



HOME BUSH TRANSPORT ORIENTED DEVELOPMENT (TOD) PRECINCT PUBLIC DOMAIN STRATEGY REPORT

12 DECEMBER 2024

PREPARED FOR NEW SOUTH WALES DEPARTMENT OF PLANNING, HOUSING AND INFRASTRUCTURE

FINAL REPORT

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Executive Summary

The Homebush Transport Oriented Development (TOD) Precinct Public Domain Strategy Report provides a detailed assessment of open space within the precinct and makes recommendations for new open spaces to support the proposed additional residential and worker population.

The Homebush precinct is uniquely positioned to provide an outstanding public domain to support this community. The precincts relationship to major metropolitan parks of Sydney Olympic Park and Bicentennial Park, provide significant large open spaces on the doorstep of the precinct. It is also blessed with five major rail and metro stations ringing the precinct, providing excellent public transport access to and from the precinct.

As a result, high density living in Homebush offers the opportunity to provide excellent walking and cycling access to stations and to parklands across the precinct and beyond.

This strategy recommends transforming the sequence of existing parks along Powells Creek in a major new district park at the heart of the precinct, and the major walking and cycling connector across the precinct.

A network of local and small parks, strategically positioned at stations, enlivening urban retail centres, and within local residential neighbourhoods will provide close access to open space for all residents.

Increased pedestrian links and streets will improve access and pedestrian permeability through the precinct, and will be supported by the streetscape upgrades proposed in the Precinct Transport Statement and Urban Design Report.

This open space strategy targets 15% minimum land area provision across the precinct including the adjacent Mason and Bressington Parks. This is an important benchmark for high density urban environments and recommended by GANSW and many local government areas with high density urban living areas.

Collectively, the approach to open space in this strategy provides the opportunity to create well connected, generous and diverse open spaces, connected to the Green Grid and major metropolitan parks. Open spaces will provide exceptional recreational and blue-green infrastructural outcomes, to make Homebush a liveable and high-amenity urban environment.



Visualisation showing Powells Creek as the central public open space of the precinct

1.0

Introduction

Project Background

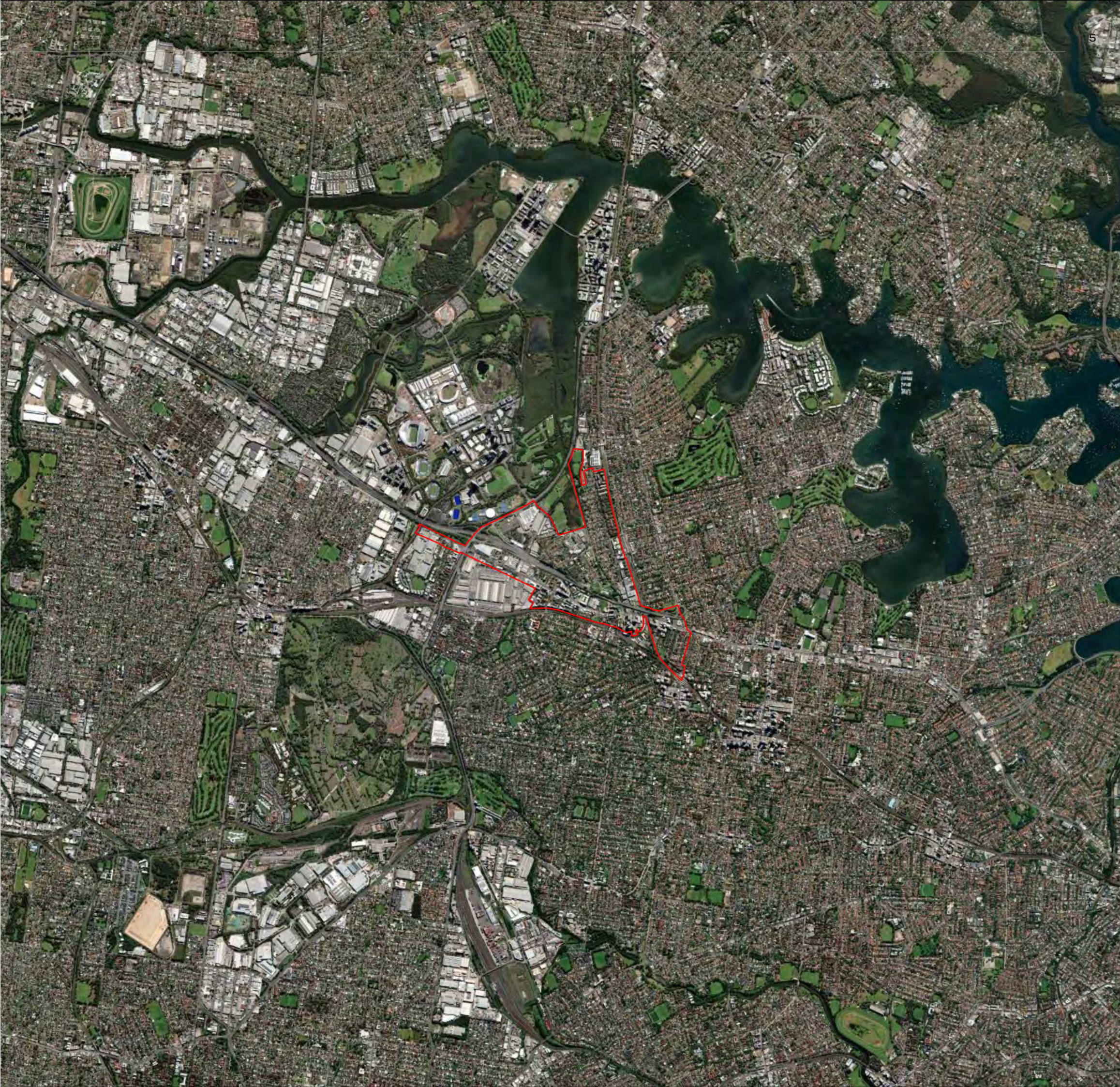
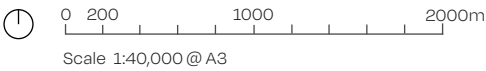
The project seeks to rezone part of the Homebush TOD as defined in the NSW Government endorsed Parramatta Road Corridor Urban Transformation Strategy 2016 (PRCUTS).

