



# **Community and Stakeholder Engagement Report Stage 3 DA**

**30-46 Auburn Road, Regents Park**  
*Affordable Housing Mixed-Use Development*

Prepared By Professor Roberta Ryan and Trish Oakley

February 2025

## TABLE OF CONTENTS

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<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	The overall proposal – as described for engagement .....	1
1.2	Planning Secretary’s Environmental Assessment Requirements .....	2
1.3	The delivery model .....	4
<b>2</b>	<b>PUBLIC BENEFIT OF THE PROPOSAL .....</b>	<b>6</b>
2.1	Affordable housing .....	7
<b>3</b>	<b>THE SITE .....</b>	<b>8</b>
3.1	Social Locality .....	9
<b>4</b>	<b>ENGAGEMENT METHODOLOGY .....</b>	<b>10</b>
4.1	Previous Engagement .....	10
4.2	Summary of current engagement findings .....	12
<b>APPENDIX 1</b>	<b>AUTHOR CVS .....</b>	<b>19</b>
<b>APPENDIX 2</b>	<b>FORWARD-THINKING COMMUNITY CONSULTATION SURVEY RESPONSE ANALYSIS (2024) .</b>	<b>20</b>
<b>APPENDIX 3</b>	<b>FORWARD-THINKING COMMUNITY UPDATE NEWSLETTER.....</b>	<b>23</b>

## **LIST OF TABLES**

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Table 1	Regents Park Affordable Housing Proposal Original Scheme/New Scheme Comparison Table (Forward-Thinking) .....	2
Table 2	Regents Park Affordable Housing Proposal Relevant SEARS Requirements and Associated Responses Table (Forward-Thinking).....	4
Table 3	Table of key issues as identified by community engagement (Forward-Thinking, March 2024) ..	13

## **LIST OF FIGURES**

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Figure 1	Photos of the site and the immediate vicinity (source: Forward-Thinking 2021) .....	8
Figure 2	Map for letter box distribution area .....	12

## 1 INTRODUCTION

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This Community and Stakeholder Engagement Report supports the preparation of a Social Impact Assessment (SIA) undertaken by Forward-Thinking Pty Ltd for the Stage 3 DA for the proposal at 30-46 Auburn Road, Regents Park, NSW.

This Community and Stakeholder Engagement Report is in response to the SEARs dated December 2024 and details the engagement of the local community and key stakeholders in February and March 2024.

The engagement detailed in this report aligns with the NSW Government *Social Impact Assessment Guidelines for State Significant Projects*, which require community engagement to be continued throughout the project as its phases progress.

This report is a standalone document. The key elements of this report are also included in the SIA Section 5.

### 1.1 The overall proposal – as described for engagement

The Concept Plan comprises:

- Approximately 558 apartments, ranging from six to 12 storeys in height, with a variety of apartment sizes.
- Fifteen percent, or more than 80 apartments, designated for Affordable Housing for 15 years. The balance of the apartments – about 470 – is to be privately rented or sold.
- A total of approximately 55,000 square metres of gross floor area within five key building footprints, with approximately 8,400 square metres of landscaped area and approximately 400 square metres of non-residential floorspace.
- The height of Building C, ranges from nine to 12 stories. The heights of two other buildings, Buildings D and E have been reduced from 13 to 12 stories.
- Three levels of basement car parking, creating 707 spaces, with the majority, one per unit, reserved for residents. The remaining spaces will be retained for visitors and commercial use.
- An additional 30 kerbside parking spaces, all for visitor and retail parking.
- Bicycle racks are to be provided for each dwelling and visitors to the site.
- The enhancement of Magney Reserve.
- The creation of a 3,000 square metre ‘central park’ for the use of all residents and the community.
- Five retail tenancies to offer services to residents and the community and provide some employment.

- A childcare centre for 106 children on site.
- Upgrades to the surrounding public domain including enhancement of Magney Reserve, additional street trees on Auburn Road, and local streets and cycle links through a VPA with Canterbury-Bankstown Council.

The Stage 3 SSDA comprises the following elements:

- Residential GFA of 14,197 Msq
- Landscaped area of 3, 197 Msq
- Communal open space of 2,575 Msq
- 142 resident parking spaces
- 29 visitor parking spaces

## 1.2 Planning Secretary’s Environmental Assessment Requirements

The SEARS requires the applicant to provide an SIA prepared in accordance with the SIA Guidelines for State Significant Projects. This submission is made in line with the amended Concept plan. The concept plan proposed the changes outlined in **Table 1 below**.

**Table 1 Regents Park Affordable Housing Proposal Original Scheme/New Scheme Comparison Table (Forward-Thinking)**

Regents Park Affordable Housing Proposal Original Scheme / New Scheme Comparison		
Key element	Original Scheme	New Scheme
Gross Floor Area	52,925sq.m	c55,000sq.m
Non-residential floorspace	c400sq.m	c400sq.m
Landscaped public, open space	13,000 sq.m of landscaped area, including a 3,000 sq.m central park	8,400 sq.m of landscaped area, including a 3,000 sq.m central park
Floor space ratio	2.5:1	2.6:1
Public domain improvements	Enhancement of Magney Reserve, additional street trees on Auburn Road and local streets and cycle links	Enhancement of Magney Reserve, additional street trees on Auburn Road and local streets and cycle links
Number of buildings	5	5
Height of buildings	From six to 13 storeys	From six to 12 storeys

