual reporting would monitor and identify trends which will help to inform be considered as part of the five-year review.</p> <p>At the same time, it may identify opportunities for the implementation of housing initiatives recommended in this Study.</p> <p>Reviews of the annual evidence base over five years and housing stock against the broader aims of District and Regional Plans to ensure that the LHS is aligned with local housing needs.</p>
Five yearly review	<p>The five-year review may allow for a review of the policies to influence the supply and demand for housing in the LGA.</p> <p>to ensure that the 20-year vision statement, the evidence base and the strategic and planning contexts are aligned with the goals of the community, the broader aims of the district and regional plans, and the LHS implementation and deliver the plan.</p>
Ten-year review	

The Monitoring and Reporting phase is important to help identify triggers that would result in a comprehensive and holistic review of the LHS, including potentially:

- Change in housing supply or demand, demographic, economic or environmental conditions, and
- Changes to transportation infrastructure projects.

Disclaimer

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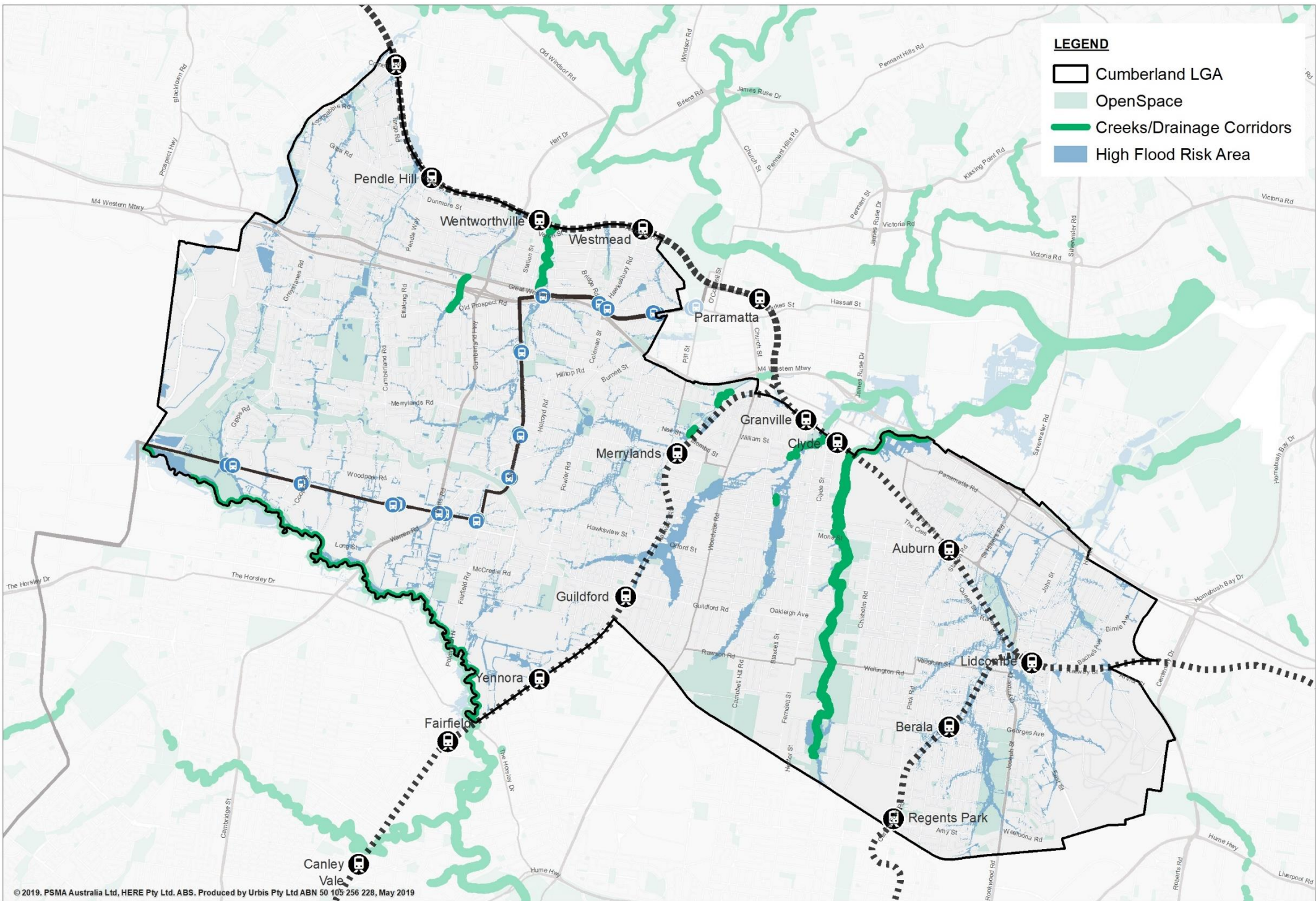
This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A Housing Opportunity Analysis - Land Use Opportunities and Constraints

