ARUP

NSW Department of Planning, Housing and Infrastructure

Homebush TOD Rezoning

Precinct Transport Statement

A.8 | 3 July 2024

Job number 299333-00

Arup Pty Limited | ABN 18 000 966 165

Arup Pty Limited
Level 5
151 Clarence Street
Sydney
NSW, 2000
Australia
arup.com

ARUP

Document Verification

Project title	Homebush TOD Rezoning
Document title	Precinct Transport Statement
Job number	299333-00

Revision	Date				
		Filename	Homebush TOD Rezoning PTS vA.5		
Draft Report	24/05/2024	**Description**	Draft Report, approximately 90% complete		
			Prepared by	**Checked by**	**Approved by**
		Name	VLD, RT, IB	IB	TKG
		Signature			
Draft Report (2)	14/06/2024	**Filename**	Homebush TOD Rezoning PTS vA.6		
		Description	Draft Report		
			Prepared by	**Checked by**	**Approved by**
		Name	VLD, RT, IB	IB	TKG
		Signature			
Draft Report (3)	28/06/2024	**Filename**	DRAFT FINAL Homebush TOD Rezoning PTS vA.7		
		Description	Final Report for Exhibition		
			Prepared by	**Checked by**	**Approved by**
		Name	VLD, RT, IB, EY	IB	TKG
		Signature			

Final Report 03/07/2024 (4)	**Filename**	FINAL Homebush TOD Rezoning PTS vA.8
	Description	Final Report for Exhibition

	Prepared by	**Checked by**	**Approved by**
Name	VLD, RT, IB, EY	IB	TKG
Signature			

Issue Document Verification with Document ✓

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1. Introduction

1.1 Document Purpose

Arup was engaged by the Department of Planning, Housing and Infrastructure (DPHI) to deliver this Precinct Transport Statement (PTS) to support the proposed Homebush Accelerated Precinct Transport Oriented Development (TOD) rezoning proposal. The NSW Government is seeking an uplift in housing and jobs in proximity to existing and planned rail infrastructure. The PTS summarises the transport response to the transformation of the Homebush TOD Precinct and will:

- Set out the transport vision and objectives.
- Outline the strategic context and previous bodies of work.
- Identify existing challenges and potential opportunities.
- Propose transport responses to enable the outcomes of the rezoning and transport vision.

The PTS synthesises previous transport studies prepared by State and Local Government agencies relevant to the Homebush TOD Accelerated Precinct (the precinct). This study draws together the range of findings and recommendations put forward across several strategic planning and infrastructure delivery programs relevant to the precinct. The existing investigation has been supported by a new active transport investigation.

1.2 Document Structure

The structure of this document is summarised in Table 1.

Table 1: Document structure

Section	Description
Introduction	Purpose of the study, document structure, background to the Homebush TOD rezoning, an overview of the previous transport studies and the report limitations.
Strategic Context	Identifies the planning context, existing place and movement context and the previous recommendations made as part of prior studies and plans.
Vision	Outline the transport vision and objectives for the precinct
Challenges and Opportunities	Identifies the transport challenges facing the precinct and opportunities to support the vision and objectives.
Proposed Homebush TOD Master Plan	Summarises the Master Plan for the precinct including yields and trip generation.
Transport Response	Summary of proposed transport response to the challenges and opportunities identified in Section 6
Recommendations and next steps	Concluding key findings and recommendations for next steps including matters to be managed during further development stages

1.3 Study Area

The study area (Figure 1) extends across two local government areas (LGA), City of Canada Bay Council and Strathfield Council. The precinct is bordered by several key road and rail corridors including the T9 Northern rail line, Homebush Bay Drive, and the T1 Western rail line. Major movement corridors, the M4 Western Motorway, Parramatta Road and Concord Road/Leicester Ave, also run through the precinct.

The precinct includes the local centres of Strathfield, North Strathfield, and Homebush, which sit adjacent to the existing rail stations within the Precinct.

A new Metro station is being delivered at North Strathfield station as part of the Sydney Metro West that will connect Westmead, Sydney Olympic Park, Parramatta CBD, and Sydney CBD with frequent and reliable Metro services. At North Strathfield, it will serve as an interchange for passengers on the T9 Northern line.

There are several green and blue spaces within the precinct, including the Powells Creek corridor that connects Ismay, Allen and Arnotts Reserves within Homebush and to Bicentennial Park and Sydney Olympic Park to the north. Additionally, large open spaces are within the precinct's vicinity such as Mason and Bressington parks with sporting fields; and Bicentennial Park and Sydney Olympic Park offering trails, playgrounds and a plethora of sporting facilities. The Powells Creek corridor runs north-south through the centre of the precinct parallel to the T9 Main Northern Rail Line, providing a critical passive and active open space, and key active transport north-south spine.

The precinct is well connected to recreational cycling routes including the Cooks River Cycleway to the south (via on-road, mixed traffic facilities) and Sydney Olympic Park and Bicentennial Park. A potential east-west cycling link connecting east of the study area was identified by the City of Canada Bay to provide a link to the Bay Run and onwards towards Sydney CBD.

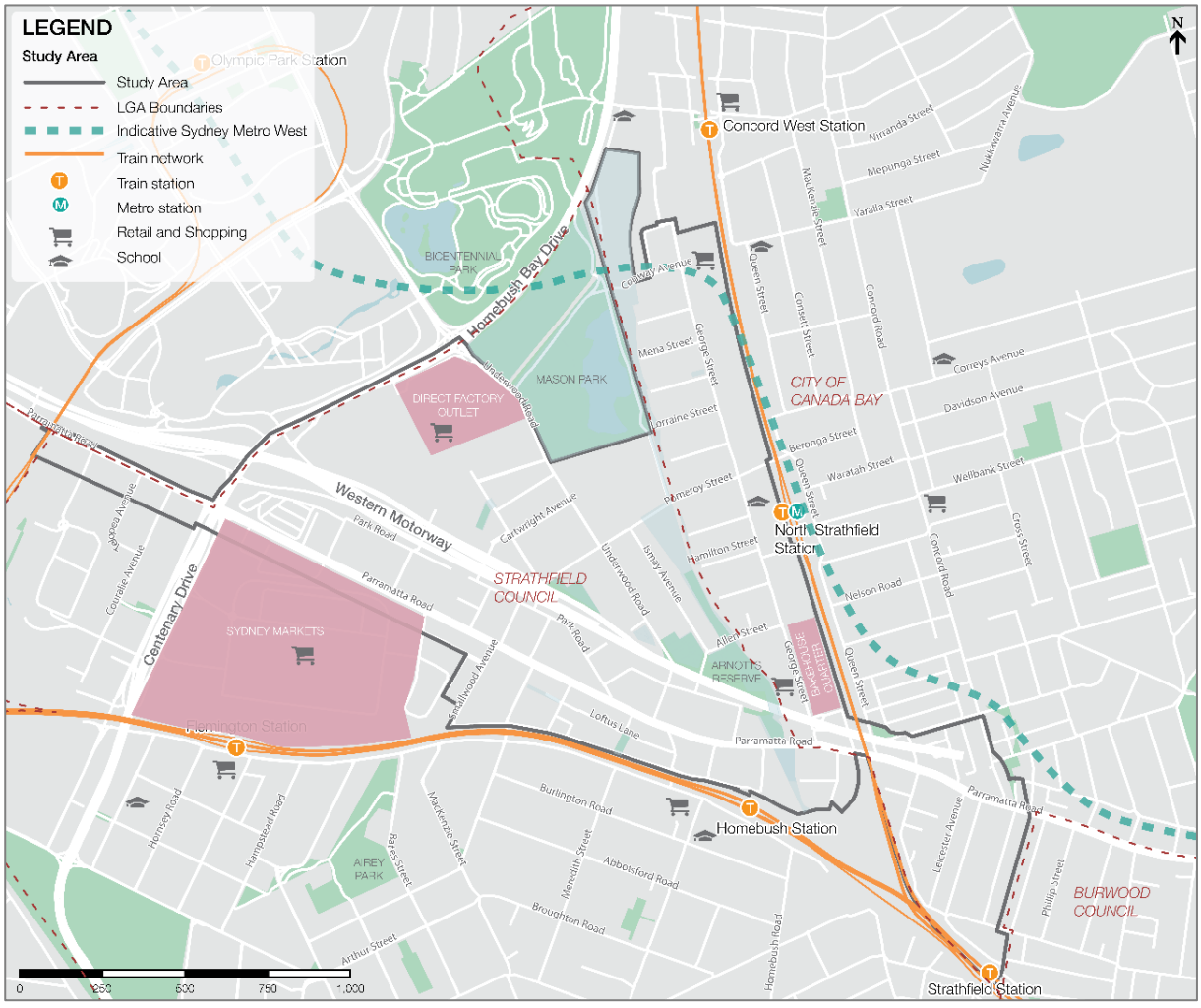


Figure 1: Study Area

1.4 Homebush TOD Rezoning

The Homebush State-led rezoning project seeks to rezone part of the Homebush Precinct as defined in the NSW Government endorsed Parramatta Road Corridor Urban Transformation Strategy 2016 (PRCUTS).

The rezoning proposal will validate and update existing planning work and identify opportunities for further growth in the Homebush Precinct through refinements to the PRCUTS planning controls, where appropriate.

The rezoning proposal will result in a set of revised planning controls for the precinct that aim to enable renewal and redevelopment of the area to provide additional housing, jobs, open space, transport connections and community infrastructure through good urban design and addressing infrastructure needs. DPHI is leading the rezoning in Homebush as part of the Transport Oriented Development (TOD) program.

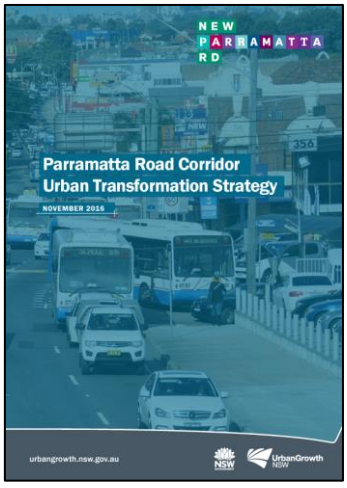
In December 2023, the NSW Government announced the TOD Program to unlock more well-located homes close to transport, jobs and services. Homebush was identified as one of eight tier one accelerated precincts for State-led rezoning to deliver up to 47,800 new homes over the next 15 years.

The objectives of the program are to:

- increase housing supply in well-located areas.
- enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations.
- deliver housing that is supported by attractive public spaces, vibrancy, and community amenity.
- increase the amount of affordable housing in these locations.

1.5 Previous Transport Studies and Plans

A suite of previous regional and local planning documents and transport studies concerning the Homebush area are summarised within this section. It is noted that these documents specific to Homebush respond to broader regional strategic plans and policies, intent and contents of which are captured within these documents. Six principal strategic and planning documents that have been reviewed to understand previous recommendations and inform transport gaps are described below.

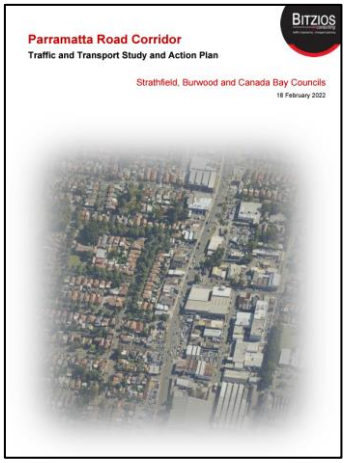


Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) (2016)

The PRCUTS is NSW Government's endorsed 30-year plan to grow employment and population along the Parramatta Road corridor. The strategy proposed to transform Homebush into an active and varied hub, blending mixed-use and higher density housing supported by a network of green links and open space with walking access to major transport hubs of Homebush, Strathfield, North Strathfield and Concord West stations. PRCUTS predates the announcement of Sydney Metro West however represents the key overarching strategic intent for Homebush.

Key transport relevant aspects have been drawn from the following PRCUTS supporting documents:

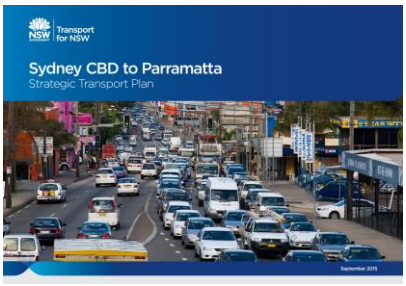
- Implementation Plan (2016 – 2023)
- Planning and Design Guidelines
- Infrastructure Schedule
- Urban Amenity Improvement Plan
- Strategic Transport Plan



Parramatta Road Corridor Traffic and Transport Study and Action Plan (PRTTAP) (2022)

The PRTTAP was prepared in February 2022 by Bitzios Consulting. The study was jointly commissioned by the City of Canada Bay, Burwood Council and Strathfield Council, in response to a Ministerial Direction attached to the approval of rezoning proposed for the associated precincts.

The PRTTAP provides an integrated traffic and transport strategic response and action plan to support the vision outlined within PRCUTS for the Kings Bay, Burwood-Concord and Homebush precincts. The recommendations relevant to the Homebush TOD rezoning (Homebush North and Homebush South within PRTTAP) are considered within this document. In particular this investigation includes detailed transport modelling for precinct, which has been used to inform this PTS.



Transport for NSW (TfNSW) Sydney CBD to Parramatta Strategic Transport Plan (2015)

The Sydney CBD to Parramatta Strategic Transport Plan (SPSTP) provides the strategic context for integrated transport and land use planning in the Parramatta Road corridor. The SPSTP responds to projects in planning or construction at the time of writing including WestConnex, PRCUTS, Parramatta Light Rail and Sydney Metro, and against the context of Parramatta emerging as a second CBD for Sydney.

The Plan identifies capacity constraints on Parramatta Road and its feeder roads from the north and south as major impediments to growth within the corridor due to the impacts of congestion. Bus service provision, north-south connectivity across the corridor and impacts to freight movements are also cited as challenges to overcome to enable the corridor to flourish.

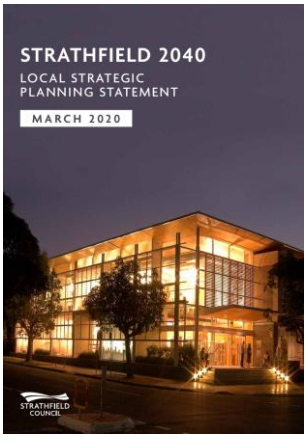
Sydney Metro West Environmental Impact Statement (EIS) (2022)

Sydney Metro West is a new 24km underground metro railway which will double railway capacity between Parramatta and the Sydney CBD. A new metro station will be constructed at the existing North Strathfield rail station, on the boundary of the Homebush TOD.

The new metro station will transform public transport access for Homebush, with a significant opportunity to capitalise on the generational public transport project with the proposed Homebush TOD rezoning. The latest publicly available information for the proposed station at North Strathfield is contained within the Sydney Metro West EIS exhibited in March 2022. The EIS proposes several key infrastructure and interchange upgrades to the North Strathfield station and precinct.

City of Canada Bay Local Strategic Planning Statement (LSPS)

The City of Canada Bay LSPS is the core strategic planning document intended to be used to plan for the future of the local government area to align with wider state planning policies. The vision of the LSPS is to create great streets, places and buildings for people, connect and strengthen neighbourhoods and centres, align growth with the delivery of infrastructure, plan for a diversity of housing types and affordability and increase the biodiversity and the urban tree canopy.



Strathfield Council Local Strategic Planning Statement (LSPS)

The Strathfield Council LSPS defines the long-term vision for land use and infrastructure provision within the LGA. The vision for the council is to deliver a well connected, vibrant and leafy community that is a place of learning and productivity. The planning priorities relating directly to transport include; connected, integrated, efficient and accessible transport options, and quality open spaces and thriving green corridors to offset the impacts of growth across the LGA.

In support of the six key documents above, several other documents and references guides have been used in developing this PTS, see Table 2.

Table 2: Additional documents and references that have informed Homebush TOD recommendations and gaps

Document/Reference	Relevance
Strathfield Triangle Revised Development Control Plan – City of Canada Bay Council 2020	Intent for realignment of Cooper Street to form new intersection with Leicester Street.
Strathfield Homebush Active Transport Network (HATN) – Consultation with Strathfield City Council 2024	Strathfield Council intent to provide active transport infrastructure connecting Homebush Station, Airey Park, Ismay Reserve and Strathfield Station.
Homebush North Masterplan – Group GSA 2022	Masterplan for Homebush North precinct near Concord West Station, included in PRCUTS rezoning but excluded from Homebush TOD Study area as it has been rezoned.
Draft Guide to Transport Impact Assessments	Guidance on off-street parking provision and TfNSW reference rates for specific land uses.
Bus Priority Infrastructure Planning Toolbox	Guidance on bus priority infrastructure and advice on effective bus priority infrastructure for road, street and land use contexts.

Document/Reference	Relevance
TfNSW Delivery and Servicing Plan Guidelines	Guidance on identifying management measures of delivery and servicing tasks related to new developments and land uses.
TfNSW Last Mile Freight Toolkit	Guidance for the management of urban freight
TfNSW Cycleway Design Toolbox	Guidance for the selection and design of safe cycling infrastructure in NSW
TfNSW Design of Roads and Streets Guide	Street design guidance to align roads and streets to their appropriate movement and place context

1.6 Limitations and Assumptions

There are several limitations and assumptions that need to be considered when reading this document. The PTS is not a comprehensive transport assessment of the precinct. It is a compilation of previous transport studies prepared by State agencies and Local Government relevant to the precinct. This study draws together the range of findings and recommendations put forward across several strategic planning and infrastructure delivery programs and sources transport modelling and assessment used to validate these previous recommendations.

