

EXTRAORDINARY COUNCIL MEETING

AGENDA

Notice is hereby given that an Extraordinary Council Meeting will be held at the:

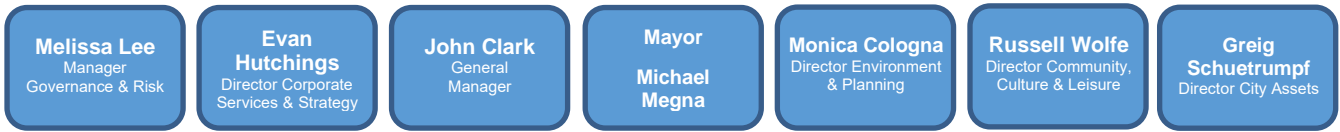
Council Chambers, City of Canada Bay Civic Centre, Drummoyne

Tuesday, 13 August 2024

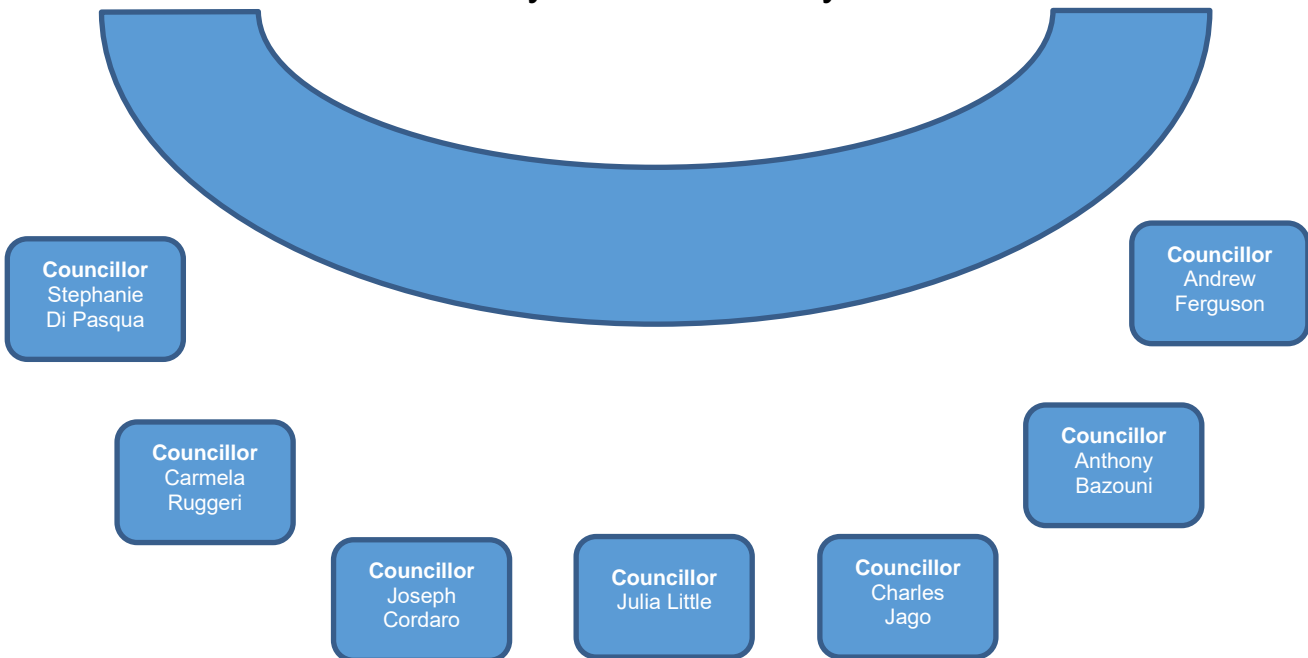
Beginning at 7:00pm for the purpose of considering and determining matters included in this agenda.



John Clark
General Manager



**Councillors
City of Canada Bay**



Statement of Ethical Obligations

The Mayor and Councillors are bound by the Oath/Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Canada Bay and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

It is also a requirement that the Mayor and Councillors disclose conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with Council's Code of Conduct and Code of Meeting Practice.

**Agenda for an Extraordinary Council Meeting
to be held on Tuesday 13 August 2024
at the Council Chambers, City of Canada Bay Civic Centre, Drummoyne
Commencing at 7:00pm**

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1 ACKNOWLEDGEMENT OF COUNTRY

The City of Canada Bay acknowledges the Wangal clan, one of the 29 tribes of the Eora nation and the traditional custodians of this land.

The City's Council pays respect to Elders past and present and extends this respect to all Aboriginal people living in or visiting the City of Canada Bay.

2 APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS

In accordance with clauses 6.3, 6.4 and 6.5 of Council's Code of Meeting Practice, apologies must be received and accepted from absent Councillors and a leave of absence from the Council Meeting may be granted.

3 DISCLOSURES OF INTERESTS

In accordance with Part 16 of Council's Code of Meeting Practice, all Councillors must disclose and manage any conflicts of interest they may have in matters being considered at the meeting.

4 ENVIRONMENT AND PLANNING DIRECTORATE REPORTS

ITEM 4.1 SUBMISSION TO DEPARTMENT OF PLANNING, HOUSING AND INFRASTRUCTURE - HOMEBUSH TRANSPORT ORIENTED DEVELOPMENT (TOD) REZONING SUBMISSION

Reporting Manager Manager Strategic Planning

- Attachments:
1. DRAFT Submission - Homebush TOD - City of Canada Bay Council [↓](#)
 2. Explanation of Intended Effect - Homebush TOD Rezoning Proposal
 3. Design Guide
 4. Urban Design Report
 5. Independent Traffic Review - Bitzios
-

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That:

1. The draft submission, provided at [Attachment 1](#), on the Homebush Transport Oriented Development (TOD) Precinct be endorsed for submission to the Department of Planning, Housing and Infrastructure.
 2. Approval be granted to the General Manager to make minor changes to the submission prior to sending to the Department of Planning, Housing and Infrastructure.
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PURPOSE

To seek Council endorsement of the draft submission on the Homebush Transport Oriented Development Precinct at Attachment 1 of this report.

EXECUTIVE SUMMARY

A Rezoning Review package for the Homebush Transport Oriented Development (TOD) Precinct (including an Explanation of Intended Effect) has been publicly exhibited by the Department of Planning, Housing and Infrastructure (DPHI) from 16 July to 16 August 2024 (Attachment 2).

This Proposal, if implemented, will have a significant impact on areas of Strathfield, North Strathfield and Concord West as a result of the introduction of high-density development to accommodate approximately 16,100 dwellings within the Homebush TOD precinct, with approximately 10,000 of these dwellings located within the Canada Bay LGA.

A draft submission has been prepared that outlines concerns regarding the Proposal in relation to strategic context, land use and urban design, infrastructure delivery, public domain and public open space, traffic and transport, flooding, heritage, and community/social infrastructure. This report highlights some of the key issues raised in the submission.

It is recommended that the draft submission be endorsed for submission to the DPHI.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 3: Vibrant Urban Living

Goal VUL 1: Creative vibrant local village centres and community hubs

BACKGROUND/DISCUSSION

The Homebush TOD Precinct is the same as the area of the Stage 2 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) for the Homebush Precinct, which encompasses both the City of Canada Bay and Strathfield LGAs. However, the Homebush TOD Precinct proposes significantly more development than was envisaged under PRCUTS. DPHI's Proposal for the Homebush TOD is intended to facilitate approximately 16,100 dwellings, versus 9,450 dwellings to 2050 by PRCUTS, for the whole Precinct (i.e. across Canada Bay and Strathfield LGAs)

DPHI announced the Homebush TOD as one of 8 accelerated TOD precincts across metropolitan Sydney in December 2023, with a highly accelerated timeframe for the preparation of the suite of planning documents for each precinct. These plans have been prepared by DPHI within a relatively short timeframe.

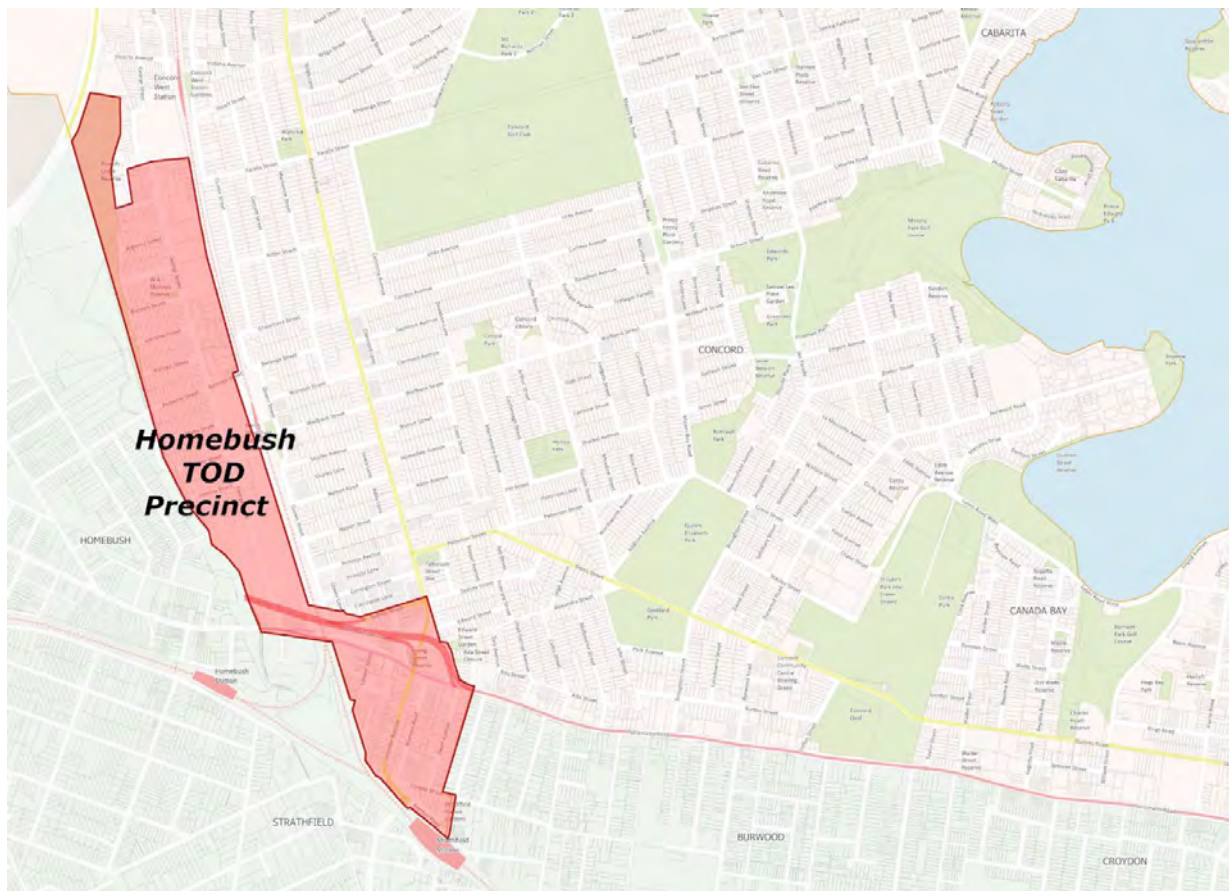


Figure 1: TOD precinct within City of Canada Bay (area to which the draft submission refers)

The TOD Rezoning Review package includes an Explanation of Intended Effect (which describes the proposed zoning and planning controls), a Design Guide (which will replace the Canada Bay DCP) and an Urban Design Report (Attachments 2-4).

SUBMISSION AND KEY ISSUES

A draft submission has been prepared and raises a range of issues relating to strategic context, land use and urban design, infrastructure delivery, public domain and public open space, traffic and transport, flooding, heritage, and community/social infrastructure. The draft submission was informed by advice from internal departments within Council, an Urban Design Review by Studio GL and a Traffic Review by Bitzios Consulting (Attachment 5).

This report provides an overview of the draft submission and highlights a number of issues and examples to illustrate some of the challenges with the proposal, including:

- a. Density and population
- b. School infrastructure
- c. Effective infrastructure delivery
- d. Scale and urban design
- e. Traffic and transport modelling
- f. Open space
- g. Flooding
- h. Inconsistencies
- i. Key principles and actions

a. Density and population

The draft submission (Attachment 1) notes that whilst Council is supportive of increasing density within the vicinity of high frequency public transport, changes to the planning framework should only occur where positive outcomes for the community will be delivered.

Under the State government’s accelerated TOD program, it is proposed to locate over 25% of all dwellings (approximately 16,100) identified across the 8 accelerated TODs within the Homebush TOD. Up to 16,100 new dwellings equates to approximately 40,000 people, and approximately 26,000 of these people would be located within the City of Canada Bay under this plan.

As illustrated in Figure 2 below, the City of Canada Bay has been highly proactive in its strategic planning around metro stations, as well as its implementation of the state government’s Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and the Rhodes Place Strategy, which collectively will accommodate dwelling capacity for over 47,000 residents. Figure 2 also illustrates the anticipated population growth of approximately 35,000 in the surrounding areas of Sydney Olympic Park and in Burwood LGA south of the metro station adjacent to Concord Oval.

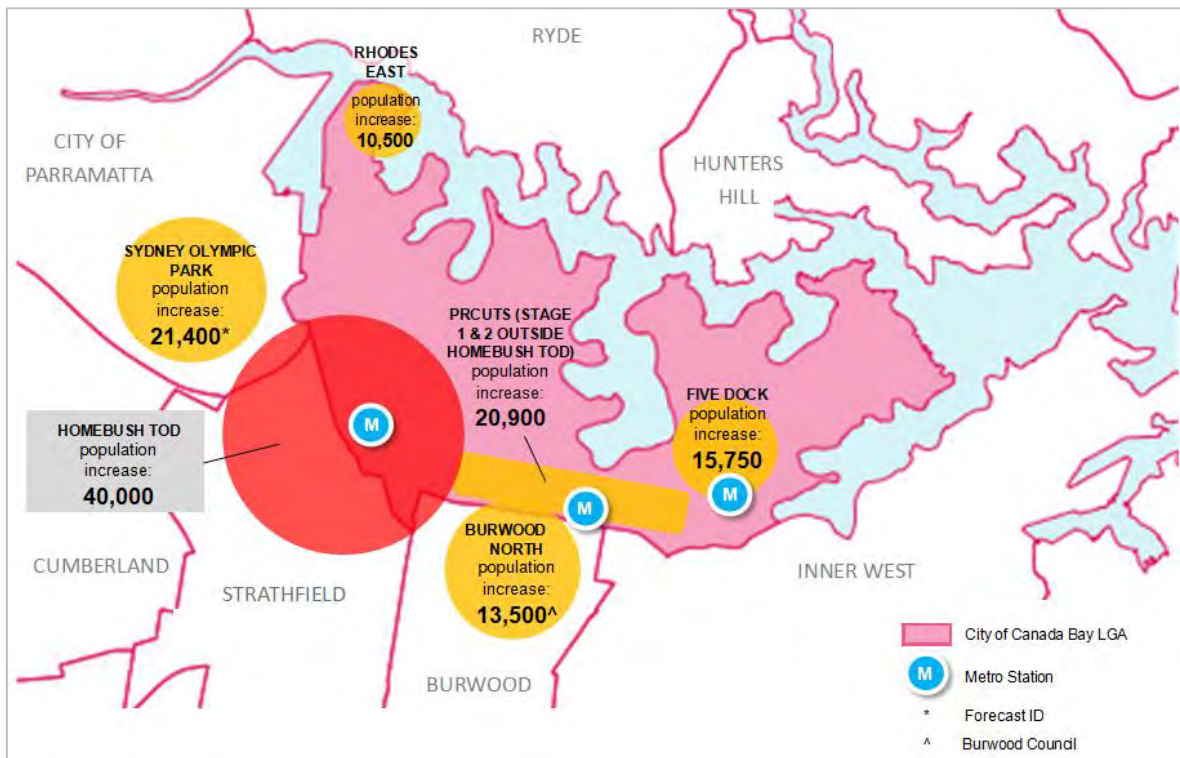


Figure 2: Summary of anticipate population growth within City of Canada Bay and surrounds

These population growth estimates do not include population growth arising from the state government’s recent Low and Mid Rise Housing reforms, 30% affordable housing reforms, or in-fill development throughout the remainder of Canada Bay.

The Homebush TOD precinct is characterised by limited and constrained east-west transport connections, flooding, and inadequate and aging infrastructure (drainage, key intersections, and rail overbridges). There has been no identification of, or commitment to, any additional public school, health, or any other regional infrastructure to support this anticipated population increase in the draft TOD plans on exhibition.

In this context, the additional 40,000 residents envisaged by the Homebush TOD is considered to be well in excess of what can be reasonably accommodated in this location.

b. School infrastructure

It is critical that school sites are identified as part of any planning process involving a significant change in population density, as it is cost-prohibitive to acquire sites for schools in established suburban areas after planning controls have been put in place. Council’s submission to the 2022 Parliamentary Inquiry into NSW Public Schools identified the catchments with the highest need for primary and high school student places within the City of Canada Bay as being Rhodes and North Strathfield/Strathfield, both of which were anticipated to experience an increase in school ages students of ranging from 72% to 257% between 2016 and 2031 (based on Forecast Id census data).

No new or augmented school infrastructure is identified as part of the Homebush TOD proposal. Additionally, the TOD plans identify an existing primary school site at North Strathfield (Our Lady of the Assumption, opened in 2015) as the location of one of the few new public parks within the TOD, suggesting that the community either loses a school to accommodate a small public park, or if the school is retained, then the small new park is not provided. It is recommended that this proposed park be relocated to an alternate location nearby so that the community can benefit from both assets.



Figure 3: Park proposed where current primary school (OLA) is located

c. Effective Infrastructure delivery

There is minimal guidance regarding the delivery of infrastructure within the precinct, creating significant risk for Council. Council’s draft submission requests that a detailed Infrastructure Strategy be prepared and included in the *Precinct Design Guide*. An Infrastructure Strategy would identify the infrastructure that is required to be provided by developers, describe the planning nexus between the infrastructure and future development, communicate the mechanism to deliver the infrastructure, and explain that the floorspace-transfer mechanism does not reduce a site’s overall development capacity.

Concerns are also raised regarding the approach to delivery of infrastructure, particularly costs of utilities, such as drainage, alongside new road infrastructure in a precinct that experiences flooding.

Given the significant emphasis of the *Precinct Transport Statement* in relation to encouraging a modal shift to public and active transport, it is recommended that a Public Domain Plan be prepared to move from aspirational lines on a map to a plan that is realistic and able to be implemented. A Public Domain Plan would provide further analysis as to how the recommended interventions could occur, how they will be funded and whether they can be accommodated within the existing road reserves. This analysis should involve the preparation of concept designs, consideration of impact on competing road users, involve engagement with relevant stakeholders, provide an indication of estimated cost and identify agencies responsibility for implementation.

d. Scale and Urban Design

The masterplan prepared as part of the Homebush TOD documents will create an extremely dense precinct with monolithic street walls that overshadow streets and neighbouring buildings, creating an unpleasant environment for the future community. Figure 4 below provides an illustration (to scale) of what Hamilton Street (opposite OLA primary school) will look like with 15 storey development on either side of the street. The TOD masterplan has not given sufficient consideration of the topography and orientation of the streets within North Strathfield, resulting in built form that is likely to create windy, overshadowed canyons lacking human scale elements

These poor outcomes illustrated in Figure 4 are repeated throughout the precinct, and highlight the importance of revising the proposed massing, building envelopes and development standards and controls to include podiums and revised street wall heights. The draft submission at Attachment 1 includes two alternative schemes for DPHI’s consideration, both of which demonstrate how an improved outcome can be achieved.



Figure 4: Street section – Hamilton Street, North Strathfield

e. Traffic and Transport modelling

The Homebush TOD is estimated to result in nearly 16,100 additional dwellings within the precinct. The *Precinct Transport Statement* (PTS) for the TOD prepared on behalf of DPHI has limited its transport needs assessment to levels that are comparable approximately of 46% of the full buildout of the TOD. No meaningful, metrics-based consideration has been given to the ‘master planning’ of the transport needs of the remaining 54% of the TOD precinct.

Of significant concern, at a little more than 46% of the TOD precinct’s development level, the *Parramatta Road Traffic and Transport Action Plan* (PRTTAP) identified a severely congested local traffic network even after assumptions were made that a high degree of through traffic would be re-routed outside of the corridor. More local road links and greater management of the interfaces between local streets and Parramatta Road (e.g. turn bans, clearway length extensions, more intersections etc.) would be expected after 2036 and should be identified in a Transport Master Plan for a full development scenario.

f. Open Space

The TOD plans propose a significant increase in population density without a commensurate increase in quality public open space. WA McInnes reserve (corner of George and Brussels Streets) is an example of this. The TOD plans propose a small increase in size of the existing reserve, resulting in a 1,200m² (30m x 40m) park. This small park is the only non-linear public open space north of Pomeroy Street in North Strathfield, however under the TOD plans, the land immediately north of the park is identified for a 12 storey residential development which will significantly overshadow the park and reduce its amenity and usability. The draft submission recommends that WA McInnes Reserve be extended from Brussels Street to Mena Street (Figure 5) to ensure the park is large enough for adequate sunlight access, usability and sufficiently sized to accommodate a children’s playground.



Figure 5: WA McInnes Reserve

g. Flooding

Both North Strathfield and the Strathfield triangle are prone to flooding, due to flooding from Powells Creek as well as from overland flows. The TOD plans propose a number of buildings in floodways, flood storage areas and high hazard areas, as well as a new road adjacent to Powells Creek (between Conway and Pomeroy Streets). It is unclear how a new road on flood prone land would be

constructed. The TOD plans should be amended to better consider flood hazards, and ensure that built form within probable maximum flood (PMF) floodways, flood storage areas and high hazard areas is avoided.

h. Inconsistencies

There are a number of inconsistencies between the different draft TOD planning framework documents. The proposed built form in the masterplan documents also contains several inconsistencies with current State government policy and Ministerial Directions regarding flooding, the *Apartment Design Guide*, and general requirements that councils are expected to address when submitting planning proposals to DPHI. There are notable absences of proposed controls such as minimum floorplate requirements, which are frequent inclusions in current LEPs to help ensure quality development that is both pleasant to live in, and which contributes positive to the streetscape and surrounds.

i. Principles and Key Actions

Further to some of the key issues outlined above, the draft submission also identifies a number of principles and key actions that are deemed necessary to achieve a desired outcome for the precinct:

- *Improve urban design outcomes by delivering density done well.*
Key Action: DPHI commit to a workshop with COX Architecture, Strathfield Council and the City of Canada Bay to revise the master plan.
- *Enable the delivery of high-quality streets and public spaces.*
Key Action: Prepare a Public Domain Plan for public open space, publicly accessible through-site links and existing and proposed streets.
- *Ensure that the proposed increase in density is supported by local infrastructure.*
Key Action: Prepare an Infrastructure Strategy to guide the implementation of local infrastructure.
- *Ensure that the proposed increase in density is supported by State and regional infrastructure.*
Key Action: Update the Infrastructure Delivery and Implementation Plan to include regional and State related infrastructure items.
- *Understand traffic impacts on the local and regional road network.*
Key Action: Revise the Precinct Transport Statement by validating the vision through modelling.
- *Ensure development controls are relevant to the Homebush TOD and are able to be implemented.*
Key Action: Review and update the Precinct Design Guide in collaboration with Strathfield Council and the City of Canada Bay.

TIMING, CONSULTATION AND RISK CONSIDERATIONS

Timing

DPHI announced the accelerated TOD program in December 2023, and a highly compressed timeframe has seen these documents prepared and placed on public exhibition from 16 July to 16 August 2024. Both the compressed timeframe and the proximity of the exhibition period to the forthcoming local government elections were raised as issues by both Canada Bay and Strathfield Councils during this process.

At the time of preparing this report, a local infrastructure contributions plan was not yet ready for public exhibition. Local infrastructure contributions plans are essential to support the delivery of infrastructure for the future population.

DPHI's short timeframe has meant there are some inconsistencies in the draft TOD documents, as well as insufficient time to effectively work through some of the more challenging issues in this precinct. By comparison, the State government's planning processes for Rhodes East and the Parramatta Road Corridor were undertaken over a number of years.

The deadline for the submission being made to DPHI is the close of the public exhibition period on 16 August 2024.

Consultation

During the preparation of these draft plans for the Homebush TOD, Council officers were invited to attend two Working Group and two Executive Advisory Group meetings convened by DPHI, with stakeholders from Canada Bay Council, Strathfield Council and DPHI. The Working Group was able to provide input for consideration by DPHI however this group was not a decision making body, and did not have influence over the content of the draft documents that have been prepared. The Executive Advisory Group was presented the information after it had been presented to the Working Group, and similarly, Council representatives attending these meetings were able to comment on the plans, however they had limited influence on the final draft documents placed on exhibition.

During exhibition period of the draft TOD suite of documents, between 16 July and 16 August 2024, DPHI has held a drop-in day for interested parties and hosted one online information session.

Landowners within the precinct were notified of the exhibition by DPHI. Due to the magnitude of the changes proposed, their potential widespread future impacts, and the compressed timeframes of the exhibition period, Council officers undertook a letterbox drop (which captured owners and residents living in the precinct and surrounds) over a wider area within the City of Canada Bay, encompassing parts of Concord as well as the precinct itself.

Risks

Both this report and the draft submission outline a number of risks associated with the Homebush TOD proposal, including: lack of inclusion of health, school and other regional infrastructure; traffic modelling assumptions; active transport assumptions; cost estimates attributed to some of the infrastructure identified; and the need to incorporate certain infrastructure elements within the key sites provision to give greater certainty over delivery and implementation. The draft submission also identifies the need for a Public Domain Plan and detailed Infrastructure Strategy to be included as part of the TOD framework of documents, both of which would reduce risks and increase certainty and effectiveness of delivery for Council at the implementation phase.

FINANCIAL CONSIDERATIONS

The draft submission includes a range of concerns and recommendations in relation to the delivery and funding of local infrastructure.

The DPHI has advised that a draft Local Infrastructure Contributions Plan will be prepared and exhibited separately to the EIE and supporting studies. Council has granted approval to the General Manager to determine whether consent will be granted to the Minister for Planning and Public Spaces to make the Local Infrastructure Contribution Plan.

LEGISLATIVE AND POLICY CONSIDERATIONS

If implemented, the Rezoning Review will result in new planning controls, delivered through a new State Environment Planning Policy (SEPP).

Development Applications within the Homebush TOD Precinct will be assessed as State Significant Development (SSD) where the Capital Investment Value (CIV) exceeds \$60M for residential development, with this approval pathway remaining in place until November 2027.



xx August 2024

Hon. Paul Scully MP
Minister for Planning and Public Spaces
GPO Box 5341
SYDNEY NSW 2001

Dear Mr Scully MP,

City of Canada Bay Submission

Homebush Transport Oriented Development Precinct

This submission has been prepared in response to the exhibition of the Explanation of Intended Effect (EIE) for the Homebush Transport Oriented Development Precinct (TOD Precinct).

The Homebush TOD Precinct will develop over the next 20 years and will result in built form that will remain in place for up to 100 years. Good places take time to design and the timeframe to finalise the Homebush TOD Precinct is inadequate to provide confidence that the best possible outcome will be achieved for existing and future residents.

Despite the accelerated nature of the TOD Program, this submission provides feedback and recommendations to the Department of Planning, Housing and Infrastructure (DPHI) to achieve better outcomes than those outlined in the EIE.

Whilst Council is supportive of increasing density within the vicinity of high frequency public transport, changes to the planning framework should only occur where positive outcomes for the community will be delivered. The proposal to locate over 25% of all dwellings (up to 16,100 dwellings) identified under the 8 accelerated TODs in a single precinct (Homebush TOD) is excessive. The Homebush TOD precinct is characterised by limited and highly constrained east-west transport connections, flooding, and inadequate and aging infrastructure (drainage, key intersections and rail overbridges). Council completed comprehensive planning for the implementation of PRCUTS Stage 1 within the required timeframes, and the quantum of development now proposed for this TOD is well in excess of what can reasonably be accommodated in this relatively constrained location.

16,100 new dwellings equates to approximately 40,000 people, with approximately 26,000 of these residents located within the City of Canada Bay under the proposed plans. There has been no identification of, or commitment to, any additional public school, health, or any other regional infrastructure to support this anticipated population increase. It is imperative that commitment to this essential supporting infrastructure occur concurrently with the planning for such a quantum step change in residential density, to provide assurance for Council, as well as eligibility for appropriate funding from State government Housing and Productivity Contributions.

Additionally, a local infrastructure contributions plan has not been prepared in time for concurrent exhibition with the TOD plans. A draft plan was prepared and circulated to Council for comment mid-way through the public exhibition period, with insufficient time (5 days) for Council to make meaningful comments. It is important that DPHI not proceed to finalisation of the TOD planning framework until such time as the local infrastructure has been prepared and exhibited in consultation with Council.

There are a number of other aspects of the Homebush TOD proposal that are ill conceived, such as proposed buildings located in floodways and flood storage areas, as well as in the existing loading dock areas of the Bakehouse Quarter where there is limited scope to relocate this important operational infrastructure. The TOD plans also propose a small new park at the current location of one of the two schools (OLA primary school) within the precinct, which is a lose-lose outcome for both the existing and future local community, presenting a scenario where provision of one element of social infrastructure is at the expense of another.

It is also critical that the proposed planning controls align with the principles and requirements of the State government's Apartment Design Guideline (ADG). There are several examples where this is not the case. The built form massing is poorly conceived with little regard to the landscape and features of the precinct on the ground. In North Strathfield, this will result in significant overshadowing and canyon-like streets due to the east-west orientation of the majority of streets. Basic controls such as maximum floorplate controls for buildings over 8 storeys, which are commonplace in modern LEPs to ensure quality built form outcomes, are also not included.

The following principles and key actions are deemed necessary to achieve this outcome:

- *Improve urban design outcomes by delivering density done well.*
Key Action: DPHI commit to a workshop with COX Architecture, Strathfield Council and the City of Canada Bay to revise the master plan.
- *Enable the delivery of high-quality streets and public spaces.*
Key Action: Prepare a Public Domain Plan for public open space, publicly accessible through-site links and existing and proposed streets.
- *Ensure that the proposed increase in density is supported by local infrastructure.*
Key Action: Prepare an Infrastructure Strategy to guide the implementation of local infrastructure.
- *Ensure that the proposed increase in density is supported by State and regional infrastructure.*
Key Action: Update the Infrastructure Delivery and Implementation Plan to include regional and State related infrastructure items.
- *Understand traffic impacts on the local and regional road network.*
Key Action: Revise the Precinct Transport Statement by validating the vision through modelling.

- *Ensure development controls are relevant to the Homebush TOD and are able to be implemented.*

Key Action: Review and update the Precinct Design Guide in collaboration with Strathfield Council and the City of Canada Bay.

It is requested that the principles, key actions and recommendations outlined in this submission be addressed prior to the finalisation of the Homebush TOD.

Should you require further information in relation to this submission, please contact Paul Dewar, Manager Strategic Planning on 9911 6402 or paul.dewar@canadabay.nsw.gov.au

Yours sincerely,

John Clark
General Manager

DRAFT

Introduction

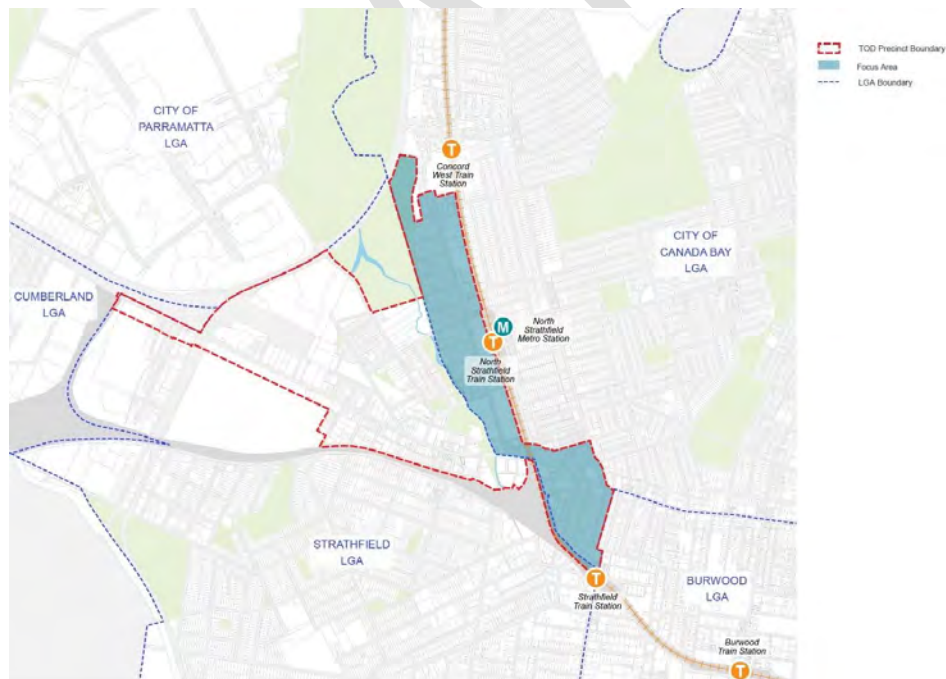
The submission is structured into the following themes:

1. Background and Strategic Planning context
2. Land Use and Urban Design
3. Infrastructure Delivery
4. Public Domain and Public Open Space
5. Traffic, Transport and Access
6. Flooding
7. Heritage
8. Community (Social) Infrastructure

1, Background and Strategic Planning context

Focus of Submission

This submission relates generally to land within the TOD Precinct boundary and specifically focuses on land within the City of Canada Bay Local Government Area (LGA) as shown below.



Land to which this submission relates

Overview

The City of Canada Bay Council is supportive of transport oriented development, however the proposal to locate over 25% of all dwellings (up to 16,100) identified under the 8 accelerated TODs in a single precinct (Homebush TOD) is excessive. The Homebush TOD precinct is characterised by limited and highly constrained east-west transport connections, flooding, and inadequate and aging infrastructure (drainage, road intersections and rail overbridges). Council completed comprehensive planning for the implementation of PRCUTS Stage 1 within the required timeframes, and the quantum of development now proposed for this TOD is well in excess of what can reasonably accommodated in this relatively constrained location.

Based on current occupancy rates, 16,100 dwellings would result in a population of approximately 40,000 people, with approximately 26,000 of these residents located within the City of Canada Bay. There has been no consideration of, let alone commitment to, any additional public school, health, or any other regional infrastructure. 26,000 new residents is equivalent to the population of a mid-sized regional city such as Taree, which has 7 public schools (5 x primary and 2 x high schools), at least 6 non-government schools, 3 post-secondary institutions, and a large hospital. It is imperative that planning for and a commitment to this essential supporting infrastructure occur concurrently with planning for such a significant step change in density.

Parramatta Road Corridor Urban Transformation Strategy

The Homebush TOD Precinct is located within the boundaries of the 'Homebush Precinct' outlined in the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS).

PRCUTS is provided with statutory weight in accordance with Local Planning Direction 1.5 that requires consistency with PRCUTS and the associated *Parramatta Road Corridor Planning and Design Guidelines*. The Homebush TOD proposes a variety of departures to PRCUTS in relation to land use zoning, densities, building heights and a range of other requirements outlined in the Planning and Design Guidelines.

A proposal may be inconsistent with the terms of the Local Planning Direction if the proposal is justified by a study that clearly demonstrates better outcomes are delivered than identified in PRCUTS. Where Council or proponent-initiated planning proposals have been prepared that seek departures to PRCUTS, the Department of Planning, Housing and Infrastructure has consistently required a study to be prepared that specifically demonstrates better outcomes will be delivered, commonly referred to as a 'Better Outcomes Study'.

The Homebush TOD is inconsistent with PRCUTS, and the EIE and supporting studies do not satisfy the requirement for a Better Outcomes Study. There are a range of instances where the Homebush TOD does not demonstrate a better outcome than PRCUTS. The recommendations provided in this submission seek to ensure that the Homebush TOD delivers improved planning outcomes.

Local Planning Study

In July 2020, Council commenced engagement with the community to inform the preparation of draft Local Character Statements for land within the immediate vicinity of the North Strathfield Metro station. Following this engagement process, community feedback and technical advice were combined to produce a draft Local Planning Study.

The draft Local Planning Study was exhibited for community feedback in March 2022 and was further refined, before being endorsed by Council in May 2023. Council resolved to prepare a planning proposal and draft Development Control Plan for the North Strathfield Precinct, however this work was not progressed due to the Transport Oriented Development reforms initiated by DPHI.

The Local Planning Study for North Strathfield recommended significantly lower densities and building heights to those outlined in the EIE with buildings ranging in height from four (4) to five (5) storeys for land on the western side of George Street and up to eight (8) storeys within the Bakehouse Quarter and on the street block to the immediate west of North Strathfield train station.

Recommendation

- Review the quantum of residential dwellings/population proposed for the Homebush TOD in response to the issues raised in this submission.
- State government commitment to provision of essential regional infrastructure including, but not limited to, public schools and health (hospital) infrastructure, and include these items in the Homebush TOD documentation.
- Apportionment of the \$520M funding for the 8 accelerated TOD precincts based on number of dwellings/new population within each LGA.

2. Land use and Urban Design

Non-residential land uses

It is vital that the significant population proposed for the Homebush TOD precinct has access to convenience goods and services.

It is unclear how the quantum of non-residential uses has been determined and whether the amount of land zoned for retail and lifestyle/destination uses will be adequate to service the significant increase in population forecast in the Homebush TOD precinct.

An economic study should be prepared to assess the quantum of non-residential land uses needed to support the proposed population. Such an analysis should consider supermarket floor space, childcare, gyms and food and beverage offerings.

Urban Design

The masterplan prepared by COX Architecture will create an extremely dense precinct with monolithic street walls that overshadow streets and neighbouring buildings, creating an unpleasant environment for the future community. Some built form is located on flood-prone land, and there is no land set aside for schools.

These factors suggest that the proposed density is too high and it is recommended that the density be revised, based on:

- A detailed assessment of residential amenity and the amenity of streets,
- Adequate supply of non-residential uses and educational facilities, and
- Avoiding locating new buildings within floodways and high hazard flood areas.

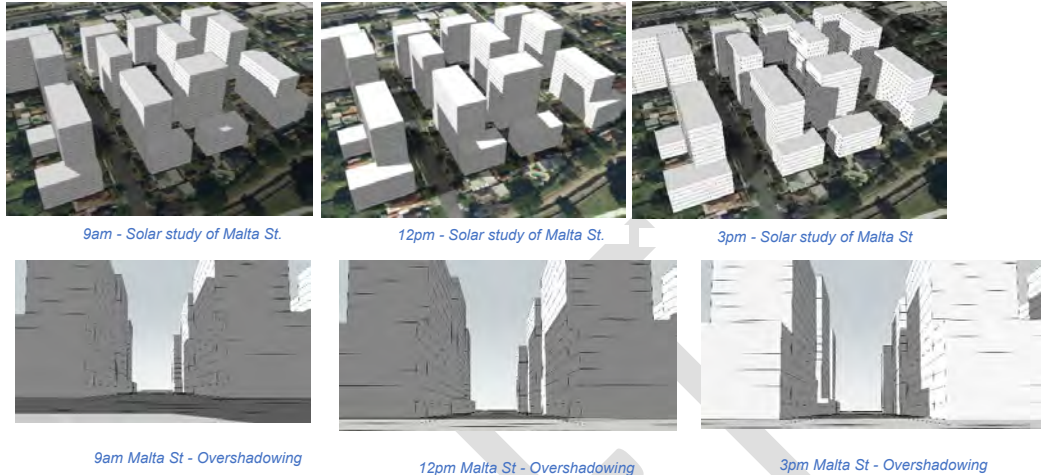


Perspective of proposed built form

North Strathfield

The masterplan's height strategy concentrates height in the middle of the blocks to minimise the impact of tall buildings on George Street and to create a consistent lower height street wall along Powells Creek. However, this approach does not consider that the majority of streets in North Strathfield are oriented east-west, which will result in overshadowed and windy canyon-like local streets. Whilst the solar access diagrams show most apartments receiving an

appropriate amount of sunlight, they do not fully consider the impact of neighbouring buildings, as illustrated below.



An alternative strategy is recommended, where the overall density for the precinct is reduced, and height is concentrated in areas of high amenity, including:

- along the expanded public open spaces adjacent to Powells Creek;
- along George St, as this will be the main access spine for vehicular, active and public transport; and
- around North Strathfield train/metro station, and between Pomeroy Street and the Bakehouse Quarter.

This strategy also includes reduced heights:

- on east-west streets, especially on the northern side of the street; and
- to the north of the Precinct near Concord West Station which is an area with limited access that is furthest away from North Strathfield Metro.

To demonstrate how the alternative height strategy may improve urban design outcomes and amenity for future occupants and streets, two schemes were prepared (see Appendix C). These schemes demonstrate that an improved outcome can be realised where lower street walls are provided on east-west streets and taller buildings are sited on part of a site.

Two 12 storey buildings north of Allen Street (sites 3D and 2C) are accessed off Elliott Street, which is a 10m wide lane. This 'street' may not be wide enough to accommodate the height of the built form proposed, nor the number of traffic movements that would be generated. It is recommended that further investigations be undertaken to ensure that Elliott Street will be able to support the density and traffic movements proposed.

Bakehouse Quarter

The Bakehouse Quarter is a unique area with considerable potential, however the site also has significant constraints. These constraints include the existing heritage fabric, extensive ground coverage, a minimal existing street network that is not interconnected with surrounding streets and the visual and access barriers created by the rail corridor, Parramatta Road and the M4 motorway. The Site is also too far away from North Strathfield Station or Strathfield Station to benefit from passing foot traffic.

The proposed location for residential towers above the heritage building in the Bakehouse Quarter creates towers without street addresses and places many residents against the railway line.

An 8-storey building is also shown on the location of the existing loading dock. This part of the site is likely to need to continue to function as a loading dock, due to site access constraints, and due to the difficulty of creating an internal loading dock within the heritage fabric of the site. The proposed building, including new residential lobbies, will interfere with the loading functions which will be crucial to the success of the Bakehouse Quarter as a focus for retail and commercial uses.

The masterplan proposes 24 and 30 storey towers at the south end of the Bakehouse Quarter, north of Parramatta Road. These towers will likely create unacceptable overshadowing of the existing and future residential towers on Nipper St and Colombia Lane and should be tested.

The proposed 2-storey podiums of the 24 and 30 storey buildings adjacent to Parramatta Road should also be tested to ensure they will not create residences that are adjacent to the elevated motorway. In this regards, the *Precinct Design Guide* should ensure apartment buildings are not able to be built beneath or immediately adjacent to elevated motorways.

There is a risk that the planned location for new apartment buildings will create poor outcomes for future residents and compromise the amenity, heritage and flexibility of the area to become a vibrant local hub. The TOD Precinct is an excellent opportunity to set appropriate planning controls that will resolve these challenges and ensure a successful heart for the future community.

It is recommended that this site-specific planning be undertaken to support the proposed changes to the planning controls for the 'Bakehouse Quarter' before the planning controls for the Homebush TOD are finalised.

Street wall heights

The creation of strong street walls through consistent building heights and street setbacks is supported. However, the height of the street wall in parts of North Strathfield is proposed to be 8 to 15 storeys high, which is not a pedestrian scale, and will overwhelm and overshadow local streets, creating windy spaces and a canyon-like feel. On George Street this is exacerbated by a narrow street setback of 3m.

The street wall height should be reduced so that it is experienced as 2-4 storeys, with towers set back above the podium. This will reduce the perception of height, minimise overshadowing

of the public domain, encourage moments of daylight to penetrate to streets, and break up the built form to 'confuse' wind, reducing its velocity. The floor space which is lost by reducing the street wall can be redistributed as additional height on slimmer towers. This is a similar approach taken by the City of Vancouver over the last 30 years, in districts such as Coal Harbour, West End and Yaletown, where slender point towers have been encouraged at the corners of development and 2-4 storey townhouses form street walls that activate streets and allow light to penetrate.

A section of Hamilton Street has been prepared to illustrate the extremely poor outcomes that will be delivered should the setbacks and building heights recommended by the EIE, Masterplan and Precinct Design Guide be implemented as proposed. These poor outcomes are repeated throughout the Precinct and demonstrate the importance of revising the proposed massing and envelopes and subsequent development standards and development controls to include podiums and revised street wall height.

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Street section – Hamilton Street, North Strathfield

The Masterplan should be revised and the *Precinct Design Guide* should be updated to include specific controls relating to street wall heights, street setbacks and upper level setbacks that are specific to each street and that deliver high amenity to the public domain and residences at ground level.

Tower forms

Where possible, the masterplan orients taller built form (i.e. built form that is over 8 storeys) in a north/south direction to minimise the impact of overshadowing on neighbouring properties. This approach is supported. However, taller buildings are often shown as slab towers, with lengths of over 40m. These towers can appear bulky in the skyline, create canyon like streets and exacerbate overshadowing impacts. The maximum floorplate should be consistent with PRCUTS to encourage point towers instead of slab towers, to provide breaks between buildings and maximise solar penetration to the public domain and communal areas.

Built form over 8 storeys should be limited to a 750m² GFA floorplate and expressed as a development standard, similar to Clause 7.5(2) of the Canada Bay LEP. The *Precinct Design Guide* should indicate appropriate locations of point towers, concentrated at alternative/ offset corners of blocks and limit the maximum length of towers.

Setbacks

The *Precinct Design Guide* illustrates the proposed building setbacks adjacent to the new road along Powells Creek as 6m. However, the detailed masterplan which identifies the possible yield shows built form with no set back from the new road. Setbacks should be based on the intended character and the impact on the public domain. A 0m setback is appropriate for areas that provides activation to urban areas, whereas 6m creates a more suburban landscaped setback and a wider more open feel to streets. In this case, a 6m should be required.

It is recommended that the 6m setback to the new road adjacent to Powells Creek be reflected in the masterplan.

Street address

The *Urban Design Report* shows instances of proposed buildings that will have no street address. These include the 6 storey building adjacent to North Strathfield Train Station, and five 8 to 12 storey buildings on site 1 in the Bakehouse Quarter. Buildings with no street address can create problems with wayfinding, emergency access, safety and parking, and should be eliminated at a masterplan level. The masterplan should be amended so that all buildings have a recognisable street address.

Floor Space Ratio testing

Floor Space Ratio (FSR) testing was undertaken of seven (7) blocks within the Precinct (see Appendix B). Most of the sites tested achieved the Gross Floor Area (GFA) identified in the *Urban Design Report*, with some exceptions where departures to building setbacks and to the Apartment Design Guide (ADG) would be required to achieve the maximum FSR. It is recommended that the proposed FSRs be reviewed to ensure that minimum setbacks and adherence to the ADG is achieved.

Isolated sites

The requirement that sites be amalgamated as per the Key Sites Map does not extend across the entire Precinct. In addition to the delivery of roads and open space, Key Site provisions and minimum lot size requirements also require the amalgamation of land. The exclusion of a majority of sites within the Precinct from the Key Sites Map and an amalgamation requirement will result in ad-hoc development occurring as random land parcels are acquired and developed. This may result in isolated sites that lack the potential to be developed to a higher density in the future.

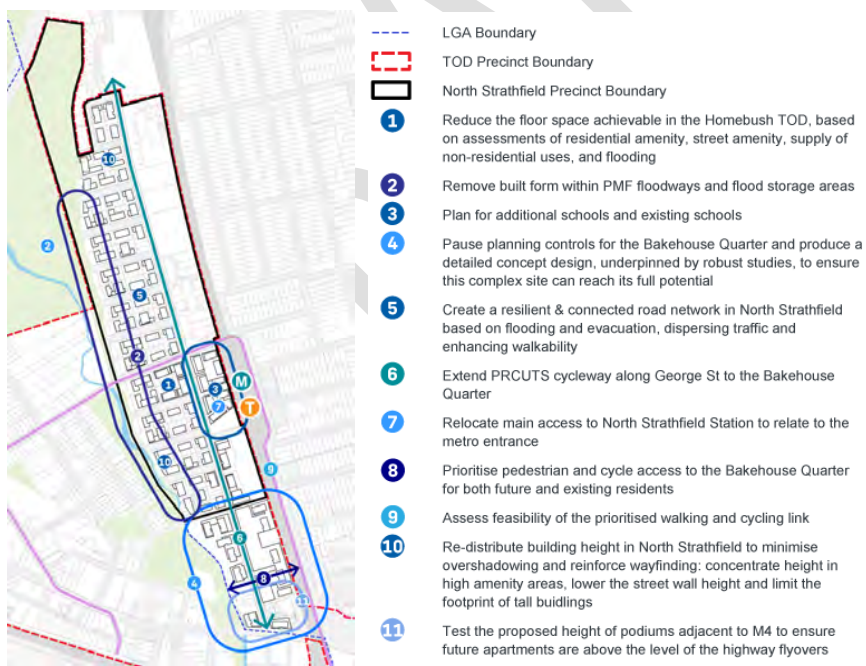
In this regard, minimum site area requirements provide benefits in relation to the realisation of intended urban design outcomes and avoidance of isolated lots, thereby enabling a coordinated development outcome.

It is requested that the Key Sites Map be updated to include amalgamation requirements for all Lots, or the *Precinct Design Guide* be amended to include amalgamation requirements for sites not identified on the Key Sites Map.

Recommendation

- Prepare an economics analysis to inform the quantum of non-residential floor space that is required to service the proposed population.
- Review the proposed density and built form to:
 - Identify and zone land for new primary and secondary schools
 - Remove buildings located in floodways or flood storage areas
 - Revise the proposed height strategy to avoid creating streets that are unpleasant, overshadowed, overwhelming in scale, and windy.
- The alternative height strategy should concentrate building height in areas of high amenity and involve:
 - increasing height along the expanded public open spaces adjacent to Powells Creek,
 - increasing height along George Street, as this will be the main access spine for vehicular, active and public transport,
 - increasing height around North Strathfield train/metro station and between Pomeroy Street and the Bakehouse Quarter.
 - decreasing height on east-west streets, especially on the northern side of the street.
 - decreasing heights to the north of the Precinct near Concord West Station which is an area with limited access that is furthest away from North Strathfield Metro.
 - reviewing the proposed heights for buildings accessed from Elliot Street, North Strathfield.
- Undertake the necessary site-specific planning and supporting studies to support the proposed changes to the planning framework for the 'Bakehouse Quarter' before the planning controls for the Homebush TOD are finalised.

- Introduce a maximum tower floorplate standard for buildings over eight (8) storeys of 750m² GFA.
- Revise the master plan and *Precinct Design Guide* to:
 - reduce street wall heights to a maximum of four (4) storeys on east-west streets.
 - remove buildings that do not have a recognisable street address;
 - illustrate a 6.0m setback to the new road adjacent to Powells Creek;
 - review the proposed Floor Space Ratios to ensure minimum setbacks and adherence to the Apartment Design Guide; and
 - ensure that residential floorspace is sited above the level of adjacent elevated motorways.
- Include all sites on the Key Sites Map to require amalgamation or revise the *Precinct Design Guide* to include required amalgamation requirements for sites not identified on the Key Sites Map.
- Review and update the *Precinct Design Guide* in collaboration with Strathfield Council and the City of Canada Bay.



Summary of Urban Design recommendations



Summary of Urban Design recommendations (continued)

3. Infrastructure delivery

Housing and Productivity Contributions

The *Infrastructure Delivery and Implementation Plan* prepared on behalf of the DPHI for the Homebush TOD does not identify any State or regional infrastructure. The absence of planning for schools, hospitals, regional open space, regional active transport connections, road and transport upgrades is of significant concern.

It is essential that demand for State and regional infrastructure be assessed and works identified to enable necessary infrastructure to be included in Infrastructure Opportunity Plans. Unless State and regional infrastructure is specifically referenced in an endorsed State Government Plan or Strategy, such as the Homebush TOD, such works will not be eligible for funding from Housing and Productivity Contributions.

Local Infrastructure Contribution Plan

At the time of writing, the EIE for the Homebush TOD has been exhibited in the absence of a draft Local Infrastructure Contribution Plan. It is imperative that a draft Local Infrastructure Contribution Plan be finalised prior to the rezoning of land so that funds will be available to provide the necessary infrastructure for the growing population.

Key Sites

The City of Canada Bay is supportive of the proposed mechanism outlined in the EIE to deliver new open space and roads. The use of 'Key Site' provisions in the City of Canada Bay and other Local Government Areas have proven successful to ensure that public infrastructure is provided upon the redevelopment of land.

The precinct known as the Strathfield Triangle has been identified as a location for additional density for a number of years and the *Canada Bay Local Environmental Plan 2013* (LEP) reserves land for a range of public purposes within the precinct. The EIE for the Homebush TOD seeks to increase the permitted density in the Strathfield Triangle beyond that contained within the current LEP and introduce Key Site provisions to deliver new public open space. This new planning framework creates an opportunity to revise the current approach to deliver local infrastructure in the precinct.

It is requested that the following infrastructure in the Strathfield Triangle be delivered through the proposed Key Site provision:

- Proposed 3.0m road widening for land to the east of Cooper Street (Item 1).
- Proposed pedestrian/cycle link from Hilts Road to Leicester Avenue (Item 3).
- Proposed 9.5m wide laneway at the rear of properties fronting Leicester Avenue (Item 4).
- Proposed 'Cooper Street' realignment (Item 5).
- Proposed 3.0m road widening for land to the west of Cooper Street (Item 6).



Recommended Key Sites and Infrastructure items in the Strathfield Triangle

These items are necessary to enable redevelopment of the precinct to occur, have a direct nexus with development sites and may be provided on part of a site whilst continuing to facilitate significant uplift on the balance of the land.

In addition to the items in the Strathfield Triangle, the proposed multipurpose community facility in North Strathfield (see discussion under the heading Community facility below), the 6m green edge setback to Parramatta Road and required publicly accessible through-site links should also be identified in the 'Key Site' provision. Importantly, the inclusion of these items in the 'Key Site' provisions does not change the objectives or intended outcomes of the EIE.

Land reserved for acquisition

The EIE and associated Annexure of proposed statutory mapping amendments do not include any reference to land acquisition or a Land Reservation Acquisition Map. Confirmation is sought from the Department that there is no intention to reserve land for a public purpose to deliver local infrastructure. The City of Canada Bay is unlikely to consent to the reservation of land for public purposes given the significant financial implications for Council of acquiring land. The reservation of land is particularly problematic where the cost of land exceeds the income received from development contributions. The alternative "Key Site" provision that enables land and/or infrastructure to be delivered on land where an uplift in density occurs is supported for the Homebush TOD Precinct.

Delivery of infrastructure

The draft *Precinct Design Guide* requires sites to be amalgamated as per the Key Sites Map and to dedicate specified open space and roads to public ownership in order to access the maximum Building Height and Floor Space Ratio. However, there is minimal guidance in relation to the mechanism or process by which land will be dedicated. This will likely result in councils having to negotiate with developers on a case-by-case basis, which creates a high degree of uncertainty, consuming significant resources and time.

Other land, including pedestrian and cycle links are required to become public land or be publicly accessible via an easement. However, the draft *Precinct Design Guide* primarily limits active transport links to the existing street network. There is no guidance in relation to where new through-site links are to be provided and no information on how dedication or easements are to be facilitated.

It is requested that an Infrastructure Strategy be prepared and included in the *Precinct Design Guide*. An Infrastructure Strategy would identify the infrastructure that is required to be provided by developers, describe the planning nexus between the infrastructure and future development, communicate the mechanism to deliver the infrastructure, and explain that the floorspace-transfer mechanism does not reduce a site's overall development capacity.

An example of an Infrastructure Strategy prepared to support precinct planning is the [PRCUTS Stage 1 Infrastructure Strategy](#).

Recommendation

- Review and update the *Infrastructure Delivery and Implementation Plan* so that Housing and Productivity Contributions can fund works within the Homebush TOD.

The Plan must identify State and Regional infrastructure items, including but not limited to primary schools, secondary schools, hospitals, regional open space, regional active transport connections, State roads and public transport improvements.

- A draft Local Infrastructure Contribution Plan applicable to the City of Canada Bay be prepared and finalised prior to the rezoning of land within the Homebush TOD Precinct.
- Identify the following infrastructure items in the proposed 'Key Site' provision:
 - Proposed 'Cooper Street' realignment.
 - Proposed 3.0m road widening for land to the east and west of Cooper Street.
 - Proposed 9.5m wide laneway at the rear of properties fronting Leicester Avenue.
 - Proposed pedestrian/cycle link from Hilts Road to Leicester Avenue.
 - Proposed multipurpose community facility in North Strathfield.
 - Proposed 6.0m wide 'green edge' setback to Parramatta Road.
 - Proposed land identified to deliver 'through-site links' throughout the Homebush TOD Precinct.

- DPHI confirm that there is no intention to reserve land for a public purpose in the Homebush TOD Precinct.
- Prepare an Infrastructure Strategy or update the *Precinct Design Guide* to explain how infrastructure will be delivered through 'Key Site' provisions.

4. Public Domain and Public Open Space

Public Domain Plan

The *Homebush Precinct Public Domain Strategy* report prepared by Tyrrell Studio recommends new open space and upgrades to existing areas of public open space and the draft Precinct Design Guide requires proponents to prepare a detailed public domain plan for future development that proposes new buildings and/or new public domain elements.

Other than outlining the general elements that should be included in a public domain plan, the *Precinct Design Guide* and the supporting *Public Domain Strategy* provide limited guidance for applicants and limited certainty for Council, who will inherit the land and works in public spaces.

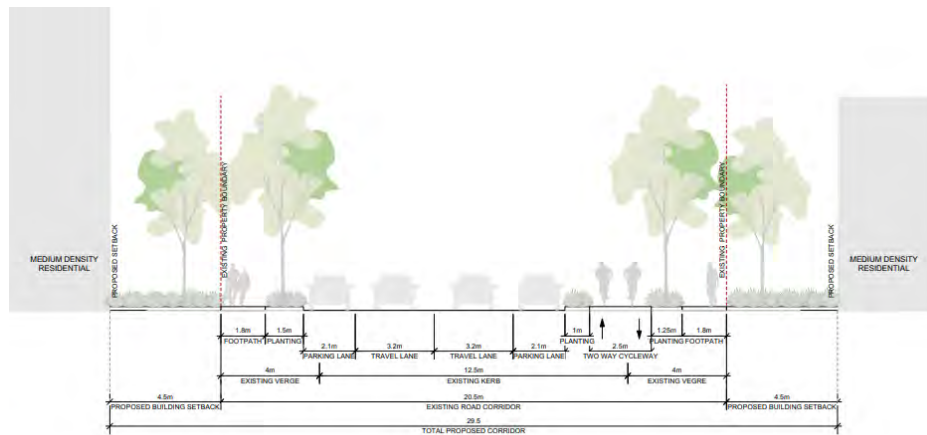
It is vital that applicants, Council and the relevant consent authority understand and agree on what is required to be delivered on land that is to be dedicated or embellished. Achieving quality public spaces and connections will only be possible where a Public Domain Plan is prepared upfront to provide an overarching vision and guidance for works in public spaces.

As the planning authority responsible for the Homebush TOD, it is incumbent on DPHI to prepare a Public Domain Plan in consultation with Council. Such a Plan must include all open space within the Precinct boundary, publicly accessible through-site links and existing and proposed streets.

Examples of Public Domain Plans prepared to support precinct planning are the [Parramatta Road Public Domain Plan](#) and the [Rhodes East Public Domain Plan](#).

Streets as public places

It is also important that appropriate planning controls be imposed to achieve desired outcomes in public streets. For example, a Public Domain Plan will enable a decision to be made as to whether streets need to be widened to create room for all road users, including vehicular traffic, separated cycle paths, street trees and to futureproof the area for buses. A decision can then be made to determine whether land dedication is required and whether the setback of buildings needs to be adjusted.



TYPICAL SECTION - GEORGE & KING STREET SPINE

Open Space adjacent to North Strathfield train/metro station

Whilst the existing pedestrian bridge across North Strathfield Station is located at the southern end of the platform, the *Sydney Metro West Environmental Impact Statement* shows the main circulation to North Strathfield metro station at the centre of the site. The new Park on Hamilton Street east is proposed to align with the southern side of the station and assumes that desire lines to the train and metro will remain in their current location to the south.

However, if one or both schools are relocated, the new Park should be planned for the centre of the site, at the end of Malta Avenue. Despite the location of Hamilton Street bridge, any plaza located further north would create more direct access for pedestrians and cyclists approaching the site from the north, west and south. The Hamilton Street shared zone would then move to Malta Avenue.

