Showground Residents Response to The Hills Corridor Strategy

21 October 2015

Level 7 | 116 Miller Street | North Sydney | NSW 2060 | Phone | 61 2 9957 6211 Fax | 61 2 9954 1951 | www.app.com.au

This report has been prepared and reviewed in accordance with our quality control system. The report is a preliminary draft unless it is signed below.

This report has been reviewed by: Allison Smith

Signature  Date 21.10.2015

APP Corporation
www.app.com.au

Table of Contents

List of Figures

List of Tables

Executive Summary

The Hills Corridor Strategy seeks to "*provide a more detailed response to the delivery of future housing and employment growth for all rail station precincts"* and *"translate the vision of the State Government Strategy to reflect the values and lifestyle of Hills Shire Residents".*

APP Corporation Pty Limited (APP) has been appointed by 110 land owners within the Showground Precinct to prepare a response to *"The Hills Corridor Strategy".* Having reviewed the Strategy and the NSW Government's Structure Plan for Showground, as well as convened several landowner meetings, the landowners do not support the statement that the Strategy does *"reflect the values and lifestyle of Hills Shire Residents"*. APP has analysed the studies, benchmarked Showground to other transit oriented precincts and undertaken a financial viability of this Strategy. This review concurs with the concerns of the Showground land owners. The Strategy, in APP's opinion, does not reflect a plan that represents a proposal to transform Showground into a high density, highly amenable and sustainable transit oriented development that will capitalise on the Government's investment into the Sydney Metro Northwest. The Strategy for Showground is unviable.

The key issues are:

The Strategy Does Not Propose High Density:

The range of densities proposed will not be realised. The 39 dwelling and 96 per dwelling density controls proposed are not high density controls that will capitalise on achieving yields that are commensurate with transit oriented development. These controls present low rise apartments and town houses that will not maximise Showground's yield potential and bring more people to live closer to Showground Station.

In APP's view, higher density can achieve Council's vision to maintain a Garden Shire. A minimum density of 144 dwellings per hectare will achieve better urban form starting at the peripheral edges of the precinct to realise transit oriented development principles. The perspective below depicts a higher density, high quality community that can be created at Showground and one that reflects densities the residents propose Council adopt:

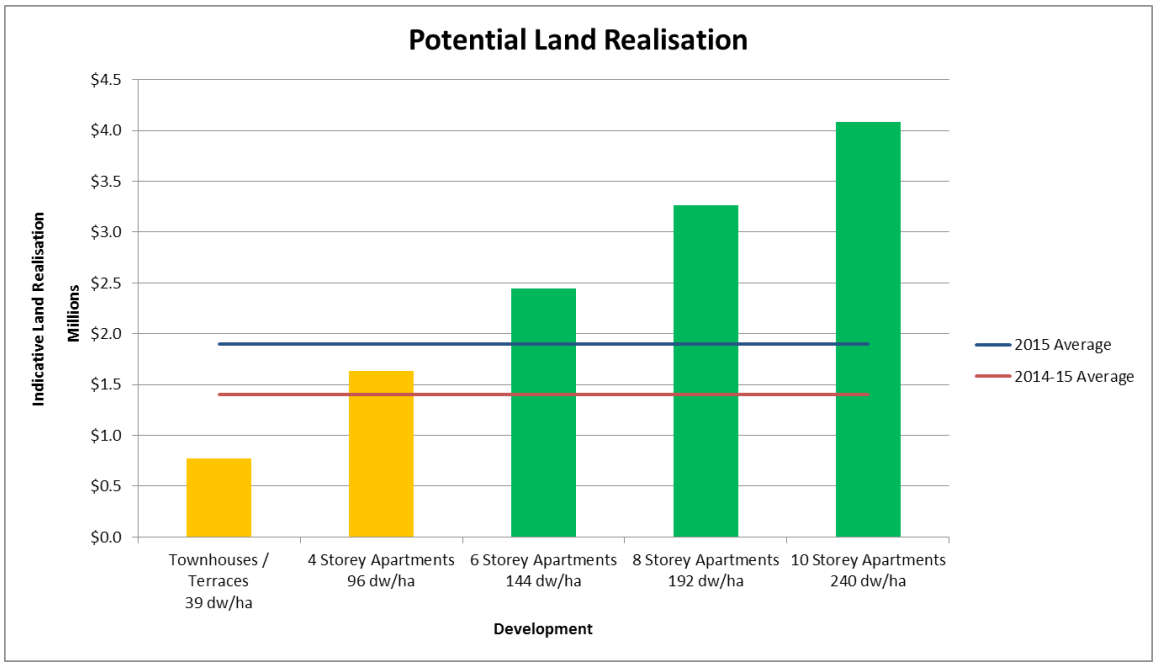
Aerial Perspective of Showground Precinct

Showground Has A Lower Density Than Other Precincts:

Cherrybrook, Castle Hill, Norwest, Bella Vista and Kellyville have higher densities proposed. Whilst the Strategy deems Showground as having high density development, the Cherrybrook precinct with a higher minimum density of 96 – 144 dwellings per hectare is described as "low rise apartment development within a landscaped setting". APP would expect densities to be higher in comparison to many other rail precincts given its location as the 'next stop' to the major destination centres of Norwest Business Park and Castle Hill. It is also inconsistent with Showground Station being one of three Priority Urban Renewal Precincts nominated as such in October 2013 by Council.

The Strategy Is Not Financially Viable:

For urban transformation to occur, existing land owners must be incentivised to sell and therefore need a sales price for their home that exceeds its pre-zoned current land value. Current average market values in Showground range from $1.4 million to $1.9 million. APP's analysis concludes that the 39 and 96 per hectare dwelling ranges will not entice owners to sell as is evident from the graph below which depicts indicative land realisations for 1,000 square metre lots in Showground.



Preliminary Feasibility Analysis

The land owner group are supportive of a new Showground Precinct. The ambition of a Garden Shire remains and there is a keen interest in protecting the future integrity of The Hills Shire. However, this can only be achieved through development objectives and controls that incentivise change. APP's planning analysis and benchmarking of other transit oriented developments planned in the Hills and existing in other areas of Sydney concludes that higher densities can be achieved whilst creating strong cohesive and highly amenable communities.

From a financial analysis, these higher densities must be set at a minimum of 144 dwellings per hectare allowing for higher densities closer to the train station. Under this scenario, home owners will be incentivised to sell, developers to purchase consolidated land holdings and good urban design and transit oriented developments can be realised. Failure to offer sufficient incentives is likely to result in the development of fragmented small lots which will fail to deliver benefits of master planned design outcomes which are achievable with sound planning controls.

On behalf of 110 Showground land owners, APP seeks amendment to The Hills' Corridor Strategy as drafted, and that these amendments be reflected in any representations The Hills' Shire Council make to The Department of Planning and Environment for future rezoning.

Street Perspective along Fishburn Crescent

1. Introduction

APP has prepared this submission to The Hills Shire Council (Council) in response to the public exhibition of the 'The Hills Corridor Strategy'. This submission has been prepared on behalf of the Showground land owners which comprises 110 individual landowners within the Showground Road Precinct. The Showground land owners are identified in **Appendix A** and shown in Figure 1.

Figure 1 Landowners Represented by APP

The Showground landowners agree with Council that the Sydney Metro Northwest opens new opportunities for residents to live and work close to transport, connected to jobs and services, and acknowledges challenges exist to achieve the targets set for growth and still remain 'The Garden Shire'. The Showground land owners strongly believe that this is an achievable goal and that with innovative planning that challenges the perceived issues around density and height, the right mix of jobs and diversity of housing, new communities within and around the Sydney Metro Northwest can still reflect the 'The Hills' lifestyle, albeit in a different, denser and taller building form and with significantly improved transport options.

The Showground landowners support Council's vision for the Showground Road Precinct, being a high density residential living environment with access to employment, limited retail, cultural and recreation opportunities. This submission does identify issues with the planning approach to achieve that Vision and recommends alternate density controls be recognised if urban transformation is to occur to create a sustainable, cohesive community.