The PTS does not look to reproduce content prepared in other documents but includes the key outcomes and initiatives in a consistent summary. Apart from active transport and parking, no new transport assessments have been undertaken as part of this study and a detailed validation of the proposed transport responses sourced from other documents has not been included. A comparative analysis was completed between the previous PRTTAP transport modelling and the proposed masterplan rezoning yields in Section 5.4.

Key limitations are outlined below:

- Information contained within the PTS is based on publicly available information or information made available by stakeholders during consultation throughout the process of preparing this report.
- Most of the transport responses have been compiled from previous documentation. Validation of these have been undertaken using a first principles approach only.
- Detailed design information from Sydney Metro regarding the station area works being delivered at North Strathfield station was not made available during this investigation.
- A vision led place-based approach has been adopted throughout this PTS, and the report has been structured to align with the movement and place Framework and the precinct master plan. However, a detailed movement and place assessment has not been undertaken as part of this PTS.
- The PTS draws on existing transport and traffic modelling, undertaken in the Parramatta Road Corridor Traffic and Transport Study and Action Plan (PRTTAP) completed in 2022. The contents of this document are restricted to comment on previously undertaken studies only.
- Growth and changes to areas outside of the Homebush Precinct are excluded from consideration.
- Detailed stakeholder and subject matter expert engagement feedback was received through project governance forums arranged and managed by DPHI.

2. Strategic Context

2.1 The Precinct

The Homebush TOD precinct is one of eight 'Transport Oriented Development – Accelerated Precincts' that the NSW Government has identified as a priority for State-led rezoning. The objective of the accelerated program is to bring a total of 47,800 homes across Greater Sydney within walking distance of key metro and rail stations. The delivery of homes in the precinct will be supported by existing and future movement and place outcomes. Figure 2 provides an overview of the strategic context within the precinct, highlighting key movement and place features.

The precinct is served by an established rail network with rail stations at Concord West, North Strathfield, Strathfield, Homebush, and Flemington. Additionally, Sydney Metro West, linking North Strathfield with the Sydney CBD and Westmead is targeted to open in 2032. The completion of WestConnex, extending the M4 Western Motorway in parallel with Parramatta Road and onwards to Anzac Bridge, St Peters and Sydney Airport, has improved road freight connectivity and has provided the conditions for a different future of Parramatta Road to be realised.

Homebush is near strategic centres of Burwood, and Rhodes, and borders Bicentennial Park. The built form is presently predominantly residential, with pockets of commercial and retail space. The north of the precinct is defined by parkland, and open spaces are provided in the spine adjacent to Powells Creek. More open space will be required to serve the community as increased density is proposed adjacent to the existing rail stations. This is being investigated as part of the master plan and rezoning.

Figure 2: Homebush TOD precinct context map

2.2 Place Today

The Homebush Precinct is varied with large parklands, green space and natural waterways beside high activity movement corridors such as the M4 and Parramatta Road. It has a diverse mix of housing, community gathering areas, light warehouse land uses and congested movement corridors. This section provides a brief overview of the precinct today. The people of Homebush

The precinct is home to a culturally diverse population across a range of ages and family compositions. The people of the precinct predominantly live in families of couples with and without children (Figure 3) and have ancestry from all over the globe. There is a high proportion of people with ancestry from Asia, mainly from North-east, South and Central Asia as shown in Figure 4.

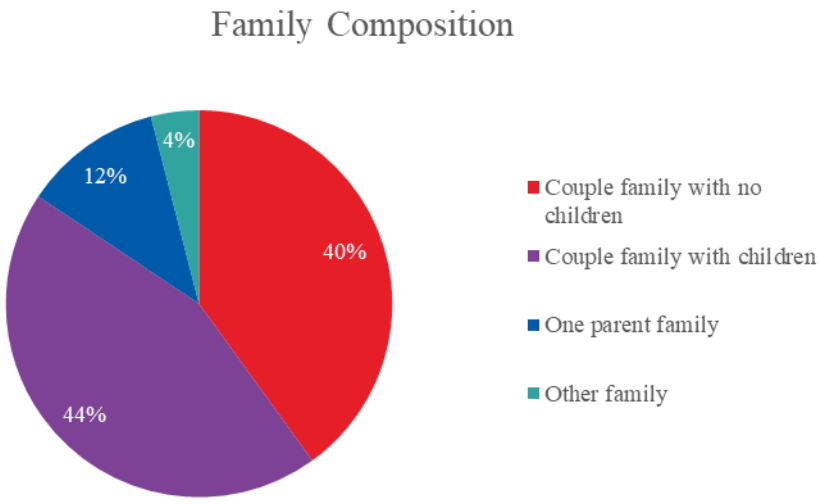


Figure 3: Homebush precinct family composition (ABS, Census 2021)

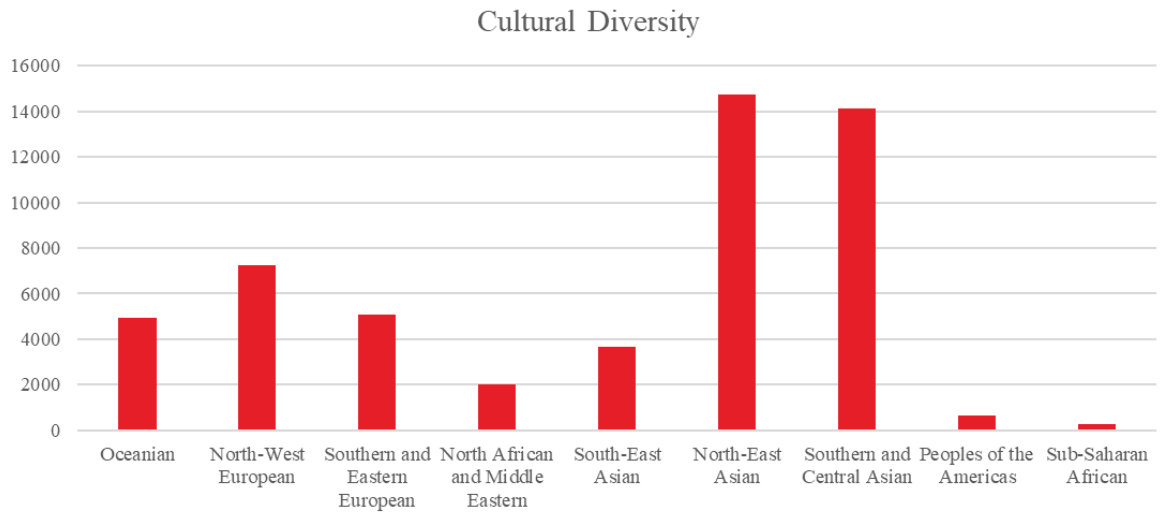


Figure 4: Homebush precinct cultural diversity (ABS, Census 2021)

The precinct is also home to a young population with many residents aged between 20 and 40, who have different housing, shopping, and transport needs than those older and younger age groups. The gender breakdown of this population is slightly male dominant with 52% of residents being male. The age breakdown of the precinct is shown in Figure 5.

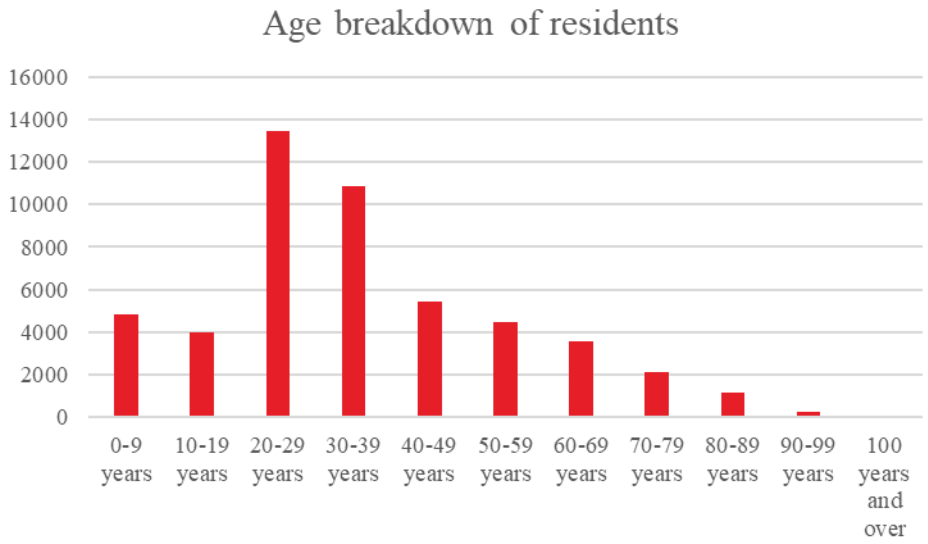


Figure 5: Homebush precinct age breakdown (ABS, Census 2021)

The younger and more culturally diverse community of Homebush is likely to continue to evolve and change over time, with young families in the precinct, there is the potential for this existing and future generation to embrace greater sustainable travel habits which are supported by new housing density, open space and access to walking, cycling and public transport.

2.2.1 Open space/natural waterways

The Homebush precinct has several open spaces and natural waterways to support the amenity, environment, and wellbeing of the community. These open spaces include Mason Park, Allen Street Reserve, Arnotts Reserve, Ismay Reserve and Bill Boyce Reserve. These open spaces provide key active and passive recreational space for the community to gather and include sporting facilities such as a futsal court, football field, tennis courts and various playgrounds and outdoor gym apparatus. Larger green spaces border the precinct, including the Bicentennial Parklands and Alan Davidson Oval. The precinct has the natural waterway of Powells Creek that runs north-south through the precinct with a key active transport corridor along the creek.

2.2.2 Key places

Within the precinct, there are key activity areas where the community gather, interact and enjoy the amenity.

Strathfield town centre provides open community spaces, food and beverage businesses and a range of retail stores for locals. The strategic location directly outside of Strathfield station makes this place easily accessible by public transport for residents within the precinct who live closer to Homebush or North Strathfield. The town centre offers a place of amenity and gathering and is a focal part of the eastern edge of the precinct.

The Bakehouse Quarter is a destination in North Strathfield with restaurants, a supermarket and other key amenities. It is frequented by many residents and people outside of the precinct with wide footpaths and a low-speed environment to create an amenable place for pedestrians and cyclists. The Bakehouse Quarter is within a 5-minute walk from both North Strathfield and Homebush train stations, making this a place for the community to meet and entertain.

The Direct Factory Outlet (DFO) is a key retail attractor within the precinct, with significant activity with visitors from within the precinct and across Greater Sydney, particularly on the weekends. Although not directly within the boundaries of the precinct, Sydney Markets is another key retail destination, attracting consumers and businesses from across the metropolitan area. Locally known as the Flemington Markets, it is a crucial wholesale and consumer destination for fresh produce in Sydney, providing a place for locals from within the precinct and others from across Sydney to shop for food and groceries. The market operates seven days a week, with the busiest times in the early mornings on weekdays and all morning on the weekends. The Sydney Markets is a hub for community activity and businesses. The Markets create demand for freight and servicing vehicles traveling through, and to and from Homebush.

These key places and new social, community and entertainment spaces delivered as the precinct is transformed will continue to play a role in making the precinct a liveable place for the community to enjoy.

2.2.3 Built form

The built form of the Homebush precinct is largely defined by residential dwellings in the form of detached houses and low to medium density developments as shown in Figure 6.

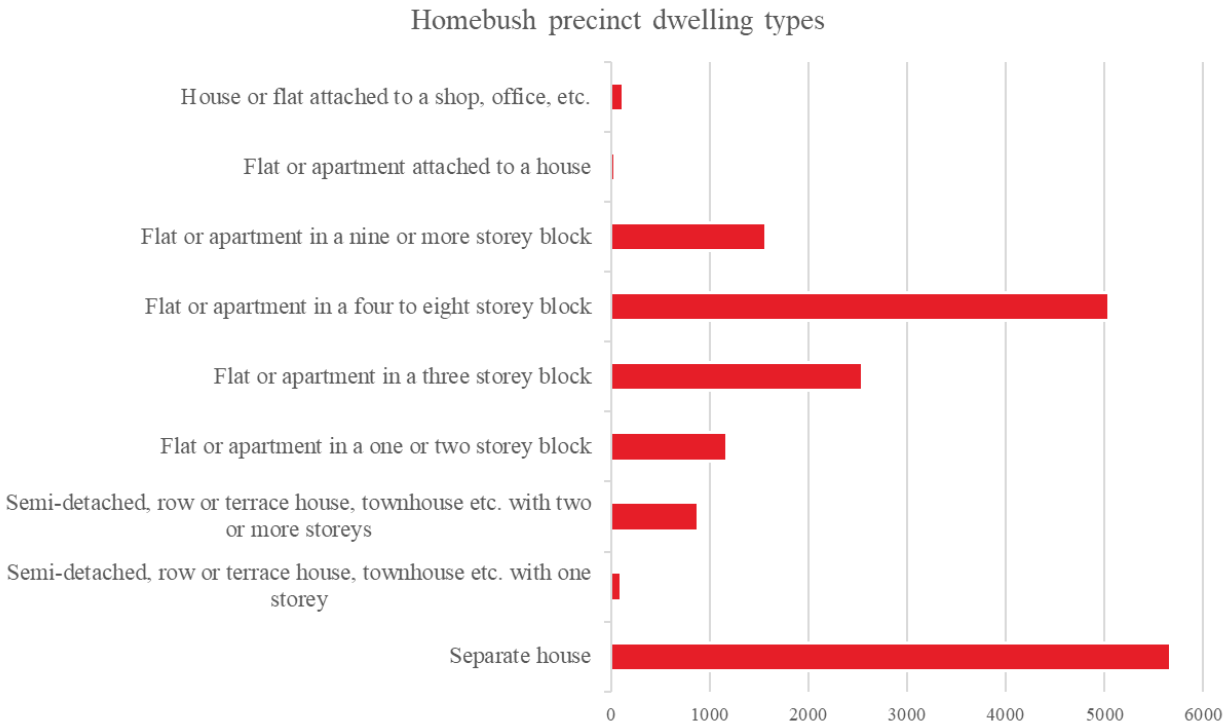


Figure 6: Dwelling types in the Homebush precinct (ABS, Census data 2021)

The area is comprised by mostly residential land use, with some mixed use developments, see figure provides a snapshot of the local character. The precinct is defined by suburban streets with small pockets of green space for residents to enjoy, retail strips along Parramatta Road and George Street, and a number of large-scale warehouse developments at Sydney Markets and DFO. Along Parramatta Road a series of low-height retail and commercial businesses are located including car dealerships, gyms and auto smash repairs. Dotted throughout the precinct, several heritage homes and buildings can be found, and have been considered in separate heritage reports prepared by others for this rezoning.

Figure 7 Existing character in Homebush (COX Executive Advisory Group presentation, 8 May 2024)

2.3 Movement Today

People move around their local neighbourhood and city in different ways, for different reasons and using different means of transport. These trends can help understand existing and future movement needs and allows for evidence-based planning.

2.3.1 Why people travel

Household Travel Survey data from 2022/23 provides insight into why people travel. In both the City of Canada Bay and Strathfield LGAs, the highest proportion of trips by purpose are:

- Travel for shopping and recreation.
- As a service passenger.

A 'service passenger' refers to trips undertaken by a driver to pick up or drop off a passenger, which may include rideshare services. The breakdown of trips by purpose are shown in Figure 8.

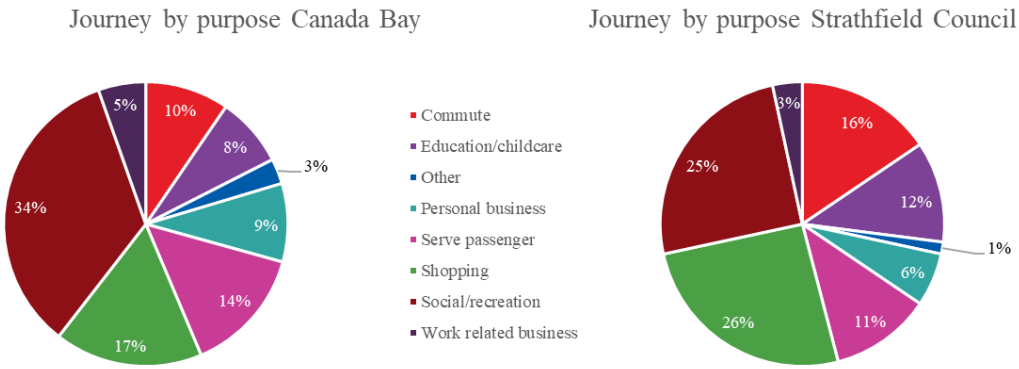


Figure 8: Purpose for travel in Canada Bay and Strathfield councils (Household Travel Survey Data, TfNSW 2023)

2.3.2 Where people travel

Understanding the distance travelled and where people travel to, is a good indication of the different needs placed on the transport network. Analysis was undertaken using 2021 Australian Census Data and the Destination Zones (DZN)[1], assessing which SA4s people are travelling to for work across Greater Sydney. From the precinct, people travel primarily to the Sydney City and Inner South, closely followed by the Inner West. The Inner West is not easily accessible by public transport given the frequency of trains at Homebush are only every 15 minutes and North Strathfield station sits on a different train line. The issues associated with access to some destinations by public transport likely results in the high private vehicle mode share as discussed in Section 2.3.3. The place of work for residents of the precinct is shown in Figure 9.