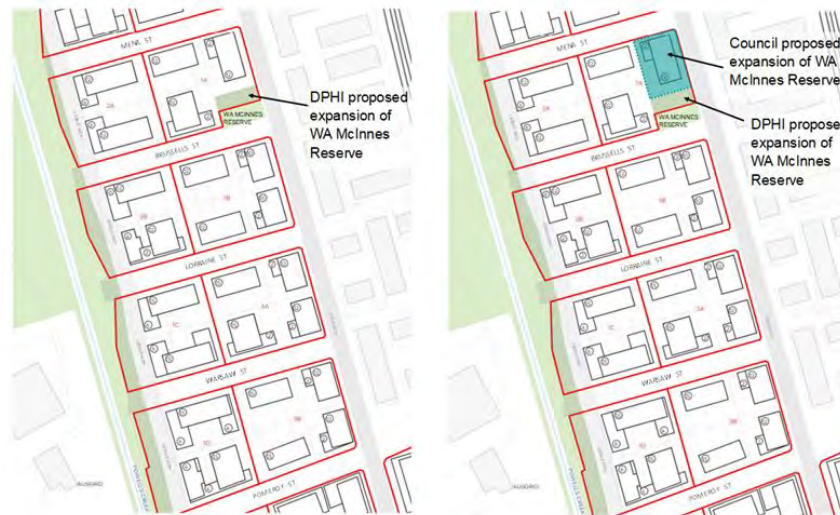
It is recommended that the proposed open space and associated main access to North Strathfield Station be located further north to better service the entrances of the metro and train station.

WA McInnes Reserve

Increasing the size of WA McInnes Reserve is supported, as it is the only non-linear public open space north of Pomeroy Street in North Strathfield and will help to relieve the street wall along George Street. It would be an ideal location for a children's playground, as its 400m catchment would service most of the residences north of Pomeroy Street.

However, the proposed park will be relatively small, measuring approximately 1,200m² or 30m x 40m. This size limits the types of uses that can be planned for this park. A 12 storey tower is also proposed directly to the north of the park, which would overshadow the park and reduce the amenity and usability, particularly as a children's playground.

It is recommended that WA McInnes Reserve be extended from Brussels Street to Mena Street to ensure the park is large enough for adequate sunlight access, frequency of use and ease of maintenance, as well as suitable programming (see also Appendix C).



Recommended extension of WA McInnes Reserve

Public Open Space north of Strathfield Station

Solar access to new public open space north of Strathfield train station is unsuitable at sites Manson Road Open Space (P13) - 40% and Swan Avenue Open Space (P14) - 20%. An alternate design solution must be achieved to provide high quality, useable public open space to the new residents.

It is recommended that the open space identified as P13 and P14 be consolidated into a larger public open space to achieve improved amenity, parks with greater functionality and operational efficiencies for Council.

Canopy Cover

The City of Canada Bay is strongly supportive of increasing tree canopy and has adopted an urban canopy target of 25%.

The objectives, provisions and the ambitious canopy targets for streets (Table 1), open spaces (Table 4), and attached dwellings and apartments (Table 6) as outlined in the Precinct Design Guide are supported. However, given the density of development proposed, a 30% canopy target for multi-dwelling housing is likely to be unachievable.

It is recommended that a tree canopy assessment be undertaken to determine if this target is achievable based on the draft Masterplan. An example of an urban canopy assessment that

was prepared to inform precinct planning and development controls is the [PRCUTS Stage 1 Urban Canopy Assessment Report](#).

Recommendation

- DPHI to prepare a Public Domain Plan in consultation with Council for open space, publicly accessible through-site links and existing and proposed streets.
- Where the Public Domain Plan identifies a requirement for streets to be widened to accommodate vehicular traffic, active transport, parking and plantings, the “Key Site” provision and Precinct Design Guide be revised to achieve this outcome.
- The proposed open space to the west of North Strathfield train and metro station be relocated to the centre of the street block to provide improved alignment with the station entrance and active transport desire lines.
- Extend WA McInnes Reserve from Brussels Street to Mena Street to ensure the park receives adequate sunlight access and is large enough for suitable programming, frequency of use and ease of maintenance.
- Undertake a tree canopy assessment to determine that the tree coverage targets are achievable

5. Traffic, transport and Access

Traffic

The Homebush TOD is estimated to result in nearly 16,100 additional dwellings within the precinct. The *Precinct Transport Statement* (PTS) prepared on behalf of DPHI has limited its transport needs assessment to approximately 46% of this development (expected by 2036) meaning that the traffic capacity needs findings of the *Parramatta Road Traffic and Transport Action Plan* (PRTTAP) are comparable to those of 46% of the full buildout of the TOD. No meaningful metrics-based consideration has been given to the 'master planning' of the transport needs of the remaining 54% of the TOD precinct.

At a little more than 46% of the TOD precinct's development level, the PRTTAP identified a severely congested local traffic network even after assumptions were made that a high degree of through traffic would be re-routed outside of the corridor. More local road links and greater management of the interfaces between local streets and Parramatta Road (e.g. turn bans, clearway length extensions, more intersections etc.) would be expected after 2036 and should be identified in a Transport Master Plan for a full development scenario.

Furthermore, whilst the vision and validate approach is recognised as the prevailing assessment approach, this does not mean that the potential risks associated with a selected vision should not be contemplated at all in the Master Plan; that is, not be validated.

The proposal is to double local travel demand to/from the Homebush TOD precinct compared to what was assessed in the PTS and at the same time to re-allocate road space on Parramatta Road to public transport. These proposals in combination suggest a substantial modal shift from current usage levels would be essential.

The quantity of modal shift required to walking, cycling and public transport (compared to current modal shares) should at least be validated in the PTS to understand if the scale of change is feasible, or if not achievable, how it may be counter-productive to attracting the scale of housing development targeted in such an area as Homebush. Further modelling / analysis is needed to validate the pragmatism of the vision at full build out and a better understanding of public transport capacity is required.

Please refer to the review of the Homebush TODS proposal prepared by Bitzios Consulting on behalf of the City of Canada Bay for further information (provided as Appendix D).

New Street adjacent to Powells Creek

Additional information is needed on the configuration of the new street along Powells Creek, in particular where it meets Pomeroy Street. It has the potential to result in a very high volume of traffic for drivers wishing to get in/out of the area to the north, bypassing congestion which will no doubt occur at the intersection of George Street and Pomeroy Street (notwithstanding planned upgrades). Note that there are significant utilities either side of Pomeroy Street crossing Powells Creek which may impact on the feasibility of a new street. There is also a risk that the proposed new street linking Underwood Road to Allen Street will create a new 'rat run' for drivers to bypass delays on State and Regional Roads. Further analysis is required on the implications of this new street.

Consistency with Infrastructure Delivery and Implementation Plan

There are significant inconsistencies between the infrastructure identified in the Precinct Transport Statement and those identified in the Infrastructure Delivery and Implementation Plan. For example, the Statement includes a 'raised threshold at intersection' along George Street which the Plan does not appear to include.

Active transport

A key opportunity identified in the *Precinct Transport Statement*, prepared by Arup, is to 'provide a connected active transport network of safe walking and cycling routes linked to key crossings of major barriers, and connections to key land uses, open space and transport nodes.' To achieve this objective, the *Precinct Transport Statement* identifies aspirational walking and cycling network interventions. The interventions prioritise walking and cycling links over the main northern railway line and over Parramatta Road via bridges.

Council is supportive of improving active transport connections over key barriers, including over the Pomeroy Street bridge and over Parramatta Road. These links require significant infrastructure with clear and viable funding mechanisms. Unfortunately, insufficient investigation has been undertaken to enable the interventions identified in the *Precinct Transport Statement* to be realised.

For example, the Pomeroy Street link will likely require additional land to be dedicated as road reserve, including additional space for elements such as a separated cycleway. A more direct link following the rail corridor between Cooper Street and Queen Street would likely deliver better connectivity and is consistent with the PRCUTS Planning and Design Guidelines.

Further, Council has been attempting to work with Sydney Metro to deliver a quality link along Queen Street and has concerns that current plans will not deliver the level of through connectivity required. The Department is encouraged to work further with Sydney Metro to assist in ensuring alignment between plans/outcomes.

Council recommends there be a cycling link along the eastern side of Powells Creek between Warsaw Street and Parramatta Road, in addition to the link proposed along George Street, and with a link across Powells Creek on the north side of Pomeroy Street.

Given the significant emphasis of the *Precinct Transport Statement* in relation to encouraging a modal shift to public and active transport, it is recommended that a Public Domain Plan be prepared to move from aspirational lines on a map to a plan that is realistic and able to be implemented. Such a Public Domain Plan would provide further analysis as to how the recommended interventions could occur, how they will be funded and whether they can be accommodated within the existing road reserves. This analysis should involve the preparation of concept designs, consideration of impact on competing road users, involve engagement with relevant stakeholders, provide an indication of estimated cost and identify agencies responsibility for implementation.

It is important that this work not be deferred to a later date as the successful implementation of the masterplan hinges on a significant shift to active transport and the implementation of these priority connections.

Bakehouse Quarter

For the Bakehouse Quarter to service the existing and future surrounding community, it should be well designed and better connected. The railway line, Powell's Creek, Parramatta Rd and Great Western Highway infrastructure create hard constraints to the Bakehouse Quarter's ability to facilitate vehicular movements and parking, including loading. Pedestrian and bicycle access and parking should therefore be prioritised in this area to alleviate traffic congestion and parking difficulties as much as possible. This is supported by the Responses 2, 3 and 5 of the *Precinct Transport Statement*. The pedestrian and cycle links shown in the image below should be prioritised.



Bakehouse Quarter recommended pedestrian and cycle links

Strathfield Triangle

The *Homebush Precinct Public Domain Strategy* report identified new pedestrian links through the Strathfield Triangle (L4). Whilst greater pedestrian permeability is supported, the careful location and quality of through-site links will be more important than their frequency. Leicester Avenue is difficult to cross, so it is important that through-site links are aligned to pedestrian

crossing points and link with pedestrian desire lines. It is recommended that two through-site links are retained and two removed.



- LGA Boundary
- - - TOD Precinct Boundary
- Strathfield Triangle Precinct Boundary
- T Strathfield Train Station
- Masterplan public open space
- - - Through-site link identified in public domain strategy not required
- Recommended through-site link
- Masterplan pedestrian crossing point
- Pedestrian destinations

Suggested through-site links

153-165 Parramatta Road, North Strathfield

This island site, encircled by busy State roads on all sides, should be deferred from the TOD. This is necessary due to significant egress constraints. In August 2023, Council commissioned a traffic assessment for uplift of 144 dwellings on the site with a GFA of 10,131sqm.

The traffic assessment found that there would be significant queueing of vehicles attempting to exit the site onto Concord Road (given vehicular access from Parramatta Road is not supported by the Transport and Infrastructure SEPP). In the AM there would be a minimum of 3 vehicles queueing at any one time waiting to exit the site, requiring an access driveway within the site of greater than 15m. This was considered unacceptable by the traffic consultants and by Council officers.

The uplift tested by Council is significantly less than the 16,483sqm residential GFA proposed in the EIE. The additional uplift will further exacerbate the queueing length and time for vehicles to exit the site. The site should therefore be deferred from the TOD Proposal and further traffic investigations undertaken to ensure that the site can be redeveloped to the density proposed.

Car Parking

The City of Canada Bay is supportive of the application of car parking rates consistent with the PRCUTS. The PRCUTS *Planning and Design Guidelines* and the *Homebush TOD Precinct Transport Statement* apply the same car parking rates. However, Table 8 of the draft *Homebush Precinct Design Guide* changes these rates by referencing 'within 400m of a train station' and 'greater than 400m from a train station'. These references result in the proposed parking rates being applied differently to that recommended by PRCUTS and the *Precinct Transport Statement*.

Recommendation

- The full development **vision** and its associated transport actions included in the *Precinct Transport Statement* should be modelled to **validate** that the shift in modal share away from private vehicle usage needed across all trip purposes and all trip destinations is foreseeable.

Such an analysis should consider trips and modal shares to, from, within and through the precinct and should benchmark the required modal shares against developed centres in similar contexts elsewhere.

- DPHI prepare a concept Public Domain Plan to inform the implementation of interventions recommended by the *Precinct Transport Statement* relating to:
 - the proposed new street along Powells Creek, particularly where it meets Pomeroy Street;
 - aspirational and prioritised walking and cycling links;
 - precinct environment interventions (quiet ways, footpath widening, shared zones, raised wombat crossings, signalised crossings, raised thresholds etc);
 - intersection upgrades and new road alignments;
 - principles and concepts to inform the design of public open space; and
 - other public domain elements including embellishment of existing streets and publicly accessible through-site links.

- Remove through-site links in the Bakehouse Quarter and the Strathfield Triangle that are not required and identify through-site links that are required in the *Precinct Design Guide*, *Public Domain Plan* and *Infrastructure Strategy*.
- Update the draft *Precinct Transport Statement* and *Precinct Design Guide* so that all 'Tier 1' areas in the City of Canada Bay are subject to the same car parking rates as outlined in the *Parramatta Road Corridor Urban Transformation Strategy*.
- Defer the rezoning of 153-165 Parramatta Road, North Strathfield until further traffic investigations are undertaken to address significant egress constraints.
- Correct the inconsistencies between the Transport Statement and the Infrastructure Delivery and Implementation Plan.

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6. Flooding

Flood division line

North Strathfield and the Strathfield Triangle are prone to flooding, due to both mainstream flooding from Powells Creek and from overland flows. The *Flood Impact and Risk Assessment* includes recommendations for the location of built form, to minimise risk to life and property, including that proposed buildings should be kept clear of floodways and flood storage areas and states:

Typically, development within floodway or flood storage areas would be likely to push water into other areas, redistributing the flood risk, unless the development is carefully designed to avoid these impacts.

However, the masterplan proposes buildings in North Strathfield and the Strathfield Triangle within floodways and flood storage areas.

The *Urban Design Report*, which includes a Flood Division Line (Figure 25) references the Flood Assessment as the source of the data. However, the Flood Assessment does not reference or map the Flood Division Line. It is therefore unclear how it has been determined and there is no nexus between the two studies, providing no confidence that the Flood Division Line has been drawn in the correct location.

The flood division line does not align with the PMF floodway and does not continue to the Bakehouse Quarter or the Strathfield Triangle. It appears that the Flood Division Line is loosely based on *1% AEP Existing Case* Hydraulic Categories for Floodway and Flood Storage. Given this appears to be the case, and that there is land in the Strathfield Triangle that is Floodway or Flood Storage, the Flood Division Line should extend through the Triangle. This is important to provide confidence that the Rezoning Proposal is consistent with *9.1 Ministerial Direction 4.1 Flooding*, which prohibits development in a floodway.

The masterplan should be amended to better consider flood hazards. Built form should be avoided within PMF floodways, flood storage areas and high hazard areas. Larger setbacks may be required to built form in North Strathfield and parts of the Strathfield Triangle.

Flood related development controls

Clause 5.21 of the Canada Bay LEP relates to flood planning and applies to a 'flood planning area'. A 'flood planning area' is subject to flood related development controls and is typically illustrated on a Flood Planning Area Map. It is important that the draft *Precinct Design Guide* include a Flood Planning Area Map to enable the consistent application of Clause 5.21 of the Canada Bay LEP.

The *Flood Impact and Risk Assessment* made the following recommendations for DCP controls, which should be reflected in the *Precinct Design Guide*:

The relevant Council policies provide guidance on appropriate floor levels, underground parking entrance levels, building components and structural soundness, flood affectation, evacuation access and ongoing risk management. In addition to these the following points should be considered:

- *Consistent with the current design concept, final concepts should avoid areas of floodway and high hazard flow.*
- *Consistent with the current design concept, final concepts should provide for overland flow through the consolidated sites.*
- *Building and parking entrances should consider proximate flood behaviour and be located a preferable risk location. (sic)*
- *Ensure access is achievable, the following road locations have been identified as being potentially constrained for evacuation:*
 - *Cooper Street,*
 - *Parramatta Road (near Cooper Street, at Powells Creek crossing, at Underwood Road, at Bedford Road, at Teloopa Avenue)*
 - *Allen Street,*
 - *Ismay Avenue, and*
 - *George Street.*
- *Flood awareness for the community to ensure that access constraints, short available warning times and storm durations are understood. Flood aware communities have been shown to be far more resilient than those with less awareness, reducing risks to life and damages from flooding.*

Recommendation

- Revise the master plan to better consider flood hazards by avoiding buildings in PMF floodways, flood storage areas and high hazard areas.
- Extend the Flood Division Line through North Strathfield and the Strathfield Triangle.
- The development controls recommended by the *Flood Impact and Risk Assessment* be included in the *Precinct Design Guide*.

7. Heritage

Heritage Interfaces

The *Urban Design Report* prepared by COS Architecture on behalf of DPHI includes an urban design principle to provide appropriate interfaces to heritage items. The draft *Precinct Design Guide* also includes requirements in relation to transition zones and sensitive interfaces and encourages 'the gradual stepping up of built form at the interface of existing low-rise development and proposed higher rise development' and to 'Encourage new development that is sensitive and complementary in scale to identified heritage'. Despite these principles and controls, the EIE will facilitate development that will not achieve this outcome.

The EIE proposes 21m maximum building heights along the eastern side of Swan Avenue. This results in 6 storey buildings sharing a boundary with single-storey buildings within the Mosely & Roberts Streets heritage conservation area. A more sensitive height and built form transition is needed to interface with existing residential areas, particularly with existing heritage items and heritage conservation areas to the east.

It is recommended that the proposed maximum height on the eastern side of Swan Avenue be more sensitive to the adjacent Heritage Conservation Area. Buildings with a height of two to four storeys are recommended and should be tested before proposed LEP height maps are finalised.

Similarly, the masterplan should take a more considered approach to the height of buildings in the vicinity of the heritage items on Manson Road. Buildings with a height of 6 to 12 storeys are proposed adjacent to and opposite single-storey heritage items on Mason Road, which will dwarf and overshadow these properties. This is exacerbated by the north-south orientation of the proposed buildings, which will present long edges to the heritage buildings.

To minimise the impact of built form on heritage items, a two to four storey street wall should be used, and taller buildings should be set back at upper storeys by at least 3m. Tower forms should be re-oriented, so they present a short edge to the street. Where possible, towers should be separated from heritage buildings.

Alternatively, given the degree to which the heritage-listed houses in Manson Road, Swan Avenue and Leicester Avenue will be compromised, demolition of isolated heritage items could be considered, with focus instead placed on ensuring a sympathetic setting for the retained heritage items that are proposed to be retained.

Bakehouse Quarter

The EIE proposes 27m, 30m and 44m towers on the eastern side of the Bakehouse Quarter, adjacent to the rail line. The GML heritage report recommends that future change for the Bakehouse Quarter should be guided by a comprehensive conservation policy and that a detailed assessment and historic building fabric analysis should be undertaken to determine tolerance for change, prior to any development.

Further, vehicular entries into the historic factory building from George Street should be considered as part of a heritage assessment.

For the reasons outlined under the heading 'Land Use and Urban Design', it is recommended that the Bakehouse Quarter be deferred from the Homebush TOD until site-specific planning is undertaken to support changes on the site.

Substation

The heritage-listed substation at 40A George Street, North Strathfield could be adaptively re-used and incorporated into a larger development, if/when it is no longer required as a substation, given its historical setting will be fundamentally altered.

Other heritage listings

The recommendation in the GML heritage report, that the heritage listing of Milling Place at 42P Swan Avenue (item I428) be reviewed, and that the house at 64 Concord Road, North Strathfield (item I108) be removed from the heritage schedule is supported.

Recommendation

- Buildings on the eastern side of Swan Avenue, adjacent to the Mosley and Roberts Streets heritage conservation area should be reduced to a maximum of 2 to 4 storeys.
- The height of buildings around heritage items be reduced by creating a 2 to 4 storey street wall, with taller buildings set back at least 3m at upper levels and oriented so they present short edges to the streets. Tall buildings should be separated from heritage buildings as much as possible.
- The Design Guide include a provision requiring a comprehensive a conservation policy and a detailed assessment and historic building fabric analysis be undertaken to determine tolerance for change prior to any development occurring in the Bakehouse Quarter.

8. Community (Social) infrastructure

General

The proposed 10,000 dwellings in Canada Bay (up to 26,000 people) is substantial and will lead to a significant increase in social need, if not planned in conjunction with changes to the planning framework.

The EIE and supporting technical studies do not include sufficient analysis in relation to the social impact and service needs.

Affordable Housing

The City of Canada Bay is supportive of future development in the Homebush TOD being required to provide affordable housing. It is expected that the amount of affordable housing will be determined based on the recommended densities and the outcome of feasibility testing.

Consistent with the requirements of the *Canada Bay Affordable Housing Policy* and the *Canada Bay Affordable Housing Contribution Scheme*, affordable housing in the City of Canada Bay is to be transferred in property title to Council and managed by a Community Housing Provider. Assurance is sought from the DPHI that the proposed LEP clause will not change this outcome.

Community facilities

The *Infrastructure Delivery and Implementation Plan* prepared for the Homebush TOD by Arcadis recommends the development of a new multipurpose community centre within the centre of the Homebush precinct near the Bakehouse Quarter. The Arcadis report states that this facility should be a 3,000sqm multipurpose district level library and community hub.

A multipurpose community facility in this location is needed to satisfy the demand generated by the proposed population and is consistent with needs identified within the *Canada Bay Social Infrastructure (Community) Strategy*.

Rather than relying on a Local Infrastructure Contribution Plan to provide this infrastructure, it is requested that the multipurpose facility be delivered through the proposed 'Key Site' provision. This approach will bring forward the delivery of this infrastructure and ensure that appropriate public benefits are provided to complement the proposed increase in density.

Precedent for this approach can be found in Clause 7.4 of the *Lane Cove Local Environmental Plan 2009* for the St Leonards South Area. The Lane Cove LEP requires a community facility to be provided prior to development accessing 'Incentive Height of Building' and 'Incentive Floor Space Ratio' standards on an identified site.

Relevant locations to provide the multipurpose facility include land that is experiencing a significant uplift in FSR and includes land to the immediate east of the North Strathfield Metro station (103m or up to 30 storeys) or the proposed new Mixed Use Zone on the corner of George Street and Pomeroy Street (62m or up to 18 storeys).

Estimated costs

There are a number of the estimates in the *Infrastructure Delivery and Implementation Plan* that appear to significantly undervalue the cost of works. For example, the walking and cycling link on Princess Avenue to Gipps Street via Patterson Street (A4) will require a separate cycleway with significant changes to kerb alignment and other existing infrastructure. There are a range of times that exceed the estimated cost that are included in the Infrastructure Delivery and Implementation Plan. In Council's view, it is important that these costs be reviewed and where relevant, updated, prior to being included in a draft local infrastructure plan.

School infrastructure

An additional 16,000 dwellings are proposed throughout the TOD precinct, of which approximately 10,000 are within the City of Canada Bay. The 2021 census for the Homebush SA2 covers most of the Homebush TOD Precinct and counted 2.6 people per household, meaning that the population of the Canada Bay part of the TOD Precinct could increase by approximately 26,000 residents.

The census identified that 11.8% of the population are between 4 and 19 years old, meaning potentially over 3,000 of the additional residents will be school aged children. Despite this no new schools have been proposed in the TOD Precinct, and the only two existing schools in the TOD Precinct, The McDonald College and Our Lady of Assumption Primary School, are identified as being replaced with mixed use development.

It is critical that school sites are identified as part of any planning process involving a quantum change in population density such as proposed by this TOD, as it is cost prohibitive to acquire sites for schools in established suburban areas after planning controls have been put in place. Additionally, the TOD plans identify an existing primary school site (Our Lady of the Assumption, relatively new, opened in 2015) as one of the few new public parks within the TOD, suggesting that the community either loses a school to accommodate a small public park, or if the school is retained, then no additional public open space is provided in this part of the TOD where the greatest population density is proposed.



Park proposed where current primary school (OLA) is located

Concord High School is the only public high school in the City of Canada Bay. In 2022, the school had an enrolment of 1,262 students and has minimal capacity to absorb the number of high school students arising from the proposed Homebush TOD Precinct. The demand for student places from the Homebush TOD Precinct is in addition to population growth occurring in the Rhodes peninsula, the Parramatta Road corridor and in vicinity of other metro stations and centres in the City of Canada Bay.

Council's submission to the 2022 Parliamentary Inquiry into NSW Public Schools identified the catchments with the highest need for primary school student places within the City of Canada Bay as being Rhodes and North Strathfield-Strathfield, with Forecast id data indicating a 172% and 72% increase in primary school aged children between 2016 and 2031. Similarly, this submission identified the catchments with the highest need for high school places within the City of Canada Bay as being Rhodes and North Strathfield-Strathfield, with Forecast id data indicating a 257% and 92% in high school aged students between 2016 and 2031.

Council's submission also presented analysis that indicated the quantum of population growth forecast for the City of Canada Bay public school catchments meant that the two new proposed schools (primary school at Rhodes and high school at Wentworth Point) would not close or reduce the gap in local public school places. <https://www.parliament.nsw.gov.au/lcdocs/submissions/76926/0007%20City%20of%20Canada%20Bay.pdf>.

With an estimated new population of over 40,000, approximately 26,000 of which are envisaged as new residents within the Canada bay part of the Homebush TOD, it is fundamental that the planning for school infrastructure occurs prior to the rezoning of land. This process should involve direct engagement with School Infrastructure NSW, and should identify the demand for school infrastructure to meet the needs of the growing population,

identify the preferred location for new schools and zone land accordingly. It is untenable for Council and the community to accept land being rezoned for significant densities without those plans making provision for enabling infrastructure being in place.

This is particularly pertinent given the framework established by DPPI for the funding of regional and State Government infrastructure. Unless regional and State Government infrastructure is identified in an endorsed Structure Plan/Master Plan/Place Strategy, it will not be eligible for inclusion in an Infrastructure Opportunity Plan (IOP) and will not be eligible for funding under the Housing and Productivity Contribution.

Health infrastructure

Insufficient analysis has been undertaken to determine the need for new or expanded health infrastructure. Effective demand planning will allow for the strategic expansion or upgrading of infrastructure, such as the addition of new beds, departments, or specialised services. By anticipating demand, hospitals can plan for appropriate capacity, which helps prevent overcrowding and ensures that patients receive timely care.

The Department should consult with the Department of Health, as the Department has indicated previously that it is looking to establish a health facility within the Homebush precinct.

Recommendation

- DPPI confirm that the proposed affordable housing clause will continue to ensure that affordable housing units are transferred in property title to Council.
- Identify the proposed multipurpose community facility to be delivered through the proposed 'Key Site' provision and provided on land in the vicinity of North Strathfield train station.
- The NSW Government must identify the demand for new primary and secondary schools to support the proposed increase in population. These needs must be reflected in the Infrastructure Delivery and Implementation Plan and land zoned for primary and secondary schools.
- DPPI to consult with the Department of Health to determine implications for State health facilities and augmentations to existing health facilities. These needs must be reflected in the Infrastructure Delivery and Implementation Plan.

Appendix A

Precinct Design Guide

The following are suggestions for improving the Precinct Design Guide:

Section 4.2 Public Domain

- Principle f) states “high quality public spaces for use by the general community for passive recreation, working, collaboration, culture and living”. Suggest adding active recreation and children’s playgrounds to ensure these are considered in the design and distribution of open spaces.
- Suggest that all new streets are required to be built with underground powerlines. This will amend the “new streets” section of Table 1: Public Domain Tree Canopy.
- Section 4.2.2 Publicly Accessible Open Spaces should refer to public spaces, and incentivise the dedication of open space to public entities.
- Section 4.2.2 Publicly Accessible Open Space provisions should include a map showing the types of uses that should be provided in each park. This is to ensure the equitable distribution of activities and uses such as children’s playgrounds, dog parks, active recreation, linear recreational activities etc.

Section 4.4 Tree and Ecology

- Section 4.4, including Tables 4-6 should be strengthened to avoid discretionary language such as “where possible”.
- Section 4.4.1, Provision 1 should ensure a minimum of 70% native species.
- Section 4.4.1. Provision 4 should be strengthened by avoiding language such as “where possible”, being precise about what is considered “existing mature trees in good health and condition” and by requiring applicants to show options that include the existing trees to better assess the true impact of retaining them. Trees to be retained should be protected in accordance with the Australian Standard AS 4970-2009 – “Protection of Trees on Development Sites” to ensure viable retention.
- Section 4.4.1, Provision 5 refers to tree categories and correlating size / canopy area in Table 5 that are not appropriate to ensure alignment with a healthy, sustainable and diverse Urban Forest. A small to medium tree should be no less than 12 metres height at maturity and a large tree should be no less than 18-25 metres height at maturity. The indicative mix of trees should be a minimum: 40% large trees (>18 metres height at maturity), 45% medium trees (12 metres or greater) and 15% small trees.
- Section 4.4.2, Provision 6 should be as per the Apartment Design Guide, as a minimum 3m x 3m deep soil provision is less than the ADG provision.
- Section 4.4.3, Provision 1 should require protection and maintained health of existing mature trees in accordance with AS4970 Protection of Trees on Development Sites and AS4373 Pruning of Amenity Trees.

- Section 4.4.3, Provision 2 should require development within a calculated Tree Protection Zone (TPZ) to be in accordance with AS4970. The Guide also needs to include a definition of 'Significant Tree' and clearly define what legislation it is protected under.
- Section 4.4.3, Provision 4 should also require replacement planting in accordance with Canada Bay DCP or minimum ratios of 2:1 on lots greater than 350sqm.
- Section 4.4.4 should be strengthened to require compliance with provisions for biodiversity and habitat connectivity, such as the Canada Bay DCP provisions 6.4 and 6.5.
- Section 4.4.4, Provision 5 should require a Landscape Plan or a Vegetation Management Plan (VMP), where required by provision 4.3.1 Landscape design, is to incorporate any relevant recommendations of the Ecological Assessment report / Vegetation Management Plan / Review of Environmental Factors / Arboricultural Impact Assessment

Section 4.5 Movement network, Streets & Laneways, Bike and Pedestrian Connections

- Figure 5 Access and Movement Network should show active transport links in more detail to better guide future development. Existing and planned footpaths, separated cycleways, shared paths, on-road cycleways should all be shown differently on the plan to avoid confusion.

Section 4.6 Built Form

- The objectives under section 4.6 Built Form should include “to create a high quality desirable place to live, work and play”.
- Section 4.6 Built Form objective d) should include “to improve the urban structure”.
- Section 4.6.1, Provision 5 should include “built form is to be designed to activate and deliver safe streets and open spaces”, after “Built form is to be positioned for optimal access to daylight”.
- Section 4.6.2, Provision 4 should include “and safety of” after “Changes in scale should be explored to create interest and enhance the relationship”.
- Section 4.6.3, Provisions 1 and 2 should change the word from “encourage” to “ensure” to protect the setting of low scale heritage items, such as single storey houses.
- Section 4.6.4 should specify numeric setbacks above the street walls. This should be based on urban design testing, may be site-specific, and should aim to accentuate the street wall and reduce the monumentality of tall buildings, reduce the perception of building height from the public domain, reduce wind tunnel effects, and encourage more daylight into streets.
- Section 4.6.4, Provision 5 need to be revised as the articulation zones of 0.3m and 0.6m are too narrow to create meaningful articulation. Setbacks and articulation zones

should both be increased to ensure that at least 1m of façade modulation can be achieved.

- Figure 10: A 1-2 storey podium is shown for 165 Parramatta Rd. Suggest this is raised to 3-4 storeys and that residential uses are not permitted within the podium facing highway infrastructure. This is to ensure that the lowest level of future residences have reasonable visual privacy and are able to open their windows.

Section 4.7 Building Layout, Design and Amenity

- Section 4.7.1 should specifically refer to improving the safety of residents and the public domain and may include references to CPTED principles. This is to ensure the provisions are not treated from an aesthetics point of view only.
- Section 4.7.2, Provision 4 should include “replace with breaks down the mass and scale of the building.” After “projections that create interest and”.
- Section 4.7.3 needs to include two scenarios, one for active frontages that are not in a heritage-listed building and one for active frontages that are in a heritage-listed building. The first scenario (for buildings that are not heritage-listed) should encourage active frontages to provide narrow frontages with doors to separate residential and non-residential units every 8m at a minimum. The second scenario (for buildings that are heritage-listed), the provisions need to ensure that existing masonry walls and original openings are maintained, and that any new openings are assessed as part of a heritage assessment.
- Section 4.7.4, Provision 1a) requires “a pedestrian entry and/or primary private open space overlooking the street every 15m.” This distance should be reduced to 8m.
- Section 4.8 needs to require vehicular entries into the Bakehouse Quarter from George Street to be considered as part of a heritage assessment.

Section 5.2 Heritage and Conservation

- Provision 3(c) should be deleted as this is too open-ended, council may not agree with existing policies, and new policies may be more useful than existing.
- Table 15, Heritage area controls for the Bakehouse Quarter
 - The meaning of the phrase “visual impacts to heritage significance” is unclear and needs to be clarified so as to be implementable.
 - The meaning of the phrase “New parapets along the western side of George Street are to be lower at the street edge” is unclear and needs to be clarified. Is it intended to mean that new buildings are to have a parapet at the same height as the heritage building, or lower than the heritage building?

Appendix B

Floor Space Ratio testing

Methodology

The following methodology was used to test the building envelopes and FSR in the sites identified above:

- The plans in the Urban Design Report (pages 71, 77, and 101) guided the height and extent of built form.
- The assumptions in the Urban Design Report (pages 63, 70, 76 and 100) were applied.
- The front setbacks detailed in the Urban Design Report were applied as minimums.
- GFA measurements were undertaken using CAD software and compared against the GFA provided in the Urban Design Report.
- The ground floor of each block was reduced by approximately 1,000m² GFA to allow for driveways, garbage rooms and other features that don't count towards GFA.

Location	Block	Urban Design report				Testing				Discrepancies	
		Block size	Non-res	Res	FSR	Block size	Non-res	Res	FSR	Non-res.	Res.
North Strathfield - Mena St to Brussels Street	1A	7,391	-	20,694	2.8 :1	7,392	-	21,688	2.9 :1	-	+994
	2A	7,507	-	16,515	2.2 :1	7,549	-	19,565	2.6 :1	-	+3,050
North Strathfield - Pomeroy St to Hamilton St	1	9388	3,285	29,572	3.5 :1	9,421	3,400	35,986	4.2 :1	+115	+6,414
	2A	7957	-	25,462	3.2 :1	7,958	-	25,946	3.3 :1	-	+484
	3A	8897	-	24,911	2.8 :1	8,885	-	24,913	2.8 :1	-	+2
	3B	7945	-	22,246	2.8 :1	7,945	-	22,549	2.8 :1	-	+303
Parramatta Rd	5	6,105	1,831	16,483	3.0 :1	5,856	1,870	16,361	3.1 :1	+39	-122



Findings

The following findings are drawn from testing the building envelopes and FSR in the sites identified above:

- Most of the sites tested achieved the gross floor area (GFA) identified in the Urban Design Report. The exceptions were the Mena St to Pomeroy St site 2A and Pomeroy St to Allen St 'Site 1'.
- In some instances, it was uncertain how the required ADG building separation could be achieved. For example, site 3B, south of Malta St. As tested, the site achieved the same GFA stated in the Urban Design Report, but only achieved a 22m separation between the two 15 storey buildings. Considering their orientation, it would be difficult to design these buildings so that a non-habitable façade is facing a habitable façade, so the minimum separation required by the ADG would be 24m. It is also noted that, to achieve the stated GFA, the southern building was tested using a 3m setback, not a 6m setback as required by the rezoning material.
- Typically, rectangular "slab" towers were used. Their size was minimised, with depths of 18-20m and lengths usually less than 45m. This is an efficient built form, and when oriented in a north/south direction can help minimise overshadowing to neighbouring buildings.
- In some instances, square "point" towers 25m x 35m were used instead, but the purpose of these changes was not clear. Point towers create efficient floor plates for taller towers that require a larger core, and which can accommodate apartments facing in every direction.
- Podiums were often longer, but not usually over 60m, so not excessively long.



Site 3B as tested, shows the two 15 storey buildings separated by 22m instead of the required 24m. The front setback to Hamilton St was also reduced to 3m instead of 6m to achieve the GFA nominated in the Urban Design Report.

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Appendix C

Alternative scheme testing

Alternative test site solutions: Mena St to Brussels St

An alternative massing scheme was prepared for a test site between Mena St and Brussels St.

The alternative scheme removes buildings from the flood storage zone and increases the size of WA McInnes Reserve so it provides usable open space and relief from built form along George St.

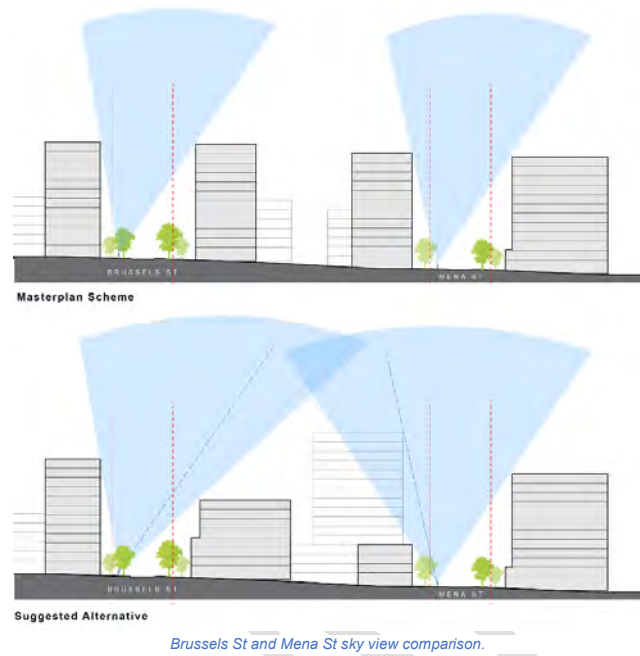
It also reduces the street wall to 4 storeys, allowing more light into the street and providing a wider view of the sky for pedestrians and residents of lower floors.



Masterplan scheme

Alternative scheme plan.

	GFA (m ²)	Public open space	Flood storage space	Buildings in flood zone	Street wall height
Masterplan scheme	37,209	1,121	1,813	2	2-12 storey
Alternative scheme	34,591	1,530	2,978	0	4 storey
Change	7% decrease	136% increase	64% increase	reduction	reduction



Brussels St and Mena St sky view comparison.

Alternative solutions: Pomeroy St to Hamilton St

The alternative massing scheme for the test site between Pomeroy St and Hamilton St removes buildings from the flood storage zone and reduces the street wall to 4 storeys, allowing more light into the street and providing a wider view of the sky for pedestrians and residents of lower floors.

The taller towers in the alternative scheme cast longer shadows, but they move quickly and have minimal impact on neighbouring buildings. Importantly, Hamilton St and the residences on the south side of Hamilton St will receive more light throughout winter.



Masterplan scheme



Pomeroy St to Hamilton St alternative plan.

	GFA (m ²)	Flood storage space	Buildings in flood zone	Street wall height
Masterplan scheme	47,708	2,223	4	2-15 storey
Alternative scheme	50,208	4,854	0	4 storey
Change	5% increase	106% increase	reduction	reduction



Hamilton St street elevation.

Appendix D

Traffic/Transport Advice (over page)

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Gold Coast
Suite 26, 56 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

M: PO Box 5102 Q Super Centre
Mermaid Waters QLD 4218

E: admin@bitziosconsulting.com.au



Our reference: P8616.002L Homebush TOD Proposal Review

30 July 2024

General Manager
City of Canada Bay
1a Marlborough Street
DRUMMOYNE NSW 2047

Sent via email: Paul.Dewar@candabay.nsw.gov.au

Dear Sir,

RE: REVIEW OF HOMEBUSH TOD PROPOSAL

This letter provides our review of the draft plans for the Homebush Transport Orientated Development (TOD) proposal as recently exhibited by the Department of Planning, Housing and Infrastructure (DPHI).

This review references our previous work for the Parramatta Road Corridor Traffic and Transport Study and Action Plan (*PRTTAP*) dated 18th February 2022. We have reviewed the input assumptions and outcomes in our 2022 report against the:

- Homebush State-led Rezoning Urban Design Report (Cox, July 2024), the '*UDR*'
- Homebush TOD Rezoning Precinct Transport Statement (Arup, 3 July 2024), the '*PTS*'
- Infrastructure Delivery and Implementation Plan - Homebush State-led Rezoning (Arcadis, 3 July 2024), the '*IDIP*'

1. Development Scale Considerations

The *PRTTAP* was (in part) based on Canada Bay Council's plans for development 'uplift' proposals for the Homebush North and Homebush South precincts as summarised in Figure 1.1, and referred to in that report as the '*uplift areas*'. Outside of the Canada Bay Council, Strathfield Council and Burwood Council uplift areas, the remainder of the study corridor took its land use assumptions for the Parramatta Road Corridor Urban Transformation Strategy (*PRCUTS*).

Using the data in Figure 1.1, an estimate of the *PRTTAP* full buildout population within the DPHI Homebush Precinct Boundary is 29,000-30,000 people and at 2.5 persons per dwelling (consistent with *UDR* assumption) would equate to about 11,500 dwellings. As shown in Figure 1.2, this compares to a residential capacity of 22,900 dwellings published in the *UDR*.

In terms of the spatial distribution of population density, the *UDR* generally maintains *PRCUTS*-planned dwelling densities fronting Parramatta Road. The primary locations where dwelling density and hence Floor Space Ratios (*FSRs*) are proposed to be increased in the *UDR* are along George Street (west of the T9 line) and along Underwood Road, as shown in Figure 1.3.

The *UDR* is silent on development assumptions in the Homebush North Precinct outside of the structure plan area which we presume will default to Council's planning intentions as included in the *PRTTAP*.



Figure 1.1: PRCTTS Growth Input Assumptions (City of Canada Bay)



Figure 1.2: Homebush Precinct UDR Residential Capacity

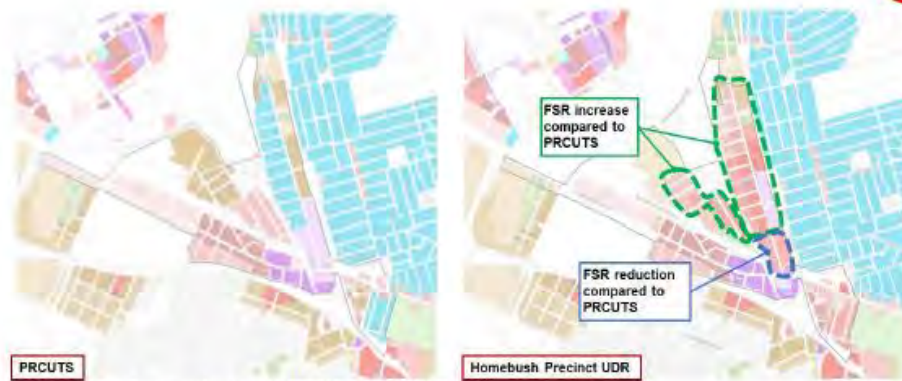


Figure 1.3: Comparison of PRCUTS and UDR FSRs

Section 5.4 of the *PTS* quotes a 2036 population of 21,622 in the TOD master plan and identifies that this is lower than the 2036 *PRTTAP* population of 30,595 for the same TOD precinct area and hence the modelling used in the *PRTTAP* is suitable for assessing the *PTS* for 2036.

It is relevant to note however that the 2036 modelling for the *PRTTAP* was based on the full buildout of the study area for that study but with background traffic (outside of the study area) at 2036 levels. The *PTS* assessment was based on expected 2036 development levels which were estimated at 46% of the full buildout of the TOD precinct proposal.

The *PTS* has not undertaken an assessment of the impacts and needs of the full buildout scenario which would equate to about double the locally-generated transport demands of those considered in the *PTS* and double the 2036 traffic volumes considered in the *PRTTAP*.



2. Transport Strategies

2.1. PRTTAP Future Transport Issues Summary

The *PRTTAP* accounted for Sydney Metro West in its strategies for the Homebush North and Homebush South precincts. This means that when TfNSW ran its regional strategic model for *PRTTAP*, it included the then-proposed Metro West project influence on modal share and hence on the resulting traffic demands to/from and through the corridor.

Key 'full buildout' traffic and transport issues revealed in the *PRTTAP* modelling relevant to the Homebush TOD Precinct included:

- The key controlling pinch point in the Homebush area was identified as The Concord Road/Parramatta Road/Leicester Avenue intersection. In the modelling, this intersection generated very long queues eastbound along Parramatta Road in the 2036 morning peak and 'gated' traffic in the PM peak with very long queues generated westbound back from the intersection
- Parramatta Road through the Homebush Precinct was unable to carry the 2036 traffic demand growth forecast for it (e.g. over 1,000 vehicles in excess of capacity in the morning peak eastbound) meaning either exceptionally long delays to east-west and west-east traffic or relocation of this east-west traffic to other modes, destination or routes.
- More congestion and longer queues on all approaches of the (already congested) George Street / Parramatta and Underwood Road / Parramatta Road intersections partly due to the extra traffic generated by the redevelopment growth in the catchments of Underwood Road and George Street and partly due to heavy prevailing congestion in Parramatta Road by 2036. Queues were forecast to extend northwards beyond Pomeroy Street, the primary east-west support route for this area, with excessive congestion along the extents of Pomeroy Road
- Very heavy local road congestion in Bridge Road, The Crescent and Loftus Crescent, stemming back from Parramatta Road intersections because of the much greater demand imposed at these intersections from the Homebush South precinct coupled with increasing traffic demand along Parramatta Road anyway
- Insufficient local bus routes to service Homebush North to the north of Parramatta Road and to service the Bridge Road (Homebush South) growth catchment south of Parramatta Road
- Poor active transport accessibility to, from and along Parramatta Road as well as east-west for local movements within Homebush Bay North and north-south within with Homebush South, particularly given the rail line as a key barrier.

2.2. PTS Transport 'Challenges' and 'Opportunities'

The *PTS* identified a number of generic traffic and transport challenges for the network, as follows:

- Barriers to creating an efficient and connected network
- Local access on precinct roads and streets (reference much of the work of the PRCTTS)
- Disjointed active transport network
- Limited bus services supporting rail and future metro and for local trips
- Inefficient use of the existing road capacity
- Inadequate streetscape amenity and liveability

The key opportunities described in the *PTS* to address the above challenges primarily related to reducing private vehicle usage and substantially increasing public and active transport usage. Most opportunities stated related to significantly shifting modal share from private vehicles to walking, cycling and public transport by reducing car dependency, reducing traffic capacity and increasing public transport and active transport facilities. The scale of potential modal shift was not identified.



2.3. Comparison of Strategies (*PRTTAP* v *PTS*)

The *PRTTAP* identified that with the full buildout of the study area, it would be inevitable that some of the growth in traffic demand through the study area would avoid it because delays would be excessive. Even with the removal of some through traffic growth, a number of key pinch point improvements were identified as being necessary in the *PRTTAP* to reduce the excessive impacts of growth in traffic on the local network. These impacts included very long delays on side streets to Parramatta Road meaning very long travel times for local movements between Homebush North and Homebush South.

The *PRTTAP* also recommended new walking and cycling links for its study area, potential new bus route locations and potential development parking rates for the uplift areas under investigation in the Homebush North and the Homebush South precincts.

The *PTS*:

- Heavily emphasised additional walking and cycling infrastructure and local street calming changes to improve the street environment for walking and cycling
- Took on board the intersection 'capacity' upgrade recommendations from the *PRTTAP*
- Recommended some additional local road links compared to the *PRTTAP* primarily for local accessibility purposes
- Recommended a large number of 'quietways' on short streets where narrow lanes could be implemented and traffic speeds could be reduced to 30 km/h
- Included 'prioritised' and 'aspirational' walking and cycling links at a greater level of granularity than included in the *PRTTAP*
- Identified that "a redefined bus network should be considered in line with the precinct growth and transformation. This should be developed in coordination by TfNSW, Sydney Metro and councils" without identifying any specific routes, as were nominated in the *PRTTAP*
- Documents the PRCUTS parking rates and recommends those rates as the development parking rates to adopt for the Homebush TOD precinct.

Overall, the *PTS* transport strategy relies far more heavily on aspirational modal shift towards walking and cycling than the *PRTTAP* did and has far less emphasis in managing the impacts of congestion on the local road network.

Also, the *PTS* has no consideration of local road congestion beyond 2036 (i.e. beyond 46% of full buildout). Without consideration of the full buildout scenario, it is possible that an insufficient number of local road connections will be allowed for in the master plan.

Furthermore, transport impacts and needs to, from and along Parramatta Road post-2036 have not been quantified. This includes the level of modal shift that would be necessary to ensure excessive congestion did not occur if the road space reallocation proposal for Parramatta Road (to public transport) and the full development of the TOD precinct were both realised. Such an assessment is necessary to validate if the vision for far greater residential development than previously anticipated coupled with reduced road capacity could be pragmatic outcome rather than just being an aspirational vision.



3. Transport Infrastructure Projects

Appendix A of the *PTS* includes tables of 'Transport Response Interventions' to the Master Plan. It is important to note that based on the assessment methodology, these actions only relate to 46% development of the full buildout of the Master Plan.

A review of the key action items, with consideration of the findings of the *PRTTAP*, are:

- **Environmental interventions:** Primarily related to new crossings and traffic calming methods (including *quietways* and *shared zones*) throughout the TOD precinct to improve the safety and amenity of pedestrian and cyclist movements. These are logical interventions where more walking and cycling is expected.
- **Walking and cycling interventions:** Most of the recommended walking and/or cycling links were sourced from previous studies and have a sound network connectivity basis for them. For new items identified in the *PTS* it is unclear what items under Action R2.13 (*Provide a new active transport link*) mean in terms of new or upgraded on-road or off-road infrastructure, particularly given that a lot of the items listed already have pathways. More specificity as to the intended infrastructure would provide clarity to this action item. The *PAMP* recommended under Action R2.15 is reasonable but it will be challenging to establish definitive actions within it given that the TOD precinct will be changing significantly with redevelopment.
- **Traffic interventions:** All of the *PRTTAP* recommendations within the TOD area are sourced in the *PTS* except for the proposed new right turn from Parramatta Road into Knight Street. Whilst this right turn has significant local accessibility merit, it is understood the TfNSW is not supportive of this initiative. The other initiatives raised in the *PTS* are mostly for improved local access and seem logical and are unlikely to generate any significant new local 'rat-running' issues.
- **Parking interventions:** The proposed parking rates are consistent with *PRCUTS* and align with the overall approach of attracting residents into the area with a lower reliance on private vehicles and greater reliance on walking, cycling and public transport.



4. Conclusions and Recommendations

4.1. Key Conclusions

The Homebush TOD is estimated to result in nearly 23,000 dwellings within the precinct. The *PTS* has limited its transport needs assessment to approximately 46% of this development (expected by 2036) meaning that the traffic capacity needs findings of the *PRTTAP* are comparable to those of 46% of the full buildout of the TOD. No meaningful metrics-based consideration has been given to the 'master planning' of the transport needs of the remaining 54% of the TOD precinct.

At a little more than 46% of the TOD precinct's development level, the *PRTTAP* identified a severely congested local traffic network even after assumptions were made that a high degree of through traffic would be re-routed outside of the corridor. More local road links and greater management of the interfaces between local streets and Parramatta Road (e.g. turn bans, clearway length extensions, more intersections etc.) would be expected after 2036 and should be identified in a Transport Master Plan for a full development scenario.

Furthermore, whilst the *vision and validate* approach is recognised as the prevailing assessment approach, this does not mean that the potential risks associated with a selected *vision* should not be contemplated at all in the Master Plan; that is, not be *validated*.

The proposal is to double local travel demand to/from the Homebush TOD precinct compared to what was assessed in the *PTS* and at the same time to re-allocate road space on Parramatta Road to public transport. These proposals in combination suggest a substantial modal shift from current usage levels would be essential.

The quantity of modal shift required to walking, cycling and public transport (compared to current modal shares) should at least be validated in the *PTS* to understand if the scale of change is feasible, or if not achievable, how it may be counter-productive to attracting the scale of housing development targeted in such an area as Homebush. Further modelling / analysis would be needed to validate the pragmatism of the vision at full build out including as well as for understanding public transport capacity needs which have not been considered in the *PTS*.

4.2. Recommendations

It is recommended that Council respond to the Homebush TOD proposal noting that:

- *The scale of development proposed at full buildout of the Homebush TOD is about double what has previously been assessed for the area by any study. The full development vision and its associated transport actions included in the PTS should be modelled to validate that the shift in modal share away from private vehicle usage needed across all trip purposes and all trip destinations is foreseeable. Such an analysis should consider trips and modal shares to, from, within and through the precinct and should benchmark the required modal shares against developed centres in similar contexts elsewhere.*

Yours faithfully



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Explanation of Intended Effect

Homebush Transport Oriented Development Precinct

July 2024





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Explanation of Intended Effect

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1 Introduction

1.1 Purpose

Housing is a key priority for the NSW Government. Currently, there is a shortage of diverse and affordable homes in well-located areas, close to where people live and work, and close to transport and other amenities.

This Explanation of Intended Effect (EIE) sets out proposed planning controls to deliver more housing within areas identified for accelerated rezoning in the Homebush Precinct (the Precinct) (see **Figure 1**). The EIE also presents potential opportunities for new and improved infrastructure, such as parks and walking and cycling public transport infrastructure, that would support the projected population growth. The proposed planning controls will enable the delivery of approximately 16,100 new homes and 2,670 new jobs.

It is proposed the controls will be implemented through a self-repealing State Environmental Planning Policy (SEPP) made under the *Environmental Planning and Assessment Act 1979* (EP&A Act) that will amend controls for the precinct area within the *Strathfield Local Environmental Plan 2012* (Strathfield LEP) and the *Canada Bay Local Environmental Plan 2013* (Canada Bay LEP). The Precinct straddles the two Local Government Areas subject to both LEPs.

The EIE is being exhibited in accordance with section 3.30 of the EP&A Act to allow the public to make submissions that will be considered as part of the finalisation of the draft planning controls.

The public are invited to comment on all matters in this EIE and supporting documentation. The EIE and supporting technical studies and documentation can be viewed on the NSW Planning Portal.

The objectives of the State-led Rezoning Proposal for the Precinct, led by the Department of Planning, Housing and Infrastructure (the Department) are to:

- increase housing supply in the Precinct;
- enable a variety of land uses (residential, commercial, recreational) within walking distance of the train stations and future metro station;
- deliver housing that is supported by attractive public spaces, vibrancy, and community amenity;
- increase the amount of affordable housing in the Precinct; and
- review and implement the objectives and recommendations of the NSW Government endorsed *Parramatta Road Corridor Urban Transformation Strategy* including investigating opportunities for further residential growth.



Figure 1: Homebush TOD Precinct area

1.2 Transport Oriented Development Program

On 7 December 2023, the NSW Government announced the Transport Oriented Development (TOD) Program to create more well-located homes close to transport, jobs and services. As part of the TOD Program, the NSW Government identified eight Sydney transport hubs (tier one accelerated precincts) for State-led accelerated rezoning to deliver up to 47,800 new, well located, high and mid-rise homes over the next 15 years.

The TOD Program has stemmed from the National Housing Accord (the Accord) announced by the Commonwealth Government in October 2022 as part of the Federal Budget to address the supply and affordability of housing. The Accord includes an initial aspirational target to build

1.2 million new well-located homes over 5 years from mid-2024. NSW has been tasked to provide 377,000 new homes by 2029.

1.3 Precinct Boundary

The Homebush Precinct is located approximately 12 km west of the Sydney Central Business District (CBD) and 9 km south-east of the Parramatta CBD and is approximately 200 hectares in area (**Figure 1** and **2**). The Precinct is located on the traditional lands of the Wangal people.

The Homebush Precinct is located within the Strathfield and Canada Bay Local Government Areas (LGAs) and borders the Burwood LGA to the south-east. It comprises land in the suburbs of Homebush, Homebush West, Strathfield and North Strathfield. The Precinct is positioned between Homebush Station, North Strathfield Station and Strathfield Station.

The Precinct is bounded to the north and west by Homebush Bay Drive and Mason and Bressington Parks, and Rothwell Avenue and the Main Western Rail Line to the south, and the Main Northern Rail Line and Swan Avenue to the east.

The Precinct has been the subject of previous planning through the [Parramatta Road Corridor Urban Transformation Strategy](#) (PRCUTS) prepared by then UrbanGrowth NSW and endorsed by the NSW Government in November 2016. Since then, the NSW Government has provided significant investment in the Sydney Metro West line which includes a station in the Precinct at North Strathfield.

The TOD Program was initially identified to deliver state-led rezonings within 1,200 metres of the eight priority transport hubs. Given existing strategic planning undertaken in PRCUTS and to accelerate its rezoning, the precinct boundary was refined to match the areas outstanding for rezoning in the Homebush PRCUTS Precinct.



Figure 2: Aerial view of the Homebush Precinct and surrounding area

1.4 Parramatta Road Corridor Urban Transformation Strategy – Homebush Precinct

The Homebush Rezoning Proposal seeks to rezone part of the Homebush Precinct as defined in the NSW Government endorsed *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS).

In November 2016, the PRCUTS was released by then UrbanGrowth NSW. It is the NSW Government’s 30-year plan setting out how the Parramatta Road corridor will grow and bring new life to local communities living and working along the corridor.

The PRCUTS seeks to deliver a high quality multi use corridor with improved transport choices, to provide better amenity and balanced growth of housing and jobs in eight Precincts across six Local Government Areas (LGAs). Homebush is one of these Precincts.

The vision for the Homebush Precinct as in the PRCUTS Planning and Design Guidelines (UrbanGrowth NSW: 128) is as follows (see also **Figure 3**):

Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

The Rezoning Proposal aims to review, refine and implement the existing planning work through a State-led process and identify opportunities for further growth in the Precinct through refinements to the PRCUTS planning controls, where appropriate.



Figure 3: PRCUTS 2016 Planning and Design Guidelines - Homebush Structure Plan

The Precinct excludes the area at the northern part of the Homebush Precinct near Concord West Station which was rezoned in December 2022, through the finalisation of the City of Canada Bay Council's Stage 1 PRCUTS planning proposal.

The Rezoning Proposal will result in a set of revised planning controls for the Precinct that aims to enable renewal and redevelopment of the area to provide new housing, jobs, open space, transport connections and community infrastructure through good urban design and addressing infrastructure needs.

1.5 Homebush TOD Masterplan

The Rezoning Proposal for Homebush has been informed by a comprehensive analysis of the constraints and opportunities that exist in the Homebush Precinct. This process has included technical analysis of a range of matters to produce urban design framework principles to inform updates to the Councils' LEPs. Key elements of this include:

- **Identity and context**: Consider existing and future local character; respond to changing community needs through a range of spaces to support regional and local growth;

- **Sustainability and resilience** : Promote a sustainable, green and resilient precinct; integrate the urban and natural environment and enhance the green and blue network.
- **Connectivity**: Promote a walkable and pedestrian friendly environment; enable connected, direct and comfortable walking and cycling movement.
- **Interface and activity** : Enable high level amenity urban communities; consider locating amenity and activity at the station catchments to stimulate activity; and co-locate key land uses along priority walking, cycling and public transport corridors.
- **Responsive built form** : Adaptive and responsive built form to ensure a mix of uses; ensure built form designs will maximise and encourage solar access, sunlight and ventilation to liveable spaces and existing and future open spaces.
- **Place making**: Revitalise public places and main streets; pedestrians, vehicles and cyclists are integrated, safe and secure; and deliver pedestrian-scale, active street frontages to primary public spaces.

This framework has been used to guide the planning controls for the Precinct as outlined under Section 2 and shown in the structure plan in **Figure 4**.

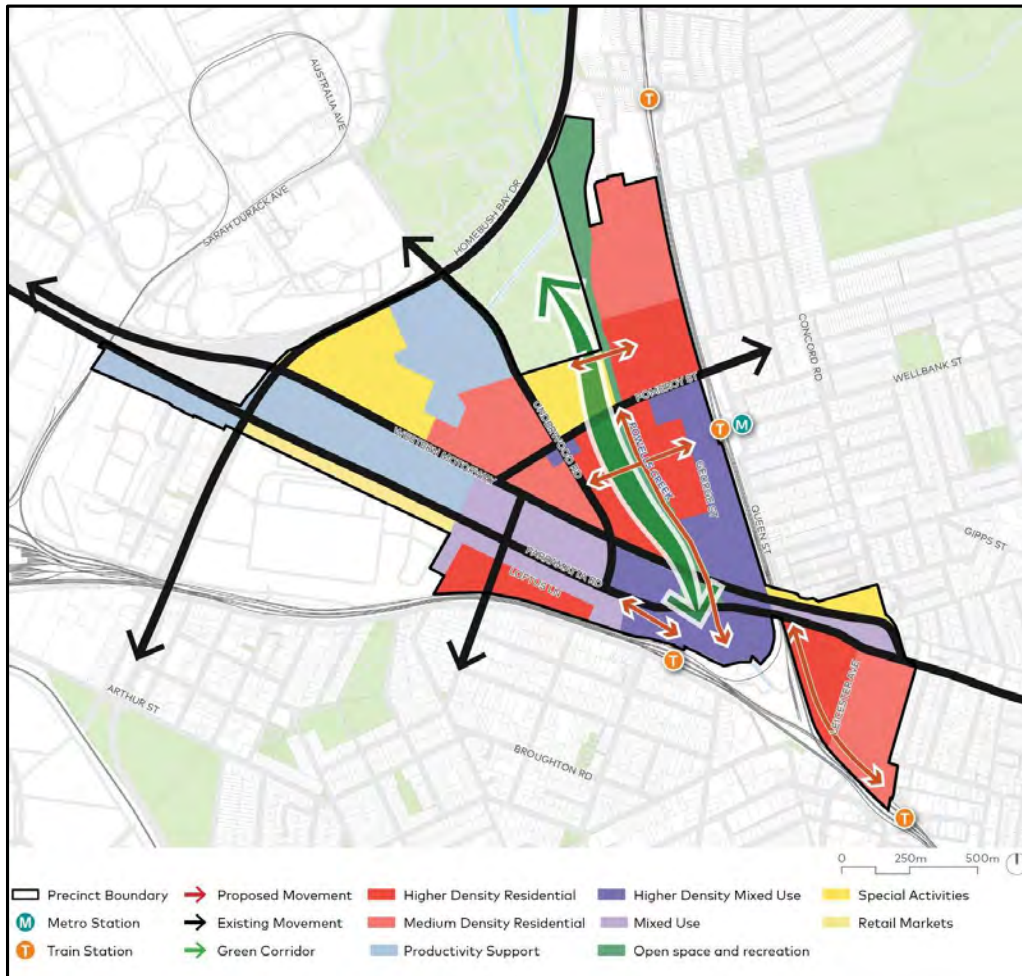


Figure 4: Homebush Precinct Structure Plan

2 Proposed planning control amendments

2.1 Objectives and intended outcomes

The Rezoning Proposal, which will be given effect through a SEPP amendment, will amend the planning controls that apply to the Precinct. The proposed planning controls align with the NSW Government’s commitment to confront the housing crisis by building more well-located homes; close to infrastructure and transport links and near to amenities and jobs.

