

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 6:07:05 PM

Submitted on Thu, 25/07/2024 - 18:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I support it

Submission

I live in the target area of the Homebush TOD. It is a great place to live, walking distance to three mass transit options and buses on Parramatta Road. It is the perfect place to host new residents and provide affordable housing to key workers in our city.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 6:07:49 PM

Submitted on Thu, 25/07/2024 - 18:07

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Vanessa

Last name

Narayan

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

We support the proposal for the Homebush precinct and as residents it puts the uncertainty of the past 10 years to rest, which we appreciate and support. Hopefully, our lives will no longer be on hold, having put off selling and renovations that are required for our growing households due to this rezoning uncertainty.

We do however have some strong feedback regarding the design and FSR's. The FSR between Conway and Mena Street is too low!! This plan can only work if the following is addressed.

- Based on our due diligence the FSR must be increased to at least 2.8:1 for streets from Conway to Mena Street. The existing value of these blocks are higher than what a developer will offer based on the current FSR'S. Owners will NOT sell their properties at a reduced price, and for this plan to work it is solely reliant on owners selling amalgamated blocks of land.

- The levels need to be uniform for these blocks at 12 storeys. The land has a natural taper down towards the wetlands. By keeping all blocks at the same height, it will provide a natural taper effect, which is consistent with the current aesthetic.

I urge you to take note of these blocks from Conway to Mena Streets, as these blocks have the benefit of being situated ideally between two stations, Concord West and North Strathfield / Metro station.

We believe this can be a very successful State led redevelopment, but these changes need to be implemented for it to work. We do not want this rezoning to be a waste of time with landowners not selling to allow for this plan.

Vanessa Narayan

[REDACTED], North Strathfield

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 6:10:45 PM

Submitted on Thu, 25/07/2024 - 18:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

The FSR's are not consistent and need to be addressed

We have some strong feedback regarding the design and FSR's. The FSR between Conway and Mena Street is too low!! This plan can only work if the following is addressed.

- Based on our due diligence the FSR must be increased to at least 2.8:1 for streets from Conway to Mena Street. The existing value of these blocks are higher than what a developer will offer based on the current FSR'S. Owners will NOT sell their properties at a reduced price, and for this plan to work it is solely reliant on owners selling amalgamated blocks of land.
- The levels need to be uniform for these blocks at 12 storeys. The land has a natural taper

down towards the wetlands. By keeping all blocks at the same height, it will provide a natural taper effect, which is consistent with the current aesthetic.

I urge you to take note of these blocks from Conway to Mena Streets, as these blocks have the benefit of being situated ideally between two stations, Concord West and North Strathfield / Metro station.

We believe this can be a very successful State led redevelopment, but these changes need to be implemented for it to work. We do not want this rezoning to be a waste of time with landowners not selling to allow for this plan.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 6:12:51 PM

Submitted on Thu, 25/07/2024 - 18:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Chris

Last name

Thuell

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

Infill housing development is vital to meet the future housing needs of the community. Sydney cannot just continue to expand as the cost of adding infrastructure to support this approach is very high and doesn't support essential workers or children who want to live in areas they grow up in.

Building density around train stations, especially the Sydney Metro is vital and this proposal suits this approach to infill development.

However the one caveat to my support is that the government must allocate budget expenditure to infrastructure like hospitals, schools,, water and active or supporting public transport from surrounding areas or parking for people who live more than 1km away from the train station must be part of the approval of such increased density.

Efforts must be made to limit the use of cars as part of the additional population increase.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 6:14:35 PM

Submitted on Thu, 25/07/2024 - 18:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

FSR's are not workable in their current state!! Conway to Mena Streets FSR needs to be no less than 2.8:1 to make this financially viable. The following needs to be addressed.

- Based on our due diligence the FSR must be increased to at least 2.8:1 for streets from Conway to Mena Street. The existing value of these blocks are higher than what a developer will offer based on the current FSR'S. Owners will NOT sell their properties at a reduced price, and for this plan to work it is solely reliant on owners selling amalgamated blocks of land.
- The levels need to be uniform for these blocks at 12 storeys. The land has a natural taper down towards the wetlands. By keeping all blocks at the same height, it will provide a natural taper effect, which is consistent with the current aesthetic.

I urge you to take note of these blocks from Conway to Mena Streets, as these blocks have the benefit of being situated ideally between two stations, Concord West and North Strathfield / Metro station.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 6:49:05 PM

Submitted on Thu, 25/07/2024 - 18:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I object to it

Submission

I objectify the homebush rezoning proposal for these amendments to be made my area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 7:39:52 PM

Submitted on Thu, 25/07/2024 - 19:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I object to it

Submission

The rezoning proposal would create increased traffic, and with the already limited space and small spaces in the neighbourhood, there is no room for crowding.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 8:40:32 PM

Submitted on Thu, 25/07/2024 - 20:40

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord West 2138

Please provide your view on the project

I object to it

Submission

This email concerns the objections to the proposal and rezoning at North Strathfield for the following reasons:

1. Traffic and street parking implications, the local street will become even more arterial, causing disruptions to residents 2. Increase noise and pollution 3. Deterioration of land and street scape of high rise buildings 4. Density issues and lack of services (childcare, schools) for the increase in the catchment area, no consultations for planning in the future 5. Lack of privacy for other free standing torrens houses

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 25 July 2024 9:50:23 PM

Submitted on Thu, 25/07/2024 - 21:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alberto

Last name

Martinez

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2127

Please provide your view on the project

I am just providing comments

Submission

Please provide an additional exit from George Street to Concord Rd north because at the moment it is very congested many hrs a day

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 26 July 2024 12:04:47 AM

Submitted on Fri, 26/07/2024 - 00:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord

Please provide your view on the project

I object to it

Submission

My main concern is the traffic going in and out of George St during School / Work peak time. Currently, without additional residents and workers coming into the area, the traffic between 8 and 8.45am often times spill onto surrounding streets, including George St (South), Pomeroy St, Queen Streets.. This is mainly driven by those doing school drop offs at Our lady of Assumption, Victoria Ave and Macdonald college, and the 5 daycares on George St, as well as Pomeroy St being a main corridor into Homebush bay drive. This is worsened when there is a special event at Olympic Park or a big sale at DFO.

There should be consideration into road planning and traffic when adding more people to the area. There is only one lane in and out of George St at the moment, and traffic is already terrible. It will be like another Rozelle interchange mess if not considered with serious plans to consider the road traffic.

I agree to the above statement

Yes

From: [Anthony Kunz](#)
To: [DPE Homebush TOD Mailbox](#)
Subject: FW: Webform submission from: Proposed pathway changes to support Transport Oriented Development
Date: Friday, 26 July 2024 9:20:39 AM

Hi Homebush TOD team,

Please see a submission below.

Kind regards,

Anthony Kunz

Senior Planning Officer | Assessment and Systems Policy

Resilience and Sustainability

Department of Planning, Housing and Infrastructure

From: Planning Portal - Department of Planning and Environment

<noreply@feedback.planningportal.nsw.gov.au>

Sent: Friday, July 19, 2024 6:33 PM

To: DPE PS ePlanning Exhibitions Mailbox <eplanning.exhibitions@planning.nsw.gov.au>

Cc: DPIE PA Systems Productivity Policy Mailbox

<SystemsProductivity.Policy@planning.nsw.gov.au>

Subject: Webform submission from: Proposed pathway changes to support Transport Oriented Development

Submitted on Fri, 19/07/2024 - 18:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140 & Homebush

Please provide your view on the project

I object to it

Submission

This area is already congested and have so many high risers. I can't go to my home which should only take a few minutes down Parramatta Rd but I am stuck in traffic every single time. This would just make the congestion worse

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 26 July 2024 11:41:34 AM

Submitted on Fri, 26/07/2024 - 11:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I object to it

Submission

I object to the community housing. This will downgrade the suburb with bad character, introduce crime to the community and our children's school. Drive our quality of living down. DONT DO THAT.

I agree to improvement of pathways, cycle paths and park.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 26 July 2024 5:19:55 PM

Submitted on Fri, 26/07/2024 - 17:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jason

Last name

D'Costa

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord West 2138

Please provide your view on the project

I object to it

Submission

While I am in favour of increasing housings development the proposals are silent on.

1. Schools, has Council looked at the Chaos that has been created in Rhodes. It is astonishing that Rhodes has no school in the catchment area and is dependant on the Concord West public school. This problem is going to be further agravated if you increase the density in Concord West and put pressure on the Concord West Public school.
2. Parking, Increased density will create chaos with regards to parking. The station has a car park for a max of 15 cars or so. Street parking in peak hours is limited and is a challenge for even residents in the area currently.
3. Public transport - The train service is only every 15 mins with a challenging train timetable during the peak hour periods.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 26 July 2024 7:12:47 PM

Submitted on Fri, 26/07/2024 - 19:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

John

Last name

Power

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield 2135

Please provide your view on the project

I support it

Submission

I am impressed by these plans, which strike me as remarkably well considered.

I recommend you take particular care regarding the increased severity of storms we are likely to endure because of climate change.

I live in Russell Street, thus just inside Burwood LGA but in Strathfield postal district. In a recent storm, the easement directly under my block of flats flooded briefly, flooding one of our garages. A plumber investigated and provided a professional report to that effect, and Burwood Council accepted it, pointing out that it is a Sydney Water easement. I duly contacted Sydney Water about it, but it showed no interest, advising me to ring a telephone number in the event of flooding or a fault. However, the key issue is not about flooding at this moment, nor about a fault, but rather about our increasing vulnerability to flooding as I believe I explained clearly to it.

So, bearing in mind that flooding has already occurred in a property in Russell St because of the easement overflowing, I think you had better be particularly careful regarding the future as the TOD is further downstream. I further suggest caution regarding any assurances of adequacy of a channel that Sydney Water might provide.

You might want to check with Sydney Water and Burwood Council in case I misunderstood or misinterpreted their emails, but I believe I have summarised them correctly.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 26 July 2024 9:35:05 PM

Submitted on Fri, 26/07/2024 - 21:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I am just providing comments

Submission

Homebush train station needs a major upgrade and be made a major stop instead of a small station which gets bypassed by most express services.

There is a rapid growth of population at Homebush without sufficient infrastructure to support it such as a lack of residential parking, playgrounds for children, traffic control and major retail space for essential shops such as Woolworths or Coles.

A metro station at Homebush is necessary to ease the traffic congestion. Please have a look at the traffic on Parramatta Rd on any given day during peak hours. The traffic is ridiculous.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 26 July 2024 10:17:10 PM
Attachments: [davidk---homebush-tod-rezoning-enquiry.pdf](#)

Submitted on Fri, 26/07/2024 - 22:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Keodara

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield

Please provide your view on the project

I support it

Submission file

[davidk---homebush-tod-rezoning-enquiry.pdf](#) (592.34 KB)

Submission

Hi,

I am an owner occupier within the "Strathfield Triangle" and would like to express my opinions on this proposal plan. Ideally, in person, but unfortunately I have missed that window.

Please view my short piece about the area and some of the matters of my concern.

Kind regards,

David

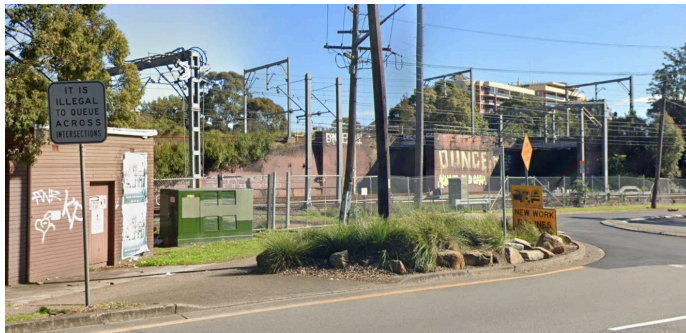
I agree to the above statement

Yes

Dear planning manager,

I write this letter to express both my interest and my concerns about this development project. Ever since moving here 2 years ago, I have always been on the lookout for any development proposals happening around Parramatta Road and Strathfield since, frankly, there are some areas which are extremely unsafe. So you can imagine how relieved I was when hearing that something could finally be done.

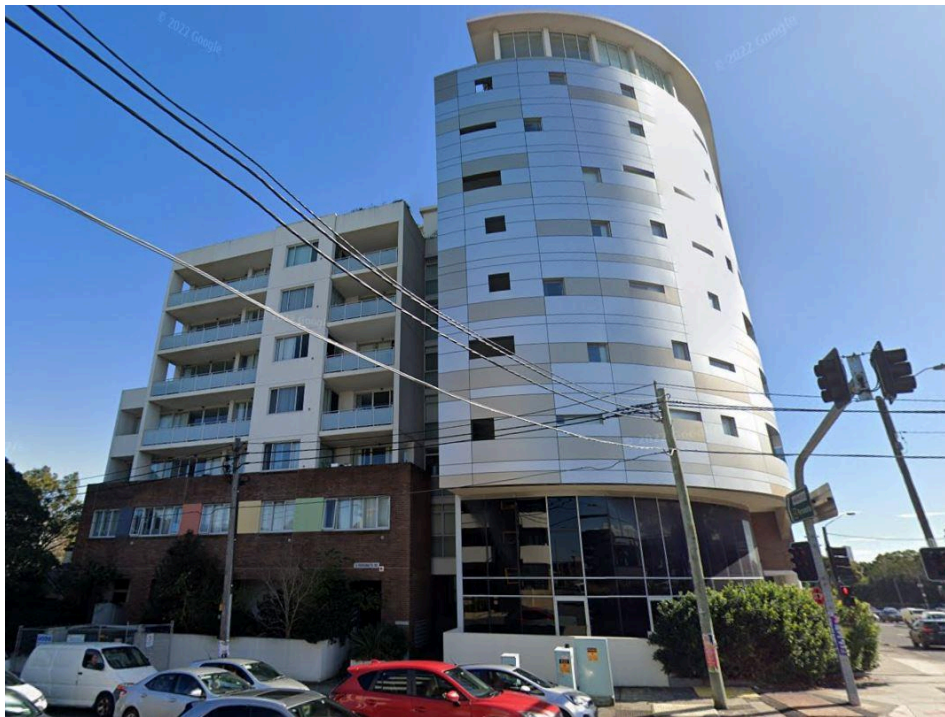
Here is a small collection of some areas that are, to me personally, unacceptable and unsafe. Especially when it's night.



The area around Leicester and Cooper streets (Strathfield Triangle) is most of my concern as this is where I live. So I wanted to inquire about if it's possible to be informed of coming plans or anything that seems likely to revitalize the area. I understand that a lot of the big picture of Homebush has come onto the internet but I want to know more about the smaller details such as wider roads, more parking, traffic, etc. Specifically; "what will I be seeing outside of my home 5 years from now"?

There are infrastructure issues too such as many people jaywalking across Leicester Street everyday because the shortest and safest crossings towards the Strathfield Triangle is all the way at Parramatta Road or down by the station. There are many close car incidents every day.

I would also like to inquire about what will happen to my building specifically. I am unfamiliar with rezoning except for what I've read in the media, such as people being evicted so the government can develop in that area.



This apartment is already a dwelling of decent density, would it still be rezoned?

In conclusion, I simply want as much information as I can get in regards to changes to my surrounding area and the building I live in so I can be prepared as early as possible.

Thank you.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 9:07:50 AM

Submitted on Sat, 27/07/2024 - 09:07

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I support it

Submission

I would like to add my support to the planning proposal for Homebush particularly creating a key development site from 72 to 92A Parramatta Road Homebush.

I strongly agree that 7 Knight Street Homebush and 11 Knight Street Homebush be listed as heritage as both buildings will compliment the existing neighbouring heritage buildings.

I would like to see open space/park land from 13, 12, 11 and 10 Loftus Crescent Homebush created with the open green space mentioned above be merged with the proposed open space on 9 Knight Street Homebush.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 4:10:18 PM

Submitted on Sat, 27/07/2024 - 16:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

As a resident of North Strathfield for the past 15 years, I fully support the State Government's proposal to rezone the North Strathfield precinct and more specifically Conway to Mena Street, however the key element of the rezoning is high FSR's with a greater number of storeys. In my opinion the FSR for streets from Conway to Mena Street should be 2.8 at 12-15 storeys and not 1.8 at 8 storeys . A large majority of residents including myself will not sell at an FSR of 1.8 at 8 storeys.

Ultimately rezoning and development is the key element to combat the housing shortage, however it will be a pointless exercise if FSR's are too low. People need incentive to sell to Developers and high FSR's will enable Developers to offer larger sums of money for blocks of land, therefore enticing people to sell.

If the FSR of 1.8 is to remain for Conway to Mena Street, Developers will offer lower

purchase prices for blocks of land in order to make the proposal feasible. This will result in residents' not selling as there is no incentive to do so and will ultimately lead to undeveloped rezoned land.....back to square one for the housing shortage.

I look forward to your continued efforts in rezoning the Homebush TOD but with an FSR of 2.8 and 12-15 storeys for streets between Conway to Mena Streets.

Regards,



I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 4:17:27 PM

Submitted on Sat, 27/07/2024 - 16:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name**Last name**

I would like my name and personal contact details to remain confidential

Yes

Info

Email

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

I fully support the rezoning of the Homebush TOD in particularly Conway to Mena Streets however the key element of a successful rezoning plan and the actual development of new housing is high density, i.e. high FSR's with a high number of storeys. This is the only catalyst.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 4:55:07 PM

Submitted on Sat, 27/07/2024 - 16:54

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2140

Please provide your view on the project

I am just providing comments

Submission

There needs to be a wheelchair accessible walking path to the Ismay Reserve between Allen Street and Paramatta Road; bridging over Powells Creek.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 4:27:20 PM

Submitted on Sat, 27/07/2024 - 16:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Peter

Last name

Do

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I am just providing comments

Submission

Re: The Homebush State-led Rezoning Urban Design Report by Cox Architecture

A critique for the Indicators of Success under "Outcomes for Country":

"Mandating cultural competency training for designers and developers on site"

This implies that the designers and developers only need to hire an Aboriginal facilitator to train them (I'm assuming once), and then they can carry on with no follow-up. It also implies that the teams are unlikely to have any Aboriginal designers or developers.

It should be explicitly suggested that (at minimum) Aboriginal consultants be employed by the successful developer for the duration of design and development, on both the design team and developer team.

I agree to the above statement
Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 5:05:50 PM

Submitted on Sat, 27/07/2024 - 17:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2140

Please provide your view on the project

I am just providing comments

Submission

Why are there no plans to revert this precinct of Paramatta Road back into a Street instead it's current existence a Stroad?

It's an eyesore and disturbingly dystopian, making it unpleasant to walk. It's no surprise that nearly every business on that stroad has died: that is a hallmark pitfall of the stroad design.

Forget a tram, it's expensive and may not happen in for another 10 years.

Please do this instead:

1. Reinstate street parking on Paramatta Road.

2. Make the M4 toll more reasonably priced.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 5:30:23 PM

Submitted on Sat, 27/07/2024 - 17:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I object to it

Submission

Dear Sir and Madam

I am a local living at a townhouse block at the corner of Promeroy and Underwood Road Homebush.

I have the following reasons to object the proposed plan:

1. The community Infrastructure is not well supported to accommodate the increased population and dwelling as proposed. The lack of parking, school capacity, school parking, shops and the amount of traffic as currently is is already overwhelming. By adding more people and taller buildings will be detrimental to the community life and congestion to the roads.

2. There is already enough greenery and parks eg park next to DFO, Mason park, Ismay avenue park. We strongly oppose any further parks to be built on people's properties near Underwood or Promeroy roads or Ismay avenue.
3. The property prices will go down once lots of apartments are being built. The existing owners are not going to be appropriately compensated..
4. There is a lack of clarity based on the information so far as to the timeline of private property developers who may bid for lands or properties. The medium and longer term impact is unclear.
5. There is lack of certainty as to whether the government will compulsory acquire our property and that of our neighbours and community. We STRONGLY oppose any type of government compulsory acquisition of property on Underwood road. We have built a life for kids and work around the home we have bought for years. There will be a material adverse impact on the wellbeing of our lives if this were to occur. We respectfully request the government confirm in writing that this won't happen at all.

Thank you.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 5:47:50 PM

Submitted on Sat, 27/07/2024 - 17:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Hyung Sup

Last name

Lee

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I support it

Submission

Hi NSW Planning Govt

Being a local resident for 51 years and an ex-war veteran, seeing the many changes in the area over the many years, I am in favour of the Homebush TOD rezoning development proposal. It is great to see some clarity on the details that was in the pipeline for so long. I hope that by end of the year, it is more concrete information. rather than speculating. With increased population, if the roads and pedestrian access be safe with less traffic congestion, more lighting for safety that would be great. Please work with the local councils so that you are all on the same page. Thank you all for working so hard on this project. It is much appreciated.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 5:49:05 PM

Submitted on Sat, 27/07/2024 - 17:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████████

Last name

██████████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

Submission re The Draft Homebush TOD rezoning proposal.

Thankyou for the opportunity to provide a submission on the draft Homebush precinct Tod rezoning proposal. Broadly, I think the plans are fantastic and seem to support the aim more housing near transport. I live in the area between Pomeroy Street and Allen Street and will confine most of my remarks to this section as I am not as familiar with some of the specifics or the rest of the precinct.

My great fear for the vision is that the financial incentives for current landholders to engage in the process are not high enough. Currently, the indicated return for my property (from industry experts) is unlikely to be enough to allow me to afford to purchase a property of similar amenity in a surrounding near suburb. Similarly, the current expected financial return on duplex blocks is less than or near current market value for the property

as a current dwelling, putting an impediment on the overall co-ordinated vision for the precinct. Adding to the marginal financials are the proposed requirements for Affordable housing which may cost up to 10% of the as a condition of development. Feedback from people involved in the industry of commercial sales, lot consolidation and development are that this requirement reduces the financial viability of the project.