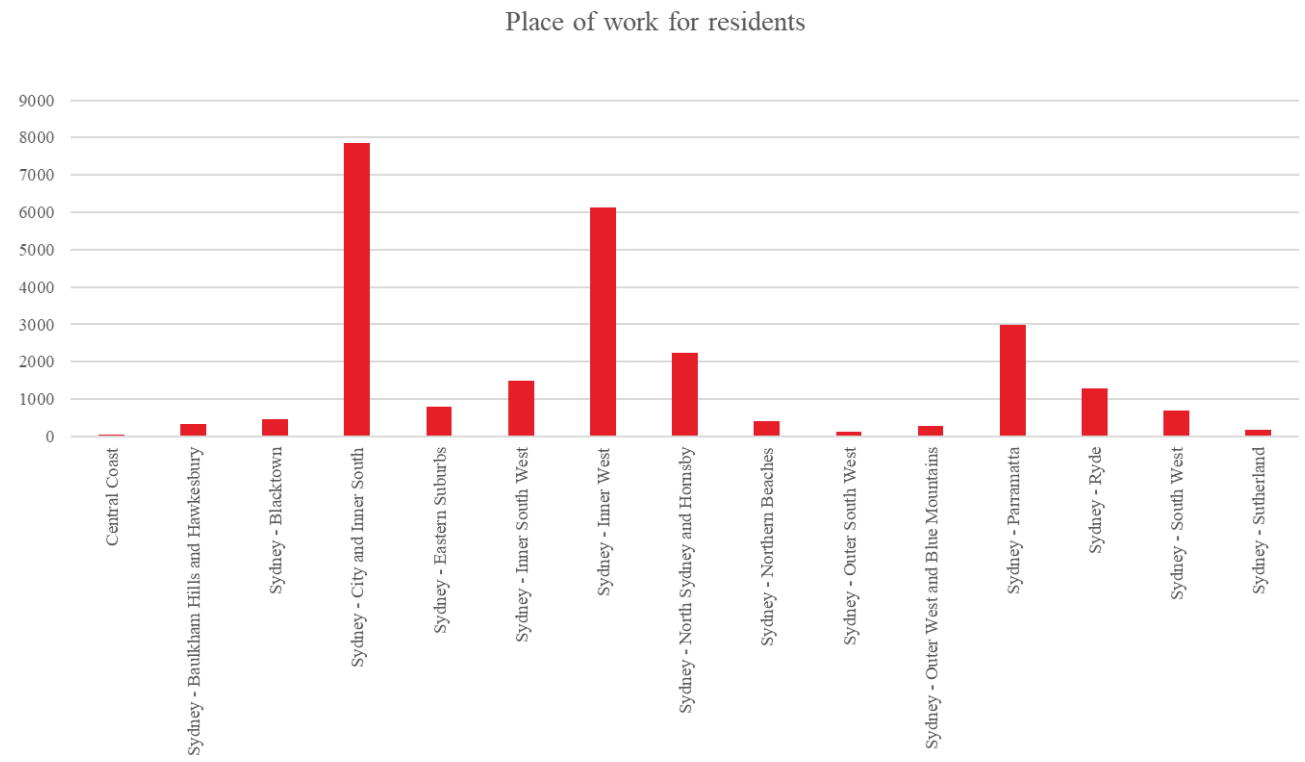


Figure 9: Place of work for Homebush precinct residents (ABS, Census 2021)

2.3.3 How people travel

Understanding how people travel, and what drives those mode choices is critical. The NSW Government is supportive of more sustainable travel modes such as walking, cycling and public transport. ABS census data at DZNs in 2021, was used to investigate mode share within the precinct.

The data reveals that the predominant mode of travel is by private vehicle, accounting for 47% of all trips to work. These private vehicle trips include people travelling as passengers, and with ride sharing services. Given the post-pandemic conditions, a large proportion of trips were recorded as ‘other’, including those that did not go to work or worked from home. This highlights the changing travel behaviours of people who work, with a large portion of trips no longer attributed to a travel mode.

This however does not eliminate the trips, rather it potentially replaces a sustainable trip with private vehicle given more infrequent travel or replaces a commuter trip with trips to shopping or recreation outside of the commuter peaks.

[1] https://maps.abs.gov.au/, Australian Bureau of Statistics

Excluding the work-from-home travellers in the 'other' category, the data reveals that 84% of people who do make a trip to work use a private vehicle. This is below the Greater Sydney average of 91%[2] however is significantly high for a precinct that is mostly within walking distance of four rail stations. The 2021 JTW data, is likely to have been impacted by COVID-19, as a sensitivity check against 2016 data has been undertaken, which noted a private vehicle mode share of 78%, which was actually lower than 84% in 2021. This trend is consistent with post COVID-19 travel patterns with a greater number of people working from home and public transport mode share being lower than pre-COVID-19 levels.

The mode shares to work for those living in the Homebush precinct are shown in Figure 10.

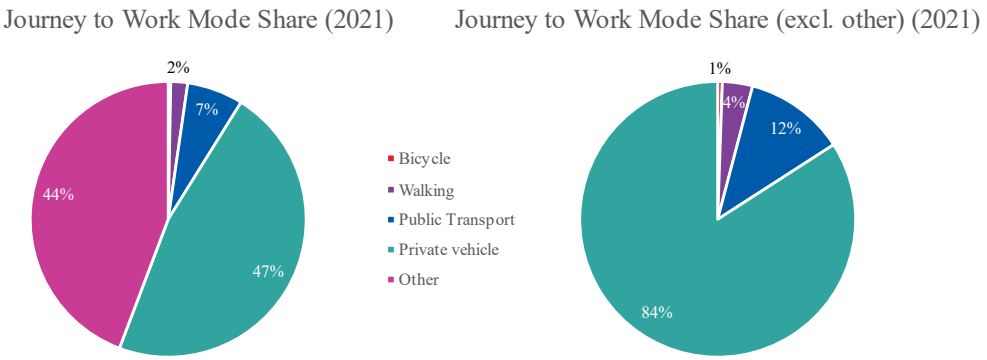


Figure 10: Journey to work mode share (ABS Census data, 2016 and 2021)

[2] Draft Guide to Transport Impact Assessment, NSW Government, 2024

2.4 Previous Transport Recommendations

The Homebush Precinct has been subject to several different transport studies and plans over recent years. Transport recommendations have been drawn from strategies and studies listed below and summarised within this section by transport mode.

- Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) (2016)
- Parramatta Road Corridor Traffic and Transport Study and Action Plan (PRTTAP) (2022)
- TfNSW Sydney CBD to Parramatta Strategic Transport Plan (2015)
- Sydney Metro West Environmental Impact Statement (EIS) (2022)
- Strathfield Triangle Revised Development Control Plan – City of Canada Bay Council 2020
- Strathfield Homebush Active Transport Network (HATN) – Consultation with Strathfield City Council 2024
- Homebush North Masterplan – Group GSA 2022

It is important to review this previous work, to understand how it reflects today's conditions and if they are still relevant following the outcomes of the Homebush TOD Master Plan. Three gaps have been identified which have been considered when reviewing the previous recommendations, including:

- Variations in the study area and geographic extent of the different investigations. For example, the study area for PRCUTS included a larger extent of Paramatta Road, and the PRTTAP assessed only portions of the precinct along with other precincts along Parramatta Road.
- The differences in age and timing of the different investigations. Consideration needs to be given to the assumptions, government policy, committed projects (i.e. Sydney Metro West) and the communities travel behaviours.
- Investigation was completed using different population and employment numbers. The TOD rezoning will make new recommendations which will need to be compared to existing investigations such as the traffic modelling and impact assessment.

The PTS aims to take the above limitations and gaps into consideration when preparing challenges, opportunities and transport responses to support the vision for a rezoned precinct. A summary of the recommendations from previous transport investigations is provided below.

2.4.1 Active Transport

PRCUTS acknowledged the importance of active transport options to support local trips, reduce car dependence and avoid adding vehicle trips to the congested road network. A series of recommendations for the Homebush precinct were provided within the strategy including new cycling links, improved crossings of Powells Creek and improved walking routes, some of which have been funded and constructed under the Parramatta Road Urban Amenity Improvement Program (PRUAIP) while others remain in planning or under consideration by relevant local authorities for delivery. In addition to the PRCUTS recommendations, the PRTTAP by Bitzios proposed further walking and cycling improvements. Strathfield Council is also planning improvements to the bicycle and walking infrastructure between Homebush and Strathfield town centre through the Homebush Active Transport Network, connecting existing infrastructure in Ismay Reserve, across Parramatta Road and towards Strathfield.

Previous active transport recommendations are shown below in Figure 11 and grouped into the following themes:

- Improve walking and cycling infrastructure to support local trips;
- Improve and provide new links to recreation and open space;
- Improve crossing points for major barriers including Parramatta Road, and
- Encourage mode shift to reduce strain on the congested road network.

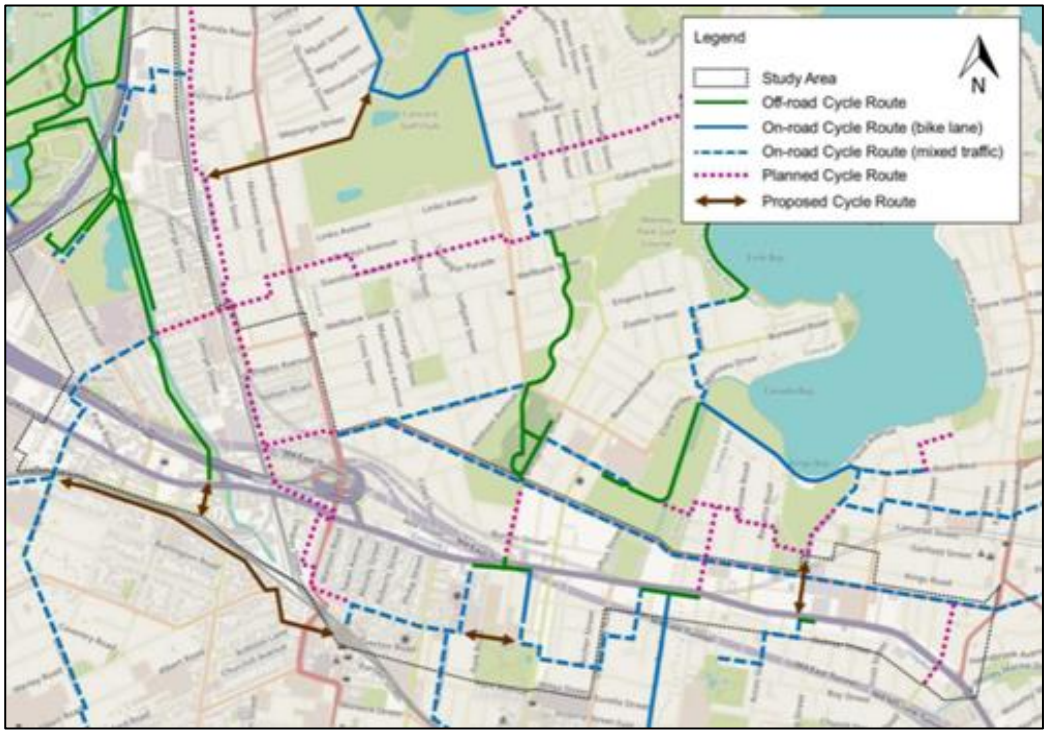


Figure 11: Proposed active transport network (PRTTAP, Bitzios 2021)

2.4.2 Public Transport

The TfNSW SPSTP highlighted several public transport initiatives for the Parramatta Road corridor under consideration at the time of documentation. Four light rail routes were under consideration linking Parramatta CBD, including one route linking Parramatta CBD and Strathfield via Sydney Olympic Park in the vicinity of Homebush.

The Western Sydney Rail Upgrade Program was also in planning, increasing capacity on the T1 North Shore, T9 Northern and T1 Western Line to allow faster and more frequent heavy rail services. It is noted that Sydney Metro West was not publicly committed at the time of documentation although Metro Northwest and City & Southwest were committed. Since this study, Sydney Metro West has been announced with construction underway with a confirmed metro station at North Strathfield station.

For Parramatta Road itself, rapid bus services were under consideration for the section between Burwood and Sydney CBD. On a local precinct level, the PRTTAP study recommended a new bus route connecting the south of the precinct along George Street to Concord West station, and new services providing east-west connections on Parramatta Road.

Previous public transport recommendations are grouped into the following themes:

- Improve reliability and level of service of east-west public transport;
- Investigate new public transport connections along the Parramatta Road corridor including through Homebush;
- Improve rail services on the western rail line by increasing frequency and speed, and;
- Improve bus services connecting local areas with transport nodes within Homebush including Concord West station.

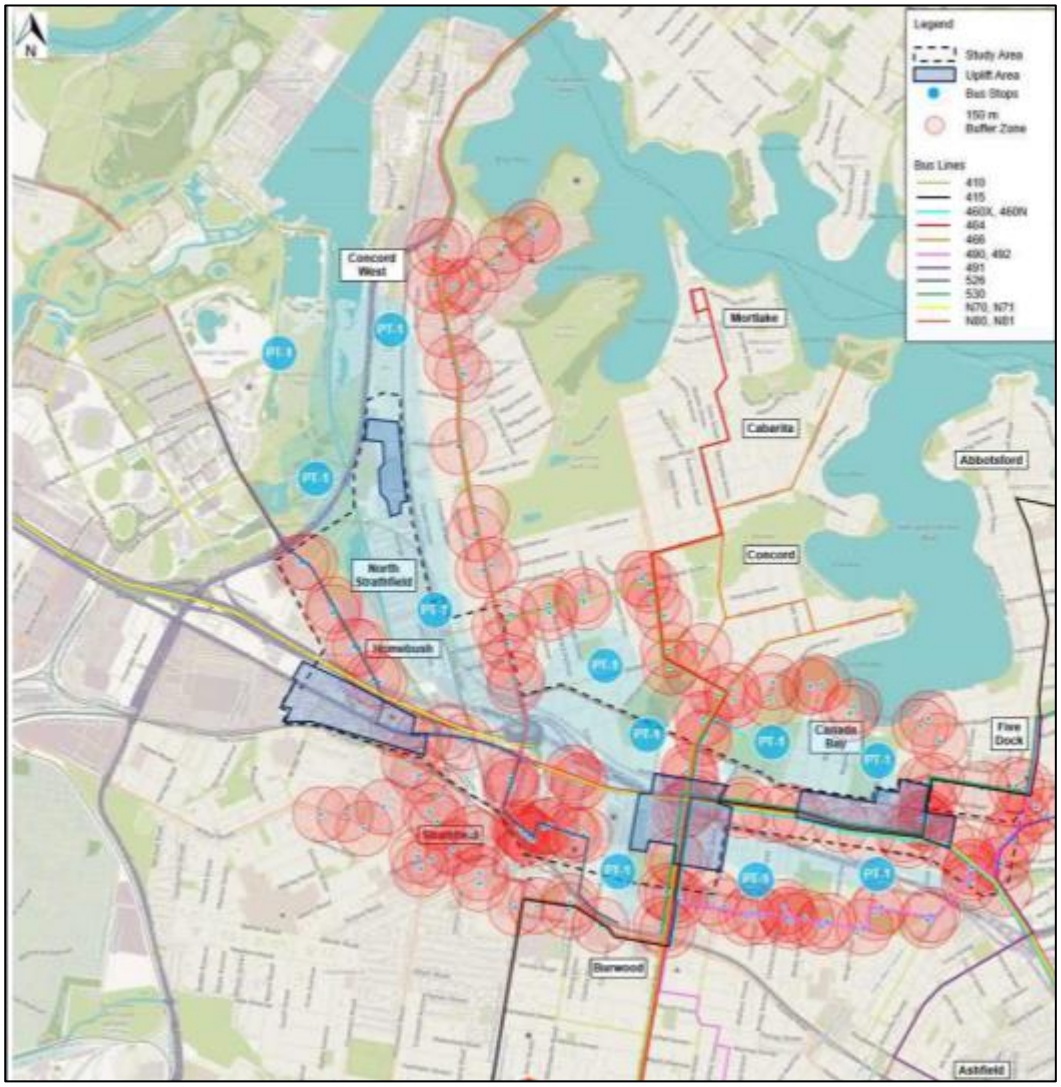


Figure 12: Bus service stop coverage (PRTTAP, Bitzios 2021)

2.4.3 Road and Freight

On a regional level, WestConnex was under construction at the time of documentation for PRCUTS and the TfNSW SPSTP. The last stage of WestConnex was completed in November 2023, providing a widened M4 motorway between Parramatta and Homebush and a new motorway tunnel from Homebush to Kingsgrove with major interchanges at Rozelle and St Peters. The WestConnex project was the catalyst for PRCUTS, with projected diversion of traffic from Parramatta Road between Strathfield and Ashfield to the new motorway expected to improve amenity and provide opportunities to improve public transport services along the corridor.

Within the Homebush Precinct, the PRTTAP proposed several road upgrades to optimise pinch points within the local network. Road upgrades proposed in the PRTTAP are summarised in A.1.4.

Previous recommendations for roads and freight are shown below in Figure 13 and summarised into the following key themes:

- Optimise signal phases at key intersections to increase throughput;
- Extend clearways to maximise turn lane lengths during peak hours, and;
- Provide additional turn lane infrastructure to improve intersection performance.