The proposed planning controls have been informed by master planning analysis as in the Urban Design Report (COX, 2024) and build off the strategic planning framework for the

Precinct as set by the PRCUTS. The Rezoning Proposal implements the existing framework while recommending opportunities to bolster future housing supply.

The objectives and intended outcomes for the Rezoning Proposal are to:

- increase housing supply in the Precinct, including maximising appropriate density close to existing and future public transport infrastructure;
- enable a variety of land uses (residential, mixed-use and recreational) within walking distance of the train stations and future North Strathfield metro station;
- deliver housing that is supported by attractive public spaces, vibrancy, and community amenity; and
- introduce affordable housing contribution requirements to increase the amount of affordable housing in the Precinct.

The proposed amendments to the planning controls for the Precinct will support a transition to a high-density transport-oriented Precinct comprising a range of housing types, supported by commercial and industrial development, community infrastructure, active transport links and open space. The proposed SEPP seeks amendments to the Canada Bay LEP and Strathfield LEP maps and text provisions. These changes are described in the sections below.

2.2 Amendments to land use zoning

Canada Bay LEP

2.2.1 Rezoning of R3 Medium Density Residential to R4 High Density Residential north of Strathfield Station

It is proposed to rezone certain land located between the eastern side of Leicester Avenue, eastern side of Swan Avenue and north of Everton Road from R3 Medium Density Residential to R4 High Density Residential (**Figure 5**). The intent is to facilitate a higher density residential area in a convenient location near to Strathfield train station and Parramatta Road.

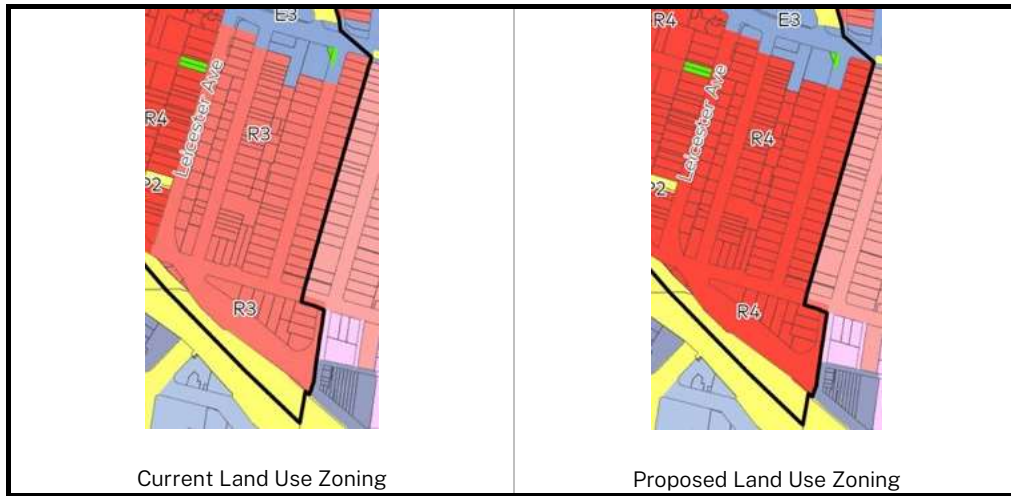


Figure 5: Current vs Proposed Land Use Zoning showing proposed R4 High Density Residential rezonings north of Strathfield Station

2.2.2 Proposed MU1 Mixed Use around George Street, North Strathfield

It is proposed to rezone existing E2 Commercial Centre land along George Street north of Parramatta Road, west of the Main Northern Rail Line, east of Powells Creek to MU1 Mixed Use. The intent is to promote a vibrant mixed-use area through permitting residential, commercial and retail uses to enhance the existing Bakehouse Quarter precinct. This will leverage the areas' location near to the future North Strathfield metro station.

It is also proposed to rezone existing R2 Low Density Residential land in the block bound by Pomeroy Street to the north, George Street to the east and Malta Street to the south to MU1 Mixed Use (**Figure 6**). The intent is to extend the existing MU1 Mixed Use zone across to the western side of George Street and create an activated corner near the North Strathfield railway station and future metro station.

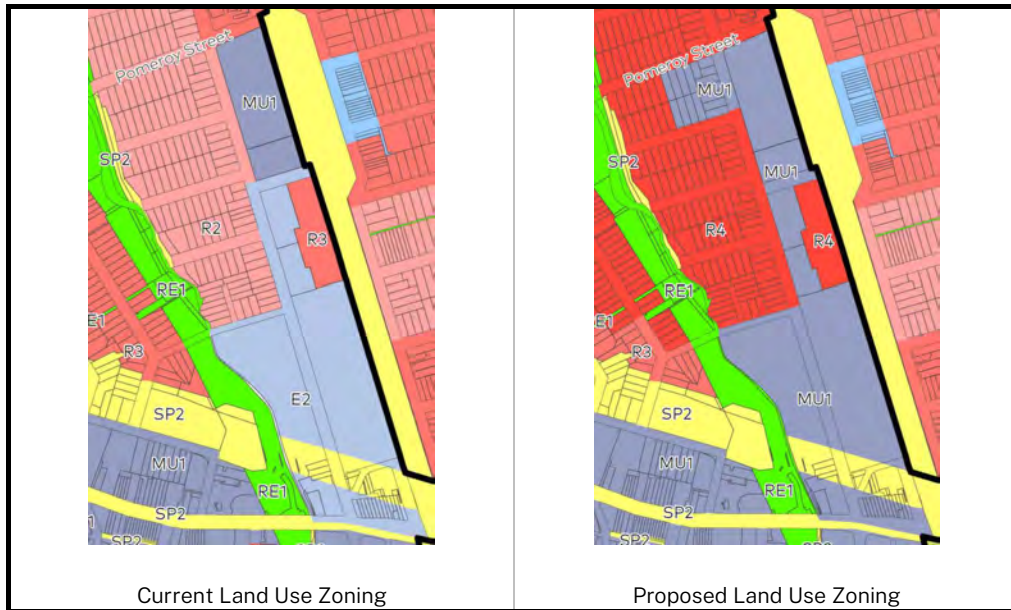


Figure 6: Current vs Proposed Land Use Zoning showing proposed MU1 Mixed Use rezonings around George Street

2.2.3 Rezoning of R2 Low Density Residential and R3 Medium Density Residential to R4 High Density Residential in North Strathfield

It is proposed to rezone existing R2 Low Density Residential and R3 Medium Density Residential land in the area south of Rothwell Avenue, west of the Main Northern Rail Line, east of Powells Creek and north of Allen Street, to R4 High Density Residential (**Figure 7**). The intent is to leverage the areas' strategic and desirable location near open space and transport and facilitate higher density residential uses.

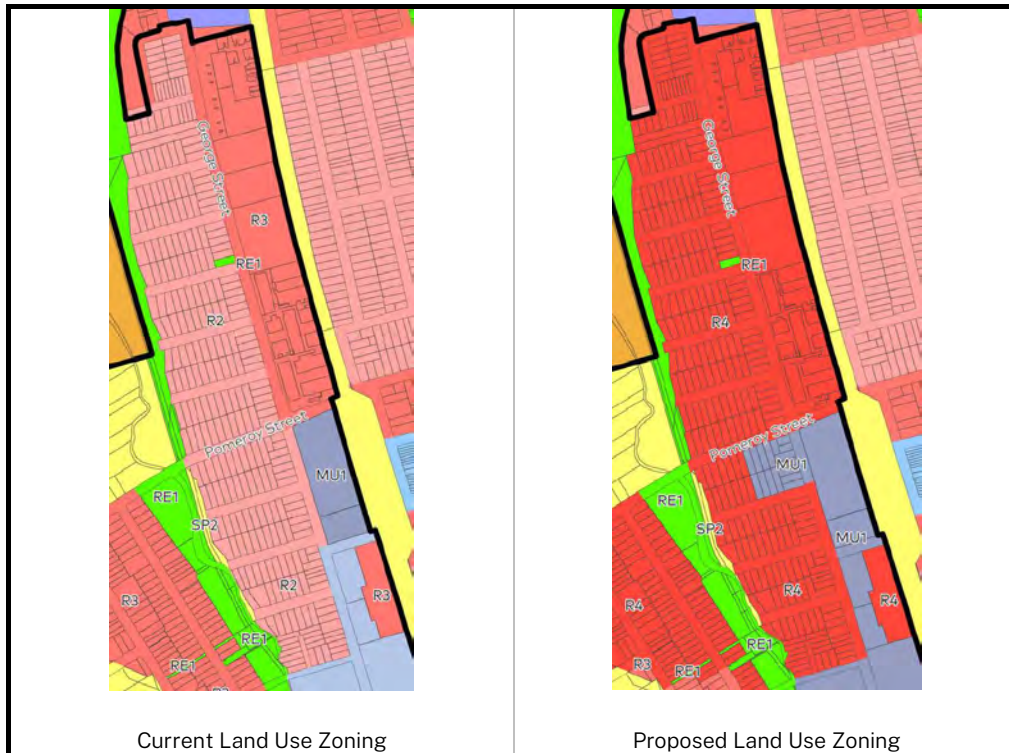


Figure 7: Current vs Proposed Land Use Zoning showing proposed R4 High Residential rezonings in North Strathfield

Strathfield LEP

2.2.4 Rezoning of R3 Medium Density Residential to R4 High Density Residential in Homebush

It is proposed to rezone existing R3 Medium Density Residential land in the area south of Bellona Avenue, west of Powells Creek and east and north of the Western Motorway, to R4 High Density Residential (**Figure 8**). The intent is to leverage the areas' strategic and desirable location near open space and transport and facilitate higher density residential uses.

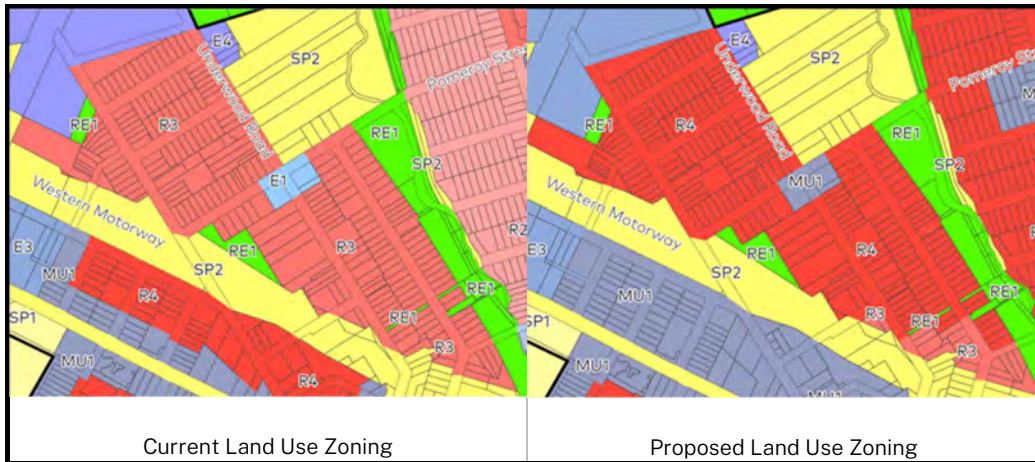


Figure 8: Current vs Proposed Land Use Zoning showing proposed R4 High Residential rezonings in Homebush

2.2.5 Rezoning of E1 Local Centre to MU1 Mixed Use at corner of Underwood Road and Pomeroy Street

It is proposed to rezone existing E1 Local Centre zoned land at the corner of Underwood Road and Pomeroy Street, Homebush to MU1 Mixed Use (**Figure 9**).

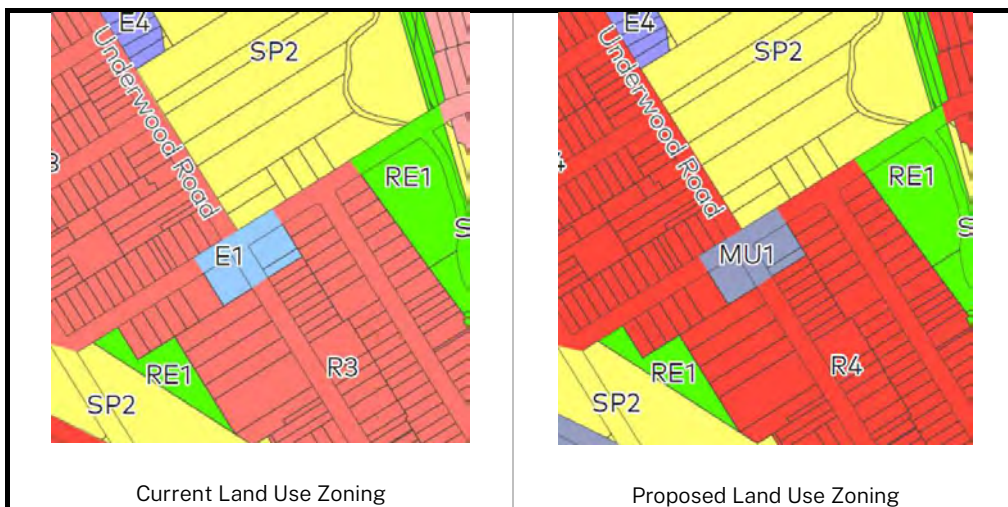


Figure 9: Current vs Proposed Land Use Zoning showing proposed MU1 Mixed Use rezoning at the corner of Underwood Road and Pomeroy Street

2.2.6 Rezoning of E4 General Industrial land to E3 Productivity Support, Homebush

It is proposed to rezone the existing E4 General Industrial zoned land to the south of Homebush Bay Drive comprising Direct Factory Outlets (DFO) and adjoining light industry/offices to E3 Productivity Support (**Figure 10**). The DFO site (3-5 Underwood Road) is

also proposed to include an Additional Permitted Use to enable ‘retail premises’. This is discussed further below in **Section 2.8**.

The intent is to ensure that the zone better reflects existing uses occurring within this part of the Precinct.

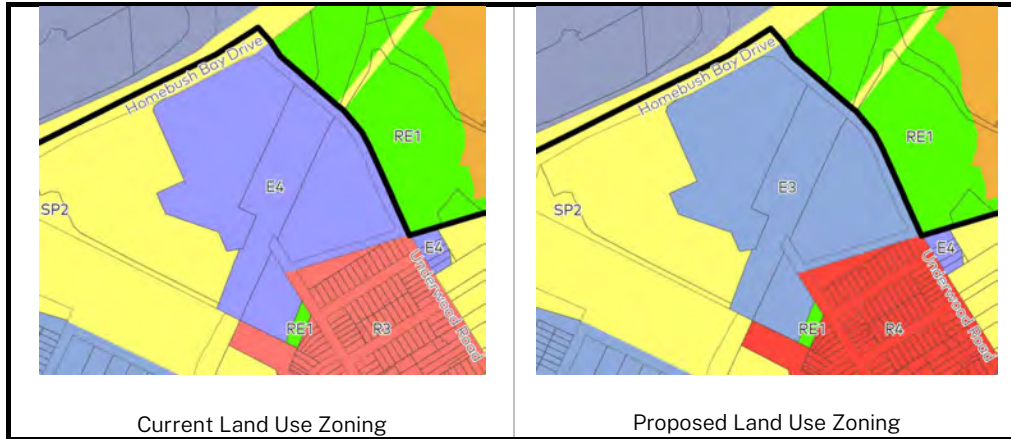


Figure 10: Current vs Proposed Land Use Zoning showing proposed E3 Productivity Support rezoning in Homebush

2.2.7 Rezoning of R4 High Density Residential to MU1 Mixed Use in Homebush

It is proposed to rezone certain land in Homebush from R4 High Density Residential to MU1 Mixed Use. This impacts the following properties:

- Land between the Western Motorway and Parramatta Road, from the eastern side of Kanoona Avenue to Powell Street (**Figure 11**)
- 21- 25 Loftus Crescent (**Figure 12**)
- Certain land along Loftus Crescent and Station Street (**Figure 13**)
- Part of 2-4 Parramatta Road, Homebush (**Figure 13**)

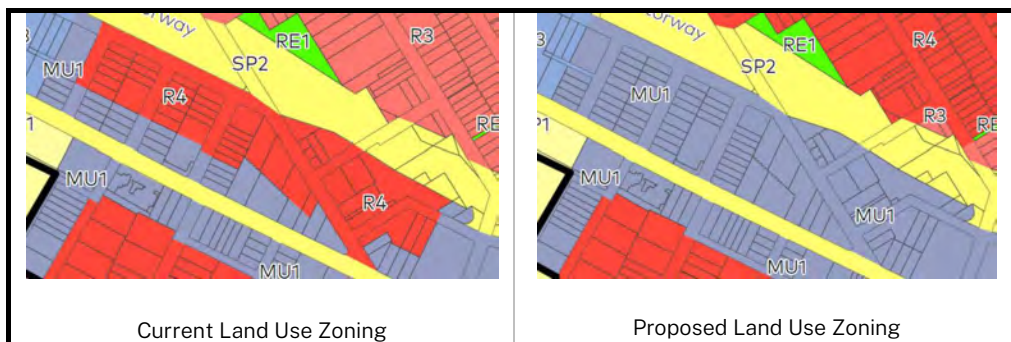


Figure 11: Current vs Proposed Land Use Zoning showing proposed R4 High Residential rezonings in Homebush south of the Western Motorway

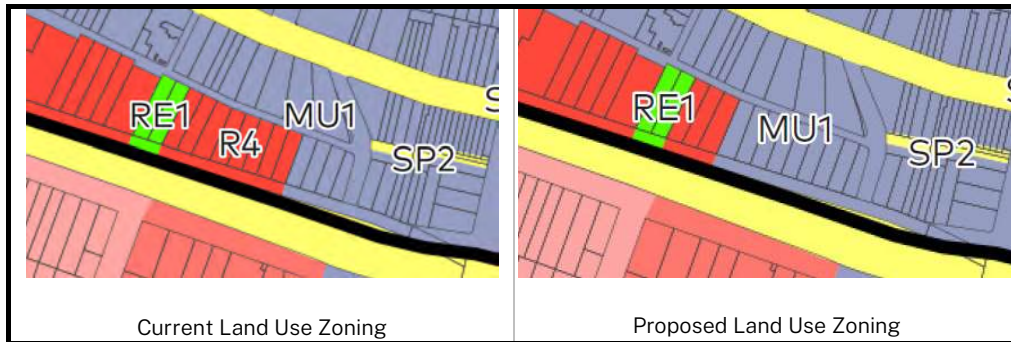


Figure 12: Current vs Proposed Land Use Zoning showing proposed R4 High Residential rezonings along Loftus Crescent, Homebush

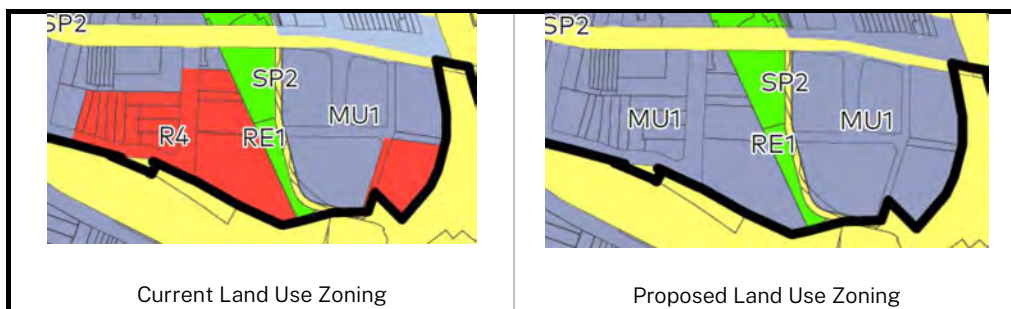


Figure 13: Current vs Proposed Land Use Zoning showing proposed R4 High Residential rezonings in Homebush north and north-east of Homebush Station

2.3 Amendments to floor space ratios and height of buildings

It is proposed to amend the maximum floor space ratio (FSR) and height of building controls in the Canada Bay LEP and Strathfield LEP for numerous sites across the Precinct to provide capacity for new housing and jobs. The proposed amendments have been informed by development feasibility, viability testing and urban design modelling to account for setbacks, likely future amalgamation patterns and solar access.

Densities have been proposed under the Rezoning Proposal to facilitate an appropriate built form outcome for the Precinct that responds to factors such as access to transport, open space, heritage, residential amenity and pedestrian links.

The FSR and Height of Buildings controls are shown on the draft maps at **Appendix B** and **C**.

Certain key sites will only be able to access the full density where they provide publicly accessible open space (discussed at **Section 2.4**).

2.3.1 Exceptions to building heights and FSR (Parramatta Road Corridor)

The Strathfield LEP has existing clauses (clauses 4.3A and 4.4A) applying to certain properties in the 'Parramatta Road Corridor' area in Homebush which is south of the M4 Western

Motorway and north of the Main Western Rail Line. The clauses provide exceptions to existing height of buildings and FSR controls for buildings on land that is identified as a Key Site.

The intent is to create a simpler height of building and FSR framework and consideration is being given to repealing these clauses in the Strathfield LEP to do so. Instead, it is proposed that the revised proposed FSR and height of buildings controls set out in this EIE will apply to these sites. The new proposed maximum height of buildings and FSRs for land in this Corridor will supersede and either match or exceed what is currently permitted under these clauses. It is also acknowledged that many of these key sites have since been redeveloped.

The new draft Height of Buildings and FSR Maps will capture the new controls, as shown on the draft maps at **Appendix B** and **C**.

This amendment would also require amending the Key Sites Map to remove existing Key Sites Area designations for the 'Parramatta Road Corridor'.

2.4 Key Sites Provisions

2.4.1 Delivery of open space and roads

Key sites in the Precinct have been identified to deliver a proposed minimum amount of publicly accessible open space and/or road (set out in **Appendix D**). These open space sites have been chosen based on work undertaken in the Public Domain Strategy Report (Tyrrell Studio, 2024) as ideal locations for additional open space provision to support the additional growth in the Precinct.

It is intended to allow development on these key sites to access a maximum FSR provided certain requirements are met (including the provision of open space and/or road). These requirements will set out in detail in the draft Homebush Precinct Design Guide as mentioned in **Section 2.11** below.

The Department is **investigating mechanisms** to encourage the delivery of publicly accessible open space and/or road. This may include identifying incentive FSRs and building heights to encourage site amalgamation and delivery of open space and/or road. Other mechanisms may include restricting the height and FSR of development unless the consent authority is satisfied that the development is consistent with the open space and road requirements identified in the Design Guide. **Consideration would also need to be given to allow development site by site that does not involve intensification to continue to occur in the interim for example knockdown rebuilds, extension/additions and any other minor works.** This will be clarified as part of the final SEPP amendment.

Consideration will be given to amendments and refinement to the open space and road requirements through consultation with Councils and the community. At the time of finalising the proposed SEPP, the drafting of the exact wording of the proposed provisions in the LEPs will be subject to the discretion of the Parliamentary Counsel's office.

2.5 Affordable Housing

It is proposed to amend the Canada Bay and Strathfield LEPs to include a clause that will require all new residential development, including local and State significant development applications, within the Precinct, to contribute to the provision of affordable housing.

Affordable housing contributions of 5-10 per cent, to be held in perpetuity and managed by a registered Community Housing Provider (CHP), are being proposed as mandatory for all new residential development within the Precinct.

The contribution rate has been considered in the development of the Urban Design Framework to ensure maximum public benefits can be achieved without creating adverse urban design outcomes. Therefore, no additional affordable housing incentives are available within the Precinct, including the infill affordable housing floor space ratio and height of building bonuses under Chapter 2, Part 2, Division 1 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP).

Implementation of the affordable housing contribution is proposed to coincide with finalisation of the rezoning in November 2024. This approach removes the need for Councils to prepare Affordable Housing Contribution Schemes in accordance with the Department's [Guideline for Developing an Affordable Housing Contribution Scheme](#) and ensures that development enabled by the TOD program will immediately contribute toward the provision of affordable rental housing.

The proposed clause will enable the relevant authority to impose an affordable housing levy when granting development consent and provided the requirements of s 7.32 of the EP&A Act are met.

2.6 Design excellence

It is proposed to apply design excellence considerations to certain development in the Precinct. Both LEPs have existing design excellence clauses (Clause 6.14 in the Canada Bay LEP and clause 6.7 in the Strathfield LEP). In the Canada Bay LEP, it applies to the whole LGA that requires specific types of development over a certain number of storeys to demonstrate design excellence. In the Strathfield LEP it applies in the Strathfield Town Centre only.

The Department is investigating ways to strengthen design excellence in the Precinct. This may include proposing amendments to the existing design excellence clauses and maps or introducing specific clauses in each LEP applying to the Precinct. A specific clause may include consideration of the following key matters when the consent authority determines a development application within the Precinct:

- built form
- urban design

- sustainability
- pedestrian and bicycle movement
- relationship to the public domain
- heritage, culture and Country

2.7 Active street frontages

It is proposed to amend the existing Active Street Frontages Map in the Canada Bay LEP, and to introduce an active street frontages clause and map in the Strathfield LEP to reflect the intended activation of streets in the Precinct. The proposed Active Street Frontages map is contained in **Appendix E**.

The intent of the amendments is to promote uses that attract more people and trade along certain ground floor street frontages resulting in increased safety, amenity and walkability in the Precinct. This will be complemented with improved walking infrastructure and more people-oriented street environments.

2.8 Additional permitted uses

It is proposed to amend Schedule 1 Additional Permitted Uses in the Strathfield LEP and associated Additional Permitted Uses (APU) Map to enable 'retail premises' to be permissible on land known as DFO Homebush (3-5 Underwood Road, Homebush). The site adjoins various properties that are proposed to be rezoned from E4 General Industrial to E3 Productivity Support (refer to **Section 2.2.6**) however the APU change is intended to apply to the DFO site only. The PRCUTS had originally proposed these sites as R3 medium density residential.

The intent is to formalise the existing uses currently occurring at DFO as well as enable future retail uses to continue on the DFO site. The objectives of the E3 zone will ensure that the DFO site does not evolve into a higher order local or commercial centre.

2.9 Public open space

The Department is currently investigating opportunities for planning, design and delivery of open space projects to support early realisation of public open space in precincts. This aims to stimulate future development and embellishment of Government land for public open space across NSW.

Consideration is also being given to incentivising the delivery of additional public open space in some locations across the Precinct. As previously discussed in **Section 2.4.1**, it is proposed that development on certain proposed key sites will only be able to access the proposed additional density where the development aids the delivery of publicly accessible open space. These key sites are shown in **Appendix D**. This analysis is ongoing and will be clarified as part of the finalisation of the SEPP amendment.

2.10 Local heritage items

It is intended to list sites within the Precinct as local heritage items in the Canada Bay LEP and Strathfield LEP. GML Heritage were commissioned to assess the heritage significance of numerous sites identified in the PRCUTS Fine Grain Study as potentially meeting the threshold for heritage listing (GML 2024). In response to the recommendations from GML Heritage, the Department is proposing to list the items that GML identified as capable of meeting the threshold for listing, detailed in Table 2.

Table 2: Proposed local heritage items

Name /Item	Address	LOT/DP	LGA
Inter-War Art Deco flats	7 Knight Street, Homebush	SP3941	Strathfield
Inter-War Art Deco flats	11 Knight Street, Homebush	SP1702	Strathfield
Inter-War flats	41 Everton Road, Strathfield	SP13821	Canada Bay

Development applications for these sites will require consideration of the impact of works on the heritage significance of the site. More information on the heritage significance of these sites is detailed in the Heritage Significance Assessment Report prepared by GML Heritage (2024). The additional heritage items are shown in **Appendix F**.

2.11 Minimum lot sizes

It is proposed to amend existing provisions for minimum lot sizes as set out in the Lot Size Maps within the Precinct. Both LEPs have existing minimum lot size controls referred to in sections 2.6 and 4.1.

The Canada Bay LEP has an existing minimum lot size control of 450m² for existing residential areas which is proposed to be retained. A minimum lot size control does not currently apply to land zoned MU1 Mixed Use. It is proposed to amend the Lot Size Map to remove the existing minimum lot size requirement applicable to the R2 Low Density Residential land in North Strathfield that is proposed to be rezoned to MU1 Mixed Use (as described in **Section 2.2.2**), as the provision would no longer be necessary.

The Strathfield LEP has an existing minimum lot size control of 1,000m² for existing R3 Medium Density Residential zoned land. It is proposed to amend make the following amendment to the Strathfield LEP Lot Size Map:

- Remove the existing minimum lot size requirement applicable to the R3 Medium Density zoned land in Homebush, that is proposed to be rezoned to R4 High Density Residential (as described in **Section 2.2.4**).

- Remove the existing 560m² minimum lot size requirement applicable to Lot 1 DP 700696 zoned RE1 Public Recreation. This is to rectify an existing anomaly.

The intent is to ensure the Councils' existing approaches to lot sizes are reflected in the Rezoning Proposal in light of the proposed land use zoning amendments.

The proposed Lot Size Map is at **Appendix G**.

2.12 Design Guide

It is proposed to include a new provision in the Canada Bay and Strathfield LEPs to require the consent authority to consider the draft Homebush Precinct Design Guide (Design Guide) before granting consent to development in the Precinct. The Design Guide will relate to the design and amenity of the Precinct and will apply to all new local and State Significant Development (SSD) applications within the Precinct. This provision in the LEPs will give legislative weight to the Design Guide.

The Design Guide sets out a suite of built form and urban design provisions that facilitate high quality outcomes for built form, public domain and infrastructure enhancement.

Specifically, the Design Guide addresses matters including:

- Connecting with Country
- Built form and design
- Land use and desired future character
- Public open space, landscape design and public domain
- Affordable housing
- Movement network, including vehicle and active transport connections and access
- Heritage and conservation
- Flooding and stormwater management

The Design Guide is on exhibition as part of the Rezoning Proposal.

3 Infrastructure funding and delivery

The NSW Government is committed to delivering vital infrastructure ensuring that people moving into a new home are also moving into a well-connected community. The efficient and timely delivery of this infrastructure is critical to the success of the Precinct.

3.1 Local contributions

Councils rely on a variety of mechanisms to fund and deliver local infrastructure such as community centres, libraries, parks, local roads, footpaths, cycleways, recreation and sport facilities and stormwater management infrastructure.

Sections 7.11 and 7.12 of the EP&A Act enable Councils to require developers to pay contributions towards the provision of new or expanded local infrastructure identified in the relevant local infrastructure contributions plans. City of Canada Bay Council and Strathfield Council have existing local infrastructure contribution plans to help fund new local infrastructure for already planned growth. The Department is working with the Councils to identify infrastructure gaps resulting from the Rezoning Proposal and update the local contributions plans accordingly.

Following exhibition, the Department will work with both Councils to ensure the additional growth resulting from the Rezoning Proposal is supported by updated contributions plans for the delivery of local infrastructure such as local infrastructure to service incoming resident and worker populations. It is intended that updated contributions plans will be exhibited separately to this EIE.

3.2 State contributions

Development in the Precinct will be required to pay a housing and productivity contribution, which funds State and regional infrastructure in Greater Sydney. The NSW Government has committed \$520 million from the Housing and Productivity Fund to be spent on community infrastructure in the TOD Precincts. This will provide upgrades to critical transport and active transport infrastructure and new open spaces to support housing in the Precinct.

The Department is developing program guidelines for the allocation of these funds between the TOD precincts and the process for allocating them to projects.

Other funding sources could grow the \$520 million to maximise the community benefit of the program, like Council co-contributions or other grant and funding programs. The infrastructure prioritisation for the Housing and Productivity Fund could also recommend additional expenditure on infrastructure in these precincts beyond transport and open space.

4 Consultation

The Department has engaged with City of Canada Bay Council, Strathfield Council and undertaken preliminary engagement with key state agencies including Transport for NSW (TfNSW), Department of Education, School Infrastructure (DoE), the Department of Climate

Change, Energy, the Environment and Water (DCCEEW), and Sydney Water to assist in the preparation of technical studies for the Precinct.

The Councils and TfNSW were part of a Project Working Group (PWG) and Executive Advisory Group (EAG). The PWG has met fortnightly and the EAG bi-monthly to guide the planning work and incorporate Council's and agencies' unique understanding of their communities and stakeholders.

Given the accelerated nature of State-led rezonings under the TOD Program, the Department has been unable to engage with individual landowners within the Precincts to date. The Department strongly encourages all landowners to make a submission during public exhibition to ensure feedback can be taken into consideration in finalising the rezoning of the Precinct.

5 Amendments through other SEPPs

5.1 Planning pathway changes

The 'planning pathway changes to support transport oriented development and residential housing supply' EIE has been publicly exhibited alongside this EIE. The EIE proposes the following reforms that will apply within the Precincts:

- A new temporary State Significant Development (SSD) category for residential development that is valued above \$60 million. This threshold is proposed to be implemented where not already captured by existing SSD thresholds that apply to the Precincts.
- Removing the need for concurrence and referral requirements that are not high risk.
- Where a local environment plan requires a design competition, introducing an alternative design excellence pathway to be developed by the Government Architect NSW for any design competitions.
- 'Switching off' the infill affordable housing pathway.

The Department is also progressing proposed low- and mid-rise reforms that were subject to consultation between 15 December 2023 and 23 February 2024. The reforms will work in tandem with the TOD Program to achieve good urban form through appropriate density transition around centres. The reforms proposed under the TOD Program are generally more permissive than the low- and mid-rise reforms and therefore will prevail over the low- and mid-rise controls, where areas overlap.

The Department's Rezoning Proposal aims to provide for streamlined and accelerated development assessment pathways in the TOD precincts to achieve the National Housing Accord targets.

For more details and to provide feedback see the 'planning pathways changes to support transport oriented development and residential housing supply' EIE on the NSW Planning Portal.

5.2 Special Entertainment Precincts

A Special Entertainment Precinct (SEP) is an area where regulatory provisions encourage live performance, incentivise later trading at licenced and unlicensed premises that host live entertainment trading hours and sound from venues. Councils can set localised sound limits for amplified music in a Precinct Management Plan (PMP), and dedicated live music venues are allowed an extended trading hours.

The NSW Government supports the establishment of SEPs in the TOD Precincts to encourage a mix of housing, jobs, transport connections and vibrant night time economies. The *Local Government Act 1993* (LG Act) enables a council to establish a precinct either by identifying the area in a LEP or by requesting the Minister for Planning identify a precinct in a SEPP. The Department will work closely with the Councils to identify the most appropriate areas within the TOD precinct to establish a SEP. The operation of the SEP will commence once the Council has adopted and published on their website a precinct plan of management which will regulate noise from amplified music from premises in the SEP.

6 Next Steps

Following public exhibition, the Department will consider all matters raised in submissions.

The final proposed changes will be forwarded to the Minister for Planning and Public Spaces for further consideration and determination. If the amendments are approved, they will come into force to enable the future development of the Homebush TOD Precinct. The Rezoning Proposal is expected to be finalised by the end of 2024.

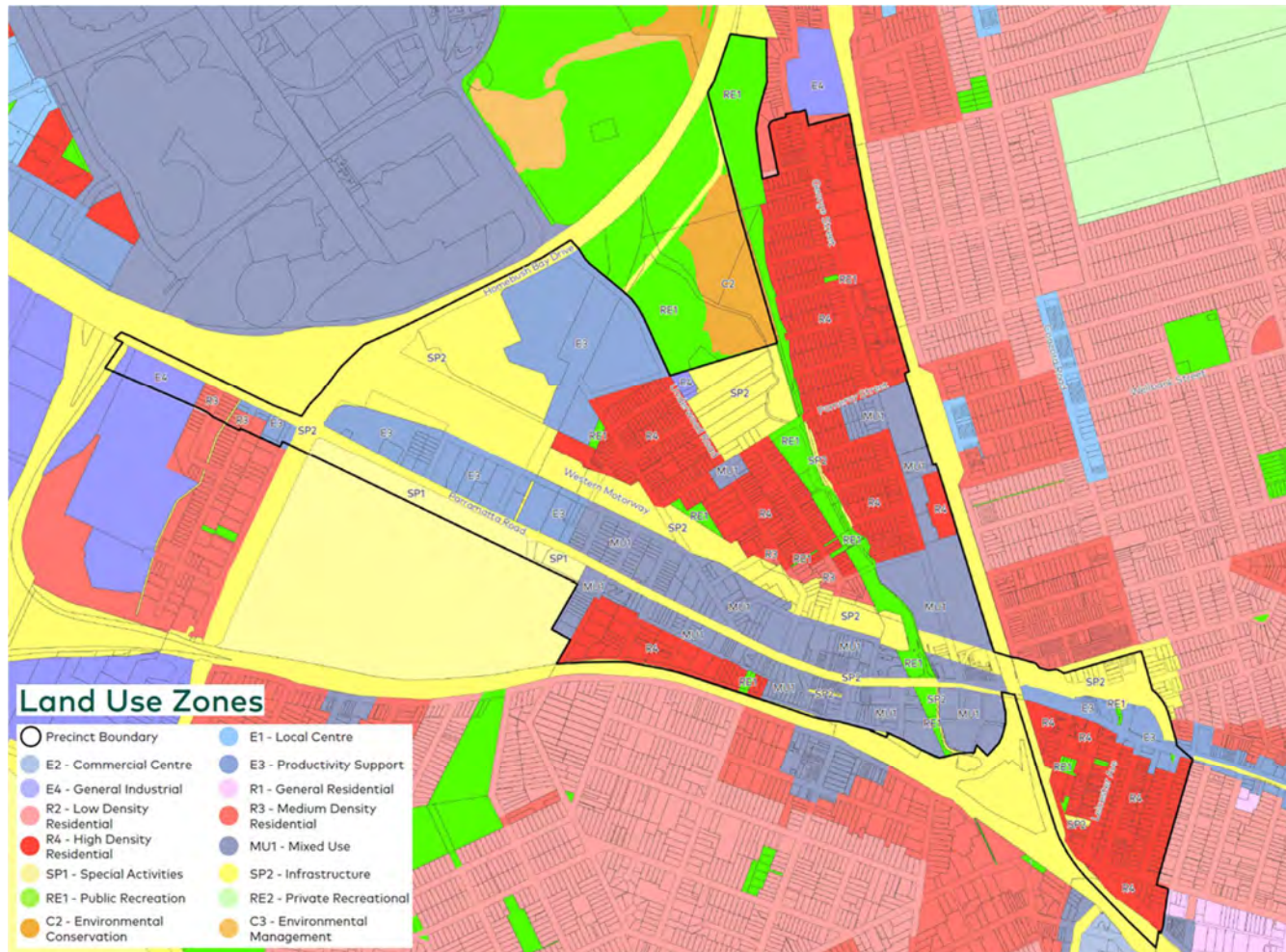
The Department will prepare a submissions report that summarises the issues raised during public exhibition and how they have been addressed.

Annexures – Proposed Statutory Mapping Amendments

The key draft statutory maps to implement the proposed controls include the following:

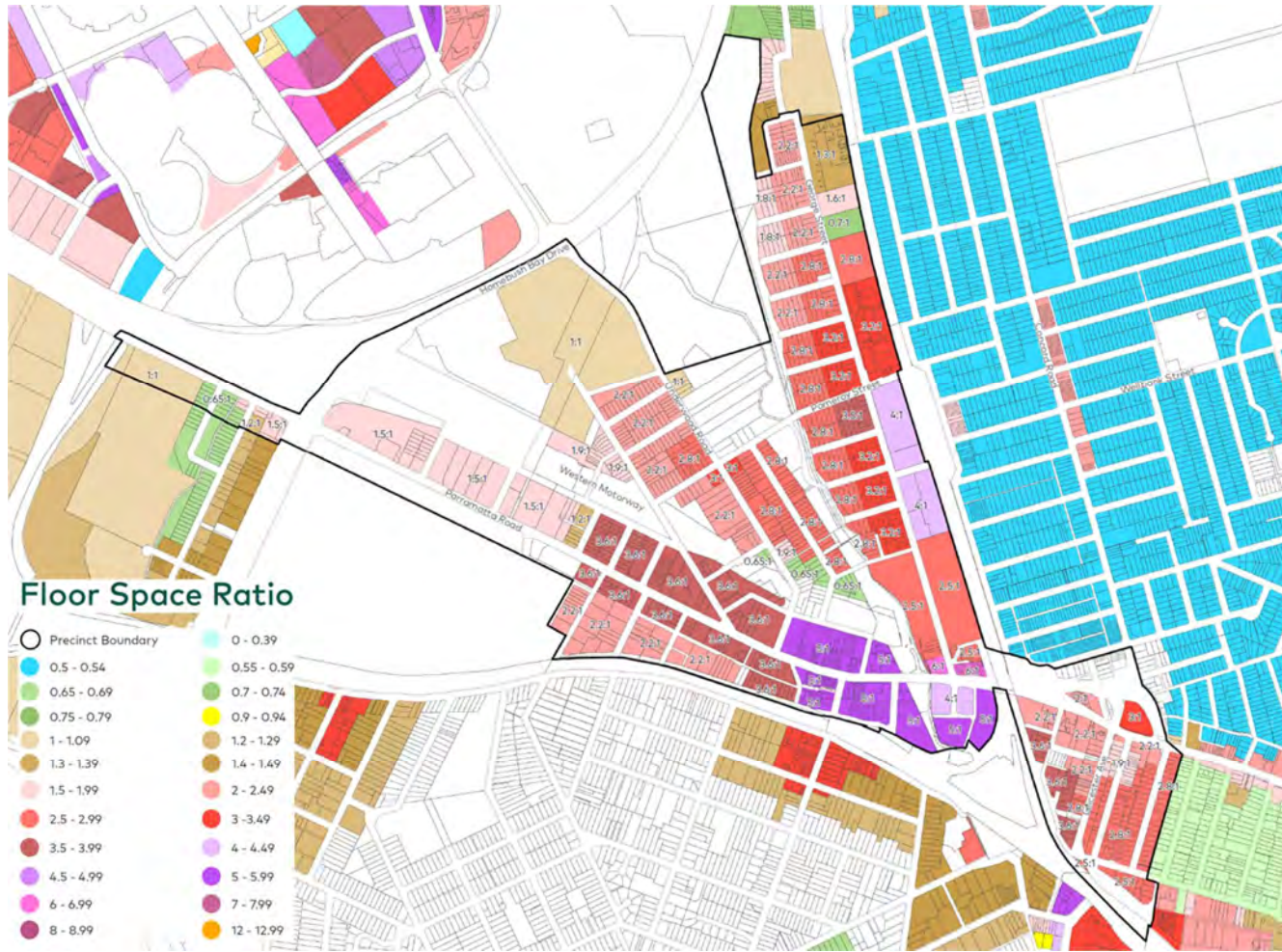
- Land Use Zoning Map;
- Floor Space Ratio Map;
- Height of Building Map;
- Key Sites Map;
- Additional Permitted Uses Map (*to be produced for finalisation*);
- Active Street Frontages Map;
- Heritage Map; and
- Lot Size Map

Appendix A – Proposed Land Zoning Map



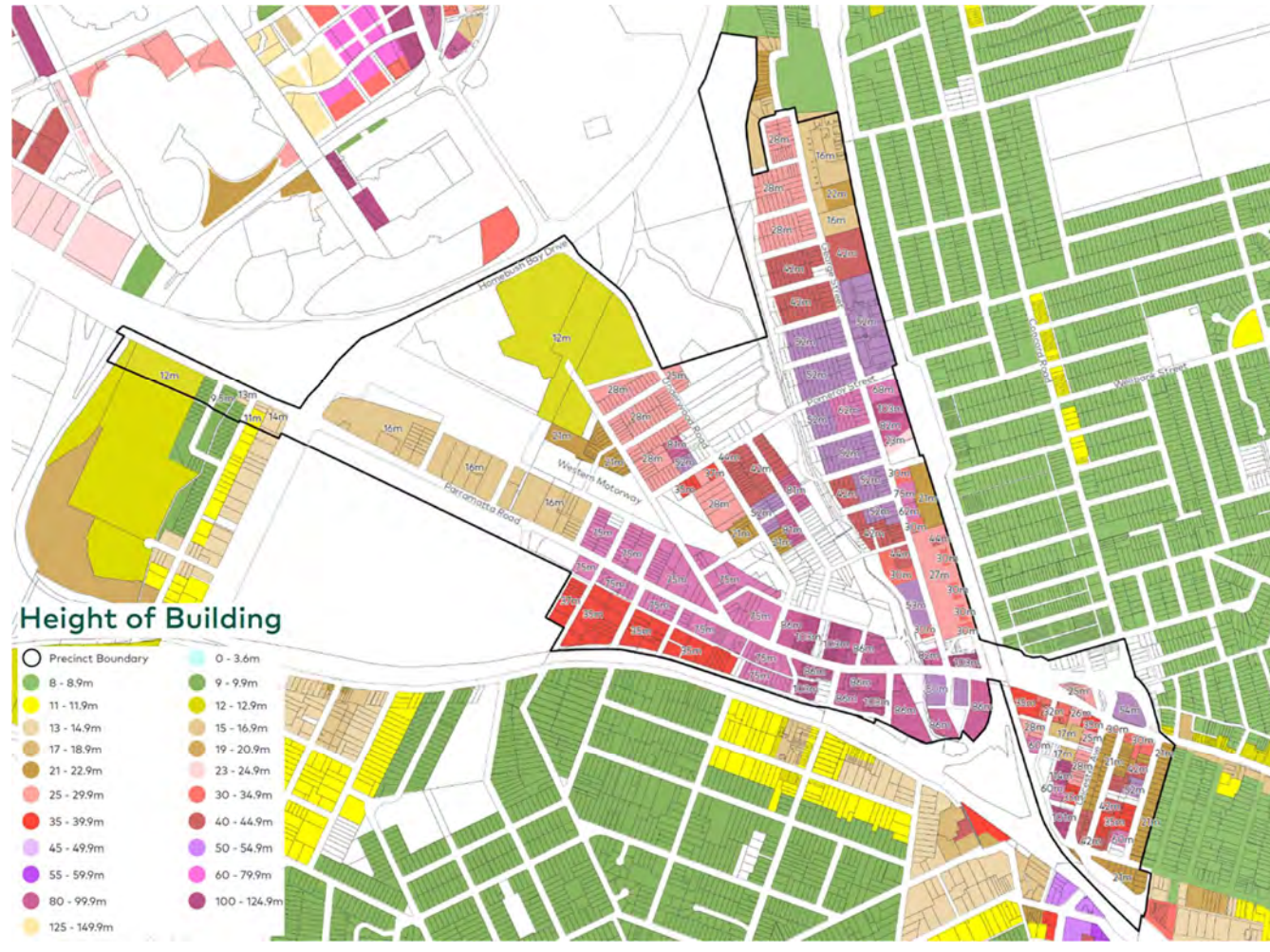
Explanation of Intended Effect | 28

Appendix B – Proposed Floor Space Ratio Map



Explanation of Intended Effect | 29

Appendix C – Proposed Height of Buildings Map



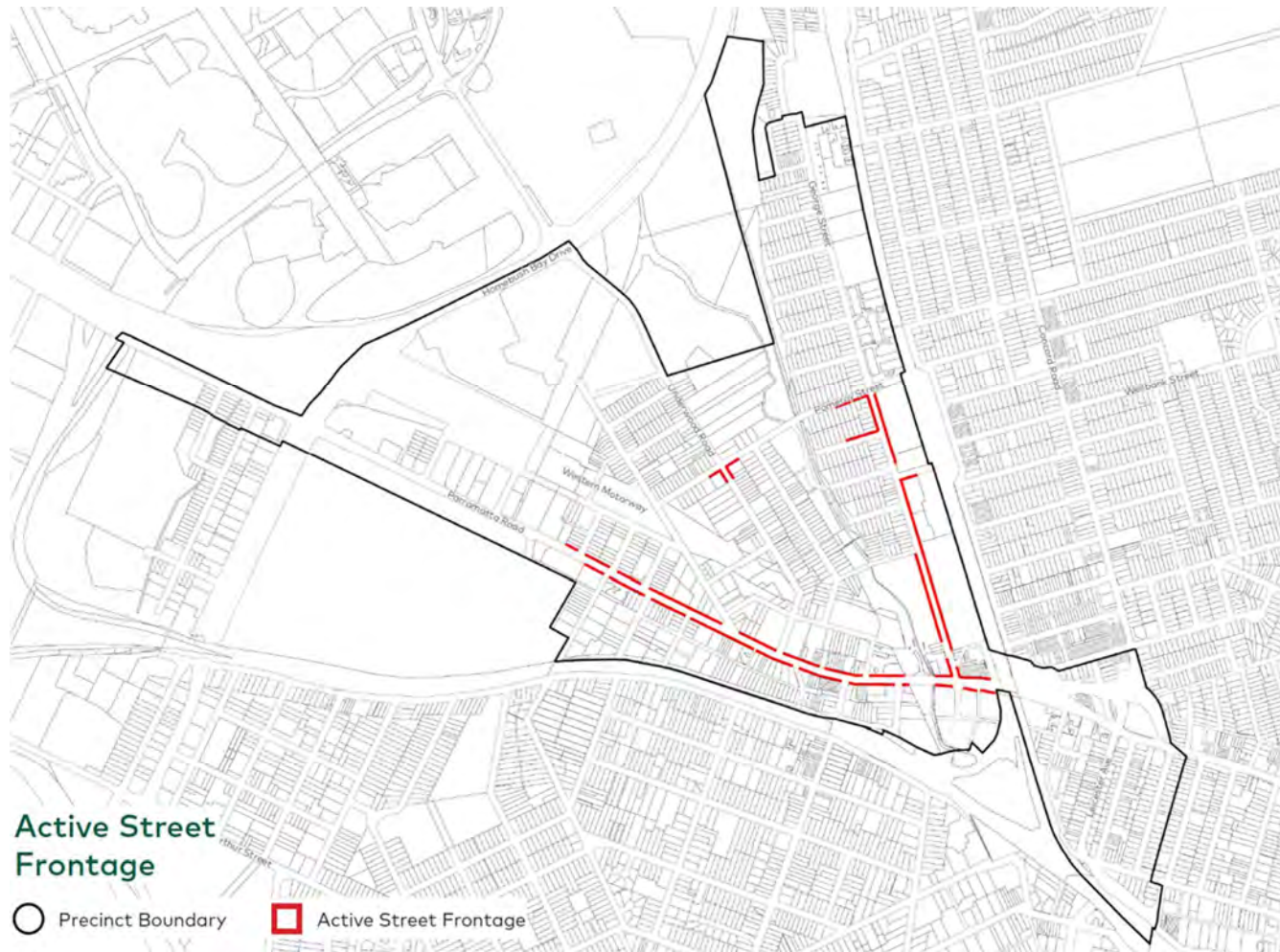
Explanation of Intended Effect | 30

Appendix D – Proposed Key Sites Map



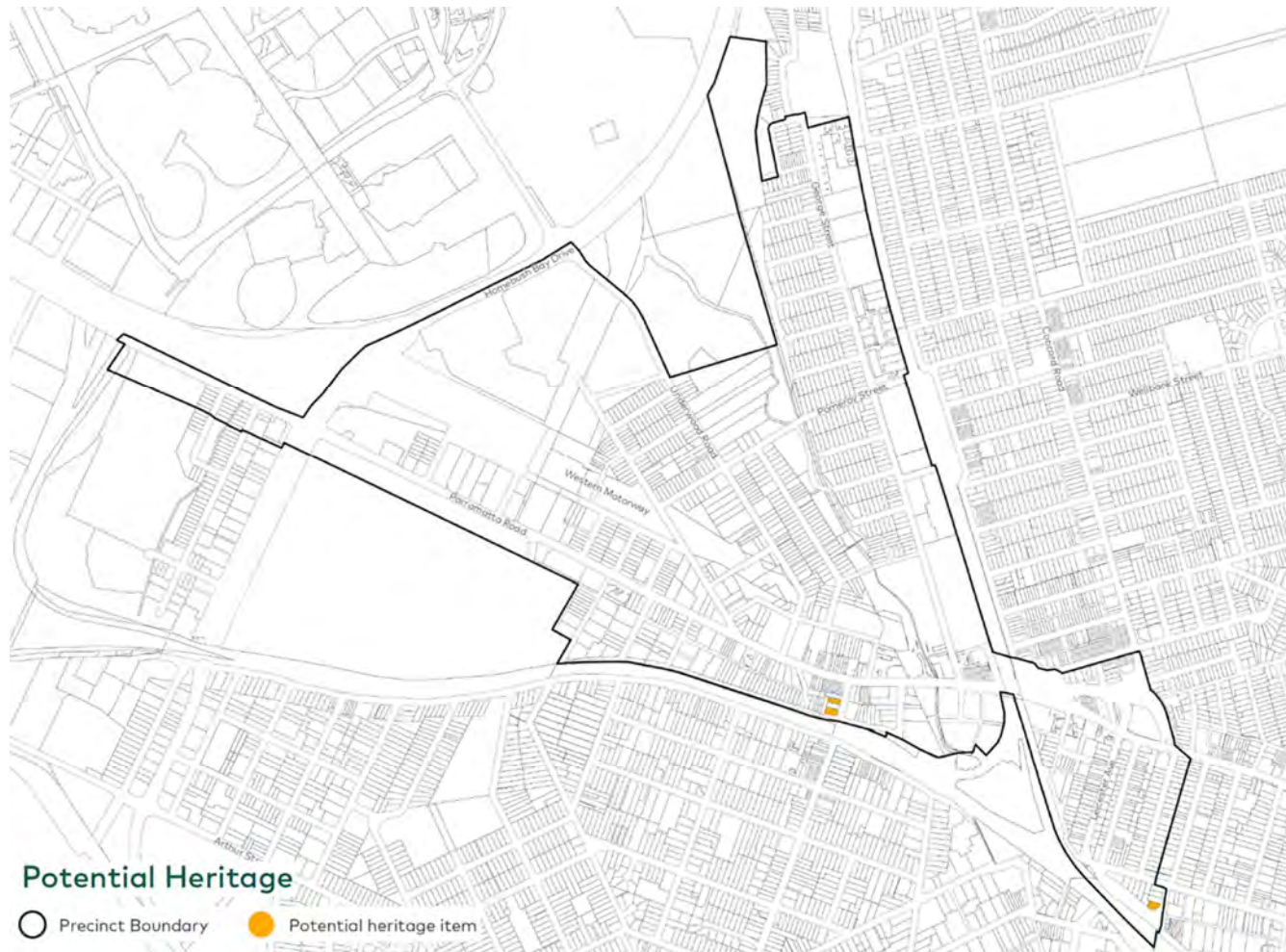
Explanation of Intended Effect | 31

Appendix E – Proposed Active Street Frontages Map



Explanation of Intended Effect | 32

Appendix F – Proposed Heritage Map



Appendix G – Proposed Lot Size Map



Department of Planning, Housing and Infrastructure

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Draft Homebush Precinct Design Guide

July 2024



Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Draft Homebush Precinct Design Guide

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1 Introduction

1.1 Land to which this Design Guide applies

The Guideline applies to the land identified in **Figure 1: Land Application Map**.

This land is also referred to as the Homebush Precinct (the Precinct).

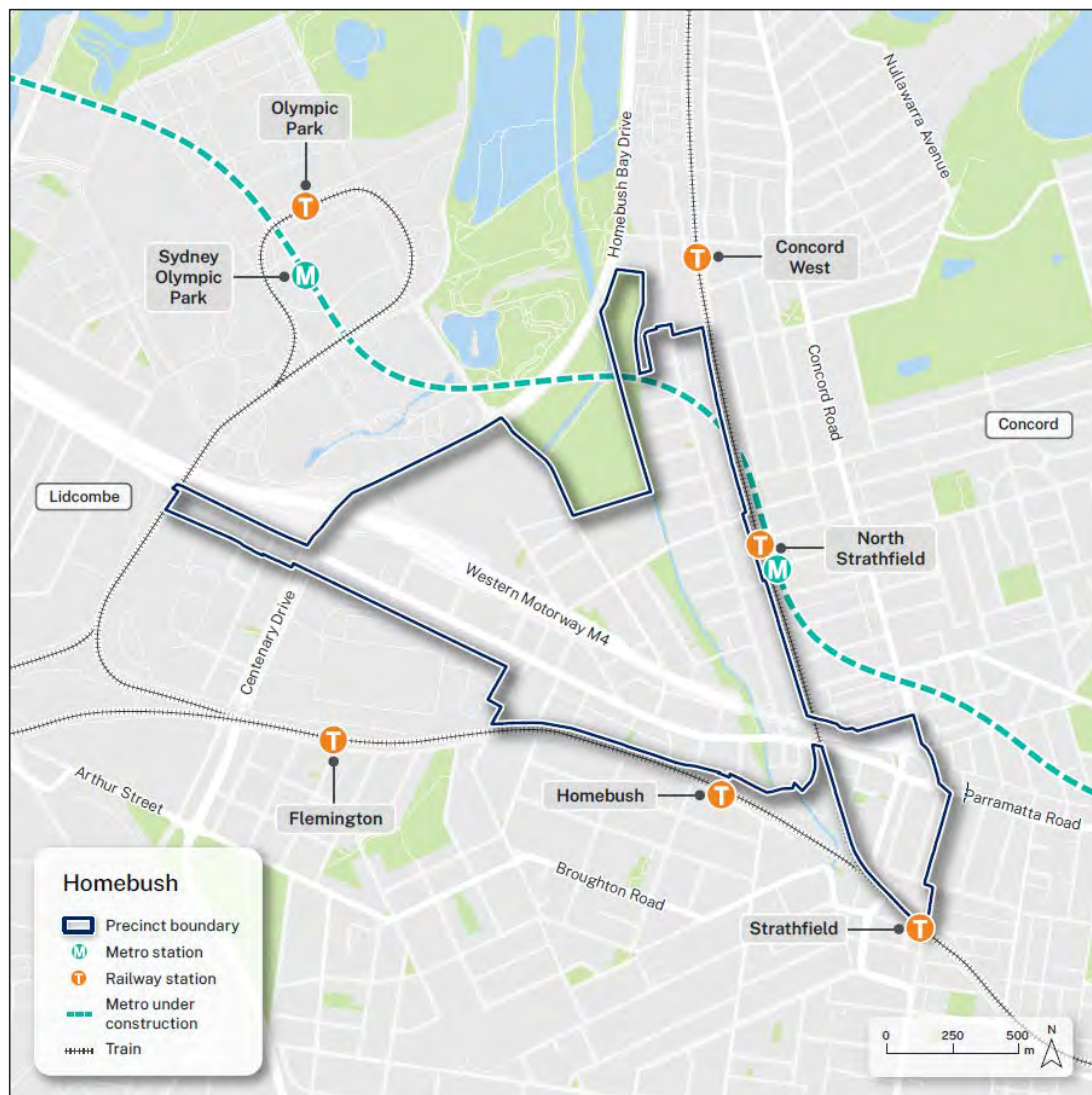


Figure 1: Land Application Map

1.2 Commencement

The Design Guide commences on the day on which the Homebush Precinct amendments to the Canada Bay Local Environmental Plan 2013 and the Strathfield Local Environmental Plan 2012 come into effect.

1.3 Purpose and Application of this Guide

The purpose of this Design Guide is to support implementation of the Canada Bay Local Environmental Plan 2013 (CBLEP) and the Strathfield Local Environmental Plan 2012 (SLEP) as it applies to the Homebush Precinct by providing more detailed provisions to guide development.

It is given effect by reference in the provisions of the CBLEP and SLEP. This Design Guide replaces the provisions of the Canada Bay Development Control Plan 2013 and Strathfield Development Control Plan 2012 in so far as they apply to the Precinct. The sections of this Design Guide inform the preparation, assessment and determination of development applications as follows:

- **Section 1** sets out the land to which the Design Guide applies, administrative matters and the relationship to other elements of the planning framework that apply to the Precinct.
- **Section 2** contains the Vision, Locality Statement and Principles for the Precinct, which have informed the planning framework (including this Design Guide and relevant provisions of the CBLEP and SLEP). The vision, desired future character and principles are to be considered when assessing whether a development application will deliver the intended outcomes for the Precinct.
- **Section 3** contains contextual information to assist with understanding how the Precinct fits within the cultural and urban context of the locality and surrounding area. Section 3 provides analysis to assist with ensuring development applications appropriately incorporate the cultural heritage of the site and integrate with the surrounding area.
- **Sections 4 and 5** contains general provisions and design guidance for development applications in the Precinct. Each subsection in Section 4 includes:
 - Objectives that describe the intent of provisions and the anticipated outcomes; and
 - Provisions that specify numeric or performance-based considerations to guide detailed design of development within the Precinct.
- **Section 6** contains a glossary and amendment notes.