Regents Park Affordable Housing Proposal Original Scheme / New Scheme Comparison		
Key element	Original Scheme	New Scheme
<b>Buildings C, D and E</b>	The height of Building C ranged from seven to nine.	The height of Building C now ranges from nine to 12 stories. To mitigate impacts of the height increase, the heights of two other buildings, Buildings D and E have been reduced from 13 to 12 stories.
<b>Number of apartments</b>	542	558
<b>Size of apartments</b>	One-, two- and three-bedroom dwellings	One-, two- and three-bedroom dwellings
<b>Typology of housing</b>	<p>Apartments provided as Build- To-Rent (BTR) housing.</p> <p>Fifty percent provided as affordable housing for key workers and delivered under the management of a Community Housing Provider.</p> <p>The other half of the dwellings will be professionally managed in the private sector</p>	Fifteen percent, or more than 80 apartments, designated for Affordable Housing. The balance of the apartments – about 470 – is to be privately sold
<b>Car and bike parking</b>	Basement car parking with approximately 658 spaces, with the majority (around 543) reserved for residents. The remaining spaces will be for visitor and retail parking. An additional 30 kerbside parking spaces have been provided, all for visitor and retail parking. Bicycle racks will be provided for each dwelling and for visitors to the site.	Three levels of basement car parking, creating about 707 spaces, with the majority, one per unit, reserved for residents. The remaining spaces will be retained for visitors and commercial use. An additional 30 kerbside parking spaces, all for visitor and retail parking. Bicycle racks are to be provided for each dwelling and visitors to the site.
<b>Childcare centre</b>	The centre will cater for approximately 106 children	The centre will cater for 106 children
<b>Commercial spaces</b>	Space for commercial premises, such as small shops and cafes.	Five retail tenancies to offer services to residents and the community and provide some employment

### 1.3 The delivery model

This project is proposed to be delivered in four stages:

The **Stage 1** application does not seek approval for building construction. This stage involves a detailed design of the road layout, bulk earthworks, stormwater system, and landscaping.

The **Stage 2** application seeks approval for the construction of Building A and Building B, the two easternmost buildings and the closest to Auburn Road.

The **Stage 3** application involves the design of Building C as well as the 3,000-square metres of parkland located at the centre of the site.

The **Stage 4** application includes Buildings D and E, which are set further from Auburn Road, above the rail corridor.

### 1.4 Planning Secretary’s Environmental Assessment Requirements

The SEARs require the proponent to undertake the following social planning and engagement activities and reporting. **Table 2 below** identifies the relevant SEARs requirements and briefly outlines how each requirement has been addressed at this stage.

**Table 2 Regents Park Affordable Housing Proposal Relevant SEARS Requirements and Associated Responses Table (Forward-Thinking)**

Regents Park Affordable Housing Proposal Relevant SEARS Requirements and Associated Responses		
No.	SEARS	Response
18.	Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant Projects</i> .	The Forward-Thinking <i>Social Impact Assessment (SIA) Stage 3 Report, 2025</i> , was prepared in accordance with <i>the Social Impact Assessment Guidelines for State Significant Projects</i> and includes an assessment of project scope changes
4.	Detail engagement undertaken and demonstrate how it was prepared with consideration of the <i>Draft Undertaking Engagement Guide: Guidance for State Significant Projects</i> or its latest iteration prior to preparation of the EIS. Detail how issues raised and feedback provided have been considered and responded to in the project. In particular, applicants must consult with the relevant Department of Assessment Team.	A letter was issued by Forward-Thinking to the Department of Planning (DPE) on 5 July, 2023. This letter detailed the proposed scope of the updated SIA and community and stakeholder engagement for Stages 1-4 of the project.  In accordance with the objectives of the Undertaking Engagement Guidelines for State Significant Projects (Guidelines), in this letter, Forward-Thinking sought the Department’s views on its proposed engagement approach.

Forward-Thinking has been engaging with the community on the original scheme since 2021. The engagement has been in accordance with the *Undertaking Engagement Guidelines for State Significant Projects*. As reported in this *Community Engagement Report* - a website was set up and is continually updated to provide the community access to current design and other developments and an ongoing opportunity to provide feedback to the development team. The website remains active.

Stakeholders and community members on the existing email database for the Forward-Thinking Social Impact Assessment (SIA) Report (2022) and Community Engagement Report (2022) were issued an update email/letter on the progress of the project and directing them to the new community consultation website as a source of information and a means of providing feedback on exhibited designs.

In February and March 2024, Forward-Thinking engaged with local residents and key stakeholders in the preparation of the Stage 3 DA, comprising a change of project scope.

## 2 PUBLIC BENEFIT OF THE PROPOSAL

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### 2.1 Identified needs in the local area

The proposal is responding to public policy drivers at both the State and Federal levels. The more Affordable and Diverse Housing to help ease Sydney's housing crisis. The State Environmental Planning Policy (Housing) 2021 is aimed at facilitating the development of affordable and diverse housing in places suitable for housing growth, such as Regents Park.

A number of issues affecting the amenity of the local area have been identified by City of Canterbury Bankstown Council. These are:

- Current poor connectivity and pedestrian amenity to the wider precinct including the Regents Park train station
- Absence of safe cycle infrastructure
- Improvement, enhancement, and expansion of the site and wider precinct green grid
- Lack of safe links between the site and existing open space
- Poor and unsafe pedestrian infrastructure
- Absence of safe cycle infrastructure.