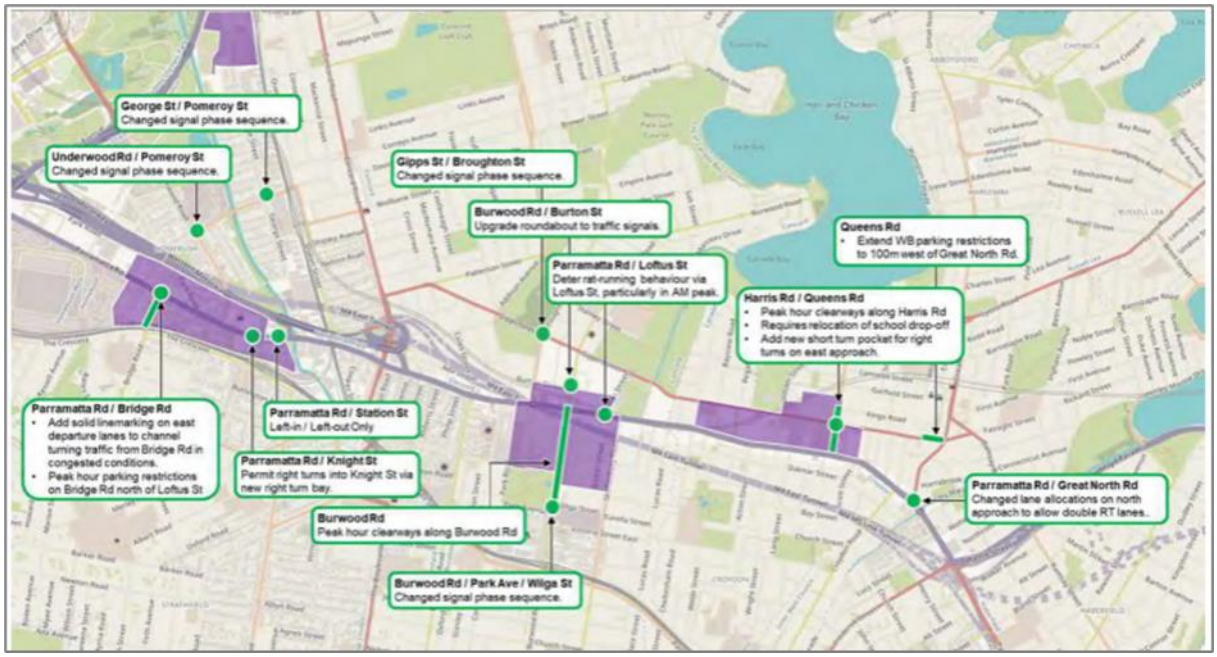


Figure 13: Consolidated local road network recommendations (PRTTAP, Bitzios 2021)

2.4.4 Parking

Parking management was detailed in several different documents, each providing slightly different recommendations and rates. In general though, they looked to provide maximum rates, and opportunity to reduce the need for parking. In brief, the different approaches are as follows:

PRCUTS sets out an intention to design and provide parking to transition to a low car dependency future within the corridor. The Planning and Design Guidelines contains a series of recommendations for car, share and bicycle parking requirements.

The PRTTAP highlights the influence of parking policy on travel behaviour, car ownership and traffic demands, while also recognising the need to balance the impacts of excess overflow parking for adjacent areas. The study recommends adjusting parking rates for residential dwellings only in defined areas with high public transport access. The PRTTAP provides three levels of categorisation for public transport access based on density of nearby public transport facilities as well as the hierarchy of services:

- P1 – Excellent public transport provision: Adjust parking provision rates to lowest level
- P2 – Good public transport provision: Adjust parking provision rates down to moderately lower rates
- P3 – Limited-or-no reliable public transport provision: Unchanged parking provision rates (DCP)

Classification of the Homebush precinct is shown below in Figure 14.

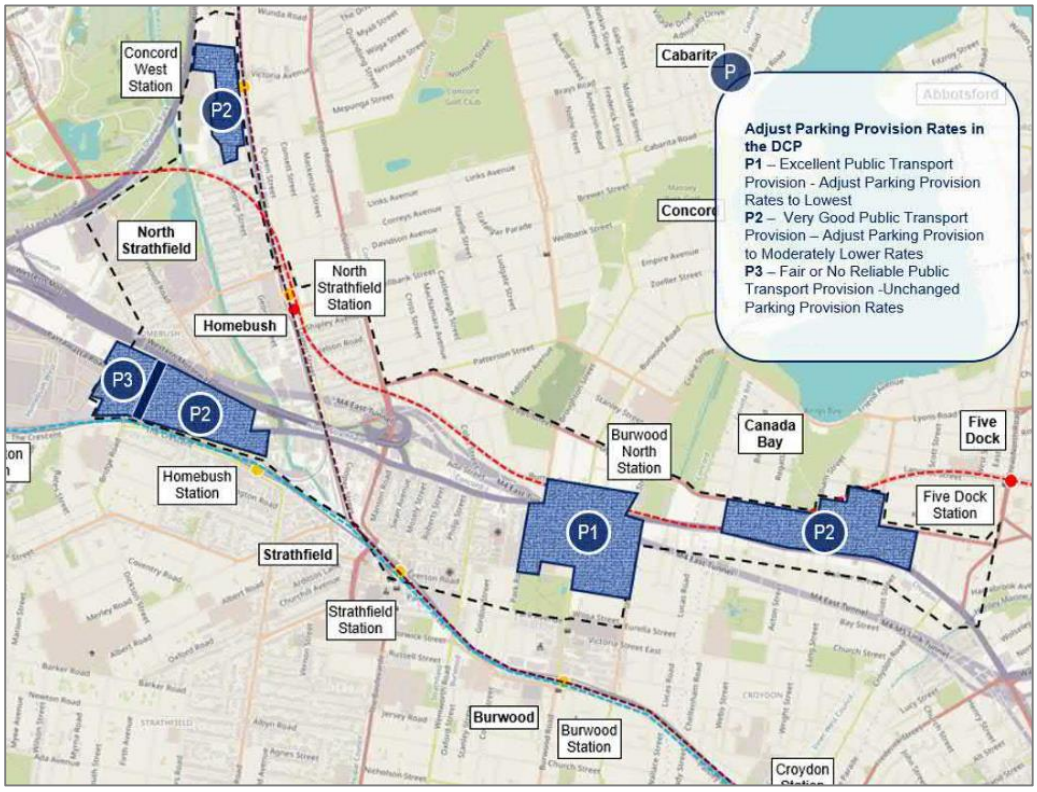


Figure 14: Parking rate localities within Homebush for reduced parking rates (PRTTAP, Bitzios 2021)

3. Vision and Objectives for the Homebush Precinct

Transport planning for the precinct is based on a vision-led approach, which leads with a long-term vision and objectives, and a transport response that will shape the precinct outcomes into the future. A vision-led approach places the outcomes first, with a need to balance the vision for the precinct, the viability of delivering additional housing with the provision of transport performance.

A variety of different visions for Parramatta Road and parts of Homebush have been well documented and agreed by the NSW Government in past strategies and plans.

An updated vision is needed for the precinct to reflect recent commitments in public transport infrastructure and the NSW Government's TOD Program. The vision for the Homebush precinct relating to integrated land use and transport outcomes is presented below.

The Homebush TOD Precinct will have an efficient, inclusive, and sustainable transport network, catalysed by access to rail and metro stations that will service the future growth of people and jobs. The network will balance movement and place, while continuing to facilitate productive movements that are vital to Sydney's economic success.

This means a focus on sustainable modes including walking, cycling and public transport, creating a precinct of vibrant and amenable neighbourhoods with travel choice and opportunity for all.

The vision for the future of transport in the precinct is enabled by five objectives that will support the proposed Master Plan and guide the precinct over time, these include:

Choice | The transport network is inclusive and accessible, meeting the needs of all users. It provides the opportunity to travel by any mode but gives priority to people and sustainable transport.

Connectivity | Develop integrated transport connections for reliable, frequent, direct, and seamless travel within, to, from, and through the precinct.

Liveability | Human-centred design is embedded into the precinct to enhance the amenity, vibrance, diversity and safety of the precinct for all people and at all times of day and night.

Sustainability | Promote walking, cycling, and public transport to reduce carbon emissions and foster healthy communities. Target a sustainable mode share of 60% by walking, cycling and public transport, and 40% by private car.

Productivity | Maintain the efficient movement of people and goods to access all destinations within and beyond the precinct. Facilitate commercial and freight movement in support of urban services, businesses, health, and education sectors.

4. Challenges and Opportunities

The precinct today faces significant challenges which will need to be considered as it is rezoned and transformed into a sustainable place to live that serves a growing population and provides employment. Equally, there are several opportunities to be leveraged and new transport responses that can help overcome these challenges. This section provides a summary of the key challenges and potential opportunities to realising the transport vision and rezoning proposal.

4.1 Challenge 1: Barriers to creating an efficient and connected network

Connectivity and movement within the precinct is presently severed by physical barriers formed by existing transport corridors and natural features such as Powells Creek (Figure 15). These major road and rail transport corridors are vital to the function of Greater Sydney and provide access to, from and through the precinct. However, at the local scale they sever the precinct impacting the efficiency and connectivity of the transport network, with potential solutions requiring major infrastructure investment.

Relevant Objectives

- Connectivity
- Productivity

Figure 15: Physical severance barriers within and surrounding the Homebush precinct

Parramatta Road, the M4 Motorway and theT1 Main Western rail corridor form significant barriers between the northern and southern sections of the precinct. These major corridors restrict convenient, safe and efficient north-south movements, severing parts of the precinct from each other and key open space, amenity and transport nodes.

The severance effect is exacerbated by limited crossing opportunities, with crossing of Parramatta Road restricted to several signalised intersections and crossing of the M4 and T1 Main Western rail corridor at overpass and underpass locations only. Most of the existing and planned open space within the precinct and connections onward to Bicentennial Park are located north of the M4, highlighting the need to address north-south permeability within the precinct to achieve connectivity and liveability objectives for the entire precinct.

Similarly, for east-west movements, the precinct is severed by Homebush Bay Drive, Powells Creek, and the T9 Northern railway line. Crossings of the T9 Main Northern rail corridor are particular restrictive and are limited to Pomeroy Street or Parramatta Road only. Any new safe crossing is likely to entail significant costs to adequately provide the required height clearance over the rail corridor. The limited crossing points of the major barriers throughout the precinct tend to be heavily utilised for access to local destinations creating bottlenecks in the road network and detracting from walking and cycling amenity, and efficiency of freight and bus movements.

The Strathfield Triangle area is isolated from other parts of the precinct, bounded by major roads of Parramatta Road to the north, Leicester Ave to the east and the T9 rail corridor along the western boundary. Both of these roads serve important movement functions for regional trips, detracting from the walking and cycling amenity and limited vehicle access.

The rezoning provides an opportunity to transform movement within the precinct through the provision of improved crossing points and reallocation of road space to realise the connectivity objective envisioned for Homebush. Improving the connectivity across major barriers will also improve efficiency to realise the desired productivity outcomes in the future precinct.

Key Opportunities

- Improve the amenity, safety and level of service for people walking and cycling at road crossings, noting that increasing capacity for vehicles only will likely result in additional induced demand.
- Provide a connected active transport network of safe walking and cycling routes linked to key crossings of major barriers, and connections to key land uses, open space and transport nodes.
- Improve crossing points along the Powells Street cycleway across major transport corridors to strengthen it as a key north-south active transport route.
- Longer term consideration of major infrastructure solutions to help mitigate severance. providing new or improved cross locations.

4.2 Challenge 2: Local access on precinct roads and streets

Relevant Objectives

Connectivity

Productivity

Existing congestion within the precinct and at its access points impacts the efficiency of urban freight and private vehicle movements. The precinct is surrounded by major State Roads including the M4 Western Motorway, Homebush Bay Drive, Parramatta Road, Concord Road and Leicester Avenue which service high volumes of regional through trips unrelated to the precinct. Access for vehicles and freight occurs via these major roads, with limited network redundancy and low efficiency when these roads are congested. In addition, bottlenecks occur at crossing points of major road and rail corridors within the precinct, including the many indirect north-south intersections on Parramatta Road.

The PRTTAP completed a comprehensive traffic study identifying several key choke points within the Homebush precinct (Figure 16).The Pomeroy Street / George Street intersection in particular sits at one of the few east-west vehicle crossings of the T9 Main Northern rail corridor and serves as the only vehicle access point to all land-uses along George Street north of Pomeroy Street.

Pomeroy Street / Underwood Road also provides important access between the precinct and the regional road network connecting to both Homebush Bay Drive and Parramatta Road. The Underwood Road / Australia Avenue / Homebush Bay Drive intersection is presently subject to investigations by TfNSW for upgrades, recognising its strategic importance within the broader region and current efficiency and productivity challenges.

In addition to local access for people, urban freight demands will scale with a growing population and introduction of new land-use types. Conventional approaches to managing these essential goods and service requirements will come up against the existing bottlenecks within the local network hampering efficiency and productivity within the precinct. The efficiency of freight and vehicle movement to, from and within the precinct will be critical to realising a connected and productive Homebush.

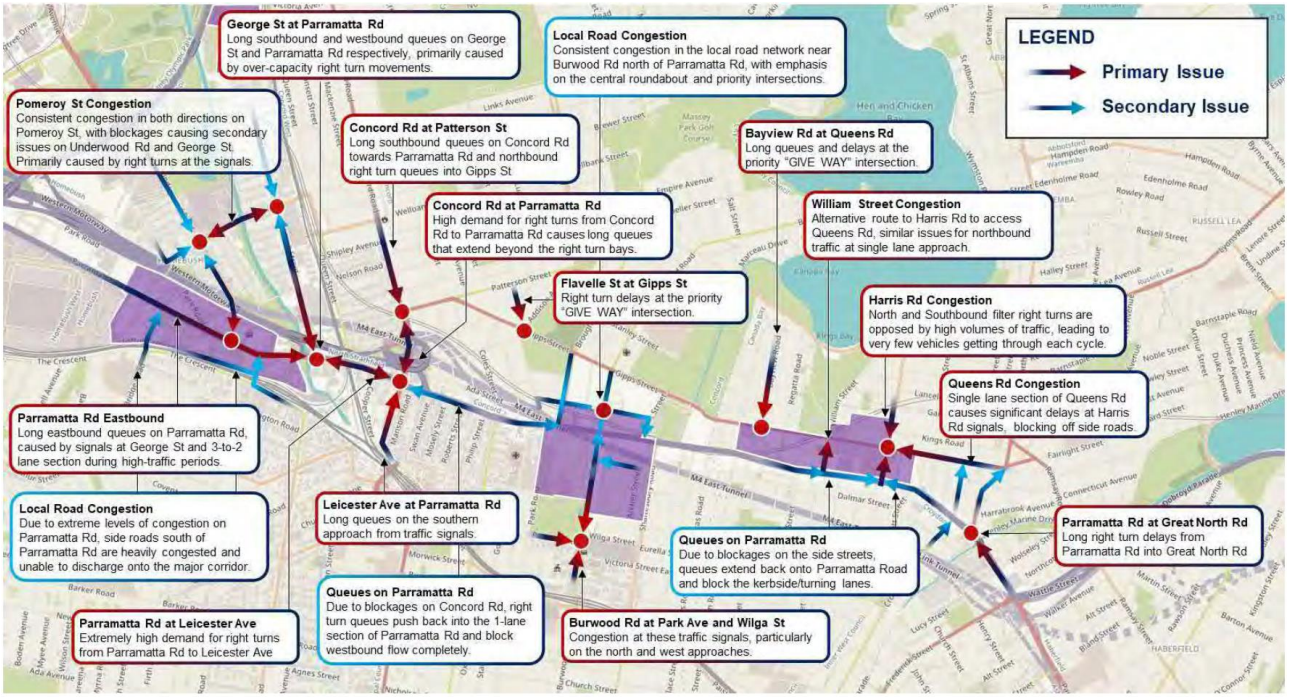


Figure 16: Road network pinch points (PRTTAP, Bitzios 2021)

A shift to sustainable modes including walking, cycling and public transport in combination with improving efficiency of the local road network and identified bottlenecks will be key to facilitating the movement of urban freight to service a growing population and provide conditions that will enable productive growth. Opportunities must focus on providing alternatives to the car in order to break the current trend of car dependency and high degree of road congestion within the precinct.

Key Opportunities

- Capitalise on the opening of Sydney Metro West and co-locate high intensity land-uses within walking and cycling distance to public transport nodes to facilitate a shift in mode share away from private vehicle.
- Explore opportunities to provide relief to a congested George Street and the single point of access of George Street and Pomeroy Street.
- Reallocate on-street parking and road space to sustainable transport modes to provide safe and viable alternative travel choices for local trips.
- Improve bus network coverage and service frequency to provide convenient and viable alternative transport choices which make more efficient use of limited road space.
- Implement off-street parking rates and on-street parking restrictions that embed lower car dependency and increase the potential for greater use of sustainable transport modes.
- Take a precinct approach to loading, delivery and servicing planning implemented through the development approval process.
- Consider precinct hubs and microhubs to meet urban freight requirements.

4.3 Challenge 3: Disjointed active transport network

The current active transport network within the precinct is disjointed, with gaps in the network unsuitable for users of all ages and ability. There is a lack of consistent treatments and cohesion in the active transport network as it straddles two local government areas, with inadequate walking infrastructure in some areas and limited connections affecting access to local and regional cycling routes.