Things I like re Pomeroy to Allen Street

- Increasing density closer to the North Strathfield Station.
- Proposals for new roads.
- The concept of opening up the Powells creek corridor.
- Love the concept of the park and transport plaza West of North Strathfield Station.
- Love the idea of extending commercial retail space on both sides of George Street near North Strathfield Station

Criticisms/suggestions

- Extend the Commercial space another block, to encompass '2A' as labelled in figure 66 of the Urban Design Report. This will provide a more balanced streetscape as this mirrors the commercial plans for the opposite side of George Street. It will also provide increased height and FSR close to the station and provide a better step down from the Draft plan's 24 stories opposite (area '4' in figure 66) to 18 -20 stories in area '2A' rather than the currently proposed 12-15 stories. This retail space will then be available for pedestrians using the green corridor from the station down Hamilton Street east and then Hamilton street into the Powells creek amenity. I would suggest that one of the options for this commercial space could be the provision of community facilities that might also have benefit to the school, such as indoor sport facility (eg, Fivedock centre with basketball/indoor soccer/volley ball) or even a community space/library.
- The FSR for the area between Pomeroy and Allen Street needs to be ratcheted up to allow the viability of the area financially. It is a bit counterintuitive that this area, with it's proximity to heavy rail (and metro) has a significantly lower FSR than areas # 6 and #7 in the Homebush (south of M4) region page 106 Urban design report, which are significantly further away from a station entrance.
- The affordable housing component needs to be lower in the absence of significantly increased FSR

Left of Centre ideas.

- Create a connected space between the southern end of the 'Homebush south of M4 precinct' across the western heavy rail line to open up connection to the Strathfield and Homebush areas (eg, connection to either The Crescent or Cooper Street.
- Consider extending the green space down Hamilton Street to form a connection from North Strathfield station west to the Powells Creek corridor. This would potentially mean closing Hamilton Street to traffic and allowing entry into areas 2A, 2B, 3B, 3C of the Pomeroy to Allen Street section (figure 66) to enter the site from the adjoining streets of Malta and Lemnos or directly off George Street.

Thanks

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 6:06:13 PM

Submitted on Sat, 27/07/2024 - 18:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Gyi Joe

Last name

Lee

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I support it

Submission

Dear NSW Planning Govt

I have been a local resident for 44 years and have seen the many changes over the years including the Olympic precinct. I am in favour of the Homebush TOD rezoning development proposal. It is great to see some clarity on the details now as it was very confusing the last 10 years or so. Underwood Rd definitely needs further development with apartments but I was quite surprised about the height of Ismay Ave of 81m which lies on a flood zone?? George St is also extremely congested/narrow with schools and traffic is an absolute nightmare at the moment so the MU1 zoning was not expected.

Thank you for working hard on this project. I hope to hear more good news at the end of the year.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 6:22:53 PM

Submitted on Sat, 27/07/2024 - 18:22

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Concord West

Please provide your view on the project

I support it

Submission

Dear NSW Planning Govt

I have been a local resident all of my life and it is great that there is finally some clarity on the Homebush TOD rezoning proposal. It is extremely exciting to have North Strathfield Metro being built now to support the movement of population. I live on Queen St Concord West, about 500m from the Metro. This area has missed out on the rezoning plan. My property backs the railway line and is the ONLY part of the long Queen St that has this location. We also lie between North Strathfield Rail Station and Concord West Rail Station. It would be absolutely ideal if this area is also considered for new rezoning development as any high-rise buildings would easily be catered for, not overshadowing any properties or privacy issues. If the NSW State government works with Canada Bay Council to come to an agreement, that would be fantastic. It would be much appreciated!!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 27 July 2024 6:35:51 PM

Submitted on Sat, 27/07/2024 - 18:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord West

Please provide your view on the project

I support it

Submission

Dear NSW Planning Govt

Thank you for your update on the Homebush TOD rezoning proposal. When I looked at the details, I realised that my area has missed out on the plan. It is great to have the new North Strathfield Metro being built and look forward to its opening in 2032. I live about 500m from the new Metro on Queen St Concord West. This street is very long but my property backs the railway line and is the only section to do so. It is also located right in the centre from North Strathfield Railway Station and Concord West Rail Station. It would be absolutely ideal if this area is also considered for new rezoning development as any high-rise buildings would be easily catered for, not overshadowing any properties or privacy issues. I hope that the NSW State government and Canada Bay council can work together to consider this proposal, it would be much appreciated.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 28 July 2024 6:57:48 AM

Submitted on Sun, 28/07/2024 - 06:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

2140

Please provide your view on the project

I object to it

Submission

Already too much congestion on pomeroy street, George st, underwood road. We don't need to add to this and make it impossible to get in and out of the surrounding streets where I live. The congestion on underwood road needs to be resolved as a priority!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 28 July 2024 7:34:59 AM

Submitted on Sun, 28/07/2024 - 07:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I am just providing comments

Submission

Would be good to see new bike paths along George, Pomeroy, Wellbank to connect existing bike paths from cooks river cycleway through to bay run and city

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 28 July 2024 7:49:35 AM

Submitted on Sun, 28/07/2024 - 07:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I support it

Submission

I support the change. And suggest you make the zoning changes to stimulate your plan..

The plan needs to be balanced against traffic green space high rises and density of the area. Parking grinds to a halt around the schools now So changes you make need to take into consideration traffic. You cannot assume that the people moving in these units won't have cars. The DFO roundabout plan be incorporating in conjunction with this plan?

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 28 July 2024 11:35:34 AM

Submitted on Sun, 28/07/2024 - 11:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord

Please provide your view on the project

I support it

Submission

I support High Density.

We have tried to have our block and area rezoned since 2013 and would like clarity for this, preferably by October 2024. I Support more open spaces and height of building to increase with designs to reflect the heritage of the area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 28 July 2024 3:37:29 PM
Attachments: [ccbc-submission-tod-program1.pdf](#)

Submitted on Sun, 28/07/2024 - 15:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2137

Please provide your view on the project

I object to it

Submission file

[ccbc-submission-tod-program1.pdf](#) (255.27 KB)

Submission

I believe it is crucial to bring to your attention the devastating consequences this development will impose on our neighbourhood.

I purchased my new forever home in Lorraine Street nearly six years ago. After nearly two years of looking, I was elated to find a lovely duplex in a quiet street, close to amenities and my children's school and as it turns out, amazing neighbours. The thought of losing all of that, being displaced and attempting to find a home suitable in the area whilst competing with the hundreds of other residents that will be displaced is incredibly stressful. I don't understand why North Strathfield has even fallen under the Homebush precinct.

The proposed rezoning not only threatens the character and livability of our neighbourhood but also raises several significant issues:

Infrastructure Strain: Our local infrastructure, including roads, schools and healthcare facilities is already stretched thin. The influx of 40,200 residents would exacerbate these issues, leading to even more increased traffic congestion, overcrowded schools (particularly as the plans include demolishing the MacDonald College and primary school next to it) and inadequate access to essential services. My neighbour only recently was turned away from Concord Hospital with three blood clots as they had no beds available. There are already multi level apartment blocks being built at the Concord West end of George Street (north of Conway Avenue) that will already impact on all these issues. They have also been given permission to add more levels.

Environmental Impact: Our neighbourhood is home to Mason Park, Bressington Park and Bicentennial Park. Rezoning and construction would irreversibly damage these areas leading to loss of wildlife habitat, increased pollution and detrimental effects on our local ecosystem.

Community Cohesion: I am blessed to live near some of the most amazing people I will ever meet, how do I replace these relationships and this care. We look out for each other, we care for each other.

Public Transport: The TOD rezoning includes North Strathfield as we have a train station. That train line (I use the line every week to go to work) is already overflowing and the trains are jammed packed with commuters. Often I'm left at the station unable to get into a carriage. The metro will be useless for many commuters including myself as it only has one city stop at Martin Place.

Community Consultation: I found out about the plan by chance as a neighbour's friend was looking online at another development. The first notification received by residents from the Department of Planning in North Strathfield was on the same day as the webinar this week. This is not an example of adequate community consultation. One month is not an adequate period of community consultation particularly when most of the community are unaware of the changes. New homes are continually being constructed in the area and with that, new families are moving in. Are they being made aware that they are up for rezoning and displacement? Further, I was informed at the in person event yesterday that flooding was taken into account with this building plan. Myself and my neighbours found this difficult to understand as our area is heavily flood prone. I have photographs of the flooding that occurs in our cul de sac but this system only allow uploading of one document. It doesn't take much for Powells Creek to swell.

Council Submission: I attach a copy of Canada Bay's submission and refer you to page 11 where it clearly states that the area of North Strathfield should not proceed.

In light of these concerns, I urge you to reconsider the rezoning proposal for North Strathfield and advocate for alternative solutions that prioritise sustainable development and community well being. It is crucial that any decision made takes into account the long term interests of current residents and preserves the unique character of our neighbourhood.

I agree to the above statement

Yes

29 January 2024

Monica Gibson
Acting Deputy Secretary
Department of Planning, Housing and Infrastructure

By email: tod.program@planning.nsw.gov.au

Dear Ms Gibson

Transport Orientated Development Program

Thank you for the opportunity to comment on the proposed Transport Development Program (the Program) released by the Department of Planning, Housing and Infrastructure (the Department).

The City of Canada Bay (Council) is affected by the Program due to Homebush Station being identified as an 'Accelerated Precinct' and due to North Strathfield being identified as a 'TOD Precinct'.

General

In general, the principle of providing a diversity of housing close to high frequency public transport is supported.

Council has undertaken extensive engagement with the community on the desired future character of the Local Government Area with land use actions and priorities expressed in Council's adopted *Community Strategic Plan*, the *Canada Bay Local Strategic Planning Statement* (endorsed by the former Greater Cities Commission) and the *Canada Bay Local Housing Strategy* (endorsed by the Department of Planning and Environment).

It is relevant to note that communities throughout the City of Canada Bay have been the subject of extensive development and land use change. New housing has and continues to be delivered consistent with adopted strategies and in alignment with endorsed State Government strategies.

The TOD SEPP represents the erosion of decision-making by local government and the undermining of adopted strategic plans. The Department should recognise that such an approach will undermine confidence in the planning system.

It would be preferable for the Department to work collaboratively with Council to implement endorsed strategies and plans rather than impose State led renewal in the form of Accelerated Precincts and TOD Precincts.

The recommendations outlined in the Submissions are provided on the assumption that the TOD Program proceeds, despite Council's concerns.

Local Planning

The City of Canada Bay has undertaken a range of strategic planning within the Accelerated Precinct area of Homebush and the TOD SEPP area of North Strathfield.

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

Council's planning proposal for Stage 1 of the PRCUTS was finalised in December 2022. Background studies are currently being prepared to inform Stage 2 of PRCUTS, with an intention to submit a planning proposal to the Department of Planning and Environment for a Gateway Determination by mid-2024.

A number of sites within the Accelerated Precinct boundary are located within Stage 2 of PRCUTS. Given the advanced state of Council's work, it is queried how plans prepared for the Accelerated Precinct will relate to work undertaken by Council and how the issues and opportunities identified by Council will be addressed.

Sydney Metro Planning Study & Master Plan

The Canada Bay Local Strategic Planning Statement includes the following action:

Prior to rezoning occurring, a local planning study is to be prepared and endorsed by Council for the localities in which a Sydney Metro West station is proposed, including development sites and their immediate surrounds.

The LSPS requires the local planning study to include/address, *inter alia*:

- preparation of desired future character statements in consultation with the community;
- identify opportunities for new and/or improved public domain improvements and areas of open space within, or surrounding the new Metro locations;
- establish preferred land uses and built form outcomes within and around the new Metro locations;
- consider opportunities for a diverse range of housing consistent with the desired future character of the area;
- ensure that the employment functions and services around station locations are supported and enhanced;
- identify the need for any further studies.

On 21 July 2020, Council resolved to commence a process to engage with the community to inform the preparation of draft Planning Studies for land within the immediate vicinity of proposed metro stations within the City of Canada Bay. Following

engagement activities in North Strathfield, 112 responses were received to a community survey and 28 responses were received to an online Collaborative Map.

Council used the community feedback together with technical input to prepare a draft Local Planning Study. The draft Study was placed on public exhibition and in North Strathfield, a total of 94 community surveys were completed and 64 written submissions were received.

On 18 April 2023, Council adopted the Local Planning Study for North Strathfield as the basis of work to inform a Planning Proposal. A detailed master plan is being prepared and draft building envelopes are currently being tested for feasibility. Any master plan prepared by the Department should consider and be integrated with the work undertaken by Council.

Strathfield Triangle

The “Strathfield Triangle” is located in the suburb of Strathfield in the City of Canada Bay, within 300m walking distance of Strathfield Railway Station and approximately 500m walking distance to Homebush Station. The Precinct is bounded by Parramatta Road to the north, Leicester Avenue to the east and the T9 Northern Railway line to the west.

The Strathfield Triangle has been the subject of sporadic development, with several residential flat buildings having been constructed towards the northern part of the Precinct. The southern part of the Precinct remains undeveloped and provides an opportunity for housing complemented by local infrastructure.

The *Canada Bay Local Strategic Planning Statement* includes the following Action in relation to the Strathfield Triangle:

Ensure that plans and development in the precinct known as the Strathfield Triangle:

- *exhibit design excellence to ensure a high amenity for residents, both internally within buildings and in the public domain;*
- *deliver an improved public domain, including a new local park with a minimum area of 2,500m² and safe and convenient connections through the precinct and to external destinations;*
- *are accompanied by robust funding mechanisms to deliver local infrastructure.*

It is requested that the Strathfield Triangle be included in the Accelerated Precinct of Homebush to enable the implementation of the above Action and ensure integration of the locality with the vision for the broader Precinct. Council has shared the planning proposal and supporting technical studies that were prepared for the Strathfield Triangle in 2020. Whilst Council’s planning proposal did not proceed, the proposal was supported by a range of background studies that would assist to inform precinct planning work being undertaken on behalf of the Department, including an urban design master plan, public domain plan and infrastructure strategy.

1 King Street, Concord West

On 5 December 2023, Council endorsed a proponent-initiated Planning Proposal relating to land at 1 King Street, Concord West, for submission to the Department for a Gateway determination, with a number of amendments. The Planning Proposal is seeking to rezone the land to R3 Medium Density Residential and to permit 'commercial premises' as an additional permitted use. A draft Planning Agreement is currently being negotiated with the developer to secure public benefits in the form of easements for public access.

Given planning for the site at 1 King Street, Concord West is advanced, the site should be excluded from the proposed Accelerated Precinct study area.

Recommendation 1: Any Master Plan prepared by the Department for the Accelerated Precinct of Homebush recognise the community engagement and strategic work undertaken by the City of Canada Bay for the Parramatta Road corridor and for land within the vicinity of the Metro station in North Strathfield.

Recommendation 2: The area known as the 'Strathfield Triangle' be included in the master plan for the Accelerated Precinct of Homebush with future development being subject to a robust planning mechanism to deliver necessary community infrastructure, in particular open space.

Recommendation 3: The site known as 1 King Street, Concord West be excluded from the Accelerated Precinct of Homebush.

Floor Space Ratio

The TOD precincts will be subject to new planning controls that permit a maximum height of 21m and a Floor Space Ratio (FSR) of 3.0:1.

Both Council Officers and Council's independent Urban Designer are not aware of any residential flat building that has a height of 6 storeys and setbacks to the front, side and rear boundaries that achieve an FSR of 3.0:1.

Council is able to provide examples to the Department of six storey buildings that achieve an FSR of 1.5:1 and examples of 6 to 7 storey mixed use buildings that have nil setbacks to their front, side and rear boundaries that achieve an FSR of less than 3.0:1.

Based on these precedents, an FSR of 3.0:1 is deemed to be too high for a six storey residential flat building typology with landscaped setbacks to boundaries or a shop top housing development with nil setbacks to boundaries.

Setting the FSR too high will also create unrealistic expectations in relation the reasonable development capacity of a site.

Even where the permitted FSR is expressed as a maximum, there will be a significant disconnect between the proposed building height/envelope and the proposed FSR, which is likely to lead to Clause 4.6 requests to vary the maximum building height standard, partly on the basis that the maximum FSR could not be achieved.

Recommendation 4: The maximum Floor Space Ratio for Residential Flat Buildings in the TOD SEPP be reduced to 1.5:1 and the maximum Floor Space Ratio for shop top housing facilitated by the TOD SEPP be reduced to 2.5:1.

Minimum lot size and frontage

The Explanation of Intended Effect (EIE) provides no minimum lot size or frontage requirements for residential flat buildings up to six storeys, with development instead being considered 'on merit'.

Lot size and frontage standards ensure future development is able to satisfy building separation and landscaping requirements, thereby creating amenity for both existing and new residents.

It is unusual that development standards for lot size and frontage are deemed important for dual occupancies, manor houses and multi-dwelling housing as outlined in the EIE for 'Low and mid rise housing', but unimportant for six storey apartment buildings.

Proceeding with no development standards will result in poor urban design outcomes and lead to conflict between applicants, consent authorities and established communities during the development assessment process. Such an outcome is inconsistent with two of the stated objectives of the reforms, which is to provide high quality design and to reduce assessment timeframes.

Recommendation 5: Should the TOD SEPP proceed, a minimum lot size of 800sqm and a minimum frontage of 20m should be imposed for residential flat buildings.

Affordable Housing

The City of Canada Bay supports the requirement for localities experiencing an increase in density to contribute towards the provision of affordable housing.

All affordable housing provided through development arising from the TOD SEPP should be delivered in accordance with the requirements of Division 7.2 of the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy (Housing) 2021*. Affordable housing should be provided in perpetuity and dedicated to the relevant Council or their nominated Community Housing Provider.

The City of Canada Bay would support an amendment to Clause 6.12 of the *Canada Bay Local Environmental Plan 2013* to specify the localities where an affordable housing contribution is required and the percentage of affordable housing that is to be provided. Administration of this requirement may be enforced through an amendment to the Canada Bay Affordable Housing Contribution Scheme, noting that each station locality will require different monetary contributions based on the median strata dwelling price in each Local Government Area.

Recommendation 6: The proposed TOD SEPP impose a requirement for affordable housing consistent with Division 7.2 of the Environmental Planning and Assessment Act 1979 and State Environmental Planning Policy (Housing) 2021.

Recommendation 7: Affordable housing be provided in perpetuity and dedicated to the relevant Council.

Recommendation 8: The Department prepare a metropolitan area-wide Affordable Housing Contribution Scheme in consultation with local government for all land that is to be the subject of the TOD SEPP.

Alternatively, the TOD SEPP should not come into effect until at least 4 months after it is made to provide sufficient time for Councils to prepare and/or update their Affordable Housing Contribution Schemes to reflect the requirement for affordable housing in the specified localities.

Conservation of heritage listed places

Leading global cities protect their heritage.

The Program states that *'relevant heritage controls will apply to the extent that they are not inconsistent with the new standards'*.

Applying this approach will result in heritage items and buildings in heritage conservation areas being demolished where the conservation of protected buildings and places is inconsistent with the construction of shop top housing or a residential flat building facilitated by the SEPP.

Clause 5.10 Heritage Conservation in the *Standard Instrument for Local Environmental Plans* will be of no effect as the provisions of an LEP are overridden by SEPPs.

The SEPP will have a significant and irreversible impact on heritage protected places and Council is not aware of any analysis of the impact of such a policy intervention on particular buildings or on the integrity of heritage conservation areas. Numerous historical places will be lost where the protection of a heritage listed place 'is inconsistent with the new standards'. This outcome is entirely inconsistent with 'Planning Direction 3.2 – Heritage Conservation' that requires the conservation of heritage places.

It is particularly concerning that the implications of the proposed Policy have not been adequately explained to communities in the information released by the Department of Planning and Environment to date.

Former Arnott's Factory (Bakehouse Quarter)

The Bakehouse Quarter includes the former Arnott's biscuit factory and related buildings that are of substantial historic, social and cultural importance to the local area. The surviving buildings provide evidence of the growth and development of Australia's best recognised biscuit manufacturer in the twentieth century.

Council commissioned several studies to inform the planning proposal for Stage 2 of PRCUTS, including a Heritage Assessment. In relation to the Bakehouse Quarter, the Heritage Assessment recommended that:

A detailed Conservation Management Plan (CMP) is to be prepared, to proactively inform possibilities for locating and increasing density within the study area, with minimal impacts to heritage fabric and characteristic views.

- *The CMP must be prepared well in advance of any concept or detailed design development proposal for the site in order to meaningfully contribute to the design development process.*
- *The CMP must have a whole of heritage curtilage/site and assemblage of buildings approach to the analysis, gradings of significance, tolerance for change and conservation policies in the CMP.*
- *The CMP must be prepared in accordance with Heritage NSW best practice guidelines for the preparation of CMPs.*
- *Canada Bay Council should be a stakeholder in the scoping, preparation and consultation for the preparation of the CMP.*

Council is currently working cooperatively with the owner of the Site to prepare a CMP prior to the finalisation of the PRCUTS Stage 2 Master Plan and planning proposal.

Recommendation 9: Heritage items and heritage conservation areas be excluded from the application of the standards and permissibility of residential flat buildings under the proposed TOD SEPP.

Recommendation 10: Master planning undertaken for the Accelerated Precinct of Homebush recognise heritage items and heritage conservation areas and ensure that future built form responds sympathetically to the scale and character of these important places.

Recommendation 11: A Conservation Management Plan be prepared and endorsed by Council for the site known as 'the Bakehouse Quarter' prior to the preparation of a Master Plan for the Accelerated Precinct of Homebush.

Permissibility

It is proposed to permit residential flat buildings and shop top housing in E1 Local Centre and E2 Commercial Centre zones under the proposed TOD SEPP, complemented by active street frontage requirements.

E1 Local Centre and E2 Commercial Centre zones in the City of Canada Bay provide important amenities and services for residents and visitors. To ensure that this commercial and employment function is retained, residential flat buildings should not be permitted in E1 Local Centre or E2 Commercial Centre Zones. Instead, shop top housing should be pursued.

Recommendation 12: The TOD SEPP permit shop top housing in E1 Local Centre and E2 Commercial Centre zones, instead of residential flat buildings.

Car Parking

The premise underpinning the TOD program is to increase densities in localities that have good access to public transport. The planning response should therefore prioritise walking, cycling and the use of public transport over private vehicle use.

The road network in Homebush and North Strathfield is highly congested, as demonstrated by Council's PRCUTS Traffic Study and modelling. Additional cars in the area is not a desirable outcome. The ability to achieve a reduction in mode share for car trips will be a factor of demand management (e.g. parking policies) and the success of shifting or shaping behaviour.