The precinct is located within the Strathfield and Canada Bay Local Government Areas (LGA) and borders Burwood LGA to the south-east. The Precinct is positioned between Homebush Station, North Strathfield Station and Strathfield Station. The project excludes the area at the northern part of the precinct near Concord West Station which was rezoned by City of Canada Bay Council in December 2022.

The rezoning proposal will validate and update existing planning work and identify opportunities for further growth in the Homebush TOD 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 aims 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.

The Department is leading the rezoning in Homebush as part of the Transport Oriented Development (TOD) program.

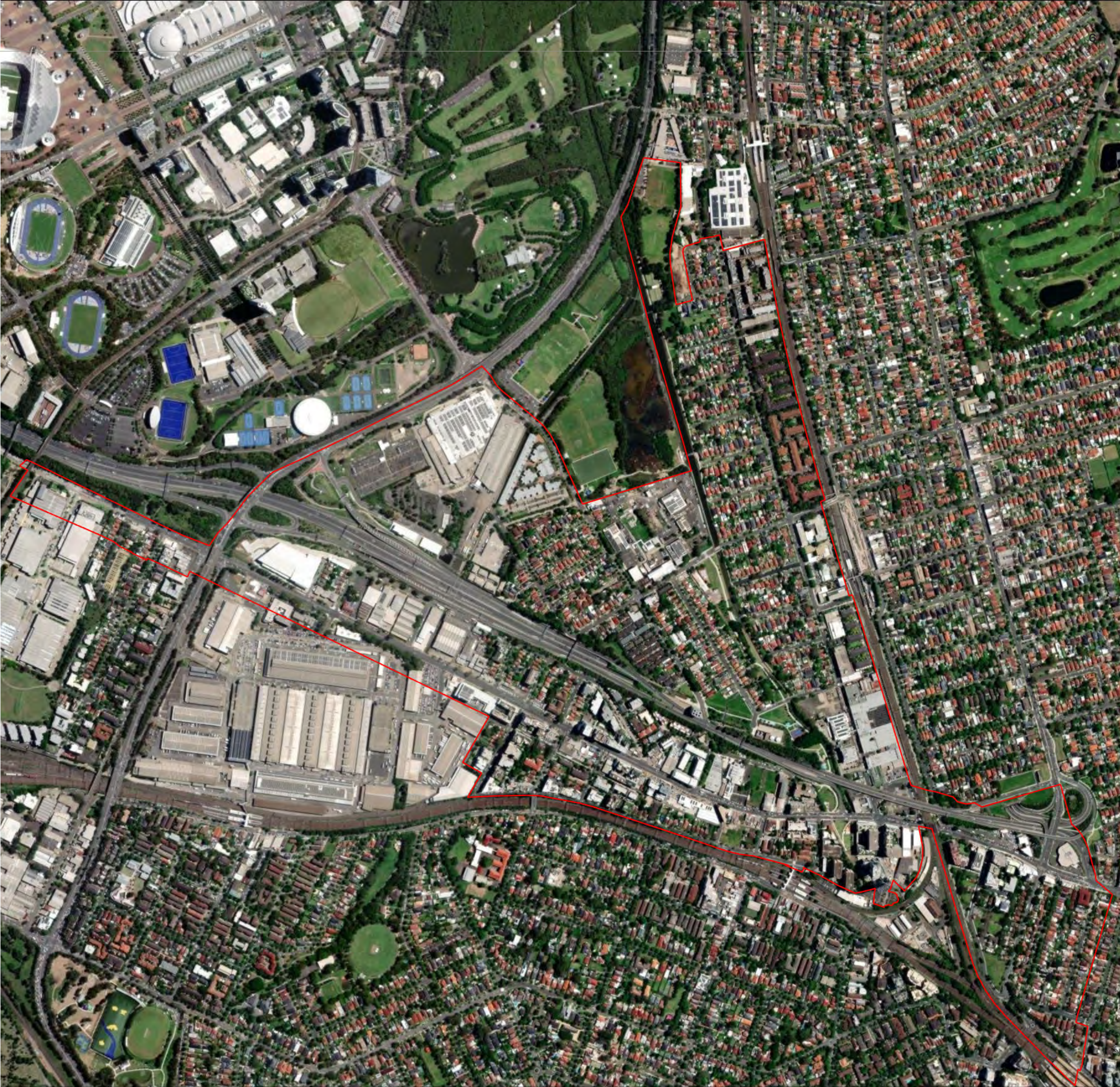
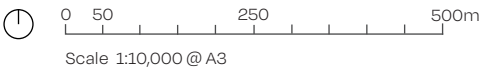


Project Background

Transport Oriented Development Program: Homebush TOD

In December 2023, the NSW Government released the Transport Oriented Development (TOD) Program to unlock more well-located homes close to transport, jobs and services. Part of the program identified eight Sydney transport hubs (tier one – accelerated precincts) for State-led accelerated rezoning for the delivery of up to 47,800 new homes over the next 15 years. Homebush has been included as one of the eight accelerated precincts.

- 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



2.0

Objectives and Approach

This chapter outlines the objectives and approach for the blue and green infrastructure and open space strategy.

2.1 Blue Green Infrastructure

Blue and green infrastructure is connected across urban areas.