This submission is structured as follows:

- Executive Summary
- Chapter 1 Introduction
- Chapter 2 The Hills Corridor Strategy
- Chapter 3 North West Rail Link Showground Road Station Structure Plan

- Chapter 4 Showground Precinct - Compared to other Precincts
- Chapter 5 Response to The Strategy
- Chapter 6 Financial viability of The Hills Corridor Strategy
- Chapter 7 Proposed Planning and Density Controls for Showground
- Chapter 8 Conclusion

2. The Hills Corridor Strategy

2.1 Overview

The Hills Corridor Strategy presents Council's 20 year vision to guide development of the areas surrounding the future rail stations of the Sydney Metro Northwest, which will service The Hills Shire residents at Cherrybrook, Castle Hill, Showground, Norwest, Bella Vista, Kellyville and Rouse Hill stations. The draft Strategy identifies how and where Council believes future housing and jobs will be best located. According to the Strategy, it focuses higher densities close to the stations to build dynamic places that have a sense of community, are safe and convenient and contribute to the economic success of shops, cafes and activities at each station. This will be encouraged through quality buildings and well-designed public spaces that promote walking and the use of the rail.

The draft Strategy envisages that by 2036 suburbs alongside the rail corridor will cumulatively accommodate up to 15,698 additional dwellings, 25,984 people and 39,823 extra jobs. The Strategy states that these figures exceed the dwellings and jobs already planned for under current planning controls and that the total dwellings and jobs anticipated exceed those envisaged within the State Government Corridor Strategy, released in October 2013.

The Strategy contains precinct plans for each station precinct, including Showground. The Precinct Plan for Showground is shown in Figure 2.

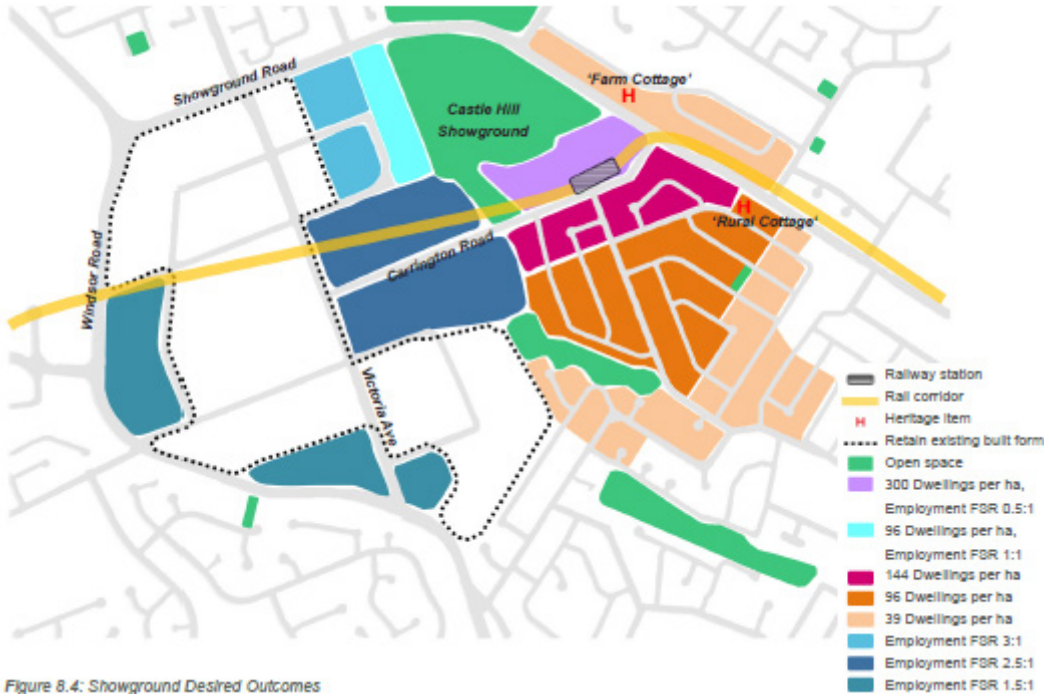


Figure 2 The Showground Precinct

Source: The Hills Council, Draft Hills Corridor Strategy

Showground Precinct Vision

The vision for the Showground Precinct is to achieve "High density residential living with access to employment, limited retail, cultural and recreation opportunities." The precinct is proposed to become a vibrant and active cultural and recreational hub supported by offices, light industry, retailing, community facilities, education and housing. The Showground itself will remain a regional recreational and cultural asset and benefit from increased activity generated by the new residents, workers and visitors to the station.

Proposed Density

In terms of density, the Strategy identifies a maximum residential density of:

- 300 dwellings per hectare for land north of Carrington Road and directly adjoining the station to the north;
- 144 dwellings per hectare for land south of Carrington Road and directly adjoining the station to the south;
- 96 dwellings per hectare for land generally between Carrington Road to the north and Fishburn Crescent to the south; and
- 39 dwellings per hectare for land adjacent to the perimeter of the Precinct.

Population and Yield

Under the Strategy, Council envisages the Showground Precinct will have 4,263 new dwellings and that there are 540 existing dwellings. (see Table 8.3 of the Strategy document). Of these additional dwellings, 2,407 are to be in the existing residential area with 1,498 dwellings anticipated on Council's site at the train station. APP has condensed Table 8.3 into Table 1 below and calculated population estimates per category.

Table 1 Showground Precinct – Council Projected Population and Yields

Net developable area	Dwellings per hectare	Uptake Rate	Existing Dwellings	New Dwellings - Council Figure	Population
6.2	300	80%	0	1498	2996
9.7	144	70%	92	917	1834
22	96	60%	214	1139	2278
24	39	50%	234	351	983

Dwelling Density per Storey

The maximum dwelling yields identified in the Strategy are expressed in terms of 'dwellings per hectare'. Where apartment style development is envisaged, a dwelling density of 24 dwellings per storey is assumed over one hectare of land. According to the Strategy, this per storey density calculation is based on a review of recently approved apartment buildings within The Hills Shire. APP has translated this to an approximate site coverage of 30%. The occupancy rates adopted in the draft Strategy are 2.8 persons per townhouse / terrace and 2 persons per apartment.

Infrastructure Capacity

The Showground Precinct currently has access to a full range of utility services such as electricity, telecommunication, gas, water, sewer and stormwater drainage. All services are capable of being upgraded if required. The capacity of the road network and any upgrade requirements are not known and Council are reliant on a State Government Study for this information.

Height

Key sites adjoining the Showground Railway Station are envisaged to accommodate mixed use development with an average height of around 12 storeys. Adopting the 24 dwellings per storey per hectare approach from the Strategy, heights are then proposed to transition downward as follows:

- 12 storey buildings on land north of Carrington Road and directly adjoining the station to the north;
- 6 storey buildings on land south of Carrington Road and directly adjoining the station to the south (i.e. up to 150 m from the new station);
- 4 storey buildings on land generally between Carrington Road to the north and Fisburn Crescent to the south (i.e. between 150 m and 450 m from the new station);
- 2-3 storey townhouses and terraces on land further to the south-east and south-west, approximately 600 meters south of the new station, as well as along the northern side of Showground Road, within 400 metres from the station.

Open Space

There are a number of areas zoned as open space within the precinct, all of which have passive and active recreation functions to service the existing population. Further opportunities for open space are proposed to be investigated to meet the needs of future population. The Strategy notes that these opportunities might not be located within the precinct. Notwithstanding, there will be opportunities to either expand on existing passive open space or create a new centralised local park within the residential area of the precinct to cater for the daily needs of existing and future residents. The Showground itself and Fred Caterson Reserve are significant open space areas within walking distance to residents.

Access

The Showground Precinct is bordered by Windsor Road to the west and Showground Road to the north and east. Access points into and out of the precinct are primarily Carrington Road and Victoria Avenue. It is expected that an Infrastructure Strategy that forms part of the State Government's planning process will address upgrade requirements to improve accessibility. APP believes it is premature to speculate on future carrying capacity of the road network without a detailed analysis. It would be inappropriate to speculate vehicle trip generation on current trends without traffic modelling which considers changing mode shift from vehicle to bus and train.