The proposal would provide the following public benefits:

- The delivery of new housing in an area very suitable for housing growth due to its close proximity to public transport, health and education services, shopping, dining and other commercial opportunities and open space
- 80 affordable housing dwellings in an area where many people struggle to get into Sydney's housing market
- The creation of a high quality, architect designed buildings in a landscaped setting
- The creation of a significant area of open space (3,000 square metres) to create a 'central' park
- Auburn Road north-south cycle Link and new cycle infrastructure
- Improved pedestrian amenity, including the construction of new footpaths on both sides of Auburn Road and streets surrounding Magney Reserve
- Green grid embellishments, including a street tree plan for new street trees along Auburn Road and local streets

- Upgrade of Magney Reserve, including playground equipment, BBQ facilities, trees, gardens, signage and shade areas.

## **2.2 Affordable housing**

Affordable housing supports the needs of low and moderate-income households. It provides housing where rent or mortgage repayments are limited to no more than 30 percent of gross income. This helps households meet other living costs, such as food, clothing, transport, medical care, and education.

While the NSW Government delivers affordable rental housing through community housing providers, affordable rental housing can also be funded and delivered by local government, private developers, or not-for-profit organisations. Recognising affordable housing as essential social infrastructure, in communities near employment and educational opportunities, can support wellbeing, inclusivity and economic sustainability.

Under the Housing SEPP, affordable housing includes:

- in-fill housing
- boarding houses (including boarding houses managed by the NSW Land and Housing Corporation)
- supported accommodation
- residential flat building carried out by social housing providers, public authorities and joint ventures.

The affordable housing pathway for the proposed development at 30-46 Auburn Road Regents Park is in-fill housing.

### 3 THE SITE

The site is located at 30-46 Auburn Road, Regents Park and is a large consolidated two- hectare site currently utilised by industrial and warehouse land uses.

It is located within the City of Canterbury Bankstown Local Government Area in the suburb of Regents Park. The site is zoned for residential purposes. It currently accommodates metal- clad industrial buildings varying in height from four to nine metres with characteristic saw- tooth roofs, with ancillary buildings, sheds, and additions.



**Figure 1** Photos of the site and the immediate vicinity (source: Forward-Thinking 2021)

### 3.1 Social Locality

The SIA identifies the social locality of the site for the purposes of better understanding the communities potentially impacted by the proposal.

The key features of the social locality are:

- The site is well located in terms of access to public transport, parks, local centres and schools. It is currently in need of redevelopment and is underutilised in terms of its potential to contribute to broader social, strategic and land use planning outcomes for the region.
- The site is appropriately zoned for residential development and is well suited to this use in terms of its location and access to surrounding employment opportunities in Western Sydney, education, and health services.
- There is a lengthy planning history associated with the site, and this has implications for further community and stakeholder engagement. Community and stakeholder views are relatively well known to date, and there may also be a degree of 'engagement fatigue' in relation to the site.
- Whilst the bulk and scale of development on the site has been the centre of much discussion throughout its planning history, there is general agreement by agency stakeholders and Council that the site is appropriate for more intensive residential use.
- The current proposal could provide significant benefits to current and future residents and the wider community through precinct-wide embellishments. In particular, there is a strong need identified for improved pedestrian and active transport connectivity from the site to surrounding local centres and precincts.

## 4 ENGAGEMENT METHODOLOGY

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### 4.1 Previous Engagement

Forward-Thinking has been engaging with the community on the original scheme since 2021. The engagement has been in accordance with the *Undertaking Engagement Guidelines for State Significant Projects*.

#### 4.1.1 October to November 2021

To seek community input into the Concept Plan and Stage 1 DA, community and stakeholder engagement was undertaken by Forward-Thinking between 8 November and Friday 26 November 2021. Issues raised during that consultation process included:

- Traffic and parking impacts
- Density is out of character with local area
- Overshadowing and privacy impacts
- Shops and services at Birrong local centre cannot cope with the additional demand
- Concern around access to enough open space and recreation facilities
- Impact on existing electricity and water
- Construction impacts, including noise from vehicles in and out of the site
- Concern about earthworks close to the railway corridor.

#### 4.1.2 October 2023

Participation in this round of community and stakeholder engagement was relatively low. Given that community consultation on the planning proposal and the DCP have all been in relatively close succession, the low levels in this round of engagement may indicate a level of consultation fatigue in the community about this site and its future development.

This round of engagement raised very similar issues to those that were raised during the exhibition of the Planning Proposal. Traffic and parking impacts were the most commonly discussed issues for most stakeholder groups. In addition, during this round of engagement, issues were raised in relation to the site's proposed use for Build-To-Rent housing, with some concerns around the concentration of this form of housing and potential amenity impacts that may arise from this.

Notwithstanding the relatively low levels of engagement, the following issues were identified as high in the mind of community members:

- Height and density of the proposal
- The increase in traffic to the local area and parking impacts
- Loss of local character and community feel
- Businesses who stand to benefit from an increase in demand because of the development were supportive of the proposal