Blue and green infrastructure in city planning includes the full range of public open spaces from national, regional and local parks through the harbour, ocean beaches, wetlands, rivers and creeks to playing fields, golf courses and cemeteries. Linkages are fostered within the wider public realm by enhancing creek corridors, transport routes, suburban streets, footpaths and cycleways. This interconnected network will keep the city cool, encourage healthy lifestyles, enhance biodiversity and ensure ecological resilience.

Existing ecosystems are protected, restored and enhanced.

When healthy and intact, remnant ecosystems are diverse, resilient and self-sustaining, providing benefits to surrounding urban areas such as cleaner air, cooler cities and access to nature.

The integrity of remnant ecosystems underpins the viability of blue green infrastructure and the liveability of a city. Some remnant ecosystems in urban areas are protected by legislation, but many remain at risk. By protecting, restoring and enhancing remnant ecosystems we can address habitat and biodiversity loss.

New ecosystems are created.

Where links between existing habitats are incomplete, approaches are needed that help to restore habitat connections.

Green infrastructure and water-sensitive urban design elements, such as green roofs, wetlands, parks, community gardens, corridors and bioswales, can be created in urban areas to provide habitat and ecosystem services.

Gardens, street verges and parks can all play a role in improving habitat through the way they are designed and managed.



Wetlands along Powells Creek provide cleaner air and cooler temperatures to the precinct.

2.2 Connectivity

The importance and benefits of connectivity

A successful blue green infrastructure strategy requires viewing blue and green systems as an interconnected network rather than as separate components. Bushland, waterways, open space and urban tree canopy are integral to healthy cities, and when designed to work together with their specific place, their benefits increase exponentially.