3. North West Rail Link Showground Road Station Structure Plan

3.1 Overview

Transport for NSW (TfNSW) and the Department of Planning and Environment (DoPE) prepared the 'Showground Road Station Structure Plan – A Vision for Showground Station Surrounds' in September 2013 as part of broader planning for the Sydney Metro Northwest, a catalyst transport project for the NSW Government that has great potential to become a major transport oriented corridor, delivering a significant amount of housing and employment, high levels of self-containment and an unrivalled level of amenity and lifestyle within a desirable residential community.

The Sydney Metro Northwest will meet the challenge of future growth by:

- Providing rail access between North West Sydney and Epping, Macquarie University, Macquarie Park, Chatswood, St Leonards, North Sydney and the Sydney Central Business District (CBD), including new rail services to existing centres in the Hills District, such as Castle Hill, Rouse Hill and Norwest Business Park.
- Reducing vehicle trips when rail is introduced to the North West all modes of public transport will become a more attractive and accessible alternative to the private motor vehicle.
- Improving travel times from, to and within the North West and delivering a reliable, dependable service.

The Structure Plan for Showground Road is provided in Figure 3.

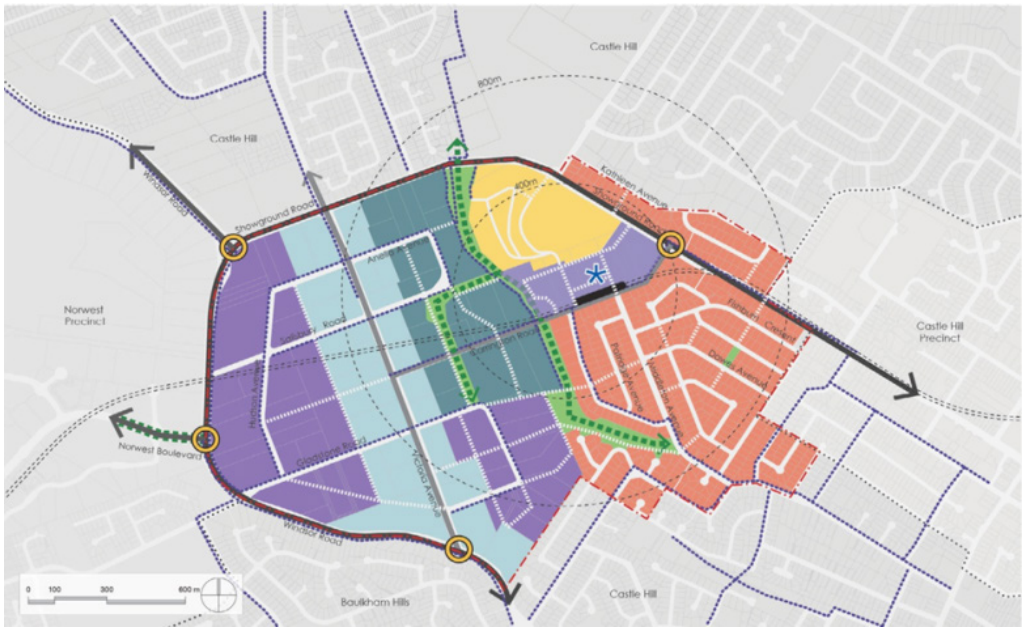


Figure 3 Structure Plan for Showground Road

Source: NSW Structure Plan for the North West Rail Link (TfNSW and DoPE)

3.2 Future Precinct Character

The desired future character for key sites within the Showground Precinct in the future are outlined below.

Mixed Use Centre

This precinct could accommodate retail, commercial and residential buildings up to 22 storeys to accommodate tower forms at appropriate locations within close proximity to the station, subject to merit assessment. It would create a mixed use local centre that is carefully designed to integrate into the existing streetscape. This precinct would also provide residents with direct access to the new rail link and station which would be located underground.

Public Domain and Open Space

The Structure Plan identifies green open spaces for residents that are accessible and safe. They should be landscaped appropriately to integrate with and enhance the existing character of the area

Medium Density Apartment Living (Equivalent of High Density in The Hills Shire Council Draft Strategy)

The Structure Plan identifies that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise 3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

Medium Density Townhouse Living

This precinct will evolve to become a mixture of single detached dwellings, townhouses, duplexes and medium density apartments

The Structure Plan presents images "depicting the desired future character of Showground Road". This is reproduced in Figure 4 below. It shows residential apartments of 6 – 7 storeys.

Figure 4 – Desired future character of Showground Road

Source: NSW Structure Plan for the North West Rail Link (TfNSW and DoPE)

3.3 Projected Growth

The projected growth for the Showground Road Precinct under the Structure Plan is an additional 7,500 dwellings by 2036. However, it is anticipated that 48% of this capacity will be realised, delivering an additional 3,600 dwellings within the precinct. Table 5.1 from the Structure Plan is reproduced in Figure 5 below.

TYPE OF HOUSING	DWELLINGS IN 2012		DWELLINGS IN 2036		GROWTH
	TOTAL	%	TOTAL	%	TOTAL
SINGLE DETACHED	500	67%	400	9%	-100
TOWNHOUSE	0	0%	350	8%	350
3-6 STOREY APARTMENT	250	33%	2,600	60%	2,350
7-12 STOREY APARTMENT	0	0%	1,000	23%	1,000
TOTAL DWELLINGS	**750**	**100%**	**4,350**	**100%**	**3,600**

Figure 5 Table NSW Government Projected Growth Calculations
Source: NSW Structure Plan for the North West Rail Link (TfNSW and DoPE)

From this table, the State Government seeks to have 83% of the residential area reflected as 3-12 storey apartment areas. Two significant parts are made up by the Structure Plan:

- "the demand analysis supports the provision for 7-12 storey and 3-6 storey garden apartments"; and
- These areas of residential uplift and renewal may serve as the catalyst for regeneration within the broader precinct. In particular, future residents will be attracted to the areas for their levels of amenity, employment opportunities, retail and community facilities and close proximity to the station.

4. Showground Precinct - Compared to Other Precincts

4.1 Other Recent Transit Oriented Development

APP has undertaken research to establish the strategic planning approach to Transit Oriented Development (TOD) elsewhere. The purpose of this information is to provide context to the planning strategy proposed by Council at Showground and how this compares to other existing or planned developments around major transit nodes.

APP identified relevant planning controls affecting residential development density in 7 precincts, located around existing or planned commuter transport infrastructure, mainly in metropolitan Sydney. This includes Cudgegong Road which is the last stop of the Sydney Metro Northwest. The following planning provisions apply to each of these precincts within a walkable distance of 400-800 metres of a railway station.

Table 2 Transit Oriented Development – Planning Provisions

Transit Precinct	Height	FSR
Leppington North	9-24m (3-9 storeys)	Not specified – no limit
St Leonards South	9.5-49m (3-16 storeys)	0.75:1 to 2.5:1 with some areas not specified
Schofields	9-18.5m (3-6 storeys)	1.75:1 to 3:1
Riverstone	9-17m with majority being 9m (3-5 storeys)	1:1 to 2.75:1
Oran Park	16m residential flat buildings (5 storeys) 9.5m all other developments (3 storeys)	Not specified – no limit
Cudgegong Road	16-26m (5-8 storeys)	1.75:1 (medium density residential)
Cockburn (Perth)	R160 which to equates to 160 dwellings per hectare	

Source: NSW Government, WA Government, APP

Other than land located at Showground Station, the 400-800 metre catchment area proposed by the Strategy is to include low density terraces and town houses at 39 dwellings per hectare. Densities for residential flat buildings are assumed to produce 24 dwellings per floor per hectare up to 96 dwellings per hectare and 144 dwellings per hectare.

From a height translation, Showground Precinct has the lowest density proposed comparative to the above examples, especially Cudgegong Road. APP would expect densities to be higher in comparison to many other rail precincts given its location as the ”next stop” to the major centre at Castle Hill and the employment precinct at Norwest Business Park, two centres that will see significant containment of jobs and living for ‘The Shire’.

4.2 The Hills Corridor Strategy – Other Precincts in Comparison

The proposed dwelling density for all precincts within the Hills Shire under Council's Draft Corridor Strategy is set out in Table 3. As shown, the minimum dwelling per hectare for the Showground Precinct is 39 dwellings per hectare. With the exception of Rouse Hill, this number is well below the proposed minimum dwelling per hectare for other precincts such as Cherrybrook, Norwest, Bella Vista, and Castle Hill[1], which all have a minimum dwelling density of 96 dwellings per hectare.