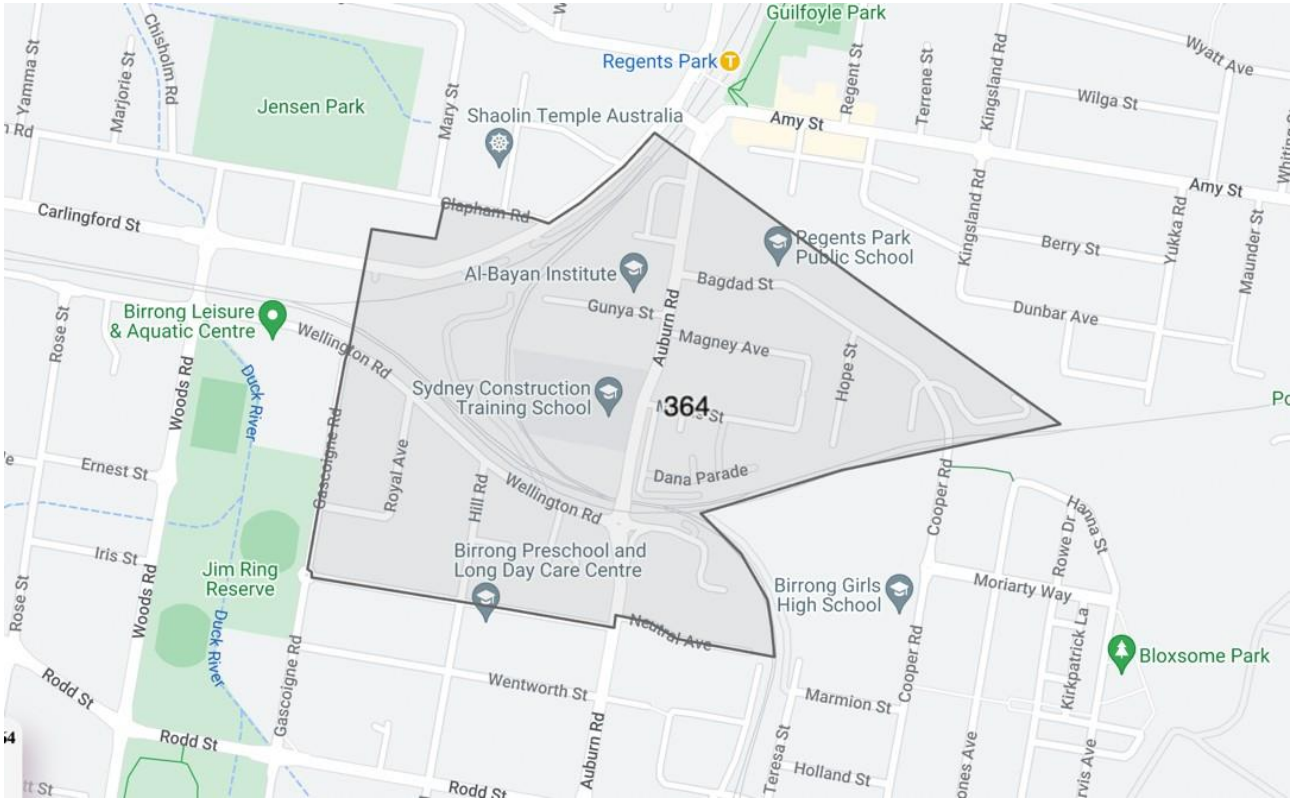
#### 4.1.3 Current Engagement (2024)

To seek community and stakeholder input into the overall scheme Forward-Thinking conducted public engagement in February and March 2024, on the Stage Three DA noting the amendments to the proposal.

The engagement methodology comprised:

- Updating the project information website [30auburnroad.com.au](http://30auburnroad.com.au) that publicly exhibits the detailed plans for each stage as they become available and seeks input from the community and stakeholders according to their preferred method – either through the survey on the website or via email or phone call.
- Input was sought via an online survey seeking the views of the local community in relation to the local area and the proposed development. **A total of seven surveys were completed** and the results were analysed. **(Appendix 2)**.
- Contact details for Forward-Thinking personnel were provided for direct communication with participants. **Detailed conversations were held with five residents.**
- A newsletter **(Appendix 3)** was distributed to 360 households and businesses in February 2024 and emailed to a further 30 stakeholders. The newsletter provided details of the website and contact details for Forward-Thinking personnel were provided for direct communication with participants.
- Phone calls and follow-up emails to local stakeholders, including places of worship; schools; disability and housing service providers, and local real estate agents. **A total of 25 calls were made and follow-up emails were sent with the link to the survey.**
- In March, the Forward-Thinking team door-knocked the locality, focusing on the South Birrong shopping strip and adjoining businesses. Local businesses mostly stated that they had not heard (although they had received the newsletter) of the proposal but were generally supportive of more housing coming to the area. **A total of 12 businesses were approached for discussion.**

- Engagement with Aboriginal stakeholders held onsite on 1 November 2021 (as part of Aboriginal Cultural Heritage Assessment). This has not been repeated in this stage.



**Figure 2** Map for letter box distribution area

## 4.2 Summary of current engagement findings

Participation in this round of community and stakeholder engagement was more significant than in the October 2023 engagement, suggesting that there is growing awareness of the project. The issues, however, were very similar to those that have been previously identified.

In this round of engagement, traffic, and parking impacts were the most significant of the issues raised. Auburn Road was cited as already being congested and there was concern about additional traffic which the proposal might generate. Residents were keen to understand more details about the entry and exit from Auburn Road into the site.

Residents frequently raised parking impacts as a matter of concern, saying that the local area was very car-dependent and many households had up to four cars. A number of local residents strongly expressed the view that the amount of parking as part of the scheme was insufficient.

The written survey overview demonstrates the clear importance, to local residents, of traffic and transport flow. The new community facilities offered by the project, such as new community and commercial spaces, and additional landscaped outdoor areas, are perceived as having less direct social impact, and perhaps less social value, than the improvement of walkability/mobility in the neighbourhood – which is strongly valued.

In response to the question, ‘Are there any things you would like to see introduced as part of the project that could make the site and surrounding community a better place?’, three out of five comments related to the management of traffic issues.

There were a number of comments in relation to the height and density of the proposal. Some community members expressed particular concern when advised that the height of Building C had increased in the new scheme. However, again, this concern tended to be expressed in terms of traffic congestion. There was very little commentary regarding height and density.