Criteria	Possible Score	Score	Justification
Environmental Constraints			
High Risk Flood	5	3	Lot that has been identified with a high risk of flood are given a score of 3, as flood-affected lots may require risk-mitigation strategies to be in place prior to any development, where development may incur additional cost. The remainder lots are deemed as suitable for development and given the highest possible score of 5.
Open Space & Recreation			
Public Open Space	0	0	These factors have been perceived as criteria for elimination and given a score of 0, as these restricts any forms of development to occur on-site.
Existing Sports & Recreation Facilities	0	0	
Regional Significance Green Corridors & Open Space	0	0	
Natural Areas, Conservation Areas/ Reserves etc.	0	0	
Creeks/ Drainage corridors	0	0	
Established Amenities/ Social Infrastructure			
Health Facilities	0	0	These factors have been perceived as criteria for elimination and given a score of 0, as these restricts any forms of development to occur on-site.
Rockwood Cemetery	0	0	
Schools	0	0	
Road Corridors - Woodville Road, Cumberland Highway, Parrar	0	0	
T-way & stops	0	0	
Train Station & Rail line	0	0	
Employment and Industrial lands (Include Industry & Business	0	0	
Existing DA's - Construction	0	0	

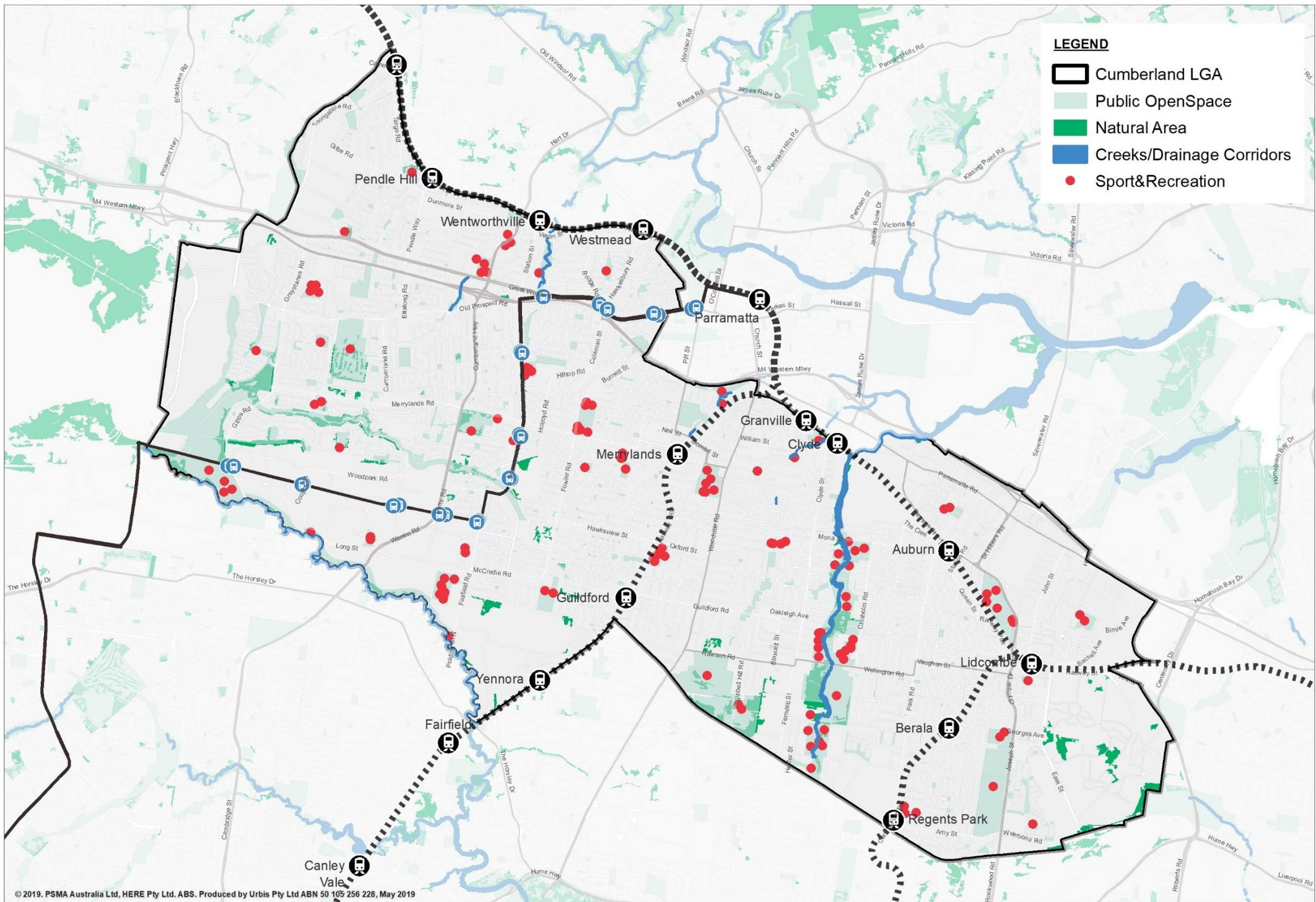
Criteria	Possible Score	Score	Justification
Heritage and Conservation Areas			
Item - Archeological	5	3	Lots that are located within the heritage conservation areas and/or shown the presence of heritage item on-site are given a score from 1 to 3, depending on the degree of influence these factors would imply on the lots' suitability for development. Lots that are not located within heritage conservation area and have no presence of heritage items are given the highest possible score of 5.
Item - General	5	1	
Conservation Area - General	5	2	
Key Centres/Precincts			
Greater Parramatta to Olympic Park (GPOP)	4	4	Lots have been assessed against its strategic location within its suburb and the Cumberland LGA. These factors are perceived as positive attributes towards residential development. Scores are given to lots based on its' proximity to the type of centres. The score range of 2-5 are rated based on the hierarchy of the centres, with local Neighbourhood Centre as 2 and major Strategic Centres as the highest score of 5. Lots that are not located in the walkable catchment of centres are given the lowest score 1.
2km from Strategic Centres (Greater Parramatta, Sydney)	5	5	
B1 Neighbourhood Centre	2	2	
B2 Local Centre and B4 Mixed Use Centre	5	5	
Town Centres	5	5	
800m walkable catchment from B2 Local Centres, B4 Mixed Use Centre and Town Centres (Along Rail Line or around Train)	3	3	
400m walkable catchment from other B2 Local Centre, B4 Mixed Use Centre and Town Centres (that's not along transit)	4	4	
400m walkable catchment from B1 Neighbourhood Centre	2	2	
Accessibility			
Within 400m walking distance to Public Open Space larger than	3	3	Lots have been assessed against its accessibility to transit stations and public amenities. An additional score of 3 is given to lots that have ease access to public open space, while an additional score of 5 is given it lots are located within 5-10mins walk to transit stations. Lots that are located beyond these walkable catchment are treated as lots with average opportunity and 'given score of 1.
Within 400m walkable catchment to bus stops	5	5	
Within 800m walkable catchment to train station	5	5	