Relevant Precinct Objectives

- Sustainability
- Choice
- Connectivity

This limited and inconsistent infrastructure provided across the precinct makes it challenging for pedestrians and cyclists to travel safely and efficiently. In much of the residential area, footpaths are only provided on one side of the road while Parramatta Road has uneven pavements creating unpleasant walking conditions exacerbated by the harsh traffic environment. Around major transport nodes such as North Strathfield station, there is a limited number of safe crossing opportunities for pedestrians.

There are also no separated cycleways or dedicated cycling lanes in the precinct, with shared paths the main facility for making regional and local trips, for travel and recreational use. In many parts of the precinct, cyclists currently ride on the local roads shared with vehicle traffic, follow circuitous routes to navigate around network barriers. There are also sub-standard facilities, including the bridge over the M4 at Pomeroy Street that has an insufficient width for cyclists to safely pass simultaneously with pedestrians or other cyclists.

Connecting the precinct to the regional cycling network is disjointed with no continuous cycle paths linking the shared paths along Powells Creek through to the Cooks River Cycleway in the south, east towards Canada Bay or west towards Parramatta south of Sydney Olympic Park. The precinct straddles the Eastern City and Central City Strategic Cycleway Corridors (SCC) as identified by TfNSW. However, there is no current commitment to invest in a strategic cycleway within the precinct making integration with the broader cycling network a challenge. The precinct in relation to the SCC is shown Figure 17.

Improving the walking and cycling network within Homebush will improve travel choice and provide opportunities to increase the sustainable transport mode share within the precinct. A comprehensive, connected and safe network that connects to open space, regional connections and key land-uses including metro and rail stations is a critical opportunity to address many of the challenges discussed in this section.

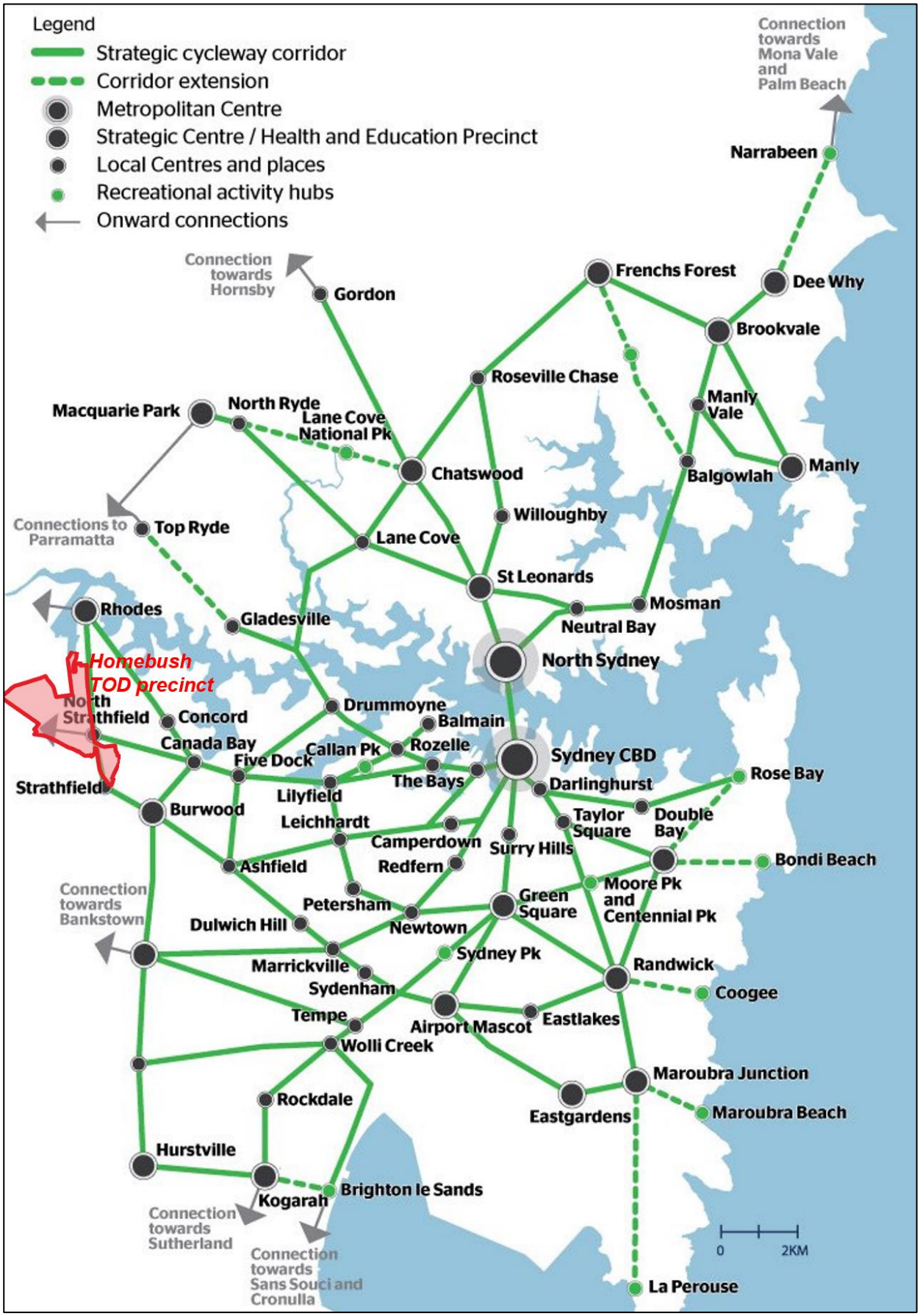


Figure 17: Homebush TOD precinct location relative to the Strategic Cycleway Network (adapted from Strategic Cycleway Corridors, TfNSW 2023)

Key Opportunities

- Develop a coordinated and integrated aspirational active transport network that connects to open space, crossing points of major barriers, key land uses, transport nodes and regional active transport connections.
- Improve connections to the regional and strategic cycle network, providing for walking and cycling to support all trip types (through, within and to/from).
- Reallocate road space to sustainable transport modes, providing adequate space to create an environment that encourages mode shift.
- Embed walking and cycling as viable alternatives to vehicle trips by integrating active transport considerations into all planning and design decisions, including end of trip facilities and bike parking.
- Capitalise on existing infrastructure projects and funding being delivered. Include the station precinct upgrades at North Strathfield delivered by Sydney Metro to encourage first and last mile active transport journeys, and the Homebush Active Transport Network (HATN), being planned and delivered by Strathfield Council.
- Improve crossing points of major barriers and connections to and from Powells Creek cycleway, strengthening its position as a north-south active transport spine within the precinct.

4.4 Challenge 4: Limited bus services supporting the rail and future metro network and for local trips

Relevant Objectives

Choice

Connectivity

Although the precinct is well serviced by the rail network and will benefit from the delivery of the Sydney Metro at North Strathfield, bus services are limited, with only one bus corridor with two regular bus services within the precinct, outlined in Figure 18.

This means there are few local public transport options for people to access local amenities and services. The current bus routes travel through the precinct along Parramatta Road and Underwood Road, but do not connect the residential areas they serve with the Homebush and North Strathfield local centres or the rail stations. There are also currently no direct bus route connections to North Strathfield, and limited east-west bus connections within and beyond the precinct. Additionally, along major corridors such as Parramatta Road, there are insufficient measures to support efficient movement of public transport services.

The precinct could also benefit from improved public transport such as rapid bus services on Parramatta Road to enhance connectivity with major transport hubs and as part of the revitalisation along the corridor as described in PRCUTS. The challenges to practical delivery of enabling infrastructure include having adequate lane widths dedicated for buses to move safely and efficiently along the corridor, balanced with the space needed for improvements to urban amenity and active transport in a constrained corridor. This is exacerbated by existing buildings and heritage that may require either reducing traffic capacity or innovative approaches to implementing public transport priority.

An improved local public transport network would encourage and enable greater sustainable travel choice and improve connectivity within the precinct. The challenge will be to revise the bus network and introduce new routes for connecting the precinct with their local centres, open spaces, social infrastructure and rail stations, making public transport more accessible to all and expanding the destinations that can be reached.

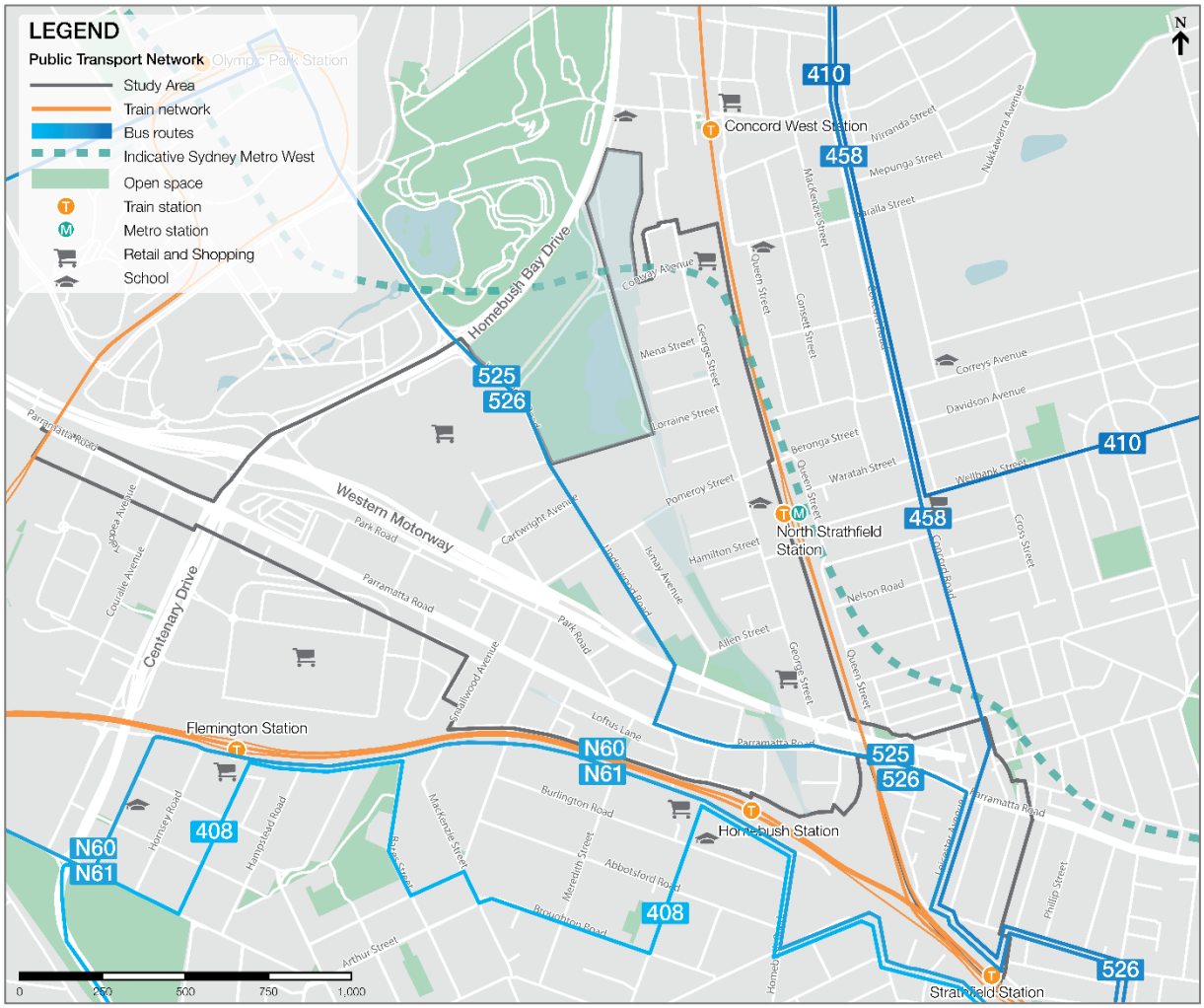


Figure 18: Homebush TOD Precinct Public transport network

Key Opportunities

- Review the bus network and services in the precinct in line with the transformation and expected increase in population and jobs.
- Explore opportunities for bus priority infrastructure along Parramatta Road to support new and more frequent bus services and improve operations and reliability.
- Coordinate with TfNSW bus planning to maximise the North Strathfield metro station bus catchment within the Homebush precinct.

4.5 Challenge 5: Inefficient use of the existing road capacity

As the land-use and density of the precinct changes in the future, the needs and travel choices of the existing community will need to be balanced with future aspirations for the precinct. For many of the reasons discussed in this section, private vehicle use dominates mode share within the present-day Homebush, and planned and considered intervention is required to ensure the precinct breaks out of this trend as it develops.

Relevant Objectives

- Choice
- Productivity

The introduction of higher density residential and more mixed-use developments will increase the number of people living and working within the precinct, adding to the number of trips occurring to, from and within Homebush. Analysis of Journey to Work data from the 2021 Census shows a high mode share for private vehicle usage of 84% (excluding work from home), with an ambitious vision for a 40% car mode share in the future. The vision for the Homebush precinct will not be realised if existing travel behaviour trends continue, with a clear need to establish policy and infrastructure interventions to create conditions that enable mode shift as the precinct develops. In addition to residential and employment trips, additional growth will also result in increased demand for essential urban freight and servicing for a mixed-use community which will be critical to enabling success of the future precinct.

The challenge will be to provide the environment and apply policies and strategies that influence a mode shift towards public and active transport. Achieving the right balance to enable this shift will improve travel choices and productivity within the precinct for the present and future community in Homebush.

Key Opportunities

- Change travel behaviour via demand management strategies such as a Travel Plan in large developments.
- Consider the benefits offered by the Road User Space Allocation Policy, and the ability for it to shift travel behaviour by prioritising road space for more sustainable modes such as walking and cycling.
- Require delivery and servicing plans for large new developments according to TfNSW guidance and encourage the use of innovative measures from the TfNSW Last Mile Toolkit.
- Consider policies and strategies on issues such as off-street parking rates and on-street parking restrictions that embed lower car dependency and increase the potential for greater use of rail services.

4.6 Challenge 6: Inadequate streetscape amenity and liveability

Relevant Objectives

- Liveability
- Choice

Local streets within Homebush were designed to serve historical needs including industrial uses and low-density residential housing, leading to a road and street design that prioritises vehicles with wide carriageways and limited walking facilities. By today's best practice standards for accessibility and inclusivity, many footpaths and walking facilities are inadequate for both width, tree canopy and lighting/safety, detracting from liveability within the precinct. This limits travel choice within precinct and alongside some of the other challenges discussed in this section, have led to a precinct with a high degree of car dependency.

The vision for Homebush will drastically change the land-use in these areas, introducing high-density residential and mixed-uses to the precinct. With this change brings a need to adapt the form of roads and streets to serve the changing community and integrate with the changing transport landscape. The introduction of mixed land uses and improved green space within the precinct will reduce the need to travel outside of the precinct however the current form of roads and streets favours the use of vehicles for these local trips.

The rezoning provides an opportunity to transition local roads and streets to create a precinct that supports improved amenity, tree planting, vibrance, diversity and safety for its community. A more considered human-centred approach to redesigning roads and streets will also support greater travel choice, contributing to a more liveable precinct.

Key Opportunities

- Redesign roads and streets elements to align with their movement and place context with consideration to the transitioning function of land-uses within the precinct.
- Reallocate road space to sustainable modes of transport to promote a shift from the current car dominance to the mode share aligned with objectives for the precinct.
- Take a human-centered view to design considerations, prioritising amenity, vibrance, diversity and safety over vehicle throughput. Take a human-centered view to design considerations, prioritising amenity, tree planting, vibrance, diversity and safety over vehicle throughput.
- Require delivery and servicing plans for large new developments to embed self-sufficient off-street freight and servicing facilities to minimise impact to kerbside space.

5. Proposed Homebush Master Plan

The Homebush TOD rezoning is underpinned by a new Master Plan for the precinct developed by COX Architecture and Public Domain Strategy developed by Tyrell Studio. The transport interventions contained within this PTS responds to the proposed land-use changes and controls contained within the Master Plan and Public Domain Strategy that will guide the long-term structure of the precinct. Key relevant aspects of the Master Plan and Public Domain Strategy are summarised in sections below, based on the latest available.

5.1 Design intent

The Homebush TOD Master plan is underpinned by four key moves (Figure 19), which provide the overarching framework to the proposed TOD Rezoning. The key moves are as follows:

- Higher density residential land uses focus on the new North Strathfield Metro Station as a key public transport node,
- Proposed relocation of the schools adjacent to the station to enable new open space and connections between the Metro Station and Powells Creek.
- Widening of the Powells Creek reserve will provide new open space to support high density living, strengthening the north-south active transport and recreational spine throughout the precinct.
- The Bakehouse Quarter will contain new higher density developments and activation of the streets while retaining its existing character to become a cultural hub for the precinct.