It is important that car parking rates be based on a correlation of a location's accessibility to public transport and average car ownership. The 'Public Transport Accessibility Level' (PTAL) dataset accurately maps transport accessibility based on distance to public transport and its quality, such as frequency during the week, on weekends and late at night. This dataset and approach to assessing accessibility-based-parking is endorsed by TfNSW in its Future Transport Guide for Parking in Cities and represents a forward-thinking approach to the provision of car parking in comparison to the out-dated 'Guide to Traffic Generating Development'.

Recommendation 13: The TOD SEPP apply maximum car parking rates based on Public Transport Accessibility Level of each station location, consistent with TfNSW Future Transport Guide for Parking in Cities.

Amenity and Design controls

Should the TOD SEPP proceed, it is important that controls are implemented to provide a high level of amenity for the occupants of future buildings. Council is supportive of the application of the Apartment Design Guide, complemented by additional standards for inclusion in the SEPP instrument.

Housing diversity is an important consideration in the proposed TOD precincts, yet has been seemingly overlooked. It would be beneficial to specify a minimum percentage of studio/one bedroom and three bedroom family sized apartments to be integrated into every new Residential Flat Building. Clause 6.11 of the Canada Bay LEP provides an example of how such a requirement can be drafted for inclusion in the SEPP.

The Apartment Design Guide requires only 7% site area to be dedicated to deep soil, but acknowledges that larger sites should provide a larger percentage of up to 15%. The suburb of North Strathfield has low tree canopy coverage and the State Government's target of 40% tree canopy cover will only be achievable where private, as well as public land has the capacity to support mature shade trees. It is recommended that a minimum of 15% deep soil be required on all sites that are the subject of the TOD SEPP and that planning for the Accelerated Precinct of Homebush include a tree canopy assessment to ensure tree canopy targets can be achieved.

Where development under the TOD SEPP exceeds 28 metres or 8 storeys due to bonuses permitted under SEPP (Housing), the development should also be subject to competitive design excellence processes.

Council objects to the dilution or removal of design excellence competitions. Design competitions are a well-test and successful model for delivering a high quality of design and innovation. Competitions generate a range of responses to each design challenge, allowing the comparative evaluation of different approaches. This enables participants to analyse the relative merits of different responses to a brief and builds confidence in the selected design as the best response.

The Planning Direction for PRCUTS requires development that seek to depart from the Strategy to demonstrate a better planning outcome. Any master plan prepared for land within the Accelerated Precinct of Homebush should ensure that the minimum design quality requirements of the Parramatta Road Corridor Planning Design Guidelines are satisfied. This includes requirements in relation to the maximum footprint of towers (750m² GFA), building length and podium requirements.

Recommendation 14: The TOD SEPP encourage apartment diversity by mandating a minimum percentage of studio/one bedroom and three bedroom apartments.

Recommendation 15: The TOD SEPP mandate a minimum of 15% deep soil area for residential flat buildings.

Recommendation 16: The Accelerated Precinct of Homebush be supported by a tree canopy assessment to demonstrate how future development will achieve tree canopy targets.

Recommendation 17: The TOD SEPP require competitive design excellence processes where development under the SEPP exceeds 28 metres or 8 storeys due to bonuses permitted under SEPP (Housing).

Recommendation 18: Any Master Plan prepared for the Accelerated Precinct of Homebush should demonstrate a better planning outcome than PRCUTS by at least meeting the design quality requirements of the *Parramatta Road Planning and Design Guidelines*, including a maximum tower floorplate of 750m² Gross Floor Area.

Natural Hazards

The City of Canada Bay has recently prepared a Flood Study for the Powells Creek catchment, including land within North Strathfield and Concord West. The Flood Study identifies certain land within North Strathfield and Concord West as being flood prone.

In accordance with 'Local Planning Direction 4.1 – Flooding', a planning proposal must not permit a significant increase in the development and/or dwelling density of land in a flood planning area.

The draft TOD SEPP should not apply to Flood Planning Areas and the Accelerated Precinct of Homebush should avoid increasing density on land in a Flood Planning Area.

Recommendation 19: The draft TOD SEPP should not apply to Flood Planning Areas and the Accelerated Precinct of Homebush should avoid increasing density on land in a Flood Planning Area.

Local & community infrastructure

The TOD SEPP will provide no ability for the value arising from increases to density to be captured for legitimate planning purposes, whether through Voluntary Planning Agreements or through planning mechanisms included within planning instruments.

The Department should acknowledge that Local Infrastructure Contribution Plans do not, in isolation, address all local and community infrastructure needs arising from an increase in density. In this regard, planning instruments often provide a fundamental role when providing infrastructure and there are a range of examples where the Department has supported clauses in planning instruments that link increases in density to infrastructure that is to be provided on a development site.

Unfortunately, the proposed TOD SEPP will apply a 'one size fits all' approach to land use planning with no mechanisms to improve urban design or amenity outcomes for localities impacted. There will be no through site links to encourage walkability and connectivity, no land for public domain improvements such as bicycle lanes, no new local parks and no land for intersection/road upgrades.

Given the aim to increase density through the TOD SEPP is also an outcome that can be achieved through the master planning associated with the Accelerated Precinct program, it is requested that North Strathfield not be progressed through the proposed TOD SEPP. This will reduce conflict between the two processes and enable improved urban design and community infrastructure to be planned in line with the proposed increased in density. It will also enable a more collaborative approach to planning between Council, the community and the State Government.

Recommendation 20: The TOD SEPP area of North Strathfield should not proceed where the locality is also sited within the catchment of the proposed Accelerated Precinct of Homebush.

Recommendation 21: Master Planning for the North Strathfield Accelerated Precinct is to ensure that public domain and community infrastructure is planned in parallel with any proposed increased in density.

Planning Pathways

It is noted with concern that the proposed planning reforms will permit more applications to be determined by a new State Significant Development (SSD) assessment pathway, diminishing the role of local government and planning panels in the decision-making process.

DCPs are the most appropriate plans for place-based planning in the current NSW planning framework. Place-based planning undertaken by the Department of Planning through the preparation of a master plan should be reflected in objectives and controls contained within a DCP. These controls are needed to extend beyond the blunt standards that may be included in an LEP and may include ground and upper level setbacks, podium and tower design, tree canopy and landscaping requirements as well as ground level interfaces such as street awnings.

However, *SEPP (Planning Systems) 2021* states that Development Control Plans (DCPs) do not apply to state significant development. Given the low threshold for which residential flat buildings will be deemed SSD, it is requested that consideration be given to removing this provision in the SEPP to give due regard to the importance of DCPs in the NSW planning framework.

Recommendation 22: The Department commit to preparing a Development Control Plan in consultation with affected Councils for the Accelerated Precinct of Homebush.

Recommendation 23: SEPP (Planning Systems) 2021 be amended to confirm that Development Control Plans are a relevant consideration in the assessment of State Significant Development Applications involving residential flat buildings and shop top housing.

Cumulative impact of reforms

It is important that the Department be transparent as to the maximum permitted development facilitated by State-led planning initiatives.

The application of the recently implemented in-fill affordable housing bonus provision of the Housing SEPP will have a profound effect on the scale and height of development facilitated by the TOD SEPP. It is unclear whether this has been taken into consideration in the formulation of the proposed heights and FSRs.

Similarly, any Master Plan prepared for the Accelerated Precinct of Homebush should illustrate the maximum permitted scale of development inclusive of the in-fill affordable housing bonus permitted by SEPP Housing.

Recommendation 24: The maximum building height and FSR permitted under the TOD SEPP be inclusive of the in-fill affordable housing bonus provision permitted by the Housing SEPP.

Recommendation 25: The master plan for the Accelerated Precinct of Homebush should illustrate the maximum permitted scale of development inclusive of the in-fill affordable housing bonus permitted by SEPP Housing.

Community engagement

Effective and timely consultation allows people to feel they have had a say and been heard. Community engagement also reduces the risks of opposition and conflict with people later in the development pipeline.

The timing of the release of the TOD Program just prior to the Christmas and the deadline to provide feedback by the end of January has meant that much of the community is unaware of the proposed reforms.

The Department should commit to briefing Councils as part of the preparation of any master plan and/or precinct plan for the proposed Accelerated Precinct of Homebush.

Recommendation 26: Should the TOD SEPP proceed, the Department commit to engaging directly with impacted communities on the content of the draft SEPP before it is finalised.

Recommendation 27: The Department engage with the community in relation to any draft Master Plan prepared for the Accelerated Precinct of Homebush and on any draft precinct plan or Place Strategy to implement the Master Plan.

Recommendation 28: The Department commit to briefing Councillors at key milestones in the program for the Accelerated Precinct of Homebush, including prior to the public exhibition of a draft master plan and prior to the finalisation of a planning instrument to implement any precinct plan.

Governance

It is recognised that improved planning outcomes are achieved when input is provided by representatives from both Local and the State Government.

The City of Canada Bay has been subject to a number of State-led urban renewal initiatives, including the Rhodes Planned Precinct and the Parramatta Road Corridor Urban Transformation Strategy. There are a range of governance approaches that could be implemented for the proposed Accelerated Precinct of Homebush to improve planning outcomes and foster a practical working relationship between Council and the Department.

The preparation of a Terms of Reference that establishes the governance arrangements for a Working Group and sets out the roles and responsibilities of Council and the Department would be supported. Similarly, the preparation of a landowner/developer protocol to outline how development proposals should be considered in the context of the precinct investigations would also be supported. Council is able to provide examples of a Terms of Reference and landowner/developer protocols that have been used for previous State-led investigations in the City of Canada Bay.

Recommendation 29: The Department commit to working collaboratively with Council on the Accelerated Precinct for Homebush, including the establishment of a Project Working Group and preparation of a Terms of Reference.

Recommendation 30: A landowner/developer protocol be prepared to outline how development proposals will be considered in the context of the precinct investigations for the Accelerated Precinct of Homebush.

Should you wish to discuss this submission, please do not hesitate to contact Council's Manager, Strategic Planning, Paul Dewar on 9911 6402 or paul.dewar@canadabay.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'm. cologna'.

Monica Cologna
Director, Environment & Planning

RECOMMENDATIONS

Local Planning

1. Any Master Plan prepared by the Department for the Accelerated Precinct of Homebush recognise the community engagement and strategic work undertaken by the City of Canada Bay for the Parramatta Road corridor and for land within the vicinity of the Metro station in North Strathfield.
2. The area known as the 'Strathfield Triangle' be included in the master plan for the Accelerated Precinct of Homebush with future development being subject to a robust planning mechanism to deliver necessary community infrastructure.
3. The site known as 1 King Street, Concord West be excluded from the Accelerated Precinct of Homebush.

Floor Space Ratio

4. The maximum Floor Space Ratio for Residential Flat Buildings in the TOD SEPP be reduced to 1.5:1 and the maximum Floor Space Ratio for shop top housing facilitated by the TOD SEPP be reduced to 2.5:1.

Maximum Lot Size and Frontage

5. Should the TOD SEPP proceed, a minimum lot size of 800sqm and a minimum frontage of 20m should be imposed for residential flat buildings.

Affordable Housing

6. The proposed TOD SEPP impose a requirement for affordable housing consistent with Division 7.2 of the Environmental Planning and Assessment Act 1979 and State Environmental Planning Policy (Housing) 2021.
7. Affordable housing be provided in perpetuity and dedicated to the relevant Council.
8. The Department prepare a metropolitan area-wide Affordable Housing Contribution Scheme in consultation with local government for all land that is to be the subject of the TOD SEPP.

Alternatively, the TOD SEPP should not come into effect until at least 4 months after it is made to provide sufficient time for Councils to prepare and/or update their Affordable Housing Contribution Schemes to reflect the requirement for affordable housing in the specified localities.

Conservation of heritage listed places

9. Heritage items and heritage conservation areas be excluded from the application of the standards and permissibility of residential flat buildings under the proposed TOD SEPP.
10. Master planning undertaken for the Accelerated Precinct of Homebush recognise heritage items and heritage conservation areas and ensure that future built form responds sympathetically to the scale and character of these important places.
11. A Conservation Management Plan be prepared and endorsed by Council for the site known as 'the Bakehouse Quarter' prior to the preparation of a Master Plan for the Accelerated Precinct of Homebush.

Permissibility

12. The TOD SEPP permit shop top housing in E1 Local Centre and E2 Commercial Centre zones, instead of residential flat buildings.

Car Parking

13. The TOD SEPP apply maximum car parking rates based on Public Transport Accessibility Level of each station location, consistent with TfNSW Future Transport Guide for Parking in Cities.

Amenity & Design controls

14. The TOD SEPP encourage apartment diversity by mandating a minimum percentage of studio/one bedroom and three bedroom apartments.
15. The TOD SEPP mandate a minimum of 15% deep soil area.
16. The Accelerated Precinct of Homebush be supported by a tree canopy assessment to demonstrate how future development will achieve tree canopy targets.
17. The TOD SEPP require competitive design excellence processes where development under the SEPP exceeds 28 metres or 8 storeys due to bonuses permitted under SEPP (Housing).
18. Any Master Plan prepared for the Accelerated Precinct of Homebush should demonstrate a better planning outcome than PRCUTS by at least meeting the design quality requirements of the *Parramatta Road Planning and Design Guidelines*, including a maximum tower floorplate of 750m² Gross Floor Area.

Natural Hazards

19. The draft TOD SEPP should not apply to Flood Planning Areas and the Accelerated Precinct of Homebush should avoid increasing density on land in a Flood Planning Area.

Local and Community Infrastructure

20. The TOD SEPP area of North Strathfield should not proceed where the locality is also sited within the catchment of the proposed Accelerated Precinct of Homebush.
21. Master Planning for the North Strathfield Accelerated Precinct is to ensure that public domain and community infrastructure is planned in parallel with any proposed increased in density.

Planning Pathways

22. The Department commit to preparing a Development Control Plan in consultation with affected Councils for the Accelerated Precinct of Homebush.
23. SEPP (Planning Systems) 2021 be amended to confirm that Development Control Plans are a relevant consideration in the assessment of State Significant Development Applications involving residential flat buildings and shop top housing.

Cumulative impact of reforms

24. The maximum building height and FSR permitted under the TOD SEPP should be inclusive of the in-fill affordable housing bonus provision permitted by the Housing SEPP.
25. The master plan for the Accelerated Precinct of Homebush should illustrate the maximum permitted scale of development inclusive of the in-fill affordable housing bonus permitted by SEPP Housing.

Community engagement

26. Should the TOD SEPP proceed, the Department should commit to engaging directly with impacted communities on the content of the draft SEPP before it is finalised.
27. The Department engage with the community in relation to any draft Master Plan prepared for the Accelerated Precinct of Homebush and on any draft precinct plan or Place Strategy to implement the Master Plan.
28. The Department commit to briefing Councillors at key milestones in the program for the Accelerated Precinct of Homebush, including prior to the

public exhibition of a draft master plan and prior to the finalisation of a planning instrument to implement any precinct plan.

Governance

29. The Department commit to working collaboratively with Council on the Accelerated Precinct for Homebush, including the establishment of a Project Working Group and preparation of a Terms of Reference.
30. A landowner/developer protocol be prepared to outline how development proposals will be considered in the context of the precinct investigations for the Accelerated Precinct of Homebush.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 6:12:11 AM

Submitted on Mon, 29/07/2024 - 06:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

Good ideas but won't work with the current FSR and Affordable housing component as the financial incentive for landowners will be small and won't allow me to buy another property in the area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 11:18:40 AM

Submitted on Mon, 29/07/2024 - 11:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Maria

Last name

Blignaut

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

CONWAY TO MENA STREET

I fully support State Government's proposal for the rezoning of the Homebush TOD precinct, however the proposed levels for 1 to 19 Mena St, North Strathfield and 2 to 18 Argonne St, North Strathfield must be increased from 8 storeys to 15 storeys, in order to achieve the successful implementation of State Government's Rezoning Plan. This would also apply to Conway St, North Strathfield.

The increased levels for the above streets will also allow the increase of FSR and in turn satisfy the density requirements needed to address the housing shortage.

Increasing storeys to 15 and in turn increasing the FSR accordingly, will not affect the street scape, as the above highlight area naturally contours down from George St, North

Strathfield and therefore will not impact outlook. This approach will still allow State Government's plan to achieve their desired tapering design. Also, green space will be achieved as these streets sit at the bottom of a reserve.

I trust the State Government will consider the above strongly and make the correct amendments in order to satisfy those residents concerned.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 1:25:06 PM

Submitted on Mon, 29/07/2024 - 13:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Elizabeth

Last name

Paterakis

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

NORTH STRATHFIELD

Please provide your view on the project

I support it

Submission

I strongly support the development of the area as it is located close to transport including trains and the new metro line that will encourage the use of public transport and reduce carbon omissions.

Creating more affordable housing along transport lines both to the west and into the city - North Strathfield is a great corridor.

This will also revitalize the area allowing it to be a hub for years to come, close to amenities and allowing future generations an opportunity to buy property and the lifestyle of the inner west. I support this development.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 1:30:23 PM

Submitted on Mon, 29/07/2024 - 13:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Tonia

Last name

Scauso

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord West

Please provide your view on the project

I support it

Submission

North Strathfield's position as a transport corridor offers a great opportunity for revitalization. Housing development in such areas can help accommodate growing populations while also improving access to amenities and job opportunities. Additionally, it can contribute to the long-term vibrancy of the area and provide future generations with better housing options in a desirable location.

I support this kind of development as it creates more sustainable and livable cities. It's important to balance growth with considerations for infrastructure, environmental impact, and community needs, and it seems like this plan advocates for a positive direction in this regard.

By promoting the development of affordable housing near transport links like trains and the new metro line, this also encourages the use of public transport, helping to reduce

carbon emissions, which is crucial for environmental sustainability.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 1:48:39 PM

Submitted on Mon, 29/07/2024 - 13:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield, 2135

Please provide your view on the project

I support it

Submission

It's time that we look to increase unit supply to meet the demands of our community and make units affordable for us younger generations...We'll done to the NSW State Government for this great TOD initiative.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 4:39:33 PM
Attachments: [homebush-tod-submission-290724.pdf](#)

Submitted on Mon, 29/07/2024 - 16:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Faye

Last name

YARROLL

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

NORTH STRATHFIELD

Please provide your view on the project

I support it

Submission file

[homebush-tod-submission-290724.pdf](#) (421.04 KB)

Submission

Please see my attached Submission and I would like a response to my concerns and questions.

I agree to the above statement

Yes

As a landowner of Lorraine Street, North Strathfield, I would like to make the following submission regarding the Proposed **HOMEBUSH TOD** Plan.

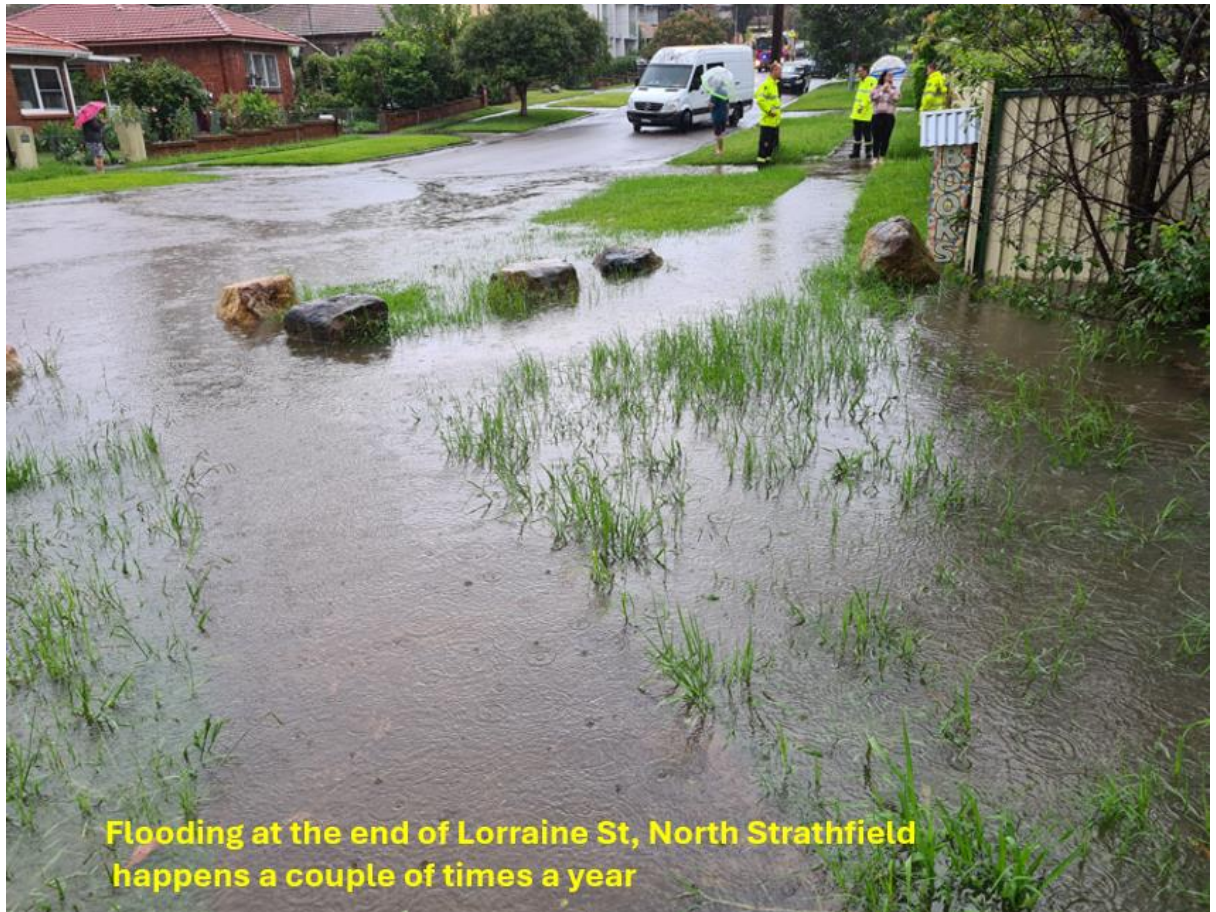
1. It seems senseless to me to include such a large area of North Strathfield, west of North Strathfield Station and train-line, in your "HOMEBUSH" TOD. This area is already quite congested by existing unit blocks, houses and duplexes. New large-scale developments are already approved under the Concord West Masterplan and high-rise unit blocks are currently under construction at 25 George Street, North Strathfield and 2-4 Rothwell Avenue, Concord West, and the old Westpac site at 1 King Street, Concord West will commence major construction soon. Why not concentrate on the east side of the line around Queen Street to Concord Road?
2. The intersection of George and Pomeroy Streets is presently the only road that local-residents can use to enter and leave our area, and George Street is at a stand-still due to bumper-to-bumper traffic at peak times on most days. Even now, residents in the cul-de-sac streets of Warsaw, Lorraine, Brussels and Mena can wait several minutes before they can exit their street onto George Street. And when they do eventually reach Pomeroy Street, whether travelling straight ahead or turning left or right, there is often traffic congestion in all directions. And this is now, before the proposed additional 16,100 dwellings are added to our area.