Criteria	Possible Score	Score	Justification
Current Development Trend (Existing DA's, PPs and undergoing projects)			
Existing PP's	5	2	The assessment of lots' development opportunity has taken into consideration the presence of planning proposal or development application (DA) on-site. These DAs have been rated based on the completion status, where lowest score is given to DA that has been approved. Lots that have no presence of any form of DA or planning proposals are deemed as suitable for development, and given a score of 5.
Existing DA's - Mooted	5	3	
Existing DA's - Development Application	5	2	
Existing DA's - Development Approval	5	1	
Existing Lot Sizes			
< 600 sq.m	1	1	Lot has been assessed against its' land size through a rating of 1 to 5 based on the level of suitability for any new development to occur.
600-1000 sq.m	2	2	
1000-2000	3	3	
2000-10000 sqm	4	4	
>10,000 sq.m	5	5	
Lot Ownership			
Strata Title Land/Block (within Town Centres & B1-B4 Centres)	5	2	Lots that have multiple owners on-site presents challenges for new development to take place. These lots are given the lowest scores 1 and 2. Lots with single ownership are deemed as the most suitable for development to occur, where a score of 5 is provided. Lots that are currently owned by LAHC are given a higher score, with the potential of lots to be amalgamated for redevelopment under one single ownership.
Strata Title Land/Block (others)	5	1	
Torrens Title	5	5	
NSW Land and Housing Corporation (LAHC)	5	5	



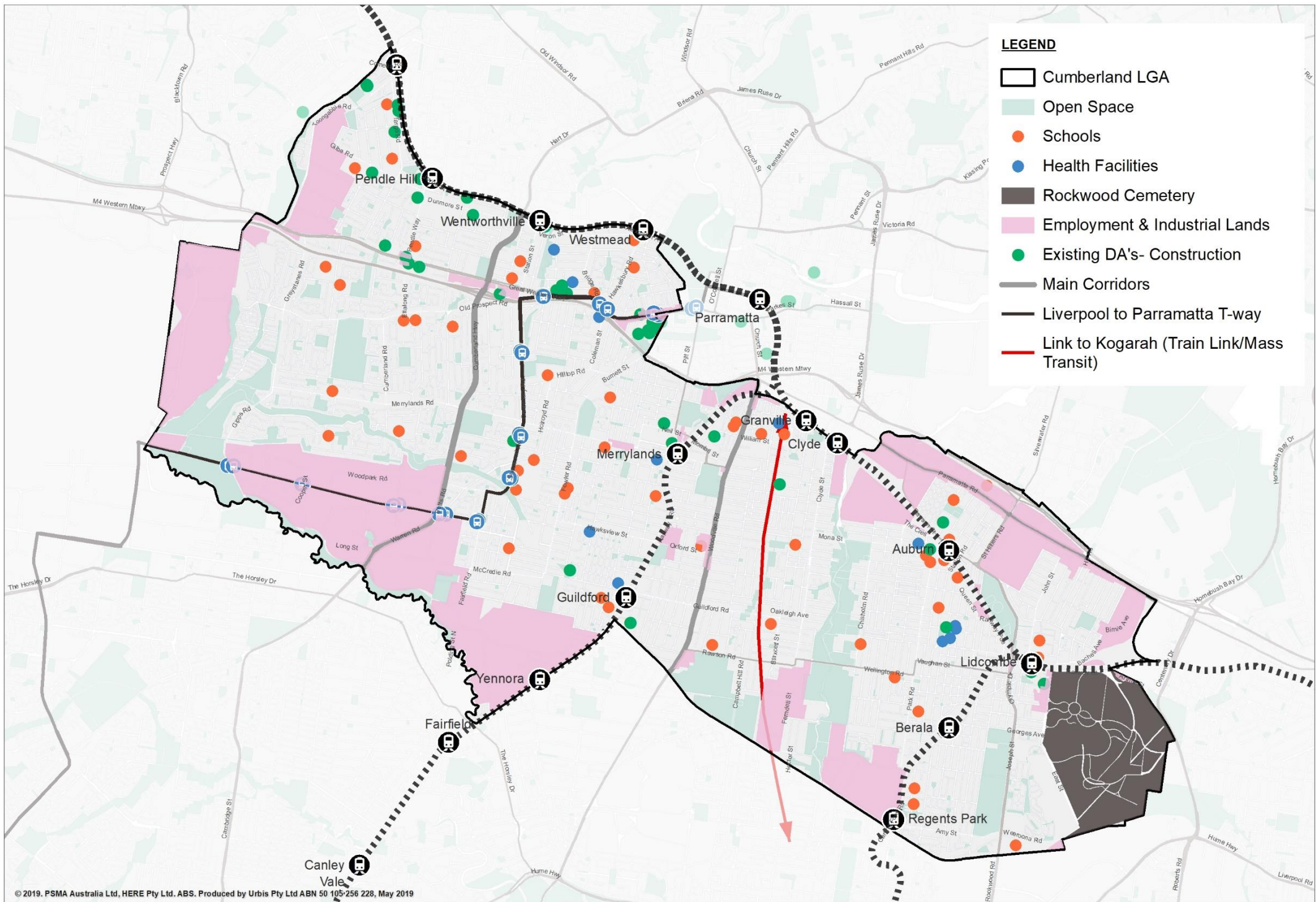
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Environmental Constraints Map