No explanation is provided within the Strategy as to why the density for the Showground Precinct is significantly lower than other precincts. The low minimum dwelling per hectare density is also inconsistent with the vision for the Showground Precinct which is described as "high density residential living with access to employment, limited retail, cultural and recreation opportunities".

In comparison, the Strategy's vision for the Cherrybrook Precinct, which has a minimum dwelling density of 96-144 dwellings per hectare, is described as "low rise apartment development within a landscaped setting responding to existing built form, topography, character and vegetation". Clearly, higher density development, and corresponding taller building forms, are acceptable and can be accommodated within and around railway stations whilst still remaining 'The Garden Shire'. This comparison alone demonstrates inequity in diversity distribution across the different precincts. It is acknowledged that Showground has the highest diversity allocation which is located on the train station site (former Council administration offices) which raises the total yield for the precinct considerably but halves the density adjacent to Council land, a dramatic shift in built form.

The differences in dwelling densities are summarised in Table 3 and Figure 6 below.

Table 3 - Draft Hill's Corridor dwelling density by precinct

Precinct	Dwelling density	Equivalent number of storeys
Cherrybrook	96 – 144	4 - 6
Castle Hill	39 - 679 (majority at 96)	3 - 28
Showground	39 – 300	3 - 12
Norwest	96 – 240	4 - 10
Bella vista	96 – 264	4 - 11
Kellyville	168 – 300	7 - 12
Rouse Hill	34 - 144	3 - 6

1. Whilst the Castle Hill Precinct has a minimum dwelling density of 39 dwellings per hectare, the clear majority of the precinct has a minimum dwelling density of 96 dwellings per hectare.

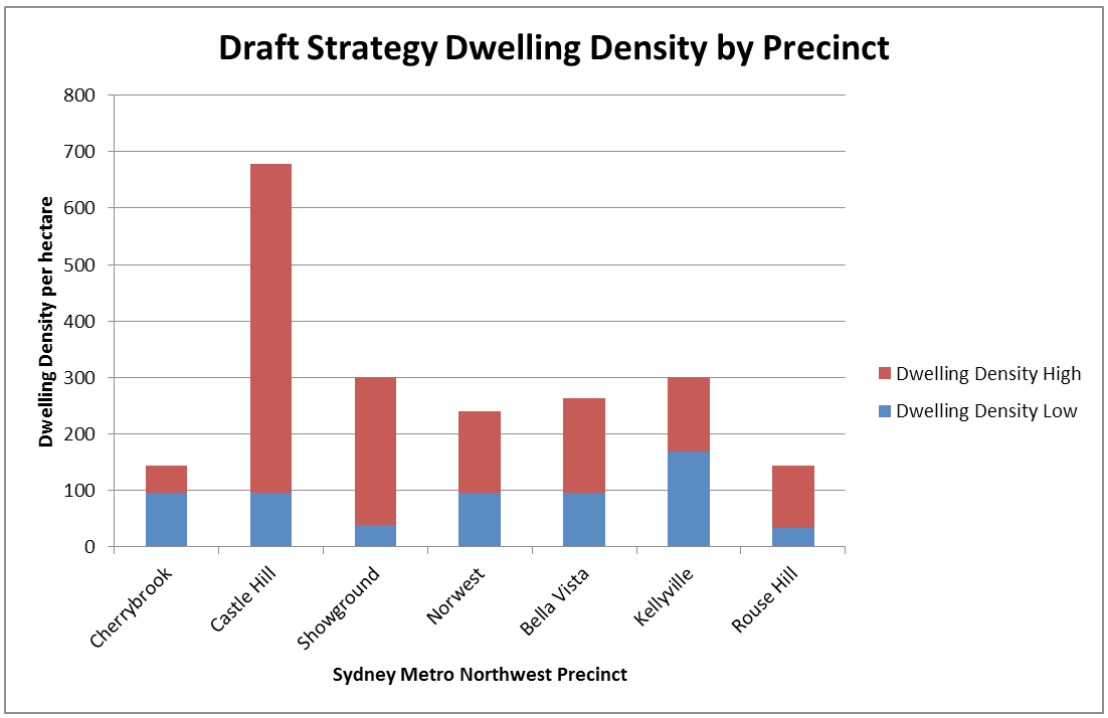


Figure 6 Dwelling Density by Precinct

This graph clearly illustrates the discrepancy between the 'low' 39 dwellings per hectare density for the Showground precinct in comparison to the other Sydney Metro Northwest precincts. The proposed density is in stark contrast to the definition of "high density residential living" as outlined in the Strategy.

5. Response to the Strategy

5.1 Response to the Strategy

The Showground land owners agree with Council that the Sydney Metro Northwest opens new opportunities for residents to live and work close to transport, connected to jobs and services. The land owners also have a vested interest in The Shire with many likely to remain in 'The Garden Shire' close to existing families and friends. 'The Hills' lifestyle, albeit in a different and denser taller building form can reflect desirable urban qualities. However, unlike Council's draft Strategy that infers higher density adversely impacts the ability to achieve good design outcomes and garden amenity qualities, the residents do not support the proposed density changes or suggested height limits.

The Showground land owners support Council's vision for the Showground Road Precinct, being a high density residential living environment with access to employment, limited retail, cultural and recreation opportunities. But the Strategy does not present a 'high density' response.

The following issues have been identified:

- The minimum dwelling per hectare for the Showground Precinct at 39 dwellings per hectare is significantly below the proposed minimum dwelling per hectare for other precincts such as Cherrybrook, Norwest, Bella Vista and Castle Hill , which all have a minimum dwelling density of 96 dwellings per hectare. No explanation is provided within the draft Strategy as to why the density for the Showground Precinct is significantly lower than other precincts.
- The Hills Corridor Strategy fails to fully capitalise on the State Government's investment into the Sydney Metro Northwest. The distribution of densities set out within The Hills Corridor Strategy is not supported, particularly densities within the existing residential area. Planning within and around the station should be based on transit oriented development principles which maximises the number of dwellings that can be achieved in walkable neighbourhoods with a distance of approximately 800 m. One kilometre distances are acceptable for higher density where movement networks are well designed. The Strategy is inconsistent with these high density principles, and should be seeking to implement higher density controls, higher dwelling targets and sound design controls to achieve design excellence.
- Higher density living can be achieved whilst still maintaining a 'Garden Shire' character. The Hills Corridor Strategy seeks to maintain a landscape and amenity reflective of a 'Garden Shire'. Whilst not explicitly stated it is implied that this is achieved through lower densities. With careful planning, good design and an efficient transport network, increased density can bring vibrancy and better amenity to communities along the Sydney Metro Northwest corridor, while also being sensitive to their character and heritage. High density residential development can achieve quality landscaping and gardens, resulting in attractive streetscapes where people choose to live. Council's implication that higher density and taller building forms are generally inconsistent with a 'Garden Shire' is not supported. Taller building forms generally achieve larger open space and landscaped areas, as well as provide higher quality treatments.
- The Hills Corridor Strategy for Showground Plan is not financially viable. The densities proposed actually diminish current values and will not attract developers. For redevelopment to occur, land owners must realise a sales price that will see an improvement in market value from today's values, otherwise they will not sell and the opportunity for a consolidated land holding that is of a sufficient size to enable good urban development will be lost. A detailed discussion of the financial viability of The Hills Corridor Strategy is provided in Chapter 6.

These issues are elaborated below.

Higher Density Development

Sydney can no longer rely solely on expanding at its fringes to accommodate our growing population. This is a statement held by UrbanGrowth NSW. By planning housing in established suburbs along existing corridors or new corridors such as the Sydney Metro Northwest, higher density neighbourhoods will stimulate better transport, more local jobs, upgraded infrastructure and more community facilities. The seven (7) precincts identified to be the focus of growth and renewal within The Hills Corridor Strategy, have been selected because of their opportunities, access to existing jobs, transport, available infrastructure and open space. As set out in the Strategy each precinct will accommodate a different mix of housing, jobs and public spaces in a way that appreciates the existing character and heritage of the area, but recognises change will happen to accommodate Sydney's growth.