I notice on the TOD Plan a proposed NEW STREET adjacent to Powells Creek Reserve from Conway Avenue to Pomeroy Street. If the HOMEBUSH TOD gets approval for rezoning, then infrastructure such as the NEW STREET should be put in place to help support current residents before residential development commences. We really need a second, and even a third, access road into our area irrespective of any future developments.

At the Community Session held on 27th July last, I was advised that the proposed NEW STREET was dependant on the developers being able to purchase the homes along Powells Creek Reserve. Since the many areas involved will be developed independently and randomly, it is unlikely that all the homes required for this NEW STREET will be available simultaneously, or indeed, that all homes will be available at all. As it could take any time up to 30 years for this development to finalise, it is ludicrous that our area would continue to experience potentially ever-increasing traffic congestion along George and Pomeroy Streets.

3. Has consideration been given to the current FLOOD ZONE along Powells Creek Reserve where the NEW STREET is proposed to be built? It often floods twice yearly in this area, especially during heavy rainfall and spring tides. It is unlikely that the new developments that border the proposed NEW STREET could provide underground parking for their residents.

For example, below are some images of recent flooding at the end of Lorraine Street.





4. What plans have been made to upgrade necessary infrastructures such as sewerage works, traffic management, hospitals and schools for an additional 16,100 dwellings in our area?
5. Will residential developments take place in an orderly manner, or will it be random blocks being built in different streets simultaneously, thereby adding extra trucks, construction workers and new residents vehicles to our already congested roads?
6. Will Council Rates increase for residents due to our land being rezoned?

I would appreciate a reply to my concerns and questions as outlined in this submission.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 4:42:35 PM

Submitted on Mon, 29/07/2024 - 16:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Daniel

Last name

Mendes

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Chatswood 2067

Please provide your view on the project

I support it

Submission

I completely support this proposal.

More housing around that area will be instrumental for bringing down the cost of housing in Sydney.

I would however like to see more affordable housing set aside in this proposal as well as housing reserved for nurses, police, paramedics, firefighters and teachers.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 29 July 2024 6:32:27 PM

Submitted on Mon, 29/07/2024 - 18:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Benjamin

Last name

Cullen

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Stanmore, 2048

Please provide your view on the project

I support it

Submission

I am writing to express my strong support for the draft rezoning proposal for the Homebush precinct under the Transport Oriented Development (TOD) Program. This proposal offers a balanced approach to addressing the need for more housing while preserving Homebush's character.

The focus on delivering diverse, well-located homes ensures that young professionals, families, and older residents all have suitable options. This diversity promotes an inclusive community, fostering socio-economic cohesion.

Homebush's strategic location near key public transport hubs makes it ideal for increased residential density. This reduces car reliance, promotes active transportation, and lowers the carbon footprint. Enhanced transit access also improves quality of life by making employment, education, and recreational facilities more accessible.

The rezoning and development are expected to boost local economic activity, creating jobs and business opportunities. Socially, the strengthened infrastructure and housing density can foster a more connected community, encouraging resident interaction and engagement.

The proposal aligns with environmental sustainability goals by reducing car travel and making efficient use of resources and infrastructure. Enhanced urban design and better public spaces improve the overall appeal and livability of the area.

The draft rezoning proposal for Homebush is a well-conceived plan that delivers substantial benefits to the community. By aligning with PRCUTS and leveraging transit-oriented development, it addresses housing needs, promotes sustainable living, stimulates economic growth, and enhances social cohesion. I fully support this proposal and look forward to Homebush's positive transformation.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 30 July 2024 5:36:08 AM

Submitted on Tue, 30/07/2024 - 05:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield

Please provide your view on the project

I object to it

Submission

[REDACTED]

Strathfield NSW 2135

Dear Strathfield Council,

I am writing to formally object to the proposed rezoning of my property at Unit 136/1-3 Clarence Street, Strathfield, from Strathfield Council to Homebush. As a long-term resident and ratepayer, I believe this change will have significant negative implications for me and my fellow residents.

Firstly, the proposed rezoning will likely lead to a decrease in property values. Strathfield is a well-regarded suburb with established amenities and a reputation that contributes positively to property values. Reclassifying my address to Homebush could diminish this value, leading to financial losses for property owners in the area. This is an unfair burden to place on residents who have invested in their homes based on the stability and prestige associated with the Strathfield designation.

Secondly, I have been paying rates to Canada Bay Council for several years, yet I have seen little benefit from this financial contribution. The services and improvements in our immediate area have been minimal, and the proposed rezoning offers no guarantee of enhanced services or infrastructure that would justify this change. It is inequitable to ask residents to continue to support a council from which they have received limited benefits while simultaneously reducing the value of their properties through rezoning.

Furthermore, the rezoning of my home will not change any of the mentioned infrastructure access. This proposal merely shifts borders without addressing any real infrastructural improvements, which further underlines the point that it will only serve to decrease property values without providing any tangible benefits to residents.

In conclusion, the rezoning from Strathfield to Homebush will have detrimental effects on property values and does not address the longstanding lack of benefits received from our rates paid to Canada Bay Council. I urge the council to reconsider this proposal and to maintain the current zoning to protect the interests and investments of its residents.

Thank you for considering my objection.

Yours sincerely,

A solid black rectangular box used to redact the signature of the person writing the letter.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 30 July 2024 7:02:02 AM

Submitted on Tue, 30/07/2024 - 07:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I am just providing comments

Submission

Traffic around Homebush Bay on M4, Parramatta Road, A6 especially on weekends is horrific due to Flemington markets and DFO being next to each other. Without addressing the traffic congestion adding more housing or high rise apartments would only worsen the issue. Resolve the traffic congestion first before building more housing.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 30 July 2024 4:51:35 PM

Submitted on Tue, 30/07/2024 - 16:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield, 2135

Please provide your view on the project

I am just providing comments

Submission

I live in an apartment on 18 Parramatta Rd. The traffic noise from Parramatta Rd/Leicester Ave intersection has been negatively affecting my sleep/mental health since I moved here 3 years ago. Is there anything in this proposal that will address the situation?

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 30 July 2024 10:09:56 PM

Submitted on Tue, 30/07/2024 - 22:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

North Strathfield

Please provide your view on the project

I object to it

Submission

Too many units already in the area and George Street at North Strathfield is already congested as there is only one way in and one way out and the traffic is getting so ridiculous, I have lived in George Street North Strathfield for about 20 years already and just in the last few years the congestion is getting so bad cause so much development of too many units, it can take about an hour to get from north Strathfield to Strathfield where it should only take about 10-15 min. Please stop the development of another 16100 home in this area, Maybe build 16100 new homes around where the Premier Chris Minns lives in Kogarah Bay and see if he likes that and congest his area first before inflicting the congestion to other areas.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Wednesday, 31 July 2024 9:09:55 AM

Submitted on Wed, 31/07/2024 - 09:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

Hi, I'm a resident at the proposed block from 2-8 Malta street, North Strathfield. I believe that the proposed rezoning on my property could and should be higher. It's currently shown as 15 levels. The property directly across the road from ours on Malta Street is 18 levels and the property on the other side of George Street directly adjacent to us is 24 levels. As our property is in close proximity to the new metro station, this could accommodate more housing in close proximity to the metro. I also think the floor space ratio should be increased.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Wednesday, 31 July 2024 1:29:24 PM

Submitted on Wed, 31/07/2024 - 13:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

strathfield 2135

Please provide your view on the project

I object to it

Submission

Hi,

I think as part of the implementation process, rather than just implement the PRCUTS, land to the south of Homebush station and east of North Strathfield should be included in the precinct.

These stations are major strategic hubs and therefore there shouldnt be a start contrast when crossing from one area of the train line to the other.

This is a TRANSPORT oriented policy, so rezoning lands which are much further from a station makes little sense when there is land directly opposite a train station that is ripe.

The land to the south of Homebush station for example (block bound by rochester street,

Burlington road, The Crescent and Homebush Rd is already zoned mixed use and medium density and is a struggling commercial/medium density location that could easily accommodate hundreds of people who will use the transport connectivity. This site is also within walkig distance of both homebush and strathfield which makes it very strategic.

In North Strathfield where there is a metro too, seems silly to have houses directly opposite a major center with a metro AND Train... nowhere else in the world does this happen but in Australia and during a housing crisis too, thats just crazy.

I commend the department on their work to date but simply picking up an old outdated strategy and making minor changes/increases in density (whilst taxing them with affordable housing contributions) will likely result in little to no development in the current climate. Lots has changed since the original PRCUTS (higher build costs etc) and nothing will happen unless radical new changes are implemented and we make good use of ALL the land around train stations

I know this will fall on deaf ears and the department will rave on about the success of this rezoning but nothing will ever happen here and the rents will continue to skyrocket.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Wednesday, 31 July 2024 2:44:52 PM

Submitted on Wed, 31/07/2024 - 14:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

████

Last name

████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I support it

Submission

I am happy for Parramatta Rd Homebush of 86 metre with a fsr 5 and the heritage listing on Knight street.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Wednesday, 31 July 2024 2:46:23 PM
Attachments: [homebush-precinct-tod-submission.docx](#)

Submitted on Wed, 31/07/2024 - 14:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I object to it

Submission file

[homebush-precinct-tod-submission.docx](#) (18.32 KB)

Submission

Please see attached my submission regarding Homebush precinct TOD.

I agree to the above statement

Yes

To whom it may concern,

I refer to the proposed changes to the Transport Oriented Development - Homebush Precinct. As a resident of North Strathfield, I have significant concerns about the proposed rezoning.

Firstly, I acknowledge the state government's concern about lack of supply of housing. I agree that housing affordability is a major issue and has intergenerational impacts on the distribution of wealth, with significant economic and social implications. I also acknowledge the need for further urban consolidation; finding opportunities to build up, rather than endlessly building out and adding to Sydney's urban sprawl.

However, I am significantly concerned about the government's Homebush precinct development. The proposed 16,100 additional residences more than triples the current number of dwellings (6,800). Even though that number is unlikely to be realised (at least in the short-medium term), the current facilities and services are unable to cope with anything remotely of this magnitude of increase. The planned adjustments in infrastructure and amenities (public transport, green space, road changes, cycleways, etc), simply do not appear adequate.

I take particular interest and have lived experience regarding George Street, North Strathfield. I agree there is some scope for further commercial and residential revitalisation in this area (the corner of George Street and Allen Street is a glaring example). And, with careful planning, this can be done sustainably to create vibrant communities.

Yet what is proposed goes far beyond this, with likely significant detrimental impacts on quality of life for current and potential residents.

For example, George Street and Pomeroy Street already experience long delays at peak morning and afternoon times. The proposed new road (joining Conway Ave to Pomeroy St) may slightly ameliorate the additional burden on George Street but will inevitably still lead to a major increased burden on Pomeroy Street. On many mornings and afternoons, the journey from Pomeroy Street bridge over the Northern Rail line to the intersection with Underwood Road (less than 1km) can already take 15 minutes.

Similarly, although George St is not marked as a 'major road' on the planning documents, it is highly utilised by residents of Concord West and North Strathfield who want to travel on the M4 or Parramatta Road. At times, George Street is bumper-to-bumper from the intersection with Pomeroy St to Parramatta Road.

The intersection of George Street with Parramatta Road itself is also problematic. The right turn from Parramatta Road onto George Street already more than fills the right-hand turn lane, such that 1 of 2 west-bound lanes is held up by traffic.

These road congestion issues would be significantly increased by the introduction of thousands of new residents.

While the improved public transport and envisaged cycling connections are commendable, the idea that the majority of the thousands of new residents would live car-free appears wishful thinking. The influx of housing without significant road upgrades appears destined to cause major problems.

Further, according to census data, there is already a high number of young families in the area (such as my own family), with North Strathfield above the NSW and national average for 0-4 year olds (see <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL13019>). The reality is that public transport and cycling is not feasible for many journeys when you have young kids. I wonder if some of you reading this can remember the feeling of screaming toddlers in the back of the car while you are stuck in traffic?

I would also note that there is current development of additional medium-scale development (Eg 23A George St, 6 stories in height and the 4-story development at Rothwell Ave). These will already be placing additional pressures on roads and facilities.

Additional concerns include solar and wind impacts. The streets of Wentworth Point serve as a poignant example. Large blocks of apartments have created shaded wind-tunnels. It's no wonder that the 'artist illustrations' of busy, thriving intersections have failed to materialise – it is cold and dark. Large blocks of towers planned for the Homebush precinct look likely to again create this issue.

Lastly, the proposal to increase green space along Powell's creek is admirable. I note that the planning document acknowledged some risk of flooding along here. Yet the proposed road (joining Conway Ave to Pomeroy St) goes along this very border. I have lived experience of seeing that large tides and storm events have already caused minor flooding at the bottom of roads perpendicular to George St (eg Warsaw, Lorraine, Mena,

etc). Climate change is likely to bring more high-tide events that may incapacitate this road, negating its potential usefulness as a thoroughfare.

The above sets out some reasons why the proposed rezoning is excessive and inappropriate. I would again emphasise that some development is beneficial. For example, the current development at 23A George Street is introducing 150 dwellings including a significant proportion of affordable housing. Sydney Metro West should help ensure that further such medium-scale residential developments are manageable.

Whilst it makes sense to prioritise development close to transport, there needs to be some level of equity. There appears scope for medium-level development both within the Homebush precinct, but also adjoining areas (eg, the eastern side of North Strathfield station, which is currently limited to 2-story dwellings). However, what is planned goes far beyond this and is manifestly excessive and problematic.

Planning communities should not be treated as a game of shuffling numbers around a map in order to meet a housing quota. Planning officials need to ensure that they are delivering long-term solutions rather than creating further crises for the next generation to try and solve.

Kind regards.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Wednesday, 31 July 2024 3:07:33 PM

Submitted on Wed, 31/07/2024 - 15:07

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I object to it

Submission

I do not object to the whole project rather that North Strathfield - and the area north of Pomeroy St - should not be included in the rezoning area.

What reason to include North Strathfield when it's not in Homebush or Strathfield Council to begin with.

Focus should be south of Parramatta Rd and inwards of Homebush & Homebush West. North Strathfield shouldn't be included. It's already too congested with the food and dining precinct plus two education campuses on George St meaning roads and infrastructure are not adequate to now have more traffic

Focus back on below Parramatta Rd and into Homebush please

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Wednesday, 31 July 2024 7:29:08 PM

Submitted on Wed, 31/07/2024 - 19:28

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Sze Helene

Last name

Lee

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield NSW 2135

Please provide your view on the project

I am just providing comments

Submission

Hi, I am the owner of "14 Hiltz Rd, Strathfield NSW" and I want to sell my property at the current market value.

My property is currently zoned as "Public Recreation" and I rang "City of Canada Bay Council" on 28th June 2024 to find out if it is gazetted or just a proposal and if it will be rezoned to "Development (Residential)" in the near future. Dr Helen Wilkins from "City of Canada Bay Council" said "NSW Department of Planning, Housing and Infrastructure" has taken over and now makes all the decisions, not "City of Canada Bay Council", so I'll have to ask "NSW Department of Planning, Housing and Infrastructure" at the Homebush TOD rezoning proposal community information sessions on Saturday 27th July 2024 at WOTSO Level 1, 5 George St, North Strathfield NSW.

At the Homebush TOD rezoning proposal community information session, Lawren from

"NSW Department of Planning, Housing and Infrastructure" said my property is currently zoned as "Public Recreation" and "NSW Department of Planning, Housing and Infrastructure" will not be rezoning it, only "City of Canada Bay Council" can decide to rezone it or not, only "City of Canada Bay Council" can make that decision.

I want to know about the future of my property, will it remain zoned as "Public Recreation" forever or will it be zoned as "Development (Residential)" in the near future because of NSW's housing crisis?

Will "NSW Department of Planning, Housing and Infrastructure" or "City of Canada Bay Council" provide a developer, or do I have to find my own developer?

Can I sell my property by myself or do I have to sell my property together with my neighbour?

Can I sell my property to "NSW Department of Planning, Housing and Infrastructure" or "City of Canada Bay Council" or do I have to sell my property to a developer?

After the rezoning proposal is finalised, how long until "NSW Department of Planning, Housing and Infrastructure" or "City of Canada Bay Council" or a developer buys my property?

If my property remain zoned as "Public Recreation", how long until "City of Canada Bay Council" buys my property?

I want to sell my property at the current market value.

Best Regards,

Sze Helene Lee.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Wednesday, 31 July 2024 11:07:04 PM

Submitted on Wed, 31/07/2024 - 23:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jing

Last name

San

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I object to it

Submission

As a resident in Homebush, I have felt the impact from the increase in apartments in Homebush. This is especially prevalent on the Loftus Crescent side of the rail line. The roads are narrow and the increase in apartments have seen more traffic trying to fit through these roads. These new apartments also are not built with adequate parking so all the street parking is taken by residents and guests further congesting the already narrow streets. This has been made worse by some areas like Hudson lane having all parking being removed, leaving a street that is empty with no purpose.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 9:35:53 AM

Submitted on Thu, 01/08/2024 - 09:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield

Please provide your view on the project

I support it

Submission

I support High Density. Design to reflect heritage of area

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 11:41:54 AM

Submitted on Thu, 01/08/2024 - 11:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord West 2138

Please provide your view on the project

I am just providing comments

Submission

I just want to make the point that the study area boundary includes the playing fields south of Victoria St Public School. I object to the possibility of that land being rezoned for residential, as there is very little flat playing fields in the immediate area accessible to the eastern side of Powells Creek.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 11:56:31 AM

Submitted on Thu, 01/08/2024 - 11:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Louise

Last name

Wand

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I support it

Submission

I agree with the TOD proposal for Homebush

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 12:05:42 PM

Submitted on Thu, 01/08/2024 - 12:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I object to it

Submission

I don't support these changes. These plans will materially impact the following:

- These changes will result in higher traffic volumes, leading to congestion, and greater wear and tear on infrastructure, despite a new street being considered.
- This will materially impact the property value as I have purchased my property to live in a standalone house and not surrounded by high density residential buildings. The density and rezoning across properties on the same street are not uniform and not equitable amongst property owners on the same street.
- Increased commercial or industrial activity can lead to higher levels of noise and light pollution, disrupting the quality of life for residents.

- Rezoning could lead to environmental degradation, such as the destruction of green spaces, increased pollution, or harm to local wildlife habitats.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 12:25:17 PM

Submitted on Thu, 01/08/2024 - 12:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

strathfield 2135

Please provide your view on the project

I object to it

Submission

A delight for developers (who would never live anywhere near it!) and more dismal outcomes for those of us still trying to live in this inner west area and who can hardly get out of our own suburb NOW due to the last lot of over build near Homebush station.

Together with the obviously deliberate re-arrangement of roads to force drivers into their overpriced tunnels with one remaining lane for the majority trying to avoid same !

Possibly the LAST STRAW coming up! -god knows how long it will take to get out of Strathfield and avoid the now hundreds (after this thousands?) of rat runners filling our streets! What corruption and blinkered BS to find more room for flat advertisers in Asia! Yes some of us have even seen these ads and realised the BS this is!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 1:20:14 PM
Attachments: [tod-have-your-say-response.pdf](#)

Submitted on Thu, 01/08/2024 - 13:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2000

Please provide your view on the project

I am just providing comments

Submission file

[tod-have-your-say-response.pdf](#) (251.8 KB)

Submission

Please see our submission attached that calls for Transport Oriented Design projects to deliver a better return on investment for the people of NSW. You may publish the submission.

I agree to the above statement

Yes




9 August 2024

Department of Planning, Housing and Infrastructure
Locked Bag 5022,
Parramatta NSW 2124
Submitted via web-form link

Dear Sir or Madame

RE: Transport Oriented Development – Accelerated Precincts

We write to call on the NSW Government to amend **Transport Oriented Development (TOD) Accelerated Precinct** plans to improve inclusion and equity for the people of NSW. The current TOD proposals have the potential to deliver up to 49,677 new homes in NSW, in locations centered around railway stations that either are, or soon will be accessible.

Location	Total Homes	Affordable Homes	Accessible Homes
Hornsby 	Up to 5,000	5–10% 250–500	0?
Macquarie Park 	Up to 4,622	10–15% 460–690	0?
Kellyville and Bella Vista 	Up to 20,700	3–8% 620–1,650	0?
Crows Nest (2024)	Up to 3,255	10–15% 325–488	0?
Homebush (2024)	Up to 16,100	5–10% 805-1,610	0?

For people with disability, access to accessible public transport is essential, to enable travel to work, education, essential services and recreation. Train and tram travel offer the greatest accessibility, but not all stations are currently accessible.

Livable Design for Accessibility

People with disability are already excluded from much of the housing stock in NSW, due to inaccessible design, which often cannot be affordably modified. It is crucial that all homes built in the TOD precincts are built to the **Silver Livable Design Standard**, in line with the **Building Better Homes Campaign**, to enable access by people with disability and end housing discrimination for the 1 in 5 Australians who have a disability. For developers, this also means more potential customers. Building to the Silver Livable design standard adds less than 1% to the cost of building homes according to Australian Building Codes Board modelling, but this is far less than it will cost to retro-fit these homes, or move people into specialist aged or disability care if their circumstances change.

More affordable homes

Of the proposed 49,677 homes, the maximum target for affordable homes is 4938. As of May 2024 the **NSW Housing Register** showed that 58,942 applicants were waiting for social housing, and 9142 were identified as priority applicants.

The need for affordable housing is critical, but the number of homes designated under TOD to be affordable only has the potential to accommodate half of the priority list, or 8% of the total number of waiting applicants. We call on the NSW Government to increase the proportion housing allocated to be affordable under TOD to 50% in every location. This would accommodate half of the applicants currently waiting on the NSW Housing Register.