A number of residents recognised more housing was urgently needed in Sydney to meet the needs of Australia’s growing population. Participants were advised that the scheme had changed from Build-to-Rent to Affordable Housing. Most residents required a definition of Affordable Housing. Many welcomed the change of this element of the scheme and reflected the view that it was preferable for the area to have privately owned apartments.

**Table 3 Table of key issues as identified by community engagement (Forward-Thinking, March 2024)**

Regents Park Affordable Housing Proposal Key Issues	
Theme	Detail
Traffic	<p>Auburn Road was perceived as already being congested and it was felt it would not be able to cope with the additional traffic. Residents said that where the entry or exit would be to and from the site into Auburn Road, was already a ‘bottleneck’. This was particularly so in the morning peak going towards Regents Park. It was reported that Amy Street was also backed up at these times. Residents were keen to understand more details about the entry and exit from Auburn Road into the site.</p> <p><i>“At peak times, Auburn Road traffic heading towards Regents Park is bumper to bumper all the way back through Birrong shopping centre and all the way to Birrong Public School. Each car entering the roundabout from the project simply adds one more car to the bottleneck and causing the backed-up traffic to back up even further.”</i></p> <p>It was observed by respondents that the right-hand turn onto Auburn Road from Morris Street is already backed up during peak periods.</p> <p>There is concern about a safe crossing on Auburn Road.</p> <p>Concerns were also raised about the new childcare proposed on the site at Auburn Road. One resident raised the concern that the children may not be safe.</p> <p>A number of residents were concerned that the intersections at Amy Street and Auburn Road and Wellington Street and Auburn Road were already highly congested, and they perceived would not be able to cope with the additional traffic. There was a view these intersections should be signalised.</p> <p>An example was given that regularly on Friday afternoons the streets around the Al Bayan Institute were highly congested and effectively the area ‘came to a standstill’.</p>

Regents Park Affordable Housing Proposal Key Issues	
Theme	Detail
<b>Parking</b>	The second most raised issue was parking for residents on local streets. A number of residents said that households had up to four cars per household, and that there would be no parking, particularly in the evening, after the project was constructed. One resident made the point that it was a working area, and most households had working vehicles as well as private vehicles. A number of the community said that the proposal should include provision for more parking.
<b>Public Transport</b>	The bus stop on Auburn Road needs improving.
<b>Height and density</b>	<p>A number of residents commented that they recognised that there needed to be more housing in Sydney to meet the needs of the growing population of the city. Participants were advised that the scheme had changed from Build-to -Rent to Affordable Housing. Most residents seemed to prefer the fact that most apartments would be sold on the private market.</p> <p>There was concern that Building C would overshadow adjacent houses and Magney Park. Residents were advised the increase in height to Building C does not increase overshadowing of Magney Park<sup>1</sup>.</p> <p>Local business in the South Birrong shopping strip welcome the additional residents to the area, saying the retail area needed more activation. One real estate agent said he was happy to write to support the proposal.</p>
<b>Views</b>	Residents who raised concerns about the increased height on Building C, tended to raise concerns about view impacts, particularly for residents on Wellington Road.
<b>Character of the area</b>	<p>Some residents were concerned the height of the proposal would adversely affect the character of the local area. The local area is characterised by single story dwellings.</p> <p><i>“Thirteen levels in block C does not suit the landscape of the area. With traditional single storey cottage homes surrounding the entire suburb this does not assimilate well in the area.”</i></p> <p><i>“Don’t build high rise intensive living in our suburb. We want to keep our suburb as it is.”</i></p> <p><i>“To end on a positive note, I think it would be preferable to develop this site, something similar to Botanica in Lidcombe. I think this would give the area an enhanced feel, greatly reduce the problems as stated above and to a large extent still retain the suburbs character.”</i></p>
<b>Crime</b>	Safety and crime were not high impact issues but were mentioned by a few residents.

<sup>1</sup> In mid-winter, on the shortest day of the year, there is a minor increase in overshadowing to the front of properties along Wellington Road in the early morning and a minor increase in overshadowing to the front of properties on Auburn Road in the afternoon.

Regents Park Affordable Housing Proposal Key Issues	
Theme	Detail
<b>Role of Council</b>	One resident expressed concern that the proposal was being assessed by the NSW Government, rather than Council.
<b>Demand on supporting infrastructure</b>	Some residents expressed the view that the local retail strips at South Birrong and on Amy Street are at capacity. Shops at the Birrong South Village are ‘always busy and the small parking place always full’. Local businesses, however, say there is capacity in the village and welcome the additional residents in the area.  Some residents were concerned that some services, such as the Patient Transport Service, located on Gunya Street, were becoming inaccessible because of congestion. <i>“Staff parking in the local area attendees end up parking in Magney Avenue and Morris Street during the day, again clogging the streets.”</i>
<b>Affordable Housing</b>	Some community members and many stakeholders welcomed the additional affordable housing in the local area. Two community members expressed interest in living in the proposed complex.
<b>Construction impacts</b>	Construction impacts that were raised include noise, dust, and parking.
<b>Noise</b>	Brought up mainly in relation to construction.
<b>Health and safety</b>	This issue concerned the health impacts of air pollution associated with an increase in vehicles and vehicle emissions, as well as the concern of road safety around the proposed childcare centre, facing Auburn Road.