The transformation of the Showground precinct is a 'once off' opportunity and the planning controls must get the built form, and density controls right. It is well understood throughout Sydney that urban renewal is impeded by low rise 'strata' titled apartments, that were developed 50 years ago and now prove a significant constraint in realising population growth demands. Redevelopment into low rise residential at Showground is likely to remain well into the future, eliminating further opportunity to redevelop to accommodate growing population needs beyond 2036.

A Garden Shire

The Hills Corridor Strategy seeks to maintain a 'Garden Shire'. Whilst not stated, it is implied that higher density development will be detrimental to achieving this objective. In APP's view, this is an inappropriate connection to make. Quality garden spaces, public domain and parklands are created through the benefits of higher density living. Taller buildings bring smaller footprints and more landscaping, whilst additional people bring activity, vibrancy and investment into public spaces. To achieve great 'garden' communities is a mandate to set viable urban design objectives and controls that will attract good development opportunities.

The entire Showground Precinct should and could provide the level of density that equates to at least six (6) storeys high around the 800 metre radii zone with higher levels drawing closer to the station and along Showground Road where bus transit lanes are likely. 8 to 10 storey developments, shaping a 'pyramidal' form to Council's proposed 12 storey site, can realise high quality landscaped spaces and garden spaces. Density and height, in APP's view, have no bearing on landscape amenity in comparison to lower rise developments. Good examples of high density landscaped apartments are shown in the images in Figure 7

Figure 7 Good examples of landscaped garden apartments

Yield and Density

Upon review of Council's forecast dwelling figures, APP has identified several inconsistencies in calculations.

These inconsistencies include:

- The assumed uptake rates of 40% for townhouses and 70-80% on high density residential stated in the text are different to those used in calculations, being 60-80% for higher density residential and 50% for townhouse development;
- The methodology used by Council measures the net developable area of each precinct and multiplies this by dwellings/hectare and the uptake rate. APP has checked these calculations and found inconsistencies. Table 4 below summarises the yield calculated by Council and compares this to the yield calculated by APP;
- It is noted that Council list the calculated figures as 'Additional Dwellings' however they do not appear to discount dwellings which would be replaced by new development. This would lower the Council yield up to 540 dwellings; and
- Additionally, the uptake rates assumed by Council may not be realised in the 39 and 96 dwelling/ha zones as these developments have been shown by APP to not be financially viable. If there were to be no new development in these zones the Council dwelling yield would be decreased by 1,490 dwellings, 33% short of the 3,600 dwelling target set by the NSW Government.

Table 4 Analysis of Council dwelling calculation

Net developable area	Dwellings per hectare	Uptake Rate	Existing Dwellings	New Dwellings - Council Figure	New Dwellings – APP Calculated Figure
6.2	300	80%	0	1498	1488
9.7	144	70%	92	917	978
22	96	60%	214	1139	1,267
24	39	50%	234	351	468
Total	n/a	n/a	540	3905	4201

The Strategy has decreased the development potential of the existing residential precinct from the State Government's Showground Structure Plan. The Strategy states that it has maintained and increased overall yield from the Precinct through increasing the yield potential on the Council owned site at the Station. In APP's view this is a very disproportionate distribution of density allocation. Residents living on the south eastern side of Carrington Road within 400 metres are likely to be just as motivated to use the station as those living on the station site.

APP has undertaken a feasibility assessment of the suggested dwellings per hectare and concludes that the 39 dwelling per hectares and the 96 dwelling per hectare density are unlikely to redevelop. The feasibility analysis is considered in Chapter 5.

Without the redevelopment of the areas, the target yields will not be met, there will be reduced population numbers, lower train patronage and reduced community amenity due to reduced investment. The risk of not achieving a sustainable and high quality community are significant if planning policy does not recognise financial viability.

The feasibility analysis concludes minimum densities of at least 144 dwellings per hectare on the periphery edges of the study area would result in redevelopment and desired urban transformation. Based on measured land areas and applying a 144 dwelling rate across the precinct desired dwelling targets should exceed 9,000 dwellings. The breakdown is provided in Table 5, and it should be noted this is a minimum density which has not calculated high density built form in area closer to the station and Showground bus stops.

Table 5 Yield and Population Comparison

Density (dw/ha)		Precincts	Yield –New Dwellings		Population	
Council	APP	Area	Council	APP	Council	APP
300	144	6.5	1,498	936	2,996	1,872
144	144	8.2	917	1,180	1,834	2,360
96	144	20.1	1,139	2,894	2,278	5,788
39	144	27.7	351	3,988	983	7,976
Total		62.6	3,905	8,998	8,091	17,996

Land Fragmentation

Developing fragmented land is an urban planning challenge in many areas of Sydney. It requires a collaborative effort between a multitude of land owners, Government and developers. The inability to collaborate often results in land not being redeveloped, or fragmented, developments occurring that frustrate cohesive, well designed communities and populations being realised that do not capitalise on Government infrastructure spending. Land areas around the recently developed South West Rail Link stations have been slow to develop, resulting in train stations with smaller than envisaged passenger numbers.

The Showground Precinct is unique. Many of the land owners are united and organised in anticipation of the future redevelopment of their land. They are keen to form consolidated land parcels that will attract quality developers who can create holistic master planned communities by way of benefitting from large land parcels. An opportunity that is rare in established areas wherby redevelopment can often result in ad hoc smaller developments that present differing built form characters and designs from neighbouring developments. Examples of apartment buildings that can occur on fragmented parcels are evident around Sydney and are reflective of poor design. Examples are shown in Figure 8.

Figure 8 Examples of development on fragmented land

This consolidation and collaboration is an opportunity for Council and the State Government to capitalise on. This can be done by promoting collaboration, implementing good urban design frameworks and offering development opportunities through higher density controls that will reflect land values that owners are willing to accept. Without such incentives, it is inevitable that the current consolidated groups will fragment, with many preferring to remain living in their current homes.

Provision of Infrastructure

The Strategy identifies the need to provide additional community facilities such as playing fields and community centres that will be in demand due to increased population. It implies that the Shire will not be able to accommodate larger populations.

This is a common concern for Councils, responsible for the delivery and upkeep of such facilities, but inevitably the provision of infrastructure in all densification projects is met by the financial mechanisms that pay for infrastructure to meet demand. Funding for community infrastructure is collected by Council and potentially State Government, through a range of means including developer contributions, voluntary planning agreements, acquisitions and sales, direct government funding, and rates. High density development brings significant benefits in cost efficiencies for infrastructure spending. As an example greenfield development contribution plans for infrastructure will attract a Section 94 developer contribution of approximately $70,000 to $80,000 per dwelling of which Government will partially fund plus a state infrastructure contribution of approximately $23,000 per dwelling. For urban renewal, Section 94 costs are approximately $45,000 per dwelling and state contributions $2,400 per dwelling, unknown local and state infrastructure costs.[2]

2 $345,000 per hectare at 144 apartments per hectare

6. Financial Viability of the Draft Hills Corridor Strategy

6.1 Introduction

If an urban transformation of the Showground Precinct is to occur, existing land owners must be motivated to sell and therefore will need a sales price for their home that exceeds its pre zoned current land value. The Hills Corridor Strategy document does not consider the economic or financial feasibility of the proposed dwelling densities.

APP has undertaken a high level financial feasibility analysis of the Council Strategy. The approach and findings of this work are presented in the following sections.

6.2 Current Market Value

APP has reviewed land sale prices within the Showground Precinct over the past two years. Over 25 sales have occurred in the Precinct since January 2014. These sales have been sourced from Core Logic and are provided in **Appendix B**. APP has averaged these sales, which is shown in Table 6. The average lot size of the properties analysed by APP is 981 square metres.

Table 6 Showground Precinct current market value

Average price since 1 January 2014	$1.4 million
Average price since 1 January 2015	$1.9 million

The average sales prices in Table 6 have been adopted for the feasibility analysis.

6.3 Preliminary Feasibility Assessment

For the purpose of the feasibility assessment APP has used a net realisation figure which incorporates development revenues as well as costs and levies in order to calculate the residual land realisation that a purchaser (developer) could pay for each house lot under each Council density scenario.