Affordability settings

We also call on the NSW Government to set affordability standards to meet the needs of people who live on social security payments. Some providers define housing as 'affordable' because its rent is set at a discount compared with the market. At a median rent of **\$745 per week**, even a 25% discount on Sydney rents would only lower weekly costs to \$558.

Without urgent intervention to provide affordable housing, many in NSW risk homelessness. Anglicare Australia's 2024 **Rental Affordability Snapshot** has identified

that of 45,115 rental listings, none were affordable for a person living on Youth Allowance, only 3 share-houses were affordable for a person on JobSeeker, 31 rentals were affordable for a person on the Disability Support Pension, 89 were affordable for a person on the Age Pension and 289 were affordable for a person on full time minimum wage. We call on the NSW Government to set affordable rents at **no more than 30% of a person's income**, in line with the Australian Housing and Urban Research Institute's settings. This will ensure that it is truly affordable.

The land being released for development represents a huge investment by the people of NSW in housing that enables more people to access work, education, essential services and recreation. Together with our peers at Homelessness NSW we call on the NSW Government to improve inclusion and equity for the people of NSW by:

- ensuring every home under the TOD is built to at least the Silver Livable Design Standard
- increasing the proportion of accessible housing in each location to 50%
- setting the housing affordability standards at 30%

Yours sincerely

[Redacted signature]

[Redacted name]

CEO

People with Disability Australia



From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 2:40:39 PM

Submitted on Thu, 01/08/2024 - 14:40

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Concord West

Please provide your view on the project

I object to it

Submission

I am opposed to the rezoning of Canada Bay LGA because it will affect the liveability and amenity of our area. I have to site Rhodes as an example of your past planning and community consultation as an example where the levels of apartments agreed upon was worthless in the initial planning stages.

This proposal will increase traffic congestion and bottle neck road blocks making it stressful to get in and out of the areas we access

.It will also increase the infrastructure gap, create loss of trees and further destruction to the wetlands which I've witnessed over the years.

I find it unacceptable that around 80% of our prized and much loved heritage listed home will be under threat as part of your

easy fix proposal of rezoning and cookie cutter rules for this first stage untrustworthy.

Please reconsider for future generations

I don't believe that this prosal will provide housing affordability for the people who really need it and have no doubts it's a money making experience at community members expense

Yours truly

A solid black rectangular box used to redact a signature.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 5:10:18 PM

Submitted on Thu, 01/08/2024 - 17:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2134

Please provide your view on the project

I support it

Submission

As a resident of the surrounding Street I agree with 7 & 11 Knight Street Homebush being listed as Heritage and 9 Knight Street as open green space.

I would like to see 10 Loftus Crescent Homebush as green space as 10 Loftus Crescent backs onto the rear of 7, 9 and 11 Knight street therefore giving the buildings on 7 & 11 Knight street a setback so any residential apartment tower built on the corner of Subway Lane and Loftus Crescent will not impact the heritage buildings.

Turning 10 Loftus Crescent Homebush into green space will also connect the current green space proposed on 9 Knight Street Homebush.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 6:17:41 PM

Submitted on Thu, 01/08/2024 - 18:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Dianna

Last name

Boutros

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield

Please provide your view on the project

I object to it

Submission

Dear Strathfield Council,

I am writing to formally object to the proposed rezoning of my property at Unit 136/1-3 Clarence Street, Strathfield, from Strathfield Council to Homebush. As a long-term resident and ratepayer, I believe this change will have significant negative implications for me and my fellow residents.

Firstly, the proposed rezoning will likely lead to a decrease in property values. Strathfield is a well-regarded suburb with established amenities and a reputation that contributes positively to property values. Reclassifying my address to Homebush could diminish this value, leading to financial losses for property owners in the area. This is an unfair burden to place on residents who have invested in their homes based on the stability and prestige associated with the Strathfield designation.

Secondly, I have been paying rates to Canada Bay Council for several years, yet I have seen little benefit from this financial contribution. The services and improvements in our immediate area have been minimal, and the proposed rezoning offers no guarantee of enhanced services or infrastructure that would justify this change. It is inequitable to ask residents to continue to support a council from which they have received limited benefits while simultaneously reducing the value of their properties through rezoning.

Furthermore, the rezoning of my home will not change any of the mentioned infrastructure access. This proposal merely shifts borders without addressing any real infrastructural improvements, which further underlines the point that it will only serve to decrease property values without providing any tangible benefits to residents.

In conclusion, the rezoning from Strathfield to Homebush will have detrimental effects on property values and does not address the longstanding lack of benefits received from our rates paid to Canada Bay Council. I urge the council to reconsider this proposal and to maintain the current zoning to protect the interests and investments of its residents. Thank you for considering my objection.

Yours sincerely,
Dianna Boutros

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Thursday, 1 August 2024 11:52:43 PM

Submitted on Thu, 01/08/2024 - 23:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Hsiao Chien

Last name

Yiu

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I object to it

Submission

I object to this development as the additional hosting will create more traffic chaos on prammata road and also george street. How about schools and hospital don't believe the existing infrastructure can support the additional population to the area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 5:17:27 AM

Submitted on Fri, 02/08/2024 - 05:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I object to it

Submission

I would like to object strongly due to the heavy traffic already located in the area. Should the area be rezoned the streets will not be able to handle the increased traffic and residents. Additionally, should construction be allowed in the area, for the next 10-20 years it would cause mass issues due to one way streets located there and the minimal access for large trucks and works. Additionally, while I understand that the proximity to the station is designed to prompt residents to use public transport, there will undoubtedly be an increased number of personal vehicles in an area where street parking is already minimal and hard to find at the best of times.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 4:09:29 PM

Submitted on Fri, 02/08/2024 - 16:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2104

Please provide your view on the project

I am just providing comments

Submission

Hi,

I am a townhouse owner in this TOD area. As you can see, there are a few townhouse areas in the surrounding region like underwood road. If this area is developed into high-rise buildings, how will this affect the townhouse areas? Will the developer buy the townhouse area to reconstruct? If not, then the sunshine will be blocked by the high-rise buildings, which will also hurt the existing townhouse owners' property values. How will this be addressed?

Thanks,

[REDACTED]

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 4:25:20 PM

Submitted on Fri, 02/08/2024 - 16:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

SEAFORTH, 2092

Please provide your view on the project

I object to it

Submission

You mention proximity to public transportation however you fail to deliver on services such as water, sewerage, drainage and road infrastructure and how they will be improved to accommodate the additional denser housing.

Also, there are insufficient green and community areas for the increased housing density. Consequently, I object to this proposal.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 6:13:52 PM

Submitted on Fri, 02/08/2024 - 18:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Joel

Last name

Ward

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

HOME BUSH, 2140, NSW

Please provide your view on the project

I object to it

Submission

The concept of denser population without transport, safety, environment and health improvement is a disaster. Everyday for the last 5 years there have been property for sale signs clearly promoting available property. Therefore additional property is not the sole nor a primary objective for the community in this space. We have dangerous roads, insufficient public transport, wild cats and insufficient green space. If you rely on the public health system we don't have sufficient service either. I am unable to make a booking at Concord hospital because there isn't any time available in the coming 12 months. Additional residents will effect all of these essential matters directly and negatively. For mental and physical health benefits, open up green space. Expand hospital capacity, eradicate wild cats, clean and maintain roads, waterways, footpaths and enforce the laws already in place. People continue to litter profusely. Smoking continues in public space and within 4m of public entry points to train stations. Cars are parked illegally. Drivers go the wrong way in one way streets. If you need to experience this I ask you to go for a 5k

walk in the area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 8:41:46 PM

Submitted on Fri, 02/08/2024 - 20:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

I support the rezoning proposal

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 8:43:05 PM

Submitted on Fri, 02/08/2024 - 20:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

I support the rezoning proposal

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 8:53:51 PM

Submitted on Fri, 02/08/2024 - 20:53

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Cabarita

Please provide your view on the project

I am just providing comments

Submission

I hope there will be consideration for the extra traffic this amount of new housing will generate. Our streets are already clogged.

At the moment it sometimes takes three times longer to get across Parramatta Road to go to Burwood, Homebush or Strathfield from Cabarita on the weekend.

Also to go from Cabarita towards Auburn on Parramatta Road forcing use of the motorway for a toll fee. Adding cost to an already stretched budget.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Friday, 2 August 2024 9:51:26 PM
Attachments: [homebush-transport-oriented-development.docx](#)

Submitted on Fri, 02/08/2024 - 21:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

JOSHUA

Last name

BENTLEY

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

HOMEBUSH

Please provide your view on the project

I object to it

Submission file

[homebush-transport-oriented-development.docx](#) (52.47 KB)

Submission

Hello,

Please see attached document for full submission.

In short, I object to the proposal on the single factor, that an increase of 42,050 people (16,100 dwellings x 2.5 persons within average household in Australia) in an area of 2 square kilometers, giving a population density of 20,125 people per square kilometer, is not just un-sustainable, but recklessly irresponsible.

The un-avoidable damage to the Mason Park Wetlands and Powell's Creek is of high concern as well.

I have not made any reportable donations of any amount to any political party or entity in the previous 2 years.

Thank you for taking the time to read the attached document.

Regards

Joshua Bentley
Homeowner, Homebush NSW

I agree to the above statement

Yes



HOME BUSH TRANSPORT ORIENTED DEVELOPMENT

OBJECTIONS TO HOME BUSH TOD
REZONING PROPOSAL.

JOSHUA BENTLEY 02/08/2024

Hello, I'd like to provide some feedback and constructive criticism with regard to the Homebush NSW Transport Orientated Development Re-zoning proposal put forward by NSW Department of Planning, Housing and Infrastructure. I will endeavor to keep this succinct and to the point. Thank you for your consideration.

It should be noted I have reviewed the Homebush TOD Re-zoning masterplan and will highlight numerous issues with the proposal.

REASONS AGAINST...

CO₂ Emissions

The average Australian household (2.5 people) has an annual carbon footprint of approximately 15-20 tons on CO₂. With the proposal of the "16,100 new dwellings", this equates to between 241,500 & 322,000 tons of additional CO₂ annually. Air quality within the proposed zoning is already of high concern. It is generally accepted that we should be trying to reduce our carbon footprint, not grow it.

Ref carbonpositiveaustralia.org.au

Noise and traffic emissions

Adverse health effects have been observed/confirmed in association with proximity to roads. The Health Effects Institute review panel considered that there was sufficient evidence to conclude that exposure to traffic-related air pollution causes exacerbation of conditions such as Asthma, Cardio-vascular disease & respiratory disease.

Ref chiefscientist.nsw.gov.au, TPO3, Health Effects and Traffic-Related Air Pollution.

Even considering the "Transition to lower car ownership", the added strain of 16,100 new dwellings to our already over-stressed local road-network, would greatly exacerbate the decline in our local air quality. The proposals for adjustment to the road network and the supplementation of "potential for pathways and cycleways in the rezoning area" do not go far enough.

Ref Homebush TOD Rezoning proposal document for quotations.

Protecting Heritage

I have noted that some effort has been made to maintain the heritage within the proposed re-zoning area. Again, this clearly does not go far enough. Much of the quiet charm and charisma of the area will be forever lost and thus, the area's identity, lost with it. We are extremely fortunate to enjoy quiet back streets, a huge diversity of flora/fauna and historical architecture of both residential and commercial spaces.

Pollution and Protection of our Waterways

Powells Creek & the Mason Park Wetlands are a crucial part of our local ecosystem. As we know, birds use these wetlands during migration, all the way from Japan/Korea down to Tasmania in some cases. I should not need to emphasize how important these areas are. They are currently "protected" under the "NSW Biodiversity Conservation Act 2016".

With the tremendous increase in destruction/construction adjacent to Powells Creek and the Mason Park Wetlands and considering increase in effluent run-off from the proposed dwellings, this will no doubt damage the health of these areas from commencement of construction and in perpetuity.

I have noted that within the master plan, there is proposal for "Green Spaces" and the planting of more trees. Can it be highlighted how many trees will need to be removed and how many trees will be planted after development? From my initial review, it seems we will be net-negative in terms of "Green Space" post development. Please confirm.

Mandatory affordable housing

"Mandatory affordable housing contributions of between 5-10% for all new residential development within the Precinct, delivering between 805-1610 affordable homes in perpetuity"

Homebush TOD Re-zoning Proposal Document, NSW Department of Planning, Housing and Infrastructure.

According to the NSW Bureau of Crime Statistics and Research (BOCSAR), *"research suggests that areas displaying higher crime rates also display high levels of social disadvantage, and that increasingly, public (affordable) housing has been targeted toward those in greatest need, that is, the most disadvantaged."*

“Crime rates tend to be higher in disadvantaged areas, and public housing is targeted at those who are disadvantaged.”

With the proposed 805-1610 “affordable housing” dwellings, this **will** exacerbate crime rates in the precinct. This is supported by BOCSAR.

It has also been noted that there is a direct correlation between crime rates and unemployment.

According to the NSW Bureau of Crime Statistics and research, a study found that 48% (malicious damage) & 69% (assault) could be accounted for in terms of social factors alone.

Bicycle theft including break-and-enter crimes are already rampant within the precinct as well.

I **will** recognize the need for affordable housing, however, the risks associated outweigh the benefits in this case, considering the existing high density and saturation of the current area in terms of population.

Furthermore, parents and families have the right to live and raise their children in a safe environment, free from crime.

In regard to “affordable housing”, I believe the scope of the proposal is extremely irresponsible in terms of scale and the socio-economic risks associated.

Note. Response times from NSW Police, Auburn LAC vary but are often 20-30 minutes at best to the Homebush area.

Aesthetics

Contemporary, residential high-rise buildings are often anonymous and lack character whilst being barely functional. (Lack of parking for example). The precinct benefits from a lot of natural and man-made features that will be lost with the proposed development. Any “green space” added will not make up for green space that will be lost. The Jacaranda bloom in October/November will be a key feature mostly lost for the North Strathfield area.

Electric vehicle charging infrastructure

Ref Draft Homebush Precinct Design Guide, 5.4.5, page 73

Whilst it seems pragmatic to plan for potential future EV uptake, what measures have been put in place to compensate for the highly elevated fire risk?

“All car share spaces and spaces allocated to visitors must have a shared EV connection.”

It takes only 1 defective Lithium-Ion cell in 1 battery pack to take down a house or structure if thermal runaway is achieved. **These fires cannot be fought!**

Again, what safety measures will be put in place?

Who carried out the risk assessment?

Meanwhile, major motor-vehicle manufacturers such as VW, Mercedes, Toyota, Mazda, Honda, Ford for example, are all back pedaling on EV production and shutting down production lines due to low demand. Tesla also currently has a glut of old stock that lacks demand.

I agree it is prudent to have some capacity for EV vehicle charging, however, this should be located nowhere near the confines of a residential building.

Is it worth the incredible risk of a highly concentrated cluster of EVs parked amongst thousands of people with minimal or restricted egress from their dwellings? (High-density, high-rise buildings are not quick to evacuate in an emergency).

Also, who will be tasked with maintaining the chargers?

Population

According to Strathfield council, the LGA currently has approximately **47824 residents**. (2023).

This equates to **3,423 persons per square km**. Land area being 13.97 square km.

Ref About – Strathfield Council <https://strathfield.nsw.gov.au>

Ref <https://Profile.id.com.au>>strathfield

The City of Canada Bay Council has a population of **91385** with a population density of **4,585 people per square km**. Land area being 19.93 square km.

Ref <https://profile.id.com.au>>canada-bay

According to the institute of family studies, the average household in Australia consists of 2.5 people (2021)

Ref <https://aifs.gov.au/research/facts-and-figures/population>

The total people between the two Councils comes to,

$$47824 + 91385 = \mathbf{139209 \text{ people}}$$

The total land area between the two Councils comes to,

$$13.97 + 19.93 = \mathbf{33.9 \text{ square km}}$$

If we do the math in terms of population increase,

$$\mathbf{16,100 \text{ new dwellings} \times 2.5 \text{ people per household} =}$$

$$\mathbf{\text{Increase of } 40,250 \text{ people.}}$$

$$\mathbf{\text{Total } 139209 + 40250 = 179459 \text{ people.}}$$

This is a 28.9% increase in population across both LGAs.

Persons per square kilometer increase from 4106 to 5293 people per square kilometer. (Between both councils)

This is the kicker though,

The Homebush TOD is 200 ha or 2 square km in area.

This will give the Homebush TOD a total population density of,

40250 divided by 2 square km =

20,125 people per square km

On these metrics alone, the Homebush TOD re-zoning proposal should be discarded. This savage population increase is, put simply, un-sustainable and highly irresponsible.

FURTHER QUESTIONS...

I'd like to recognize great effort has been made to address all concerns in advance. I'd like some further clarification and detail in some areas.

“Up to 2670 new jobs” has been claimed. Please expand on this claim.

What jobs are these specifically?

Are they a product of construction only or ongoing in perpetuity?

How was 2670 jobs arrived at?

How will 2670 jobs support 16,100 new dwellings?

With regard to Powell's Creek and Mason Park Wetlands,

What measures will be put in place to ensure the NSW Biodiversity Conservation ACT 2016 will be upheld and the local environment protected?

With regard to parking,

Even with the “transition to lower car ownership”, currently, the average number of motor vehicles per household in Australia is 1.8.

Australian Bureau of Statistics, abs.gov.au>transport census>latest release

What pragmatic and realistic measures will be put in place to deal with the enormous influx of motor vehicles?

What does “amend the design excellence clause” practically mean?

How does squeezing an estimated 40,250 people into an already over-populated area, benefit the existing community?

Would NSW Government Legislators and Strathfield Council Counsellors/staff be willing to reside within the new Homebush TOD Re-zoning areas considering the 20,125 people per square kilometer metric?

Alternative proposals...

There is definitely scope for **sustainable** development within the Homebush TOD Re-zoning area. A minor increase in medium density dwellings would serve to bring in highly skilled professionals and talent. However, I honestly believe that the precinct would benefit much more from a boost to infrastructure and commercial development.

The aim must first and foremost be to maintain and improve the current residents' quality of living. This is contrary to the TOD proposal.

Our hospitals are struggling as it is. We've experienced Emergency wait times at Westmead Children's Hospital in excess of 10 hours and Concord Hospital in excess of 6 hours within the last 2-3 years. This is not acceptable. A substantial 24/7 medical center with a small emergency department would serve the area immensely and take the load off our larger hospitals. Not to mention, create jobs.

I mentioned earlier, with regard to the sometimes-slow response times from NSW Police, Auburn LAC. A new Police Station (or outpost) placed within the precinct would serve our LGA greatly. Especially with the high rates of theft, vandalism and break-and-enter crimes.

Another beneficial piece of infrastructure would be a large community center and community gardens for social activities, functions and support groups. This can be supplemented and run by volunteers.

An increase in planting of native plants and increasing biodiversity **on top of what we currently have**, would help add value to the area, provide homes and refuge for native animals and improve our quality of life.

Areas for pop-up Food markets/stalls would boost economic activity and community interaction. Showgrounds for example.

A **commitment** to the construction of cycleways and safe pedestrian walkways to help take the **already** heavy load off our **already** congested roads and infrastructure.

Commercial development such as business parks for sustainable job growth over the long term.

Most importantly, any funds available, should firstly be targeted towards fixing and repairing existing defects within the precinct. Roads, bridges, abandoned buildings etc.

To close...

I'd like to thank those that took the time to read this and hope that this feedback helps.

I believe high-density, high-rise, mostly residential development in the Homebush TOD Re-zoning area would be greatly detrimental to the quality of life for those already living here and to the natural ecosystems adjacent.

The socio-economic and environmental risks and resulting outcomes outweigh the benefits.

Regards,

Joshua Bentley
Homeowner, Homebush NSW 2140.
Resident of Homebush since 2013.

"We have the privilege of using the Powell's creek cycle/walkway to take our son to school every day. We always prefer to ride as we get to exercise and enjoy the environment around us."

References...

carbonpositiveaustralia.org.au

chiefscientist.nsw.gov.au, TPO3, Health Effects and Traffic-Related Air Pollution.

NSW Biodiversity Conservation Act 2016

Homebush TOD Re-zoning Proposal Document and Master plan, NSW Department of Planning, Housing and Infrastructure.

NSW Bureau of Crime Statistics and Research (BOCSAR)

Australian Bureau of Statistics, abs.gov.au>transport census>latest release

The Health Effects Institute review panel

Draft Homebush Precinct Design Guide, 5.4.5, page 73

About – Strathfield Council <https://strathfield.nsw.gov.au>

[https://aifs.gov.au>research>facts-and-figures>population](https://aifs.gov.au/research/facts-and-figures/population)

<https://profile.id.com.au>>strathfield

<https://profile.id.com.au>>canada-bay

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: A Referral - Homebush TOD
Date: Friday, 16 August 2024 10:59:58 AM
Attachments: [homebush-transport-oriented-development.docx](#)

Hi Joe,

Please record this one as a submission.

Thank you
Kev

From: Laura Locke [REDACTED]
Sent: Thursday, August 15, 2024 5:20 PM
[REDACTED]
[REDACTED]
Subject: FW: A Referral - Homebush TOD

From: Amy Gunning [REDACTED]
Sent: Thursday, August 15, 2024 3:38 PM
To: Laura Locke [REDACTED]
Subject: A Referral - Homebush TOD

Hi Laura

We've received the attached submission about the Homebush TOD. It's come via the Premier's office.

Can your team accept this as a submission?

Thanks,

Amy

Amy Gunning
Senior Ministerial Liaison Officer

Parliamentary and Government Services
Department of Planning and Environment
[REDACTED]

From: noreply@salesforce.com <noreply@salesforce.com> **On Behalf Of** DPC Correspondence
Sent: Wednesday, August 7, 2024 3:07 PM
To: Scully Office Email <office@Scully.minister.nsw.gov.au>
Subject: Ref: 00049845 - A Referral

Please find below (and attached if applicable) correspondence sent to the Premier of NSW.

As this matter falls within your portfolio responsibilities, it is being referred to you for any necessary action.

For all enquiries, please contact pmpmail@premiersdepartment.nsw.gov.au.

Please note: a response has not been sent to the author advising them of this referral.