#### 4.2.1 Survey Analysis

The Regents Park proposal community questionnaire was made available from 5 March 2024 on the Project website. At the time of writing this report, the questionnaire was formally completed by seven community respondents. The Forward-Thinking community engagement team has also received one separate email response relating to the issues discussed in the questionnaire. This response will be summarised at the end of this section.

The seven respondent’s ages are between the age ranges of ‘25-34’ and ‘65 and over’.

Out of the seven respondents, four identified as a ‘Local Resident’. The remaining three identified as an ‘Immediate Resident Adjoining the Site’. In terms of their ratings of the importance of key aspects and impacts of the project, there was no difference between these two respondent groups. In relation to what they would like to be introduced as part of the project to improve the site and surrounding community, there was also no difference between the responses of each resident group. On this basis, it appears that residents’ proximity to the site does not have a bearing on their current perceptions of its impacts. Rather, the concerns of the

community members are generalised to traffic impacts, parking and building size, and building capacity as they perceive they will affect the amenity of the broader neighbourhood.

The respondents were asked to consider the following parts of the proposal:

- New apartments in the local area;
- New affordable housing in the local are;
- A new park and additional landscaped spaces;
- New shops and commercial spaces;
- A new childcare centre;
- Community meeting spaces;
- Footpath improvements in and around the site; and
- Cycle links in and around the site.

When asked to rate the importance of the facilities and infrastructure in the Proposal on a scale from '1 – Very Unimportant' to '5 - Very Important', respondents' answers were varied and generally low. Overall, 'footpath improvements in and around the site' were rated most highly in terms of importance, with three of the seven respondents classifying this aspect as '5 - Very Important'. Aside from this point, the other parts of the proposal listed above were all most frequently rated '1 – Very Unimportant'.

This overview is indicative of the clear importance of traffic and transport flow to the local residents who have been consulted on this project to date. The new community facilities offered by the project (such as new community and commercial spaces, and additional landscaped outdoor areas) are perceived as having less of a positive social impact than the improvement of walkability/mobility in the neighbourhood, which is highly valued.

In response to the question, '*Are there any things you would like to see introduced as part of the project that could make the site and surrounding community a better place?*', three out of five comments (one respondent did not provide a response here, and another did not provide any specific suggestion related to improvement) related to the management of apprehended traffic issues.

These responses included suggestions for:

- Additional roads out of the area and connection to other major roads to reduce traffic congestion.
- A solution to the traffic choke points which already exist at the roundabouts surrounding the site.
- An exit from the complex other than Auburn Rd to improve traffic each morning going towards Regents Park by car.

Two comments related to the scale and capacity of the proposed buildings, and in part to the impacts of these aspects on the character of the community. These comments noted that:

- 13 levels in Block C does not suit the landscape of the area. With traditional single storey cottage homes surrounding the entire suburb, a building of this scale this does not assimilate well into the area.
- The building heights ought to be restricted to four-storey only, and the number of apartments ought to be reduced dramatically.

The respondents were asked to consider the following perceived areas of impact associated with the Proposal (its construction and operation):

- Construction impacts (noise, dust, parking, etc.);
- Traffic flows after construction;
- Parking after construction;
- Crime and safety issues; and
- Change to the character of the area.

When asked to rate the significance of these impacts a scale from '1 - Very Unimportant' to '5 - Very Important', respondents' answers were overall very high. In each of these impact areas, the most frequent rating was '5 - Very Important', and in all areas except 'crime and safety issues' (which received 4 respondent ratings of '5'), 6 out of 7 responses identified the impacts as '5 - Very Important'.

When asked to share suggestions for managing these impacts, 5 out of 7 comments related directly to the issues of traffic and parking. Suggestions for mitigating these issues included:

- Building a road or a bridge (perhaps connecting to Carlingford Street) as an alternative to Auburn Road, which is currently the only accessway to other surrounding roads in the area.
- An increased volume of off-street parking spaces at the site to allow for more than 1 parking space per unit.
- Traffic management infrastructure to support better flow of traffic on Auburn Road (it is suggested this should occur before construction begins).

The separate email submission received by the Forward-Thinking team tended to reflect the common perspectives reported in the questionnaire. The author of this submission, who is a long-term resident of the area, expressed primary concerns relating to traffic congestion and an inadequate volume of planned off-street parking. The resident notes that,

*"Auburn Road, Clapham Road, Park Road, Amy Street and the new rail bridge are a major bottleneck now. If only doubling the traffic on these roads, it will create gridlock. As to the change of character, the area will no longer be a peaceful, tranquil and safe suburb, but an overcrowded, smelly, noise and fume polluted suburb."*

This resident also raises the health impacts of air pollution associated with a dramatic increase of vehicles and vehicle emissions, as well as the concern of road safety around the proposed childcare centre which, in the Project plans, is facing Auburn Road.

#### 4.2.2 Implications for the proposal

The engagement has demonstrated there are significant positive benefits to both the local and wider communities. The engagement has also revealed there are a range of issues that need to be mitigated as the project progresses.

Following community engagement, it is clear that local residents are in favour of the public domain improvements associated with the site. These include the creation of the central park, the upgrading of Magney Park, streetscape enhancements and active transport infrastructure and better connections to and from the Regents Park centre. Residents in the local catchment also expressed the view that they understood the need to provide diverse housing in Sydney to meet the needs of the growing population.

The proposal would deliver significant benefits for the wider community as well. The key positive benefit is the provision of new housing and Affordable Housing, located near health and education services, public transport, open space and retail and other commercial opportunities. The groups likely to benefit from Affordable Housing are key workers, such as health workers, teachers and cleaners.