1.4 Relationship to Other Plans and Planning Instruments

The Design Guide forms part of suite of planning provisions that apply to the Homebush Precinct. This includes Acts, Regulations and State environmental planning policies.

The Design Guide is subordinate to the CBLEP and SLEP and other environmental planning instruments that apply to the Precinct. Where a provision of this Design Guide conflicts with or is more onerous than a provision in the CBLEP, SLEP or a State environmental planning policy, the CBLEP, SLEP or the relevant State environmental planning policy prevails to the extent of the inconsistency.

1.5 How to use this Design Guide

This Design Guide provides a hierarchy of objectives, design guidance and other provisions to guide future development in the Precinct.

Any application for development is to demonstrate how it meets the objectives and guidance of this Design Guide. The Design Guide sets clear and measurable benchmarks for how the objectives can be practically achieved. If it is not possible to satisfy the guidance, applications must demonstrate what other responses or alternative solutions are proposed to achieve the objectives.

1.6 Amendments to this Guide

Any amendment to this Design Guide requires the endorsement of the Secretary of the Department of Planning, Housing and Infrastructure (the Department).

Refer to **Section 6** for amendment notes to this Design Guide.

2 Vision and Principles

2.1 Vision for the Precinct

The Wangal people of the Eora Nation are respectfully recognised as the Traditional Owners and custodians of the land on which the Homebush Precinct is situated. Parramatta Road and Homebush are recognised as important places in the cultural landscape and history of Aboriginal people. Recognising Aboriginal past, present and future is a key principle underpinning the vision for the Precinct. Voices and perspectives from past, present, and future First Nations stakeholders will be embedded in the evolution of the Precinct.

The Homebush Precinct will be a connected centre for living, creativity, and employment. The Precinct forms a key part of the broader Parramatta Road Corridor, which supports the movement of people and goods. The Precinct will be an attractive and desirable high density urban area, with George Street and Parramatta Road as the main streets and local centres of urban activity. Homebush Precinct will host a well-designed built environment with appropriately scaled street buildings that transition to adjacent low-density areas.

Renewal will draw on Homebush's existing character and will acknowledge significance to Aboriginal peoples, culture and communities across Australia establishing a clear Aboriginal identity, while celebrating and respecting the past, by adaptively re-using heritage buildings in the Precinct. The Precinct will deliver a variety of public domain spaces that are attractive and inviting, safe, activated, exhibit good environmental amenity and stimulate social interaction and pedestrian movement.

The Precinct will accommodate residential population growth while providing housing diversity and provide a diverse range of building types to attract residential and business development, innovation and creative uses as an integral part of the changing Parramatta Road Corridor. The Precinct will evolve as a high amenity locality, contributing positively to its surrounding urban fabric, providing shops, office space, services, community facilities and public spaces that meet the needs of the existing and future community and that are complimentary to those already provided within the adjacent established areas.

Redevelopment of the Precinct will improve access to transport infrastructure in the region, such as North Strathfield Metro Station, and Strathfield, Homebush and Concord West Train Stations.

2.2 Locality Statement

Sitting between Sydney's two main CBDs, Homebush will be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking and cycling access to excellent public transport options.

Homebush Precinct will be a focus for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West and Strathfield Stations. Most of the new density is focused on the future Metro station at North Strathfield which will provide high frequency and high-quality metro services to Parramatta and Sydney CBDs. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road and will be complemented by increased density and open space in the Strathfield Triangle. Strengthening north-south connections at Hillcrest St/Bridge Rd and Underwood Street/Subway Lane and improvements to connections into the Powells Creek linear park and improved pedestrian and bicycle connections east/west between urban areas and open spaces. Loftus Lane parallel to Parramatta Road will be formalised as a secondary east/west laneway to both support businesses on Parramatta Road while providing a secondary pedestrian corridor.

Taller residential buildings will mark the centre of activity along the Precinct's main streets. The network of streets emanating from Underwood Road and along Powells Creek will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Sydney Markets will maintain its employment and retail focus.

When the Homebush Precinct is complete, it will have potential to accommodate approximately 22,900 dwellings and 8,870 workers and a mix of complementary uses. It will be a highly accessible place, providing improved walking, cycling and public transport connections.

The Homebush Precinct will provide renewed public spaces, consisting of open spaces, streets and pedestrian connections. Public open spaces, including parks and plaza areas will offer places for relaxation, recreation, collaboration, work and venues for community events. These spaces will support high quality pedestrian amenity and an activated environment.

New built form will provide an appropriate transition from the low rise and fine grain scale of surrounding residential areas to the east and west of Homebush and North Strathfield and the industrial scale of the Sydney Markets, to higher density developments along Parramatta Road and George Street.

The Homebush Precinct will seek to deliver ecologically sustainable development. Precinct-scaled green infrastructure will be integrated with water sensitive urban design (WSUD), while respecting the heritage fabric of the Homebush Precinct to support a cool and green environment for residents, workers and visitors.

2.3 Principles

The principles of this Design Guide are to ensure:

- a) the Homebush Precinct recognises the significance of the area to Aboriginal people, fosters connections with Country throughout the project design, development and delivery process and considers Aboriginal peoples' perspectives, stories, and history when making planning and design decisions,
- b) future development recognises and celebrates the layers of history at the Homebush Precinct including pre and post contact, as well as contemporary history,
- c) the heritage significance of the local heritage items, such as the Bakehouse Quarter, Homebush Theatre and listed residential developments is conserved, enhanced, and adaptive reuse of heritage items makes properties available for community, cultural and employment uses,
- d) development of a diverse, activated and attractive Precinct for living, creativity and employment opportunities that supports innovation and the jobs of the future,
- e) the movement network provides attractive tree-lined streets and interprets its past with an emphasis on pedestrian and bicycle priority, and access to public transport,
- f) high quality public spaces for use by the general community for passive recreation, working, collaboration, culture and living,
- g) built form contributes positively to the public domain with respect to scale and pedestrian comfort appropriate to the function and use of the place,
- h) development responds appropriately to the Precinct's context to minimise impacts on the amenity and urban character of the surrounding locality,
- i) new and adapted buildings and public spaces achieve design excellence and maximise the amenity of occupants and its overall environmental performance,
- j) increased tree canopy cover and improved landscaping, including deep soil, to provide for greenery to improve amenity and reduce the heat island effect,
- k) incorporating endemic flora and fauna outcomes into landscaping for developments and public spaces improves biodiversity and health of Country,
- l) new streets implement WSUD treatments at the point source and provide permeable ground surfaces, where appropriate to support sustainable water management, and
- m) new development responds appropriately to alleviate the impact of stormwater and flooding risk through the design and location of streets and open space and the design of buildings.

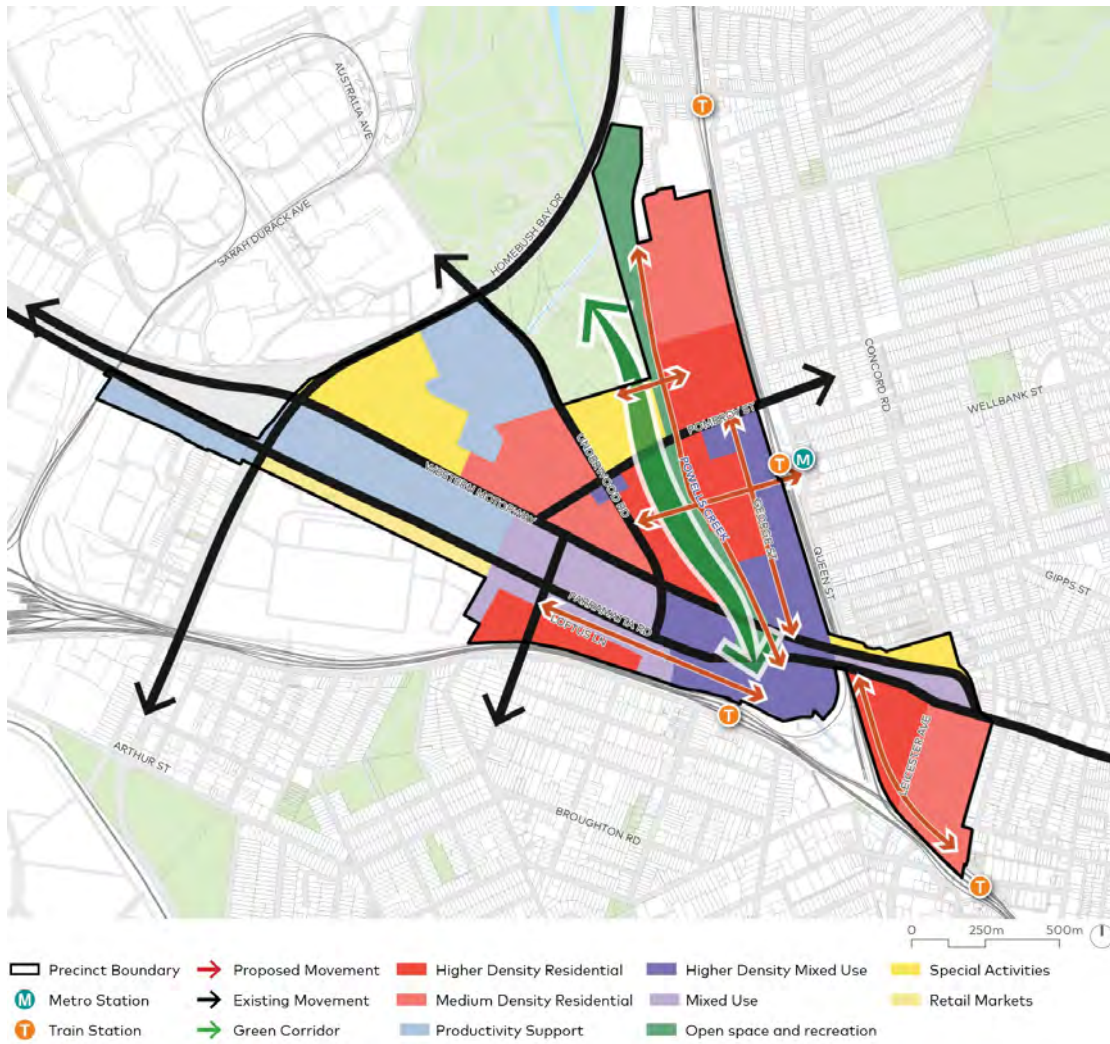


Figure 2: Strategic context

3 Urban Context Analysis

3.1 Understanding Country

Understanding Country not as a Western concept, but as an Aboriginal worldview. It is nature at a deeper level, where all things are interconnected, and the spiritual underlies the physical.

Appreciating that the Aboriginal sense of Country is that past, present and future are not confined by time, but rather they merge into a continuum. Aboriginal thinking therefore embraces what was on Country before, what is there now and what might come back or evolve in the future. It is about a continuum of place too, where borders and boundaries are open to culture crossing Country, and where stories interconnect with surrounding Peoples.

Country commands care and respect. Respect between people, animals, plants and earth is required to keep Country healthy so Country can care for and sustain life. Aboriginal principles for sustaining Country are embedded in language, stories and Songlines which all reflect physical and spiritual understandings of the land. The diversity of traditional language groups, stories and Songlines reflects the diversity of Country's landforms and ecosystems. The significance of ceremony and lore between language groups ensures caring for Country principles and responsibilities to Country are shared across Australia. All things belong to Country, Country does not belong to anyone.

The Homebush Precinct is located on part of the traditional lands of the Wangal clan, one of the tribes of the Eora Nation, a clan which has felt the adverse effects of colonisation and displacement since the late 1700s. These impacts have caused mass identity confusion and loss of culture with there only being a scarce number of traditional knowledge holders within the local and surrounding areas. The area and its surroundings have long been known for the rich history of settler colonies and frontier war.

This Design Guide aims to provide a basis for co-designing with Country, through its objectives and provisions and embedding continuing local Aboriginal engagement in processes and outcomes.

4 Design Guidelines

4.1 Connecting with Country

Objectives

- a) Ensure development acknowledges and embeds Country.
- b) Ensure development is 'improving health and wellbeing of Country' (Government Architect NSW, 2020).
- c) Ensure locally connected Aboriginal community voices are embedded into the development.
- d) Provide opportunities for collaboration and co-designing with locally connected Aboriginal people for the development and its ongoing operation.
- e) Celebrate Aboriginal culture and language, particularly as it relates to the past, present and future of the site.
- f) Create and develop relationships with Aboriginal people and businesses to ensure benefits are shared with them and fostering ongoing connection to place.
- g) Foster Aboriginal presence into design practices to create a healthy relationship between Aboriginal and non-Aboriginal populations on a community-based level.

Provisions

1. Development is to demonstrate how it is consistent with and/or builds upon the key themes and outcomes for Country identified in the Homebush State-led rezoning Connecting with Country Framework (Cox Inall Ridgeway, April 2024) and outlined in 7.1 Schedule 1 – Connecting with Country Framework key themes and outcomes, including:
 - a) Cultural Landscape Protection
 - b) Endemic Flora
 - c) Endemic Fauna
2. Development is to revive and enliven pre-development landscapes and traditional uses of Country and language through the:
 - a) encouragement of locally indigenous vegetation that enhances environmental quality, relationship to Country and optimises opportunities for habitat for endemic and native flora and fauna species;

- b) acknowledging Aboriginal knowledge systems and how they can contribute to informing future building design and landscaping outcomes as an expression of Connecting with Country;
- c) acknowledging and celebrating Aboriginal living cultures, relationships and site-specific stories of place through architecture, landscaping, art, and other creative expression involving the engagement of suitably qualified Aboriginal practitioners and the protection of Aboriginal cultural and intellectual property rights;
- d) considering Aboriginal inclusion, comfort and access in the design and operation of publicly accessible space;
- e) identifying opportunities to name streets, public places, and provide wayfinding signage in local traditional language or implement dual naming. Where Aboriginal naming is adopted, consider providing physical material that outlines the pronunciation and history behind the Aboriginal name, where appropriate and agreed to by relevant Aboriginal stakeholders.

Note: for Aboriginal naming and dual naming, the applicant is to consult with the NSW Geographical Names Board, local language subject matter experts and with Aboriginal stakeholder groups.

3. Design of publicly accessible open space areas is to contribute to strengthening the sense of Aboriginal community in the Homebush Precinct and create spaces for the Aboriginal community to meet and connect.
4. Targeted engagement with the Aboriginal community is required to be undertaken regarding the design of public open space areas to seek views on how the development of public spaces may best maximise the opportunities, presence, visibility and celebration of Aboriginal peoples, organisations, businesses and living cultures.
5. Engagement activities are to be designed and led by Aboriginal-owned consultation advisories to ensure culturally secure practices.
6. Development applications which include publicly accessible open spaces are to include an Aboriginal consultation statement, that builds on previous consultations, and details:
 - a) pre-lodgement consultation activities;
 - b) the outcomes of consultation;
 - c) how these have informed planning and design of the proposed development;
 - d) what opportunities there are on the site to enhance Aboriginal cultural values and meet the needs/aspirations of Aboriginal people;
 - e) what mitigation measures are proposed to reduce any impacts to the areas of Aboriginal cultural value.

4.2 Public Domain

Objectives

- a) Implement a “Country-centred” approach, a network of relationships through Country, human and non-human - all supporting each other throughout the Homebush Precinct.
- b) Establish a diverse range of types, uses and scales of public spaces throughout the Homebush Precinct that encourage social interaction, collaboration and use by everyone.
- c) Achieve an adaptable public domain capable of accommodating a broad range of uses and events (including community events), experiences and activities.
- d) Achieve desirable public spaces with high levels of pedestrian amenity addressing solar access, wind, safety, micro-climate, activity, circulation, seating and enclosure.
- e) Public domain and open space is vibrant, inclusive, accessible and safe.
- f) Public open space is of an appropriate size for a variety of uses and suitably dimensioned and designed for the intended use in terms of quality and orientation.
- g) To support walking and cycling along new and upgraded active transport routes to key destinations such as surrounding train stations and centres, Sydney Markets and Sydney Olympic Park.
- h) Deliver Landscape and Green Infrastructure outcomes in accordance with 4.3 Landscape design and green infrastructure.
- i) To increase tree canopy cover and provide for more greenery associated with the public domain.
- j) Preserve and enhance views that contribute to the heritage values of the Homebush Precinct and the broader area.
- k) Achieve well integrated interpretive heritage elements and public art to create a more visually interesting and culturally diverse public domain.

Provisions

4.2.1 Public Domain

1. Increase tree canopy cover and provide for greenery within the public domain.
2. Tree planting on publicly accessible streets and laneways should be consistent with Table 1: Public Domain Tree Canopy, unless it can be clearly demonstrated that it is unreasonable to meet this requirement and a suitable urban design outcome can be achieved which would be applicable to this specific instance only.

-
3. Build local character and identity through retaining existing site qualities and natural landscape features.
 4. Ensure public domain and common or shared spaces are functional and attractive for their intended users and accessible to all.
 5. Create public domain that promotes recreation and public engagement.
 6. Increase the quality and usability of the public domain through innovative built form, wider footpaths and new connections.
 7. Provide permeable ground surfaces, where appropriate, to allow rainwater to penetrate the soil.
 8. In flood affected areas flood impact is to be considered as part of the design of public domain, refer to provisions 5.4 Flooding.
 9. A detailed public domain plan is to be prepared as part of any future development application that proposes new buildings and/or new public domain elements.
 10. Where a detailed public domain plan is required, it is to:
 - a) incorporate place principles and a movement plan that demonstrates how the site has been designed to deliver high quality, co-ordinated public spaces that include (where appropriate):
 - i. deep soil areas, street trees and other vegetation,
 - ii. paving and other hard surfaces,
 - iii. lighting,
 - iv. seating,
 - v. bicycle parking spaces for share bikes and visitors,
 - vi. bins,
 - vii. signages, including wayfinding signs,
 - viii. public art,
 - ix. heritage interpretation,
 - x. Aboriginal historical considerations.
 - b) consider the *NSW Movement and Place Framework*, in particular the Core Process and the nine Core Indicators where applicable, and the *NSW Greener Neighbourhoods Guide*.
 6. Ensure the design of the public domain prioritises 'Country' including:
 - a) Providing accessible public open space that caters for the needs of people of all ages and abilities,
-

- b) Providing specific cultural secure spaces to practice/share culture and showcases for local and surrounding Aboriginal communities, and
- c) Providing tangible connections to pre-contact landscapes, patterns of movement (people and environmental) and biodiversity.

Table 1: Public Domain Tree Canopy

	Street type	Canopy Cover
Existing streets	Residential street with overhead power lines	40%
	Residential street with underground power lines	50%
	Industrial street with overhead power lines	35%
	Industrial street with underground power lines	45%
New streets	Residential street with underground power lines	70%
	Industrial street with underground power lines	60%

Street tree spacing

- Within street settings with overhead power lines, small trees should be spaced at 7m centres.
- Within street settings without overhead power lines, medium trees should be spaced at 10m centres.
- Allow a 2m offset between edge of driveways and centre of the tree on residential streets, and a 4m offset from driveways on industrial streets.

4.2.2 Publicly Accessible Open Space

1. Public open space is to be provided in the locations identified in **Figure 3: Publicly Accessible Open Space Map**, and in accordance with the standards set out in Table 2: New Publicly Accessible Open Space Opportunities, Table 3: Existing Publicly Accessible Open Space Upgrades and the open space landscape characteristics as detailed in Homebush Precinct Public Domain Strategy Report (Tyrrell Studio, July 2024).
2. Landscaping and design of publicly accessible open spaces is to be of high quality, creating interest and character by including endemic and native tree species, well integrated public art and high-quality materials and furniture.
3. The minimum tree canopy targets set out in Table 4: Open Space Canopy Targets coverage shall be achieved for all parks.

4. For publicly accessible open space within the Homebush Precinct, development is to enable a minimum of 2 hours of sunlight between 9am to 3pm on 21 June. The minimum 2 hour solar access requirement is to be provided to the proportion of area indicated in **Figure 4: Solar access to open space**.
5. Solar access diagrams showing the period of sunlight with 1 hour gradients between 9am to 3pm on 21 June and the proportion receiving 2 hours of sunlight are to be submitted with the development application. Diagrams are to indicate the existing condition and proposed. If required, the consent authority may request additional detail to assess overshadowing impacts.
6. Areas south of Parramatta Road that are unable to achieve 50% solar access will require consideration as to their proposed programme and use, and how they can provide shaded areas in the summer to complement the areas with very high solar access.
7. The public domain is to provide a comfortable environment, in particular for wind and solar access, suited for the intended purpose of its various parts: sitting, standing and walking.
8. Design of the public domain is to integrate stormwater and floodwater management and green infrastructure (refer to provision 5.3 Water management).

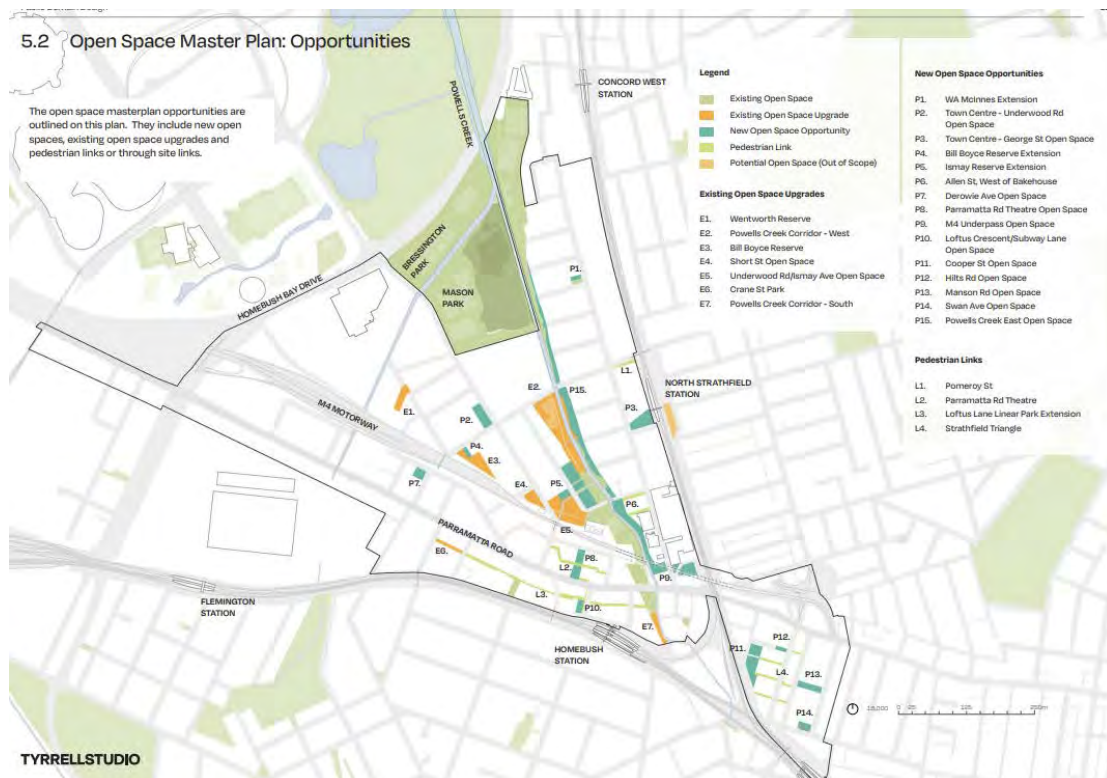


Figure 3: Publicly Accessible Open Space Map

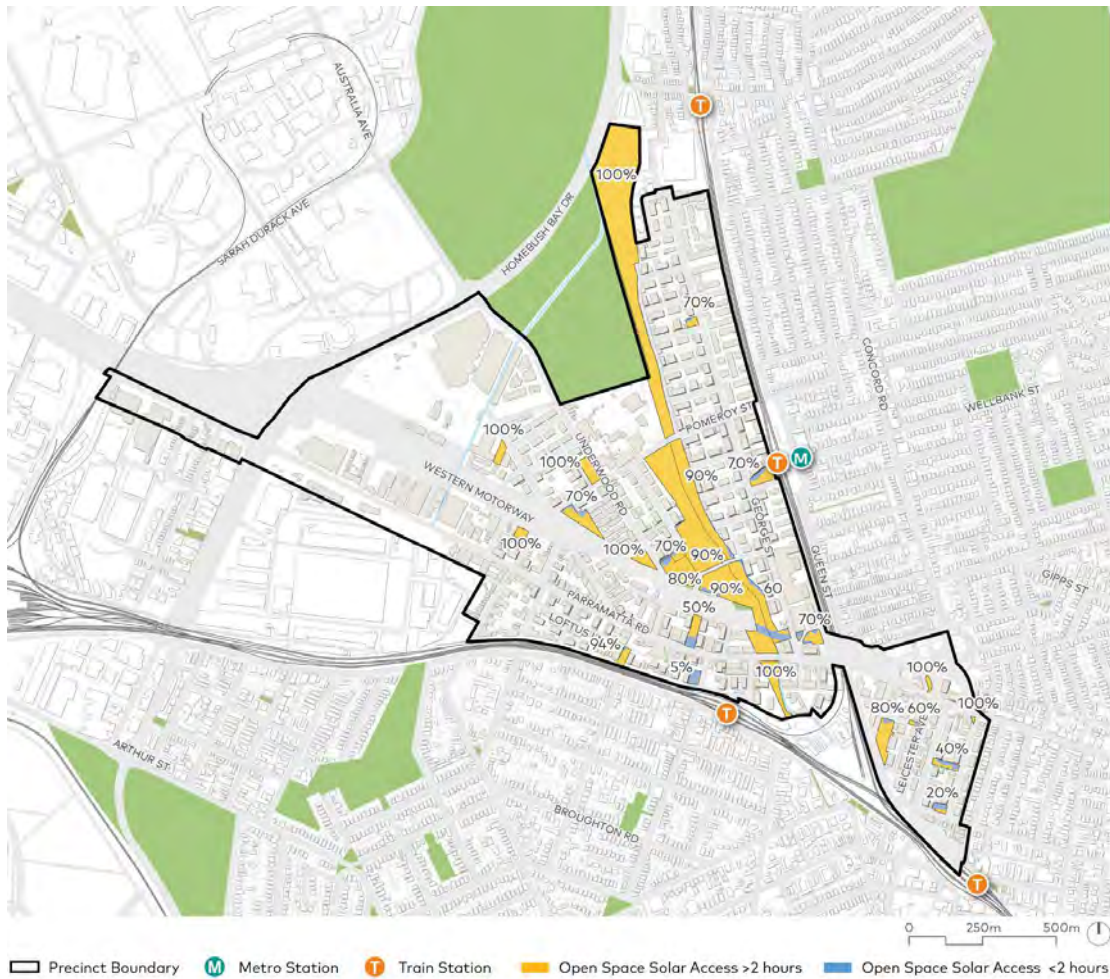


Figure 4: Solar access to open space

Table 2: New Publicly Accessible Open Space Opportunities

Number	Name	Area (m ²)
P1.	WA McInnes Extension	550
P2.	Town Centre - Underwood Rd Open Space	3,050
P3.	Town Centre - George St Open Space	3,600
P4.	Bill Boyce Extension	600

Number	Name	Area (m ²)
P5.	Ismay Reserve Extension	8,200
P6.	Allen St, North of Bakehouse	7,300
P7.	Derowie Ave Open Space	1,400
P8.	Parramatta Rd Theatre Open Space	3,300
P9.	M4 Underpass Open Space	5,100
P10.	Loftus Crescent/Subway Lane Open Space	1,200
P11.	Cooper St Open Space	4,900
P12.	Hilts Rd Open Space	600
P13.	Manson Rd Open Space	1,900
P14.	Swan Ave Open Space	1,300
P15.	Powells Creek East Open Space	18,100

Table 3: Existing Publicly Accessible Open Space Upgrades

Number	Name	Area (m ²)
E1.	Wentworth Reserve	2,500
E2.	Powells Creek Corridor - West	22,000
E3.	Bill Boyce Reserve	4,300
E4.	Short St Open Space	2,100
E5.	Underwood Rd/Ismay Ave Open Space	9,600
E6.	Crane St Park	1,200
E7.	Powells Creek Corridor - South	1,800

Table 4: Open Space Canopy Targets

Land Use Category	Minimum canopy target
Open spaces (< 5 ha) without sports courts and fields	Minimum 45% canopy cover
Open spaces (< 5 ha) with sports courts and fields	Minimum 45% canopy cover. Target only applies to areas outside the courts and fields. Where possible, the remaining area should exceed the 45% minimum to compensate for any reduced canopy
Regional open space	Determined on a case-by-case basis. At a minimum, applicants should demonstrate no-net loss of canopy and a contribution to strategic canopy targets.

4.2.3 Views and Vistas

1. Retain setbacks between podium forms to ensure that visual permeability at the ground plane is maintained.
2. Ensure that views from within the Homebush Precinct to and from heritage items are maintained.
3. Visually connect the Homebush Precinct with the surrounding urban environment and community so that it is open, inviting, welcoming and safe.
4. The visual impacts of any proposed future development application should be tested and assessed in the following ways:
 - a) the height and form of any proposed development should be compared against each approved envelope to ensure that all parts of the built form will sit within the permissible maximum extent of the envelope,
 - b) the approved and proposed envelopes should be shown in views from surrounding public spaces, and
 - c) the visual effects of any proposed development and potential impacts on the visual prominence, visual character and setting of heritage facades should be tested using the preparation of fully rendered photomontages which comply with the Land and Environment Court of New South Wales photomontages policy. Fully rendered views will include materiality, colours, lighting and ground plan furniture and signage. Proposed planting is dependent on its screening effects.

4.3 Landscape design and green infrastructure

Objectives

- a) To promote high quality landscape design as an integral component of the overall design of new development, softening the appearance of buildings and mitigating the impacts of urban heat.
- b) To improve the health of Country through local micro-climate, native fauna and flora habitats and control climatic impacts on buildings and outdoor spaces.
- c) To allow adequate provision on site for infiltration of stormwater, deep soil to support mature tree growth, landscaping and areas of communal outdoor recreation.
- d) To strengthen our connection with Country and create opportunities for Aboriginal storytelling.

Provisions

4.3.1 Landscape design

1. Minimise the impact of driveways and parking areas on existing landscaping, landform and streetscape, in terms of siting and choice of materials.
2. Landscaped areas must be effectively distributed on the site to minimise the dominance of buildings, structures and paving when viewed from the street, public places and surrounding properties.
3. Where appropriate, additional street trees are to be incorporated into the overall design of the development.
4. Landscape design should highlight architectural features, define entry points, assist with wayfinding through the site, and frames and filters views from and into the site.
5. Landscape design is to be integrated with water and stormwater management.
6. For new development, a landscape plan is to be prepared by a suitably qualified landscape architect with the development application that shows the:
 - a) planting schedule with numbers and species of plants including botanical and common names,
 - b) number and name including botanical and common names of mature trees on site,
 - c) type, levels and detail of paving, fencing, retaining walls and other details of external areas of the site, and

- d) response to other requirements under provision 4.3 Landscape design and green infrastructure.
7. Where outdoor parking is proposed, one medium tree per 4 car spaces is to be provided in addition to perimeter planting. This planting is to:
- a) be in a minimum planting zone of 13m² (equivalent to one parking bay), with a minimum dimension of 2m and soil depth of 1m unencumbered deep soil. The bays are to be provided with a raised kerb barrier and native ground cover planting,
 - b) where appropriate be designed as rain gardens,
 - c) be planted in soil with a suitable rooting volume for the required number of trees and their future canopy size,
 - d) improve pedestrian amenity,
 - e) not to obstruct the visibility of either drivers or pedestrians, with open sightlines maintained between parking areas, public streets and paths,
 - f) not conflict with lighting and services, and
 - g) break up large areas of impervious surfaces.

4.3.2 Area specific

1. For development along Parramatta Road, identified with a 6m setback (refer to **Figure 9: Building Setbacks**), a minimum of 1 canopy tree per 10m of length of frontage is to be planted in the 'green edge' setback area, capable of reaching a mature height of at least 10m.
2. For all development not along Parramatta Road (excluding active frontages) a minimum of 1 canopy tree per 12m of frontage is to be planted. New trees are to be capable of a mature height of at least 6m.

4.4 Trees and Ecology

Objectives

- a) Retain and protect existing trees.
- b) Increase and protect existing habitat features throughout the Homebush Precinct.
- c) Contribute to improving the diversity and abundance of locally endemic and native flora and fauna species across the Homebush Precinct.

Provisions

4.4.1 Tree species

1. Tree species shall be selected from:
 - a) Part B, section B6.3 City of Canada Bay tree species of the Canada Bay DCP for sites located in the Canada Bay LGA, or
 - b) Strathfield Council's list of trees for sites located in the Strathfield LGA.
2. During the detailed design phase, the species proposed in parks and properties are to be reviewed and considered in relation to the microclimatic conditions resulting from the proposed development form particularly shade/sun.
3. All development is to be designed to eliminate the impact upon significant trees on site, street trees and trees on adjoining land including public open space.
4. Existing mature trees in good health and condition are to be retained where possible through the appropriate siting of buildings, car parks, basements, ancillary buildings, driveways and hard stand areas.
5. Tree species selection is to provide a mix of trees in accordance with Table 5: Target mix of trees.

4.4.2 Tree canopy and deep soil

1. Tree coverage may include trees planted at ground level as well as any trees planted in upper levels of buildings, such as podiums and roofs. It may also include any canopy overhanging from an adjoining public domain area.
2. Trees and vegetation provide a high degree of amenity and environmental benefit. Their selection and location should:
 - a) Provide shade in summer and sun access in winter to building facades and public and private open spaces;
 - b) Reduce glare from hard surfaces;
 - c) Channel air currents into built form; and
 - d) Provide windbreaks, screen noise and enhance visual privacy where desirable.
3. Ensure the provision of sufficient soil volumes and quality to support healthy root system development and ensure canopy trees reach maturity.
4. Tree size should align with Table 5: Target mix of trees.

5. Tree canopy and deep soil is provided in accordance with Table 6: Tree canopy, deep soil and tree planting requirements.
6. Deep soil areas are to be a minimum of 3m by 3m in dimension.
7. Consolidate deep soil areas by establishing them right up to abutting boundary walls and fence lines.
8. Consolidate deep soil in setback areas and locate with adjoining deep soil areas in adjoining properties.
9. Deep soil planning areas are to be de-compacted before planting with no services to be installed within these zones.
10. Where possible, deep soil zones are to be located within key communal outdoor space areas or elsewhere where large trees will benefit the maximum number of residents or contribute to the public domain.

Table 5: Target mix of trees

Tree category	Size (minimum mature canopy diameter)	Minimum canopy area	Indicative mix of trees
Small	6m	28m ²	15%
Medium	8m	50m ²	60%
Large	12m	113m ²	25%

Table 6: Tree canopy, deep soil and tree planting requirements

Lot size	Minimum tree canopy target (% of site area)	Minimum deep soil (% of site area)	Minimum tree planting rates*
Attached dwellings – separate lots (or appearance of), separate driveway/parking, all dwellings face a public road. Requirements should be delivered on each dwelling within a development.			
Less than 150m ²	15%	15%	At least one small tree is to be planted in the deep soil area.
150m ² – 300m ²	20%	20%	For every 200m ² of site area, or part thereof at least one small tree is to be planted in the deep soil area.
Greater than 300m ²	25%	25%	For every 225m ² of site area, or part thereof at least one medium tree is to be planted in the deep soil area.
Multi dwelling housing – strata/community lots, ground floor access, shared driveway parking, not all dwellings face a public road			
Less than 1,000m ²	20%	20%	For every 300m ² of site area or part thereof, at least one medium tree is to be planted in the deep soil area.
1,000m ² – 3,000m ²	25%	25%	For every 200m ² of site area or part thereof, at least one medium tree is to be planted in the deep soil area.
Greater than 3,000m ²	30%	30%	For every 350m ² of site area or part thereof, at least two medium trees or one large tree are to be planted in the deep soil area
Apartments			
Less than 650m ²	15%	As per the Apartment Design Guide	For every 350m ² of site area, or part thereof. at least one medium tree is to be planted in the deep soil area.
650m ² - 1500m ²	15%		For every 575m ² of site area, or part thereof. at least two medium trees or one large tree is to be planted in the deep soil area.

Lot size	Minimum tree canopy target (% of site area)	Minimum deep soil (% of site area)	Minimum tree planting rates*
Greater than 1500m ²	20%	(Objective 3E-1)	For every 300m ² of site area, or part thereof, at least two medium trees or one large tree is to be planted in the deep soil area.

Lot size	Minimum tree canopy target (% of site area)	Minimum deep soil (% of site area)	Minimum tree planting rates*
Commercial			
All lots	35%	25%	For every 300m ² of site area, at least two medium trees or one large tree is to be planted in the deep soil area.
Mixed-use			
All lots	Development should be assessed on a case-by-case basis, considering both the Apartment Design Guidelines and proposed setbacks. At a minimum, applicants should demonstrate maximised tree planting in deep soil zones, no-net loss of canopy, and a contribution to strategic canopy targets.		
Industrial (large format and light industrial)			
All lots	25%	15%	For every 400m ² of site area or part thereof, at least two medium trees or one large tree is to be planted in the deep soil area.

* Development can meet urban tree canopy requirements by planting trees in line with the tree planting rate or by planting a combination of trees that achieve the minimum tree canopy percentage cover. The required number of trees that will meet minimum tree canopy percentage cover can be calculated by using the assumed canopy area of small, medium and large trees in Table 5: Target mix of trees.

4.4.3 Tree Management

1. Ensure the protection and maintained health of existing mature trees.
2. A qualified Arborist (AQF Level 5) is to be engaged to provide tree management advice throughout the design and construction phase of development where a significant tree exists on the site.
3. Tree management must be in accordance with requirements outlined in the Australian Standard 4970 – Protection of Trees on Development Sites and:
 - a) Part B, section B6 Urban Forest of the Canada Bay DCP for sites located in the Canada Bay LGA; or
 - b) Part O Tree Management of the Strathfield DCP for sites located in the Strathfield LGA.
4. Any development application is to:
 - a) be guided by an Arboricultural impact assessment,
 - b) comply with site-specific tree protection measures,
 - c) include commitment to monitoring the site works to ensure the health and structural stability of existing trees, and
 - d) provide tree protection certification.

4.4.4 Ecology

1. Existing habitat features including waterbodies, trees, shrubs and groundcover vegetation are to be retained, where possible. Where habitat features are not retained development applications should provide justification for this.
2. New habitat features including trees, shrubs and groundcover vegetation, waterbodies (e.g. gilgais), rockeries and green roofs and walls are to be included, wherever possible.
3. Link and enhance existing and potential biodiversity corridors wherever possible.
4. For development that will impact on existing habitat/threatened species, an Ecological Assessment report is to be submitted, prepared by a qualified and appropriately experienced urban ecologist:
 - a) To determine the likely impacts on flora and fauna species and communities onsite and in the vicinity during demolition, construction and post-construction stages of the proposed development,
 - b) To outline the mitigation measures that will be undertaken to keep any adverse impacts to a minimum,

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- c) To demonstrate consistency with the provisions of this Design Guideline,
 - d) To document the species present on and adjoining the development site,
 - e) To identify any species that are of particular conservation significance, including threatened species and locally-significant species,
 - f) To determine the nature and extent of impacts to flora and fauna, particularly those of conservation significance, that are likely to result from each stage of the development, and
 - g) To outline the mitigation measures that will be employed to avoid or minimise such impacts, these may include:
 - i. clearance and, where practical, relocation of any onsite endemic and native flora and fauna prior to works commencing,
 - ii. protection of any significant habitat features, where practical, and
 - iii. restoration/creation of compensatory habitat for any important habitat features removed or disturbed as a result of the development.
5. A Landscape Plan, where required by provision 4.3.1 Landscape design, is to incorporate any relevant recommendations of the Ecological Assessment report.

4.5 Movement network, Streets & Laneways, Bike and Pedestrian Connections

Objectives

- a) To ensure that the street network provides a high level of amenity, comfort and safety for all users.
- b) To ensure the movement networks are designed and dimensioned to comfortably and safely accommodate anticipated pedestrian and vehicle volumes.
- c) To integrate water sensitive urban design and utilities within the street reservation, ensuring that tree canopy and other landscape elements are watered.
- d) To minimise conflict between active transport uses, pedestrian and bike paths.
- e) To provide a better and more robust access network that links residential, local schools, employment and retail uses throughout Homebush Precinct and to surrounding train stations and open spaces such as the playing fields, Powell's Creek Reserve and Sydney Olympic Park.
- f) To encourage travel behaviour change by discouraging car usage and supporting sustainable travel choices such as public and active transport.

Provisions

4.5.1 Street Network and Function

1. Street layout and movement network to be provided in accordance with **Figure 5: Access and Movement network**.
2. Precinct environment interventions are implemented in accordance with **Figure 6: Precinct Environment Interventions Map** and Potential precinct environment interventions detailed in the Precinct Transport Statement, Arup, July 2024.
3. All streets are to be designed and constructed generally in accordance with the standards set out in the NSW Government's *Movement and Place – Design of roads and streets* and Transport for NSW's *Walking Space Guide – Towards Pedestrian Comfort and Safety 2020*.
4. Streets should be designed, surfaced and graded to reduce run-off, allow stormwater to be controlled within the Homebush Precinct site, and provide for natural infiltration of stormwater runoff through landscaping.
5. Wherever possible, long blocks are broken up with new high quality pedestrian prioritised links, particularly where new connections would facilitate access to public transport, open spaces and community facilities.
6. All future vehicular links including shareways are required to be in public ownership. It is desirable that all future pedestrian/ cycle links also become public land, however, as an alternative an access easement over private land may be able to be negotiated with Council.
7. Public domain works are to incorporate underground utilities within the street reservation as agreed with the consent authority and in a manner that does not impede consistent street planting and allows provision of required soil volumes and associated drainage requirements.
8. Vehicular access points for developments and buildings are to be consolidated to minimise disruption to pedestrians.
9. Traffic management is not to impede cycle or pedestrian movements.
10. Where feasible, new streets are to incorporate water sensitive urban design techniques such as landscaped swales to improve the quality of groundwater and water entering the waterways and tree bays.

4.5.2 Pedestrian and Bike Network

1. Improve street network permeability across the Precinct, particularly for pedestrians and cyclists, by providing active transport routes in accordance with **Figure 7: Prioritised Walking**

and Cycling Interventions and the Walking and cycling network interventions detailed in the Precinct Transport Statement, Arup, July 2024.

2. Prioritise safe and direct links to rail stations, open spaces and community facilities.
3. The pedestrian network is to:
 - a) be aligned with key pedestrian desire lines;
 - b) seamlessly integrate with existing street networks and consider future networks in the adjacent precincts;
 - c) have generous widths to accommodate the current and future anticipated peak hour pedestrian flows;
 - d) be designed to incorporate opportunities for respite and pause away from primary pedestrian flows; and
 - e) be supported by active frontages; and be designed to support access for people of all abilities.
4. Future pedestrian/cycle links are to be naturally lit and ventilated, appropriately lit after hours, publicly accessible 24/7, and have clear sightlines from end to end.
5. Separate bikes from cars, where possible.
6. Bicycle facilities, such as parking, secure storage and end-of-trip facilities are easily accessible from the public domain and conveniently located near entrances and/or lifts of new development.
7. Provide bike parking and innovative, high quality and well designed end of trip facilities that promote multi-modal trips and the efficient use of existing public and private parking facilities.

4.5.3 Through-site links

1. Through-site links are to be designed to:
 - a) have a minimum width of 6m, unless an alternative width is justified through the design excellence process;
 - b) be direct and publicly accessible;
 - c) allow visibility along the length of the link to a publicly accessible space or public domain;
 - d) be open to the sky, as much as is practicable subject to wind conditions;
 - e) apply the following requirements where a through site link is proposed to be screened overhead:

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- i. the screen is to be located above the uppermost habitable floor of the podium
 - ii. the screen is to be of a transparent material to maximise access to natural daylight;
 - f) be easily identified by users and have a public character;
 - g) include signage advising of the publicly accessible status of the link and the places to which it connects;
 - h) be clearly distinguished from vehicle accessways through materials or barriers if appropriate;
 - i) align with breaks between buildings so that views are extended and there is less sense of enclosure;
 - j) provide active edges and opportunities for natural surveillance and other CPTED principles including lighting in accordance with provisions 5.1 Safety and accessibility;
 - k) include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant;
 - l) ensure no structures (for example, electricity substations, carpark exhaust vents, swimming pools etc) are constructed in the through-site link;
 - m) include landscaping to assist in guiding people along the link while enabling long sightlines;
 - n) be accessible 24 hours a day.

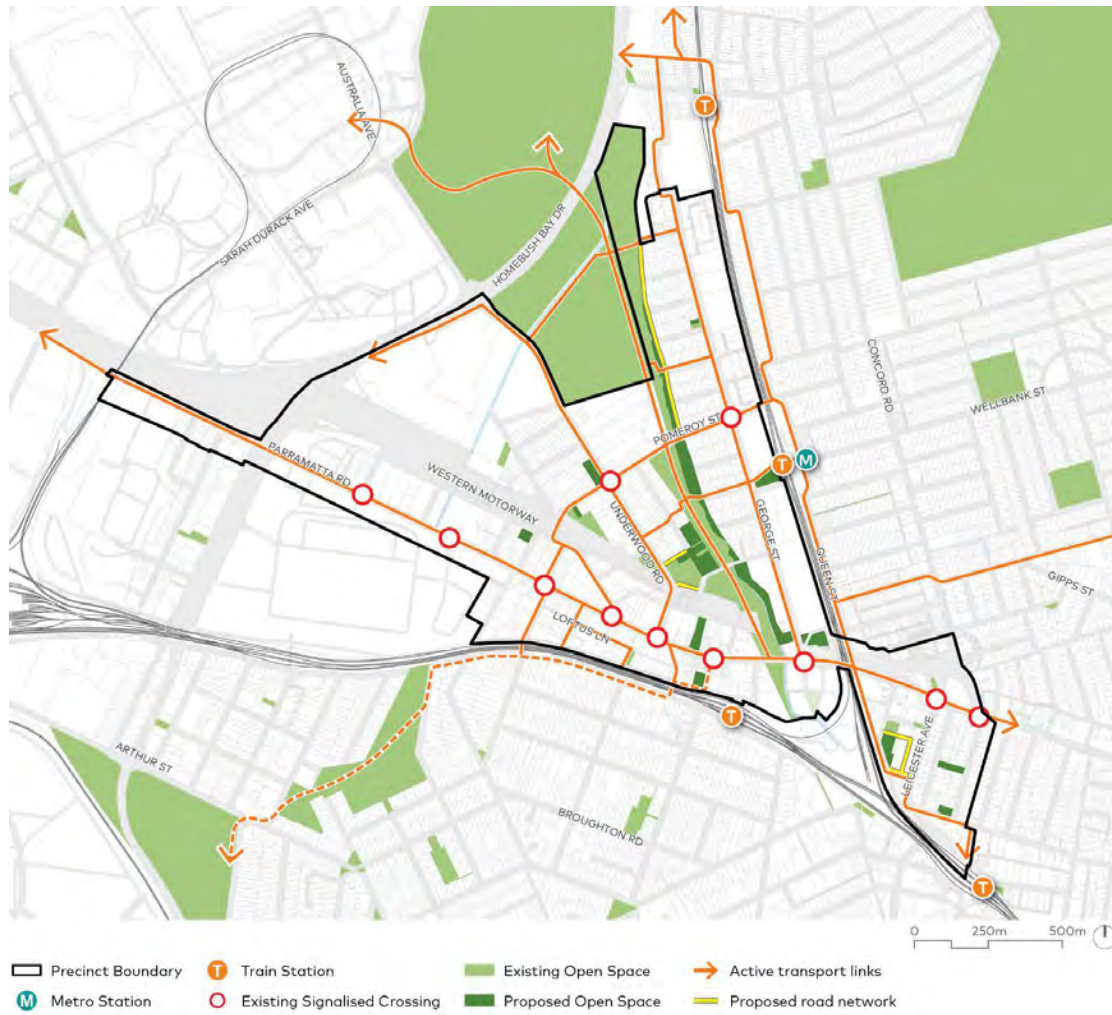


Figure 5: Access and Movement network



Figure 6: Precinct Environment Interventions Map

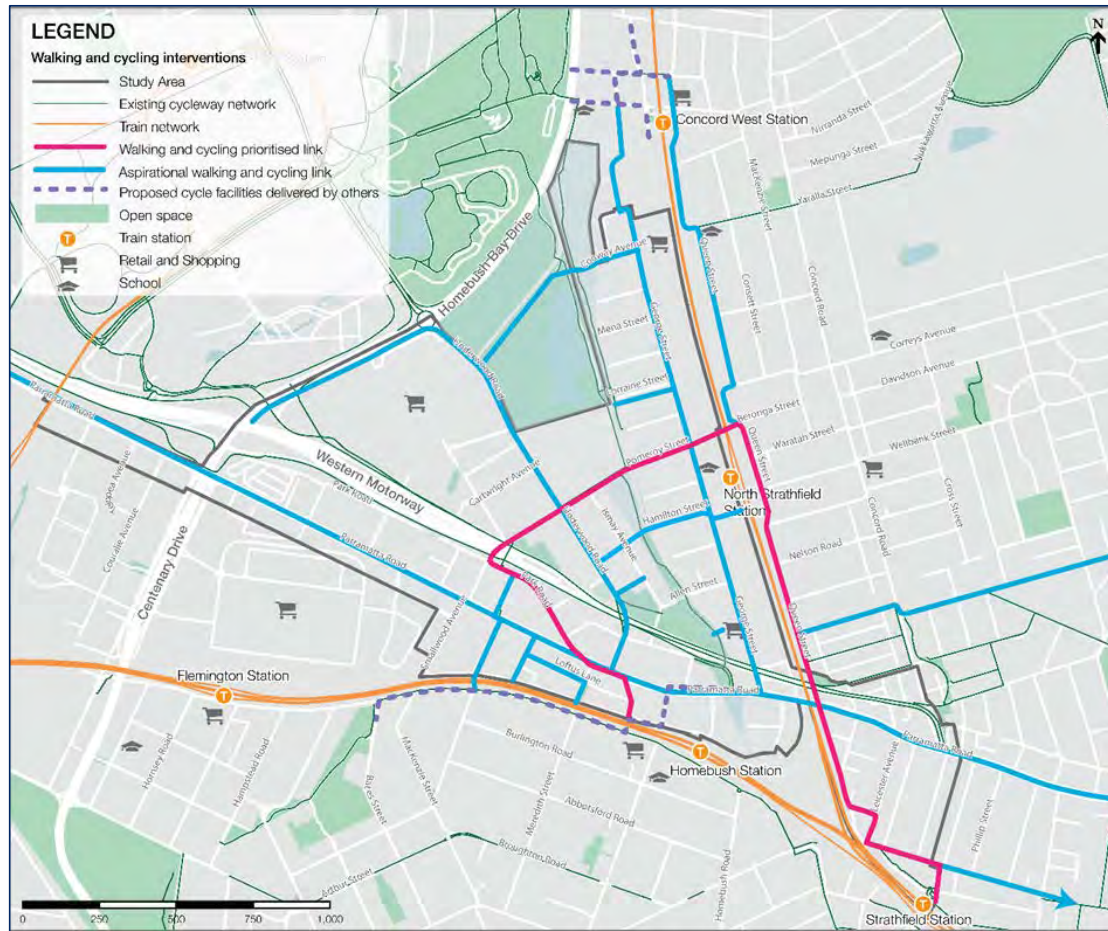


Figure 7: Prioritised Walking and Cycling Interventions

4.6 Built Form

Objectives

- a) To arrange building forms including heights and massing that reinforce the future desired character of the area and protect valued character attributes.
- b) To provide flexibility to deliver a cohesive mix of different building forms, typologies and floorplates.
- c) To support a transition in building heights across the Homebush Precinct.
- d) To encourage amalgamation of allotments to promote the efficient use of land and to provide for improved design outcomes to avoid the creation of isolated sites.

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- e) To maximise permeable ground surfaces to allow rainwater to penetrate the soil.
 - f) To ensure that buildings address the street, laneway, new through-site link or open space.
 - g) To provide a sense of enclosure to the street and contribute to a consistent built form scale across the precinct over time.
 - h) To protect future residents and building users from negative impacts generated by the rail line and Parramatta Road.
 - i) To enhance development and its relationship with adjoining sites and the public domain, particularly in regard to access to sunlight, outlook, view sharing, ventilation and privacy.

Provisions

4.6.1 Block Configuration, Site Planning and Amalgamation

1. New development is to follow the desired amalgamation pattern identified in **Figure 8: Site Amalgamation Map**.
2. Sites identified as comprising 'Proposed open space' in **Figure 8: Site Amalgamation Map** are to design open space in accordance with provisions 4.2 Public Domain, 4.3 Landscape design and green infrastructure and 4.4 Trees and Ecology.
3. Sites identified as comprising 'Proposed street and open space' in **Figure 8: Site Amalgamation Map** are to design open space and streets in accordance with provisions 4.2 Public Domain, 4.3 Landscape design and green infrastructure, 4.4 Trees and Ecology and 4.5 Movement network, Streets & Laneways, Bike and Pedestrian Connections.
4. New development is to consider future development on adjoining sites by providing sufficient separation and setbacks and avoid creating isolated sites.
5. Built form is to be positioned for optimal access to daylight and direct sunlight for internal and external spaces, and for adjoining public and private land.
6. Emphasise building corners on key streets to signify key intersections and enhance public domain legibility.
7. Define street edges with low rise buildings or appropriately scaled podiums to create a pedestrian scale at street level. Sleeve larger buildings with finer grain active frontages to the street and public domain.
8. Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least two (2) independent valuations (reports and valuations) must be undertaken within 3 months of the date of the development application (DA) lodgement) are to be submitted as part of that

evidence and these are to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.

9. The documentation must include copies of correspondence between parties and any formal financial offers and responses to offers.
10. Where amalgamation of the isolated site is not feasible, applicants will be required to demonstrate that an orderly and economic use and development of the separate sites can be achieved. In this regard, applicants will be required to submit a DA Concept Plan that provides the following:
 - a) Details an envelope for the isolated site, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the application and the isolated site.
 - b) The likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and the impact of development of the isolated site on the streetscape must also be addressed.
 - c) An assessment against the ADG with respect to the impact of the proposed development on the isolated site. Any proposed development of a neighbouring isolated site should be compliant with ADG provisions
11. The amalgamation pattern can only be varied where it is demonstrated that the identified open space can be delivered in accordance with **Figure 8: Site Amalgamation Map**.



Figure 8: Site Amalgamation Map

4.6.2 Building height, massing and scale

- Buildings are adaptable to a variety of uses over time. The following minimum floor to floor heights apply:

Table 7: Minimum Floor to Floor Heights

Use	Minimum height
Ground floor	4.5m
Commercial/retail	4.0m
Residential	3.2m

- Except where required to achieve a minimum freeboard above a Flood Planning Level (FPL), the ground floor level above the ground level of the adjacent public domain is to be no greater than:
 - 1.2 metre for residential uses;
 - 0.15 metre for retail, commercial and community uses.
- Buildings, or their individual elements, should be appropriately scaled to address and define the surrounding character.
- Changes in scale should be explored to create interest and enhance the relationship with the public domain.

4.6.3 Transition zones and sensitive interface requirements

- Encourage the gradual stepping up of the built form at the interface of existing low-rise development and proposed higher rise development.
- Encourage new development that is sensitive and complementary in scale and site location to surrounding properties of identified heritage and/or streetscape value, and which contributes positively to the desired character of the street or area concerned.
- Dwellings and other sensitive uses located within 100m of the WestConnex Underwood Road Ventilation Facility, are not to be equal or greater than 20m in height unless otherwise informed by a detailed Air Quality Impact Assessment (AQIA). Additional building design measures may be required based on the results of the AQIA, including:
 - Mechanical ventilation;
 - Strategic location of air intakes;

-
- c) Use of filtration unit; and
 - d) Non-openable windows or balconies.
3. Residential development located near a rail line or Parramatta Road is to be designed with private open space and openings for natural ventilation of habitable rooms facing away from the rail or road infrastructure to provide amenity, relief and separation from noise and air pollution.
 4. Residential uses above non-residential and employment uses must have increased separation from traffic on Parramatta Road.
 5. Applicants proposing development on busy roads or adjacent to the railway line are to refer to and comply with State Environmental Planning Policy (Transport and Infrastructure) 2021 and the NSW Government's *Development near Rail Corridors and Busy Roads – Interim Guidelines* which includes design guidelines and requirements to manage the impacts from road and rail noise and vibration.
 6. Where sensitive uses are proposed, council may require an Acoustic Assessment prepared with reference to the NSW Government's *Development near Rail Corridors and Busy Roads – Interim Guidelines*.
 7. Where sensitive uses are proposed, development is to be appropriately designed to minimise the impact of road/rail noise and vibration.

4.6.4 Street wall height, frontage requirements and setbacks

1. All development is to comply with the setbacks shown on **Figure 9: Building Setbacks**.
2. Maximum street wall and podium heights are to be in accordance with **Figure 10: Street wall and podium heights**.
3. Through the Bakehouse Quarter, George Street should be provided as continuous built form where a zero building setback is required.
4. One step in the built form as the height increases is required to improve building separation. Additional steps should be careful not to cause a 'ziggurat' appearance.
5. Where development is set back at least 3m from the site boundary, elements can protrude up to 0.3m into the front setback (articulation zone). Where development is set back at least 4.5m from the site boundary, elements can protrude up to 0.6m into the front setback (articulation zone).
6. All property boundary front setbacks must be deep soil and landscaped and must not have any underground intrusions such as underground car parking or on-site detention. Refer to

provisions 4.3 Landscape design and green infrastructure and 4.4 Trees and Ecology for more detailed controls.

7. Setbacks are to maximise the retention of existing trees and their root systems (including those on adjoining properties and in the street).
8. Setbacks are to include the planting of canopy trees, both small and large varieties. Developments are not to rely solely on street trees to ameliorate buildings.
9. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting.