Regards

Premier, Minister and Parliament

Change and Engagement | Community Engagement Group
Premier's Department
GPO Box 5341, Sydney NSW 2001

Date Received: 7/8/2024

Author: Mr Joshua Bentley

Email: [REDACTED]

Subject: Homebush TOD

Message: Hello Mr. Minns,

I'd like to thank you for this opportunity to contact you. I appreciate your time and consideration.

I'd like to provide some feedback in regard to the Homebush TOD Re-zoning Proposal. I have attached a small document which highlights some concerns of mine and my neighbors alike. I respectfully request that you review the attached document. (5-minute read).

In short, I have identified that the Homebush TOD Re-zoning Proposal will be of great detriment to both Strathfield and Canada Bay Councils, as the tremendous, dense population increase (20125 people per sq km) will completely suffocate the area in terms of congestion, movement, noise emissions, increased crime and will likely destroy the Mason Park Wetlands and Powells Creek ecosystem. (Currently "protected" under the NSW Biodiversity Conservation ACT 2016)

I can appreciate the NSW Government needs to do something to tackle the housing crisis, however, this proposal is not fit for purpose.

I have lived in Homebush since 2013 and am a homeowner within Strathfield Council LGA.

Again, I thank you for your time, Mr. Minns. I do appreciate it.

Regards

Josh Bentley





HOME BUSH TRANSPORT ORIENTED DEVELOPMENT

OBJECTIONS TO HOME BUSH TOD
REZONING PROPOSAL.

J BENTLEY 02/08/2024

Hello, I'd like to provide some feedback and constructive criticism with regard to the Homebush NSW Transport Orientated Development Re-zoning proposal put forward by NSW Department of Planning, Housing and Infrastructure. I will endeavor to keep this succinct and to the point. Thank you for your consideration.

It should be noted I have reviewed the Homebush TOD Re-zoning masterplan and will highlight numerous issues with the proposal.

REASONS AGAINST...

CO₂ Emissions

The average Australian household (2.5 people) has an annual carbon footprint of approximately 15-20 tons of CO₂. With the proposal of the "16,100 new dwellings", this equates to between 241,500 & 322,000 tons of additional CO₂ annually. Air quality within the proposed zoning is already of high concern. It is generally accepted that we should be trying to reduce our carbon footprint, not grow it.

Ref carbonpositiveaustralia.org.au

Noise and traffic emissions

Adverse health effects have been observed/confirmed in association with proximity to roads. The Health Effects Institute review panel considered that there was sufficient evidence to conclude that exposure to traffic-related air pollution causes exacerbation of conditions such as Asthma, Cardio-vascular disease & respiratory disease.

Ref chiefscientist.nsw.gov.au, TPO3, Health Effects and Traffic-Related Air Pollution.

Even considering the "Transition to lower car ownership", the added strain of 16,100 new dwellings to our already over-stressed local road-network, would greatly exacerbate the decline in our local air quality. The proposals for adjustment to the road network and the supplementation of "potential for pathways and cycleways in the rezoning area" do not go far enough.

Ref Homebush TOD Rezoning proposal document for quotations.

Protecting Heritage

I have noted that some effort has been made to maintain the heritage within the proposed re-zoning area. Again, this clearly does not go far enough. Much of the quiet charm and charisma of the area will be forever lost and thus, the area's identity, lost with it. We are extremely fortunate to enjoy quiet back streets, a huge diversity of flora/fauna and historical architecture of both residential and commercial spaces.

Pollution and Protection of our Waterways

Powells Creek & the Mason Park Wetlands are a crucial part of our local ecosystem. As we know, birds use these wetlands during migration, all the way from Japan/Korea down to Tasmania in some cases. I should not need to emphasize how important these areas are. They are currently "protected" under the "NSW Biodiversity Conservation Act 2016".

With the tremendous increase in destruction/construction adjacent to Powells Creek and the Mason Park Wetlands and considering increase in effluent run-off from the proposed dwellings, this will no doubt damage the health of these areas from commencement of construction and in perpetuity.

I have noted that within the master plan, there is proposal for "Green Spaces" and the planting of more trees. Can it be highlighted how many trees will need to be removed and how many trees will be planted after development? From my initial review, it seems we will be net-negative in terms of "Green Space" post development. Please confirm.

Mandatory affordable housing

"Mandatory affordable housing contributions of between 5-10% for all new residential development within the Precinct, delivering between 805-1610 affordable homes in perpetuity"

Homebush TOD Re-zoning Proposal Document, NSW Department of Planning, Housing and Infrastructure.

According to the NSW Bureau of Crime Statistics and Research (BOCSAR), *"research suggests that areas displaying higher crime rates also display high levels of social disadvantage, and that increasingly, public (affordable) housing has been targeted toward those in greatest need, that is, the most disadvantaged."*

“Crime rates tend to be higher in disadvantaged areas, and public housing is targeted at those who are disadvantaged.”

With the proposed 805-1610 “affordable housing” dwellings, this **will** exacerbate crime rates in the precinct. This is supported by BOCSAR.

It has also been noted that there is a direct correlation between crime rates and unemployment.

According to the NSW Bureau of Crime Statistics and research, a study found that 48% (malicious damage) & 69% (assault) could be accounted for in terms of social factors alone.

Bicycle theft including break-and-enter crimes are already rampant within the precinct as well.

I **will** recognize the need for affordable housing, however, the risks associated outweigh the benefits in this case, considering the existing high density and saturation of the current area in terms of population.

Furthermore, parents and families have the right to live and raise their children in a safe environment, free from crime.

In regard to “affordable housing”, I believe the scope of the proposal is extremely irresponsible in terms of scale and the socio-economic risks associated.

Note. Response times from NSW Police, Auburn LAC vary but are often 20-30 minutes at best to the Homebush area.

Aesthetics

Contemporary, residential high-rise buildings are often anonymous and lack character whilst being barely functional. (Lack of parking and tiny footprints for example). The precinct benefits from a lot of natural and man-made features that will be lost with the proposed development. Any “green space” added will not make up for green space that will be lost. The Jacaranda bloom in October/November will be a key feature mostly lost for the North Strathfield area.

Electric vehicle charging infrastructure

Ref Draft Homebush Precinct Design Guide, 5.4.5, page 73

Whilst it seems pragmatic to plan for potential future EV uptake, what measures have been put in place to compensate for the highly elevated fire risk?

“All car share spaces and spaces allocated to visitors must have a shared EV connection.”

It takes only 1 defective Lithium-Ion cell in 1 battery pack to take down a house or structure if thermal runaway is achieved. **These fires cannot be fought!**

Again, what safety measures will be put in place?

Who carried out the risk assessment?

Meanwhile, major motor-vehicle manufacturers such as VW, Mercedes, Toyota, Mazda, Honda, Ford for example, are all back pedaling on EV production and shutting down production lines due to low demand. Tesla also currently has a glut of old stock that lacks demand.

I agree it is prudent to have some capacity for EV vehicle charging, however, this should be located nowhere near the confines of a residential building.

Is it worth the incredible risk of a highly concentrated cluster of EVs parked amongst thousands of people with minimal or restricted egress from their dwellings? (High-density, high-rise buildings are not quick to evacuate in an emergency).

Also, who will be tasked with maintaining the chargers?

Population

According to Strathfield council, the LGA currently has approximately **47824 residents**. (2023).

This equates to **3,423 persons per square km**. Land area being 13.97 square km.

Ref About – Strathfield Council <https://strathfield.nsw.gov.au>

Ref <https://Profile.id.com.au>>strathfield

The City of Canada Bay Council has a population of **91385** with a population density of **4,585 people per square km**. Land area being 19.93 square km.

Ref <https://profile.id.com.au>>canada-bay

According to the institute of family studies, the average household in Australia consists of 2.5 people (2021)

Ref <https://aifs.gov.au/research/facts-and-figures/population>

The total people between the two Councils comes to,

$$47824 + 91385 = \mathbf{139209 \text{ people}}$$

The total land area between the two Councils comes to,

$$13.97 + 19.93 = \mathbf{33.9 \text{ square km}}$$

If we do the math in terms of population increase,

$$\mathbf{16,100 \text{ new dwellings} \times 2.5 \text{ people per household} =}$$

$$\mathbf{\text{Increase of } 40,250 \text{ people.}}$$

$$\mathbf{\text{Total } 139209 + 40250 = 179459 \text{ people.}}$$

This is a 28.9% increase in population across both LGAs.

Persons per square kilometer increase from 4106 to 5293 people per square kilometer. (Between both councils)

This is the kicker though,

The Homebush TOD is 200 ha or 2 square km in area.

This will give the Homebush TOD a total population density of,

40250 divided by 2 square km =

20,125 people per square km

(Not including existing residences that will remain)

On these metrics alone, the Homebush TOD re-zoning proposal should be discarded. This savage population increase is, put simply, un-sustainable and highly irresponsible.

FURTHER QUESTIONS...

I'd like to recognize great effort has been made to address all concerns in advance. I'd like some further clarification and detail in some areas.

“Up to 2670 new jobs” has been claimed. Please expand on this claim.

What jobs are these specifically?

Are they a product of construction only or ongoing in perpetuity?

How was 2670 jobs arrived at?

How will 2670 jobs support 16,100 new dwellings?

With regard to Powell's Creek and Mason Park Wetlands,

What measures will be put in place to ensure the NSW Biodiversity Conservation ACT 2016 will be upheld and the local environment protected?

With regard to parking,

Even with the “transition to lower car ownership”, currently, the average number of motor vehicles per household in Australia is 1.8.

Australian Bureau of Statistics, abs.gov.au>transport census>latest release

What pragmatic and realistic measures will be put in place to deal with the enormous influx of motor vehicles?

What does “amend the design excellence clause” practically mean?

How does squeezing an estimated 40,250 people into an already over-populated area, benefit the existing community?

Would NSW Government Legislators and Strathfield Council Counsellors/staff be willing to reside within the new Homebush TOD Re-zoning areas considering the 20,125 people per square kilometer metric?

Alternative proposals...

There is definitely scope for **sustainable** development within the Homebush TOD Re-zoning area. A minor increase in medium density dwellings would serve to bring in highly skilled professionals and talent. However, I honestly believe that the precinct would benefit much more from a boost to infrastructure and commercial development.

The aim must first and foremost be to maintain and improve the current residents' quality of living. This is contrary to the TOD proposal.

Our hospitals are struggling as it is. We've experienced Emergency wait times at Westmead Children's Hospital in excess of 10 hours and Concord Hospital in excess of 6 hours within the last 2-3 years. This is not acceptable. A substantial 24/7 medical center with a small emergency department would serve the area immensely and take the load off our larger hospitals. Not to mention, create jobs.

I mentioned earlier, with regard to the sometimes-slow response times from NSW Police, Auburn LAC. A new Police Station (or outpost) placed within the precinct would serve our LGA greatly. Especially with the high rates of theft, vandalism and break-and-enter crimes.

Another beneficial piece of infrastructure would be a large community center and community gardens for social activities, functions and support groups. This can be supplemented and run by volunteers.

An increase in planting of native plants and increasing biodiversity **on top of what we currently have**, would help add value to the area, provide homes and refuge for native animals and improve our quality of life.

Areas for pop-up Food markets/stalls would boost economic activity and community interaction. Showgrounds for example.

A **commitment** to the construction of cycleways and safe pedestrian walkways to help take the **already** heavy load off our **already** congested roads and infrastructure.

Commercial development such as business parks for sustainable job growth over the long term.

Most importantly, any funds available, should firstly be targeted towards fixing and repairing existing defects within the precinct. Roads, bridges, abandoned buildings etc.

To close...

I'd like to thank those that took the time to read this and hope that this feedback helps.

I believe high-density, high-rise, mostly residential development in the Homebush TOD Re-zoning area would be greatly detrimental to the quality of life for those already living here and to the natural ecosystems adjacent.

The socio-economic and environmental risks and resulting outcomes outweigh the benefits.

Regards,

J Bentley
Homeowner, Homebush NSW 2140.
Resident of Homebush since 2013.

"We have the privilege of using the Powell's creek cycle/walkway to take our son to school every day. We always prefer to ride as we get to exercise and enjoy the environment around us."

References...

carbonpositiveaustralia.org.au

chiefscientist.nsw.gov.au, TPO3, Health Effects and Traffic-Related Air Pollution.

NSW Biodiversity Conservation Act 2016

Homebush TOD Re-zoning Proposal Document and Master plan, NSW Department of Planning, Housing and Infrastructure.

NSW Bureau of Crime Statistics and Research (BOCSAR)

Australian Bureau of Statistics, abs.gov.au>transport census>latest release

The Health Effects Institute review panel

Draft Homebush Precinct Design Guide, 5.4.5, page 73

About – Strathfield Council <https://strathfield.nsw.gov.au>

<https://aifs.gov.au>>research>facts-and-figures>population

<https://profile.id.com.au>>strathfield

<https://profile.id.com.au>>canada-bay

From: [REDACTED]
To: [DPE Homebush TOD Mailbox](#)
Subject: [SUSPECTED SPAM] Fwd: Fw: Homebush TOD Feedback
Date: Thursday, 8 August 2024 8:13:57 AM
Attachments: [HOMEBUSH TRANSPORT ORIENTED DEVELOPMENT.docx](#)

Hello,

I have made a submission through the official channels; however, I'd like to pass this through to you directly for review. I have reviewed the Master Document for the Homebush TOD and other supporting documentation.

Please see attached document which entails feedback and constructive criticisms in regard to the Homebush TOD Re-zoning Proposal.

I respectfully request that the team takes 5 minutes to read and then review this feedback as it highlights some major discrepancies.

I have contacted Strathfield Council, Canada Bay Council, Strathfield Council's planner, Dylan Porter and NSW Premier, Chris Minns.

I will be attending an information session this week to ensure I've not missed anything.

Please feel free to get back to me to discuss further.

Thankyou for your consideration

Regards

Josh Bentley
Homeowner & Resident of Homebush (2013-current).
Strathfield Council LGA.

***** The contents of this email and its attachments are confidential and intended solely for the use of the individual or entity to whom they are addressed. *****



HOMEBUSH TRANSPORT ORIENTED DEVELOPMENT

OBJECTIONS TO HOMEBUSH TOD
REZONING PROPOSAL.

J BENTLEY 02/08/2024

Hello, I'd like to provide some feedback and constructive criticism with regard to the Homebush NSW Transport Orientated Development Re-zoning proposal put forward by NSW Department of Planning, Housing and Infrastructure. I will endeavor to keep this succinct and to the point. Thank you for your consideration.

It should be noted I have reviewed the Homebush TOD Re-zoning masterplan and will highlight numerous issues with the proposal.

REASONS AGAINST...

CO₂ Emissions

The average Australian household (2.5 people) has an annual carbon footprint of approximately 15-20 tons of CO₂. With the proposal of the "16,100 new dwellings", this equates to between 241,500 & 322,000 tons of additional CO₂ annually. Air quality within the proposed zoning is already of high concern. It is generally accepted that we should be trying to reduce our carbon footprint, not grow it.

Ref carbonpositiveaustralia.org.au

Noise and traffic emissions

Adverse health effects have been observed/confirmed in association with proximity to roads. The Health Effects Institute review panel considered that there was sufficient evidence to conclude that exposure to traffic-related air pollution causes exacerbation of conditions such as Asthma, Cardio-vascular disease & respiratory disease.

Ref chiefscientist.nsw.gov.au, TPO3, Health Effects and Traffic-Related Air Pollution.

Even considering the "Transition to lower car ownership", the added strain of 16,100 new dwellings to our already over-stressed local road-network, would greatly exacerbate the decline in our local air quality. The proposals for adjustment to the road network and the supplementation of "potential for pathways and cycleways in the rezoning area" do not go far enough.

Ref Homebush TOD Rezoning proposal document for quotations.

Protecting Heritage

I have noted that some effort has been made to maintain the heritage within the proposed re-zoning area. Again, this clearly does not go far enough. Much of the quiet charm and charisma of the area will be forever lost and thus, the area's identity, lost with it. We are extremely fortunate to enjoy quiet back streets, a huge diversity of flora/fauna and historical architecture of both residential and commercial spaces.

Pollution and Protection of our Waterways

Powells Creek & the Mason Park Wetlands are a crucial part of our local ecosystem. As we know, birds use these wetlands during migration, all the way from Japan/Korea down to Tasmania in some cases. I should not need to emphasize how important these areas are. They are currently "protected" under the "NSW Biodiversity Conservation Act 2016".

With the tremendous increase in destruction/construction adjacent to Powells Creek and the Mason Park Wetlands and considering increase in effluent run-off from the proposed dwellings, this will no doubt damage the health of these areas from commencement of construction and in perpetuity.

I have noted that within the master plan, there is proposal for "Green Spaces" and the planting of more trees. Can it be highlighted how many trees will need to be removed and how many trees will be planted after development? From my initial review, it seems we will be net-negative in terms of "Green Space" post development. Please confirm.

Mandatory affordable housing

"Mandatory affordable housing contributions of between 5-10% for all new residential development within the Precinct, delivering between 805-1610 affordable homes in perpetuity"

Homebush TOD Re-zoning Proposal Document, NSW Department of Planning, Housing and Infrastructure.

According to the NSW Bureau of Crime Statistics and Research (BOCSAR), *"research suggests that areas displaying higher crime rates also display high levels of social disadvantage, and that increasingly, public (affordable) housing has been targeted toward those in greatest need, that is, the most disadvantaged."*

“Crime rates tend to be higher in disadvantaged areas, and public housing is targeted at those who are disadvantaged.”

With the proposed 805-1610 “affordable housing” dwellings, this **will** exacerbate crime rates in the precinct. This is supported by BOCSAR.

It has also been noted that there is a direct correlation between crime rates and unemployment.

According to the NSW Bureau of Crime Statistics and research, a study found that 48% (malicious damage) & 69% (assault) could be accounted for in terms of social factors alone.

Bicycle theft including break-and-enter crimes are already rampant within the precinct as well.

I **will** recognize the need for affordable housing, however, the risks associated outweigh the benefits in this case, considering the existing high density and saturation of the current area in terms of population.

Furthermore, parents and families have the right to live and raise their children in a safe environment, free from crime.

In regard to “affordable housing”, I believe the scope of the proposal is extremely irresponsible in terms of scale and the socio-economic risks associated.

Note. Response times from NSW Police, Auburn LAC vary but are often 20-30 minutes at best to the Homebush area.

Aesthetics

Contemporary, residential high-rise buildings are often anonymous and lack character whilst being barely functional. (Lack of parking and tiny footprints for example). The precinct benefits from a lot of natural and man-made features that will be lost with the proposed development. Any “green space” added will not make up for green space that will be lost. The Jacaranda bloom in October/November will be a key feature mostly lost for the North Strathfield area.

Electric vehicle charging infrastructure

Ref Draft Homebush Precinct Design Guide, 5.4.5, page 73

Whilst it seems pragmatic to plan for potential future EV uptake, what measures have been put in place to compensate for the highly elevated fire risk?

“All car share spaces and spaces allocated to visitors must have a shared EV connection.”

It takes only 1 defective Lithium-Ion cell in 1 battery pack to take down a house or structure if thermal runaway is achieved. **These fires cannot be fought!**

Again, what safety measures will be put in place?

Who carried out the risk assessment?

Meanwhile, major motor-vehicle manufacturers such as VW, Mercedes, Toyota, Mazda, Honda, Ford for example, are all back pedaling on EV production and shutting down production lines due to low demand. Tesla also currently has a glut of old stock that lacks demand.

I agree it is prudent to have some capacity for EV vehicle charging, however, this should be located nowhere near the confines of a residential building.

Is it worth the incredible risk of a highly concentrated cluster of EVs parked amongst thousands of people with minimal or restricted egress from their dwellings? (High-density, high-rise buildings are not quick to evacuate in an emergency).

Also, who will be tasked with maintaining the chargers?

Illegal Dumping

Where there's high density residential, there's dumping. Short-term leases and high turnover of property rentals contribute immensely to the dumping of household items and waste. Adding 16,100 new dwellings within a 2 sq km area, will suffocate the street-side area in waste. Regular Waste Management personnel will be unable to service this area effectively.

Population

According to Strathfield council, the LGA currently has approximately **47824 residents**. (2023).

This equates to **3,423 persons per square km**. Land area being 13.97 square km.

Ref About – Strathfield Council <https://strathfield.nsw.gov.au>

Ref <https://Profile.id.com.au>>strathfield

The City of Canada Bay Council has a population of **91385** with a population density of **4,585 people per square km**. Land area being 19.93 square km.

Ref <https://profile.id.com.au>>canada-bay

According to the institute of family studies, the average household in Australia consists of 2.5 people (2021)

Ref <https://aifs.gov.au/research/facts-and-figures/population>

The total people between the two Councils comes to,

$$47824 + 91385 = \mathbf{139209 \text{ people}}$$

The total land area between the two Councils comes to,

$$13.97 + 19.93 = \mathbf{33.9 \text{ square km}}$$

If we do the math in terms of population increase,

$$\mathbf{16,100 \text{ new dwellings} \times 2.5 \text{ people per household} =}$$

$$\mathbf{\text{Increase of } 40,250 \text{ people.}}$$

$$\mathbf{\text{Total } 139209 + 40250 = 179459 \text{ people.}}$$

This is a 28.9% increase in population across both LGAs.

Persons per square kilometer increase from 4106 to 5293 people per square kilometer. (Between both councils)

This is the kicker though,

The Homebush TOD is 200 ha or 2 square km in area.

This will give the Homebush TOD a total population density of,

40250 divided by 2 square km =

20,125 people per square km

(Not including existing residences that will remain)

On these metrics alone, the Homebush TOD re-zoning proposal should be discarded. This savage population increase is, put simply, un-sustainable and highly irresponsible.

FURTHER QUESTIONS...

I'd like to recognize great effort has been made to address all concerns in advance. I'd like some further clarification and detail in some areas.

“Up to 2670 new jobs” has been claimed. Please expand on this claim.

What jobs are these specifically?

Are they a product of construction only or ongoing in perpetuity?

How was 2670 jobs arrived at?

How will 2670 jobs support 16,100 new dwellings?

With regard to Powell's Creek and Mason Park Wetlands,

What measures will be put in place to ensure the NSW Biodiversity Conservation ACT 2016 will be upheld and the local environment protected?

With regard to parking,

Even with the “transition to lower car ownership”, currently, the average number of motor vehicles per household in Australia is 1.8.