The Regents Park area is suitable for housing growth for a variety of reasons. One being the extension of Sydney's Metro Network on the Sydenham to Bankstown line. According to Transport for NSW (TfNSW) this new Metro Line will be in operation in 2025 and will provide more frequent services.

Impacts associated with intensifying the residential use of the site, including more than 500 residents, are likely to be felt by immediate surrounding neighbours including residences along Auburn Road, the industrial sites along the northern boundary and the Al Bayan Institute.

These impacts include disturbance during construction phases of the project, visual impacts and overshadowing due to new residential buildings on the site, and changes to traffic flows in and around the site due to increase in volume of cars entering the site once it is operational.

The most frequently raised issue by residents in the primary catchment, and the impact requiring the most significant mitigation centres on traffic and parking. Auburn Road is regularly cited as already being congested and there was concern about additional traffic which the proposal might generate. Residents frequently raised parking impacts as a matter of concern, saying that the local area was very car-dependent, and many households had up to four cars. A number of local residents strongly expressed the view that the amount of parking as part of the scheme was insufficient. These matters are detailed in the Mitigations Table, **Table 6**, in **Section 6** in the **SIA**.

## **APPENDIX 1 AUTHOR CVS**

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### **Professor Roberta Ryan**

Professor Roberta Ryan is a leading social policy and planning researcher and analyst with over 30 years' experience in Australia and internationally. Roberta has a significant professional and academic background in social planning and impact assessment. Through these roles, Roberta has developed new approaches in the application of research and stakeholder engagement to social planning and impact assessment in land-use development and management contexts.

Roberta is a former Equity Partner and Director at Urbis, Australia's largest urban planning and property services advisory. Working extensively with private sector developers, Roberta has experience in statutory and social planning processes and delivery of major social infrastructure, housing, commercial and retail developments. Roberta has demonstrated capacity to manage complex land use and social planning projects in sensitive stakeholder environments.

Roberta regularly acts as a social planning expert witness in the NSW Land and Environment Court and has also provided expert witness services to the Victorian Solicitor's Office and Victorian Civil and Administrative Tribunal. This has included expert advice on the social impacts of a range of contentious land uses and complex developments including mines, major social infrastructure, large format retail, affordable housing, gaming and liquor, and restricted premises.

### **Trish Oakley**

As an Associate Director at Forward-Thinking, Trish leads both the engagement for the preparation of SIAs and works with clients to develop mitigation strategies for identified issues associated with the proposal.

With degrees in government and law, Trish has been a senior executive in the NSW Government over decades. Most recently, in TfNSW, she oversaw business strategy, stakeholder engagement and communication for major project infrastructure delivery in Sydney. Projects included various active transport corridors, Redfern North Eveleigh Precinct Renewal, and train station and ferry wharf upgrades. Critical to the success of these projects was the management of impacts on local and wider communities.

As an Executive Director in the Department of Planning and Environment, Trish led the Department's communication and engagement strategy for the reform of the planning system, as well as the key business-as-usual programs.

## **APPENDIX 2 FORWARD-THINKING COMMUNITY CONSULTATION SURVEY RESPONSE ANALYSIS (2024)**

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### **Regents Park Affordable Housing Proposal: Forward-Thinking Community Consultation Survey Response Analysis (2024)**

The Regents Park proposal community survey was made available on the Project website [30auburnroad.com.au](http://30auburnroad.com.au). At the time of writing this report on March 21, 2024, the survey has been formally completed by 7 community respondents. The Forward-Thinking community engagement team has also received 1 separate email response relating to the issues discussed in the questionnaire. This response will be summarised at the end of this section.

The 7 respondents' ages were between the age ranges of '25-34' and '65 and over'. Out of the 7 respondents, 4 identified as a 'Local Resident'. The remaining 3 identified as an 'Immediate Resident Adjoining The Site'. In terms of their ratings of the importance of key aspects and impacts of the project, there was no significant difference between these two respondent groups. In relation to what they would like to be introduced as part of the project to improve site and surrounding community, there was also no significant difference between the responses of each resident group. On this basis, it appears that residents' proximity to the site does not have significant bearing on their current perceptions of its impacts. Rather, the concerns of the community members are quite generalised to traffic impacts, parking and building size and building capacity as they will affect the amenity of the broader neighbourhood.

The respondents were asked to consider the following parts of the Proposal:

- New apartments in the local area;
- New affordable housing in the local area;
- A new park and additional landscaped spaces;
- New shops and commercial spaces;
- A new childcare centre;
- Community meeting spaces;
- Footpath improvements in and around the site; and
- Cycle links in and around the site.

When asked to rate the importance of the facilities and infrastructure in the Proposal on a scale from '1 - *Very Unimportant*' to '5 - *Very Important*', respondents' answers were varied and generally low. Overall, 'footpath improvements in and around the site' were rated most highly in terms of importance, with 3 of the 7 respondents classifying this aspect as '5 - *Very Important*'. Aside from this point, the other parts of the proposal listed above were all most frequently rated '1-- *Very Unimportant*'.

This overview is indicative of the clear importance of traffic and transport flow to the local residents who have been consulted on this project to date. The new community facilities offered by the Project (such as new community and commercial spaces, and additional landscaped outdoor areas) are perceived as having less direct social impact (and perhaps less social value) than the improvement of walkability/mobility in the neighbourhood.

In response to the question, '*Are there any things you would like to see introduced as part of the project that could make the site and surrounding community a better place?*', 3 out of 5 comments (one respondent did not provide a response here, and another did not provide any specific suggestion related to improvement) related to the management of apprehended traffic issues.