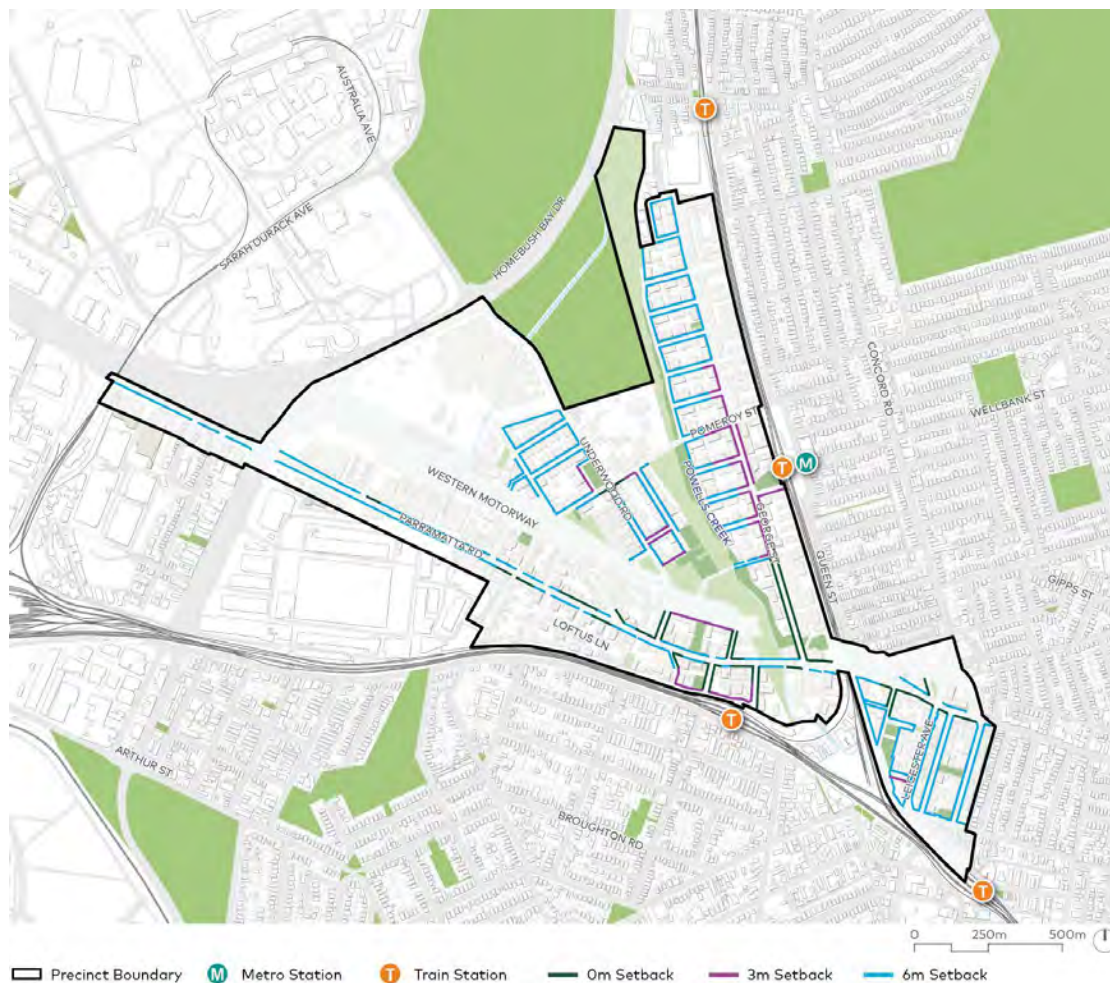


Figure 9: Building Setbacks

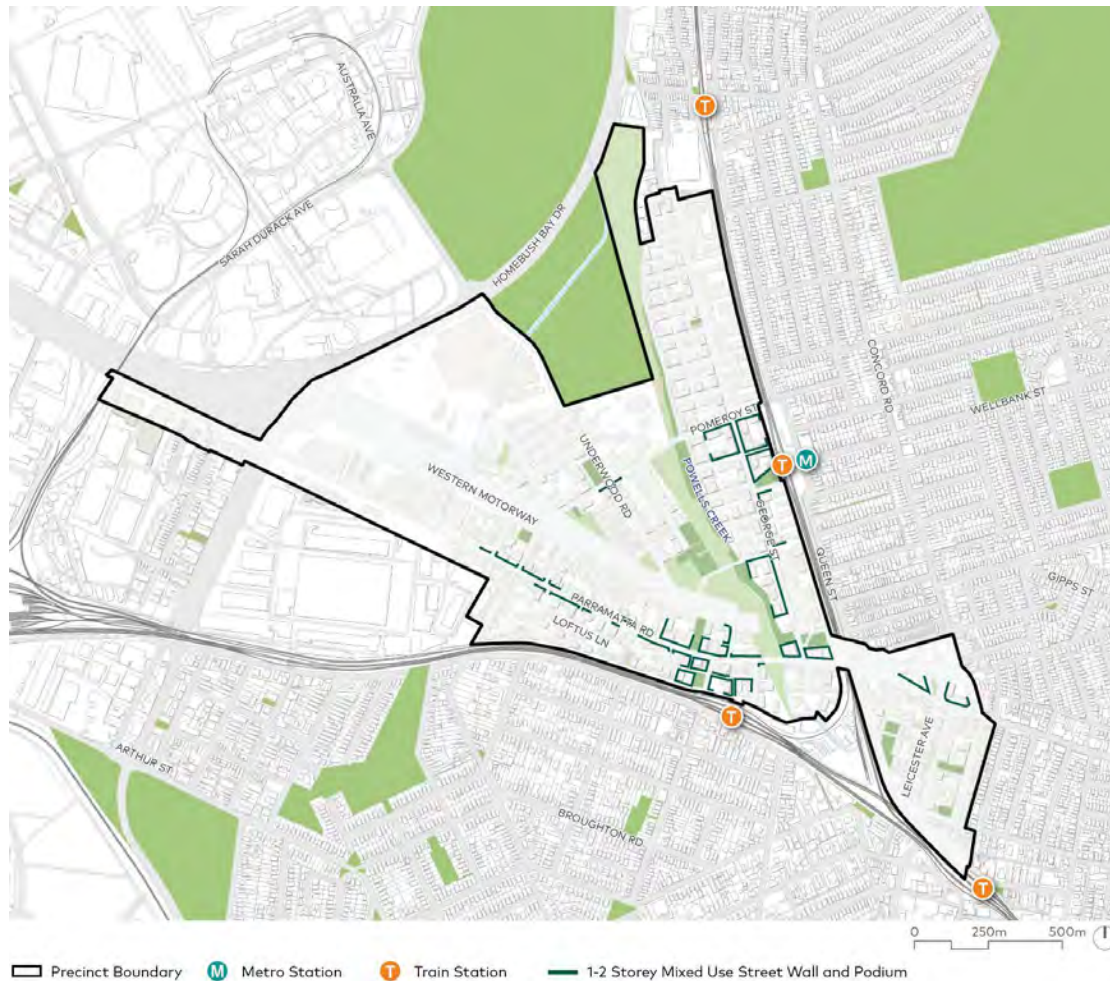


Figure 10: Street wall and podium heights

4.7 Building Layout, Design and Amenity

Objectives

- To optimise residential amenity in terms of privacy, natural ventilation and daylight access to internal spaces.
- To minimise the impact of new development on the outlook, privacy and sun access of adjoining properties.
- To provide usable private external spaces which are integrated with internal spaces.
- To ensure buildings respond to environmental conditions such as noise, sun, wind and views.

- e) To encourage new development that promotes activity on the street and enhances public safety and security.
- f) To ensure development provides a high quality visual experience and creates interest when experienced from a walking pace.
- g) To provide appropriate interfaces and mitigation of noise pollutants from road and rail infrastructure to ensure a high quality of life for future residents, workers and visitors.
- h) To add visual quality and interest to new buildings with a focus on breaking up massing of higher density forms when viewed from public places and neighbouring properties.

Provisions

4.7.1 Building orientation

1. Ensure ground floor dwellings have a primary street address or are oriented to the public domain and have clear legible entries.
2. Blank walls are to be avoided fronting principal streets and the public domain.
3. Development must be designed so that it has a clearly definable entry and addresses the street.
4. Buildings on corners address both streets and architectural elements are composed so that they 'turn the corner'.

4.7.2 Building articulation and design

1. Buildings that are 3 storeys or more are to be designed so that they clearly articulate a base, middle and top.
2. Facades are articulated using techniques such as projections, recesses, eave overhangs and deep window reveals.
3. The maximum length of straight wall on any storey above ground floor level, without articulation such as a balcony or return, is 15m to break up massing.
4. New development is to place particular focus on creating a 'human scale' at the lower levels using detailed design, insets and projections that create interest and, where relevant, the appearance of finer grain buildings.
5. Building massing is also to be vertically articulated.
6. Adjoining buildings are considered in terms of setbacks, awnings, parapets, cornice lines and facade proportions.

7. Roof plant, lift overruns, vents, carpark entries and other service-related elements are integrated into the built form and complement the architecture of the building.

4.7.3 Active frontage requirements

1. The ground floor level of a building with an Active Frontage is to match the street level.
2. Consistent paving, street furniture, signage, planting and lighting should be provided along Active Frontages.
3. Generally, Active Frontages are to:
 - a) maximise entries or display windows to shops and/or food and drink premises or other active uses,
 - b) include a minimum of 70% of transparent glazing with a predominantly unobstructed view from the adjacent footpath, except as required to preserve the significant fabric of heritage buildings,
 - c) incorporate design features, such as continuous awnings where possible, to ensure adequate protection for pedestrians from the elements,
 - d) provide a high standard of finish and appropriate level of architectural detail for shopfronts,
 - e) minimise blank walls (with no windows or doors), fire escapes, service doors, plant and equipment hatch,
 - f) where required, the placement of mechanical louvres/grilles is at a high level and discretely integrated into the façade, and
 - g) reduce exposure to back of house areas.

4.7.4 Interactive residential frontages

1. Development that fronts onto streets must comply with following controls:
 - a) Developments are to maximise the number of front doors and private spaces which are visible from the street. At a minimum there is to be a pedestrian entry and/or primary private open space overlooking the street every 15m.
 - b) Developments are to provide openable windows and balconies at upper levels that encourage views of the street.
 - c) Entries and private open spaces are encouraged within the 3m and 6m landscaped setbacks including a 1.5m wide strip of landscaping (see **Figure 9: Building Setbacks**) and other controls including those identified in Section 4.3 Landscape design and green infrastructure and 4.4 Trees and Ecology are also to be met.

- d) All landscaping within the front setback is to maintain clear views from the footpath to the development.
- e) Front fences are to be a maximum of 1.2m high and at least 50% is to be at least 50% transparent and enable a high level of passive surveillance.
- f) Front terraces and entry areas are to be elevated by between 0.6m and 1.0m above the level of the street to improve privacy and increase opportunities for passive surveillance.
- g) Development is to minimise services (i.e. substations, fire services and water services) located within the front setback, along the site frontage or on building facades.

4.7.5 Noise and vibration

1. Noise assessments must be prepared by a competent person as defined in the *Approved Methods for the Measurement and Analysis of Environmental Noise in NSW* (EPA 2022) when submitting a development application for a new residential development that:
 - a) Has a frontage to Parramatta Road,
 - b) Has a frontage to Homebush Bay Drive,
 - c) Has a frontage to Leicester Avenue,
 - d) Has a frontage to the M4 Motorway,
 - e) Is located on George Street adjacent to the T9 Northern rail line to the east of the Precinct, or
 - f) Is located along the western boundary of the Strathfield Triangle,
2. Noise assessments must be prepared by a competent person as defined in the *Approved Methods for the Measurement and Analysis of Environmental Noise in NSW* (EPA 2022) when submitting a development application for a new mixed-use development that is located:
 - a) Along George Street adjacent to the T9 Northern rail line to the east of the Precinct,
 - b) within 25m east of Homebush Station, or
 - c) Along Loftus Crescent opposite the T1 Western and T2 Inner West rail lines.
3. Vibration assessments must be prepared by a competent person as defined in the *Approved Methods for the Measurement and Analysis of Environmental Noise in NSW* (EPA 2022) when submitting a development application for a new residential development that is located:
 - a) Along George Street adjacent to the T9 Northern rail line to the east of the Precinct,
 - b) Along the western boundary of the Strathfield Triangle, or

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- c) Along Loftus Crescent opposite the T1 Western and T2 Inner West rail lines.
 4. Vibration assessments must be prepared by a competent person as defined in the *Approved Methods for the Measurement and Analysis of Environmental Noise in NSW* (EPA 2022) when submitting a development application for a new non-residential and mixed-use development that is located:
 - a) Along George Street adjacent to the T9 Northern rail line to the east of the Precinct,
 - b) Along Loftus Crescent opposite the T1 Western and T2 Inner West rail lines, or
 - c) Within 60m east of Homebush Station.
 5. Noise assessments must consider both individual and cumulative noise impacts resulting from developments.
 6. Where possible, the attenuation of noise at its source is preferred. Where this option is adopted, the applicant will need to demonstrate that the measures to be undertaken:
 - a) Have the consent of relevant parties associated with that noise source, and
 - b) Last for the life of the development proposal.
 7. The design of buildings should:
 - a) Group similar uses to reduce noise acoustic conflicts.
 - b) Respond to the noise and vibration context of the development (accounting for position with respect to major roads, rail, entertainment and industrial activities).
 - c) Incorporate soundscape design principles to provide masking of unwanted urban noise. This may include water, features, indigenous music, bird noise or other natural sounds.
 - d) Incorporate acoustically absorptive features such as gardens and green walls to provide noise mitigation to exterior spaces.
 - e) Consider vibration constraints on future developments from existing train lines and the future Sydney Metro West alignment through the Precinct.
 - f) Comply with standards and guidelines related to building design and internal noise levels:
 - i. *Development Near Rail Corridors and Busy Roads – Interim Guideline* (DoP, 2008),
 - ii. *Apartment Design Guide, Tools for improving the design of residential apartment development* (NSW Department of Planning and Environment, 2015), and
 - iii. AS/NZS 2107:2016 Acoustics - Recommended design sound levels and reverberation times for building interiors.
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4.7.6 Solar access

1. Siting and built form configuration optimises solar access within the development and minimises overshadowing of adjoining properties.
2. New development adjacent to existing residential uses complies with the following:
 - a. at least 50% of the private open space of adjoining residential properties receives sunlight for a minimum of 2 hours between 9am and 3pm in mid-winter; or
 - b. where the adjoining private open space does not currently receive 2 hours of sunlight, the development does not reduce sunlight by more than 30%.
3. Taller elements of built form are oriented north-south where possible. The height and modulation of east-west buildings allows solar access to courtyard spaces (where courtyards are appropriate).
4. Louvres, shading devices and windows are able to be operated by buildings users to allow building occupants to regulate climatic conditions rather than rely solely on mechanical systems.

4.7.7 Visual and acoustic privacy

1. Visual privacy is to be protected by providing adequate distance between opposite windows of neighbouring buildings where direct view is not restricted by screening or planting.
2. Main living areas are to be oriented to the street or rear garden to avoid overlooking.
3. The security aspects of all development shall be considered in the context of the proposed development itself. The siting and layout of buildings shall ensure that:
 - a) shared pedestrian entries can be locked and serve a limited number of dwellings; and
 - b) buildings adjacent to public streets or spaces are designed to allow casual surveillance and should have at least one habitable room window facing that area.
4. To achieve privacy to private internal and external spaces, consider:
 - a) Building separation distance
 - b) Appropriate internal room layout
 - c) Location and design of windows and balconies
 - d) Design of appropriate screening devices and landscaping.
5. The use of tinted glazing as the sole means of achieving privacy is not permitted.

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6. To achieve privacy to ground floor level apartments, without compromising surveillance of any adjoining public domain, generally elevate the ground level by a minimum of 0.5m and maximum 1.5m above the adjoining footpath level and provide suitable front walls or fences to front gardens.
 7. To reduce the transmission of noise internally, sound insulation requirements between separating floors, ceilings and walls of adjoining dwellings should exceed the Building Code of Australia minimums.
 8. The siting and design of buildings should minimise the transmission of noise externally, through careful consideration of the layout of internal rooms and external living spaces, design of openings, screens, blade walls, and the like, and choice of materials.

4.8 Access and parking

Objectives

- a) To transition to lower car ownership and support the uptake of walking, cycling and public transport use.
- b) To minimise the visual impact of car parking areas and vehicle access points.
- c) To minimise conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian desire lines such as George Street.

Provisions

4.8.1 Access (vehicle and pedestrian)

1. Mixed-use development which includes two or more dwellings is to provide separate lift access and a separate entrance exclusively for use of residents.
2. Vehicular access points minimise visual intrusion and disruption of the streetscape, emphasise the pedestrian experience and maximise pedestrian safety.
3. The width and height of vehicular entries is kept to a minimum. Roller doors or gates should be integrated with the architectural design of the development.

4.8.2 Car / Bicycle parking

1. Parking catchment areas are identified in **Figure 11: Parking Management Areas**. Provide car parking in accordance with Table 8: Car Parking Rates based on Parking Management Areas for the developments located in the specified catchment areas.

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2. At grade parking, if unavoidable, is screened from public view by active uses and not permissible within any of the setback zones.
 3. Where possible, parking spaces are allocated to buildings (rather than dwellings) to enable the most efficient using of parking within a building.
 4. Parking is to be listed on a separate title (unbundled) from the development. Where parking is unbundled from the development, developments may reduce parking provision by 20%.
 5. On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/or employees and where ride share or other organised carpooling initiatives are available on site.
 6. Car share will be located in publicly accessible sites, either on-street, in public parking stations or, if provided within a building it should be accessible to all car share members.
 7. The following car share targets have been established for the precinct:
 - a) 10% - 15% of residents by 2031
 - b) 15% of residents by 2050
 8. Provision of additional car share parking should be provided at rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.
 9. Provide bicycle parking in accordance with rates specified in Table 9: Bicycle Parking Requirements.
 10. Provide end of trip facilities for non-residential developments in accordance with Table 10: End of Trip Facility Requirements.
 11. Provide separate parking spaces for service vehicles in accordance with Table 11: Service Vehicle Requirements.
 12. Service vehicle parking spaces are not to be shared with parking provided for any other purpose or used for any other purpose such as storage of goods and equipment.
 13. For mixed use developments, the total number of service vehicle spaces is to be calculated on a pro rata basis of spaces required for the relative proportions of different uses within the building.
 14. Service vehicle parking spaces, including spaces for bike couriers are to be:
 - a) located near vehicle entry points and near lifts;
 - b) clearly designated and signposted for service vehicles only;
 - c) screened from the street where possible; and

- d) located completely within the boundary of the site, clear of parked vehicles; and clear of through traffic.
- 15. All service vehicle parking spaces must be designed in accordance with AS 2890.2:2018 Parking facilities – Off-street commercial vehicle facilities. These spaces must be large enough for at least a medium rigid vehicle (8.8m) to accommodate removalist trucks.
- 16. Refer to provision 5.4.5 Electric vehicle charging infrastructure for further controls on electric vehicle parking and charging.
- 17. On-street parking is to be integrated to the streetscape and parallel to the kerb.

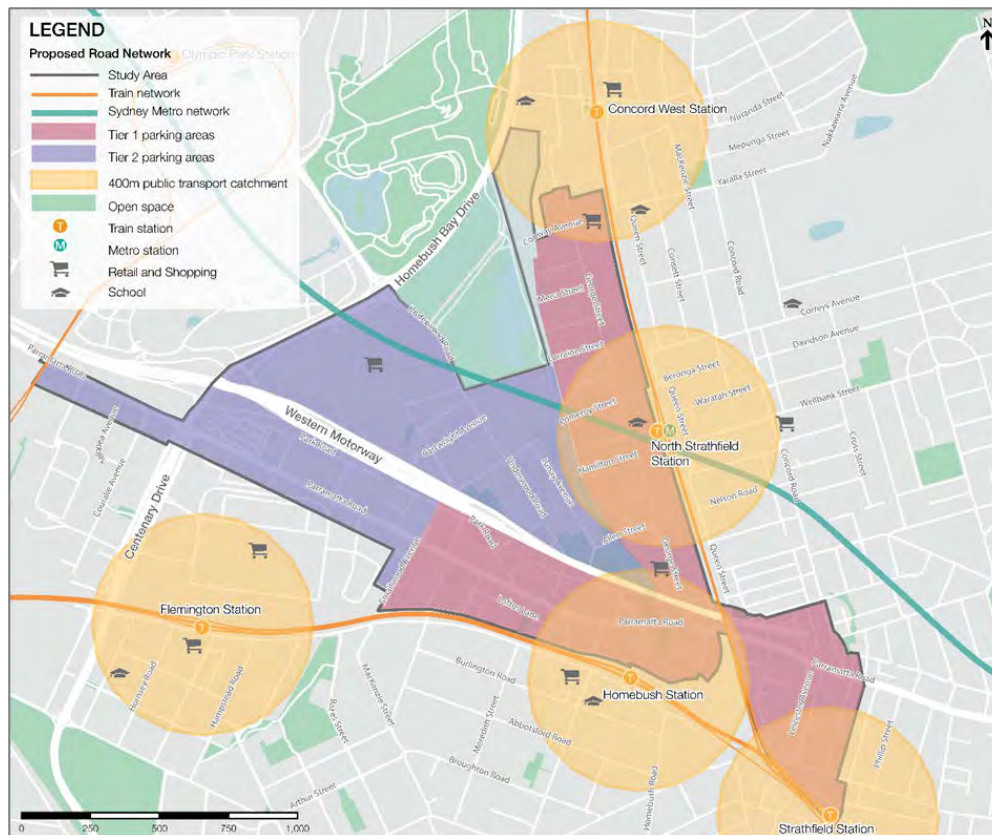


Figure 11: Parking Management Areas

Table 8: Car Parking Rates based on Parking Management Areas

Area	Car parking type	Maximum Provision
	Residential – Studio	0.3 spaces per dwelling

Area	Car parking type	Maximum Provision
Tier 1 – within 400m of a train station	Residential – 1 bedroom	0.5 spaces per dwelling
	Residential – 2 bedrooms	0.9 spaces per dwelling
	Residential – 3 bedrooms	1.2 spaces per dwelling
	Residential – Visitor	0.1 spaces per dwelling
	Commercial	1 space per 100m ² GFA
	Retail	1.4 spaces per 100m ² GFA
	Industrial	0.8 spaces per 100m ² GFA
Tier 2 – greater than 400m from a train station	Residential – detached and dual occupancies	1 space per dwelling
	Residential – Studio	0.6 spaces per dwelling
	Residential – 1 bedroom	0.9 spaces per dwelling
	Residential – 2 bedrooms	1.2 spaces per dwelling
	Residential – 3 bedrooms	1.5 spaces per dwelling
	Residential – Visitor	1 spaces per 5 dwellings
	Commercial	1.4 spaces per 100m ² GFA
	Retail	2 spaces per 100m ² GFA
	Industrial	1 space per 100m ² GFA

Table 9: Bicycle Parking Requirements

Category	Minimum Provision
Residential – Resident	1 per dwelling

Category	Minimum Provision
Residential – Visitor	1 per 10 dwellings
Commercial – Employee	1 per 150m ² GFA
Commercial – Visitor	1 per 400m ² GFA
Retail – Employee	1 per 250m ² GFA
Retail – Visitor	2 spaces + 1 per 100m ² GFA
Industrial	1 per 10 staff

Table 10: End of Trip Facility Requirements

End of trip facility	Provision
Personal lockers	1 per bicycle space
Showers and change cubicles	1 per bicycle space (up to 10 bicycle spaces)
	2 per bicycle space (11-20+ bicycle spaces)
	2 per bicycle space (Each 20 additional bicycle spaces)

Table 11: Service Vehicle Requirements

Land Use	Service Vehicle Parking Requirements
Residential	1 space for the first 50 dwellings or serviced apartments; plus 0.5 spaces for every 50 dwellings/serviced apartments or part thereafter
Commercial	1 space per 3,300sqm GFA, or part thereof, for the first 50,000sqm; plus 1 space per 6,600sqm, or part thereof, for additional floor area over 50,000sqm and under 100,000sqm; plus 1 space per 13,200sqm, or part thereof, for additional floor area over 100,000sqm

Land Use	Service Vehicle Parking Requirements
Shops, shopping centres	1 space per 350sqm GFA, or part thereof, up to 2,000sqm; then 1 space per 8,00sqm GFA thereafter
Hotels	1 space per 50 hotel bedrooms, or part thereof, up to 100 bedrooms; then 1 space per 100 hotel bedrooms; plus 1 space per 400sqm of reception, lounge, bar and restaurant area GFA, or part thereof, for the first 2,000sqm; then 1 space per 8000sqm of reception, lounge, bar and restaurant area GFA thereafter
Industry, warehouse, distribution centre	1 space per 700sqm GFA, or part thereof
Other	1 space for 1,750sqm GFA, or part thereof, or to meet needs.

4.9 Accessible and adaptable dwellings

Objectives

- a) Ensure that the public domain of new development provides equitable, safe and legible access for everyone.
- b) Prioritise accessibility in the public domain to maximise connections to Country and cultural practices within a safe environment.

Provide equitable access and facilities for all people to all new development and upgraded or intensified uses in existing buildings.
- c) Encourage consideration of access issues early in the development design process.
- d) Provide a reasonable proportion of residential units in multi-unit developments which are designed to be flexible and easily modified to cater for occupants with a disability.

Provisions

4.9.1 Accessible design

1. All development must comply with the following:

-
- a) all Australian Standards relevant to accessibility,
 - b) the Building Code of Australia access requirements, and
 - c) *Disability Discrimination Act 1992*.
2. Complex developments, where compliance is proposed through alternative solutions, must be accompanied by an Access report prepared by a suitably qualified access professional.
 3. The provision of equitable access is to have minimal impact on the significant fabric and setting of heritage items and of contributory buildings within heritage conservation areas.
 4. Where heritage impact is used as a reason for not providing equitable access in accordance with this Section, evidence is to be provided that no suitable alternatives for access are available.
 5. Encroachment onto public domain to achieve access requirements is generally not permitted except when:
 - a) access by other means will result in a substantial loss of original fabric of a heritage-listed property impacting on the heritage significance of the place, and that the provision of equitable access is highly desirable, with no alternative access options available; or
 - b) the proposal involves a significant public building where equitable access is highly desirable and there are no alternative access options available.
 6. Access arrangements are to be:
 - a) integral with the overall building and landscape,
 - b) as direct as possible, and
 - c) designed so that a person does not need to summon help.

4.9.2 Adaptable dwellings

1. Adaptable dwellings are to be spread amongst all unit sizes to accommodate various household sizes.
2. Adaptable dwellings are to be provided in all new development in accordance with the following rates:

Table 12: Adaptable Dwellings Requirements

Total number of dwellings	Number of adaptable dwellings to be provided
Between 0 and 7	Nil
Between 8 and 14	1 dwelling
Between 15 and 21	2 dwellings
Between 21 and 29	3 dwellings
30 or more	15% of total dwellings

4.10 Housing mix and affordable housing

Objectives

- a) To provide a diverse range of dwelling types and sizes to cater for the needs of the existing and future residents over time, and encourage social diversity.
- b) To ensure that low to moderate income households can afford to live in the precinct by increasing the stock of appropriate affordable housing.

Provisions

4.10.1 Housing mix and diversity

1. For residential flat buildings and residential components of mixed-use developments with more than 10 dwellings, the Development Application must demonstrate a dwelling mixed of at least:
 - a) 20% - studio or 1 bedroom dwellings, and
 - b) 20% - 3 bedroom dwellings.
2. Dwellings dedicated to Affordable Housing are to be of equivalent design quality, diversity and mix as all other dwellings.

4.10.2 Affordable housing

1. Construction materials should be durable and contribute to achieving environmental objectives.
2. In buildings that contain both affordable housing and private housing, the affordable housing should be:

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- a) indistinguishable from private housing in layout and design, and
 - b) achieve similar levels of amenity (in particular solar, noise and ventilation) as the private housing.

4.11 Residential uses not covered by the Housing SEPP and the Apartment Design Guide

Objectives

- a) To ensure design quality, performance of and amenity created by new residential development is of a high standard and consistent across the Precinct.

Provisions

1. This provision applies to residential developments of two storeys or less.
2. The maximum building depth is 18m unless it can be demonstrated that all habitable rooms receive adequate ventilation and solar access, e.g. through the use of a courtyard design.
3. Single aspect dwellings, if unavoidable, are only permitted if they have a northerly or easterly aspect.
4. Parking is not permitted to be visible from streets and open spaces. Access to parking via a driveway, lane or basement carpark entry is permitted if one access point services a minimum of 5 dwellings. Front garages, carports and individual driveways are not permitted.
5. Living rooms and private open spaces of at least 70% of apartments receive a minimum of 2 hours direct sunlight between 9 am and 3 pm in mid-winter (21 June).
6. Building separation is to be provided as per the Apartment Design Guide, Section 3F Visual Privacy.
7. Private open space (POS) is designed to maximise useability, privacy, outlook and solar access.
8. For dwellings on the ground floor including terraces, the minimum POS must be provided in accordance with Table 13: Minimum Private Open Space Requirements – Ground Floor, with minimum dimensions of 4.0m x 4.0m.
9. For dwellings on upper levels such as decks and balconies, the minimum POS must be provided in accordance with Table 14: Minimum Private Open Space Requirements – Upper Levels.
10. Table 14: Minimum Private Open Space Requirements – Upper Levels, with minimum dimensions of 2.0m x 3.0m.

Table 13: Minimum Private Open Space Requirements – Ground Floor

Dwelling type	Min. POS
Studio / 1 bed	20m ²
2 bedroom	28m ²
3+ bedroom	35m ²

Table 14: Minimum Private Open Space Requirements – Upper Levels

Dwelling type	Min. POS
Studio / 1 bed	10m ²
2 bedroom	14m ²
3+ bedroom	18 ²

4.12 Industrial developments

Objectives

- a) To improve the quality of industrial development within the City of Canada Bay and Strathfield.
- b) To ensure that industrial development does not unreasonably adversely impact on residential amenity.
- c) To facilitate employment generation and maximise the potential of employment generating industries.
- d) To encourage design that is sustainable and environmentally responsible, and takes into account its social impact on environmental amenity.
- e) To encourage design that is of a type, scale, height, bulk and character that is compatible with and will enhance the streetscape characteristics of the surrounding area.

Provisions

4.12.1 Setbacks

1. The front or road setback of buildings should be consistent with the setback of adjoining buildings. Where the setback of adjoining buildings is inconsistent, the building should be consistent with the dominant setback found along the street.
2. Front setbacks are to comprise soft landscaping in accordance with the requirements of provision 4.6 Built Form.
3. A minimum side and rear setback of 6.0m is required.
4. 50% of the side setback can be used for off street parking providing the remaining area comprises soft landscaping in accordance with the requirements of provision 4.6 Built Form.
5. Greater setbacks may be required for bulky, hazardous and noise or odour generating activities.

4.12.2 Landscaping

1. Front and side setbacks are to be landscaped to soften and screen buildings, storage, service and parking areas.
2. Landscaping and fencing should not obscure the main building entry.
3. A minimum of 10% of the subject site should be landscaped.
4. All security fencing should be located behind the landscaped setback. Council may vary this requirement if it is considered desirable in the circumstances.
5. All landscaped areas should be supplied with a fully automatic irrigation system.
6. Tree canopy and deep soil is to be provided in accordance with Table 6: Tree canopy, deep soil and tree planting requirements.

4.12.3 Building form and appearance

1. Building height, mass, and scale should complement and be in keeping with the character of surrounding and adjacent development.
2. Colours should be consistent with the themes of adjoining development and enhance the visual amenity of the industrial area.
3. Building entrances should be clearly defined and well articulated through form, materials and colour and provide level or ramped access.

-
4. Buildings should not contain long, blank, and unarticulated walls, particularly on street frontages.
 5. Buildings should be of a contemporary and innovative design.
 6. All public frontages should be specially articulated with the use of brick, stone, concrete, glass (non-reflective), and like materials.

4.12.4 Light and noise

1. Sources of noise, where practicable, should be sited away from adjoining properties and where necessary, be screened by acoustical treatments.
2. High-intensity noise generating industries will not be permitted near residential uses.
3. Light sources should be directed away from adjoining residential properties.

5 Other matters

5.1 Safety and accessibility

Objectives

- a) To ensure new development supports the wider neighbourhood and community safety and maximises opportunities for passive surveillance.
- b) To incorporate a high degree of accessibility into the design of new buildings and the public domain that considers the various mobility levels of future users, i.e. disabled and elderly.
- c) To encourage ground floor activities to spill out into the public domain and create a vibrant streetscape in parts of the precinct that should be a focus for local retail (active frontages).
- d) To promote culturally safe areas which include warm, soft features with aspects of the local traditional community.

Provisions

1. Development is to consider and comply with Crime Prevention Through Environmental Design (CPTED)'s Safer by Design Guidelines.
2. New development addresses and defines the public domain through entrances, lobbies, windows and balconies that overlook public spaces, maximising opportunities for passive surveillance.
3. All building entries are clearly visible from the public domain.
4. Access is to be provided according to:
 - a) Active Frontages: at ground level in accordance with 4.7.3 Active frontage requirements, unless it can be clearly demonstrated that it is unreasonable to meet this requirement and a suitable urban design outcome can be achieved which would be applicable in this specific instance only.
 - b) Interactive frontages for residential development in the R3 Medium Density zone, R4 High Density zone and MU1 Mixed Use zone: at ground level and set in a landscaped front setback in accordance with 4.7.4 Interactive residential frontages.
5. The location and width of vehicle entries is to minimise impacts on the pedestrian network.

5.2 Heritage and conservation

Objectives

- a) Protect and enhance items of environmental and heritage significance.
- b) All new developments and works to existing developments are to be designed to be compatible with the heritage significance of listed heritage items.
- c) Incorporate heritage buildings into development sites.
- d) Retain and reinforce the attributes that contribute to the heritage significance of items and their settings.

Provisions

1. Retain and conserve all identified heritage items, archaeological items, and Aboriginal places.
2. Explore development incentives on a case-by-case approach, to balance the retention of heritage values (historical uses, physical fabric, visual setting, etc) with future development.
3. Development involving heritage items and heritage conservation areas (HCAs) must be:
 - a) managed in accordance with applicable statutory requirements,
 - b) planned and delivered in accordance with the principles of the Burra Charter,
 - c) consistent with existing conservation policies,
 - d) designed to avoid significant impacts to heritage values, and
 - e) accompanied by heritage management documentation and assessment of potential heritage impacts.
4. New development should be designed to recognise, respond to and complement heritage items, or heritage items in the vicinity, in respect of:
 - a) street alignments and setback,
 - b) building footprint and siting,
 - c) building, structure, or landscape form and proportions,
 - d) building envelope, and
 - e) materials, colours and finishes.
5. Amalgamation of sites adjacent to heritage items should address the following:
 - a) visual and spatial separation of new development from heritage items,

- b) opportunities for integration of heritage items into large developments, through lot amalgamation, maintaining and privileging the item’s heritage significance,
 - c) potential inclusion of heritage items into amalgamated developments, with adaptive re-use of existing building fabric, or retention of context and settings by installing an increased symbolic curtilage.
6. For development adjacent to or in the vicinity of a heritage item, employ design devices to provide separation for curtilage and setting of heritage items, to retain the heritage item’s setting. Suggested devices include:
 - a) lower height transition zones,
 - b) low-scale podiums along adjacent boundaries, and
 - c) new public open space or roadways.
 7. New development is to be designed with materials and finishes that are complementary to existing heritage items.
 8. Provisions relating to location specific heritage items are detailed in Table 15: Heritage area controls.

Table 15: Heritage area controls

Heritage area	Controls
Swan Avenue, Manson Road, and Leicester Avenue	<ul style="list-style-type: none"> • Design future development on the eastern side of Swan Avenue to minimise negative impacts to the adjacent HCA on Mosely Street. • East-west through-lot connections between Swan Avenue, Mason Road and Leicester Avenue should be located beside heritage items, to provide separation from new infill development. • New open space should be located adjacent to heritage items, to provide separation from new infill development and contribute to retention of curtilage and setting. • Encourage integration of isolated heritage items into the new amalgamating lots provided visual and spatial separation is ensured and the prominence of the items is emphasised. <ul style="list-style-type: none"> ○ Increased setbacks to new infill development structures should be used to maintain the prominence of isolated heritage items in this area. ○ Encourage the integration of these isolated heritage items as community spaces within an amalgamated lot.

Heritage area	Controls
	<ul style="list-style-type: none"> • New infill development must include adequate space for additional canopy trees to complement street trees and maintain amenity of Swan Avenue, Manson Road, and Leicester Avenue.
<p>Knight Street and Parramatta Road</p>	<ul style="list-style-type: none"> • Encourage a mix of uses that supports residential, retail, cultural and commercial activities. • Prioritise non-residential uses around the commercial heritage buildings at the intersection of Knight Street and Parramatta Road, to ensure the historical uses of the heritage items are retained.
<p>Underwood Road</p>	<ul style="list-style-type: none"> • Development of amalgamated lots to the north side of Our Lady of the Assumption Church is to minimise negative impacts to the 1950s garden, carport and fence.
<p>Welfare Street and Flemington Road</p>	<ul style="list-style-type: none"> • Development of lots to the east, south and west of the Welfare Street HCA, is to limit spatial and visual impacts to the modest scale of Welfare Street dwellings. • Development within or adjacent to the HCA is to be compatible with the built form and urban pattern of the HCA, and be designed to respond sympathetically to: <ul style="list-style-type: none"> – Topography and landscape setting, – Views to and from the HCA, – Prevailing subdivision pattern and street alignment, – Building siting, layout and setbacks, – Form, scale, materials, detailing, colours and garden setting of HCA buildings or contributory items.
<p>Bakehouse Quarter</p>	<ul style="list-style-type: none"> • Design new development around the retention of industrial built form, maintaining its visibility in the public domain, including roof forms, elevations, and building footprint. • Development is required to be set back from boundary lot street frontages, reinforcing the predominance of heritage facades in height, setbacks and street alignment. • Visual impacts to heritage significance must be avoided or mitigated and impacts demonstrated through robust visual assessment. • New parapets along the western side of George Street are to be lower at the street edge, to form a cohesive street edge with existing built form, and

Heritage area	Controls
	<p>ameliorate potential heritage impacts from maximum heights proposed within the site.</p> <ul style="list-style-type: none"> • Locate new open space/through site links, to interpret historical locations of open space on Arnott's complex. • New development should not compete with heritage fabric but be designed to complement and enhance heritage values. • Future development is to be of high design and construction quality, and sympathetic to its key heritage qualities and context of the Bakehouse Quarter, in form, bulk, scale and material selection. • Materials and colours of new development shall be responsive to existing heritage buildings and structures, and shall be designed to avoid visual dominance. • Integrate and interpret the Bakehouse Quarter's industrial history into public domain design.

5.3 Water management

Objectives

- a) Ensure an integrated approach to water management through the use of water sensitive urban design principles.
- b) Encourage sustainable water use practices.
- c) Assist in the management of stormwater to minimise flooding and reduce the effects of stormwater pollution on receiving waterways.

Provisions

5.3.1 Drainage and stormwater management

1. All new development is to provide a Water Management Strategy that:
 - a) includes provision of water systems to enable utilisation of the recycled water network for permitted non- potable uses which may include flushing, irrigation, fire fighting and certain industrial purposes,
 - b) identifies how rainwater and / or stormwater will be harvested and reused on site to maximise sustainable water reuse, including 100 percent of irrigation for public open spaces and landscaping in the public domain from non-potable sources, and

- c) establishes a recycled water network, with dual reticulation in residential apartments and commercial tenancies.
2. A Water Management Plan for new proposed development is to be submitted with the development application that:
 - a) outlines the water-related servicing infrastructure required by the development (informed by the anticipated annual and ultimate increase in servicing demand) and evaluate opportunities to reduce water demand (such as recycling water provision),
 - b) details the proposed drainage design (stormwater and wastewater), including any on-site treatment, reuse and detention facilities, water quality management measures and nominated discharge points, and
 - c) demonstrates compliance with the local council and other drainage or water authority requirements and avoids adverse downstream impacts.
3. Drainage systems are to be designed in accordance with the Flood Impact and Risk Assessment and Stormwater Management Strategy (WMAwater, July 2024).

5.3.2 Stormwater quality

1. The post development run-off from impermeable surfaces (such as roofs, driveways and paved areas) is to be managed by stormwater source measures that:
 - a) contain frequent low-magnitude flows,
 - b) maintain the natural balance between run-off and infiltration,
 - c) remove some pollutants prior to discharge into receiving waters,
 - d) prevent nuisance flows from affecting adjacent properties, and
 - e) enable appropriate use of rainwater and stormwater.
2. Post-development stormwater volumes are to be provided in accordance with the Flood Impact and Risk Assessment and Stormwater Management Strategy (WMAwater, July 2024). Stormwater detention devices are to be designed to ensure that the overflow and flowpath have sufficient capacity during all design rainfall events, discharge to the public stormwater system without affecting adjoining properties, and are free of obstructions, such as fences.
3. Development is to include measures that reduce the effects of stormwater pollution on receiving waterways.
4. Development is to consider and include Water Sensitive Urban Design (WSUD) measures to improve stormwater quality flowing into waterways, and potentially include:

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- a) gross pollutant traps
 - b) passive irrigation
 - c) bioretention systems
 - d) rainwater harvesting.
5. Where filtration and bio-retention devices are proposed, they are to be designed to capture and provide temporary storage for stormwater.
 6. Car parking areas and access aisles are to be designed, surfaced and graded to reduce run-off, allow stormwater to be controlled within the site, and provide for natural infiltration of stormwater runoff through landscaping.
 7. Development of a site greater than 1,000m² must undertake a stormwater quality assessment to demonstrate that the development will achieve the post-development pollutant load standards as indicated by the Flood Impact and Risk Assessment and Stormwater Management Strategy (WMAwater, July 2024).
 8. Development on a site with an area less than 1,000m² is to be designed so that the flow of pollutants from the site due to stormwater is reduced.
 9. The stormwater quality assessment is to be prepared by a suitably qualified engineer with experience in WSUD and include:
 - a) modelling of pollutant load standards with an industry standard water quality model;
 - b) the design of WSUD measures used to achieve the post-development pollutant load standards;
 - c) maintenance schedules of any proposed WSUD measure that requires maintenance or full replacement including the likely recycling or disposal location of any wastes that may be generated.

5.4 Flooding

- a) To ensure the applicants of development and the community in general are aware of the potential flood hazard over the whole range of Annual Exceedance Probability (AEP) and of the consequent risk and liability associated with the development and use of flood liable land.
- b) To manage flood liable land in manner that is economically and environmentally sustainable and socially responsible.
- c) To establish whether or not a proposed development or activity is appropriate to be carried out having regard to the economic, property, environmental and human impacts of flooding.

- d) To protect community by ensuring that developments with high sensitivity to flood risk (eg. critical public utilities) are sited and designed to provide reliable access, continued operability during emergencies, quick recovery and to generally minimise risk from flooding.
- e) To allow development with a lower sensitivity to the flood hazard to be located within the floodplain, subject to appropriate design and siting controls and provided that the potential consequences that could still arise from flooding remain acceptable.
- f) To prevent intensification of inappropriate development.
- g) To control the use of 'High Hazard' areas and Floodways, and wherever appropriate and feasible, allow for their conversion to natural waterway corridors.
- h) To ensure that proposed development does not expose existing development to increased risks associated with flooding.
- i) To ensure building design and location address flood hazard.

Provisions

5.3.2 Design principles

1. Development should not result in any increased risk to human life.
2. The additional economic and social costs which may arise from damage to property from flooding should not be greater than that which can reasonably be managed by the property owner, property occupants and general community.
3. Development should only be permitted where effective warning time is available for the evacuation of an area potentially affected by floods to an area free of risk from flooding.
4. Development should only be permitted where reliable egress is available for the evacuation of an area potentially affected by floods to an area free of risk from flooding.
5. Evacuation should be consistent with any relevant flood evacuation strategy or flood risk management plan where in existence.
6. Development should not adversely increase the potential flood affectation on other development or properties, either individually or in combination with similar developments(s) that are likely to occur within the same catchment.
7. Developments must make allowances for motor vehicles to be relocated to an area with substantially less risk from flooding within an effective warning time.
8. Developments must provide an evacuation plan detailing procedures that would be in place for an emergency (such as warning systems, signage or evacuation drills).

9. Flood mitigation measures associated with new developments should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house raising), alienation of otherwise usable open space or by being incompatible with the streetscape or character of the locality (including heritage).
10. Raised structures shall be designed to cater for the forces of floodwaters. An Engineer's Certificate will be required for the structural design.
11. Filling of land up to the Probable Maximum Flood (PMF) must not adversely impact upon flood behaviour. This must be demonstrated by appropriate modelling.
12. Siting of buildings and structures should avoid areas of floodway and high hazard flow.
13. Development design should provide for overland flow through the consolidated sites.
14. Building and parking entrances should consider proximate flood behaviour and be located a preferable risk location.
15. Ensure access is achievable, the following road locations have been identified as being potentially constrained for evacuation:
 - a) Cooper Street,
 - b) Parramatta Road (near Cooper Street, at Powells Creek crossing, at Underwood Road, at Bedford Road, at Telopea Avenue),
 - c) Allen Street,
 - d) Ismay Avenue, and
 - e) George Street.

5.3.3 Floor level

1. Habitable floor levels to be equal to or greater than the 1% AEP floor level plus freeboard.
2. A restriction is to be placed on the title of the land, pursuant to s 88B of the *Conveyancing Act 1919*, where the lowest habitable floor area is elevated more than 1.5m above finished ground level, confirming that the subfloor space is not to be enclosed.

5.3.4 Building components and method

1. All structures to have flood compatible building components below the 100 year Average Recurrence Interval (ARI) flood level plus freeboard. All structures are to have flood compatible building components below the PMF.

5.3.5 Structural soundness

1. An engineer's report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year ARI flood level plus freeboard.
2. An engineer's report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a PMF level.

5.3.6 Flood affectation

1. An engineer's report is required to demonstrate how and certify that the development will not increase flood affectation elsewhere, having regard to:
 - a) loss of flood storage;
 - b) changes in flood levels, flows and velocities caused by alterations to flood flows; and
 - c) the cumulate impact of multiple potential developments in the vicinity.
2. The impact of the development on flooding elsewhere to be considered having regard to the three factors listed in 1. above.

5.3.7 Car parking and driveway access

1. The minimum surface level of open parking spaces or carports shall be as high as practical, but no lower than 0.1m below the 100 year ARI flood level. In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 100 year ARI flood level.
2. Garages capable of accommodating more than 3 motor vehicles on land zoned for urban purposes, or enclosed car parking, must be protected from inundation by floods equal to or greater than the 100 year ARI flood. Ramp levels to be no lower than 0.5m above the 100 year ARI flood level.
3. The level of the driveway providing access between the road and parking spaces shall be no lower than 0.2m below the 100 year ARI flood level.
4. Enclosed car parking and car parking areas accommodating more than 3 vehicles, with a floor below the 100 year ARI flood level, shall have adequate warning systems, signage, exits and evacuation routes.
5. Restraints or vehicle barriers to be provided to prevent floating vehicles leaving a site during a 100 year ARI flood.
6. Enclosed underground car parks shall have all potential water entry points protected from the PMF. The intent of this requirement is to mitigate the creation of life threatening circumstances and very high economic loss such as may occur with the complete inundation of an underground

car park. Council may consider relaxation of this requirement if it can be shown by modelling that the catchment characteristics are such that the maximum depth of inundation is less than 300mm.

5.3.8 Evacuation

1. Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (e.g. second storey) or off site.
2. Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan.
3. Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon SES or other authorised emergency services personnel.

5.3.9 Management and design

1. Site Emergency Response Flood Plan required where the site is affected by the 100 year ARI flood level (except for single dwelling-houses).
2. Applicant is to demonstrate that area is available to store goods above the 100 year flood level plus freeboard.
3. No storage of materials below the 100 year ARI flood level.

5.4 Environmental sustainability and resilience

Objectives

- a) To deliver world leading urban transformation of the Precinct by exceeding current sustainability requirements.
- b) To mitigate the impacts of climate change on key infrastructure and assets.
- c) Encourage high performing building design (namely the built form, layout and services) of office premises, large-scale retail premises, hotel or motel accommodation, serviced apartments, residential flat buildings and mixed-use development that minimises the consumption of energy and water.

Provisions

5.4.1 Water conservation

1. Water saving devices such as dual flush toilets, tap aerators, low water use dishwashers and washing machines must be provided to all new developments.
2. Spring return taps must be used for all public amenities.
3. Appliances and plumbing hardware should have a “AAA” Australian Standards Conservation Rating.
4. Implement fit for purpose substitution by matching water quality with its intended use. Roof water should be retained on site for use externally, such as garden watering, cleaning and irrigation. The collection and storage of rainwater for toilet flushing should be considered. The recycling of grey water for toilet flushing or external use should also be considered.
5. The installation of incinerators is not permitted.
6. Water conserving landscape practices, such as use of mulch, irrigation zoning, limited turf areas and flow regulators on hoses should be incorporated into design and management arrangements.
7. Minimum water requirements, include:
 - Drip irrigation to all planters/ on slab landscaping, except turf areas,
 - Water efficient taps,
 - Non-potable (recycle) water reticulation to all apartment WC’s and laundries (washing machine supply), the irrigation of gardens and the supply of carwash bays, and
 - Recycling of water from the fire pump testing system.

5.4.2 Sustainability and resilience

1. Future development should demonstrate consistency with the smart parking strategies and design principles outlined in Section 4.5 Movement network, Streets & Laneways, Bike and Pedestrian Connections.
2. All new streets should implement water sensitive urban design treatments at the point source across all catchment areas.
3. Public spaces and buildings shall be designed to reduce localised heat created by the urban heat island affect by:

- a) maximising canopy cover on streets, with canopy cover provided in accordance with provision 4.2 Public Domain,
 - b) retaining existing street trees, by minimising driveway crossovers and locating driveways between existing trees,
 - c) increasing canopy cover in accordance with the controls in provisions 4.2 Public Domain and 4.4 Trees and Ecology over all pedestrian spaces such as footpaths, pedestrian links and public open space areas,
 - d) maximising the use of vegetation on buildings, including above ground parking facilities vegetation, green roofs, green walls and materials with a high solar reflectance index are encouraged on at least 50% of the surfaces of all buildings with western and northern building facades a particular area of focus, and
 - e) all developments complying with landscape and tree planting requirements within Section 4.3 Landscape design and green infrastructure and 4.4 Trees and Ecology.
4. Flow rates from the site should not be more than pre-development site discharge.

5.4.3 Dual water systems

1. All development involving the construction of a new building or significant alterations to an existing building is encouraged to install a dual water or reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost.
2. To facilitate this, the dual reticulation system is to have:
 - a) One reticulation system servicing drinking water uses, connected to the drinking water supply, and
 - b) One reticulation system servicing all non-drinking water uses, such as toilet flushing, irrigation and washing machines. The non-drinking water system is to be connected to the rainwater tank with drinking water supply backup, until an alternative water supply connection is available. The non-drinking system is to be provided with a connection point adjacent the street boundary for easy connection to a future district non-drinking water supply.

5.4.4 Sustainable Buildings

1. Incorporate passive solar design techniques to optimise heat storage in winter and heat transfer in summer by:

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- a) maximising thermal mass in floor and walls in northern rooms of dwelling/building,
 - b) polishing concrete floors and/or using tiles or timber floors rather than carpets,
 - c) limiting the number of single aspect apartments with a southerly aspect (SW-SE) to a maximum of 10% of the total units proposed,
 - d) insulating roof/ceiling to R2.0, external walls to R1.0 and the floor—including separation from basement car parking—to R1.0, and
 - e) minimising the overshadowing of any solar collectors.
2. Provide or plan for future installation of solar collectors and photovoltaic panels, for example by:
- a) designing the roof so that solar collectors and photovoltaic panels can be mounted parallel to the roof plane, and
 - b) locating trees where they will not shade existing or planned solar and photovoltaic installations.
3. Improve the efficiency of hot water systems by:
- a) insulating a hot water system or systems with a Greenhouse Score of 3.5 or greater and which suits the needs of the development and/or individual dwellings, and
 - b) installing water-saving devices, such as flow regulators, AAA (or higher) rated shower heads and tap aerators.
4. Reduce reliance on artificial lighting by:
- a) providing a mix of lighting fixtures, including dimmable lighting, to provide for a range of activities in different rooms,
 - b) designing to allow for different possibilities for lighting the room, for example, low background lighting supplemented by task or effect lighting for use as required,
 - c) using separate switches for special purpose lighting,
 - d) using high efficiency lighting, such as compact fluorescent, for common areas, and
 - e) using motion detectors for common areas, lighting doorways and entrances, outdoor security lighting and car parks.
5. Maximise the efficiency of household appliances by:
- a) selecting an energy source with minimum greenhouse emissions,
 - b) installing high efficiency refrigerators/freezers, clothes washers and dishwashers, and
 - c) providing areas for clothes to be dried through natural ventilation.

5.4.5 Electric vehicle charging infrastructure

1. All multi-unit residential car parking must:
 - a) Provide an EV Ready Connection to all car parking spaces.
 - b) Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.
 - c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50 metres from the parking bay to connect.
 - d) Identify on the plans submitted with the Development Application for the future installation location of the cable trays from the EV Distribution Board to the car spaces that are provided a Future EV connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cables trays and EV Distribution Board(s) when designing in other services.
2. All car share spaces and spaces allocated to visitors must have a Shared EV connection.
3. All commercial building car parking must provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

5.4.6 Bird friendly design

1. Treatment of all external windows and other glazed building surfaces of buildings is required to any new glazed surface (whether part of a new building or a building undergoing alterations and additions), when the glazed surface is:
 - a) Less than 6 metres from another glazed surface such as corners and skybridges.
 - b) Less than 6 metres from an internal planted area such as a green wall or planted atrium.
 - c) Projecting vertically more than 1 metre above the building roof line.
 - d) Projecting horizontally more than 1 metre beyond the building enclosed façade.
 - e) Where buildings are located within 100 metres of the Powells Creek, treatment to 95% of glazing is required.
2. Treatment to the glazing must be either:
 - a) Bird strike UV patterning such as Ornilux.
 - b) Fritted, etched, channelled or translucent glass such as Silk-screen with a minimum untreated dimension of 100mm x 100mm.

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- c) External treatments such as angled, layers or recessed glazing, shading elements such as louvers, overhangs and awnings or mesh with a minimum open dimension of 100mm x 100mm.

5.5 Contamination

Objectives

- a) Minimise the risk to human and environmental health on land contaminated by past uses.
- b) To ensure each development application includes information sufficient to allow Council to meet its obligation to determine whether development should be restricted due to the presence of contamination.
- c) To facilitate appropriate site remediation to ensure the land is suitable for the intended use.

Note - These obligations are outlined in Chapter 4 Remediation of land in the State Environmental Planning Policy (Resilience and Hazards) 2021 at the time of adoption of this plan.

Provisions

1. All development must take precautionary steps to prevent the release of substances that cause contamination of soil, surface water, air or groundwater.
2. Development applications must consider the risk ranking assigned to the land as shown in **Figure 12: Qualitative contamination risk rating Homebush Precinct** and undertake the level of contamination assessment prescribed for that risk rating in Table 16: Contamination assessment requirements.
3. Proposals for the development of contaminated land or potentially contaminated land will need to determine:
 - a) The extent to which land is contaminated (including both soil and groundwater contamination);
 - b) Whether the land is suitable in its contaminated state (or will be suitable after remediation) for the purpose for which the development is proposed to be carried out;
 - c) Whether the land requires remediation to make the land suitable for the intended use prior to that development being carried out; and
 - d) If the land has been previously investigated or remediated, development cannot be carried out until Council has considered the nature, distribution and levels of residues remaining on the land and Council has determined that the land is suitable for the intended use.

4. For areas adjacent to medium and high risk mapped areas it should be considered whether there is a potential for contamination to have migrated via groundwater onto the subject area and whether a groundwater investigation should be undertaken to assess if there is a potential contamination risk to the proposed redevelopment.
5. All investigations should be undertaken by a qualified contaminated land consultant and in accordance with National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 (ASC NEPM, 2013) and relevant EPA endorsed guidelines.
6. The following works as are to be considered Category 1 remediation works in addition to the Category 1 remediation works under the State Environmental Planning Policy (Resilience and Hazards) 2021:
 - a) Remediation work within 40m of an open drainage channel, creek or water body.
 - b) Remediation work involving treatment of groundwater.
 - c) Remediation work involving on-site treatment of contaminated soil e.g., soil stabilisation, land-farming, soil washing or thermal desorption.
 - d) Remediation work involving on-site capping or containment of contaminated soils.
 - e) Remediation work on a site where off site migration of contaminants has occurred.
 - f) Remediation work involving the removal of Petroleum and other Underground Storage Tanks.

Table 16: Contamination assessment requirements

Contamination risk rating	Assessment requirements
Very low risk	No further contamination assessment for redevelopment,
Low risk	<p>Previous investigation and remediation validation reports should be reviewed to confirm whether contamination remains on site that could pose a risk to the future redevelopment.</p> <p>If these reports cannot be obtained a PSI and DSI should be considered if required to confirm the suitability for the development</p>
Medium risk	PSIs and DSIs must be undertaken prior to redevelopment to assess the suitability of the site for the proposed land use and determine whether a remediation action plan (RAP) is required to be prepared and implemented to make the site suitable for the proposed development.

Contamination risk rating	Assessment requirements
High risk	PSIs and DSIs must be undertaken prior to redevelopment to assess the suitability of the site for the proposed land use and determine whether a remediation action plan (RAP) is required to be prepared and implemented to make the site suitable for the proposed development.



Figure 12: Qualitative contamination risk rating Homebush Precinct

5.6 Waste

Objectives

- a) Assist in achieving Federal and State Government waste minimisation targets in accordance with regional waste plans.
- b) Minimise overall environmental impacts of waste and foster the principles of ecologically sustainable development (ESD).
- c) Facilitate source separation and provide design standards that complement waste collection and management services offered by Council and private service providers.

Provisions

1. For development located in the City of Canada Bay, refer to the Canada Bay DCP, Part B4 Waste Management.
2. For development located in Strathfield Council, refer to the Strathfield DCP, Part H Waste Minimisation and Management Plan.

5.7 Utilities servicing

Objectives

- a) Seek to ensure heating and cooling infrastructure within residential developments is consolidated in a centralised location to accommodate future environmental technologies.
- b) Smart technologies are embedded to enhance experiences in the public domain and creates liveable public open spaces.

Provisions

1. The need for additional building services must be resolved at the design stage (e.g. electricity kiosk/substation and fire services facilities) and must be coordinated and integrated with the overall design of the development without compromising building or landscape design
2. For building maintenance and to future proof residential buildings to enable infrastructure upgrades, heating and cooling infrastructure is to be consolidated into a centralised basement location and near the service/vehicle access points shown on **Figure 5: Access and Movement network**, where possible.
3. Development is to implement multi-function poles where street poles are required. Multi-function poles are to meet the following design requirements:

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- a) placement is a minimum of 600mm from the face of kerb or carriageway alignment,
 - b) placement avoids impacts on existing and future mature street tree canopies,
 - c) is co-located with other street furniture, and
 - d) pit and pipe to each light pole is provided to enable the future upgrading to 'intelligent' lights and the installation of 'smart meter' to the relevant local government and product specification(s).
4. Where new connections to the water and recycled network are proposed, include smart water meters and fittings to minimise water consumption.
 5. Use smart technologies to monitor and self-regulate building environment and operations (e.g. lighting, heat, ventilation, and air conditioning).
 6. Install smart energy solutions to increase self-sustainability and reduce reliance on the main energy grid.
 7. Demonstrate alignment to relevant NSW policy, including but not limited to the *NSW Internet of Things (IoT) policy*, *NSW Cyber Security Policy* and *NSW Smart Infrastructure Policy*.
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5.8 Dedication of land to Council

Objectives

- a) Ensure that Loftus Lane is of a sufficient width to provide service access to properties fronting Parramatta Road.
- b) Ensure that pedestrians and cyclists can safely use Loftus Lane.
- c) Provide high quality and publicly accessible open space in urban renewal areas.
- d) Ensure the design of open space provides for a variety of both passive and active uses appropriate to the location and can respond to community needs.
- e) Provide corridors of locally indigenous vegetation that link major open spaces and water bodies to enhance environmental quality and optimise opportunities for habitat for native flora and fauna species.
- f) Ensure that open space is strategically located to assist with water sensitive urban design and stormwater management.

Provisions

5.8.1 Dedication of land for road widening

1. A 4.9m strip of land for properties on the southern side of Loftus Lane, taken from the property boundary will be the subject to the dedication of land (for road/lane widening) without cost to Council. The area of the land to be dedicated will be taken into account in calculating the permitted density of development.
2. No permanent structure may be built above or below this area of land.
3. All building setbacks are to be measured from the relocated boundary and the laneway dedication is to be clearly identified on the plans lodged with the development application.

5.8.2 Dedication of land for open space

1. Publicly access open space areas are to be delivered in accordance with the site areas specified in Table 2: New Publicly Accessible Open Space Opportunities unless the proposal will increase an area of adjoining open space or provide a lineal connection to nearby open space.
2. Regular shapes, square or rectangular, are preferred to allow flexibility for useable open space. The minimum width for access corridors (linear parks) is 10m. Long narrow parks are generally unacceptable unless the prime function is for linking larger park areas.
3. It should be clearly demonstrated that the park is public open space. A park is to have at least 50% frontage to a street and at least three sides of the park are to be street/lane frontages.
4. Corner street frontages are preferred to ensure identification as a public place and to contribute to security and surveillance of the site.
5. A substantial length of road frontage is required for local parks to ensure access, good community surveillance and legibility of the public domain.
6. Safe and convenient access is to be provided within and surrounding the park.
7. The location and design of open space is to comply with provisions 4.2.2 Publicly Accessible Open Space and provide for multi-mode access.
8. The maximum slope of public parks is to be 1:4.
9. Public parks are to be fit for purpose (generally flat and usable) and not constrained by contaminated land restrictions or property easements.
10. The need for future development within public parks should be minimised to ensure maintenance costs are reasonable and to ensure the long term flexibility for the use of the public open space.

6 Glossary and amendment notes

6.1 Glossary

The following table defines selected key terms used in this Design Guide.