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Open Space & Recreation Map

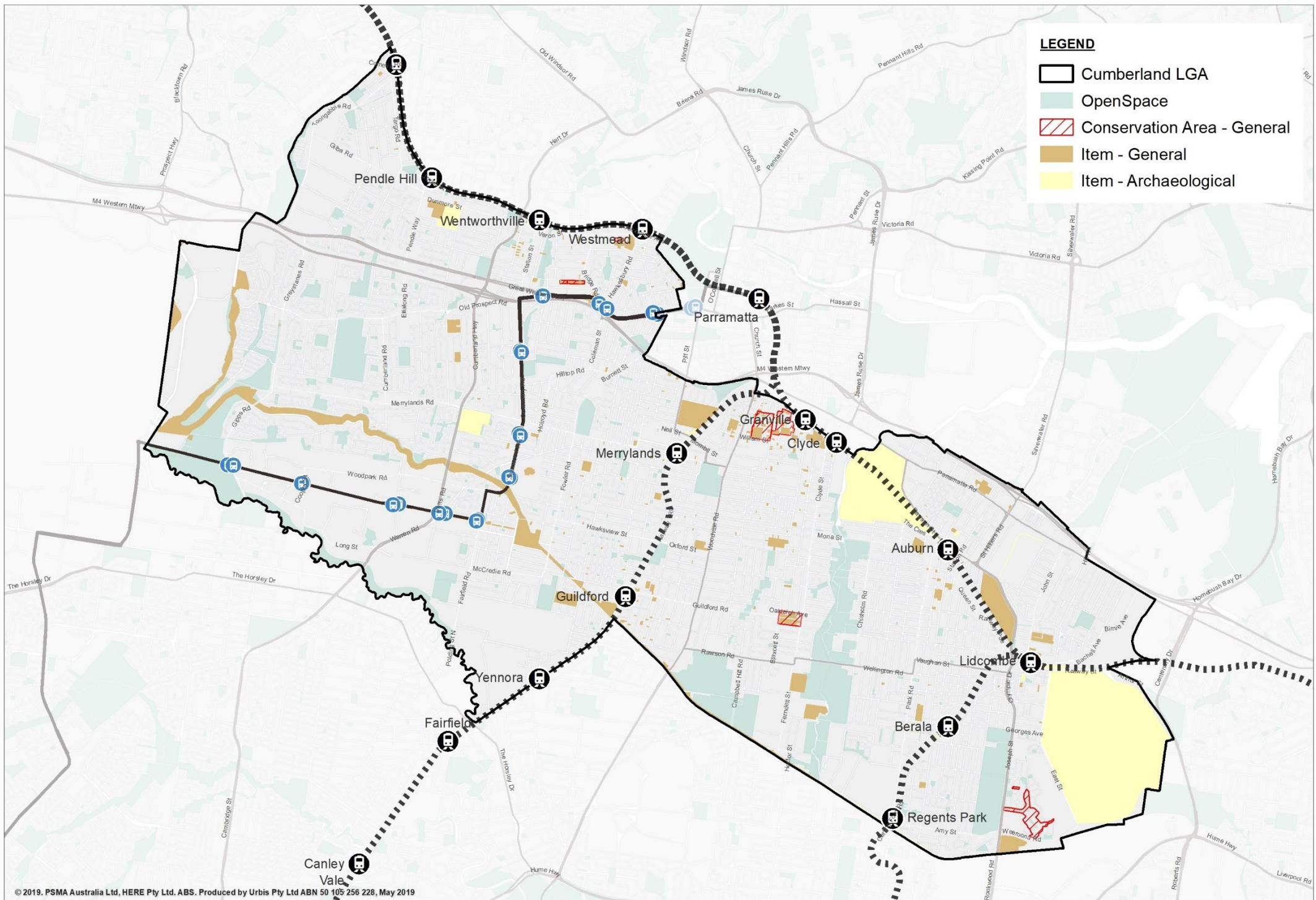


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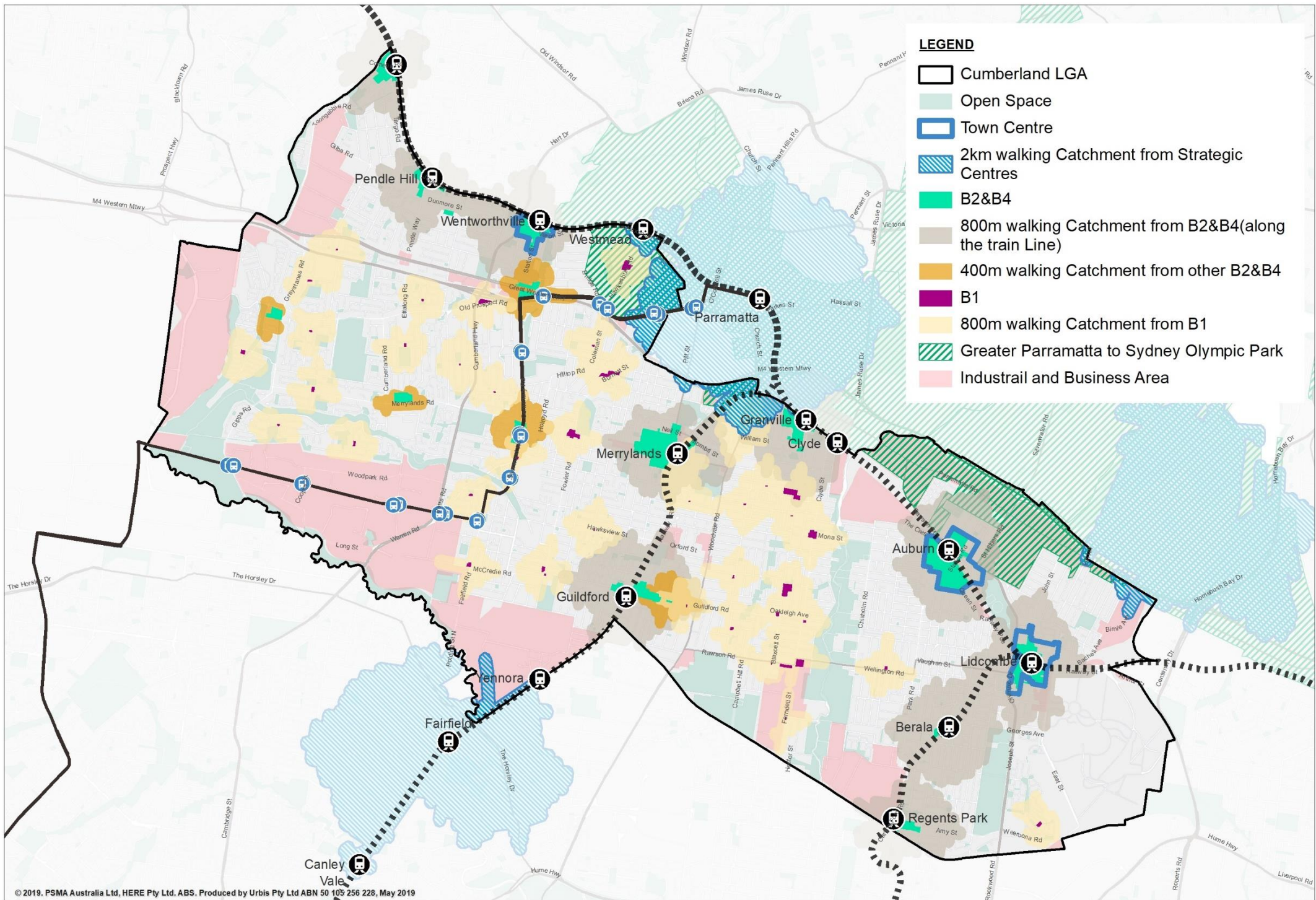
- Cumberland LGA
- Open Space
- Schools
- Health Facilities
- Rockwood Cemetery
- Employment & Industrial Lands
- Existing DA's- Construction
- Main Corridors
- Liverpool to Parramatta T-way
- Link to Kogarah (Train Link/Mass Transit)

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Established Amenities and social infrastructure