These responses included suggestions for:

- Additional roads out of the area and connection to other major roads to reduce traffic congestion.
- A solution to the traffic choke points which already exist at the roundabouts surrounding the site.
- An exit from the complex other than Auburn Rd to improve traffic each morning going towards Regents Park by car.

Another 2 comments related to the scale and capacity of the proposed buildings, and in part to the impacts of these aspects on the character of the community. These comments noted that:

- 13 levels in Block C does not suit the landscape of the area. With traditional single storey cottage homes surrounding the entire suburb, a building of this scale this does not assimilate well into the area.
- The building heights ought to be restricted to four-storey only, and the number of apartments ought to be reduced dramatically.

The respondents were asked to consider the following perceived areas of impact associated with the Proposal (its construction and operation):

- Construction impacts (noise, dust, parking, etc.);
- Traffic flows after construction;
- Parking after construction;
- Crime and safety issues; and
- Change to the character of the area.

When asked to rate the significance of these impacts a scale from '1 - Very Unimportant' to '5 - Very Important', respondents' answers were overall very high. In each of these impact areas, the most frequent rating was '5 - Very Important', and in all areas except 'crime and safety issues' (which received 4 respondent ratings of '5'), 6 out of 7 responses identified the impacts as '5 - Very Important'.

When asked to share suggestions for managing these impacts, 5 out of 7 comments related directly to the issues of traffic and parking. Suggestions for mitigating these issues included:

- Building a road or a bridge (perhaps connecting to Carlingford Street) as an alternative to Auburn Road, which is currently the only accessway to other surrounding roads in the area.
- An increased volume of off-street parking spaces at the site to allow for more than 1 parking space per unit.
- Traffic management infrastructure to support better flow of traffic on Auburn Road (it is suggested this should occur before construction begins).

The separate email submission received by the Forward-Thinking team tended to reflect the common perspectives reported in the questionnaire. The author of this submission, who is a long-term resident of the area, expressed primary concerns relating to traffic congestion and an inadequate volume of planned off-street parking. The resident notes that,

*"Auburn Road, Clapham Road, Park Road, Amy Street and the new rail bridge are a major bottleneck now. If only doubling the traffic on these roads, it will create gridlock. As to the change of character, the area will no longer be a peaceful, tranquil and safe suburb, but an overcrowded, smelly, noise and fume polluted suburb."*

This resident also raises the health impacts of air pollution associated with a dramatic increase of vehicles and vehicle emissions, as well as the concern of road safety around the proposed childcare centre which, in the Project plans, is facing Auburn Road.

**APPENDIX 3 FORWARD-THINKING COMMUNITY UPDATE NEWSLETTER**

# Regents Park Proposal

30-46 Auburn Road, Regents Park

## Update

The Regents Park Proposal, located at 30-46 Auburn Road, will transform an underused block of industrial land in Sydney's Regents Park to a residential community. The proposal would create five buildings over 13,000 square metres of landscaped area. Fifteen percent of the new apartments in the proposed development – will be rented to people who are struggling to afford Sydney's property prices. The balance of the apartments – about 470 – will be sold to private buyers. The proponent is seeking approval for this proposal from the Department of Planning and Environment. This newsletter explains how you can have your say.



Fig 1: Artist's Impression: Draft for Consultation

## What's new about this proposal?

The site is located at 30-46 Auburn Road, Regents Park and is near shops, services and public transport. The proponent's social planning firm, Forward Thinking, consulted with you last year about this proposal.

The original proposal was for 543 Build-to-Rent apartments. The proposal is now for 558 apartments, of which 15 percent, or more than 80 apartments, will be for Affordable Housing.

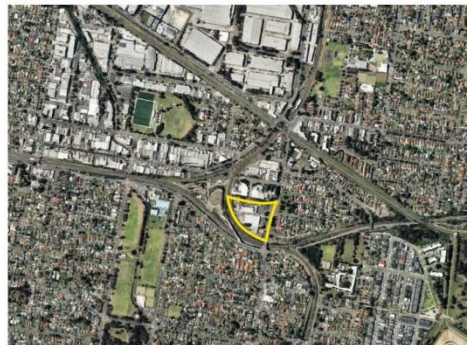


Fig 2: Map of the Site

New government planning laws are encouraging proponents to build more Affordable Housing to help ease Sydney's housing crisis. Apartments are offered for rent and the tenancies are managed by a registered community housing provider. Affordable Housing supports the needs of low and moderate-income key workers such as health care workers, teachers and cleaners. Rental prices will be set at no more than 30 percent of gross income. This approach will mean that there will be more owner/occupiers on the site than the original proposal.

# Regents Park Proposal

30-46 Auburn Road, Regents Park

## Public benefits of the proposal

The proposal sets out to create a residential community in a parkland setting. The aim of the design is to create easy pedestrian movements and new connections between the site and the surrounding neighbourhood.

Different apartment types and sizes ensure that there are a variety of housing options for the community. The carefully designed landscape will include a 3,000 square metre central park for the use of all residents and the wider community. A childcare centre for about 100 children is proposed along Auburn Road. Five retail tenancies are proposed to offer services to residents and the community and provide some employment.

## How will the community be consulted?

Thank you for those of you who participated in our last community engagement process last year. The outcome of that consultation can be found on our website – see below.

We would now like your views on the new proposal.

You can have your say by going on to the website <https://30auburnroad.com.au> and filling out our survey.



Fig 3: Artist's Impression: Draft for Consultation

## Contact Us

You can directly contact us on:

[trish@forward-thinking.net.au](mailto:trish@forward-thinking.net.au)

0408 625 539