Table 17: Glossary of Terms

Term	Meaning
Advertising and signage	has the same meaning as advertisement and signage in the 'Standard Instrument-Principal Local Environmental Plan'
Active frontage	means where all premises on the ground floor of a building facing publicly accessible areas are used for the purposes of business premises or retail premises, excluding areas required for entrances and lobbies (including as part of mixed use development), access for fire services or vehicle access
Country	<p>includes land, waters, and sky. It can be tangible or intangible aspects, knowledge and cultural practices, belonging and identity, wellbeing and relationships. People are part of Country' (Government Architect NSW & Dr Danièle Hromek, 2020)</p> <p>Understanding Country not as a Western concept, but as an Aboriginal worldview. It is nature at a deeper level, where all things are interconnected, and the spiritual underlies the physical. Appreciating that the Aboriginal sense of Country is that past, present and future are not confined by time, but rather they merge into a continuum. Aboriginal thinking therefore embraces what was on Country before, what is there now and what might come back or evolve in the future. It is about a continuum of place too, where borders and boundaries are open to culture crossing Country, and where stories interconnect with surrounding Peoples.</p> <p>Country commands care and respect. Respect between people, animals, plants and earth is required to keep Country healthy so Country can care for and sustain life. Aboriginal principles for sustaining Country are embedded in language, stories and Songlines which all reflect physical and spiritual understandings of the land. The diversity of traditional language groups, stories and Songlines reflects the diversity of Country's landforms and ecosystems. The significance of ceremony and lore between language groups</p>

Term	Meaning
	ensures caring for Country principles and responsibilities to Country are shared across Australia. All things belong to Country, Country does not belong to anyone.
Country-centred	Country, as expressed in Aboriginal language, wisdom and ideas, shows a different way of thinking about how we, as humans, are part of our built and natural environment, and how we shape and are shaped by that environment. This way of thinking and behaving recognises humans, land, water, flora, fauna and sky as interconnected. When applied in design and planning processes consider natural systems that include people, animals, resources and plants equally - similar to an Aboriginal world view. (Government Architect, 2023)
Deep soil	<p>is a landscaped area connected horizontally to the soil system, the local ground water system beyond and is unimpeded by any building or structure above or below ground with the exception of minor structures*. Deep soil zones with a minimum dimension of 3m allows sufficient space for the planting and healthy growth of new trees that provide canopy cover and assist with urban cooling and infiltration of rainwater to the water table. Deep soil also allows for the retention of existing trees.</p> <p>* Minor structures are defined as</p> <ol style="list-style-type: none"> path, access ramp or area of paving with a maximum width up to 1.2m essential services infrastructure (such as stormwater pipes) with a maximum diameter up to 300mm landscape structures (such as lightweight fences, light poles or seating) requiring a footing with a maximum size of up to 300mm x 300mm in cross section. <p>The 3m dimension in deep soil refers to 3m in every horizontal direction (length and width). This means deep soil is a minimum 9m² (3m x 3m).</p>
Design excellence	is a term that exists in statutory planning to refer to the design quality of a building or project and to a variety of requirements intended to lift design quality. The description of Design Excellence is broadly consistent across planning legislation where it is often summarised as 'the highest standard of architectural, urban and landscape design.'
Green Infrastructure	is the network of green spaces, natural systems and seminatural systems that support sustainable communities. It includes waterways, bushland, tree

Term	Meaning
	canopy and green ground cover, parks and open spaces that are strategically planned, designed and managed to support a good quality of life in an urban environment.
Gross Building Area (GBA)	means the total enclosed and unenclosed area of the building at all building floor levels measured between the normal outside face of any enclosing walls, balustrades and supports that could be achieved within the defined planning envelope inclusive of any cantilever zone to meet the required qualitative and performative standards. The unit of measurement for building areas is the square metre.
Gross Building Area (GBA)	means the total enclosed and unenclosed area of the building at all building floor levels measured between the normal outside face of any enclosing walls, balustrades and supports that could be achieved within the defined planning envelope inclusive of any cantilever zone to meet the required qualitative and performative standards. The unit of measurement for building areas is the square metre.
Gross Floor Area (GFA)	gross floor area as defined in CBLEP and the SLEP
Open to the sky	means a space that directly opens to the sky without any structures above.
Public spaces	<p>are all places publicly owned or for public use, accessible and enjoyable by all free and without a profit motive. These include:</p> <ul style="list-style-type: none"> • public open spaces – active and passive (such as parks, gardens, playgrounds, public beaches, riverbanks and waterfronts, outdoor playing fields and courts and publicly accessible bushland) • public facilities – public libraries, museums, galleries, civic/community centres, showgrounds and indoor public sports facilities • streets, avenues and boulevards, squares and plazas, pavements, passages and lanes and bicycle paths.
Residential accommodation	has the same meaning as in the ‘Standard Instrument – Principal Local Environmental Plan’
Residential flat buildings	has the same meaning as in the ‘Standard Instrument – Principal Local Environmental Plan’

6.2 Amendment notes

Homebush Precinct Design Guide

Date	Page	Section	Amendment

7 Schedules

7.1 Schedule 1 – Connecting with Country Framework key themes and outcomes

Healthy Country

	What does this look like?	Literature Review	Community Stakeholder Learnings
Indicators of Success	<ul style="list-style-type: none"> • Healthy ecology • The physical form of Country remains recognisable and restored where possible 	<ul style="list-style-type: none"> • Flora and Fauna Outcomes • Open Space Design • Aboriginal Housing • Aboriginal Culture and Protection 	<ul style="list-style-type: none"> • Reinvigorating the endemic flora and fauna of the area should be a priority as part of future developments in the area. • Creating connections to Aboriginal histories, landscapes, flora and fauna that enable storytelling to be accessed by First Nations and Non-Indigenous people. • Healthy Country relies on places and spaces being safe and inclusive of First Nations people, this includes housing, business and community outcomes.
	Project specific recommendations <ul style="list-style-type: none"> • Open space planning needs to incorporate endemic flora and fauna outcomes, as well as opportunities for Aboriginal storytelling. • Aboriginal housing targets need to be considered as part of ensuring First Nations people have places to live in the area. • Economic opportunity for First Nations businesses and community services (designated spaces) 		

Healthy Community

	What does this look like?	Community Stakeholder Learnings
Indicators of Success	<ul style="list-style-type: none"> • Strong cultural identity, connected to place and community • Cultural Safety • Relief for Aboriginal communities who are fatigued by the workload imposed on them by project teams seeking their advice on Country • Training • Employment opportunities 	<ul style="list-style-type: none"> • Currently, there are no dedicated spaces for Aboriginal people to gather. Whether it is an open space with a natural landscape or room/building. • Creating Aboriginal employment opportunities through the future developments on this site. • Creating a community of First Nations people, having stability to grow and thrive mentally and socio-economically • Being able to see, hear and feel Aboriginal culture in the site is important in reclaiming a sense of Country and connection.
	Project specific recommendations <ul style="list-style-type: none"> • Fundamentally, the design guide and future developments in the area must consider culturally safe and inclusive spaces that are inviting for First Nations people. • A cultural space for the local community to come together to share stories and experiences in the area. • Aboriginal employment, housing and socio-economic indicators could be considered as part of future developments on site. 	

Protecting Aboriginal Heritage

	What does this look like?	Literature Review	Community Stakeholder responses
Indicators of Success	<ul style="list-style-type: none"> Aboriginal cultural advisors guiding project teams and clients to better connect with Aboriginal community Project teams and processes for project delivery respect ICIP Aboriginal language placenames are used Access to Country is provided 	<ul style="list-style-type: none"> A once thriving Aboriginal community that was forcibly removed from Country and subsequent landscapes significantly impacted by colonisation and developments. 	<ul style="list-style-type: none"> Creating a <u>Wangal</u> identity on the site, where all people who are present on the site will be able to understand that they are on Aboriginal <u>land</u> and be able to learn more about Aboriginal culture. Connecting with Aboriginal knowledge-holders and keepers of language to consider Aboriginal place naming where appropriate. Creating spaces and places for all people to learn and connect with both <u>Wangal</u> and Aboriginal culture (art, storytelling, bush tucker etc.)
	Project specific recommendations <ul style="list-style-type: none"> Place naming, signage, wayfinding in local art and language Designated space to include art which tells a story of the area, creation and heritage. Aboriginal storytelling opportunities in open spaces within the Homebush Precinct. These can include Truth-Telling about historical traumas which occurred on the Country, re-introducing endemic flora species. 		

Cultural Competency

	What does this look like?	Community Stakeholder responses
Indicators of Success	<ul style="list-style-type: none"> Ongoing cultural awareness training develops skills and competency in delivering Country-centred design projects 	<ul style="list-style-type: none"> Need to have places/spaces for people to learn about Aboriginal culture without knowing they're learning – could be signage for flora and fauna and connection to Country with a QR code to a spoken/visual storytelling. Sandstone goanna at Lake Parramatta is a good example of teaching people about habitats and movements of goannas. Ensuring all people who work on the site in future developments are provided cultural awareness training. Education sessions with <u>Wangal</u> Elders (a contact list and schedule will need to be drafted with a plan of operation).
	Project specific recommendations <ul style="list-style-type: none"> Engaging and creating a register of local knowledge holders who are willing and eager to educate which can be distributed out to the community e.g. schools, community <u>centers</u> etc. Mandating cultural competency training for designers and developers on site. A visual representation project which includes updating the technology and collaborating with culture through QR codes spread around the project area which includes accurate information from the knowledge holder register. 	

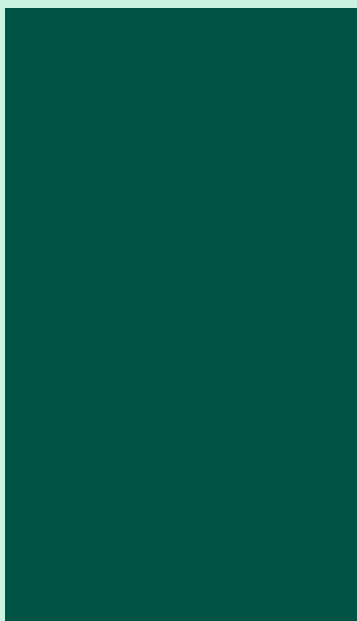
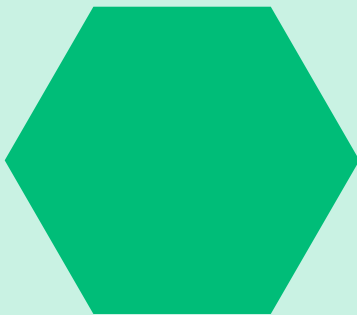
Better Places

	What does this look like?	Community Stakeholder responses
Indicators of Success	<ul style="list-style-type: none"> • Planning and design projects create places that <u>are connected with</u> Country • Planning and design outcomes support living cultural practices • Original landscapes are repaired or restored. 	<ul style="list-style-type: none"> • Ensuring continuity of flora and fauna through the sites and connected to outside project lines sites to create a seamless stream of culture • Using glass treatments to share Aboriginal stories in a designated space designed by the local Aboriginal community members. • Sensory gardens – serene enough (protected from all the noise of traffic etc.). Weaving flora, fauna and water into the built environment. • A healthy ecosystem of all the pre-colonial elements of the area, to create a holistic environment. • It would be good to have connection of the non-human to bring back habitats to Country. As an example, in another development, lighting of buildings at night has disrupted the natural movements of bats at night.
	Project specific recommendations	
	<ul style="list-style-type: none"> • Creating a serene environment protected from noise in open spaces within Homebush Precinct weaving in human and non-human elements • A dedicated mural designed by local artists reflecting aspects of the local area connecting the younger generations and traditional owners through cultural activity • An action plan with the recommendations of the younger generations who are the future of reconciliation in NSW 	



Homebush State-led Rezoning Urban Design Report

July 2024



Acknowledgment of Country

Cox acknowledges the Wangal people as the Traditional Custodians of the lands on which the project area lies. We pay respect to their Elders, past and present, and recognise ongoing connection to Country and culture.



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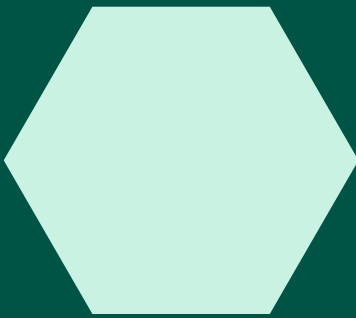
This report was prepared by COX Architecture on behalf of Department of Planning, Housing and Infrastructure.

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1

Purpose of the Report



Purpose of the Report

This Homebush Precinct TOD Urban Design Report (the Report) is a guiding document to explain the State-led rezoning process for the Homebush Precinct.

The purpose of the Report is to;

- Review, validate and clearly document the proposals and strategies within the various plans and policies that presently apply to the Homebush Precinct
- Prepare an Urban Design Report that is informed by Connecting with Country engagement processes and opportunities
- Inform the preparation of a Design Guide, Explanation of Intended Effects (EIE) and infrastructure listing for the Homebush Precinct; and
- Test that the planning controls proposed within the State-led rezoning can deliver the desired housing outcomes, whilst meeting or exceeding the achieving the amenity based performance controls within the Urban Design Report and the Design Guide.

The Report achieves this by;

- Identifying urban design controls parameters that will underpin the proposed development;
- Providing a site and context analysis that identifies opportunities to be considered;
- Demonstrating that potential future uses, built form and landscape can achieve high quality place outcomes;
- Proposing building heights, building envelopes, and draft development principles to be incorporated into future planning controls at a later stage; and
- Assess and test to reduce impacts amenity impacts, including the provision of new open spaces, preservation of heritage items and the delivery of new streets and through site links.

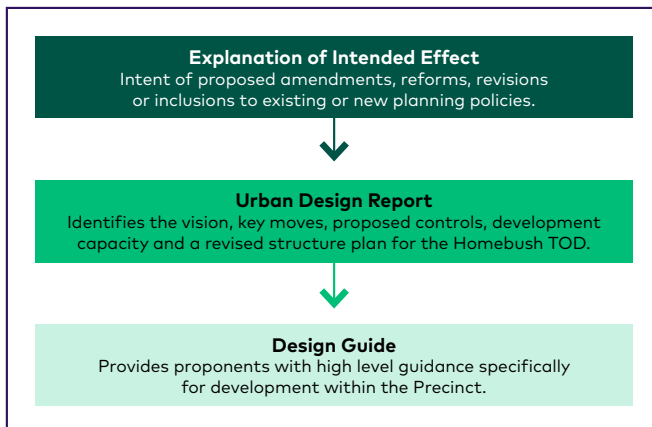
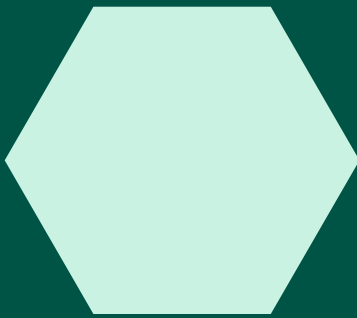


Figure 1: Relationship of Urban Design Report to the Homebush TOD documents

2

Starting with Country



The Homebush State-Led Rezoning Urban Design Report begins with the understanding of an Aboriginal worldview of 'Country' – it is important to think about how to approach implementing this learning in the design. The GANSW Designing with Country Discussion Paper recognises at the core, "Aboriginal people know that if we care for Country, it will care for us. For tens of thousands of years, they have managed, cultivated and cared for the landscape where our towns and cities were established and continue to grow"¹

When planning on Country, it is important that proponents respect Country and the impacts decisions made have on Country, acknowledging the Homebush precinct and landscapes have changed significantly over generations.

It is important to acknowledge and consider how the Cultural landscape can be preserved.

To support our understanding of Country and what our project can do for Country, Cox Inall Ridgeway has supported the Urban Design with 'Outcomes for Country' – a guide from GANSW's Connecting with Country Framework, that take learnings from Country and support the implementation now and into the future.

¹ <https://www.aidr.org.au/media/7760/designing-with-country-discussion-paper.pdf>

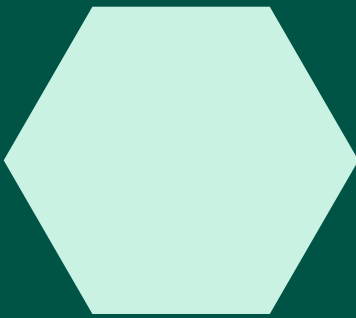
For further details on Connecting with Country framework, cultural landscape, flora, fauna and outcomes of Country, refer to Cox Inall Ridgeway *Connecting with Country Framework Homebush TOD*.

Outcomes for Country

	Healthy Country	Healthy Community	Protecting Aboriginal Heritage	Cultural Competency	Better Places
Indicators of Success	<ul style="list-style-type: none"> Open space planning needs to incorporate endemic flora and fauna outcomes, as well as opportunities for Aboriginal storytelling. Aboriginal housing targets need to be considered as part of ensuring First Nations people have places to live in the area. Economic opportunity for First Nations businesses and community services (designated spaces) 	<ul style="list-style-type: none"> The design guide and future developments in the area must consider culturally safe and inclusive spaces that are inviting for First Nations people. A cultural space for the local community to come together to share stories and experiences in the area. Aboriginal employment, housing and socio-economic indicators could be considered as part of future developments on site. 	<ul style="list-style-type: none"> Place naming, signage, wayfinding in local art and language Designated space to include art which tells a story of the area, creation and heritage. Aboriginal storytelling opportunities in open spaces within the Homebush Precinct. These can include Truth-Telling about historical traumas which occurred on the Country, re-introducing endemic flora species. 	<ul style="list-style-type: none"> Engaging and creating a register of local knowledge holders who are willing and eager to educate which can be distributed out to the community e.g. schools, community centres etc. Mandating cultural competency training for designers and developers on site. A visual representation project which includes updating the technology and collaborating with culture. 	<ul style="list-style-type: none"> Creating a serene environment protected from noise in open spaces within Homebush Precinct weaving in human and non-human elements A dedicated mural designed by local artists reflecting aspects of the local area connecting the younger generations and traditional owners through cultural activity An action plan with the recommendations of the younger generations who are the future of reconciliation in NSW.

3

The Homebush Precinct



Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor. The Parramatta Road Corridor traverses 20 kilometres from Granville in the west to Camperdown in the east. The corridor includes land adjoining Parramatta Road, which have been identified as Precincts.

The Homebush Precinct is located directly north-west of Strathfield Town Centre and Strathfield Train Station. As the largest among the eight Precincts along the corridor, it stretches from the Western Rail Line, extending northward along the Northern Rail Line into Concord West. The Precinct's borders are defined by Homebush Bay Drive, Mason and Bressington Parks, and Liberty Grove to the north and west. To the south, the boundary is marked by Parramatta Road and the Western Rail Line. Concord Road and Swan Avenue determine the eastern extent of the Precinct.

PRCUTS envisions the Homebush Precinct transforming into an active and varied hub, integrating higher-density housing with a variety of mixed uses. This transformation will be supported by a network of green links and open spaces, providing walking access to four train stations

The Parramatta Road Corridor Planning and Design Guidelines were established to manage land use changes and promote design excellence throughout the corridor as envisioned by the strategy.

The purpose of the guidelines is twofold: to outline priorities and principles ensuring future developments achieve high design quality and excellence, and to guide the evolving character of the corridor while preserving the distinctiveness of different areas. These guidelines provide recommendations for future Masterplans and Planning Proposals, including suggested land uses, building heights, and densities.

PRCUTS proposes realizing the vision through several key strategies:

- Leveraging the vibrancy and character of the Bakehouse Quarter.
- Establishing a high-quality open space network and enhancing the areas surrounding the train stations.
- Implementing tree planting initiatives and enhancing the environment along Parramatta Road.
- Ensuring the sustainability of shops and commercial establishments along Parramatta Road.
- Addressing issues related to on-street parking along Parramatta Road.
- Mitigating traffic congestion along Parramatta Road, including improving north-south connections.
- Increasing service frequency at Flemington, Homebush, Concord West, and North Strathfield Stations.
- Overcoming barriers such as the M4 Motorway and Concord Road.
- Managing challenges related to flooding, noise, and contamination.



Figure 2: PRCUTS Study area Source: Parramatta Road Implementation Tool Kit Planning and Design Guidelines

Sydney Metro West

In 2021, the NSW Government granted approval for a concept plan and major civil construction works for Sydney Metro West, a new rail link set to operate between Westmead and the Sydney CBD, enhancing connectivity both east and west.

Expected to commence operations in 2032, Sydney Metro West will include a station at North Strathfield, adjacent to the existing North Strathfield train station, significantly improving public transport connectivity key employment and education precincts. With quick connections to the Sydney CBD and Parramatta in just 10 minutes, the Homebush area is poised to become one of the most accessible and interconnected precincts in Sydney.

Sydney Metro West will play a crucial role in serving the expanding Homebush Precinct, fostering stronger connections between the established and emerging industry and employment hubs and communities, both to the east and west of the city. Additionally, it offers a chance to expand the residential capacity of the Precinct, accommodating further population growth, coupled with local placemaking strategies aimed at rejuvenating public spaces.



Figure 3: Future North Strathfield Station Entrance. Source: Sydney Metro

Transport Oriented Development Accelerated Precincts

On 7 December 2023, the NSW Government announced the TOD Program to create more well-located homes close to transport, jobs and services. As part of the TOD Program, the NSW Government identified eight Sydney transport hubs (tier one accelerated precincts) for State-led accelerated rezoning to deliver up to 47,800 new, well located, high and mid-rise homes over the next 15 years. Homebush has been included as one of the eight tier one accelerated precincts.

The TOD Program has stemmed from the National Housing Accord (the Accord) announced by the Commonwealth Government in October 2022 as part of the Federal Budget to address the supply and affordability of housing. The Accord includes an initial aspirational target to build one million new well-located homes over 5 years from mid-2024. NSW has been tasked to provide 377,000 new homes by 2029.

<https://www.planning.nsw.gov.au/sites/default/files/2023-12/transport-oriented-development-program.pdf>



Figure 4: Transport Oriented Development Program. Source: Department of Planning, Housing and Infrastructure

Regional Context

The Homebush Precinct is located approximately 12km west of the Sydney CBD. The Precinct straddles the boundaries of both Strathfield Council and City of Canada Bay Council. Homebush is located 20 minutes to Sydney CBD and 15 minutes to Parramatta CBD via existing train networks and services.

Homebush is also located within close proximity to Sydney Olympic Park, a major sporting and entertainment precinct. Sydney Olympic Park offers a range of facilities including stadia, arenas, parklands, and cultural venues, attracting visitors from across the city and beyond.

Homebush is connected via various transportation modes. Within the Precinct boundary are the stations of Homebush Station, North Strathfield Station, and Strathfield Station, and within close proximity of the Precinct boundary Concord West Station, Flemington Station and Sydney Olympic Park Station. Sydney Metro West will include a station at North Strathfield, adjacent to the existing North Strathfield train station. Major roadways such as Parramatta Road the A3 Ring Road and the M4 Motorway pass through Homebush, further enhancing its connectivity.

The Greater Sydney Region Plan

The Greater Sydney Regional Plan outlines a 40-year vision for the development of Greater Sydney. Homebush is east of Sydney Olympic Park and south of Rhodes which are identified as strategic centres and these centres hold significant importance within the regions urban hierarchy, claiming to attract substantial private sector investment and growth.

Eastern City District Plan

Located within the Eastern City District of the Greater Sydney Region Plan: A Metropolis of Three Cities, 2018, the corridor from Strathfield to Homebush and North Strathfield is identified as an Urban Renewal Area, positioned to contribute to the district's vision and housing targets.

The District Plan also identifies Powells Creek and Mason Park, Strathfield as areas to provide walking and cycling links, urban greening, stormwater treatment and a mix of open space uses that link Concord West, North Strathfield, Homebush and Strathfield to Parramatta Road, Bicentennial Park and the Parramatta River foreshore.

Future Transport 2056

Future Transport Strategy 2022 outlines the transportation vision for NSW, including Homebush as a part of the corridor facilitating transportation services for the centre, including rapid buses, walking, and cycling.

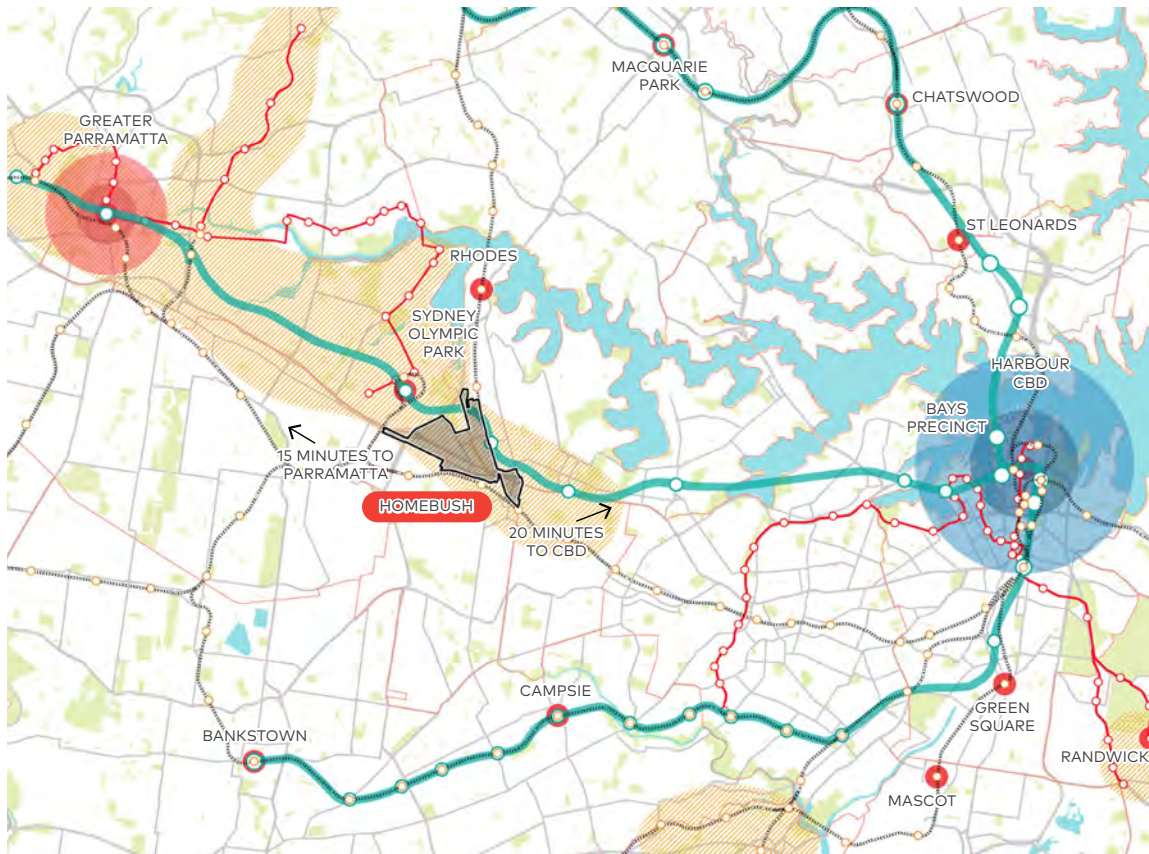


Figure 5: Strategic Context Diagram. Source: COX, GCC

- | | | | | |
|-----------------------|---------------------|------------------|--------------------|--------------------|
| Precinct Boundary | Light rail | Strategic Centre | Harbour CBD | Urban Renewal Area |
| Railway line and stop | Metro line and stop | LGA boundaries | Greater Parramatta | Open space |

Homebush Planning Policy Context

There is a wide range of plans and policies that apply to the Homebush Precinct at both a State and Local Government level.

The following assessment is a small sample of the applicable plans and policies and relevant objectives have been captured in this Report for their relevance to urban renewal and urban design within the Precinct only.



NSW Government - Better Placed

The Integrated Design Policy for the built environment in NSW offers a clear strategy to ensure quality design in architecture, public spaces, and environments, both for the present and future. Government Architect NSW (GANSW) has introduced "Better Placed," an integrated design policy that outlines seven key objectives: promoting designs that are contextually relevant, sustainable, inclusive, safe, efficient, value-adding, engaging, and attractive. These objectives establish expectations for good design in projects of all sizes, highlighting the public benefits of such design. The policy also defines well-designed built environments as healthy, responsive, integrated, equitable, and resilient. To complement Better Placed, GANSW has issued frameworks, advisory notes, and guidelines covering various design-related topics, such as country, heritage, movement, and place.



NSW Government - Greener Places

GANSW has prepared Greener Places, an urban green infrastructure framework in NSW, supported by the draft Greener Places Design Guide and inspired by the Sydney Green Grid strategy. It is designed to improve the quality of urban life by strategically planning and managing green spaces, natural systems, and semi-natural systems. This framework promotes a healthier, more sustainable urban environment by enhancing community access to recreation, connectivity for walking and cycling, and urban resilience. It revolved around four key principles:

1. Integration with urban and grey infrastructure
2. Creating an interconnected open space network
3. Providing multiple ecosystem services
4. Involving stakeholders in development.



City of Canada Bay

Canada Bay Local Strategic Planning Statement

The City of Canada Bay Local Strategic Planning Statement (LSPS) is the core strategic planning document for the City of Canada Bay.

The LSPS identifies the Canada Bay portions of the Homebush Precinct as Urban Renewal Areas. The LSPS acknowledges that PRCUTS aims to renew Parramatta Road and adjacent communities through investment in homes, jobs, transport, open space and public amenity. It presents significant urban renewal opportunities for land within defined precincts.

The LSPS identifies North Strathfield in particular as an area of "low density housing on the western side of the main northern railway line falls within the Parramatta Road Corridor. This area however, is located within close proximity to North Strathfield train station and a new metro station."



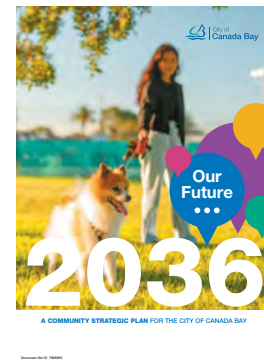
CANADA BAY LOCAL HOUSING STRATEGY

Canada Bay Local Housing Strategy

The objective of the Local Housing Strategy is to analyse the population, demographic and supply issues associated with the delivery and take up of housing in the LGA.

The Statement identifies actions relevant to the Homebush Precinct including;

- Develop detailed local area plans (LAPs) for local centres and surrounding local renewal areas, that are the basis for planning framework changes that promote medium density and infill development to diversify housing types
- Develop a staged program for the preparation of LAPs and planning control changes, with the program to include local centres with high accessibility including: Concord West, North Strathfield and Five Dock
- Ensure a diversity of housing forms, through development of guidelines for appropriate housing provision as well as ensuring that Council's DCP has controls that promote greater diversity of housing



Our Future 2036

Canada Bay Our Future 2036

Our Future 2036 is a strategic plan developed by the City of Canada Bay in order to guide the council's growth towards an inclusive, sustainable, and thriving community. Following community consultation, the framework establishes several goals targeting social, environmental, economic and civic leadership issues, focused on preparing Canada Bay to sustainably support a growing population. Relevant goals to Homebush highlighted in this plan include:

- Create vibrant local village centres and community hubs
- Ensure the built environment respect neighbourhood character and responds deftly to evolving community needs
- Encourage active and accessible transport opportunities
- Manage local assets to ensure they continue to meet the City's needs and address climate adaptation issues.



Strathfield Local Strategic Planning Statement

Strathfield 2040, is Council's Local Strategic Planning Statement (LSPS) which identifies opportunities for Council to outline local considerations so that they can become part of a coordinated response by Government in responding to growth and shaping the LGA's future.

The LSPS will guide the future character of our LGA through land use planning and collaboration between neighbouring councils, other levels of Government and key stakeholders.

The LSPS acknowledges that the Homebush Precinct is within the Parramatta Road Urban Transformation Corridor. This is further reinforced through documenting that "Urban renewal will be promoted along regional transport corridors and near strategic centres, such as northern Strathfield and Homebush with high residential amenity and access to transport and services."

Urban renewal within the Homebush precinct would also align with "the community has a preference to contain higher density development to the major transport corridors and protect the existing heritage and local character of low density residential across the LGA."



Strathfield Local Housing Strategy

The Strathfield Local Housing Strategy sets out a plan for delivery of new housing in the Strathfield LGA for the next 20 years. This strategy has been developed to meet the requirements set out in the Greater Sydney Commission's Greater Sydney Region Plan - A Metropolis of Three Cities and the Eastern City District Plan.

The Strategy was to plan for up to approximately 13,500 additional dwellings in the 2016 to 2036 period to meet the needs of a growing population

Through exhibition of the draft Strategy, relevant community feedback was received that suggested "Mid-rise and high-rise apartments could be suitable for Homebush, Homebush West and Rail corridors" .



Strathfield 2035

The Strathfield 2035 Community Strategic Plan, prepared by Strathfield Council, provides long term direction for aligning the Council's resources with community priorities. It offers guidance to other stakeholders involved in planning and delivering services within Strathfield, and seeks to integrate environmental, social, economic and civic leadership considerations into its actions to help meet it's community's needs. Homebush's position in a key rail corridor is discussed in this plan, as well as other relevant goals such as:

- Sustainable growth supported by well-planned and accessible infrastructure and services
- Enticing, vibrant and safe centres blending services and social connectivity
- Quality, liveable and sustainable urban design and development.

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The Precinct

Located north-west of Strathfield train station, the Precinct comprises an area of approximately 200 hectares which extends northward from Homebush station towards North Strathfield and Concord West train stations. It is traversed by Parramatta Road and the M4 Motorway, forming a significant east-west transportation corridor.

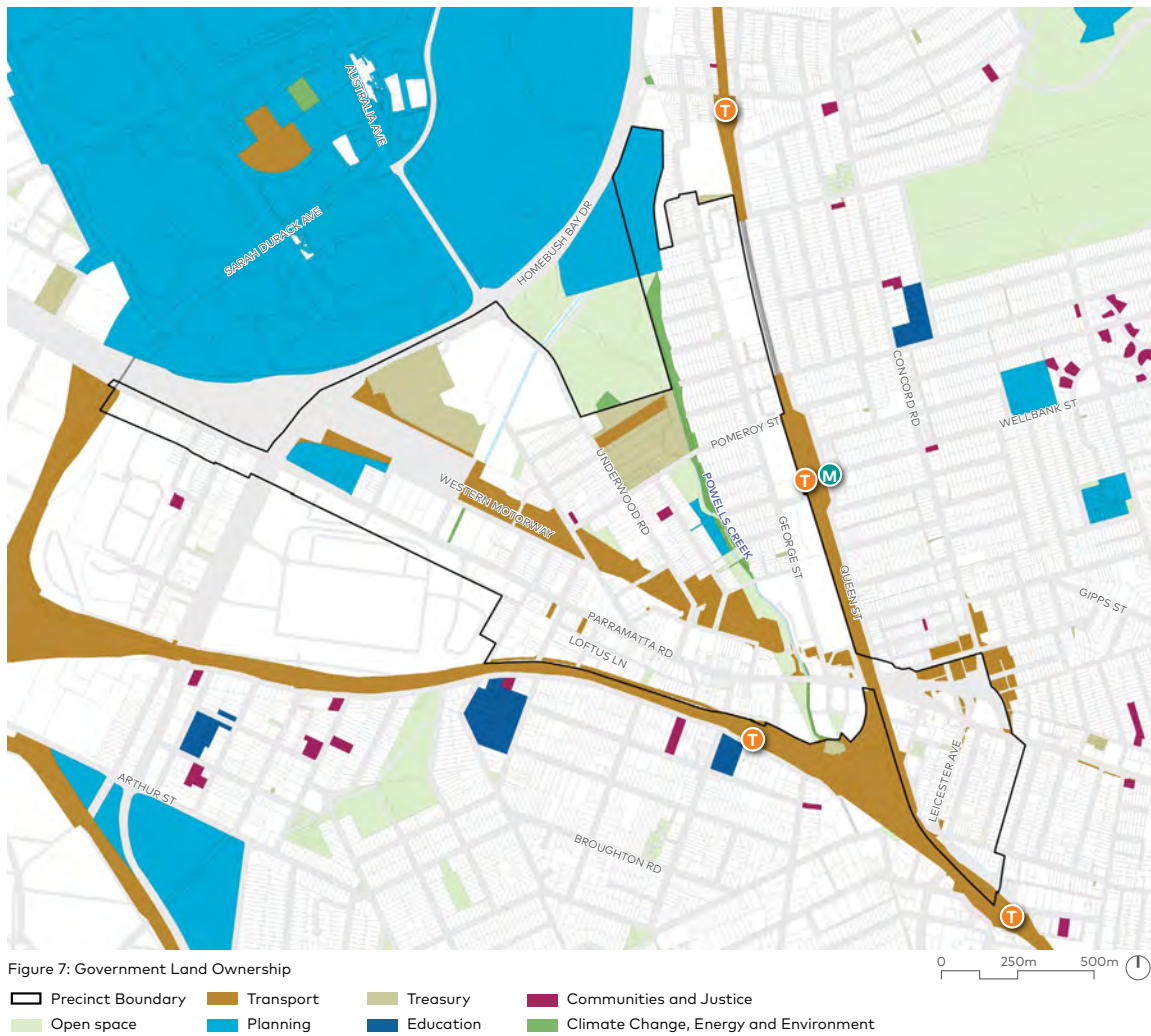
The Precinct is bordered by Homebush Bay Drive to the north, Western Rail Line to the south of the Precinct, and Main North rail line to the east. The site features notable natural landmarks such as Powells Creek, Mason Park, and wetlands, with adjacent public open spaces.



Figure 6: Precinct and notable landmarks

Government Ownership

Parts of the Precinct are crown land or government owned land. This includes the transport corridor utilized by the M4 motorway and land occupied by Ausgrid. Additionally, some land along and to the north of Powells Creek, which contains open space and sports fields, falls under government ownership.



Existing Access and Movement

Homebush is currently well serviced with rail connections at Homebush, Strathfield, North Strathfield and Concord West train stations, connecting the Precinct to the Western and Main North rail lines. Sydney Metro West is expected to open in 2032 with a new station and service located at North Strathfield.

Sydney's main east-west vehicular transport corridor, comprising of the M4 Motorway and Parramatta Road, intersect in Homebush. The M4 Motorway connects the western suburbs to the Sydney CBD and eastern areas. Parramatta Road, one of Sydney's oldest and busiest roads, runs from the Sydney CBD to Parramatta, passing through Homebush. Homebush Bay Drive and Centenary Drive form part of the A3 arterial road that connects

Mona Vale to Blakehurst and forms the northern boundary to the Precinct. While there are several rail stations in close proximity to the Homebush Precinct, there are currently only limited bus routes through the Precinct.

Currently there is limited local bus services within the Precinct and there are opportunities for services to be reviewed as the Precinct transforms, to support Sydney metro and to provide public transport on Parramatta Road.

Refer to Homebush TOD Rezoning Precinct Transport Statement by ARUP for further information on public transport.

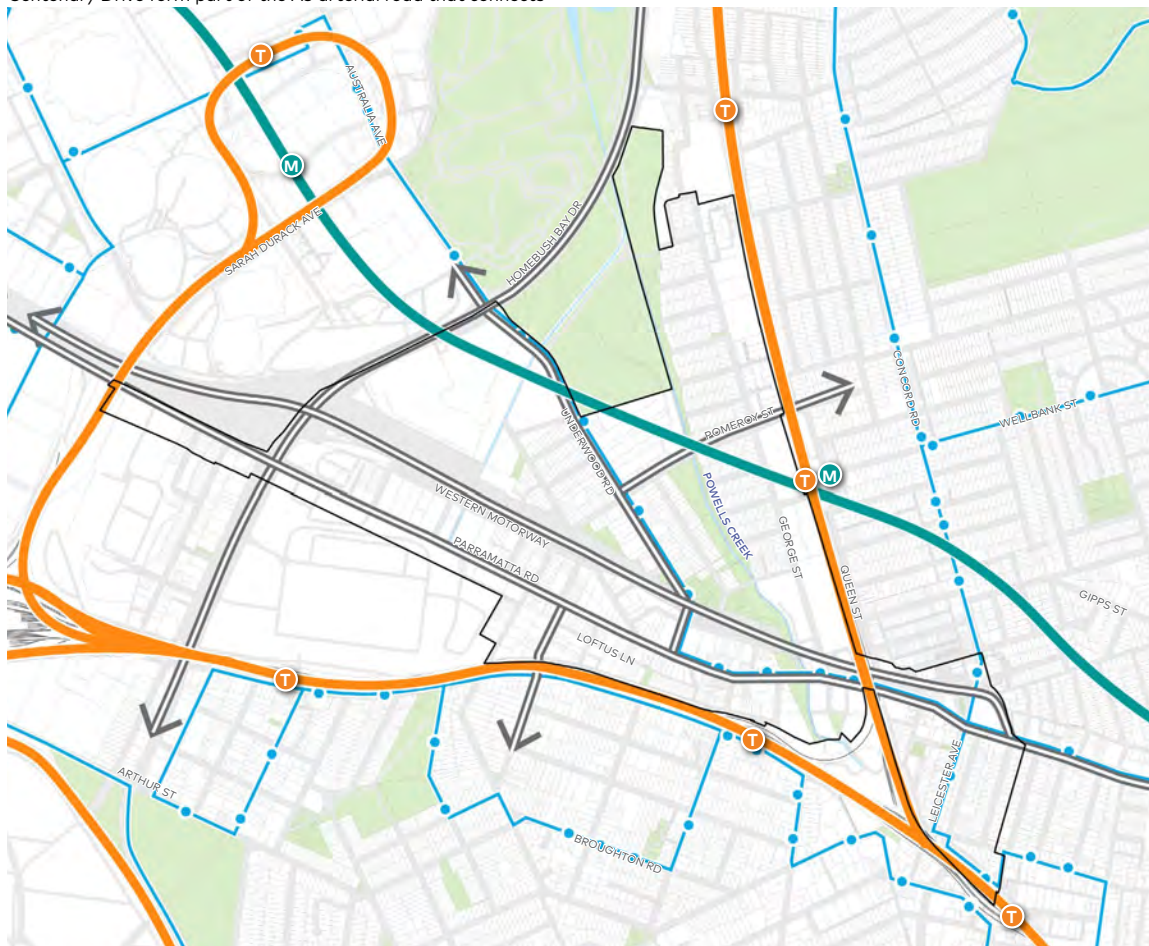


Figure 8: Existing Access and Movement Network

▭ Precinct Boundary — Train line and station — Metro line and station — Bus route and stop — Major Roads

Existing Active Transport

The Precinct benefits from a well-established network of cycle routes, including pathways along the M4 Motorway, Pomeroy Street, and Bridge Road, forming part of the Bay to Bay Cycle and Walkway, a 23 kilometre track running from Settlers Park in Ryde to Botany Bay.

Additionally, George Street provides connections further north to Bicentennial Park and Sydney Olympic Park, which contains 35km of cycleways. Further enhancements are proposed under PRCUTS to expand cycling infrastructure.

Powells Creek is a valuable corridor for active transport, facilitating walking, jogging, cycling and access to open spaces and parks. The creek extends north to Mason Park and the wetlands.

These active transport routes promote connectivity between neighbourhoods, parks, and other amenities within and beyond the Precinct.

Refer to Homebush TOD Rezoning Precinct Transport Statement by ARUP for further information on active transport.



Figure 9: Existing and proposed active transport network

- ▭ Precinct Boundary
- Cycleways
- Off-road Cycle Route
- On-Road Cycle route (bike lane)
- Bay to Bay Cycle and Walkway (Strathfield Council)
- On-Road Cycle route (mixed traffic)
- Planned Cycle Route
- Proposed cycleway facilities delivered by others
- ➔ Proposed cycle route

Existing Character

Homebush has an existing character drawn from its industrial past and multiple road and rail transport connections. Today, the Precinct features a wide variety of neighbourhoods, commercial uses, destination retail and recreational amenities.

Housing within the Precinct has traditionally been associated with low-density residential areas. However, in recent years, the suburb has undergone significant urban redevelopment, resulting in a more diverse range of housing options.

The redevelopment has introduced a variety of housing types, including apartments, townhouse, and detached houses, catering to the evolving needs of residents. Along Parramatta Road, large parcels of land accommodate office/business park developments, wholesale and retail businesses, as well as light industrial operations. This mix of uses contributes to the vibrancy and economic activity of the area.



Figure 10: Northern approach to Strathfield Station from the Precinct. Source: COX



Figure 11: Powells Creek north-south active green connection. Source: COX



Figure 12: Existing Low Density West Side of George Street. Source: COX



Figure 13: Open Space and playground under the freeway. Source: COX



Figure 14: Closed off connections through Powells Creek. Source: COX



Figure 15: George Street - Low scale commercial/retail with Walk-Ups behind. Source: COX

The Precinct provides a balance of uses and serving local and regional needs for shops, restaurants and amenities, adjacent to Homebush, Strathfield and North Strathfield train stations. The Bakehouse Quarter, situated north of Parramatta Road, serves as a retail and food and beverage hub with a particular focus on George Street, whilst DFO is a regional retail destination.

Powells Creek runs parallel to George Street, offering a linear public open space and an active green connection. Some sections of this green space make use of otherwise underutilised areas beneath the elevated M4 motorway. Heritage elements are scattered throughout the Precinct, with the largest cluster near Strathfield Station comprised of number of dwellings. The Bakehouse Quarter and the Homebush Theatre are non-residential heritage items within the Precinct.



Figure 16: George Street – Low scale commercial/retail with Walk-Ups above. Source: COX



Figure 17: M4 Ventilation Shaft as viewed from Arnotts Reserve



Figure 18: Heritage item Homebush Theatre along Parramatta Road. Source: Google street view



Figure 19: View from Parramatta road at Western Motorway interchange. Source: Google street view



Figure 20: George Street running through the Bakehouse Quarter, in close proximity to restaurants. Source: COX



Figure 21: George Street with Arnotts factories in the Bakehouse Quarter. Source: COX

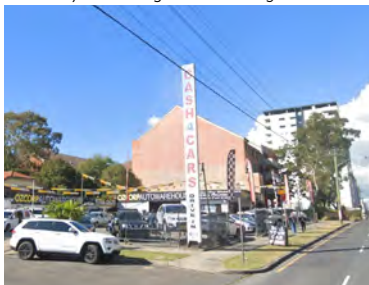


Figure 22: Car dealerships along Parramatta Road. Source: Google street view



Figure 23: The Mews, activated by local businesses. Source: COX



Figure 24: "The Mews" former factories in the Bakehouse Quarter. Source: COX

Natural Considerations

The Precinct is centred around an open space network that follows Powells Creek, extending all the way to the Parramatta River. The watercourse poses a risk of flooding, potentially affecting local streets and residences. The flood-prone area extends beyond the M4 Motorway, reaching down to the Strathfield triangle and south of Homebush Station. The WMAwater flood study which is part of the Homebush TOD technical reports, has identified a flood division line to limit development around Powells Creek, ensuring that new development minimizes flood risk and maintains the integrity of the floodplain. Please refer to their report for more information.

There are no areas of ecological significance within the Precinct boundaries, however Mason Park Wetlands, adjacent to Powells Creek, contains threatened ecological communities. Further to the north, where Powells Creek meets Parramatta River, high biodiversity areas are located.

Topography through the precinct is generally undulating, with ridgelines extending along the Main North rail line and from Loftus Lane through to Underwood Road, creating the depression through which Powells Creek flows.

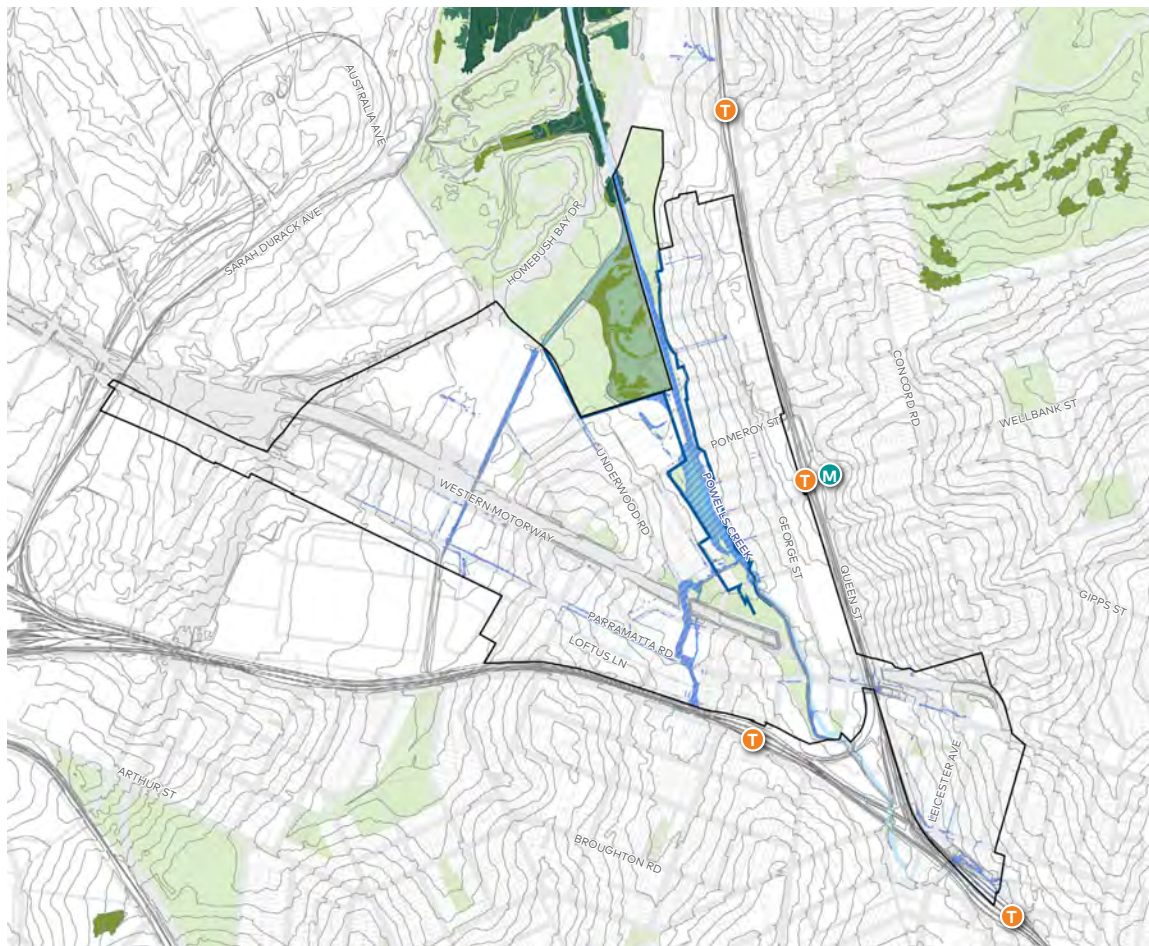


Figure 25: Existing Natural Considerations

- Precinct Boundary
- 5m contours
- Flood Prone Land
- Biodiversity Value Areas
- Rivers
- Flood Division Line
- Threatened Ecological Communities
- Coastal Management Act Wetlands

Built Considerations

The Precinct contains numerous built elements to consider with regard to urban renewal, including recent developments, strata properties, industrial zones, and educational institutions such as schools.

Recent developments in the Precinct are largely comprised of significant redevelopments, along Parramatta Road which transformed from light industrial and bulky goods uses to a mix of commercial and residential. Elsewhere in the Precinct recent development is largely comprised of alterations and additions to existing properties.

Strata-titled properties with over 10 lots have also been mapped as a consideration for urban renewal as they largely comprise existing multi-unit residential buildings.

Electricity supply uses such as Ausgrid occupy land to the south of Mason Park Wetlands and west of DFO.

There are two schools located within the Precinct, Our Lady of the Assumption Catholic Primary School and The McDonald College K-12 school. Just outside the precinct boundary are the Victoria Avenue Public School, Homebush Public School and Homebush Boys High.

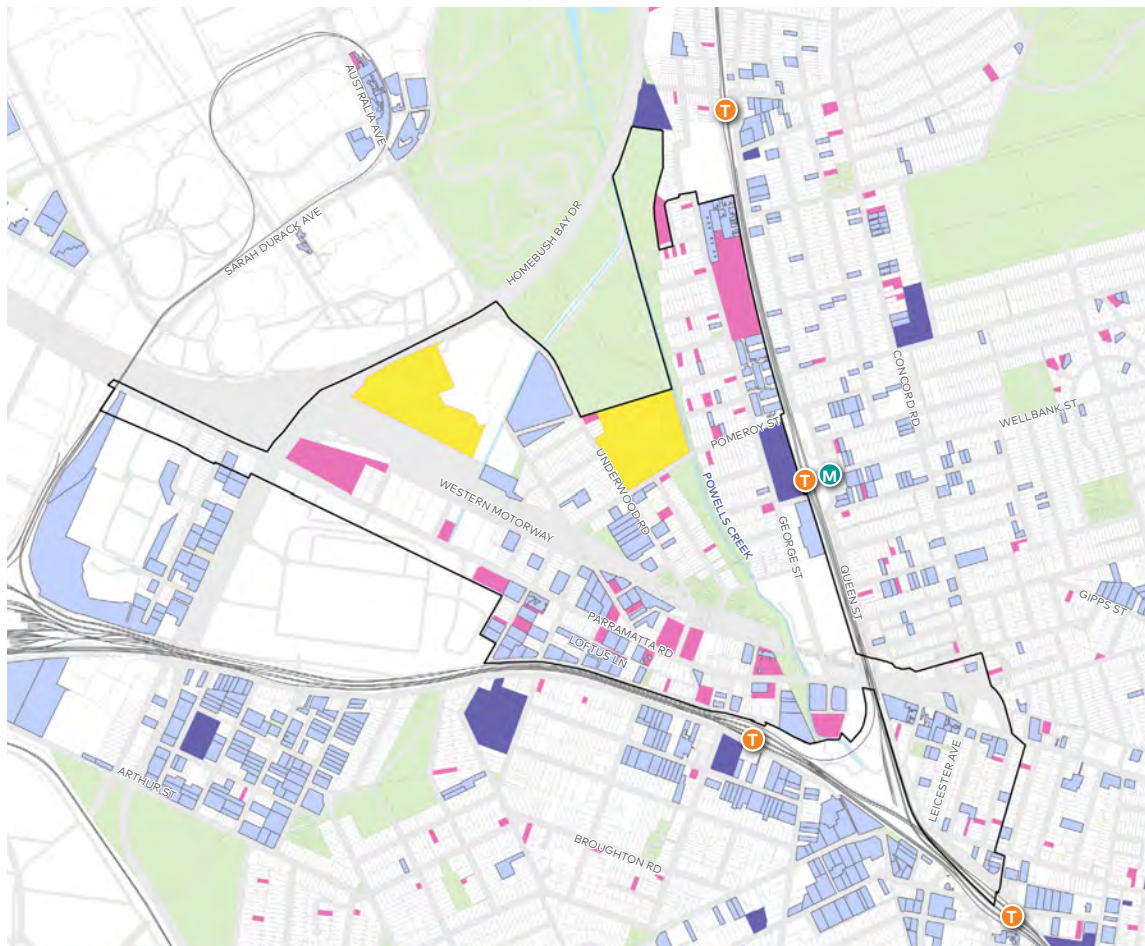


Figure 26: Existing Built Considerations

Precinct Boundary
 Education
 Electricity Supply
 Strata Lots >10
 Recent Developments

Heritage

As an early established settlement, Homebush has several heritage listed areas within its boundaries. These include state and local heritage items, including a pumping station, theatre, inter-war commercial buildings, federation houses, and the Mason Park wetlands, which are listed on the Register of the National Estate and are crown land. Notable heritage features such as the Bakehouse Quarter and the iconic 'Arnotts' signage contribute to the distinct character and historical significance of the Precinct.

The following additional items have been identified by GML for potential heritage listing (refer to Homebush Stage-Led Rezoning Transport Orientated Development Precinct - Heritage

Significance Assessment Report, GML Heritage for more information).

- 7 Knight Street, Homebush
- 11 Knight Street, Homebush
- 41 Everton Road, Strathfield

A set of principles and controls have been prepared (refer to Homebush Stage-Led Rezoning Transport Orientated Development Precinct - Heritage Significance Assessment Report, GML Heritage for more information) that will relate to the urban design and built form element of the Precinct.

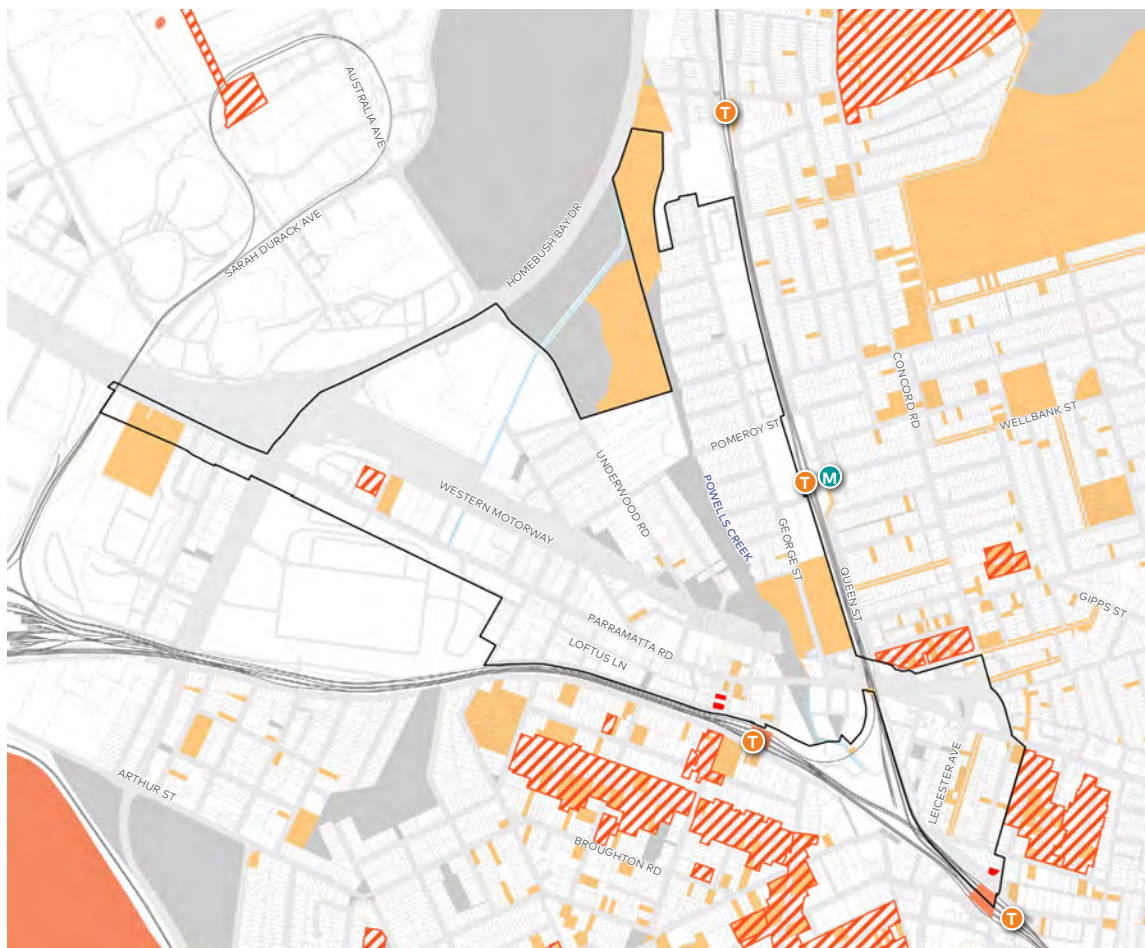


Figure 27: Heritage

Precinct Boundary
 State heritage
 Local heritage
 Heritage Conservation Area
 Additional heritage items identified

Heritage principles (source: Heritage Significance Assessment Report, GML Heritage)

- Retain and protect the heritage significance of heritage items, HCAs, archaeological sites and places of Aboriginal cultural heritage significance when planning and delivering new development.
- Retain and conserve identified cultural heritage in accordance with statutory requirements and accepted industry standards.
- Recognise the embodied resources of existing building stock, and explore opportunities to maximise adaptive re-use of existing buildings in new development.
- Recognise and plan for climate adaptation, to ensure cultural heritage is conserved for current and future generations.
- Recognise, incorporate and enhance existing streetscape character and elements when designing and delivering new development.
- Foster an understanding of the heritage values and historical development of the Precinct through heritage interpretation opportunities in open space and along active transport routes.
- Encourage the retention and reinstatement of historical street and lot patterns.
- Consider the physical, visual and historical setting of heritage items when proposing new development including but not limited to the siting, setback and placement of heritage items within their lots.
- Explore innovative design responses to new development and around heritage items by fostering design excellence, place-specific heritage interpretation, and high-quality public domain initiatives.
- Consider the integration of heritage items into larger scale developments and/or amalgamated sites, where the setting and heritage values of the heritage item is retained and the spatial isolation of heritage items is avoided.
- When proposing higher density development adjacent to a heritage item, locate increased height and FSR to limit overshadowing, loss of amenity, and visual impacts.
- Retain historical ongoing retail and commercial uses of identified heritage items.
- Ensure the form, bulk, scale, materials and finishes of new development, adjacent to or incorporating heritage items, is designed to respond harmoniously to the height, scale, articulation, and architectural style of heritage items.
- Ensure the retention of significant views and historical visual relationships from and between heritage items, including views to heritage items from the public domain.
- Design high-quality public domain improvements that enhance the historic character of the area and provide public amenity.
- Ensure new development incorporates cultural heritage guidelines including the Connecting with Country Framework, Design Guide for Heritage and Better Placed, to support the conservation of heritage items within the Precinct.



Figure 28: 1943 aerial



Figure 29: Strathfield Station 1855



Figure 30: Hotel Homebush

Combined Constraints

The Precinct comprises of numerous sites that are wholly or somewhat constrained with regards to potential urban renewal.