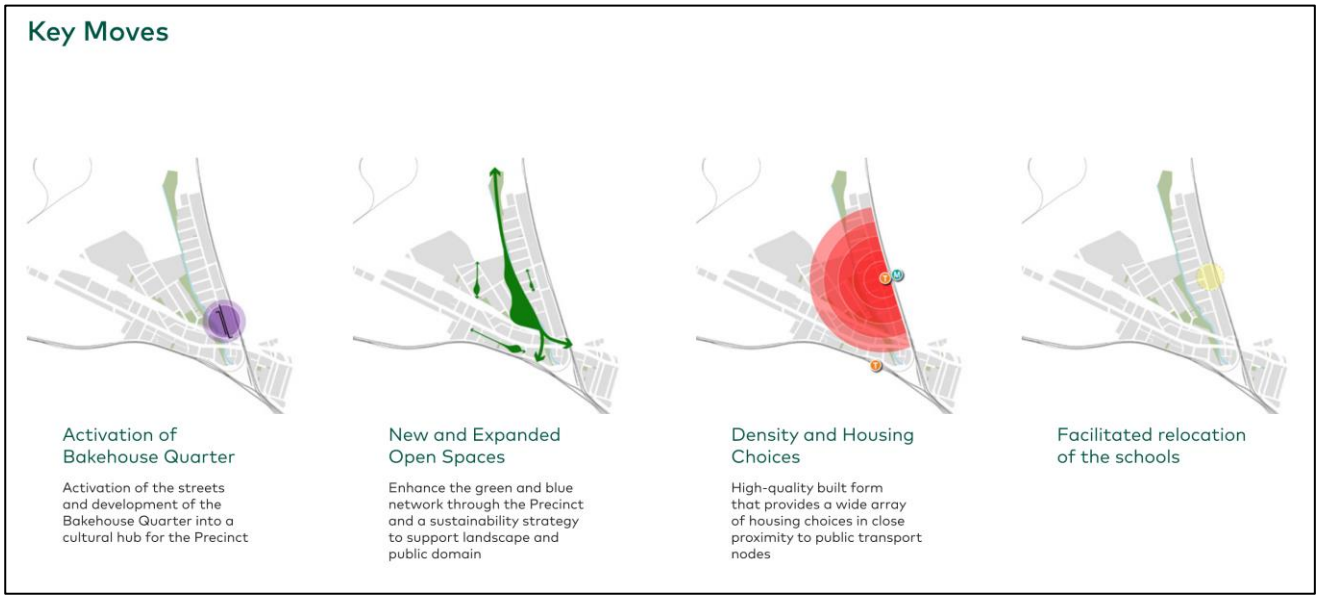


Figure 19: Homebush TOD Master plan Key Moves (COX, 28 June 2024)

Following the development of the key moves, a structure plan was developed, that provided a high-level overview of the proposed movement and place characteristics as part of the rezoning (see Figure 20). The proposed structure plan introduces higher density residential and mixed-use development to the precinct along the George Street spine and close to rail stations at North Strathfield and Homebush stations. Powells Creek will be enhanced as the precinct's green corridor, connecting new residential with transport nodes and major open space.

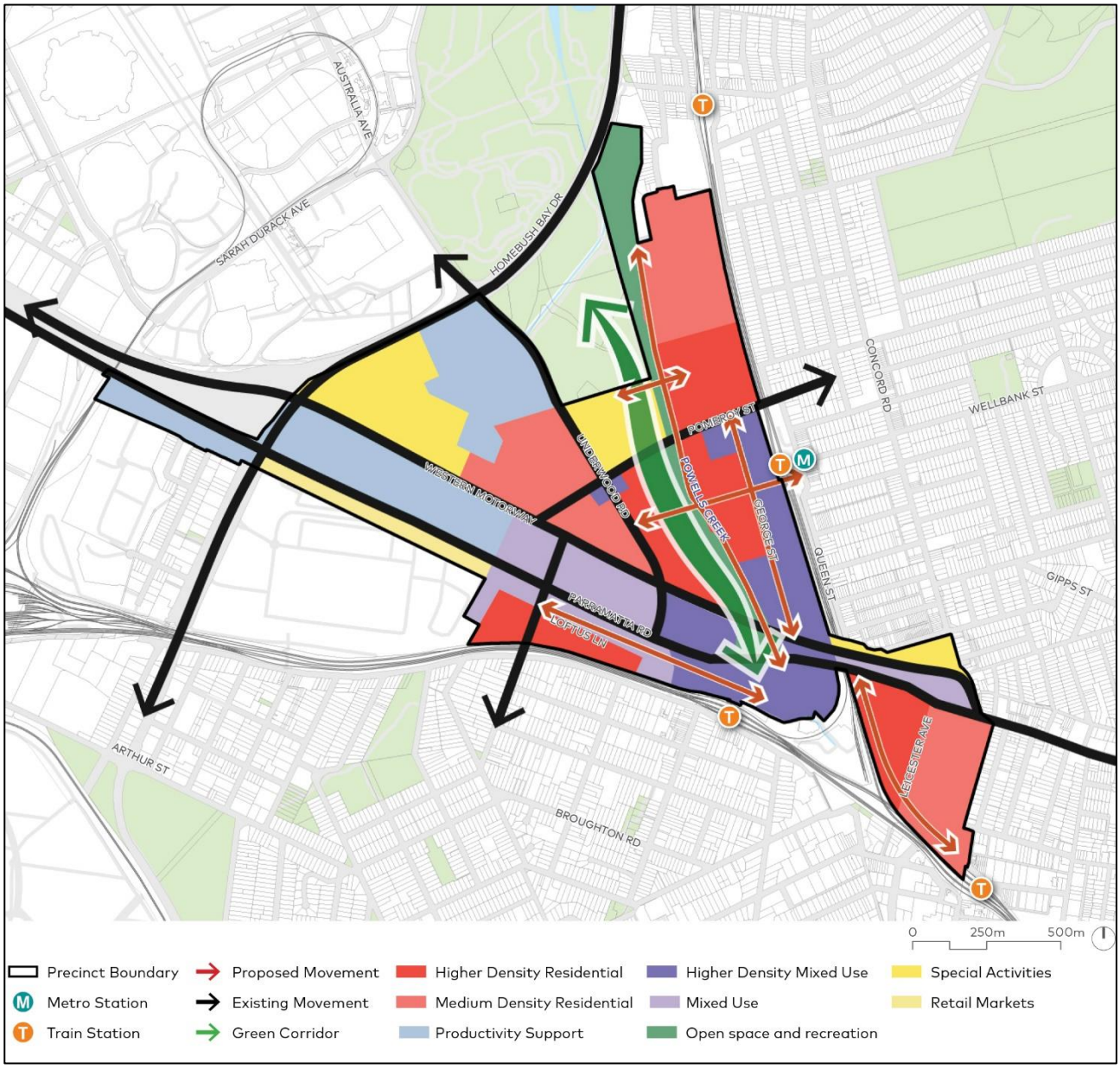


Figure 20: Homebush TOD Structure Plan (COX, 28 June 2024)

5.2 Public Domain Strategy

The Master Plan has been developed alongside the Public Domain Strategy that provides new and improved open space for recreation and amenity. New pedestrian through-site links will improve connectivity to open space within development lot footprints, supported by the wider transport network.

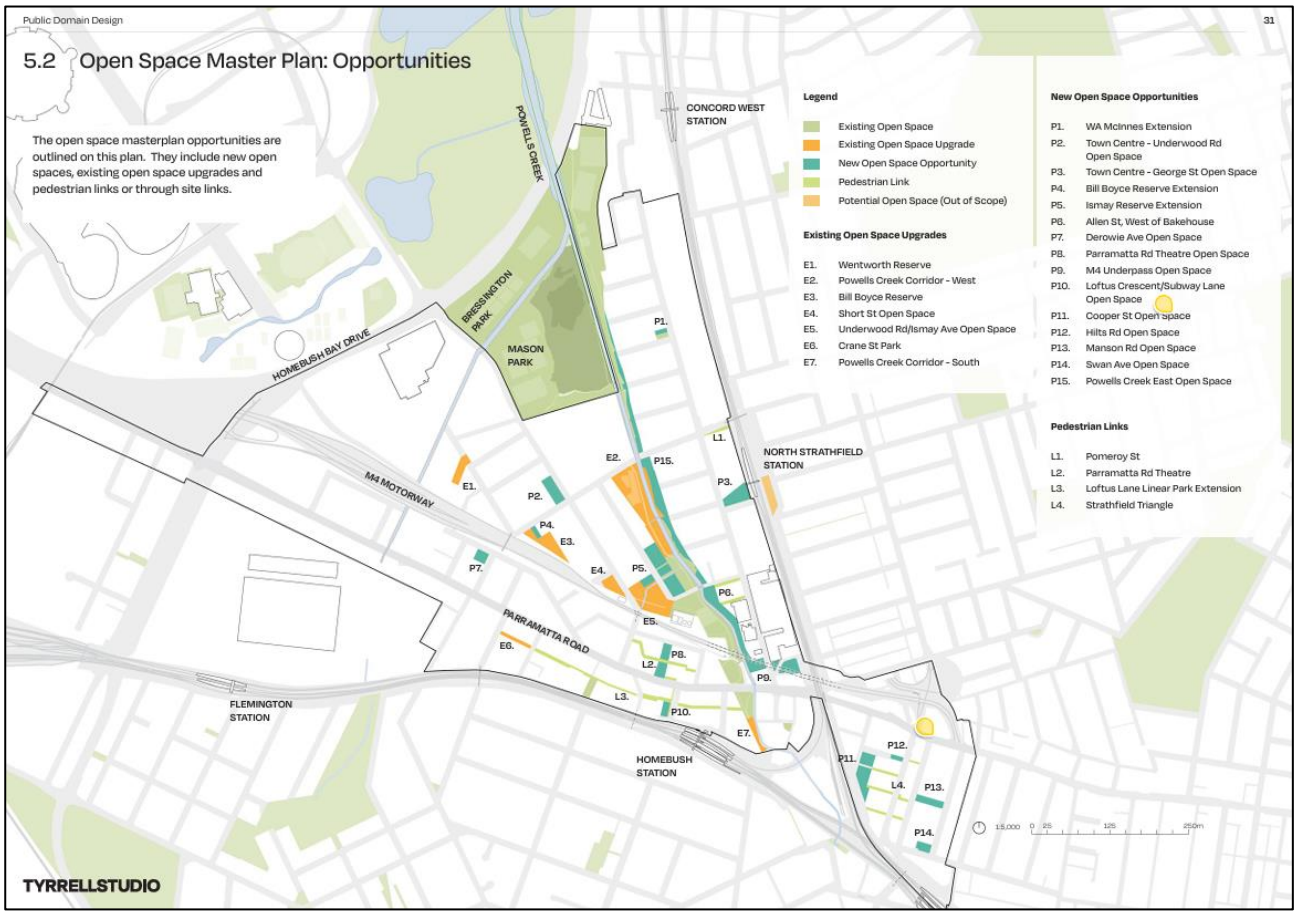


Figure 21: New and improved open space within the precinct (Tyrell Studio, 24 June 2024)

5.3 Master Plan and proposed yields

The proposed Master plan shown in Figure 22 below forecasts an estimated increase in dwellings at full build-out of 16,100 and a total of 8,870 jobs.

Most of the new density is focused on the future Metro station at North Strathfield which will provide high-frequency and high-quality metro services to Parramatta and Sydney CBDs. Areas of Homebush that have been recently redeveloped south of Parramatta Road near Homebush Station will not be altered however the Master plan proposes to provide new open space and improve connections through the precinct to connect with the new Metro station.

Homebush Precinct Future Employment Capacity	
Employment	Jobs
Existing jobs	6,200 (includes 370 retained jobs)
Additional Jobs	2,670
TOTAL	**8,870**

Homebush Precinct Future Residential Capacity	
Residential	Dwellings
Existing dwellings	6,800 (includes 5,700 retained dwellings)
Additional dwellings	16,100
TOTAL	**22,900**

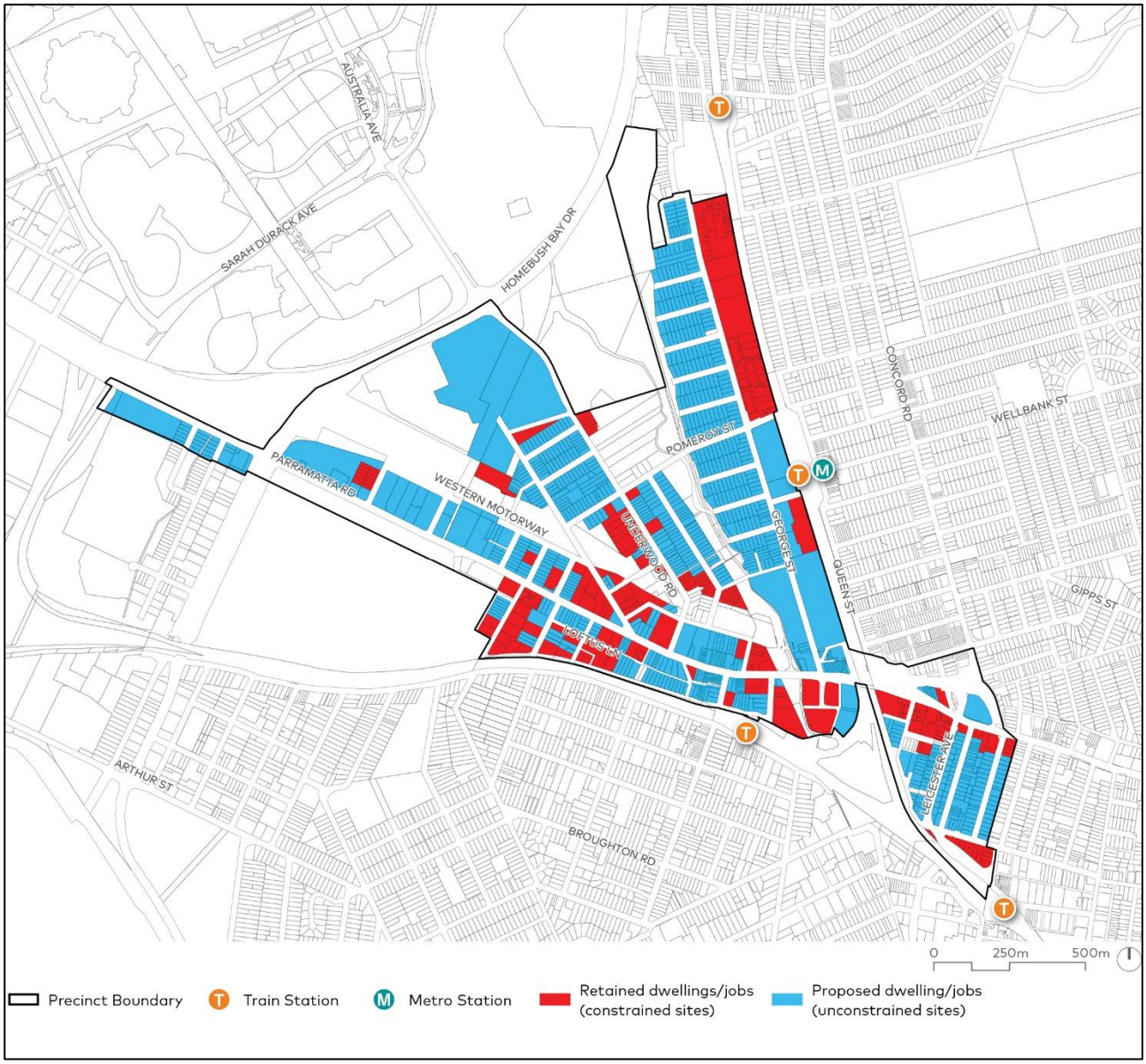


Figure 22: Homebush TOD Master plan Yields (COX, 28 June 2024)

5.4 Population comparison with previous transport investigations

PRCUTS reviewed and validated the potential for population and employment growth with the precinct, the PRTTAP was completed in 2022 and undertook traffic modelling and assessment to understand the potential impact of PRCUTS on the transport network.

This modelling work and the recommendations from the PRTTAP have been adopted as part of this PTS.

The PRTTAP work was completed prior to the proposed TOD master plan and revised population and employment yields. A rapid review was undertaken to compare the two forecasts and to determine the suitability of the existing transport model undertaken for a 2036 future year in assessing the impact of the proposed growth on the transport network.

The proposed master plan presented potential population yields in two scenarios, an initial interim build out for 2036 and an ultimate buildout scenario that was not given a future year date. The complete dwelling projections of the proposed master plan in the interim year of 2036 realises approximately 46%[3] of the total ultimate buildout of the precinct.

Comparing against the PRTTAP, the 2036 proposed master plan projections are shown in Table 3.

Table 3: Population project comparison between PRTTAP and Homebush TOD Master Plan

	PRTTAP 2036 Population	Proposed interim 2036 Population[4]		
		2036 Population	Change (total)	Change (%)
Homebush TOD Precinct	30,595	21 622	-8,973	-29%

When compared against the 2036 future year, the proposed master plan population yields are approximately 29% lower than the projections made by the PRTTAP of 30,595[5] people. The PRTTAP did not provide projections beyond the 2036 interim year.

For the 2036 year, given the population yields for the proposed master plan are less than those modelled in the PRTTAP, it is likely that the existing modelling is suitable to use in assessing the impact of the TOD on the transport network. Future year modelling will be required to understand the outcome beyond 2036 and has been included as part of the next steps for the PTS.

[3] 2036 interim year dwelling take-up rate provided by JLL based on benchmarked and assumed rates of development, June 2024

[4] Population of 2.5 per dwelling derived from JLL take-up rate assessment based on latest available COX yield projections as at 5 June 2024, there may be some difference in total dwellings due to rounding and refinement of yield projections since take-up rate assessment was completed

[5] Population extracted from PRTTAP model TZP data for the Homebush TOD study area

6. Transport Response to the Master Plan

To address the challenges and opportunities of the precinct and enable the precinct vision, an integrated transport network response is required to enable the overarching vision to be realised that will improve choice, connectivity, liveability, sustainability, and productivity for the precinct.