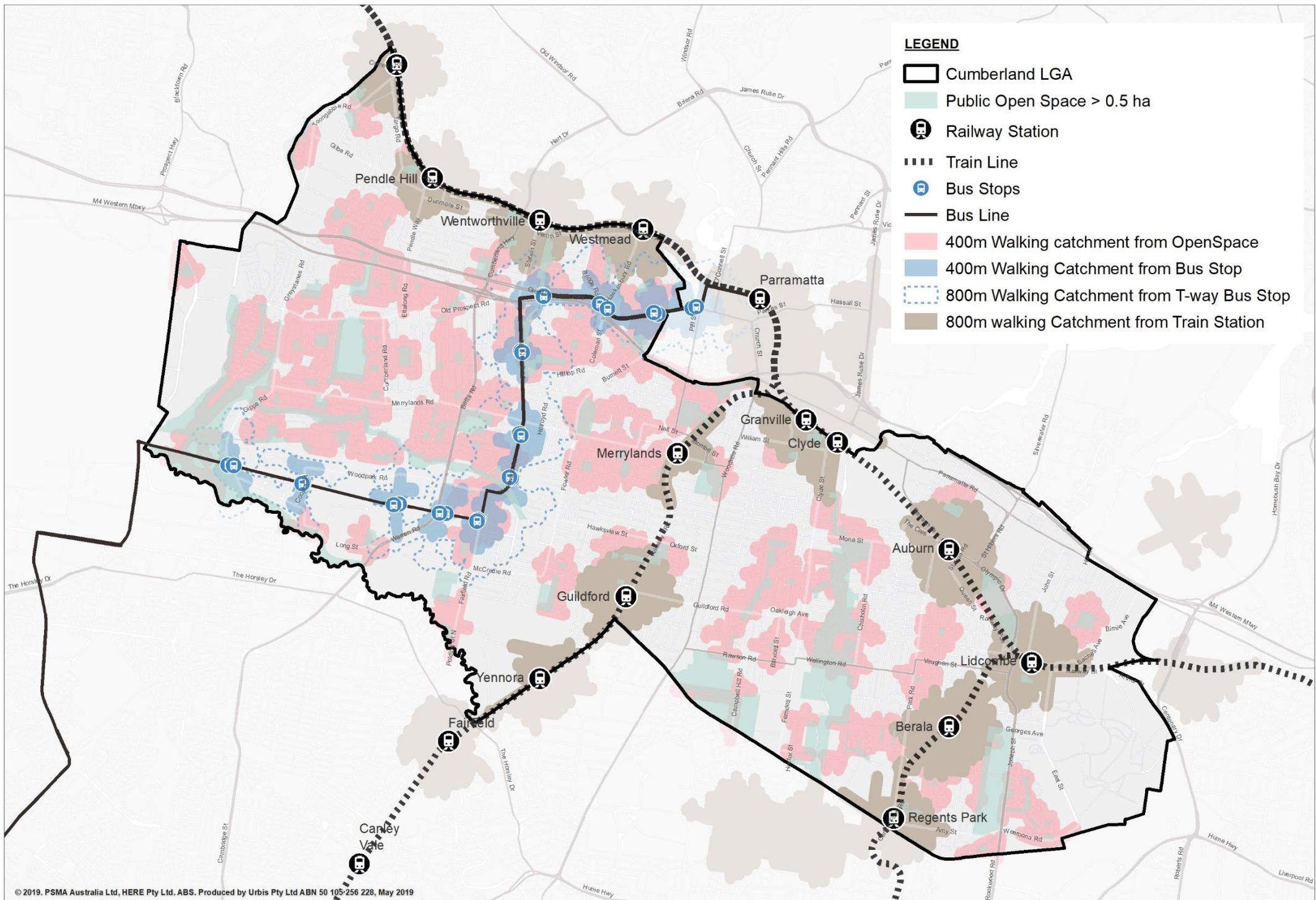


Heritage and conservation area map



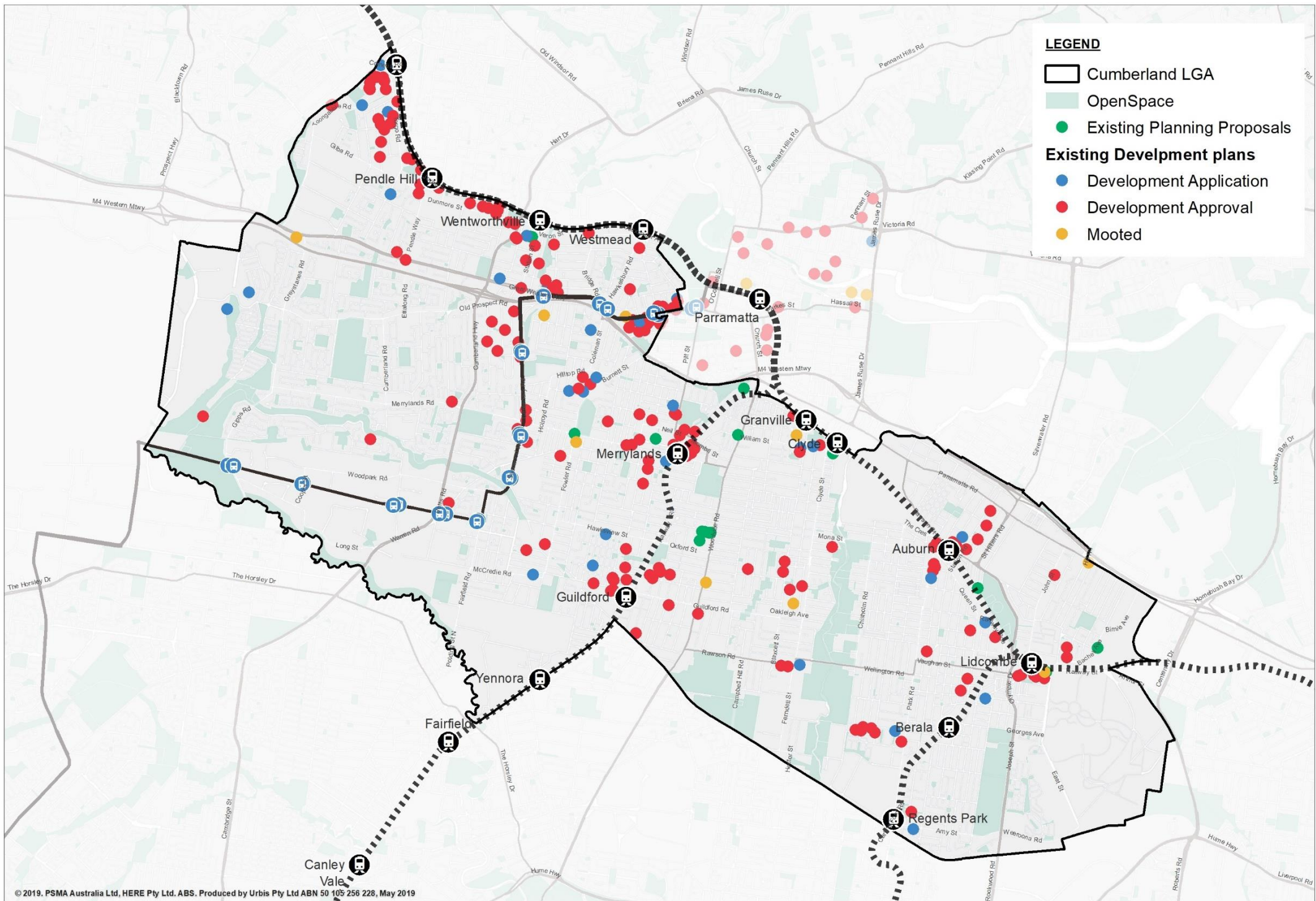
LEGEND

- Cumberland LGA
- Open Space
- Town Centre
- 2km walking Catchment from Strategic Centres
- B2&B4
- 800m walking Catchment from B2&B4(along the train Line)
- 400m walking Catchment from other B2&B4
- B1
- 800m walking Catchment from B1
- Greater Parramatta to Sydney Olympic Park
- Industrail and Business Area