Figure 31: Constraints Map

- | | | | |
|---------------------|------------------------------|-----------------------------|-------------------|
| ▭ Precinct Boundary | ■ SP2 - Education | ■ Strata Lots >10 | ○ 60m buffer zone |
| ■ State heritage | ■ SP2 - Industrial Land | ■ Recent Developments | ■ Easements |
| ■ Local heritage | ▨ Heritage Conservation Area | ■ Additional heritage items | ⋯ Westconnex |

Opportunities

There are significant opportunities for the new and continued transformation of the Homebush Precinct into an active and diverse hub. These include, but are not limited to;

- Opportunities to expand the existing network of green spaces and the delivery of new open spaces and missing active transport links.
- New east-west connections through the Precinct and across Powells Creek
- New north-south connections through the Precinct and across Parramatta Road
- Improved pedestrian connectivity to existing and future stations and interchanges
- Retaining and celebrating heritage elements such as the Bakehouse Quarter and Homebush Theatre.
- New street connections to enhance permeability and traffic flow throughout the Precinct
- Increased residential densities to leverage the enhanced levels of accessibility and amenity afforded by the future Sydney Metro station and potential public open space and active transport upgrades

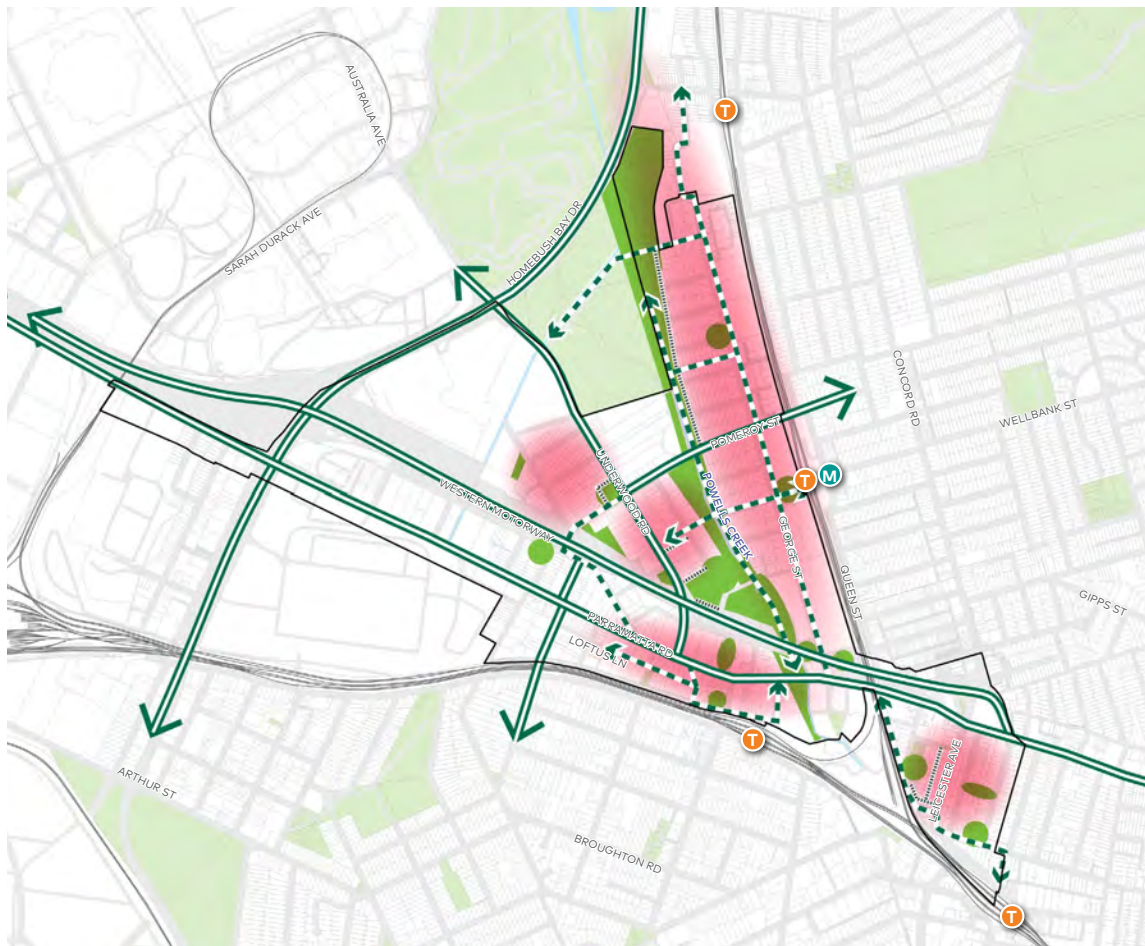


Figure 32: Opportunities Map

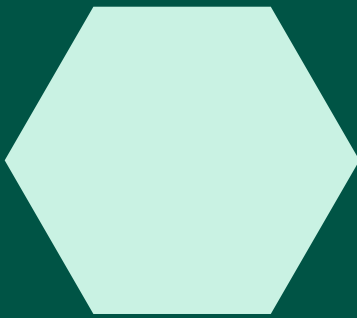
- ▭ Precinct Boundary
- ▬ Existing Links
- ▬ Increased Residential Density
- ▬ Green Spaces (existing and potential)
- - - Potential Links
- Potential Vehicle Connection

0 250m 500m

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4

Urban Design Principles and Key Moves



Urban Design Principles



1 Identity and context

- Consideration of the diverse, existing and future local character of the Homebush Precinct
- Consideration of connections to surrounding distinct areas such as Sydney Olympic Park, Concord, Burwood and Flemington.



2 Sustainability and resilient

- Deliver a sustainable, green and resilient precinct
- Integrate the urban and natural environment into the Precinct and enhance the green and blue network



3 Connectivity

- Prioritise walking, cycling and public transport over private vehicles
- Enable a connected, direct and comfortable walking and cycling movement to and from key destinations and origins within the Precinct



4 Interface and activity

- Ensure that increases in resident, worker and visitor populations are matched with increases in areas and intensity of activity
- Locate open spaces, mixed uses, retail and food and beverage along priority walking, cycling and public transport corridors and the desire lines to these corridors



5 Responsive built form

- Ensure the design of built forms will maximise and encourage solar access to public and private open spaces and living areas and provide for appropriate interfaces to sensitive uses such as heritage items and schools



6 Place Making

- Reinforce existing public places and main streets
- Deliver new neighbourhood-scale centres that provide amenities and meet the daily needs of the local resident and worker communities

Key Moves



Activation of Bakehouse Quarter

Activation of the streets and development of the Bakehouse Quarter into a hub for the Precinct



New and Expanded Open Spaces

Expand and embellish existing open spaces, programme and activate open spaces for year-round use, plan and deliver new open spaces in key locations and connect missing active transport links.



Density and Housing Choices

Delivering a significant amount of the housing targets for each LGA through high-quality urban renewal that provides a wide array of housing choices in close proximity to public transport nodes

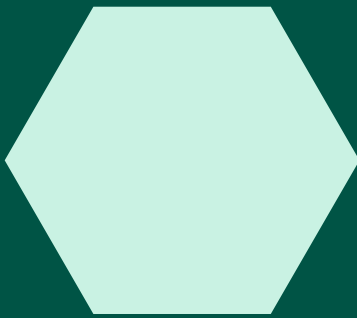


Expansion of North Strathfield as a Centre

Leveraging the opportunity that Sydney Metro and a multi-modal interchange at North Strathfield affords, by planning for an expanded centre of mixed uses, retail, civic and food and beverage uses that straddles both sides of the rail corridor and extends west in to the Homebush Precinct. This would complement the existing hierarchy of centres at Strathfield and Homebush within the precinct.

5

Urban Design Framework



Structure Plan

The Structure Plan for the Homebush Precinct envisages a vibrant hub with multiple transport modes, pedestrian-friendly links, passive and active green spaces, and abundant housing choices.

The Structure Plan seeks to enhance existing connections and provide new links from within the Precinct to the four existing train stations, and the under construction metro station, providing almost unparalleled public transport access to and from the Precinct.

Mixed uses are extended from Parramatta Road to Pomeroy Street on the eastern side of George Street to meet the retail,

food, beverage, social and cultural needs of a growing resident, worker and visitor population in the future.

Residential densities are highest within the areas of highest accessibility and amenity, around the existing stations and along Powells Creek.

Existing employment uses along Parramatta Road and west of Underwood Road are retained and reinforced allowing for intensification in existing employment generating uses.



Figure 33: Structure Plan

- | | | | | |
|-------------------|-------------------|----------------------------|---------------------------|--------------------|
| Precinct Boundary | Proposed Movement | Higher Density Residential | Higher Density Mixed Use | Special Activities |
| Metro Station | Existing Movement | Medium Density Residential | Mixed Use | Retail Markets |
| Train Station | Green Corridor | Productivity Support | Open space and recreation | |

Illustrative Master Plan

The Illustrative Master Plan represents just one permutation of how built form and urban development within the Homebush Precinct may be realised in line with the State-led Rezoning, the Design Guide and other applicable plans and policies.

The Illustrative Concept Plan represents the synthesis of the opportunities outlined in the supporting technical studies. It includes the following components:

A - Creation of a new plaza and open space to access the future North Strathfield Metro Station

The potential to deliver a significant open space and direct pedestrian and cyclist connection to the North Strathfield Metro and rail station is a key element of the Master Plan. At present access is indirect and unsafe and the new open space is located and configured in a way that leverages desirable east-west pedestrian movements from the broader catchment and is of a scale that allows for a variety of programming within the open space.

B - Expansion of the North Strathfield Centre

Leveraging the opportunity that Sydney Metro and a multi-modal interchange at North Strathfield affords, by planning for an expanded centre of mixed uses, retail, civic and food and beverage uses that straddles both sides of the rail corridor and extends west in to the Homebush Precinct.

C - Increased Activation of the Bakehouse Quarter

The Plan seeks to activate the Bakehouse Quarter outside of just normal retail shopping and food and beverage uses by allowing for heritage-sensitive, appropriately-scaled, mixed use development within the Bakehouse Quarter.

D - Delivery of New Open Spaces

The Plan seeks to deliver new open spaces in line with increased demand for active and passive recreational spaces in a variety of locations within the Precinct to ensure that all residents and workers are within short walking distance of open space.

E - Connect Missing Active Transport Links

There is a wide network of active transport links within and surrounding the precinct however a number of critical links are missing. The plan proposes to make these connections so that active transport becomes an even more desirable way to move to, through and within the Homebush Precinct.

F - New Local Streets

To reduce the demand on the Pomeroy and George Street intersection, a new local street has been proposed between Pomeroy Street and Conway Avenue. The new street also affords the opportunity to plan for parking on the park interface, to enable greater accessibility to the park, and passive surveillance of the park. Two new streets between Ismay Avenue and Underwood Road enhances permeability and the realignment of Allen Street to connect directly to Underwood Road facilitates the delivery of an expanded and contiguous open space between Underwood Road and Powells Creek. A new shareway wraps around the proposed open space at the corner of Underwood Road and Pomeroy Street and a new street frames the eastern side of proposed open space within Strathfield between Hiltz Road and Cooper Street.

G - Retention of Heritage Items

A number of potential heritage items are proposed to be retained by transferring development rights to adjoining lots and encouraging adaptive reuse for community uses and/or as part of new open spaces.

Figure 34: Illustrative master plan
0 125m 250m





Figure 35: Homebush Precinct Artists Illustration looking north-west towards Sydney Olympic Park



Public Domain and Open Space

The primary open space element within the Homebush Precinct is the Powells Creek corridor, which will be expanded and better connected through the proposal as a widened corridor along its length provides both a linear parkland and flood mitigation.

Existing open spaces are complemented by additional proposed open spaces along key connections such as Powells Creek, Parramatta Road, George Street, Underwood Road, and Pomeroy Street. A large contiguous open space is proposed between Underwood Road, Powells Creek and the M4 Motorway, by re-routing and closing existing streets and transferring development opportunities from flood prone land.

New parks are planned on north and south of Parramatta Road within the Strathfield and Homebush suburbs and a combined park and transport plaza are proposed on the western side of the North Strathfield interchange.

An extensive network of through site and mid-block links are proposed for primarily local movements along Loftus Lane, north of Parramatta Road between Underwood Road and Powell Street and between Leicester Ave and the new street between Hilts Road and Cooper Street.

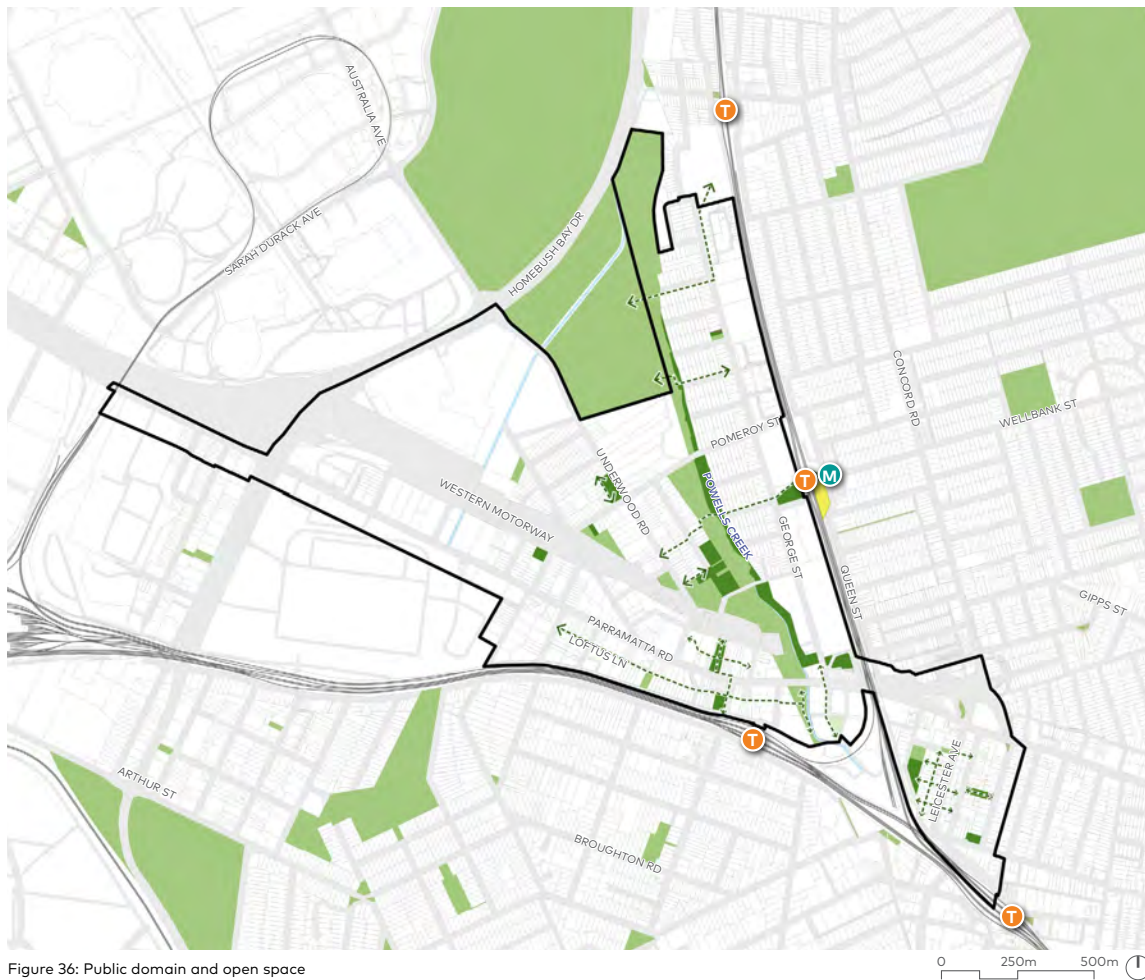


Figure 36: Public domain and open space

- ▭ Precinct Boundary
- Ⓣ Train Station
- Ⓜ Metro Station
- ▭ Proposed Open Space Outside Site Boundary
- Proposed Pedestrian Through-Site Link
- ▭ Existing Open Space
- ▭ Proposed Open Space

Solar Access to Open Space

Ensuring solar access to public open spaces is essential for maintaining a high level of amenity year-round for those visiting, working, and living in the Precinct. Key open spaces should receive a minimum of 2 hours of sunlight between 9am and 3pm on the winter solstice (21 June) across a significant portion of the area.

The diagram below documents the expected proportions of the existing and proposed open spaces that will receive the 2 hours of sunlight during the winter solstice. Areas that are below 50% are all located south of Parramatta Road and will require consideration as to their proposed programme and use, and how they can provide shaded areas in the summer to complement the areas with very high solar access.

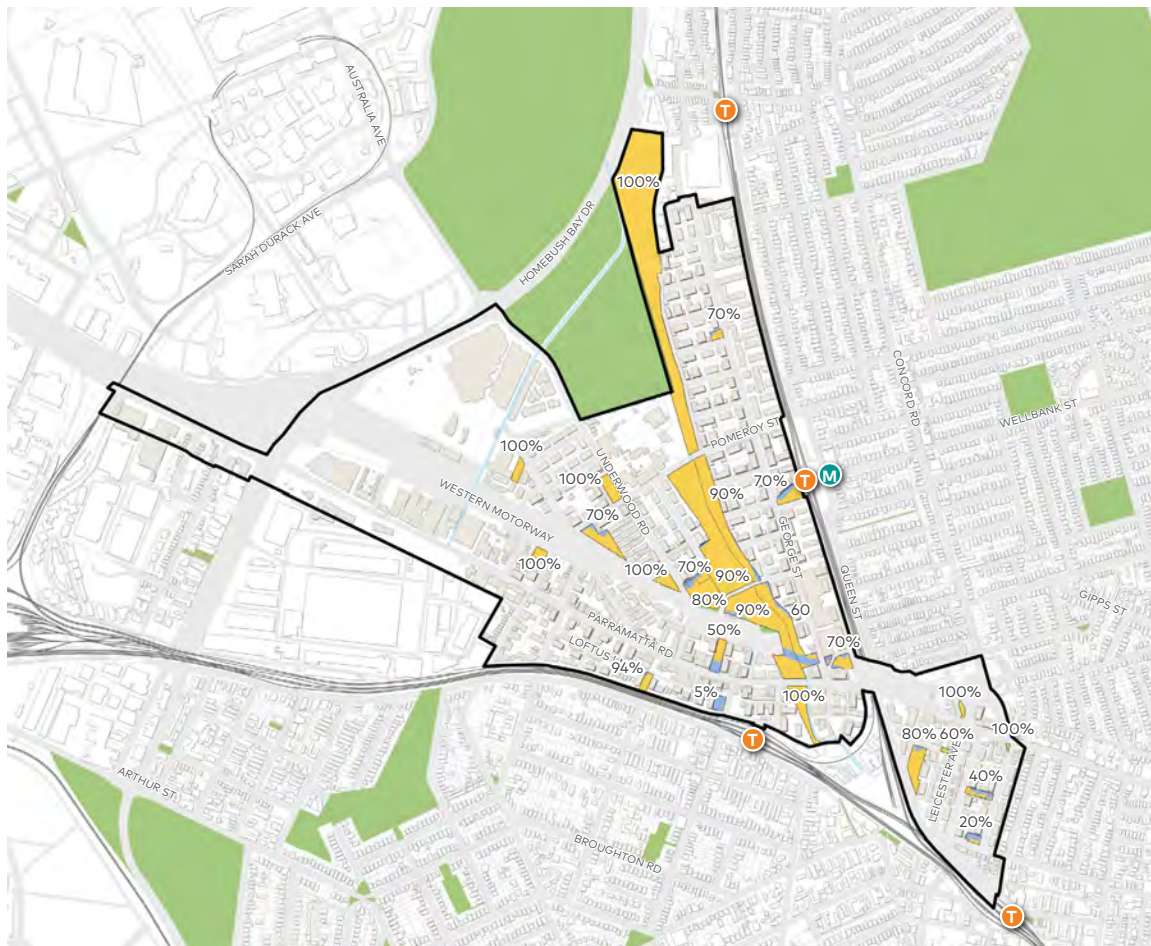


Figure 37: Solar access to open space

Precinct Boundary
 Metro Station
 Train Station
 Open Space Solar Access >2 hours
 Open Space Solar Access <2 hours

Access and Movement

Public Transport

The opening of Sydney Metro West in 2032, with a station at North Strathfield, will provide a high-frequency, high-capacity rail link connecting to Westmead and the Sydney CBD, significantly enhancing public transport accessibility for the Precinct. North Strathfield will serve as a multi-modal interchange between rail, Metro and bus services.

Strathfield is one of the most accessible stations on the rail network and will continue to provide for rail access to both the Main North line, and Western Line.

Concord West will continue to provide access for the northern portions of the Precinct to the Main North line.

The existing Homebush train station, located to the south of the Precinct, will continue to support public transport trips south of Parramatta Road, with connections to Parramatta and the CBD in 30 minutes off-peak and 20 minutes during peak hours.

Currently there is limited local bus services within the Precinct and there are opportunities for services to be reviewed as the Precinct transforms, to support Sydney metro and to provide public transport on Parramatta Road.

Transport for NSW has a vision for Parramatta Road to "deliver a fully integrated transport network, to enhance public spaces along and adjacent to the corridor for people of all walks of life to connect, trade and visit".

Refer to Homebush TOD Rezoning Precinct Transport Statement by ARUP for further information on public transport.

Active Transport

The proposed active transport network will enhance opportunities for east-west connections, facilitating movement across Powells Creek to high-amenity areas such as North Strathfield Station and Metro, as well as the Bakehouse Quarter. North-south connections are well established through Powells Creek, extending to Parramatta Road.

Key active transport has been prioritised in a rapid workshop, these include Pomeroy Street, Queen Street, Hamilton Street, Park Road and Subway Lane.

Refer to Homebush TOD Rezoning Precinct Transport Statement by ARUP for further information on active transport.

Street Network

- To reduce the demand on the Pomeroy and George Street intersection, a new local street has been proposed between Pomeroy Street and Conway Avenue. The new street also affords the opportunity to plan for parking on the park interface, to enable greater accessibility to the park, and passive surveillance of the park.
- A new street between Ismay Avenue and Underwood Road enhances permeability through the provision of a mid-block one-way street.
- The realignment of Allen Street to connect directly to Underwood Road along the M4 interface, facilitates the delivery of an expanded and contiguous open space between Underwood Road and Powells Creek.
- A new street between the closed southern end of Ismay Ave and Underwood Road.
- A new shareway wraps around the proposed open space at the corner of Underwood Road and Pomeroy Street,
- The proposed realignment of Cooper Street allows for better traffic movement and an intersection with Leicester Avenue.
- A new north-south street between Hilts Road and the realigned Cooper Street allows for the servicing and access to development lots fronting Leicester Avenue without requiring vehicular access directly from Leicester Avenue.

Refer to Homebush TOD Rezoning Precinct Transport Statement by ARUP for further information on the proposed street network.



Figure 38: Access and movement

- | | | | |
|-------------------|------------------------------|---------------------|------------------------|
| Precinct Boundary | Train Station | Existing Open Space | Active transport links |
| Metro Station | Existing Signalised Crossing | Proposed Open Space | Proposed road network |

Uses and Activity

The proposed mix of uses and activity within the Homebush Precinct promotes a vibrant residential and mixed-use area with an active core, extending retail, professional services, and food and beverage uses from the Bakehouse Quarter along George Street and Parramatta Road.

The North Strathfield metro station offers an opportunity to extend the existing main street of George Street from the Bakehouse Quarter precinct to the north, providing daily services and amenities for an increased residential population in close proximity to the new Metro station.

The mixed-use zones extend along Parramatta Road, increasing density around the Homebush train station and enhancing local amenity.

Higher density residential areas are complemented by a network of open spaces, providing connectivity to North Strathfield, Strathfield and Homebush train stations.

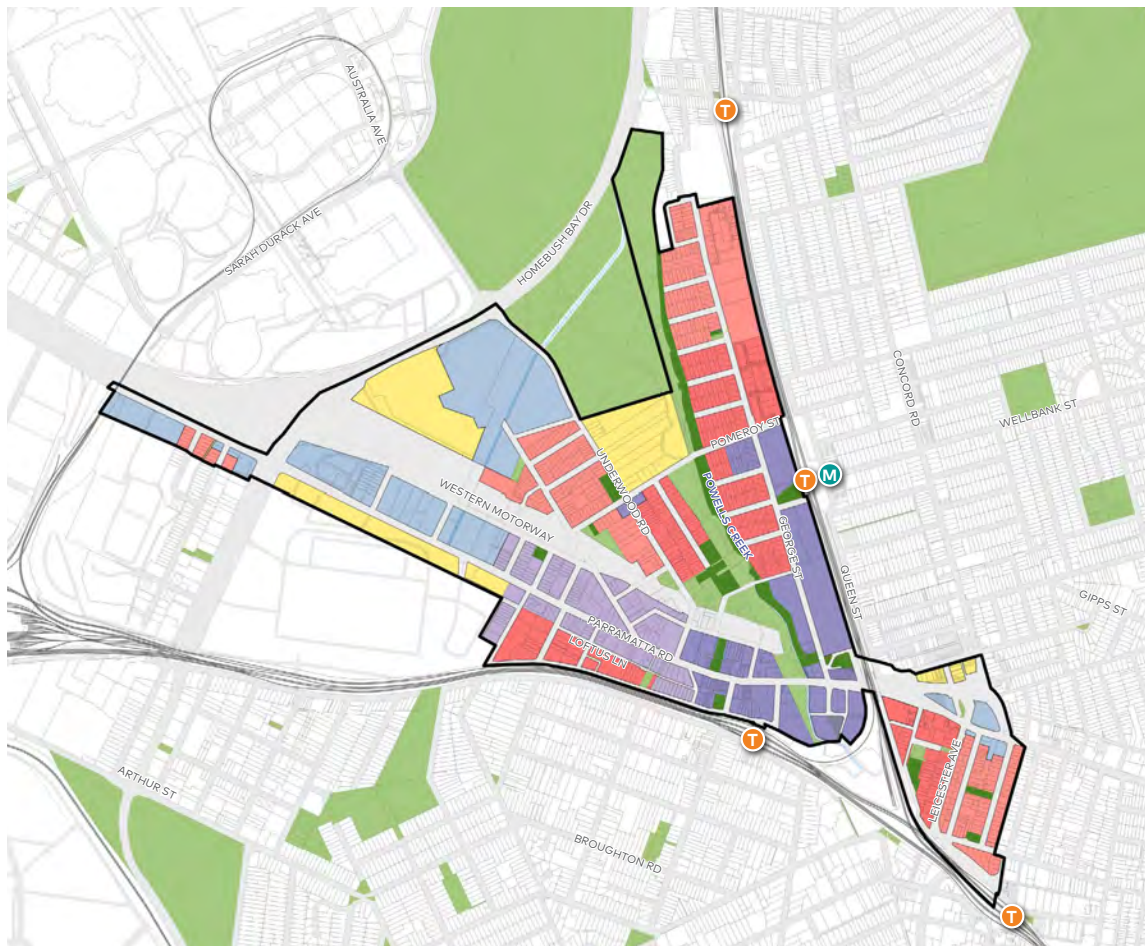


Figure 39: Proposed uses

- Precinct Boundary
- Existing Open Space
- Special Activities + Markets
- Higher Density Residential
- Proposed Open Space and Road network
- Higher Density Mixed Use
- Medium Density Residential
- Metro Station
- Productivity Support and General Industrial
- Medium Density Mixed Use
- Train Station

Active Frontages

Active street frontages help to enliven the public domain, creating a vibrant, attractive and safe precinct. Featuring food and beverage tenancies, retail shopfronts, and small-scale commercial spaces, these frontages line the streetscape, promoting passive surveillance through direct visibility onto the street.

Active edges will be concentrated in mixed-use precincts with non-residential podiums and residential towers above, including along Parramatta Road, George Street in the Bakehouse Quarter up to the intersection with Pomeroy Street, and the expanded mixed-use area at the intersection of Pomeroy and Underwood Roads.

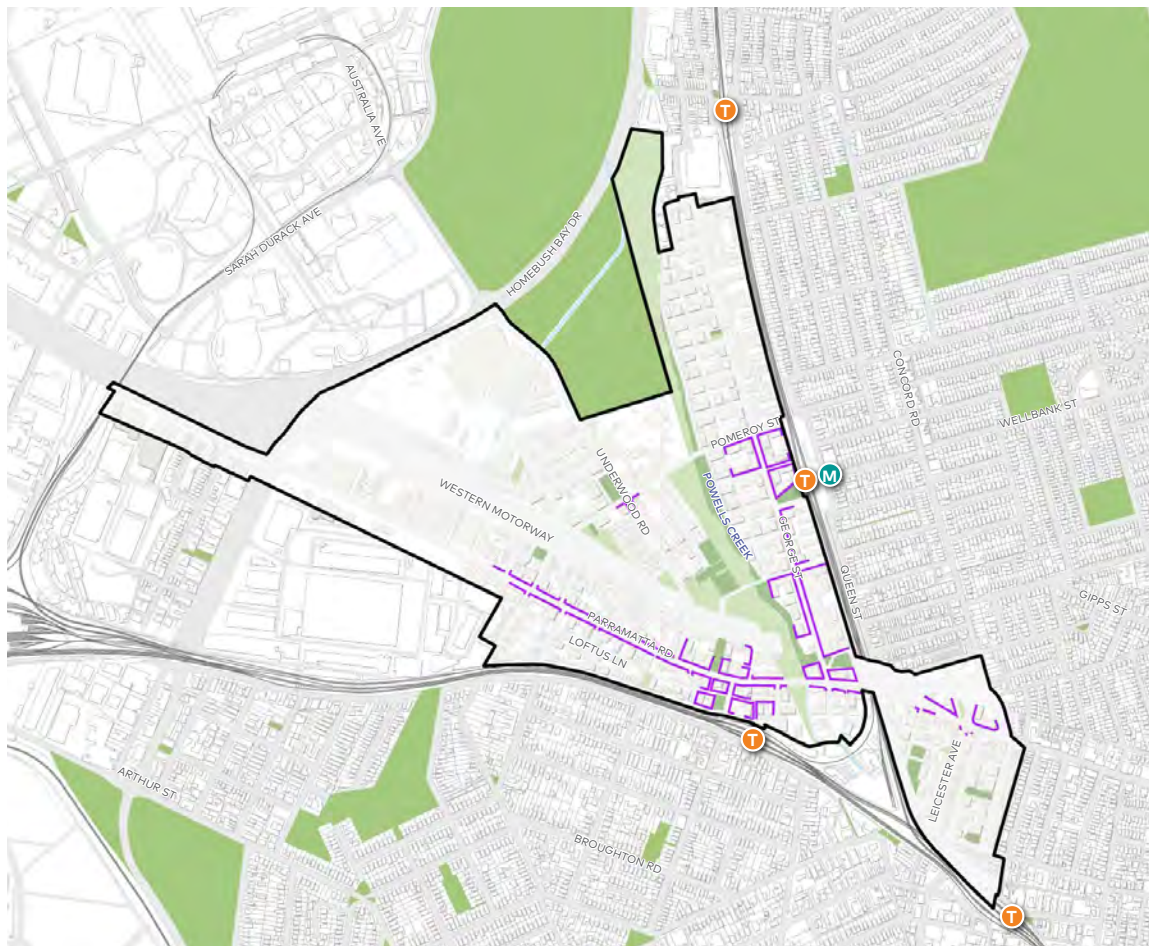


Figure 40: Active frontages

Precinct Boundary
 M Metro Station
T Train Station
 Existing and Proposed Active Frontages

Primary Setbacks

Primary setbacks define the built form definition of the public and private domain at ground level, designed to enhance the urban environment, support community needs, and preserve the area's unique character.

A 0 meter primary setback is proposed within areas where it is desirable to bring active, ground floor uses directly to the edge of the street and/or where development already exists with a 0 meter setback. This desired or existing interface is planned along primary roads such as Parramatta Road and George Street. Within the Bakehouse Quarter, secondary setback controls (applicable to built form above the street edge or podium) will be considered to preserve the heritage character while allowing for functional, commercial ground-floor spaces and mixed use development above.

Along George Street, north of the Bakehouse Quarter, the urban landscape is supported by 3 meter building setbacks to allow for landscaping, outdoor dining and/or footpath widening within the private domain to complement street trees along George Street.

6 meter setbacks are proposed for residential uses on the ground floor to provide sufficient area for private open space and landscaping between the public domain and ground floor dwellings. 6m setbacks are shown along Parramatta Road where existing or future development may allow the delivery of the desired 6m green setbacks envisaged as part of PRCUTS.

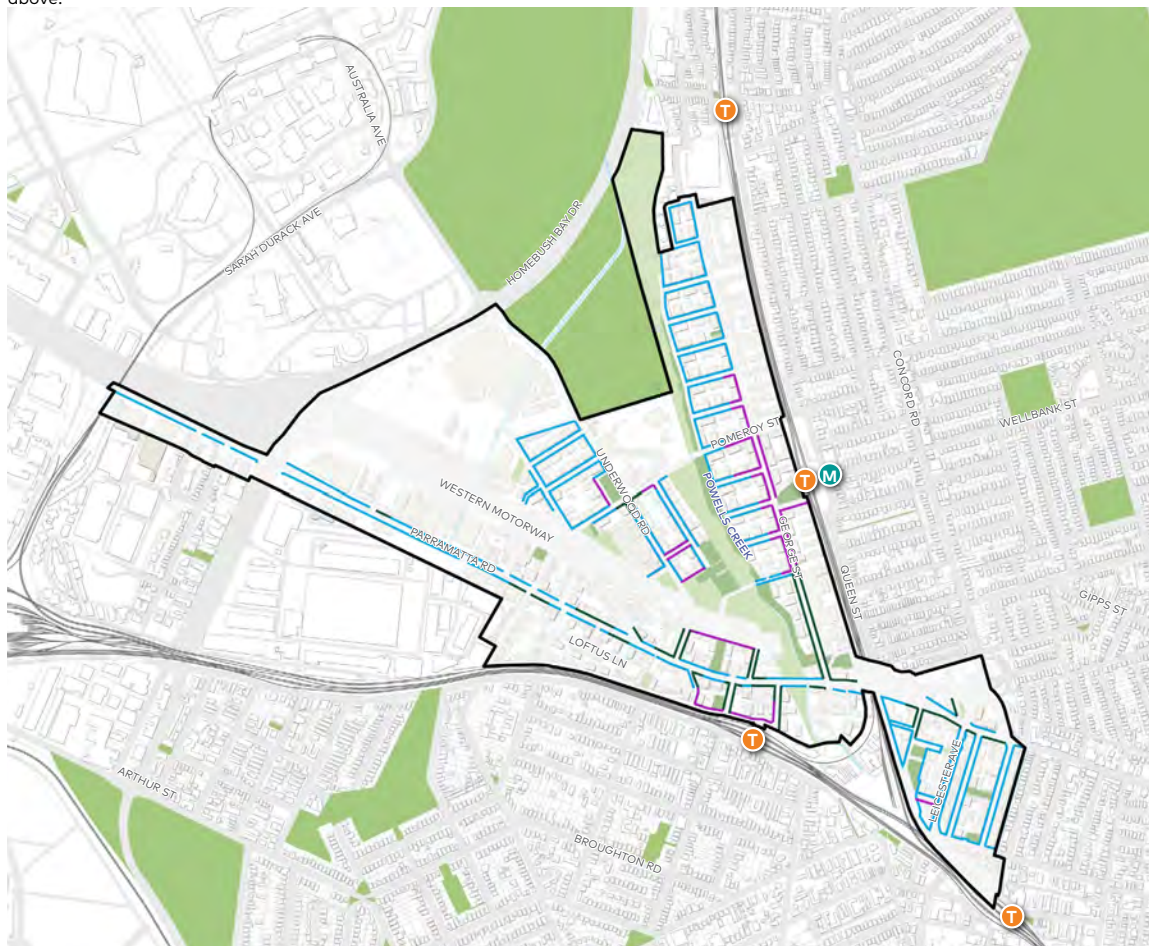


Figure 41: Setbacks

Precinct Boundary
 M Metro Station
 T Train Station
 0m Setback
 3m Setback
 6m Setback

Street Wall and Podium Heights

The street wall and podium heights guideline are to ensure that the height of the street walls make a significant contribution to the experience of place and add uniformity of character on streetscapes and within the public domain. The street wall and podium heights also consider the viability of large-scale podiums and non-residential uses within the context of the geographic extent of the Homebush Precinct.

To achieve this, the Urban Design Report proposes that all new mixed use buildings are comprised of minimum 1 storey and maximum 2 storey and an 8-10m high street wall podium.

These podiums and street wall heights would primarily be built to the property boundary and define the streets and public domain interfaces of the mixed use buildings.

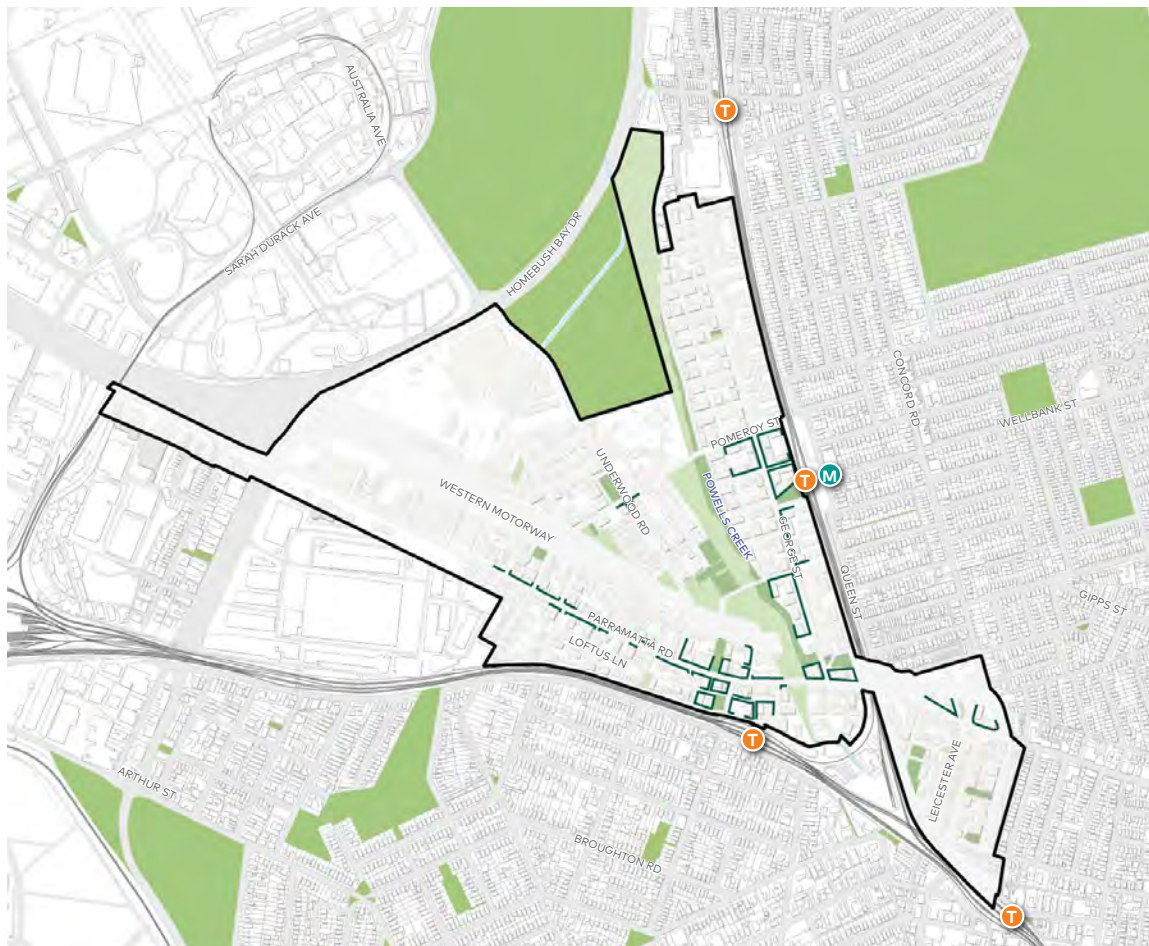


Figure 42: Street wall and podium heights

Precinct Boundary
 M Metro Station
T Train Station
 1-2 Storey Mixed Use Street Wall and Podium

Development Capacity

The Precinct's potential development capacity has been quantified to understand its potential future land uses, total dwellings, population and jobs. Land use capacities have been calculated assuming only unconstrained sites have the potential to be redeveloped in the future, or that their development rights are transferred to unconstrained sites.

Constrained Sites

Sites identified with one (or more) of the following characteristics are assumed to be constrained and therefore may not present as redevelopment opportunities within the assumed timeframe of the masterplan:

- Strata titled lots containing >10 units - either commercial or residential
- Recent Development - significant recent development that is unlikely to present as an opportunity for redevelopment in the long term
- Heritage items*
- Conservation zone
- Existing open space

**Some heritage sites are included as opportunity sites because of their ability to be adaptively reused, or accommodate sympathetic development outcomes, for instance, the Bakehouse Quarter.*

Sites where there are known development proposals within the Precinct but that do not have an approved DA are assumed to be unconstrained and are therefore an opportunity site for development uplift under the Plan.

Proposed open spaces and new streets anticipated to be delivered as part of a private development are assumed to adopt the adjoining lots FSR. Development sites that are also delivering open space can utilise the full FSR allocated to that site and redistribute that density to the developable parts of the site. These open space areas and heritage items are therefore retained within the capacity assessment as having some development potential.

In addition to this, the following information has also been identified for each parcel:

- Total site area of constrained sites to retain existing dwellings, population and jobs
- Heritage items
- Existing FSR

Proposed Controls

A proposed FSR has been identified for each lot and block, responding to the overall accessibility and amenity within and adjoining the blocks now and in the future. The FSR controls recognise the importance of compatibility with existing character and consider the impact of future built form, constrained land uses, relationship to open space, and proximity to transport. It is assumed that the proposed FSR should not be less than the existing FSR, or the FSR identified under PRCUTS for that block for most areas. Bakehouse Quarter has been identified as an area with great opportunity with the limitation of FSR and height due to heritage constraints.

For each block a proportional split for mixed-uses into non-residential uses and residential uses has been assumed.

Assumptions

The following assumptions have been used in the development of the masterplan.

GFA to dwelling and Job assumptions	
Average apartment size	90m ² GFA
People per dwelling	2.5
Mixed-use retail: GFA m ² per job	30
Mixed-use commercial: GFA m ² per job	20
Mixed commercial/light industrial: GFA m ² per job	50
Productivity Support: GFA m ² per job	50

Mixed-Use (MU1) split			
FSR	Residential	Retail	Commercial
1.2:1	67.0%	33.0%	0.0%
2.2:1	85.0%	10.0%	5.0%
2.5:1	85.0%	10.0%	5.0%
3:1:1	90.0%	5.0%	5.0%
3.5:1	90.0%	5.0%	5.0%
3.6:1	95.0%	2.5%	2.5%
4:1	95.0%	2.5%	2.5%
5:1	95.0%	2.5%	2.5%
6:1	95.0%	2.5%	2.5%

Figure 43: Homebush assumptions tables

Homebush Precinct Future Employment Capacity	
Employment	Jobs
Existing jobs	6,200 (includes 370 retained jobs)
Additional Jobs	2,670
TOTAL	8,870

Homebush Precinct Future Residential Capacity	
Residential	Dwellings
Existing dwellings	6,800 (includes 5,700 retained dwellings)
Additional dwellings	16,100
TOTAL	22,900

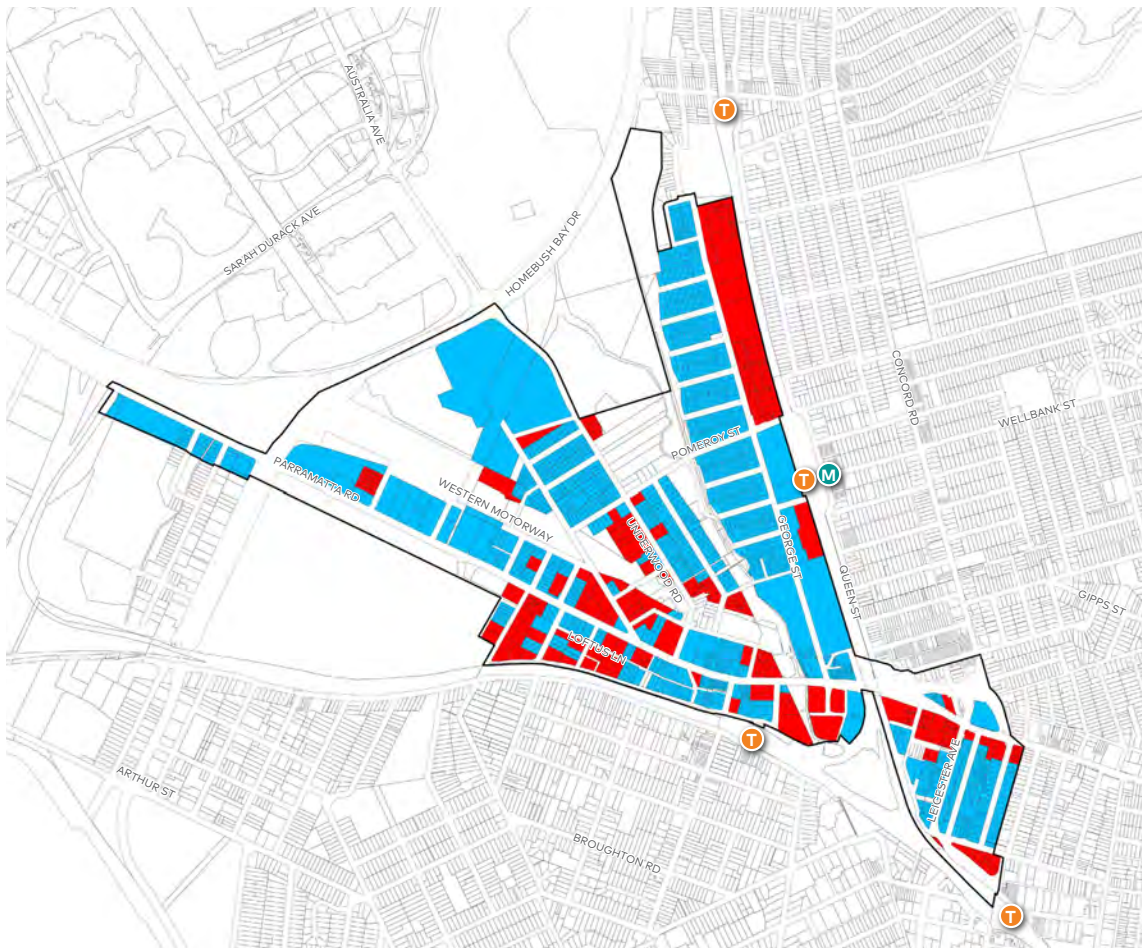


Figure 44: Constrained and opportunity sites

- Precinct Boundary
- T Train Station
- M Metro Station
- Retained dwellings/jobs (constrained sites)
- Proposed dwelling/jobs (unconstrained sites)



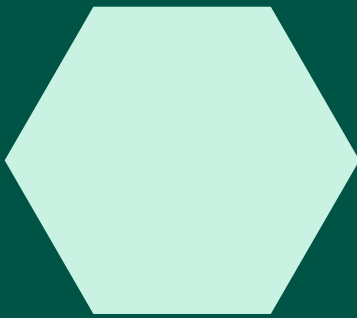
Figure 45: Homebush Precinct Artists Illustration looking north-east towards Concord



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6

Implementation



Land Use Zones

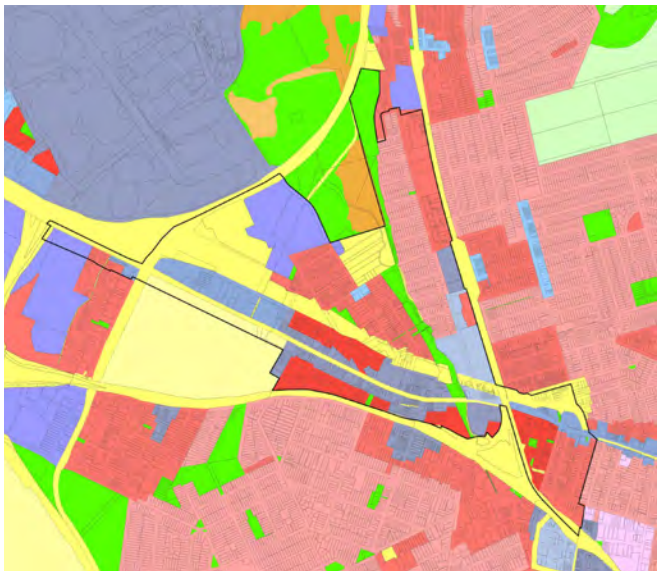


Figure 46: Existing Land use zoning

Existing Land Zoning

Parramatta Road in the Homebush Precinct is zoned MU1 Mixed Use, R4 High-Density Residential, SP2 Infrastructure Educational Establishment, and E3 Productivity Support. This zoning supports the commercial and retail functions surrounding the railway station while also providing housing.

In the Bakehouse Precinct, the zoning includes E2 Commercial Centre. Moving north up George Street, the area transitions to R2 Low-Density Residential and R3 Medium-Density Residential. Underwood Road is predominantly zoned R3 Medium Density Residential, with the DFO site designated E4 General Industrial.

Additionally, RE1 Public Recreation extends along Powells Creek, enhancing the area's green infrastructure and recreational spaces.

- | | |
|-------------------------------|--------------------------|
| ▬ Precinct Boundary | E1 Local centre |
| C3 Environmental Management | E2 Commercial centre |
| C2 Environmental Conservation | E3 Productivity support |
| R1 General residential | E4 General industrial |
| R2 Low density residential | MU1 Mixed use |
| R3 Medium density residential | RE1 Public recreation |
| R4 High density residential | RE2 Private recreational |
| SP1 Special activities | SP2 Infrastructure |

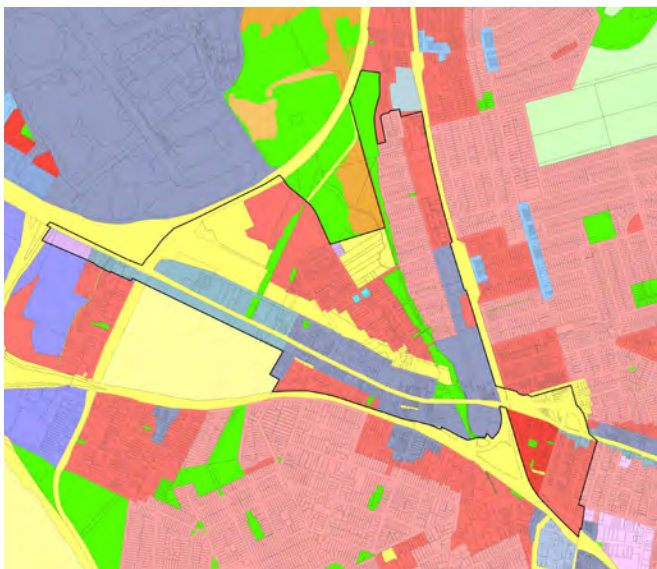


Figure 47: PRCUTS Land use zoning

PRCUTS Land Zoning

Proposed changes under the PRCUTS include an expansion of the MU1 Mixed Use zoning from Parramatta Road, taking over the R4 High-Density Residential area. Despite this zoning change, the mixed-use designation will continue to deliver residential dwellings.

In the Bakehouse Precinct, the zoning has changed from E2 Commercial Centre to MU1 Mixed Use

- | | |
|-------------------------------|--------------------------|
| ▬ Precinct Boundary | E1 Local centre |
| C3 Environmental Management | E2 Commercial centre |
| C2 Environmental Conservation | E3 Productivity support |
| R1 General residential | E4 General industrial |
| R2 Low density residential | MU1 Mixed use |
| R3 Medium density residential | RE1 Public recreation |
| R4 High density residential | RE2 Private recreational |
| SP1 Special activities | SP2 Infrastructure |

State led rezoning Land Zoning

Proposed land zoning changes under the PRCUTS (Parramatta Road Corridor Urban Transformation Strategy) include rezoning from R2 Low-Density Residential and R3 Medium-Density Residential to R4 High-Density Residential along George Street and Underwood Road, increasing residential density while maintaining the existing MU1 Mixed Use zones along Parramatta Road, which continue to provide a mix of residential, commercial, and retail uses.

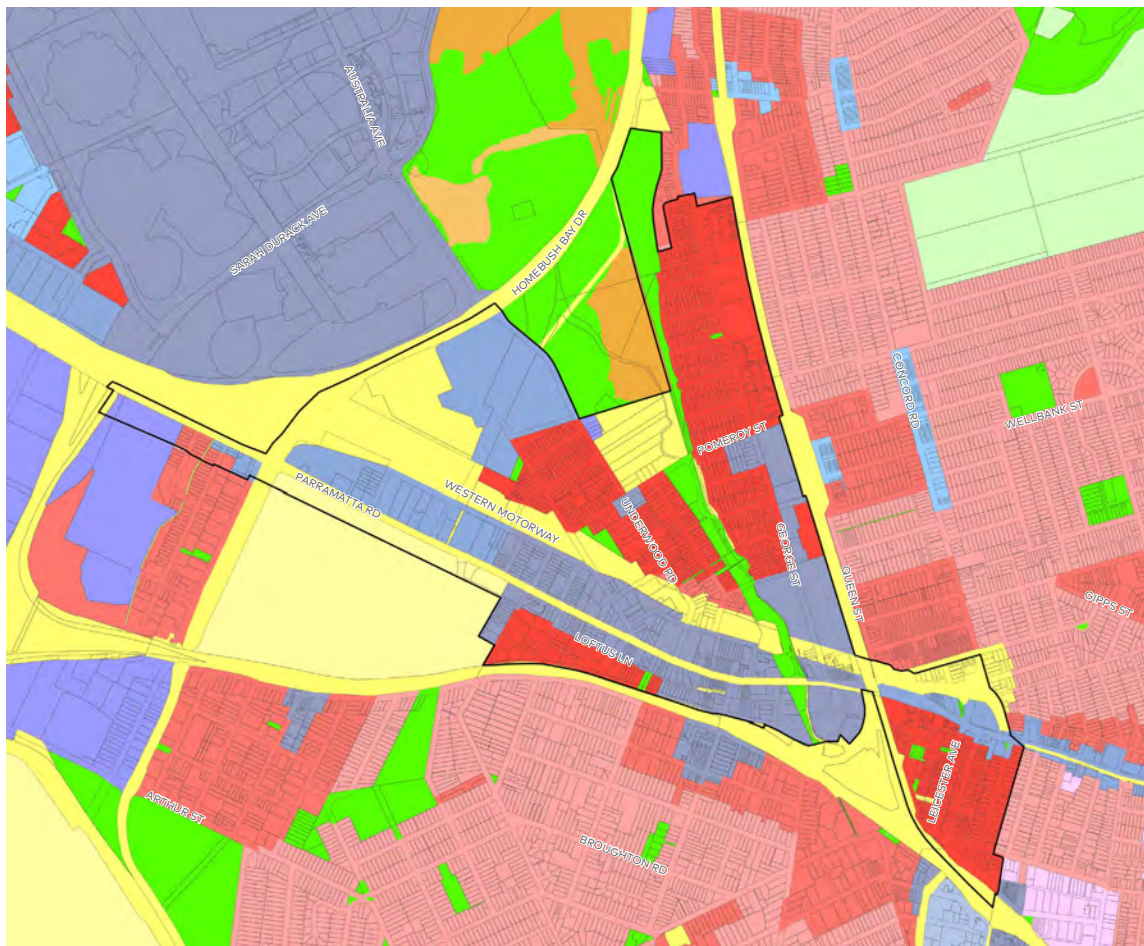


Figure 48: Proposed uses

- | | | | |
|-----------------------------|-------------------------|-------------------------------|-------------------------------|
| ▬ Precinct Boundary | E1 Local centre | R1 General residential | MU1 Mixed use |
| C3 Environmental Management | E2 Commercial centre | R2 Low density residential | RE1 Public recreation |
| SP1 Special activities | E3 Productivity support | R3 Medium density residential | RE2 Private recreational |
| SP2 Infrastructure | E4 General industrial | R4 High density residential | C2 Environmental Conservation |

0 250m 500m

Floor Space Ratios

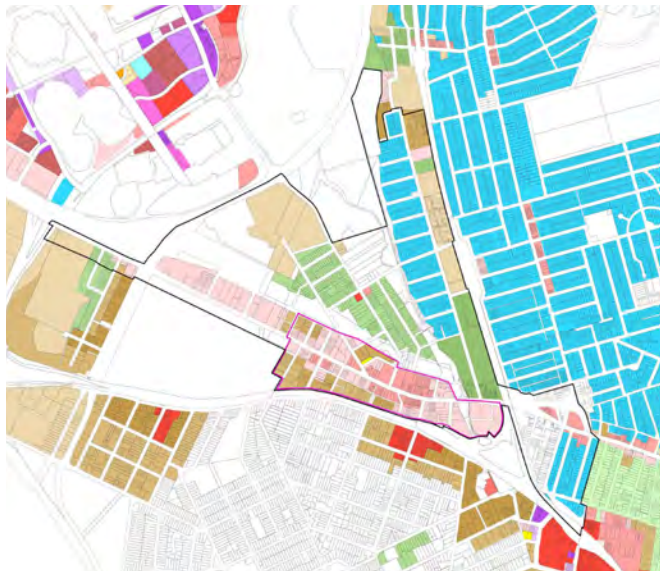


Figure 49: Existing floor space ratio

Existing floor space ratio

The existing Floor Space Ratio (FSR) along Parramatta Road ranges from 1.2 to 2, reflecting a mix of commercial and residential development. In contrast, the Bakehouse Quarter has a lower FSR of 0.75, maintaining its heritage character. Residential areas with lower-scale housing have FSRs ranging from 0.65 to 1, supporting detached dwellings and preserving the suburban character.

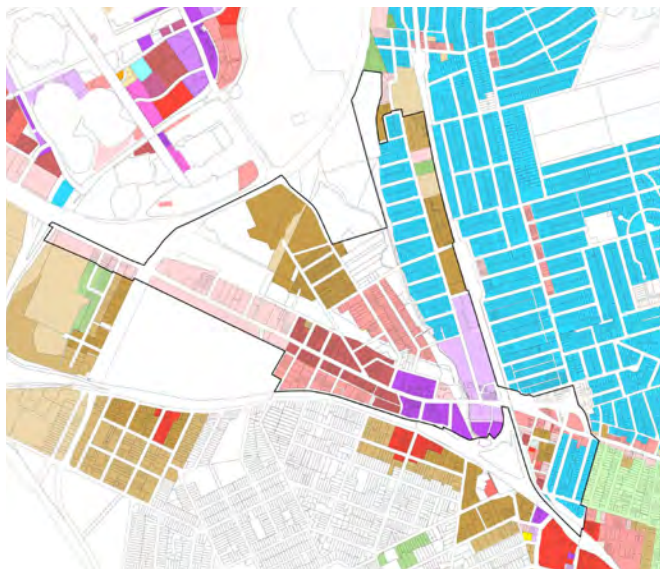
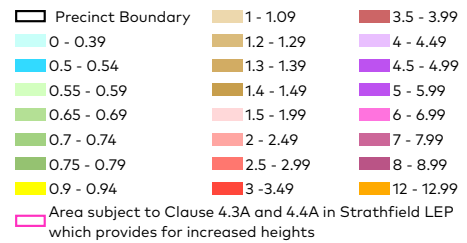
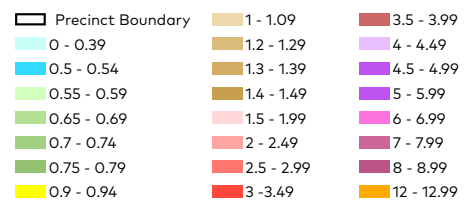


Figure 50: PRCUTS floor space ratio

PRCUTS floor space ratio

PRCUTS introduces increased mixed-use density along Parramatta Road, ranging from 5:1 to 2.2:1 as the scale decreases down the corridor. The Bakehouse Precinct is also set to see an increase in density, with the FSR increased to 4:1, enhancing its development potential while respecting its heritage context.



State led rezoning floor space ratio

Along Parramatta Road, the Floor Space Ratio (FSR) is maintained as per the PRCUTS guidelines, ranging from 5:1 to 2.2:1, with the scale decreasing down the corridor. Residential density has increased around Underwood Road and North George Street, supporting higher-density housing. This represents a change from an FSR of 0.5:1, typical of detached single dwellings, to an FSR of 1.5 to 3.5:1, accommodating apartment developments.