This network includes **38 precinct initiatives** that comprise the transport response to the Homebush TOD rezoning and proposed Master plan. The proposed Master plan includes additional growth to previous plans for the precinct, however the responses and initiatives proposed as part of previous work continue to hold true. The initiatives are collated and presented here under five overarching themes:

- **Response 1**: Contribute to a precinct environment that is safe and amenable at all times of the day and night.
- **Response 2**: Creating a sustainable walking and cycling network.
- **Response 3**: Delivering an inclusive, accessible, and well-connected transport network.
- **Response 4**: Facilitating the efficient movement of people and goods.
- **Response 5**: Managing parking to support the sustainable and efficient operation of the network.

Many of the responses listed in this section are not yet funded or committed and will require further detailed investigation and investment decisions. The responses address the challenges as discussed in Section 4 and are aligned with objectives to achieve the overall vision of the precinct. This alignment is shown in Table 4.

Table 4: Responses alignment with precinct objectives

Response	Objective	Challenge
Response 1: Contribute to a precinct environment that is safe and amenable at all times of the day and night.	Liveability Choice	**Challenge 3:** Disjointed active transport network **Challenge 6:** Inadequate streetscape amenity and liveability
Response 2: Creating a sustainable walking and cycling network.	Sustainability Choice	**Challenge 2:** Local access on precinct roads and streets **Challenge 3:** Disjointed active transport network **Challenge 5:** Inefficient use of the existing road capacity
Response 3: Delivering an inclusive, accessible, and well-connected transport network.	Connectivity Choice	**Challenge 2:** Local access on precinct roads and streets **Challenge 4:** Limited bus services supporting the rail and future metro network and for local trips **Challenge 5:** Inefficient use of the existing road capacity
Response 4: Facilitating the efficient movement of people and goods.	Productivity Connectivity	**Challenge 1:** Barriers to creating an efficient and connected network **Challenge 2:** Local access on precinct roads and streets
Response 5: Managing parking to support the sustainable and efficient operation of the network.	Choice Productivity	**Challenge 5:** Inefficient use of the existing road capacity

6.1 Contribute to a precinct environment that is safe and amenable at all times of the day and night

Relevant Objective:

Liveability Choice

The future precinct will provide a human-scale environment that is attractive, accessible, and safe to use. Providing an amenable walking and cycling environment means supporting active transport trips at all times of the day and night through street design and traffic calming interventions, making an attractive network for all users. This goes beyond transport infrastructure and should include lighting, landscaping, street furniture and providing active edges of proposed development along critical road and street connections, creating a liveable environment for all users.

Precinct wide interventions that focus on improving the safety, attractiveness and comfort of the walking and cycling network were developed considering the operation of the wider network. Proposed interventions draw from TfNSW Cycleway Design Toolbox and the Draft Design of Roads and Streets Guide. The operation of the network pertains to vehicle activity throughout the day that is not conducive to an amenable environment for walking and cycling. The interventions aim to facilitate a safer environment without compromising the movement function for vehicles. Potential precinct wide interventions are shown on Figure 23.

A safe and attractive environment will help promote more sustainable travel choice and shift the existing mode share in the precinct towards the vision of 60% sustainable mode share for walking, cycling and public transport.

A detailed breakdown of the **5 precinct interventions** to support a safe, amenable, and liveable environment are shown in A.1.1.

Figure 23: Potential precinct environment interventions

6.2 Creating a sustainable walking and cycling network

Relevant Objective:

Sustainability Choice

A sustainable walking and cycling network is required for the precinct. An initial aspirational walking and cycling network shown in Figure 24 has been prepared and will provide:

- Improved local connections, allowing people to access local destinations.
- A network that connects regionally and beyond the precinct.

The proposed walking and cycling opportunities network provide a range of walking and cycling infrastructure to support all users. This includes dedicated cycleways, walkable streets with footpaths and shared paths for both walking and cycling on the local road network which will help manage travel demand and shift transport to sustainable modes.

From the aspirational network, several corridors were prioritised for feasibility design to be undertaken. These interventions fill critical gaps in the disjointed active transport network by providing a grid structure and connecting the key destinations within the precinct. They also lay the foundations to further develop and address the opportunities in the regional network.

Further opportunities exist to provide through site links in new developments that will further enhance the walking network.

Providing safe and dedicated transport corridors for local and regional walking and cycling trips, will provide an alternative to private vehicle trips for short trips generally within 2.5-5 kms long which account 24% of trips in the Precinct today according to 2021 JTW. Relocating shorter trips to walking and cycling will further boost the vision for a 60% sustainable mode share.

A breakdown of **3 new** and **12 previous precinct interventions** to support sustainable walking and cycling are shown in A.1.2.

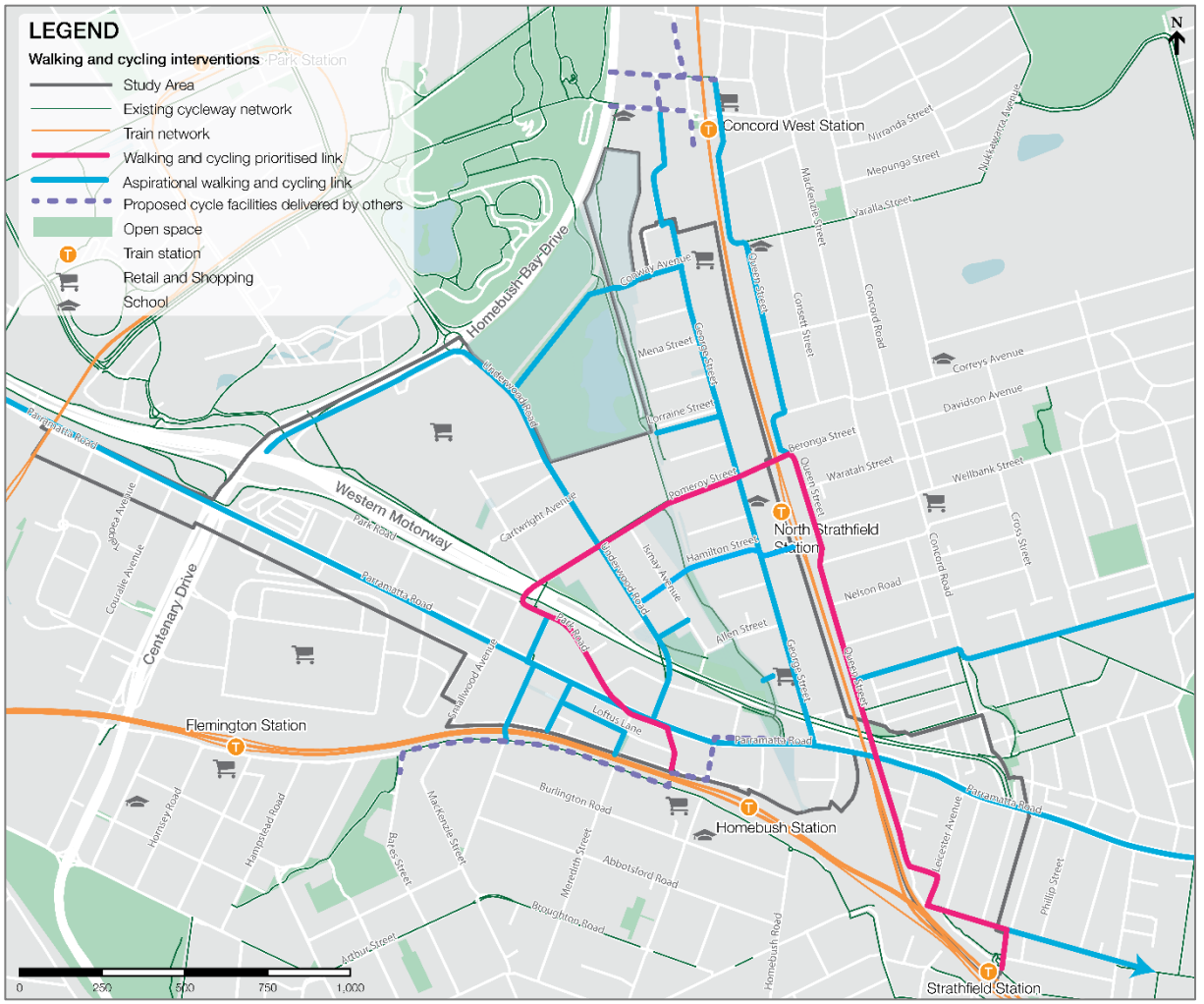


Figure 24: Aspirational walking and cycling network interventions

6.3 Delivering an inclusive, accessible and well-connected transport network

Relevant Objective:

Connectivity Choice

The NSW Government is currently constructing Sydney Metro West, with a committed North Strathfield Metro Station within the precinct. This will enhance an inclusive and well-connected transport network along with the three existing train stations within the precinct giving people a choice on how they travel.

Sydney Metro at North Strathfield presents a significant opportunity to rethink the local public transport network, including new bus services to support access to metro and extend its catchment. These opportunities are likely to be considered through collaboration with TfNSW to define bus services and infrastructure for the precinct.

Leveraging this reliable and efficient public transport connection will help to encourage the mode shift to sustainable modes of transport, managing the travel demand and providing people with access to employment, services, and amenities.

To supplement the train and metro network, a redefined bus network should be considered in line with the precinct growth and transformation. This should be developed in coordination by TfNSW, Sydney Metro and councils.

An indicative structure could see improved bus connections, east-west, north-south and along Parramatta Road. As land use changes, appropriate lane widths and flexible zones should be provided to allow for bus compatible streets and the provision of bus stops.

Improving the accessibility and convenience of public transport will create an inclusive transport network for all to use and help the precinct accommodate additional people and jobs as proposed in the rezoning and create a further shift from the current high car mode share.

One precinct intervention for public transport is shown in A.1.3.

Figure 25: Indicative public transport structure

6.4 Facilitating the efficient movement of people and goods

Relevant Objective:

Productivity Connectivity

The road network is vital to the function of the precinct for people and goods moving through, to, from, and within the precinct, which will evolve as the precinct develops.

As part of the PRTTAP, a network wide traffic model was developed to identify issues and hot spots which were modelled in SIDRA to understand the impact of potential optimisation and upgrades. The PRTTAP findings state *"The AM peak network statistics demonstrate the proposed upgrades would reduce total delays, increase average speeds and reduce the number of unreleased trips compared to non-upgrade scenarios."*

As part of the PRTTAP, interventions supported by traffic modelling have been proposed for the local road network to alleviate performance issues and to support productive movement of people and goods. Alongside providing infrastructure, policies to enable and encourage a shift to sustainable transport modes additional interventions have been proposed to provide a better road experience and manage performance.

Internal road circulation will be improved with proposed new links to help redistribute traffic from key precinct access points, signalising intersections for more efficient operation, and providing alternative access routes. This includes adding network redundancy north of Pomeroy Street and new local streets to facilitate development within the Strathfield Triangle.

Improvements to the network will also facilitate efficient freight and servicing movements. Further interventions to accommodate freight and servicing will need to be considered in the design guide and at the development application stage in more detail, with consideration of the TfNSW Last Mile Toolkit.

A breakdown of the **10 precinct interventions** to facilitate the efficient movement of people and goods are shown in A.1.4.

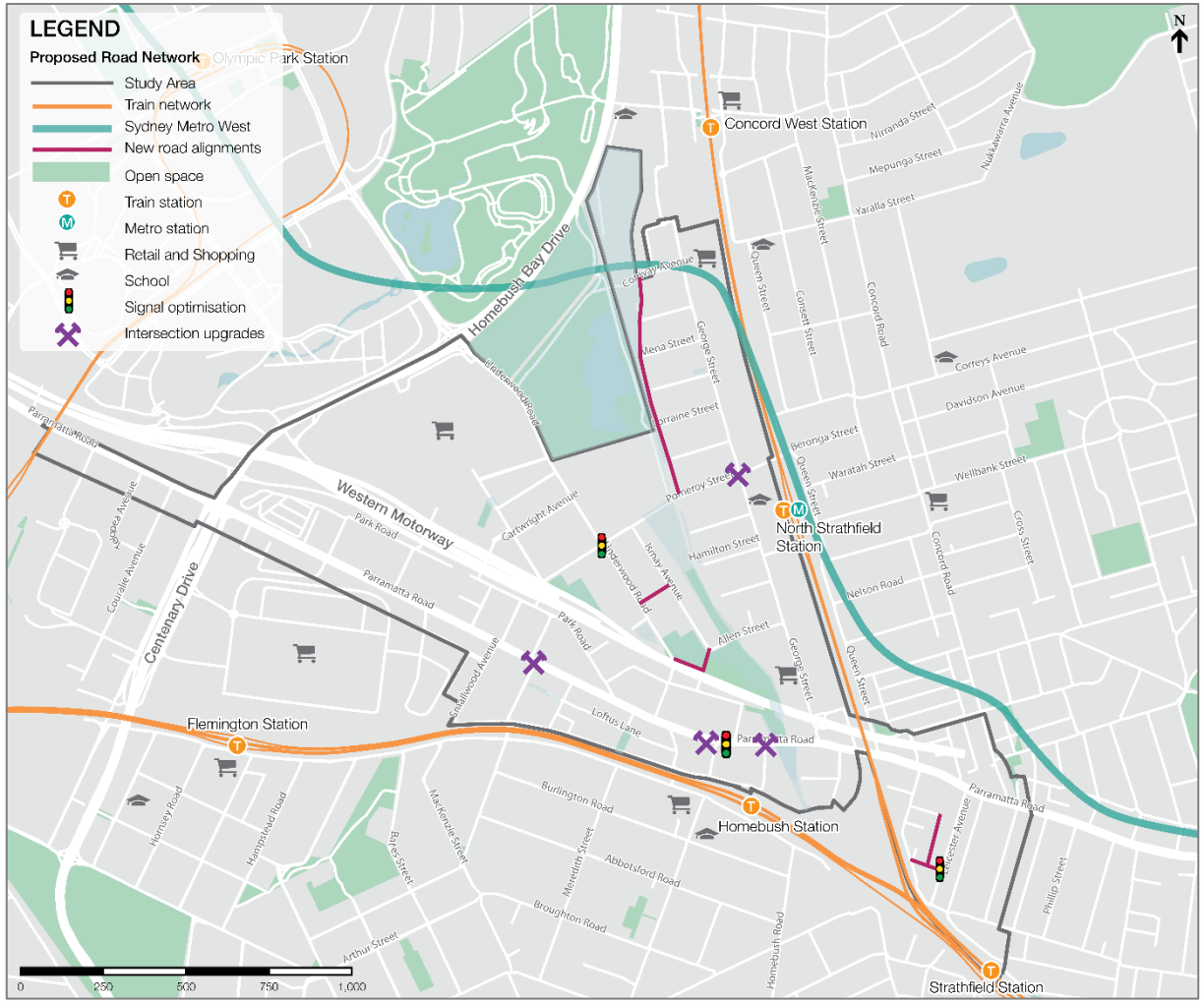


Figure 26: Proposed road network

6.5 Managing parking to support the sustainable and efficient operation of the network

Relevant Objective:

Choice Productivity

Supporting a mode shift to active and public transport involves managing parking provision and demand. The greatest demand for off-street parking in the precinct will be for residential land uses, with on-street parking managed by the local councils.

Off-street parking can be managed through travel demand management strategies such as applying parking rates that are progressive particularly in areas with high public transport access and influencing travel behaviour change towards more sustainable options. As part of the new development proposed in the precinct, a series of car parking rates have been proposed in different tiers.

The rates within the tiers are dependent on access to public transport and the local walking and cycling catchments of denser neighbourhoods. For Tier 1 a 400m catchment from rail stations was used as a guide and adjusted to respond to the proposed master plan. These Tier 1 areas are suitable for lower maximum parking rates as identified in PRCUTS as the PRCUTS Homebush Precinct Rates (Table 5).

Outside of these Tier 1 areas, the Tier 2 areas will adopt the PRCUTS Homebush Frame area maximum parking rates. Proposed parking rates as recommended in PRCUTS are summarised in Table 5 showing a total of 20,694 maximum parking spaces. A comparison was also undertaken against reference rates contained in the TfNSW Guide to Transport Impact Assessment Draft (2024) which proposes a single category 1 rate for all of Homebush resulting in a total maximum of 19,429 spaces.