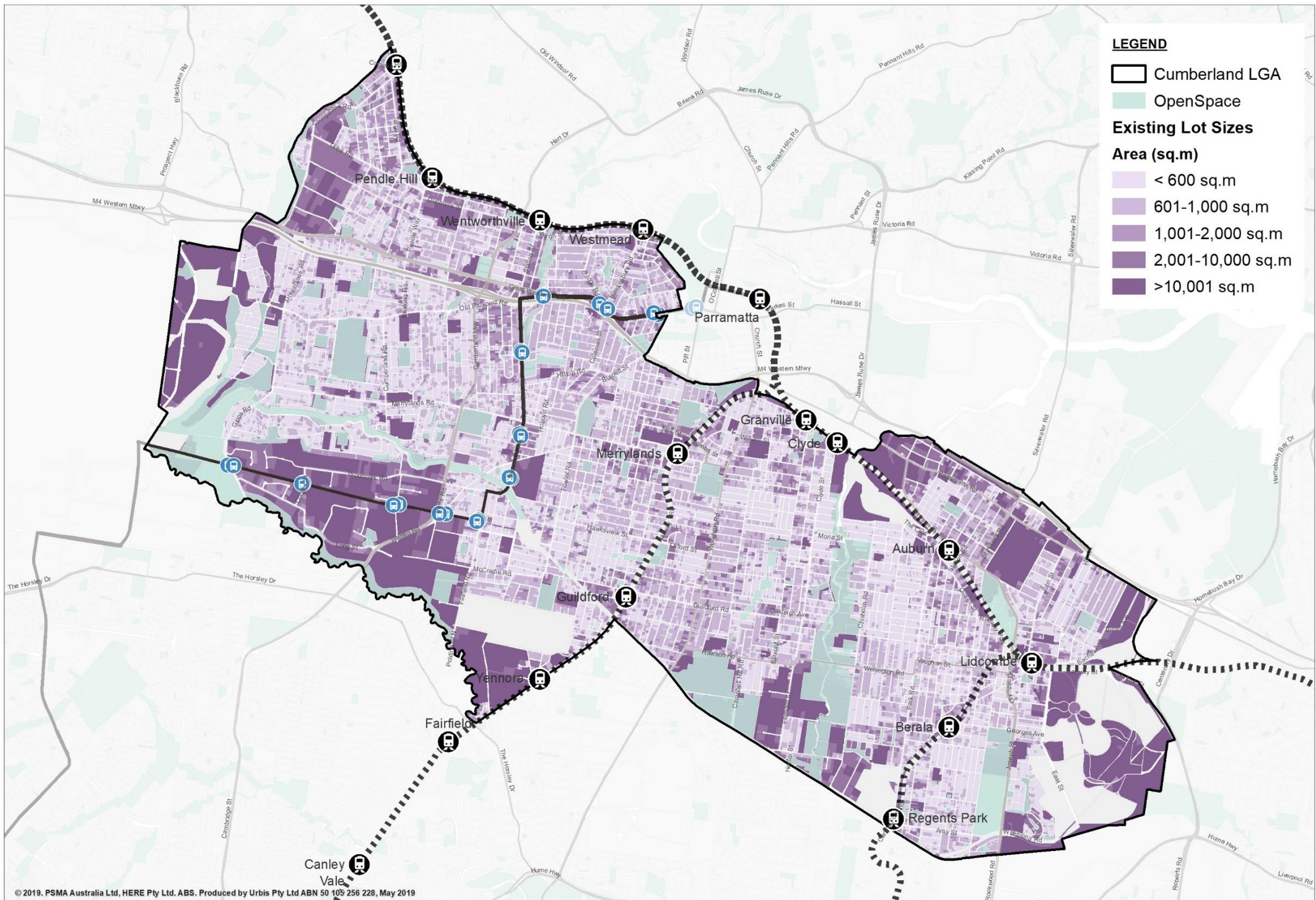
LEGEND

- Cumberland LGA
- Public Open Space > 0.5 ha
- Railway Station
- Train Line
- Bus Stops
- Bus Line
- 400m Walking catchment from OpenSpace
- 400m Walking Catchment from Bus Stop
- 800m Walking Catchment from T-way Bus Stop
- 800m walking Catchment from Train Station



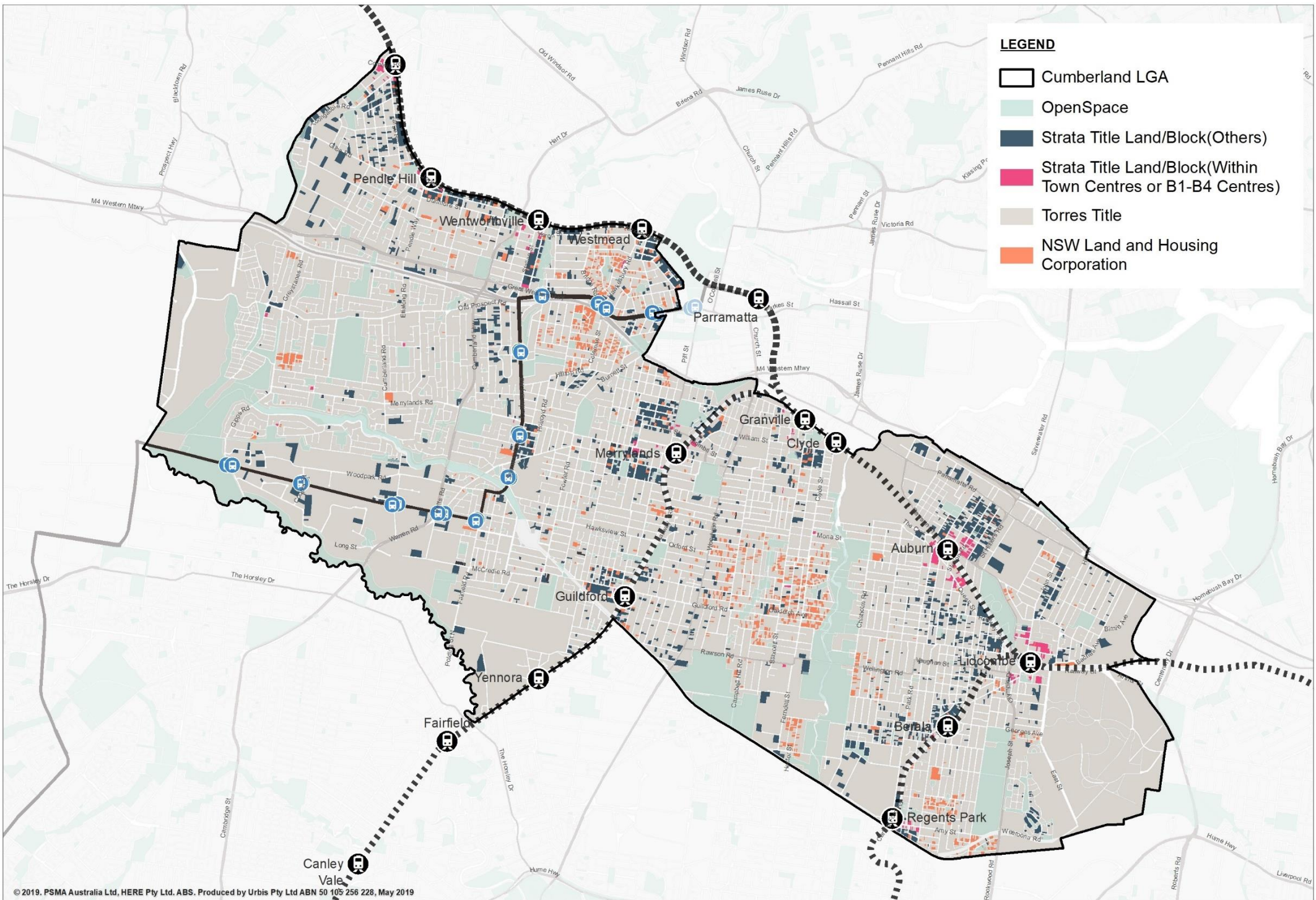
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Current Development Trend map



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Lot Sizes map



LEGEND

- Cumberland LGA
- OpenSpace
- Strata Title Land/Block(Others)
- Strata Title Land/Block(Within Town Centres or B1-B4 Centres)
- Torres Title
- NSW Land and Housing Corporation

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Lot Ownership map