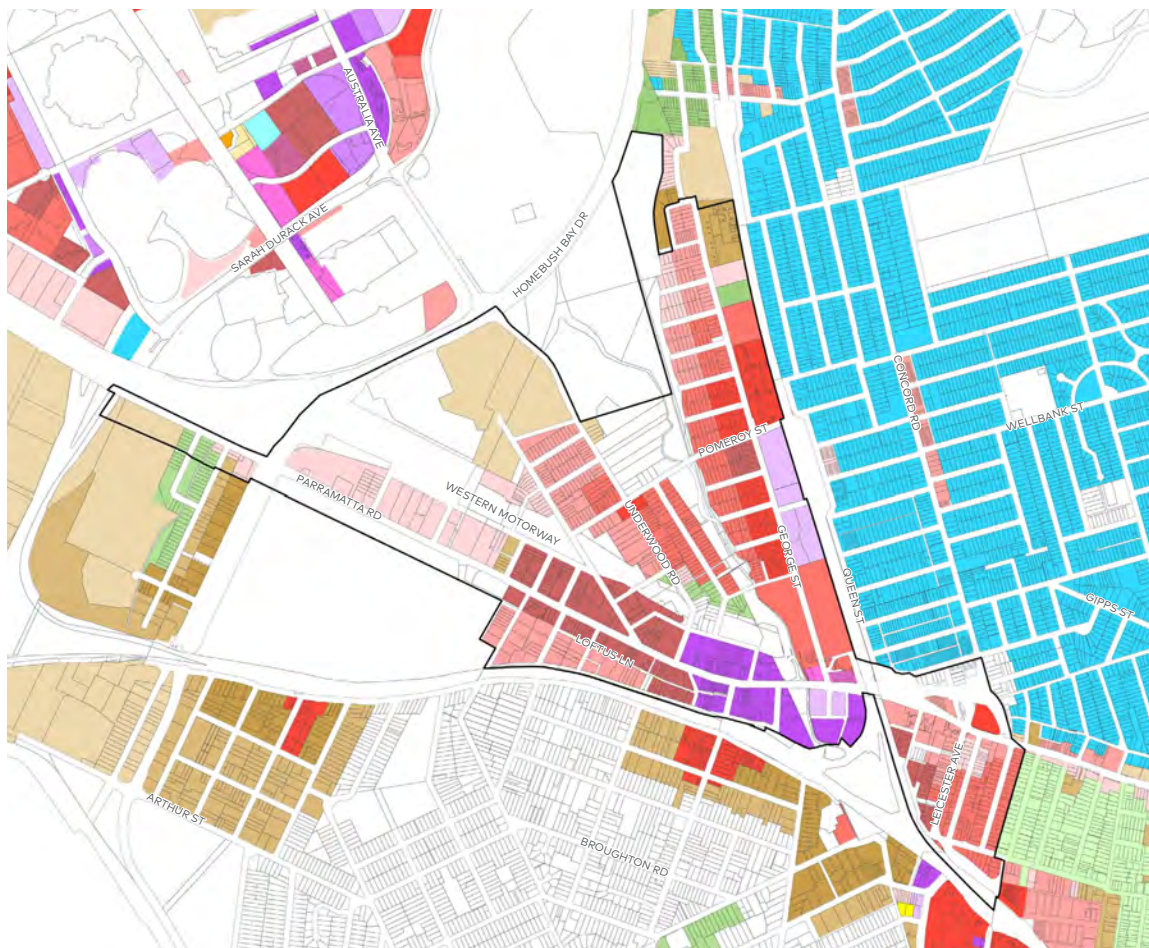


Figure 51: Proposed floor space ratio

▬ Precinct Boundary	0.65 - 0.69	1 - 1.09	1.5 - 1.99	3.5 - 3.99	6 - 6.99
0 - 0.39	0.7 - 0.74	1.2 - 1.29	2 - 2.49	4 - 4.49	7 - 7.99
0.5 - 0.54	0.75 - 0.79	1.3 - 1.39	2.5 - 2.99	4.5 - 4.99	8 - 8.99
0.55 - 0.59	0.9 - 0.94	1.4 - 1.49	3 - 3.49	5 - 5.99	12 - 12.99

Height of Buildings



Figure 52: Existing height of building

Existing height of buildings

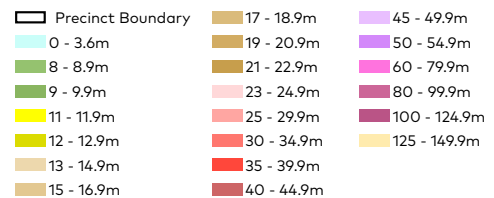
The heights of buildings along Parramatta Road range from 11m to 22m for the majority, with areas near Homebush Station reaching up to 38m. The Bakehouse Quarter currently has a height limit of 27m. Lower-scale residential areas, such as Pomeroy Street, George Street north of Pomeroy, and Underwood Road, have a maximum height of 9.5m. The DFO site is limited to 12m.



Figure 53: PRCUTS height of building

PRCUTS height of buildings

Under PRCUTS, the Height of Buildings (HOB) along Parramatta Road has been increased, ranging from 35m to 80m, significantly raising the height limits from the existing conditions. The Bakehouse Quarter's height limit is set at 32m. Residential areas along George Street north of Pomeroy Street remain at 8.5m. Residential areas on Underwood Road have increased to 30m from 8.5m. The DFO site, under PRCUTS, has a height limit of 17m.



State led rezoning height of buildings

Heights have been specifically adjusted under the state-led rezoning, responding to various factors such as open space, heritage, pedestrian walks, and access to transport. Along Parramatta Road, the height limits remain consistent with PRCUTS, ranging from 35m to 80m. The Strathfield Triangle has seen changes, with developable sites now topping at 80m.

George Street has several designations: the Bakehouse Precinct is now enabled to support residential buildings up to 40m, with setbacks designed to maintain the heritage character and keep

bulk development off the streetscape. Opposite North Strathfield Station and Metro, buildings range up to 50m at the junction of Pomeroy and George Streets. North of Pomeroy, residential heights along George Street step down from 45m to 25m. Heights along Powells Creek are capped at 35m, and Underwood Road is approximately 25m. The DFO site is maintained at 22m.



Figure 54: Proposed height of building

□ Precinct Boundary	■ 11 - 11.9m	■ 17 - 18.9m	■ 25 - 29.9m	■ 45 - 49.9m	■ 100 - 124.9m
■ 0 - 3.6m	■ 12 - 12.9m	■ 19 - 20.9m	■ 30 - 34.9m	■ 50 - 54.9m	■ 125 - 149.9m
■ 8 - 8.9m	■ 13 - 14.9m	■ 21 - 22.9m	■ 35 - 39.9m	■ 60 - 79.9m	
■ 9 - 9.9m	■ 15 - 16.9m	■ 23 - 24.9m	■ 40 - 44.9m	■ 80 - 99.9m	

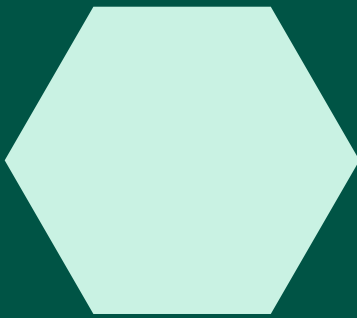


Figure 55: Homebush Precinct Artists Illustration looking south-east towards Strathfield



7

Proof of Concept



Overview

The following Proof of Concept layouts represent just one of many permutations of what may be developed under the proposed permissible Land Uses and Floor Space Ratios and are not representative of any development outcomes that may be achieved through a development application and/or design excellence process.

The following section outlines this testing in alignment with:

- Homebush Precinct Design Guideline
- Apartment Design Guide (ADG) criteria and guidance

Assumptions

The following tables outline key assumptions in relation to the Proof of Concept testing:

Assumptions	
Market apartment studio (minimum)	45m ² NSA
Market Apartment 1 bed size (minimum)	50m ² NSA
Market Apartment 2 bed size (minimum)	75m ² NSA
Market Apartment 3 bed size (minimum)	99m ² NSA
Average Apartment size	90 m ² GFA
Non-residential GBA/GFA Efficiency	85%
Residential GBA/GFA Efficiency	75%
NSA to GFA Efficiency	80%

Floor heights	Min. floor to floor height
Ground floor	4.5
Commercial/retail	4.0
Residential	3.2

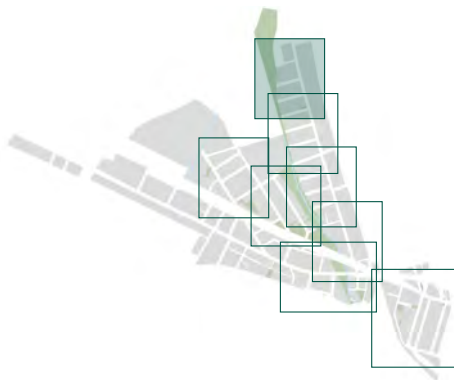
Rothwell Avenue to Mena Street

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1A	8,532m ²	28m	8	2.2:1	-	18,770m ²
1B	10,455m ²	28m	8	2.2:1	-	23,001m ²
1C	7,952m ²	28m	8	2.2:1	-	17,494m ²
2A	5,595m ²	28m	8	1.8:1	-	10,071m ²
2B	6,747m ²	28m	8	1.8:1	-	12,144m ²

Assumptions

- Lot 2B to deliver new expanded open space east of Powells Creek (min 15m width)
- Lots 2A, 2B to deliver new street network along the proposed expanded open space connecting to Conway Avenue (12.5m width road reserve) with parking on one side
- East-west movement across Powells Creek via the existing bridge on Conway Avenue



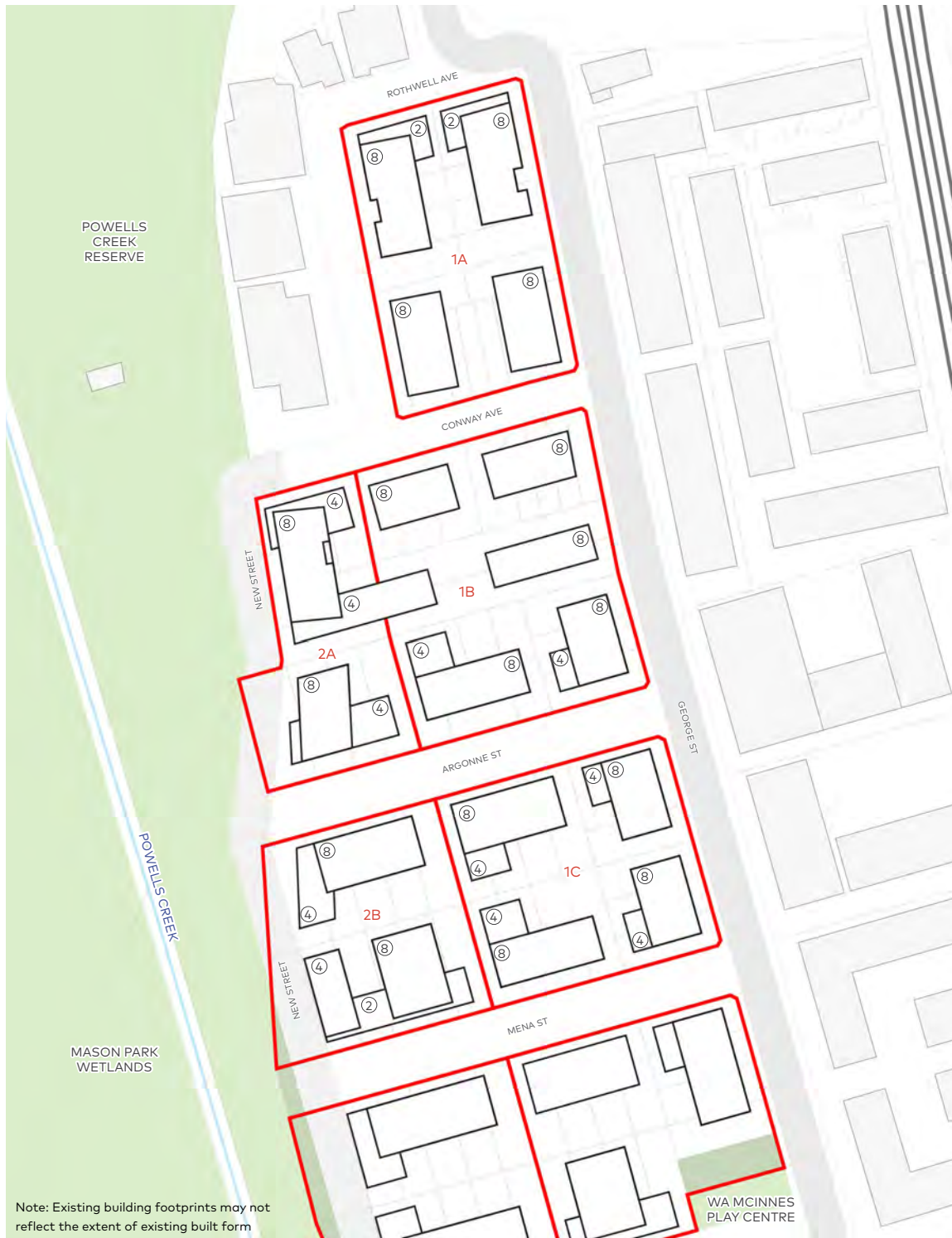


Figure 56: Rothwell Avenue to Mena Street

Existing open space Proposed open space Lot # Lot number ⊕ Number of storeys Existing building

Typical Lower level floors - Indicative layout



Typical Lower level floors - Solar Access & Ventilation



Figure 58: Typical lower level floors - Solar Access & Ventilation - Rothwell Avenue to Mena Street

- Existing open space
- Proposed open space
- Potential site amalgamation
- Ventilation
- > 2 hours of Sunlight
- < 2 hours of Sunlight



Typical upper level floors - Indicative layout



Note: Existing building footprints may not reflect the extent of existing built form

Figure 59: Typical upper level floors - Rothwell Avenue to Mena Street

■ Residential
 ■ Existing open space
 ■ Proposed open space
 Potential site amalgamation

Typical upper level floors - Solar Access & Ventilation



Figure 60: Typical upper level floors - Rothwell Avenue to Mena Street

- Existing open space
- Proposed open space
- Potential site amalgamation
- Ventilation
- > 2 hours of Sunlight
- < 2 hours of Sunlight

0 25m 50m

Mena Street to Pomeroy Street

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1A	7,391m ²	42m	12	2.8:1		20,694m ²
1B	8,160m ²	42m	12	2.8:1		22,848m ²
1C	7,678m ²	52m	15	2.8:1		21,498m ²
1D	9,270m ²	52m	15	2.8:1		25,956m ²
2A	7,507m ²	48m	12	2.2:1		16,515m ²
2B	7,472m ²	42m	12	2.2:1		16,438m ²
3A	8,160m ²	52m	15	3.2:1		26,112m ²
3B	8,538m ²	52m	15	3.2:1		27,321m ²

Assumptions

- Lots 2A, 2B, 1C, 1D to deliver new expanded open space east of Powells Creek aligned with development footprint (min 15m width)
- Lots 2A, 2B, 1C, 1D to deliver new street network along the proposed expanded open space connecting to Pomeroy Street (12.5m width road reserve) with parking on one side
- East-west movement via the existing street network on Pomeroy Street
- Lot 1A to deliver expansion to the existing open space





Figure 61: Mena Street to Pomeroy Street

Existing open space Proposed open space Lot # Lot number ⊕ Number of storeys Existing building

Typical lower level floors - Indicative layout



Typical lower level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 63: Typical lower level floors - Solar Access & Ventilation - Mena Street to Pomeroy Street

■ Existing open space	■ Proposed open space	 Potential site amalgamation
- - - Ventilation	■ > 2 hours of Sunlight	■ < 2 hours of Sunlight

0 25m 50m

Typical upper level floors - Indicative layout



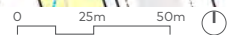
Typical upper level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 65: Typical upper level floors - Solar Access & Ventilation - Mena Street to Pomeroy Street

Existing open space	Proposed open space	Potential site amalgamation
Ventilation	> 2 hours of Sunlight	< 2 hours of Sunlight



Pomeroy Street to Allen Street

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1	9,388m ²	62	18	3.5:1	3,285m ²	29,572m ²
2A	7,957m ²	52	15	3.2:1		25,462m ²
2B	7,956m ²	52	15	3.2:1		25,459m ²
2C	9,820m ²	42-52	15	3.2:1		31,424m ²
3A	8,897m ²	52	15	2.8:1		24,911m ²
3B	7,945m ²	52	15	2.8:1		22,246m ²
3C	6,118m ²	42	12	2.8:1		17,130m ²
3D	5,269m ²	42	12	2.8:1		14,753m ²
4	21,195m ²	23-103	20-30	4:1	4,239m ²	80,541m ²
5	7,921m ²	30-75	18-22	4:1	1,584m ²	30,099m ²

Assumptions

- Lots 3A, 3B, 3C, 3D to deliver new expanded open space east of Powells Creek aligned with development footprint (min 15m width)
- Lot 4 to deliver open space on the south of the site, open space to be used for east-west movement via existing bridge on Hamilton Street to the North Strathfield station
- Lot 2C to consider the existing heritage building



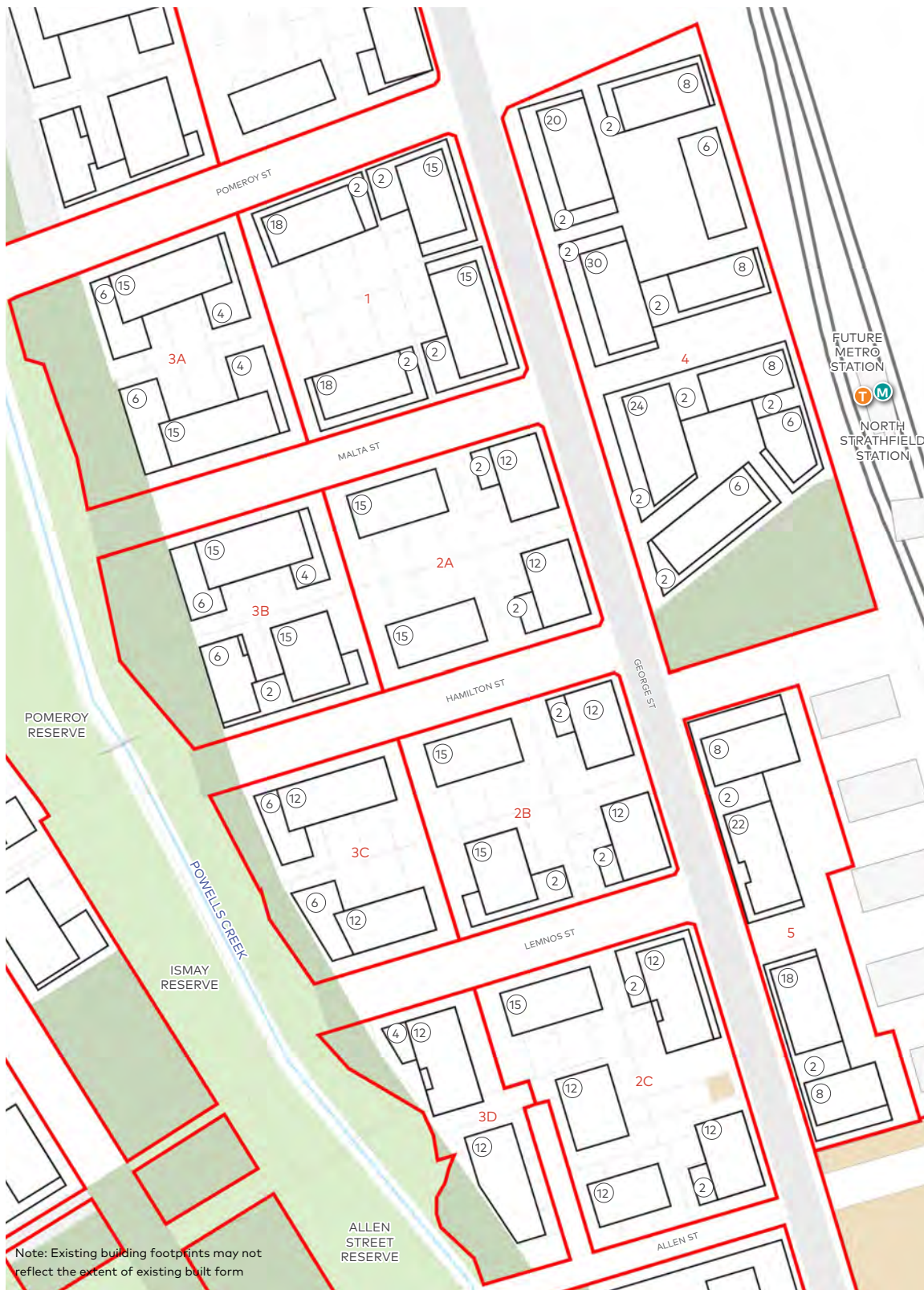


Figure 66: Pomeroy Street to Allen Street

- Existing open space
- Proposed open space
- Existing building
- Heritage
- Lot
- # Lot number
- @ Number of storeys

Typical lower level floors - Indicative layout



Note: Existing building footprints may not reflect the extent of existing built form

Figure 67: Lower level floors - Indicative layout - Pomeroy Street to Allen Street

■ Commercial/Retail
 ■ Residential
 ■ Existing open space
 ■ Proposed open space
 Potential site amalgamation

78 Homebush State-led Rezoning

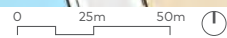
Typical lower level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 68: Lower level floors - Solar Access & Ventilation - Pomeroy Street to Allen Street

■ Existing open space	■ Proposed open space	 Potential site amalgamation
→ Ventilation	■ > 2 hours of Sunlight	■ < 2 hours of Sunlight



Typical upper level floors - Indicative layout



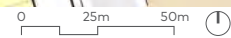
Typical upper level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 70: Typical upper level floors - Solar Access & Ventilation - Pomeroy Street to Allen Street

■ Existing open space	■ Proposed open space	 Potential site amalgamation
→ Ventilation	■ > 2 hours of Sunlight	■ < 2 hours of Sunlight



Bakehouse Quarter

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1	33,903m ²	27-44m	12	2.5:1	12,713m ²	72,043m ²
2	24,929m ²	30-53m	15	2.5:1	9,348m ²	52,974m ²
3	2,389m ²	82m	24	6:1	716m ²	13,617m ²
4	3,069m ²	103m	30	6:1	920m ²	17,493m ²

Assumptions

- 8-15 Storey limit within Bakehouse Quarter west
- 8-12 store limit within Bakehouse Quarter east

Heritage principles

Refer to Homebush Stage-Led Rezoning Transport Orientated Development Precinct - Heritage Significance Assessment Report, GML Heritage for more information

- *Design new development around the retention of industrial built form, maintaining its visibility in the public domain, including roof forms, elevations, and building footprint.*
- *Development is required to be set back from boundary lot street frontages, reinforcing the predominance of heritage façades in height, setbacks and street alignment. Avoid additional building heights that are visible to George Street frontages.*

- *Visual impacts to heritage significance must be avoided or mitigated and impacts demonstrated through robust visual assessment.*
- *Design new parapets along the western side of George Street are to be lower at the street edge, to form a cohesive street edge with existing built form, and ameliorate potential heritage impacts from maximum heights proposed within the site.*
- *Locate new open space/through site links, to interpret historical locations of open space on Arnott's complex.*
- *New development should not compete with heritage fabric but be designed to complement and enhance heritage values.*
- *Future development is to be of high design and construction quality, and sympathetic to its key heritage qualities and context of the Bakehouse Quarter, in form, bulk, scale and material selection.*
- *Materials and colours of new development shall be responsive to existing heritage buildings and structures, and shall be designed to avoid visual dominance.*
- *Integrate and interpret the Bakehouse Quarter's industrial history into public domain design.*

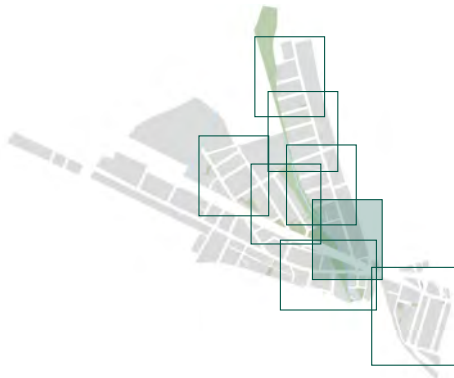




Figure 71: Bakehouse Quarter

- Existing open space Proposed open space Lot # Lot number ⊕ Number of storeys
- Existing building Heritage

Typical lower level floors - Indicative layout



Note: Existing building footprints may not reflect the extent of existing built form

Figure 72: Typical lower level floors - Indicative layout - Bakehouse Quarter

- Commercial/Retail
- Residential
- Existing open space
- Proposed open space
- Potential site amalgamation
-

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Typical lower level floors - Solar Access & Ventilation



Figure 73: Typical lower level floors - Solar Access & Ventilation - Bakehouse Quarter

Existing open space	Proposed open space	Potential site amalgamation	Heritage
Ventilation	> 2 hours of Sunlight	< 2 hours of Sunlight	

Typical upper level floors - Indicative layout



Note: Existing building footprints may not reflect the extent of existing built form.

Figure 74: Typical upper level floors - Indicative layout - Bakehouse Quarter

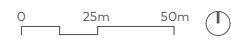
■ Residential	■ Existing open space	■ Proposed open space	 Potential site amalgamation
■ Heritage			

Typical upper level floors - Solar Access & Ventilation



Figure 75: Typical upper level floors - Solar Access & Ventilation - Bakehouse Quarter

- Existing open space
- Proposed open space
- Potential site amalgamation
- Heritage
- Ventilation
- > 2 hours of Sunlight
- < 2 hours of Sunlight



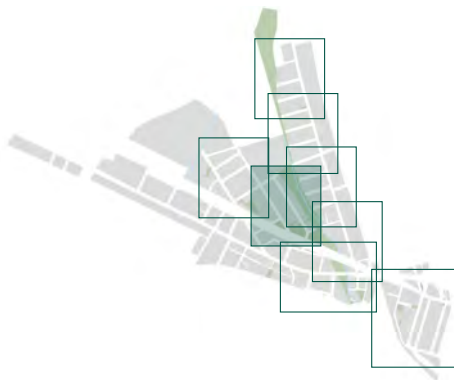
Underwood Road to Powells Creek

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1A	17,333m ²	42-81m	12-24	2.8:1		48,532m ²
1B	24,339m ²	42-81m	12-20	2.8:1		68,149m ²
2	438m ²	44m	12	3:1	131m ²	1,182m ²
3	2,421m ²	21m	6	1.9:1		4,599m ²
4	2,770m ²	21m	6	2.2:1		6,094m ²

Assumptions

- Lots 1A, 1B to deliver new expanded open space west of Powells Creek
- Lot 1B to consider the existing heritage and church building
- Potential for re-alignment of Allen Street to Underwood Road





Note: Existing building footprints may not reflect the extent of existing built form

Figure 76: Underwood Road to Powells Creek

 Existing open space	 Proposed open space	 Lot	# Lot number	Ⓜ Number of storeys
 Existing building	 Heritage			

Typical lower level floors - Indicative layout



Figure 77: Typical lower level floors - Indicative layout - Underwood Road to Powells Creek
 Residential Existing open space Proposed open space Potential site amalgamation

Typical lower level floors - Solar Access & Ventilation



Figure 78: Typical lower level floors - Solar Access & Ventilation - Underwood Road to Powells Creek

- Existing open space
- Proposed open space
- Potential site amalgamation
- Ventilation
- > 2 hours of Sunlight
- < 2 hours of Sunlight



Typical upper level floors - Indicative layout



Note: Existing building footprints may not reflect the extent of existing built form

Figure 79: Typical upper level floors - Indicative layout - Underwood Road to Powells Creek

Residential Existing open space Proposed open space Potential site amalgamation

Typical upper level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 80: Typical upper level floors - Solar Access & Ventilation - Underwood Road to Powells Creek

- Existing open space
- Proposed open space
- Potential site amalgamation
- Ventilation
- > 2 hours of Sunlight
- < 2 hours of Sunlight



West of Underwood Road

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1A	7,623m ²	28m	8	2.2:1		16,770m ²
1B	14,999m ²	28m	8	2.2:1		32,997m ²
1C	17,146m ²	28m	8	2.2:1		37,721m ²
1D	3,065m ²	35m	10	2.2:1		6,743m ²
2A	4,493m ²	21m	6	1.9:1		8,536m ²
2B	3,989m ²	21m	6	1.9:1		7,579m ²
3	9,651m ²	52-81m	18-24	2.8:1		27,022m ²
4	1,410m ²	37m	10	3:1	423m ²	3,807m ²

Assumptions

- Existing strata and church to remain in short to medium term
- Lot 3 to deliver open space and road around the proposed open space
- Lot 1D to deliver open space
- Lot 1C to consider the existing heritage and church building

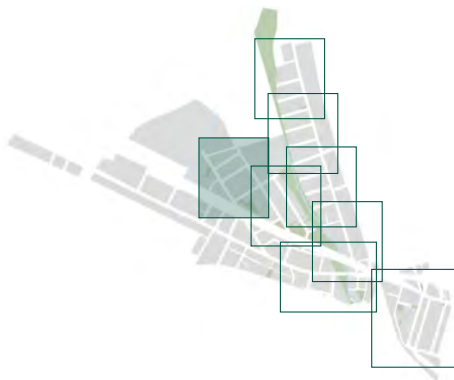




Figure 81: West of Underwood Road

- Existing open space
- Proposed open space
- Existing building
- Heritage
- Lot
- Lot number
- Number of storeys

Note: Existing building footprints may not reflect the extent of existing built form



Typical lower level floors - Indicative layout



Figure 82: Typical lower level floors - Indicative layout - West of Underwood Road

■ Commercial/Retail
 ■ Residential
 ■ Existing open space
 ■ Proposed open space
 Potential site amalgamation

Typical lower level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 83: Typical lower level floors - Solar Access & Ventilation - West of Underwood Road

Existing open space	Proposed open space	Potential site amalgamation
Ventilation	> 2 hours of Sunlight	< 2 hours of Sunlight



Typical upper level floors - Indicative layout



Figure 84: Typical upper level floors - Indicative layout - West of Underwood Road

■ Residential
 ■ Existing open space
 ■ Proposed open space
 Potential site amalgamation

0 25m 50m

Typical upper level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 85: Typical upper level floors - Solar Access & Ventilation - West of Underwood Road

- Existing open space
- Proposed open space
- Potential site amalgamation
- Ventilation
- > 2 hours of Sunlight
- < 2 hours of Sunlight



Strathfield Triangle

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1A	4,218m ²	28-60m	8-18	3.6:1		15,184m ²
1B	7,202m ²	60-114m	18-34	3.6:1		25,927m ²
1C	3,337m ²	101m	30	3.6:1		12,013m ²
2A	1,858m ²	25m	8	2.2:1		4,087m ²
2B	4,156m ²	28m	8	2.2:1		9,143m ²
3A	3,043m ²	21m	8	1.9:1		5,781m ²
3B	3,430m ²	21m	6	1.9:1		6,517m ²
4A	2,175m ²	35m	10	2.8:1		6,090m ²
4B	3,134m ²	42m	12	2.8:1		8,775m ²
4C	22,032m ²	21m-60m	12-18	2.8:1		61,689m ²
4D	10,323m ²	21m	10-12	2.8:1		28,904m ²
5	6,105m ²	54m	16	3:1	1,831m ²	16,483m ²

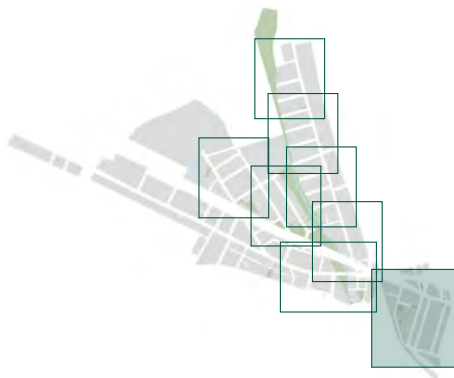
Assumptions

- Lot 1B, 4C to deliver new open space
- Lot 1B, 2B, 4A to be accommodated for internal new streets
- Lot 3A, 4B, 4C, 4D to consider the existing heritage and church building

Heritage principles

Refer to Homebush Stage-Led Rezoning Transport Orientated Development Precinct - Heritage Significance Assessment Report, GML Heritage for more information

- Design future development on the eastern side of Swan Avenue with lower heights and FSR, to respond to the scale of the adjacent HCA on Mosely Street.
- East-west through-lot connections between Swan Avenue, Manson Road and Leicester Avenue should be located beside heritage items, to provide separation from new infill development.
- New open space should be located adjacent to heritage items, to provide separation from new infill development and contribute to retention of curtilage and setting.
- Encourage integration of isolated heritage items into the new amalgamating lots provided visual and spatial separation is ensured and the prominence of the items is emphasised.
 - Increased setbacks to new infill development structures should be used to maintain the prominence of isolated heritage items in this area.
 - Encourage the integration of these isolated heritage items as community spaces within an amalgamated lot.
- New infill development must include adequate space for additional canopy trees to complement street trees and maintain the amenity of Swan Avenue, Manson Road and Leicester Avenue.



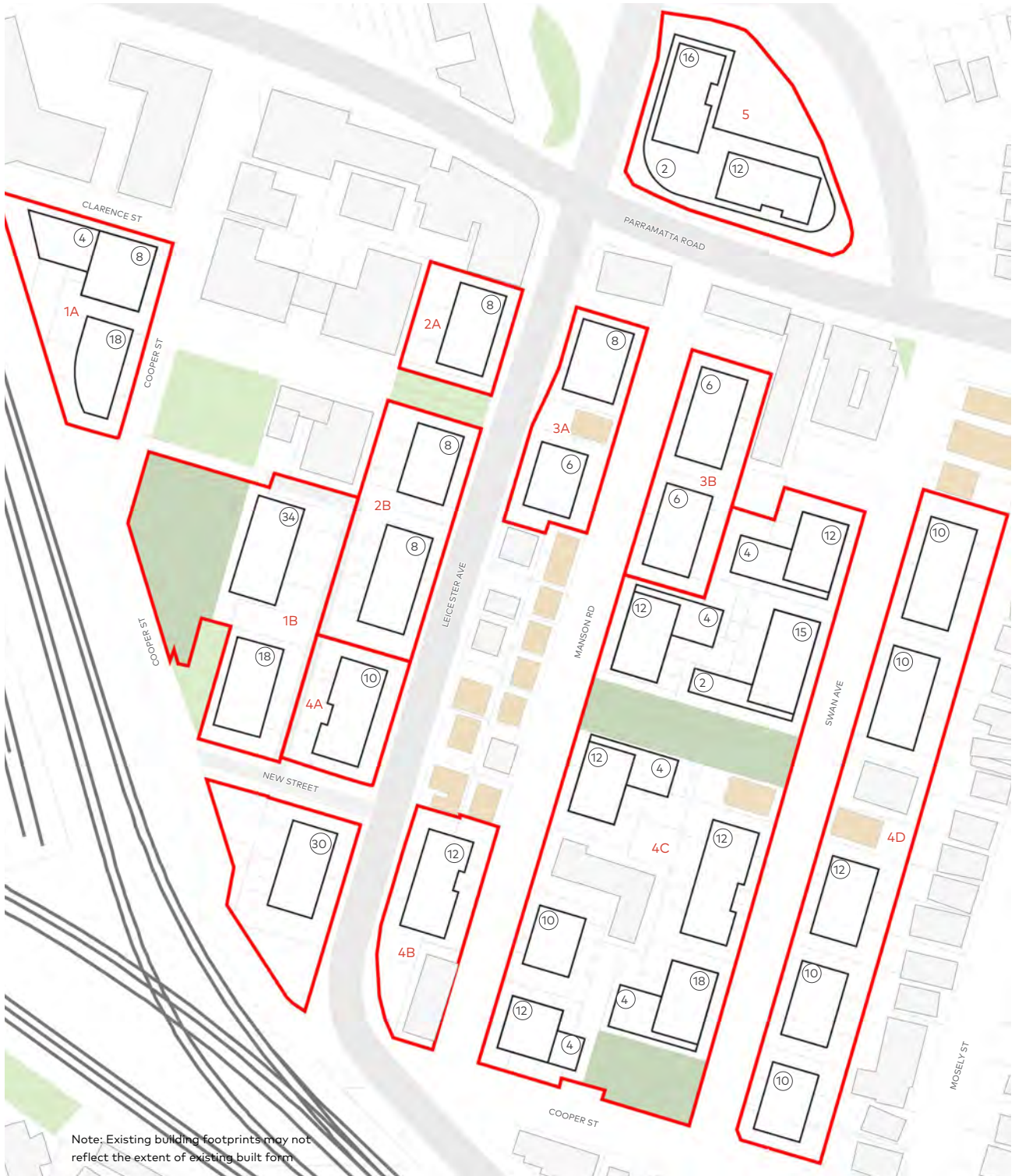


Figure 86: Strathfield Triangle

- Existing open space
- Existing building
- Proposed open space
- Heritage
- Lot
- # Lot number
- Ⓢ Number of storeys

Typical lower level floors - Indicative layout



Note: Existing building footprints may not reflect the extent of existing built form

Figure 87: Typical lower level floors - Indicative layout - Strathfield Triangle
 Commercial/Retail Residential Existing open space Proposed open space Potential site amalgamation

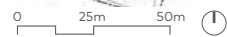
Typical lower level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 88: Typical lower level floors - Solar Access & Ventilation - Strathfield Triangle

■ Existing open space	■ Proposed open space	 Potential site amalgamation
- - - Ventilation	 > 2 hours of Sunlight	 < 2 hours of Sunlight



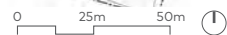
Typical upper level floors - Indicative layout



Note: Existing building footprints may not reflect the extent of existing built form

Figure 89: Typical upper level floors - Indicative layout - Strathfield Triangle

■ Residential
 ■ Existing open space
 ■ Proposed open space
 Potential site amalgamation



Typical upper level floors - Solar Access & Ventilation



Note: Existing building footprints may not reflect the extent of existing built form

Figure 90: Typical upper level floors - Solar Access & Ventilation - Strathfield Triangle

- Existing open space
- Proposed open space
- Potential site amalgamation
- Ventilation
- > 2 hours of Sunlight
- < 2 hours of Sunlight



Homebush (South of M4)

Proposed Planning Controls

#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1	23,587m ²	86-103m	18-30	5:1	5,896m ²	112,038m ²
2	6,257m ²	86m	24	5:1	1,564m ²	29,720m ²
3	3,041m ²	86m	24	5:1	760m ²	14,444m ²
4	4,861m ²	103m	30	5:1	1,215m ²	23,089m ²
5	9,117m ²	86-103m	24-30	5:1	2,279m ²	43,305m ²
6	11,607m ²	86m	24	5:1	2,901m ²	55,133m ²
7	9,081m ²	86m	24	5:1	2,270m ²	43,134m ²

Assumptions

- Lot 1, 4 to deliver new open space
- Lot 1, 3, 4, 5 to consider existing and potential heritage items

Heritage principles

Refer to Homebush Stage-Led Rezoning Transport Orientated Development Precinct - Heritage Significance Assessment Report, GML Heritage for more information

- Create a special character precinct on Knight Street and Parramatta Road, incorporating existing and potential heritage items, to protect the heritage character of this area.
- Encourage a mix of uses that supports residential, retail, cultural and commercial activities.
- Prioritise non-residential uses around the commercial heritage buildings at the intersection of Knight Street and Parramatta Road, to ensure the historical uses of the heritage items are retained.

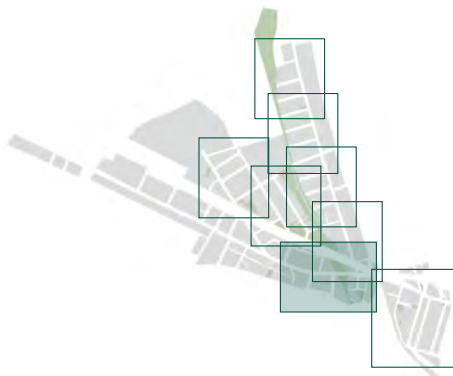




Figure 91: Homebush (South of M4)

- Existing open space
- Proposed open space
- Lot
- # Lot number
- Number of storeys
- Existing building
- Heritage

Typical lower level floors - Indicative layout





Note: Existing building footprints may not reflect the extent of existing built form

Figure 92: Typical lower level floors - Indicative layout - Homebush (South of M4)

- Commercial/Retail
- Residential
- Existing open space
- Proposed open space
- Potential site amalgamation
- Heritage

0 25m 50m

Typical lower level floors - Solar Access & Ventilation





Note: Existing building footprints may not reflect the extent of existing built form

Figure 93: Typical lower level floors - Solar Access & Ventilation - Homebush (South of M4)

Existing open space	Proposed open space	Potential site amalgamation	Heritage
Ventilation	> 2 hours of Sunlight	< 2 hours of Sunlight	

0 25m 50m

Urban Design Report 111

Typical upper level floors - Indicative layout

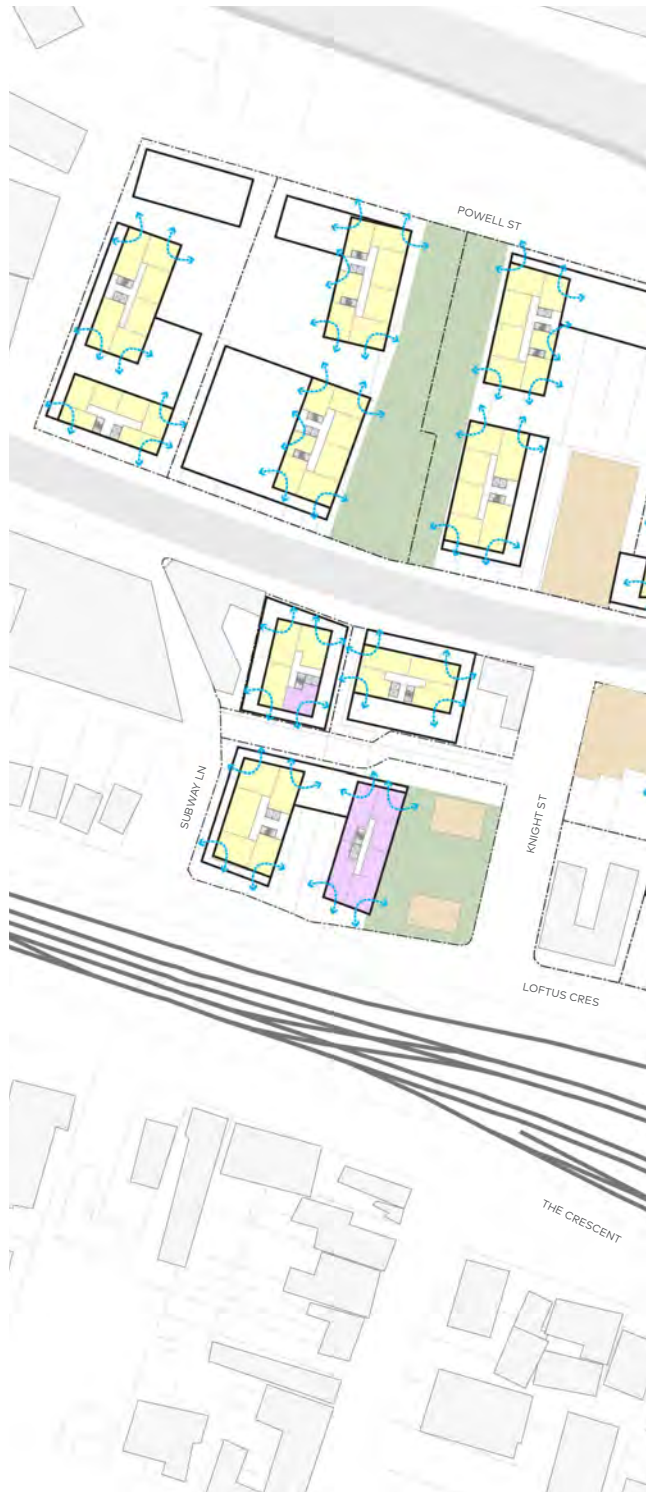




Note: Existing building footprints may not reflect the extent of existing built form

Figure 94: Typical upper level floors - Indicative layout - Homebush (South of M4)
 Residential Existing open space Proposed open space Potential site amalgamation
 Heritage

Typical upper level floors - Solar Access & Ventilation

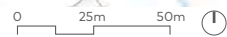




Note: Existing building footprints may not reflect the extent of existing built form

Figure 95: Typical upper level floors - Solar Access & Ventilation - Homebush (South of M4)

■ Existing open space	■ Proposed open space	 Potential site amalgamation	■ Heritage
- - - Ventilation	 > 2 hours of Sunlight	 < 2 hours of Sunlight	



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Our reference: P6616.002L Homebush TOD Proposal Review

30 July 2024

General Manager
City of Canada Bay
1a Marlborough Street
DRUMMOYNE NSW 2047

Sent via email: Paul.Dewar@candabay.nsw.gov.au

Dear Sir,

RE: REVIEW OF HOMEBUSH TOD PROPOSAL

This letter provides our review of the draft plans for the Homebush Transport Orientated Development (TOD) proposal as recently exhibited by the Department of Planning, Housing and Infrastructure (DPHI).

This review references our previous work for the Parramatta Road Corridor Traffic and Transport Study and Action Plan (*PRTTAP*) dated 18th February 2022. We have reviewed the input assumptions and outcomes in our 2022 report against the:

- Homebush State-led Rezoning Urban Design Report (Cox, July 2024), the '*UDR*'
- Homebush TOD Rezoning Precinct Transport Statement (Arup, 3 July 2024), the '*PTS*'
- Infrastructure Delivery and Implementation Plan - Homebush State-led Rezoning (Arcadis, 3 July 2024), the '*IDIP*'

1. Development Scale Considerations

The *PRTTAP* was (in part) based on Canada Bay Council's plans for development 'uplift' proposals for the Homebush North and Homebush South precincts as summarised in Figure 1.1. and referred to in that report as the '*uplift areas*'. Outside of the Canada Bay Council, Strathfield Council and Burwood Council uplift areas, the remainder of the study corridor took its land use assumptions for the Parramatta Road Corridor Urban Transformation Strategy (*PRCUTS*).

Using the data in Figure 1.1, an estimate of the *PRTTAP* full buildout population within the DPHI Homebush Precinct Boundary is **29,000-30,000 people** and at 2.5 persons per dwelling (consistent with *UDR* assumption) would equate to about **11,500 dwellings**. As shown in Figure 1.2, this compares to a residential capacity of **22,900 dwellings** published in the *UDR*.

In terms of the spatial distribution of population density, the *UDR* generally maintains *PRCUTS*-planned dwelling densities fronting Parramatta Road. The primary locations where dwelling density and hence Floor Space Ratios (*FSRs*) are proposed to be increased in the *UDR* are along George Street (west of the T9 line) and along Underwood Road, as shown in Figure 1.3.

The *UDR* is silent on development assumptions in the Homebush North Precinct outside of the structure plan area which we presume will default to Council's planning intentions as included in the *PRTTAP*.

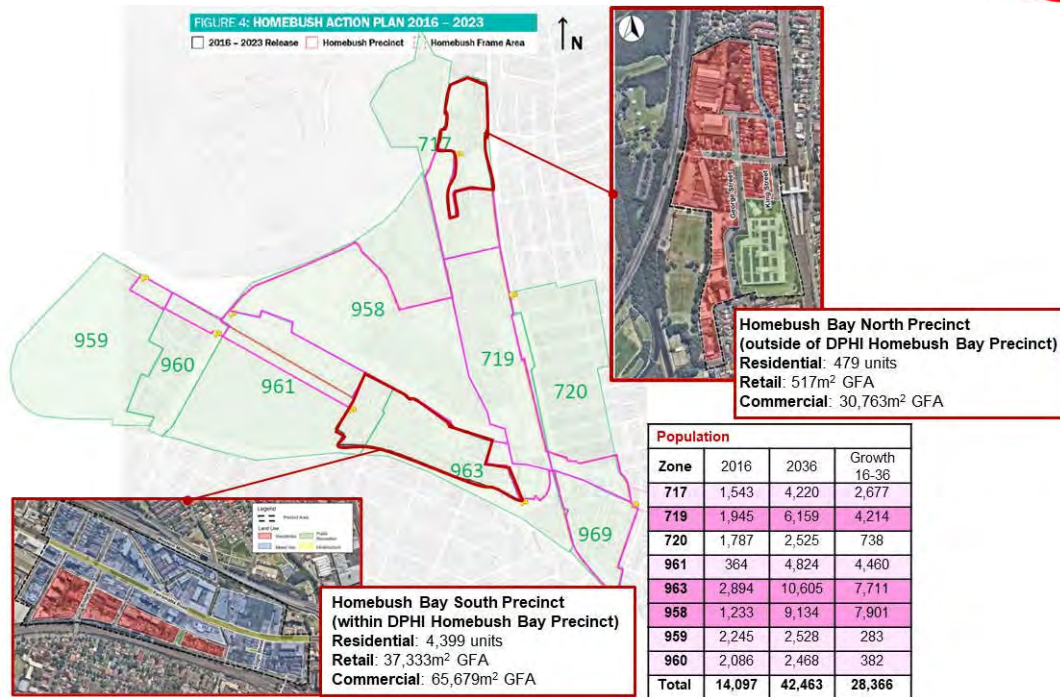


Figure 1.1: PRCTTS Growth Input Assumptions (City of Canada Bay)

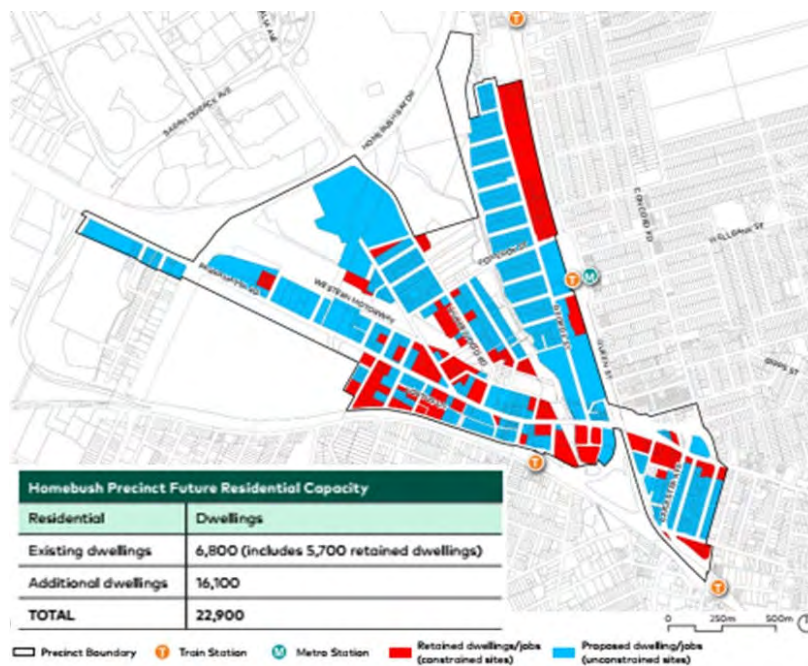


Figure 1.2: Homebush Precinct UDR Residential Capacity

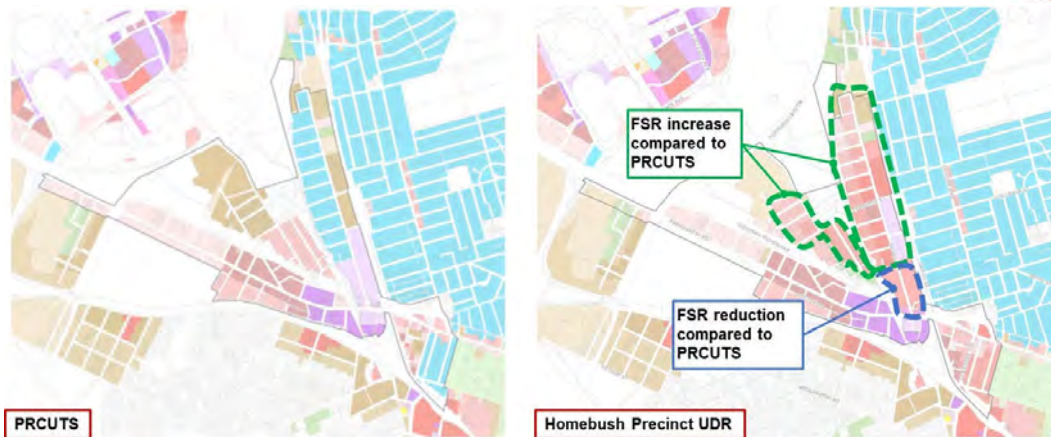


Figure 1.3: Comparison of PRCUTS and UDR FSRs

Section 5.4 of the *PTS* quotes a 2036 population of 21,622 in the TOD master plan and identifies that this is lower than the 2036 *PRTTAP* population of 30,595 for the same TOD precinct area and hence the modelling used in the *PRTTAP* is suitable for assessing the *PTS* for 2036.

It is relevant to note however that the 2036 modelling for the *PRTTAP* was based on the full buildout of the study area for that study but with background traffic (outside of the study area) at 2036 levels. The *PTS* assessment was based on expected 2036 development levels which were estimated at 46% of the full buildout of the TOD precinct proposal.

The *PTS* has not undertaken an assessment of the impacts and needs of the full buildout scenario which would equate to about double the locally-generated transport demands of those considered in the *PTS* and double the 2036 traffic volumes considered in the *PRTTAP*.



2. Transport Strategies

2.1. PRTTAP Future Transport Issues Summary

The *PRTTAP* accounted for Sydney Metro West in its strategies for the Homebush North and Homebush South precincts. This means that when TfNSW ran its regional strategic model for *PRTTAP*, it included the then-proposed Metro West project influence on modal share and hence on the resulting traffic demands to/from and through the corridor.

Key '**full buildout**' traffic and transport issues revealed in the *PRTTAP* modelling relevant to the Homebush TOD Precinct included:

- The key controlling pinch point in the Homebush area was identified as The Concord Road/Parramatta Road/Leicester Avenue intersection. In the modelling, this intersection generated very long queues eastbound along Parramatta Road in the 2036 morning peak and 'gated' traffic in the PM peak with very long queues generated westbound back from the intersection
- Parramatta Road through the Homebush Precinct was unable to carry the 2036 traffic demand growth forecast for it (e.g. over 1,000 vehicles in excess of capacity in the morning peak eastbound) meaning either exceptionally long delays to east-west and west-east traffic or relocation of this east-west traffic to other modes, destination or routes.
- More congestion and longer queues on all approaches of the (already congested) George Street / Parramatta and Underwood Road / Parramatta Road intersections partly due to the extra traffic generated by the redevelopment growth in the catchments of Underwood Road and George Street and partly due to heavy prevailing congestion in Parramatta Road by 2036. Queues were forecast to extend northwards beyond Pomeroy Street, the primary east-west support route for this area, with excessive congestion along the extents of Pomeroy Road
- Very heavy local road congestion in Bridge Road, The Crescent and Loftus Crescent, stemming back from Parramatta Road intersections because of the much greater demand imposed at these intersections from the Homebush South precinct coupled with increasing traffic demand along Parramatta Road anyway
- Insufficient local bus routes to service Homebush North to the north of Parramatta Road and to service the Bridge Road (Homebush South) growth catchment south of Parramatta Road
- Poor active transport accessibility to, from and along Parramatta Road as well as east-west for local movements within Homebush Bay North and north-south within with Homebush South, particularly given the rail line as a key barrier.

2.2. PTS Transport 'Challenges' and 'Opportunities'

The *PTS* identified a number of generic traffic and transport challenges for the network, as follows:

- Barriers to creating an efficient and connected network
- Local access on precinct roads and streets (reference much of the work of the PRCTTS)
- Disjointed active transport network
- Limited bus services supporting rail and future metro and for local trips
- Inefficient use of the existing road capacity
- Inadequate streetscape amenity and liveability

The key opportunities described in the *PTS* to address the above challenges primarily related to reducing private vehicle usage and substantially increasing public and active transport usage. Most opportunities stated related to significantly shifting modal share from private vehicles to walking, cycling and public transport by reducing car dependency, reducing traffic capacity and increasing public transport and active transport facilities. The scale of potential modal shift was not identified.



2.3. Comparison of Strategies (*PRTTAP* v *PTS*)

The *PRTTAP* identified that with the full buildout of the study area, it would be inevitable that some of the growth in traffic demand through the study area would avoid it because delays would be excessive. Even with the removal of some through traffic growth, a number of key pinch point improvements were identified as being necessary in the *PRTTAP* to reduce the excessive impacts of growth in traffic on the local network. These impacts included very long delays on side streets to Parramatta Road meaning very long travel times for local movements between Homebush North and Homebush South.

The *PRTTAP* also recommended new walking and cycling links for its study area, potential new bus route locations and potential development parking rates for the uplift areas under investigation in the Homebush North and the Homebush South precincts.

The *PTS*:

- Heavily emphasised additional walking and cycling infrastructure and local street calming changes to improve the street environment for walking and cycling
- Took on board the intersection 'capacity' upgrade recommendations from the *PRTTAP*
- Recommended some additional local road links compared to the *PRTTAP* primarily for local accessibility purposes
- Recommended a large number of 'quietways' on short streets where narrow lanes could be implemented and traffic speeds could be reduced to 30 km/h
- Included 'prioritised' and 'aspirational' walking and cycling links at a greater level of granularity than included in the *PRTTAP*
- Identified that "a redefined bus network should be considered in line with the precinct growth and transformation. This should be developed in coordination by TfNSW, Sydney Metro and councils" without identifying any specific routes, as were nominated in the *PRTTAP*
- Documents the PRCUTS parking rates and recommends those rates as the development parking rates to adopt for the Homebush TOD precinct.

Overall, the *PTS* transport strategy relies far more heavily on aspirational modal shift towards walking and cycling than the *PRTTAP* did and has far less emphasis in managing the impacts of congestion on the local road network.

Also, the *PTS* has no consideration of local road congestion beyond 2036 (i.e. beyond 46% of full buildout). Without consideration of the full buildout scenario, it is possible that an insufficient number of local road connections will be allowed for in the master plan.

Furthermore, transport impacts and needs to, from and along Parramatta Road post-2036 have not been quantified. This includes the level of modal shift that would be necessary to ensure excessive congestion did not occur if the road space reallocation proposal for Parramatta Road (to public transport) and the full development of the TOD precinct were both realised. Such an assessment is necessary to validate if the vision for far greater residential development than previously anticipated coupled with reduced road capacity could be pragmatic outcome rather than just being an aspirational vision.



3. Transport Infrastructure Projects

Appendix A of the *PTS* includes tables of 'Transport Response Interventions' to the Master Plan. It is important to note that based on the assessment methodology, these actions only relate to 46% development of the full buildout of the Master Plan.

A review of the key action items, with consideration of the findings of the *PRTTAP*, are:

- **Environmental interventions:** Primarily related to new crossings and traffic calming methods (including *quietways* and *shared zones*) throughout the TOD precinct to improve the safety and amenity of pedestrian and cyclist movements. These are logical interventions where more walking and cycling is expected.
- **Walking and cycling interventions:** Most of the recommended walking and/or cycling links were sourced from previous studies and have a sound network connectivity basis for them. For new items identified in the *PTS* it is unclear what items under Action R2.13 (*Provide a new active transport link*) mean in terms of new or upgraded on-road or off-road infrastructure, particularly given that a lot of the items listed already have pathways. More specificity as to the intended infrastructure would provide clarity to this action item. The *PAMP* recommended under Action R2.15 is reasonable but it will be challenging to establish definitive actions within it given that the TOD precinct will be changing significantly with redevelopment.
- **Traffic interventions:** All of the *PRTTAP* recommendations within the TOD area are sourced in the *PTS* except for the proposed new right turn from Parramatta Road into Knight Street. Whilst this right turn has significant local accessibility merit, it is understood the TfNSW is not supportive of this initiative. The other initiatives raised in the *PTS* are mostly for improved local access and seem logical and are unlikely to generate any significant new local 'rat-running' issues.
- **Parking interventions:** The proposed parking rates are consistent with *PRCUTS* and align with the overall approach of attracting residents into the area with a lower reliance on private vehicles and greater reliance on walking, cycling and public transport.



4. Conclusions and Recommendations

4.1. Key Conclusions

The Homebush TOD is estimated to result in nearly 23,000 dwellings within the precinct. The *PTS* has limited its transport needs assessment to approximately 46% of this development (expected by 2036) meaning that the traffic capacity needs findings of the *PRTTAP* are comparable to those of 46% of the full buildout of the TOD. No meaningful metrics-based consideration has been given to the 'master planning' of the transport needs of the remaining 54% of the TOD precinct.

At a little more than 46% of the TOD precinct's development level, the *PRTTAP* identified a severely congested local traffic network even after assumptions were made that a high degree of through traffic would be re-routed outside of the corridor. More local road links and greater management of the interfaces between local streets and Parramatta Road (e.g. turn bans, clearway length extensions, more intersections etc.) would be expected after 2036 and should be identified in a Transport Master Plan for a full development scenario.

Furthermore, whilst the *vision and validate* approach is recognised as the prevailing assessment approach, this does not mean that the potential risks associated with a selected *vision* should not be contemplated at all in the Master Plan; that is, not be *validated*.

The proposal is to double local travel demand to/from the Homebush TOD precinct compared to what was assessed in the *PTS* and at the same time to re-allocate road space on Parramatta Road to public transport. These proposals in combination suggest a substantial modal shift from current usage levels would be essential.

The quantity of modal shift required to walking, cycling and public transport (compared to current modal shares) should at least be validated in the *PTS* to understand if the scale of change is feasible, or if not achievable, how it may be counter-productive to attracting the scale of housing development targeted in such an area as Homebush. Further modelling / analysis would be needed to validate the pragmatism of the vision at full build out including as well as for understanding public transport capacity needs which have not been considered in the *PTS*.

4.2. Recommendations

It is recommended that Council respond to the Homebush TOD proposal noting that:

- *The scale of development proposed at full buildout of the Homebush TOD is about double what has previously been assessed for the area by any study. The full development vision and its associated transport actions included in the PTS should be modelled to validate that the shift in modal share away from private vehicle usage needed across all trip purposes and all trip destinations is foreseeable. Such an analysis should consider trips and modal shares to, from, within and through the precinct and should benchmark the required modal shares against developed centres in similar contexts elsewhere.*

Yours faithfully



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