Australian Bureau of Statistics, abs.gov.au>transport census>latest release

What pragmatic and realistic measures will be put in place to deal with the enormous influx of motor vehicles?

What does “amend the design excellence clause” practically mean?

How does squeezing an estimated 40,250 people into an already over-populated area, benefit the existing community?

Would NSW Government Legislators and Strathfield Council/Canada Bay Council Counsellors be willing to reside within the new Homebush TOD Rezoning areas considering the 20,125 people per square kilometer metric?

Alternative proposals...

There is definitely scope for **sustainable** development within the Homebush TOD Re-zoning area. A minor increase in medium density dwellings would serve to bring in highly skilled professionals and talent. However, I honestly believe that the precinct would benefit much more from a boost to infrastructure and commercial development.

The aim must first and foremost be to maintain and improve the current residents' quality of living. This is contrary to the TOD proposal.

Our hospitals are struggling as it is. We've experienced Emergency wait times at Westmead Children's Hospital in excess of 10 hours and Concord Hospital in excess of 6 hours within the last 2-3 years. This is not acceptable. A substantial 24/7 medical center with a small emergency department would serve the area immensely and take the load off our larger hospitals. Not to mention, create jobs.

I mentioned earlier, with regard to the sometimes-slow response times from NSW Police, Auburn LAC. A new Police Station (or outpost) placed within the precinct would serve our LGA greatly. Especially with the high rates of theft, vandalism and break-and-enter crimes.

Another beneficial piece of infrastructure would be a large community center and community gardens for social activities, functions and support groups. This can be supplemented and run by volunteers.

An increase in planting of native plants and increasing biodiversity **on top of what we currently have**, would help add value to the area, provide homes and refuge for native animals and improve our quality of life.

Areas for pop-up Food markets/stalls would boost economic activity and community interaction. Showgrounds for example.

A **commitment** to the construction of cycleways and safe pedestrian walkways to help take the **already** heavy load off our **already** congested roads and infrastructure.

Commercial development such as business parks for sustainable job growth over the long term.

Most importantly, any funds available, should firstly be targeted towards fixing and repairing existing defects within the precinct. Roads, bridges, abandoned buildings etc.

To close...

I'd like to thank those that took the time to read this and hope that this feedback helps.

I believe high-density, high-rise, mostly residential development in the Homebush TOD Re-zoning area would be greatly detrimental to the quality of life for those already living here and to the natural ecosystems adjacent.

The socio-economic and environmental risks and resulting outcomes outweigh the benefits.

Regards,

J Bentley
Homeowner, Homebush NSW 2140.
Resident of Homebush since 2013.

"We have the privilege of using the Powell's creek cycle/walkway to take our son to school every day. We always prefer to ride as we get to exercise and enjoy the environment around us."

References...

carbonpositiveaustralia.org.au

chiefscientist.nsw.gov.au, TPO3, Health Effects and Traffic-Related Air Pollution.

NSW Biodiversity Conservation Act 2016

Homebush TOD Re-zoning Proposal Document and Master plan, NSW Department of Planning, Housing and Infrastructure.

NSW Bureau of Crime Statistics and Research (BOCSAR)

Australian Bureau of Statistics, abs.gov.au>transport census>latest release

The Health Effects Institute review panel

Draft Homebush Precinct Design Guide, 5.4.5, page 73

About – Strathfield Council <https://strathfield.nsw.gov.au>

<https://aifs.gov.au>>research>facts-and-figures>population

<https://profile.id.com.au>>strathfield

<https://profile.id.com.au>>canada-bay

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 3 August 2024 11:04:11 AM

Submitted on Sat, 03/08/2024 - 11:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Katoomba

Please provide your view on the project

I object to it

Submission

My feedback relates to the entirety of the proposal, in relation to affordable housing levels.

It seems neglectful of the NSW Government to not enforce or entrench a minimum of 10-15% of affordable options to be included in every development. With some of these zones having a little as 3% proposal yet majority of these areas require expansion of housing stock for renters that are affordable.

I am all disgusted that the proposals do not have an equality focus between affordable and high-end housing options. Surely to tackle the housing affordability within Sydney, this needs to be a mandated requirement!? Do people in lower paying jobs in the private rental market or coming in to home ownership deserve the same favouritism as those who could afford to buy or rent the higher end of the market?

Without mandated change required if developers, this hosting conundrum will not change! Higher prices for sale or rent can not be adjusted over time without the stock levels of new properties reflecting the reality of housing needs in all areas across Sydney...whether a low or fixed income person, or someone earning extravagant incomes.

I am very disappointed in this Government for not being genuine in backing up rhetoric with real actions.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Saturday, 3 August 2024 5:03:19 PM

Submitted on Sat, 03/08/2024 - 17:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush West

Please provide your view on the project

I am just providing comments

Submission

I have lived in Homebush West for nearly 24 years.

Before you decide to re-zone Homebush West, please look into how to ensure car traffics jams can be minimised at the corner of Bridge St and Loftus Crescent & Century Drive and Arthur Street. There are two traffic lights that goes green for less then 10 seconds during peak hour that causes extreme congestion where it will take us 10 minutes to get out of the intersections.

Example from century drive turning left into Arthur St & driving from Arther St heading into Railway St.

IT is not safe to walk down from Flemington Station to The Crescent as there is not enough Street lights and including the Airey Park. There is only 2 street lights and nothing for the footpaths inside the park.

I have neighbours next door to my parents that have many people living in a house that is sharing bedrooms. We have people going in and out and leaving their rubbish all across the yard and onto the street. Cars are blocking out drive ways.

Too much apartments are being built that is causing more vehicles trying to fight for a carpark spot and they will block the house drive way which is extremely infuriating when you cannot get out or in withing ripping off your bumper.

I live in Henley Rd and it's extremely hard to get into my garage as it's congested with cars trying to get into the carpark as people do their groceries shopping on the weekends.

I do not want Homebush West to be the next Cabramatta where people fight for car park spots and the street to be dirty and to be more unsafe to come home to at the end of the night. (I work within the hospitality industry where train home extremely late)

Upgrade Homebush Station as a priority. Build elevators for those who have prams and trollies. Have more train coming to Homebush rather then waiting 30-40minutes. Car are "stopping" outside the station to pick up passengers however the street is so narrow that I have cars on the other side not stopping to let other side go first where they will hit into you.

During Friday night and Saturday night, parents are picking up their kids from Pre-Uni that also cause so much congestion that you must have a council worker to direct traffic since it's bloody ridiculous to get to Stratfield without being caught in the traffic.

Homebush to Strathfield should be less then a 10minute drive rather then 30 minutes.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 8:52:03 AM

Submitted on Sun, 04/08/2024 - 08:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I support it

Submission

Great to see some positive action towards housing development including affordable housing.

As an owner of a unit on [REDACTED] Knight St Homebush, my feedback below:

Buildings 7 and 11 Knight St (positioned so close to Homebush train station), should be viewed as an opportunity to house more citizens with some quota for social housing including disability housing.

Both 7 and 11 buildings are two tired, barley habitable buildings, they should not be heritage listed.

With building 7, we are a "small grass root" strata unit with reduced financial capacity to

manage basic maintenance let alone renovation. Expenditure for major maintenance has a risk of reducing us to deeper financial hardship.

Buildings numbered 7 and 11 on Knight Street, their assessment outcome should be applied equally to both sites ie both heritage listed or both heritage exempt.

These two sites combined are instrumental in creating more affordable, quality housing with reduced pressure on transportation and infrastructure due to close proximity to existing, multiple transport routes, schools, libraries, parks, religious centres and retail services.

Building 7 Knight Street should not be considered in isolation.

The real developmental benefit from a consolidation of both these sites is that it would help more people, from all walks of life and financial means, have an opportunity own their own home. A "real fair go".

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 6:54:28 PM

Submitted on Sun, 04/08/2024 - 18:54

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Reid

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I am just providing comments

Submission

I support increasing the supply of housing and density in the proposed area. However, I have concerns that the increase in population will lead to more cars on the roads which will adversely impact quality of life in the area. Parramatta Road is currently a blight on the urban landscape. It is overrun with cars making the area hostile to pedestrians and cyclists and limiting the potential for commercial activity along the road. It is a matter of urgency that measures be taken to reduce the amount of traffic on Parramatta Road and improve the overall amenity of the corridor to pedestrians and cyclists. This would then lead to a rejuvenation of commercial activity along the road.

The construction of more housing in the area would also increase demand for a range of facilities including schools, childcare, recreation facilities, green space and medical facilities. These must be made a priority and cannot be left at the whim of commercial developers. Hence, government must lead in ensuring all these essential facilities are built

and are sufficient to meet the needs of the community.

Another aspect of the housing supply is that it must provide for adequate provision of affordable and social housing. Again this must not be left to commercial developers. Government should build social housing directly to ensure there is adequate supply. In addition commercial developments must have a mandated 10% dedicated to social or affordable housing.

All of these things cost money and the government must consider reform of land and property based taxes to ensure that these do not place an unsustainable burden on the budget. Land value capture tax should be considered to capture the increase in value that will come with higher density development and the construction of the Metro West railway line. In addition, stamp duty should be abolished and replaced with a land tax.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 7:32:54 PM

Submitted on Sun, 04/08/2024 - 19:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2135

Please provide your view on the project

I support it

Submission

First home buyer looking forward to buy a home once the development starts

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 8:13:18 PM

Submitted on Sun, 04/08/2024 - 20:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Violet

Last name

Ski

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I object to it

Submission

Homebush does not have the capacity for more developments. This is just a cash grab from councils. The streets are already congested with bumper to bumper traffic and parking is a concern when council has increased 2hr parking zones. It's a joke. Why don't they build more units around council's door step there only meters away from public transport.

Homebush has always been a tranquil area you have changed the whole dynamics of the community at there is not enough infrastructure to accommodate all these people. Council does is book every car for leaving your car on the street for two hours and restrict permits with conditions and not allowing residents that pay rates to have a parking permit. High density zoning should be in new areas where the infrastructure has been built to accommodate a large volume and capacity of people. Olympic Park would be a better option for more high-rise units that would suit everyone needs. most days you don't even want to leave your house because of all the traffic at your doorstep . Someone that lived in the area for a long period of time I find myself wanting to leave planning will not benefit

the area. Most homeowners in the area have lived here for a long period of time so why should they have to sell up and move and relocate somewhere completely new because you guys have thought of this major plan to put more high density units? Elderly people have the right to stay in their own homes, and not be forced to sell due to development

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 8:14:57 PM

Submitted on Sun, 04/08/2024 - 20:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield

Please provide your view on the project

I am just providing comments

Submission

Please make sure that we have enough open spaces, enough transport options like increasing the frequency of trains at a North Strathfield and Homebush stations and enough street lighting to cater for the darker and winter months

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 9:12:42 PM

Submitted on Sun, 04/08/2024 - 21:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield 2135

Please provide your view on the project

I object to it

Submission

Parramatta Road is already congested with so many car dealers, shopping complexes, eateries. Even on weekends its really difficult for residents living around Parramatta Road to avoid congestion.

I live in Cooper Str, Strathfield and almost dont use my car because of this congestion and you are planning to add more housing and people to increase this congestion.

I propose if this plan goes ahead then you'd need to incentivise people from using public transport more, example providing concession Opal fares, or toll relief from using M4, and/or some special car registration and CTP concession for people to use their cars only during off-peak hours, these benefits to residents living in these areas.

Only this way congestion could be controlled and people are encouraged to use public transport.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 11:18:14 PM

Submitted on Sun, 04/08/2024 - 23:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Dinesh

Last name

Kumar

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

I support the rezoning proposal as the entire space is close to the station and would help the community to grow further.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 11:20:36 PM

Submitted on Sun, 04/08/2024 - 23:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Arya

Last name

Dhingra

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

I have looked at the Homebush rezoning proposal and am very happy with it. This should be implemented as early as possible.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 11:22:04 PM

Submitted on Sun, 04/08/2024 - 23:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mamta

Last name

Dhingra

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

I want the Homebush rezoning proposal accepted and implemented as it would be better outcome for all residents in the area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Sunday, 4 August 2024 11:23:55 PM

Submitted on Sun, 04/08/2024 - 23:23

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kannagi

Last name

Dhingra

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield NSW 2137

Please provide your view on the project

I support it

Submission

I like the Homebush rezoning proposal and would like it implemented as early as possible.
With new Metro station coming up, it makes sense to get the entire area rezoned.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 9:19:16 AM

Submitted on Mon, 05/08/2024 - 09:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Venkata Diwakar

Last name

Kundenamadugu

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2135

Please provide your view on the project

I object to it

Submission

Hello, Parramatta road is a bottle neck and already it suffers heavy congestion. Increasing the population density in such a delicate precinct would impact hundreds of people traversing through that bottle neck.

Why not build micro cities around Sydney and encourage companies to move away out of cbd?

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 1:35:36 PM
Attachments: [submission-jul-2024-tod-\[REDACTED\].pdf](#)

Submitted on Mon, 05/08/2024 - 13:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Strathfield 2135

Submission file

[submission-jul-2024-tod-\[REDACTED\].pdf](#) (496.18 KB)

Submission

31st July 2024

Anthea Sargeant

Department of Planning & Housing & Infrastructure

Submission via on-line portal

RE: State led Rezoning - Homebush

Instruction

I have been appointed by [REDACTED] to conduct a current market valuation of [REDACTED] Swan Ave, Strathfield and determine implications of the proposed "Homebush State-led Rezoning" dated July 2024 prepared by Cox architecture.

Current Market Value

Please see the attached report dated 29th July 2024. ■ Swan Ave is a large, freestanding federation residence on a 598m² block, with a current market value of \$3.5m.

It should be noted, that if the property was offered tomorrow, interest would be shown from a number of prospective purchasers, including:

- Duplex potential (as demonstrated at 34 and 10 Swan Ave)
- Existing multi-generational home
- Site for a new home
- Restoration to a single federation home

The property is extremely well located, with significant improvements on a generous parcel with 15.24m frontage.

Proposed Rezoning

■ Swan Ave is within the Strathfield Triangle, the northern neighbor to 20 Swan which is a heritage item.

Indicative Value based on 2.8:1 FSR

One of the most recent sales in the locale of a DA approved apartment site is 15 Homebush Rd, which sold for \$3.88m. 809m² land area with FSR of 1.2:1, indicating a sale price of \$4,000/m² of GFA.

Adjustments:

It should be noted that the sale was made with a DA approval in place. The direct cost of preparing and submitting a DA is approximately \$15,000 per dwelling or \$20/m² of GFA.

As the DA process takes over a year, holding costs are calculated at 7%pa

Hence, a similar property to 15 Homebush Rd, without a DA in place would be expected to sell for approximately \$3,750/m² of allowable GFA

The proposed building at 15 Homebush Rd is 4 levels with a single basement.

The indicative buildings in the Strathfield Triangle rezoning are 10 to 18 levels, which would require at least 3 levels of basement parking. The building costs of a 18 storey building are substantially higher than a 4 storey building, hence the residual land value would be lower on \$/m² of GFA basis. Allow 10% adjustment.

The size of the proposed amalgamation/ block will restrict the amount of potential purchasers in the market place, it will also result in a much longer development/delivery time frame compare to a smaller building. The DA, construction, compliance and sale period is expected to take 2 years longer than 15 Homebush Rd. Allow 15% adjustment for extended holding period.

Therefore, properties within the Strathfield triangle are expected to sell for approximately \$2,750/m² of allowable GFA

This is also supported by the sale of 1-9 Marquet Street Rhodes NSW 2138 to Dei Corp which completed 16th May 2024 for \$65.5m

The property appears to have been sold in October 2021 under an option agreement.

Site area of 2902m² and allowable FSR of 7.9:1 , resulting in a permissible gross floor area of 22,925m².

Resulting in \$2,850/m² of allowable GFA (with an extended settlement period of 2.5 years)

The indicative land value of [REDACTED] Swan Ave, based on the proposed FSR of 2.8:1 would be \$4.5m.

Obstacles

The indicative value based on the proposed FSR would be dependent on a sufficient amount of neighbors agreeing to a sale at a similar rate. The indicative amalgamation of block "4C" consists of 38 existing lots. This would be virtually impossible to amalgamate without forced/compulsory acquisitions

Terms would also be required for a sale in the vicinity of \$4.5m. This could force owners to sit in limbo for up to 2.5 years (as per Rhodes sale above). In a buoyant market, a perceived premium over the existing value can quickly become eroded. If the market moves at 10% pa, [REDACTED] would not be able to purchase a similar house in a similar location with the sale proceeds.

Current Value of existing home \$3.5m, sale price of \$4.5m under a 2 year option.
Value of similar house at time of settlement assuming 10%pa growth = \$4.23m + stamp duty of \$215,000 = \$4.445m

Hence the proposed FSR of 2.8:1 will not create enough of an uplift in value to encourage development. Home owners would need to endure the stress of moving and looking for a new property with the reality of ending up in the same financial position.

It should be noted, recent developments of 10 and 34 Swan Ave of new duplexs have a higher existing value than the land value under the proposed re-zoning.

A new duplex on 300m² of land, is worth approximately \$3.5m,

Please refer to the recent sales below (source RP data)

The proposed rezoning would indicate a land value of \$2.25m for each duplex, which is \$1.25m BELOW the current VALUE. Simply, the proposed rezoning is not viable.

In order for a developer to pay market value for 10, 10a and 34 & 34a Swan, they would need to pay less for other properties, like Mrs Kwak's.

It is my professional opinion, that the proposed rezonings of floor space ratios of less than 3:1, are very unlikely to be developed based on current market conditions, given the value of existing homes.

Concerns

Developer led Amalgamation

There is a concern that 12-18 Swan Ave and/or 24 to 30 Swan Ave are developed as individual buildings.

Should the proposed rezoning come into force, a developer could acquire 4 adjoining properties to deliver a building as set out above and take the matter to the Land and Environment Court.

Should the developer be successfully, they would of achieved an FSR in the vicinity of 4.5 to 5:1, as the proposed FSR considers the whole of block 4C, including the various height

limits, open space and heritage items. In doing so, the developer would greatly benefit at the expense of remaining lots.

Should 12 -18 and 23-30 be approved as standalone buildings, there is then no development potentially or land value to [REDACTED] Swan Ave, as it is just proposed open space which will not get delivered.

Continuation of current uses

As demonstrated with the recent sale of 34 Swan Ave, there is an appetite for duplex developments.

Should the proposed rezoning proceed, how would council assess a proposal for a duplex or a new home? Would continuation of existing uses remain? Please provide a response.

Zoning

Is the proposed zoning of [REDACTED] property at [REDACTED] Swan Ave going to remain Residential or change to Recreation? Please respond

We would strongly oppose RE1 zoning as it would have a significant negative effect on value. If it were to change to RE1, we would expect council to acquire based on the potential upzoning and provide stamp duty and solatium.

Conclusion

[REDACTED] understands the need for housing and is generally supportive of increased densities, however her family need somewhere to live and would like to stay in the Strathfield area.

The proposed rezoning does not provide a sufficient uplift in value to encourage development. As demonstrated, the proposed land value is still less than the current value of some dwellings within the proposal. Even for properties which will appear to have a 25-30% uplift in value (land value of proposed zoning compared to value of existing property), a developers terms (extended settlement), reliance on amalgamation with an extensive amount of neighbours, as well as moving costs, stamp duty and any CGT liabilities quickly erode any gain and compound the stress levels.

Based on current construction costs, apartment sale prices and values of existing dwellings, I expect properties with FSR's in the vicinity of 3.5-4:1 and greater to be viable and developed. Anything less than this is likely to remain as is. Hence it is important to clarify that existing allowable uses, such as the construction of new duplex's will continue to be permissible.

Clarity on amalgamation patters and proposed Open space is required. What steps will be taken to prevent developers from achieving smaller amalgamations with higher FSR's and avoid delivering the open space.

[REDACTED] is concerned a 15 storey building could be built at 24-30 Swan Ave, her property would then be an isolated (20 Swan is a heritage item) and spend most of the day in shadow, resulting in a decline in value along with the complications of living on a construction site for 2-3 years.

Your consideration and response to the above is appreciated.

Regards,

[REDACTED]

Grad. Dip Property Development (UTS)
CPV AVI29723 & LREA



I agree to the above statement
Yes



BRELLATRAC

Agency. Acquisition. Advisory

31st July 2024

Anthea Sargeant
Department of Planning & Housing & Infrastructure
Submission via on-line portal

RE: State led Rezoning - Homebush

Instruction

I have been appointed by [REDACTED] to conduct a current market valuation of [REDACTED] Swan Ave, Strathfield and determine implications of the proposed "Homebush State-led Rezoning" dated July 2024 prepared by Cox architecture.

Current Market Value

Please see the attached report dated 29th July 2024. [REDACTED] Sawn Ave is a large, freestanding federation residence on a 598m² block, with a current market value of \$3.5m

It should be noted, that if the property was offered tomorrow, interest would be shown from a number of prospective purchasers, including:

- Duplex potential (as demonstrated at 34 and 10 Swan Ave)
- Existing multi-generational home
- Site for a new home
- Restoration to a single federation home

The property is extremely well located, with significant improvements on a generous parcel with 15.24m frontage.

Proposed Rezoning

[REDACTED] Swan Ave is within the Strathfield Triangle, the northern neighbor to [REDACTED] Swan which is a heritage item.