The net realisation per square metre (GFA) has been adopted considering comparable analysis of similar apartment developments transacted in the surrounding area and market sales evidence and sounding from active real estate agents in the Hills Shire Council area. Typical development costs and levies are subtracted to leave a net realisation figure. The process adopted is:

- A gross realisation figure per square metre GFA (refer basis above);
- Development costs and levies subtracted to reach net realisation per square metre GFA;
- Multiply net realisation per square metre GFA by average dwelling size and number of dwellings to reach a hypothetical development realisation; and
- Assume a 20% profit/risk factor (this is a development industry standard).

The net realisation figure has been applied to the dwelling density scenarios outlined by Council in The Strategy. In addition to the 39, 96 and 144 dwellings per hectare scenarios outlined in The Strategy, APP has extended analysis to 192 and 240 dwelling scenarios. This equates to 8 and 10 storey apartment buildings respectively by using the Council metric of 24 dwellings per storey per hectare. This equates to indicative densities utilised in other Transit Oriented Developments such as Cudgegong Road, Schofields, St Leonards South and Leppington North.

For consistency, it is assumed that each hypothetical development site is roughly 1 hectare and made up of 10 existing lots. Once the hypothetical development realisation figure has been calculated it can therefore be divided by 10 to give an indicative residual land value ($) per 1,000 square metre property. This value has then been converted to a square metre rate to give a figure which can be efficiently multiplied to give a representation of the potential realisation of a particular parcel of land.

6.4 The Hills Corridor Strategy - Tested

APP has modelled what a purchaser would be seeking to pay for a 1,000 square metre land parcel under Council's proposed development densities. In addition to the methodology outlined above, the following assumptions have been made:

- Adoption of Council's densities of 39, 96 and 144 dwellings per hectare;
- Extension of Council's densities to 192 and 240 dwellings per hectare;
- Gross Floor Area (GFA) is uniform across all storeys (consistent with Council assumptions);
- Indicative net realisation of $1,700 per square metre of GFA for apartments. APP has calculated this figure through market research of new apartment developments and transactions in Castle Hill and market soundingwith local real estate agents;
- This results in a indicative realisation of $170,000 per apartment (100m^2 GFA); and
- Adopt an indicative realisation of $198,000 per terrace / townhouse.

Figure 9 below shows the results of the preliminary feasibility assessment for the Council scenario. Yellow indicates potential land realisation where landowners are unlikely to sell whereas green indicates potential land realisation where landowners are likely to be motivated to sell.

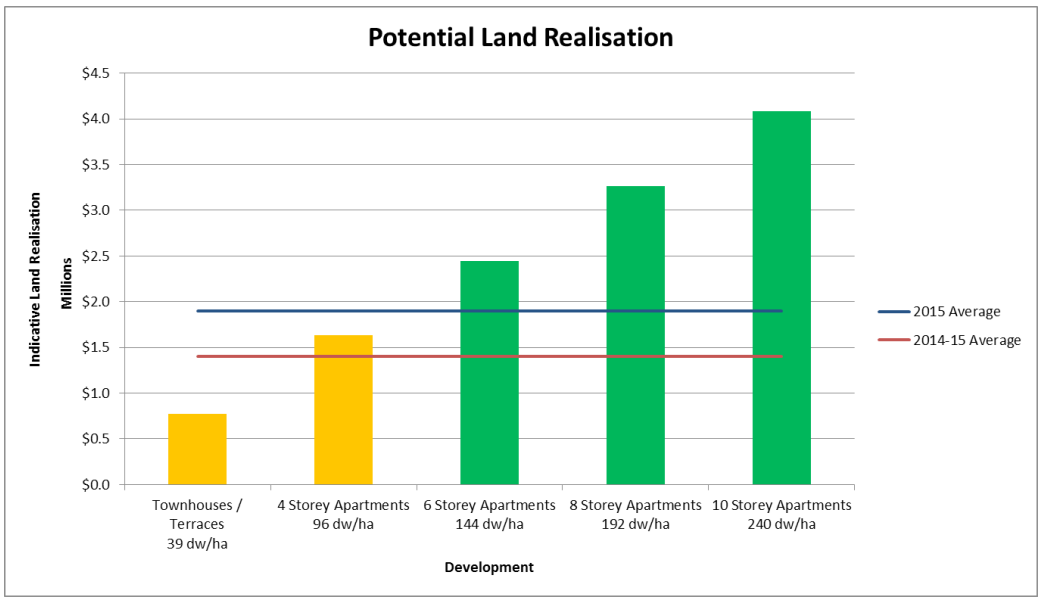


Figure 9 APP Preliminary Feasibility Assessment

The above chart shows that based on recent sales history terrace / townhouse and four storey apartment developments would return a sales price below current market value. In other words, the density controls have an adverse effect on land prices. At current market prices, anything less than 96 dwellings per hectare is unlikely to be developed as it would not meet developer requirements for commercial returns. Accordingly, the 39 and 96 dwellings per hectare objectives are highly unlikely to be realised. The 144 dwelling per hectare density control represents the minimum threshold for viable development. Conversely, at the prices which are feasible for developers to buy, owner occupiers will not be incentivised to sell. There are 234 lots (measured at 27.7 hectares) in the 39 dwelling per hectare area as well as 214 lots in the 96 dwellings per hectare area (measured at 20.1 hectares). Many landowners have specified that these lots would not be developed. In accordance with the yields outlined in The Strategy, 351 townhouses and 1,139 apartments would not be realised. This would lead to, as a worst case scenario, 1,490 total dwellings will not be realised.

At 144 dwellings per hectare, existing homes will be more likely to sell than at lower densities. At 192 dwellings per hectare, a density option not proposed by The Strategy, existing homes are likely to sell as the resulting land realisation is sufficiently higher than current market pricing to motivate existing land owners. From this scenario, it can be concluded that the 39 and 96 dwelling per hectare areas will likely remain as single residences. That is, 76% of the total residential area will remain low density.

The intended outcomes for the Showground Precinct can only be realised if planning controls enable land values that will incentivise and motivate landowners to sell. In order to relate the residual land value to a particular lot it must be converted to a per square metre rate. The Table below summarises the indicative realisation per square metre of land area.

Table 7 Land realisation per square metre

Dwellings	Land Realisation / 1000 SQM	Land Realisation / SQM
39	$772,200	$772
96	$1,632,000	$1,632
144	$2,448,000	$2,448
192	$3,264,000	$3,264
240	$4,080,000	$4,080

The table shows the low residual land value for areas zoned 39 and 96 dwellings per hectare. Given that landowners have indicated they will not consider selling their land below current market value, 144 dwellings per hectare represents the minimum land value per square metre that is financially viable for development.

6.5 Summary

The Hills Corridor Strategy proposed by Council is not a viable Strategy. To be viable it must provide for planning controls and densities that attract developers to purchase the land at prices home owners are willing to sell for. APP represents 110 land owners who have confirmed that they will not sell their homes for prices below current market values. Under this scenario, the 144 dwelling per hectare area represents the minimum density to which many landowners are likely to sell. This could potentially result in 1.490 anticipated dwellings not being realised thereby Council's target of 3,905 dwellings is unrealistic in the short to medium term.

In contrast, if the minimum dwelling density was increased to 144 dwellings per hectare landowners would be incentivised and motivated to sell their land. This would result in the assembly of larger development lots that have the ability to be master planned to ensure the best possible design outcomes. This density threshold would enable best practice urban development and enhance the garden aspect and vision for the Hills Shire Council.

7. Proposed Planning and Density Controls for Showground

The transformation of the Showground Precinct can only be realised if land owners are enticed to sell. Planning and density controls are integral to both attracting developer interest and to achieving high quality urban design outcomes. For reasons outlined in previous chapters, The Hills Corridor Strategy will not achieve good urban development outcomes. It is an unviable strategy which will result in ad hoc developments across smaller fragmented land holdings. Showground will not become a high quality transit oriented community.

APP therefore proposes an improvement to the Strategy. Improvements by way of planning controls that will:

- Support the redevelopment of the Showground Precinct into a high quality transit oriented development;
- Maintain the Garden Shire Character of The Hills;
- Realise a future sales price for home owners that will see an improvement in market value from today's values and be reflective of higher density prices that most redevelopment plans bring with them in other urban transformation precincts;
- Allow land owners to work together as consolidated land holding to enable good urban development outcomes that are attractive to quality developers; and
- Allow no one in the precinct to be left behind.