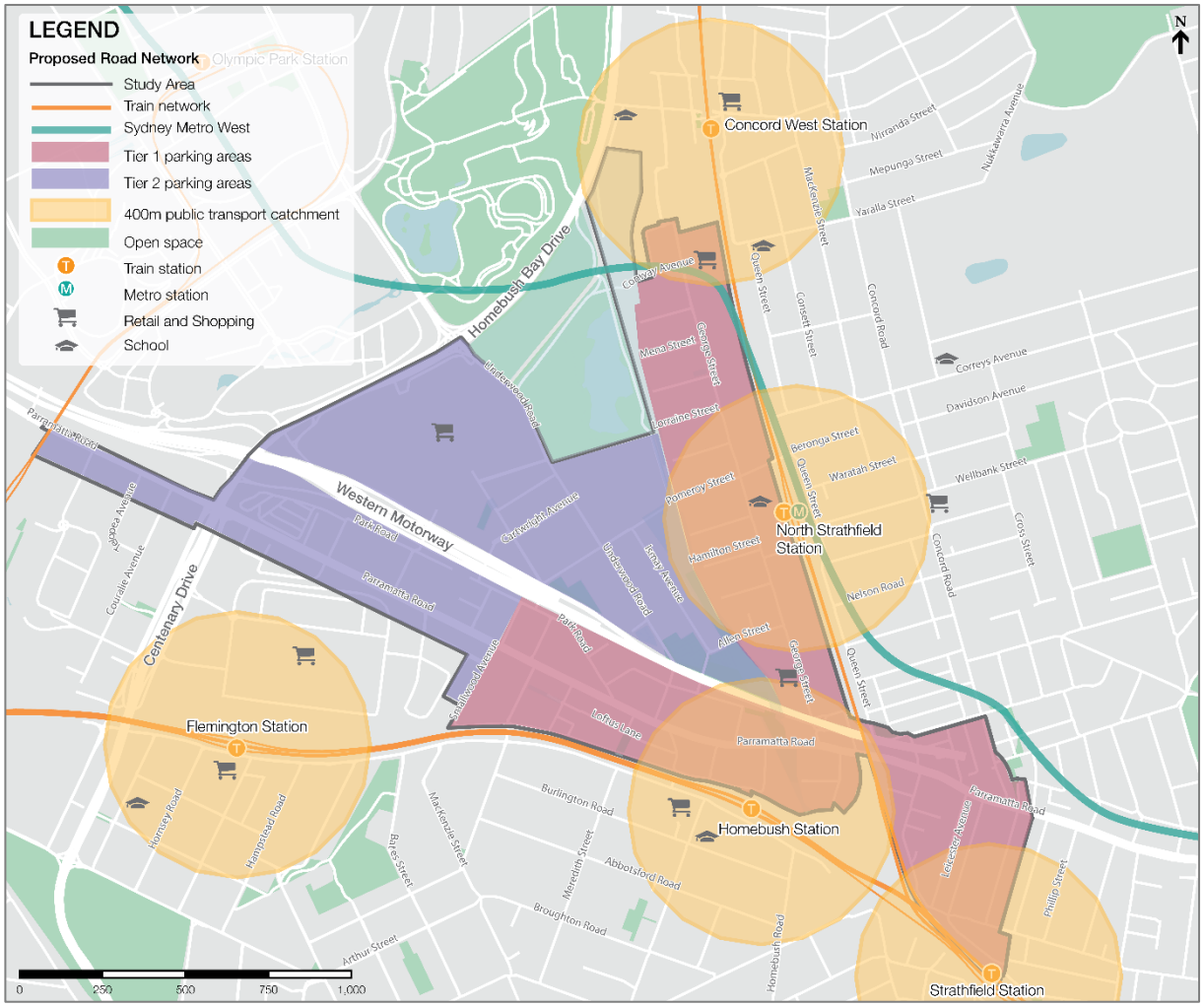


Figure 27: Parking management areas

In support of the aspirational active transport network and precinct wide interventions, bike parking and end of trip facilities will also be an important consideration with rates recommended in PRCUTS also shown in Table 5.

Sufficient parking and loading areas for the increase in urban freight and servicing will also be triggered by population growth. These servicing and delivery vehicles contribute to both on and off-street parking demand, with early consideration during planning key to facilitating productivity and easing the demand for limited road space in the future.

Urban freight parking should be considered using guidance such as the TfNSW Delivery and Service Plan Guidelines and the TfNSW Last Mile Toolkit. These include coordinated and development specific policy measures including precinct wide delivery and servicing plans, development controls and land zoning that supports the co-location of microfreight hubs to service last-mile deliveries.

As the uptake in electric vehicles continues to grow, parking provision should reflect the demand with parking spaces equipped with charging facilities and this should be addressed at development stages.

A detailed breakdown of **7 precinct parking interventions** to support the efficient operation of the network are shown in A.1.5

Table 5: Vehicle and bicycle parking rates proposed for Homebush

PRCUTS proposed parking provisions and policies									
		Residential (maximum, space / dwelling)					**Other land uses (maximum, 1 space per m^2 GFA)**		
		Studio	1-bed	2-bed	3-bed	Visitor	Commercial	Retail	Industrial
Tier 1[1]	Rate	0.3	0.5	0.9	1.2	0.1	100	70	120
Tier 2[2]	Rate	0.6	0.9	1.2	1.5	0.2	70	50	100

Minimum bicycle parking rates:						
Residential		**Commercial**		**Retail**		**Industrial**
Resident	*Visitor*	*Resident*	*Visitor*	*Resident*	*Visitor*	
1 per dwelling	1 per 10 dwellings	1 per 150m^2 GFA	1 per 400m^2 GFA	1 per 250m^2 GFA	2 spaces + 1 per 100m^2 GFA	1 per 10 staff

[1] PRCUTS recommended rates for Homebush precinct only (PRCUTS Planning and Design Guidelines, Section 3.8) (2016)

[2] PRCUTS recommended rates for Homebush frame area (PRCUTS Planning and Design Guidelines, Section 3.8) (2016)

7. Conclusion and Next Steps

The Homebush TOD rezoning and supporting master plan presents an exciting opportunity to provide much needed housing and jobs in Sydney, and to influence the evolution of the transport network to provide greater choice, connectivity, and support liveability, sustainability, and productivity for the community.

With substantial transformation and growth forecast within the precinct, the transport network will need to be reshaped to respond to this change. Transport responses have been compiled based on previous work developed for the State and Local Government and supplemented with additional walking and cycling initiatives prepared to support the master plan. The aim is to respond to critical challenges and opportunities and contribute to the success of the proposed rezoning of Homebush in delivering housing near a high-quality transport network with suitable choice for an evolving precinct.

These responses have been outlined in five overarching themes and include:

- **Response 1**: Contributing to a precinct environment that is safe and amenable at all times of the day and night.
- **Response 2**: Creating a sustainable walking and cycling network.
- **Response 3**: Delivering an inclusive, accessible, and well-connected transport network.
- **Response 4**: Facilitating the efficient movement of people and goods.
- **Response 5**: Managing parking to support the sustainable and efficient operation of the network.

The responses identified in this PTS will be considered with closer attention through the detailed planning and capital investment processes to support the incremental growth enabled by the rezoning of the precinct.

The next steps are as follows:

- Continued and ongoing engagement with stakeholders to confirm arrangements and processes to investigate, further develop and deliver the transport responses.
- Consider the need to further supplement previous transport analysis and investigation in the Parramatta Road Corridor Traffic and Transport Study and Action Plan (PRTTAP) in 2022 considering the most recent master plan, forecast development and benefit of the committed Sydney Metro station at North Strathfield, particularly for the timeframe beyond 2036.
- Work with TfNSW and councils to prioritise and confirm proposed staging of the infrastructure and public transport services within short, medium, long- and longer-time timeframes. An indicative priority has been identified based on assumptions on the development pattern.
- Ascertain the pathway to progress transport projects including project scoping and design, cost estimation, and funding requirements and mechanisms, and allocation of responsibilities.

A.1 Transport Response Interventions

For each listed intervention the following additional information has been provided:

- **Source:** recommendation from previous study or new intervention proposed in the PTS.
- **Indicative priority:** importance of the intervention to enable redevelopment of Homebush aligned with Master Plan vision.
- **Lead agency:** agency or agencies responsible for the planning and/or delivery of the intervention.
- **Cost:** The magnitude cost for each intervention, they are indicative and for preliminary planning purposes only. They are based on previously published sources or high-level initial evaluations. Detailed analyses will refine these estimates as the project progresses, and adjustments are dependent on wider factors, project scoping and market forces. Detailed design and cost estimates are beyond the scope of this project. The cost scale is shown in the table below:

Scale of cost	Definition for scale of cost
$$$	Projects that involve investments greater than $10 million require a business case to justify the expenditure and outline the projected returns or benefits.
$$	Projects falling within this cost range typically involve moderate to significant financial investments and may encompass a range of improvements or developments. $250,000 - $10m
$	Projects costing less than $250,000 fall into this category, generally involving smaller-scale financial commitments and could be funded out of operational budgets.

A.1.1 Potential precinct environment interventions

ID	Intervention	Source	Indicative Priority	Lead agency	Scale of Cost
R1.1	Provide wombat crossings to provide safe prioritised crossing opportunities for pedestrians at key crossing points: • Lorraine Street at George Street • Hamilton Street at George Street • Pomeroy Street at Powells Creek • Pomeroy Street at Wentworth Road South	New	Medium	Council	TBD
R1.2	Provide raised thresholds at all intersections of local and main streets to slow vehicle speeds.	New	Low	Council	TBD
R1.3	Provide signalised pedestrian and bicycle crossings at key intersections along Parramatta Road and Underwood Road.	New	Medium	Council / TfNSW	TBD
R1.4	Implement traffic calming measures to create a quietway environment with reduced speed limits and shared bicycle/vehicle environments.	New	Low	Council	TBD
R1.5	Implement shared zones appropriate for shared interaction between vehicles, pedestrians and bicycles.	New	Low	Council	TBD

A.1.2 Walking and cycling network interventions

ID	Intervention	Source	Indicative Priority	Lead agency	Scale of cost
R2.1	Provide new cycling link and infrastructure across Powells Creek at Hamilton Street and Lorraine Street	PRCUTS Planning and Design Guidelines	Completed		
R2.2	Provide new and upgraded walking routes across with a new link across Powells Creek at Lorraine Street and Hamilton Street	PRCUTS Planning and Design Guidelines / Parramatta Road Urban Amenity Improvement Program (PRUAIP)			
R2.3	Provide public domain improvements to: • Station street and the entrance to Homebush Station • Bridge Road	Parramatta Road Urban Amenity Improvement Program (PRUAIP)			
R2.4	Provide new cycling link and infrastructure across the precinct including: • On Station Street between Parramatta Road and Homebush rail station • Through Mason Park, connecting Underwood Road and Australia Avenue through to Sydney Olympic Park • Across the railway corridor and along Queen Street • Adjacent to the railway corridor and Cooper Street between Strathfield station and Parramatta Road • On Sydney Street to the eastbound cycleway on the M4 Motorway and Concord Road	PRCUTS Planning and Design Guidelines	Medium	Council / TfNSW	$$$
R2.5	Provide new cycling link and infrastructure along the western side of Powells Creek, connecting through to George Street and Railway Lane	PRCUTS Planning and Design Guidelines	Partially complete / Low	Council	$$
R2.6	Provide new and upgraded walking routes across the precinct including:	PRCUTS Planning and Design Guidelines	Medium	Council	$$

ID	Intervention	Source	Indicative Priority	Lead agency	Scale of cost
	• George Street between Parramatta Road and Concord West Station for pedestrians • Connecting Concord West rail station and George Street to improve connectivity with the station • A new shared path along Parramatta Road connecting George Street and the cycleway on the M4 Motorway via a new westbound motorway on ramp at Powells Creek				
R2.7	Provide new and upgraded walking routes with a new east-west link north of Homebush station to improve permeability and connectivity	PRCUTS Planning and Design Guidelines	Funded - HATN Program	Council	$$
R2.8	Parramatta Road public domain improvements including reconstruction of the footpath, increased street planting and street art.	Parramatta Road Urban Amenity Improvement Program (PRUAIP)	Partially complete / Medium	Council	$$
R2.9	Improved pedestrian links: • Through Business Park on the west side of Concord West Station • Along Station Avenue and King Street north of Station Avenue • On Powell Street and Crane Street	PRTTAP, Bitzios	Low	Council	$$
R2.10	Improve Powells Creek cycleway by providing lighting between Parramatta Road to Mason Park	Parramatta Road Urban Amenity Improvement Program (PRUAIP)	Partially complete / Low	Council	$$
R2.11	Connecting the existing cycle route on Bridge Street and Strathfield station via The Crescent, Beresford Road, Elva Street and Albert Street.	PRTTAP, Bitzios	Funded (Planning) / Medium	Council	$$
R2.12	New signalised crossing from Ismay Reserve across Parramatta Road	Parramatta Road Urban Amenity Improvement Program (PRUAIP)	Planning / High	TfNSW	$$
R2.13	Provide a new active transport link:	New	Medium	Council	$$$

ID	Intervention	Source	Indicative Priority	Lead agency	Scale of cost
	• From Powells Creek to Underwood Road through Ismay Avenue • Across Ismay Reserve towards George Street • Along George Street between Conway Avenue and Station Avenue • On Bridge Road / Hillcrest Street from Park Road to the railway line • Along King Street south of Station Avenue to Concord West station • On Queen Street between Concord West and North Strathfield stations • On Queen Street from North Strathfield to Strathfield via Cooper Street • On Princess Avenue to Gipps Street via Patterson Street • Along Pomeroy Street • Along Hamilton Street and Hamilton Street East • On Underwood Road between Homebush Bay Drive and Pomeroy Street • On Underwood Road from Pomeroy Street to Parramatta Road • From the M4 pedestrian bridge to Loftus Crescent via Park Road and Subway Lane • From Underwood Road to Hamilton Street Bridge				
R2.14	Upgrade the pedestrian infrastructure: • Along George Street north of Conway Avenue • Along Station Street from Parramatta Road to Loftus Crescent to a shared path	New	Medium	Council	$$$

ID	Intervention	Source	Indicative Priority	Lead agency	Scale of cost
	• From Conway Avenue to Underwood Road through Mason park to a shared path • Along George Street to Conway Avenue • On Lorraine Street to Powell Creek • Along Parramatta Road between Bridge Road and Marlborough Road • Along Parramatta Road between George Street and Bridge Road • On Loftus Lane through Augustus Loftus Reserve to a shared path • On Victoria Avenue				
R2.15	Council to undertake a Pedestrian Access and Mobility Plan (PAMP) for the precinct	New	High	Council	$

A.1.3 Delivering an inclusive, accessible and well-connected transport network interventions

ID	Recommendation	Source	**Priority**	**Lead agency**	**Scale of Cost**
R3.1	TfNSW to investigate improved bus service planning with considerations to east-west, north-south services and along Parramatta Road connecting to key attractors underserviced by rail, and locally within the TOD precinct.	New	High	TfNSW	$

A.1.4 Efficient movement of people and goods interventions

ID	Recommendation	Source	Indicative Priority	Lead agency	Estimated Cost
R4.1	Upgrade George Street / Pomeroy Street intersection	PRTTAP, Bitzios	High	Council	TBD
R4.2	Changes to signal phasing of Underwood Road / Pomeroy Street	PRTTAP, Bitzios	Medium	Council/TfNSW	TBD
R4.3	Parramatta Road / Bridge Road operational improvements	PRTTAP, Bitzios	Medium	Council/TfNSW	TBD
R4.4	Parramatta Road / Knight Street operational improvements	PRTTAP, Bitzios	Medium	Council/TfNSW	$$
R4.5	Parramatta Road / Station Street conversion to left-in/left-out only	PRTTAP, Bitzios	Medium	Council/TfNSW	$$
R4.6	Extend Hilts Road to Cooper Street for local access	COX Master Plan	Medium	Council/Developer	$$
R4.7	Realign Cooper Street to Leicester Avenue with a new signalised intersection	Strathfield Triangle DCP	Medium	TfNSW/Council/Developer	TBD
R4.8	Extend Allen Street to Underwood Road with a left-in/left-out arrangement	COX Master Plan	Low	Council	TBD
R4.9	Realign Ismay Avenue with a new east-west street to Underwood Road with a left-in/left-out arrangement	COX Master Plan	Low	Council/Developer	TBD
R4.10	A new street along the edge of Powells Creek between Conway Avenue and Pomeroy Street	COX Master Plan	Medium	Council/Developer	TBD

A.1.5 Managing parking to support the sustainable and efficient operation of the network interventions

ID	Recommendation	Source	Indicative Priority	Lead agency	Scale of Cost
R5.1	Provide vehicle and bicycle parking in accordance with rates as specified in Table 5.	PRCUTS Planning and Design Guidelines	High	DPHI / Council / Developer	$

R5.2	Implement parking mechanisms to reduce total parking provision in the precinct where appropriate through:
	• Providing unbundled parking attached to developments rather than individual dwellings
	• Providing decoupled parking outside the development footprint that can be shared with other developments or land uses in the precinct
	• Consideration of car-sharing programs and associated parking spaces according to following rates:
	  ○ 1 per 100 dwellings
	  ○ If parking is decoupled or unbundled: 1 per 20 dwellings
	• Providing electric vehicle charging points within each new off-street parking facilities in the precinct
		PRCUTS Planning and Design Guidelines	Medium	DPHI / Council	$

R5.3	Provide off-street loading and servicing capacity according to TfNSW Delivery and Servicing Plan Guidelines (DSP)	New	High	DPHI / Council	$
R5.4	Consider consolidated and integrated freight and servicing approaches according to TfNSW Last Mile Freight guidelines	New	High	DPHI / Council	$

R5.5	Provide end-of-trip facilities for non-residential uses in accordance with the following rates:
	• 1 locker per bicycle space
	• Shower and change cubicles:
	  ○ 1 for up to 10 bicycle spaces
	  ○ Additional 1 for 11-20 bicycle spaces
	  ○ Additional 2 for each additional 20 bicycle spaces above 20
		PRCUTS Planning and Design Guidelines	High	DPHI / Council	$

R5.6	Explore opportunities to provide a microfreight hub on mixed-use land to reduce delivery vehicle trips within the precinct and provide local employment opportunities	New	Low	Council / Developer	$$
R5.7	Co-locate mail and parcel lockers with community uses and residential lots to consolidate deliveries and reduce freight traffic	New	Low	DPHI / Council	$$