Strathfield Triangle

Proposed Planning Controls

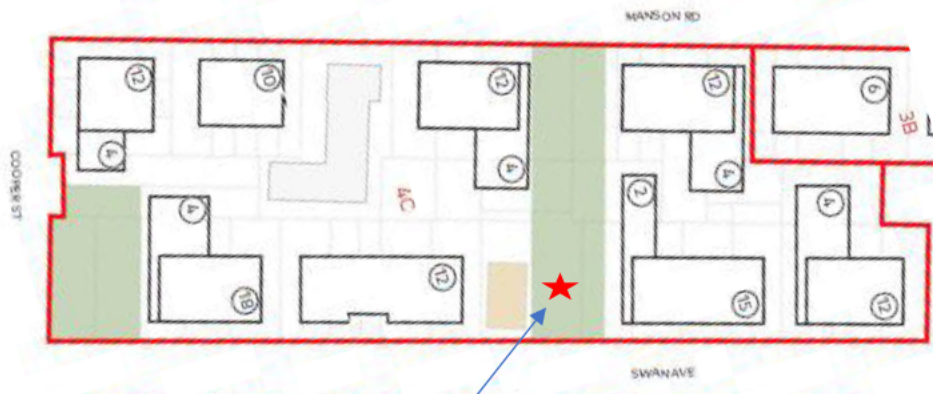
#	Lot Size	HOB	No. Storeys	FSR	Non-Residential GFA	Residential GFA
1A	4,218m ²	28-60m	8-18	3.6:1		15,184m ²
1B	7,202m ²	60-114m	18-34	3.6:1		25,927m ²
1C	3,337m ²	101m	30	3.6:1		12,013m ²
2A	1,858m ²	25m	8	2.2:1		4,087m ²
2B	4,156m ²	28m	8	2.2:1		9,143m ²
3A	3,043m ²	21m	8	1.9:1		5,781m ²
3B	3,430m ²	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

Source: p100 of Homebush State led Rezoning



BRELLATRAC

Agency. Acquisition. Advisory



■ Swan Ave, within block 4C, proposed FSR of 2.8:1 , forming part of planned “open space”

Indicative Value based on 2.8:1 FSR

One of the most recent sales in the locale of a DA approved apartment building at 15 Homebush Rd, which sold for \$3.88m, 809m² land area with FSR of 1.2:1, indicating a sale price of \$4,000/m² of GFA.

Adjustments:

It should be noted that the sale was made with a DA approval in place. The direct cost of preparing and submitting a DA is approximately \$15,000 per dwelling or \$20/m² of GFA

As the DA process takes over a year, holding costs are calculated at 7%pa.

Hence, a similar property to 15 Homebush Rd, without a DA in place would be expected to sell for approximately \$3,750/m² of allowable GFA

The proposed building at 15 Homebush Rd is 4 levels with a single basement.

The indicative buildings in the Strathfield Triangle rezoning are 10 to 18 levels, which would require at least 3 levels of basement parking. The building costs of a 18 storey building are substantially higher than a 4 storey building, hence the residual land value would be lower on \$/m² of GFA basis. Allow 10% adjustment.

The amalgamation/ block will restrict the amount of potential purchasers in the market place, it will also result in a much longer development/delivery time frame compare to a smaller building. The DA, construction, compliance and sale period is expected to take 2 years longer than 15 Homebush Rd. Allow 15% adjustment for extended holding period.

Therefore, properties within the Strathfield triangle are expected to sell for approximately \$2,750/m² of allowable GFA



BRELLATRAC

Agency. Acquisition. Advisory

This is also supported by the sale of 1-9 Marquet Street Rhodes NSW 2138 to Dei Corp which completed 16th May 2024 for \$65.5m

The property appears to have been sold in October 2021 under an option agreement.

Site area of 2902m² and allowable FSR of 7.9:1, resulting in a permissible gross floor area of 22,925m².

Resulting in \$2,850/m² of allowable GFA (with an extended settlement period of 2.5 years)

The indicative land value of Swan Ave, based on the proposed FSR of 2.8:1 would be \$4.5m,

Obstacles

The indicative value based on the proposed FSR would be dependent on a sufficient amount of neighbors agreeing to a sale at a similar rate. The indicative amalgamation of block "4C" consists of 38 existing lots. This would be virtually impossible to amalgamate without forced/compulsory acquisitions

Terms would also be required for a sale in the vicinity of \$4.5m. This could force owners to sit in limbo for years (as per Rhodes sale above). In a buoyant market, a perceived premium over the existing value can quickly become eroded. If the market moves at 10% pa, would not be able to purchase a similar house in a similar location with the sale proceeds.

Current Value of existing home \$3.5m, sale price of \$4.5m under a 2 year option.

Value of similar house at time of settlement assuming 10%pa growth = \$4.23m + stamp duty of \$215,000 = \$4.445m

Hence the proposed FSR of 2.8:1 will not create enough of an uplift in value to encourage development. Home owners would need to endure the stress of moving and looking for a new property with the reality of ending up in the same financial position.

It should be noted, recent developments of 10 and 14 Swan Ave of new duplexes have a higher existing value than the land value under the proposed re-zoning.

A new duplex on 300m² of land, is worth approximately \$3.5m,


Please refer to the recent sales below (source RP data)

[REDACTED]




BRELLATRAC


Agency. Acquisition. Advisory





Distance: 0.83Km


4A CROSS STREET CONCORD NSW 2137

 4

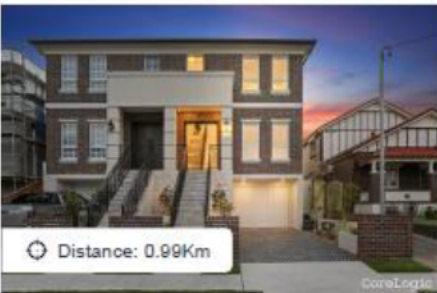
 3

 3

 479 m²


 271 m²


Property Type:	House	Dev Zoning:	Low Density Residential
Land Use:	-	Year Built:	2007
Sale Price:	\$3,680,000	Sale Date:	17 Feb 2024
Sale Type:	-	Owner Type:	Owner Occupied
Owner Name:	MILJKOVIC		
Lot Plan:	2/DP1124418		





Distance: 0.99Km


32A MACNAMARA AVENUE CONCORD NSW 2137

 5


 3

 -

 366 m²

 254 m²

Property Type:	House: Duplex	Dev Zoning:	-
Land Use:	-	Year Built:	2023
Sale Price:	\$4,000,000	Sale Date:	03 Feb 2024
Sale Type:	-	Owner Type:	Owner Occupied
Owner Name:	WILSON		
Lot Plan:	2/SP104888		





Distance: 0.92Km


53A PATTERSON STREET CONCORD NSW 2137


RECENT SALE


RECENT ADVICE

 5

 3

 1

 304 m²

 248 m²

Property Type:	House	Dev Zoning:	-
Land Use:	-	Year Built:	2023
Sale Price:	\$3,375,000	Sale Date:	18 May 2024
Sale Type:	Pending Settlement Advice	Owner Type:	Owner Occupied
Owner Name:	-		
Lot Plan:	1/DP1283240		

The proposed rezoning would indicate a land value of \$2.25m for each duplex, which is **\$1.25m BELOW the current VALUE**. Simply, the proposed rezoning is not viable.

In order for a developer to pay market value for 10, 10a and 34 & 34a Swan, they would need to pay less for other properties, like [REDACTED].

[REDACTED] opinion, that the proposed rezonings of floor space ratios of less than 3:1, are very unlikely to be developed based on current market conditions, given the value of existing homes.

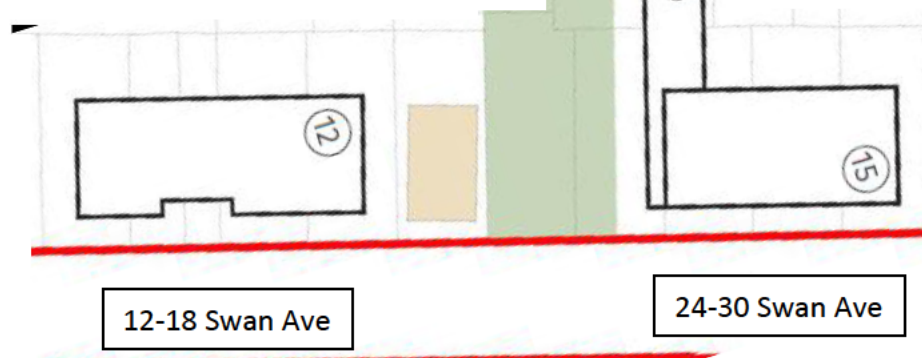


BRELLATRAC

Agency. Acquisition. Advisory

Concerns

Developer led Amalgamation



There is a concern that 12-18 Swan Ave and/or 24 to 30 Swan Ave are developed as individual buildings.

Should the proposed rezoning come into force, a developer could acquire 4 adjoining properties to deliver a building as set out above and take the matter to the Land and Environment Court.

Should the developer be successfully, they would of achieved an FSR in the vicinity of 4.5 to 5:1, as the proposed FSR considers the whole of block 4C, including the various height limits, open space and heritage items. In doing so, the developer would greatly benefit at the expense of remaining lots.

Should 12-18 and 23-30 be approved as standalone buildings, there is then no development potentially or land value to Swan Ave, as it is just proposed open space which will not get delivered.

Continuation of current uses

As demonstrated with the recent sale of 34 Swan Ave, there is an appetite for duplex developments.

Should the proposed rezoning proceed, how would council assess a proposal for a duplex or a new home? Would continuation of existing uses remain? Please provide a response.

■

■

Zoning

Is the proposed zoning of ■ property at ■ Swan Ave going to remain Residential or change to Recreation? Please respond

We would strongly oppose RE1 zoning as it would have a significant negative effect on value. If it were to change to RE1, we would expect council to acquire based on the potential upzoning and provide stamp duty and solatium.

■
■
■



BRELLATRAC

Agency. Acquisition. Advisory

Conclusion

██████ understands the need for housing and is generally supportive of increased densities, however her family need somewhere to live and would like to stay in the Strathfield area.

The proposed rezoning does not provide a sufficient uplift in value to encourage development. As demonstrated, the proposed land value is still less than the current value of some dwellings within the proposal. Even for proper ██████ appear to have a 25-30% uplift in value (land value of proposed zoning compared to value of existing property), a developers terms (extended settlement), reliance on amalgamation with an extensive amount of neighbours, as well as moving costs, stamp duty and any CGT liabilities quickly erode any gain and compound the stress levels.

Based on current construction costs, apartment sale prices and values of existing dwellings, I expect property ██████ with FSR's in the vicinity of 3.5-4:1 and greater to be viable and developed. Anything less than this is likely to remain as is. Hence it is important to clarify that existing allowable uses, such as the construction of new duplex's will continue to be permissible.

Clarity on amalgamation patters and proposed Open space is required. What steps will be taken to prevent developers from achieving smaller amalgamations with higher FSR's and avoid delivering the open space.

██████ is concerned a 15 storey building could be built at 24-30 Swan Ave, her property would then be an isolated (20 Swan is a heritage item) and spend most of the day ██████, resulting in a decline in value along with the complications of living on a construction site for 2-3 years.

Your consideration and response to the above is appreciated.

██████ regards,

Alexander Catania
Grad. Dip Property Development (UTS)
CPV AVI29723 & LREA ██████

████████████████████
████████████████████

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 2:18:50 PM

Submitted on Mon, 05/08/2024 - 14:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I object to it

Submission

The proposed road network around Strathfield Triangle (adjacent Leicester Avenue) needs to be approached with caution - especially re: noise - as this is currently a quiet pocket despite being surrounded by the rail corridor & Leicester Avenue & Parramatta Road & nearby M4 motorway / Concord Roads.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 3:00:41 PM

Submitted on Mon, 05/08/2024 - 15:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Gary

Last name

Caldarola

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I support it

Submission

Dear DPIE,

Thank you for the opportunity to provide feedback on the Homebush State-led Rezoning Draft Plan. As a resident of North Strathfield since 2006 it is great to see this clear plan. We have undergone over a decade of uncertainty since the original Urban Growth plan was release so it is very welcomed to finally see a plan with a definitive execution date.

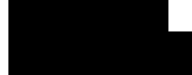
I live in [REDACTED] North Strathfield which is part of the Mena-George-Brussels block. As a group of neighbours we have amalgamated as one group with 22 out of the 25 forming a consortium. The blocks that have not come onboard yet are 6 Mena, 130 George and 7 Brussels. However, we will continue to work with them to encourage them to join the group. We were motivated to sell during the first phase back when Urban Growth were leading the rezoning and we are still very motivated.

As a group we would like to see that all the homes achieve an FSR of 2.8:1 instead of us being split into two blocks one being 2.2:1 and the other being 2.8:1. We feel this would create an even playing field for all the neighbours and reduce challenges. We also would encourage the entire block to have an increased FSR of 3.2:1 similar to adjacent blocks. We feel that as we are so close to both North Strathfield Train Station, North Strathfield Metro and Concord West Station we would meet many of guiding principles for an increased FSR and height. [L][L][L][L] With the metro, rail, M4 access and cycleways our area is perfect to uplift along with it being equidistant from CBD to Parramatta. The fundamentals to support growth in the area have only strengthened over the last decade.

There has been so much uncertainty in the community for over a decade so we are very motivated to see this Draft plan be formalised into an approved plan in October/November so that we can start executing the plans vision and create certainty for our families.

Thank you and looking forward to hearing your feedback.

[L][L][L][L] cheers, [L][L][L][L] Gary CALDAROLA



North Strathfield

I agree to the above statement
Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 4:52:29 PM

Submitted on Mon, 05/08/2024 - 16:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield

Please provide your view on the project

I support it

Submission

1. This is the ideal location for increased housing
2. My family has been waiting for this for almost 10 years
3. Obviously we will need more infrastructure but the whole development will not happen overnight giving plenty of time to increase/improve infrastructure

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 6:39:52 PM

Submitted on Mon, 05/08/2024 - 18:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

NORTH STRATHFIELD

Please provide your view on the project

I support it

Submission

AFTER SUCH A LONG PERIOD OF PLANNING, WE ARE HAPPY TO HAVE THE PROPOSED PLANS COME TO FRUITION IN THE NEAR FUTURE.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 8:00:31 PM

Submitted on Mon, 05/08/2024 - 20:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I object to it

Submission

TOD Homebush/ North Strathfield

No I do not support this TOD Homebush plan, it destroys the North Strathfield community I have grown up in and the only family home I have known. I am eighteen years old. This proposed rezoning is not the way to solve the housing crisis by displacing my community and destroying all our family homes.

TOD Homebush is a very poor plan... where is the infrastructure to support such population growth: schools, hospitals, libraries, medical centres, community centres and sporting sites.

More transports modes will be needed as our trains are already packed and at this rate the metro will be full by the time it opens.

There is also only one way in and out via George Street for car access to the cul de sacs north of Pomeroy St, North Strathfield. There are not other entry or access points.

We are also surrounded by units so we have been doing our bit to build housing stock, as the majority of old industrial sites have been replaced.

Leave North Strathfield alone, it is the wrong place for this proposed plan.

R2 for North Strathfield no to high rise R4

Leave our lovely area alone.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 10:53:28 PM

Submitted on Mon, 05/08/2024 - 22:53

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

HOME BUSH

Please provide your view on the project

I object to it

Submission

I think that Homebush has too many new housing developments already and there are far more areas of Sydney which need to take their fair share/more new developments to assist with the housing shortages. I don't see why existing unit owners should have the value of their flats reduced as a consequence of even more development when it is not shared out amongst all councils in Sydney more fairly.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Monday, 5 August 2024 11:32:41 PM

Submitted on Mon, 05/08/2024 - 23:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2133

Please provide your view on the project

I am just providing comments

Submission

I support the increase in housing supply in Homebush.

I support in principle the idea of transport oriented development.

But in the midst of a housing crisis, decades in the making, we need govts (Fed and State) to build and maintain social and affordable housing, to guarantee that the housing that is built does not price out most people. That means that govts need to invest more in making the TOD happen - not private developers.

If the govt is incapable of that, then mandate that at least 15% of the dwellings are designated as affordable, where 'affordable' is not pegged to the market rate, but to average income. Yes, govt subsidies will be needed to make this happen. But if the NSW Govt is genuinely interested in tackling the housing crisis, it can't be left to private developers.

Please please take this seriously.

I agree to the above statement
Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 3:24:29 AM

Submitted on Tue, 06/08/2024 - 03:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I support it

Submission

i support the draft for my area. it will provide accommodation for many more people with great transport options in Homebush/North Strathfield.

in fact higher FSR and height ratios than the draft would provide for future population growth closer to the city. the area for rezoning can also be expanded.

thankyou for your efforts

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 7:10:34 AM

Submitted on Tue, 06/08/2024 - 07:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Homebush 2140

Please provide your view on the project

I support it

Submission

I support it

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 8:21:40 AM

Submitted on Tue, 06/08/2024 - 08:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Peter

Last name

Garland

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I object to it

Submission

I have read the proposal and make the following comments:-

From an engineering point of view infill developments take no account of the increased pressure on:

- a) existing roads,
- b) water supply demands,
- c) sewerage infrastructure,
- d) traffic both into and around the proposed development
- e) recreational areas to accommodate the increased population
- f) power supply
- g) on and off street parking
- h) service industry such as retail, garbage collection, policing et.al..

The development proposal to increase the residential to account for the current shortfall by infill development is short sighted and does not take into account the present residents living within the proposed re-zoning area. The above issues need to be resolved and implemented before a proposal needs to be considered. It is an ill thought solution by the current federal and state governments.

Alternative solutions need to be considered before you start this band-aid approach, for example new satellite cities.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 9:28:12 AM
Attachments: [submission-on-tod-plans-aug-24-william-truong.docx](#)

Submitted on Tue, 06/08/2024 - 09:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield 2137

Please provide your view on the project

I object to it

Submission file

[submission-on-tod-plans-aug-24-william-truong.docx](#) (14.12 KB)

Submission

Dear Planner

Regarding Homebush TOD rezoning

We live at [REDACTED], North Strathfield NSW 2137, and are directly impacted by these draft plans.

We wish to make the following points:

1) Proposed new road will not help reduce traffic - we object to the proposals to have a proposed new road to be built running along Powell's creek, directly on our land. Our house/land is within the footprint of the new road.

This road will have no benefit to the traffic flow around our area. It will merely push traffic around but will not take traffic away from our area.

2) We make submission that under no circumstances and for any level of Government to make compulsory acquisition of our home and land. We have built our home and raised our family here, so we are not keen on moving away.

3) If there is a chance of voluntary sale to a developer through rezoning of the land – we make submission that our house and land be considered for sale together with other house/land nearby.

We should not be considered as an isolated land just because our land is earmarked for the new road. Under this case, no developer would acquire our land as there is no/or very little incentive for them to pay market price as they cannot build apartment on it (if it has been earmarked for a road).

Thank you

[REDACTED]

[REDACTED]

I agree to the above statement

Yes

Dear Planner

Regarding Homebush TOD rezoning

We live at [REDACTED], North Strathfield NSW 2137, and are directly impacted by these draft plans.

We wish to make the following points:

- 1) Proposed new road will not help reduce traffic - we object to the proposals to have a proposed new road to be built running along Powell's creek, directly on our land. Our house/land is within the footprint of the new road.

This road will have no benefit to the traffic flow around our area. It will merely push traffic around but will not take traffic away from our area.

- 2) We make submission that under no circumstances and for any level of Government to make compulsory acquisition of our home and land. We have built our home and raised our family here, so we are not keen on moving away.
- 3) If there is a chance of voluntary sale to a developer through rezoning of the land – we make submission that our house and land be considered for sale together with other house/land nearby.

We should not be considered as an isolated land just because our land is earmarked for the new road. Under this case, no developer would acquire our land as there is no/or very little incentive for them to pay market price as they cannot build apartment on it (if it has been earmarked for a road).

Thank you

[REDACTED]

[REDACTED]

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 1:26:16 PM

Submitted on Tue, 06/08/2024 - 13:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name**Last name**

100

I would like my name and personal contact details to remain confidential

Yes

Info

Email

Suburb/Town & Postcode

North Strathfield

Please provide your view on the project

I support it

Submission

Hi, as an owner of a property located within Mena St North Strathfield the plan stipulates that the FSR and height limit is drastically reduced along one side of Mena St to 1.8- 1, backing onto Argonne ST and don't agree with this planning detail whilst streets on the other side of Mena even across the rd one side of Mena St details a higher limit in floors and FSR which will likely make it less attractive to potential developers to develop this side of Mena St and means that the remaining residents will need to face the prospect of being wedged between apartment blocks throughout the precinct. It will be appreciated if the FSR and height limit can be reviewed to be inline with other streets within the TODD precinct of Homebush

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 3:14:28 PM

Submitted on Tue, 06/08/2024 - 15:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Justin

Last name

Wu

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2140

Please provide your view on the project

I support it

Submission

To make this plan more sense, Ismay ave FSR should increase to match with height limits.

This area is primed for developments.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 3:38:22 PM
Attachments: [submission1.pdf](#)

Submitted on Tue, 06/08/2024 - 15:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

North Strathfield

Please provide your view on the project

I support it

Submission file

[submission1.pdf](#) (64.27 KB)

Submission

File attached

I agree to the above statement

Yes

Dear DPIE,

Thank you for the opportunity to provide feedback on the Homebush State-led Rezoning Draft Plan.

As a resident of North Strathfield since 1989 it is great to see this clear plan.

We have undergone over a decade of uncertainty since the original Urban Growth plan was release so it is very welcomed to finally see a plan with a definitive execution date.

I live at 16 Mena St North Strathfield which is part of the Mena-George-Brussels block.

As a group of neighbours we have amalgamated as one group with 21 out of the 25 forming a consortium.

We were motivated to sell during the first phase back when Urban Growth were leading the rezoning and we are still very motivated.

As a group we would like to see that all the homes achieve an FSR of 2.8:1 instead of us being split into two blocks, one being 2.2:1 and the other being 2.8:1.

We feel this would create an even playing field for all the neighbours and reduce challenges. We also would encourage the entire block to have an increased FSR of 3.2:1 like adjacent blocks.

We feel that as we are so close to both North Strathfield Train Station, North Strathfield Metro and Concord West Station we would meet many of guiding principles for an increased FSR and height.

With the metro, rail, M4 access and cycleways, our area is perfect to uplift along with it being equidistant from CBD to Parramatta.

The fundamentals to support growth in the area have only strengthened over the last decade. There has been so much uncertainty in the community for over a decade so we are very motivated to see this Draft plan be formalised into an approved plan in October/ November so that we can start executing the plans vision and create certainty for our families.

Thank you and looking forward to hearing your feedback.

regards,

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED], North Strathfield

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 3:41:34 PM

Submitted on Tue, 06/08/2024 - 15:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2137

Please provide your view on the project

I support it

Submission

Yes, I'm in support of the proposal in order to ease housing shortage and reduce residential rents.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Homebush TOD Mailbox](#)
Subject: Webform submission from: Homebush TOD rezoning proposal
Date: Tuesday, 6 August 2024 7:10:51 PM

Submitted on Tue, 06/08/2024 - 19:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

████

Last name

████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

Homebush

Please provide your view on the project

I object to it

Submission

The area is already too congested

I agree to the above statement

Yes