Proposed Density

A minimum density control of 144 dwellings per hectare is proposed for the peripheral edges of the Precinct Area. That is, a minimum to replace the current 39 dwellings per hectare minimum. Densities closer to the Station should increase to maximise the population catchment for a walkable neighbourhood and also allow for a gradation of increased building heights towards Council's 300 hectare dwelling site.

Figure 10 below presents an artist perspective of higher density living for the Showground precinct, showing densities of at least 144 dwellings per hectare in the 800 metre radii areas.

Figure 10 Aerial view of proposed Showground Precinct

Dwellings per Storey

Council's indicative metric of 24 dwellings per storey per hectare for an apartment building is considered a highly conservative calculation of how apartment development occurs. This equates to approximately 30% site coverage. It is also considered an inappropriate method to calculate yield and population and misleading in terms of determining building height and footprint. APP has adopted higher per storey numbers from recent apartment development areas elsewhere in Sydney. This metric should be removed as a means of determining built form controls.

Yield calculations should be based on using a combination of density, height and/or floor space ratio controls.

Population and Yield

The Hills Corridor Strategy has set a yield target of 4,263 for the Showground Precinct. By seeking higher density development, this will increase the yield, and we believe this to be a positive urban development outcome for The Hills.

A higher population brings with it significant benefits. It offers greater monetary investment which means greater expenditure into public domain and community facilities. With good urban design it also brings vibrancy, activated streets and social cohesion.

Infrastructure Capacity

An infrastructure capacity analysis has not been provided to determine infrastructure requirements. Utility capacities can be increased with new development. In terms of community facilities there are significant capacity opportunities on the train station site to provide community buildings and services within walking distance with Section 94 levies available to support funding as well as contribution commitments by State Government. In terms of recreational needs, APP is aware that there is demand for more active playing fields having reviewed the commentary in Section 94 Plans. Within the actual Showground Precinct there is significant opportunity to convert the former Showground itself into playing fields along with the land availability at Fred Caterson Reserve. Again Section 94 levies offer funding solutions for these recreational needs.

It is also suggested that the road network capacity has limitations to accommodate the additional dwellings. It is premature to determine maximum yields for the precinct without detailed traffic modelling analysis that considers modes of travel for the population and the carrying capacity of an upgraded road network. APP does not believe the Showground Precinct is limited in its development potential as a result of an ability to upgrade and provide infrastructure and community services. Certainly yield targets should not be limited or concluded without the supporting infrastructure studies.

The Minor Road Network

The Showground Structure Plan identifies a proposed minor road reservation extending from Showground Road to Hughes Avenue. It is premature to plan minor road layouts at this stage and therefore difficult to appreciate why these minor roads have been included in what seems a random area of the Precinct. This has affected several land owners and the Strategy or Government's Structure Plan has not provided the information to demonstrate need or reasoning for location. We seek that this be removed from any future plans.

Built Form Controls

Built form controls should reflect sound objectives for quality urban design and architectural excellence. To achieve viable development outcomes, built form controls must allow for a minimum of 144 dwellings per hectare. This can be achieved through use of FSR, height and site coverage controls. APP does however support objective based controls that enable developers, architects and urban designers the ability to create innovative master planned designs,

Figure 11 below portrays higher density buildings along Fishburn Crescent. This portrayal represents 8 to 10 storey buildings and demonstrates an ability to achieve great streetscapes, through built form and landscaping requirements.

Figure 11 Street perspective along Fishburn Crescent

Along Showground Road

Showground Road is an important feature of the Showground Precinct. It will become, as it is today, the major thoroughfare for the precinct and will set the scene for the community and design of the area. It will incorporate bus lanes, cycleways and pedestrian passageways. It is crucial that the planning controls capitalise on the Showground Road streetscape and that the road itself becomes 'Avenue' like, tree lined and bordered by built form that offers a distinctive street edge. To do so, height, architectural design, street setbacks must be carefully planned. The urban design criteria for Showground Road in APP's opinion will be through higher building forms with a minimum height of 6-8 storeys recommended to achieve this. Indeed the State Government's Structure Plan envisages 6 storey built form. See Figure 10.

Safe pedestrian access across Showground Road to the Station can be accommodated through pedestrian friendly and well located traffic signals. Pedestrian bridging is an important requirement that should be promoted.

8. Conclusion

The Hills Corridor Strategy for the Showground Precinct incorporates a development scenario that is not realistic. It is a Strategy that has failed to consider the economic and financial parameters that must be realised to allow land to become developable.

The Strategy proposes densities that fail in two fundamental areas:

- It proposes a yield that will not achieve the best development outcomes reflective of a transit oriented development. This will inhibit the ability for investment into public domain and quality open spaces, social meeting places, community facilities and activated streets; and
- It proposes densities that will detract from current land values, providing no incentives for land owners to sell and no incentives for developers to purchase. The Strategy is unviable.

The land owner group are, however, supportive of a new Showground Precinct including its redevelopment into higher density living. The ambition for a Garden Shire remains and there is a keen interest in protecting the future integrity of The Hills Shire. However, this can only be achieved through development objectives and controls that incentivise change. APP's planning analysis, benchmarking of other TODs planned in the Hills and existing in other areas of Sydney concludes that higher densities can be achieved whilst creating strong cohesive and highly amenable communities.

From a financial analysis these higher densities must be set at a minimum of 144 dwellings per hectare allowing for higher densities and taller building forms closer to the train station. Further planning controls should be flexible allowing for innovative higher density design that celebrates higher populations and new active communities.

The 110 landowners for whom APP represents requests that this strategy be amended to reflect higher density living and that any representation Council may make to State Government reflect the views of these landowners.

9. Appendices

9.1 Appendix A

Landowners represented by APP

No	Name	Address
1	Warwick	4 Ashford Avenue
2	Roger Newman	22 Ashford Avenue
3	Michael & Dimitra Livisianos	24 Ashford Avenue
4	Tim Letter	26 Ashford Avenue
5	Mark Sherwood	28 Ashford Avenue
6	Patrick Carroll	30 Ashford Avenue
7	Nestor Figol	32 Ashford Avenue
8	George Hay	34 Ashford Avenue
9	Andrew & Jeanna Huggett	2 Cadman Crescent
10	Mathew Aashour	4 Cadman Crescent
11	Kathy Eldridge	6 Cadman Crescent
12	Sermet & Suzanne Gurisik	10 Cadman Crescent
13	Fred & Beverley Fiegert	12 Cadman Crescent
14	Serge Shvartsman	14 Cadman Crescent
15	Rick & Janice Millar	16 Cadman Crescent
16	Simon & Jane Shi	18 Cadman Crescent
17	Zhi Deng	20 Cadman Crescent
18	Murray Stokan	22 Cadman Crescent
19	Ben Baden	24 Cadman Crescent
20	Malcolm & Bernadette Wilson	26 Cadman Crescent
21	Robert & Kayleen Readon	28 Cadman Crescent
22	Hemal Fernando	32 Cadman Crescent
23	Jim Zhen Wang & Sheng Ying Wu	34 Cadman Crescent
24	Kerry Georgiou	5 Chapman Avenue
25	Cherold Plummer	11 Chapman Avenue
26	Terrence Waugh	13 Chapman Avenue
27	Graeme Brown	14 Chapman Avenue
28	Alexander Gillies	30 Chapman Avenue
29	Phillip & Rosina Murphy	2 Dawes Avenue
30	Albert & Tereze Fam	4 Dawes Avenue
31	Jeff & Liz Williams	6 Dawes Avenue
32	John & Lee Hodges	8 Dawes Avenue

No	Name	Address
33	Brett & Alicia Harrison	10 Dawes Avenue
34	Richard & Glenys Pike	12 Dawes Avenue
35	Robert & Lisa Nicol	14 Dawes Avenue
36	Leo Chen	16 Dawes Avenue
37	Damien Sutton	18 Dawes Avenue
38	Julian & Mary Grech	20 Dawes Avenue
39	Tony & May Wong	22 Dawes Avenue
40	Frank & Anna Czereba	24 Dawes Avenue
41	Barry Yao & Glorys Wang	26 Dawes Avenue
42	Joe & Denise Harney	28 Dawes Avenue
43	Von Linklater	30 Dawes Avenue
44	Zvonimir & Stephanie Peharda	19 Fishburn Crescent
45	Perumal Janarthanan	29 Fishburn Crescent
46	Peter Panayi	31 Fishburn Crescent
47	Ross Fung	39 Fishburn Crescent
48	Trish Smart	41 Fishburn Crescent
49	Gary & Judi Polmanteer	47 Fishburn Crescent
50	Henry Kiwarkis	48 Fishburn Crescent
51	Paul Ogilvy	50 Fishburn Crescent
52	Ivan Qi	52 Fishburn Crescent
53	Jerome Wicks	54 Fishburn Crescent
54	Stjepan & Maria Kokanovic	55 Fishburn Crescent
55	John Allen	56 Fishburn Crescent
56	Annette Ford	57 Fishburn Crescent
57	Mathew Erwin	58 Fishburn Crescent
58	Peter Govett	59 Fishburn Crescent
59	Malcolm Gillies	60 Fishburn Crescent
60	Wayne & Annette Maher	61 Fishburn Crescent
61	Laurence & Noeline Osborne	63 Fishburn Crescent
62	D & Glennys Wilson	65 Fishburn Crescent
63	Raymond & Anne Gibb	67 Fishburn Crescent
64	Ming Feng Chen & Yue Ying You	69 Fishburn Crescent
65	Peter & Shirley Lee	71 Fishburn Crescent
66	Steve Nahirny	4 Hughes Avenue
67	Brooke Matthews	6 Hughes Avenue
68	Jason & Rebecca Mercimek	8 Hughes Avenue
69	Anne Maree Barrett Brown	21 Hughes Avenue
70	Morne Rathbone	23 Hughes Avenue
71	Cherie Andia	25 Hughes Avenue

No	Name	Address
72	David Solomons	27 Hughes Avenue
73	Jack & Patty Chen	7 James Place
74	Bo Wang	38 Middleon Avenue
75	Adam & Jenny Hopkins	40 Middleton Avenue
76	Kwan & Florence Lee	42 Middleton Avenue
77	Chris & Aly White	1/42A Middleton Avenue
78	Susan & Bill Triglone	2/42A Middleton Avenue
79	Peter & Cathy Dowd	44 Middleton Avenue
80	Neil & Gail Daines	45 Middleton Avenue
81	Kalam & Eve Abul	45a Middleton Avenue
82	Tony Pisto	46 Middleton Avenue
83	Kristy & Lance Lee	48 Middleton Avenue
84	Stephen & Jennifer Dunn	51 Middleton Avenue
85	Kunissery & Parvathy Subramaniam	53 Middleton Avenue
86	Baptist Churches of NSW Property Trust	55 Middleton Avenue
87	June Longmuir	68 Parsonage Road
88	Hussam, & Souraya Abdelki	70 Parsonage Road
89	Peter Marshall & Yang Yang	72 Parsonage Road
90	Rachel & Sylvan Peries	74 Parsonage Road
91	John & Pamela Snow	76 Parsonage Road
92	John Bao-Hon Phung & Michelle Ramirez	78 Parsonage Road
93	Sanjay & Asha Soni	80 Parsonage Road
94	Mark & Cara Nitsos	82 Parsonage Road
95	William Johnston	84 Parsonage Road
96	James Fong	86 Parsonage Road
97	Peter & Jodie Honeyman	88 Parsonage Road
98	Richard & Sharon Howe	90 Parsonage Road
99	Michelle & Peter Falamich	92 Parsonage Road
100	Peter Palesy	97 Showground Road
101	Michael Hosseini	99 Showground Road
102	Alex Mottshaw	101 Showground Road
103	Carolyn Smale	105 Showground Road
104	Judith Cioccarelli	142 Showground Road

No	Name	Address
105	Geoffrey & Susan Miller	1 Turton Place
106	Nirmalan Sriranjan & Placida Anthonypillai	2 Turton Place
107	Gary Wiseman	3 Turton Place
108	Brett Hall	4 Turton Place
109	Chunbo Sang	5 Turton Place
110	Gerard & Venetia Fernandes	6 Turton Place

9.2 Appendix B

Showground Precinct Recent Sales

Address	Land Size	Sale Date	Price
7A Belvedere Ave	756	31/08/2015	$1,850,000
7 Sexton Ave	930	15/08/2015	$2,300,000
9 Hughes Ave	934	10/07/2015	$1,840,000
16 Hughes Ave	962	4/07/2015	$1,856,000
79 Britannia Rd	929	20/06/2015	$1,940,000
31 Dawes Ave	1092	6/05/2015	$1,500,000
9 Middleton Ave	948	21/03/2015	$2,200,000
16 Dawes Ave	934	29/01/2015	$1,405,000
4 Belvedere Ave	930	17/12/2014	$1,380,000
34 Cadman Cr	997	19/10/2014	$1,355,000
26 Dawes Ave	973	13/09/2014	$1,512,000
9 Cadman Cr	934	30/08/2014	$1,385,000
15 Partridge Ave	1041	19/08/2014	$1,500,000
9 Partridge Ave	967	5/08/2014	$1,260,100
1/36 Kathleen Ave	1047	18/07/2014	$1,025,000
13 Ashford Ave	942	26/06/2014	$950,000
7 Cadman Cr	985	7/06/2014	$955,000
14 Hughes Ave	1052	21/05/2014	$1,140,000
14 Facer Court	956	1/05/2014	$1,020,000
10 Ashford Ave	929	28/04/2014	$1,150,000
8 Sexton Ave	1060	29/03/2014	$1,300,000
1 Cadman Cr	988	27/03/2014	$952,200
37 Fishburn Cr	1015	13/03/2014	$1,220,500
27 Partridge Ave	1045	19/02/2014	$1,160,000
4 Sexton Ave	1286	15/02/2014	$1,390,000
3 Partridge Ave	931	8/02/2014	$1,225,000
37 Dawes Ave	1019	4/02/2014	$1,150,000
54 Kathleen Ave	946	25/01/2014	$1,002,000
34 Middleton Ave	934	16/01/2014	$900,000
38 Middleton Ave	934	12/12/2013	$880,000
4 Partridge Ave	930	2/12/2013	$1,125,000
29 Ashford Ave	995	23/11/2013	$1,060,000
48 Kathleen Ave	946	22/11/2013	$985,000
12 Chapman Ave	1033	12/11/2013	$1,008,000
72 Parsonage Rd	929	2/11/2013	$980,000

Address	Land Size	Sale Date	Price
14 Partridge Ave	948	26/10/2013	$925,000
27 Chapman Ave	951	21/09/2013	$1,055,000
5 Sexton Ave	1141	17/09/2013	$881,056
52 Fishburn Cr	950	10/09/2013	$946,000
10 Dawes Ave	933	9/09/2013	$1,680,000
6 Sexton Ave	1286	31/08/2013	$1,210,000
45 Fishburn Cr		20/07/2013	$945,000
3 Dawes Ave	1061	28/05/2013	$887,300
35 Dawes Ave	931	30/03/2013	$800,000
28 Ashford Ave	930	29/03/2013	$815,000
39 Middleton Ave	994	8/11/2012	$816,600
11 White Cedar Dr	967	15/09/2012	$890,000
32 Ashford Ave	1286	19/08/2012	$855,000
15 Ashford Ave	1040	3/02/2012	$720,000
18 Chapman Ave	946	20/11/2011	$828,888
19 Dawes Ave	944	12/11/2011	$725,000
14 Cadman Cr	934	26/10/2011	$755,000
1 Hughes Ave	1869	13/10/2011	$720,000
40 Middleton Ave	934	13/08/2011	$810,000
6 Dawes Ave	933	23/07/2011	$711,000
29 Sexton Ave	947	22/02/2011	$715,000
5 Fishburn Cr	940	8/02/2011	$820,000
5 White Cedar Dr	1071	10/08/2010	$735,000
39 Dawes Ave	1022	1/06/2010	$735,000