Connectivity should be prioritised in the planning and design of blue green infrastructure – bringing our parks, waterways, streets and gardens together in a high performing network of blue and green across urban areas.

- A connected approach to blue green infrastructure delivers multiple benefits:
- People: Connection with nature is proven to provide health, well-being and spiritual benefits.
 - Environment: Connectivity is one of the key indicators of biodiversity and ecosystem health. Connectivity allows plants and animals to recolonise areas where they have become locally extinct, find alternative habitat in times of major disasters such as fire or flood, and escape major threats such as clearing or disease.
 - Economy: Connected networks of green space contribute to a cities' climate resilience and social cohesiveness.

Connecting open space at different scales

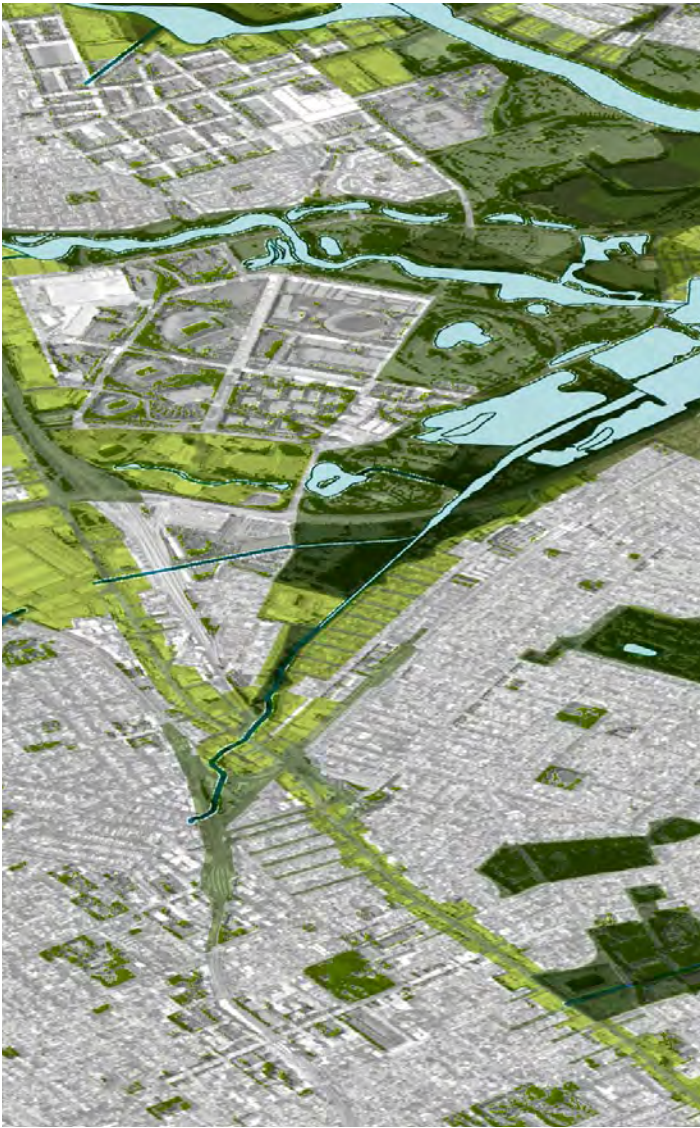
Connectivity requires considering projects at a variety of scales. Local projects need to show how they connect to their broader setting. Strategic projects need to consider their impacts at a human scale. The diagrams below show the process of working at multiple scales to ensure a robust and connected approach to blue green infrastructure.



Regional connections
Connecting at a regional scale requires consideration of bioregional characteristics and regional plans. It requires coordinated policy and interagency collaboration. Examples include metropolitan green grids and regional links.



Precinct connections
Connecting at a precinct scale requires consideration of the surrounding catchment and collaboration across LGA boundaries. Examples include greenways, riparian corridors, transport corridors and utilities corridors.



Local connections
Connecting at a local scale requires consideration of the local subcatchment and collaboration with local communities. Examples include regional parks, linear parks, street tree masterplans and urban canopy projects.



Lot connections
Connecting at a lot scale means connecting people to nature. It considers the interface of nature in our cities at a human scale. Examples include private development, community facilities, rooftops, balconies and local parks.

2.3 Calculating and defining public open space

Requirements for open space

Recent case studies, best practice examples and targets by local councils have identified the value of a minimum land percentage as a successful tool to provide equitable open space across the urban areas of NSW. This study supports the recommendation of 15% open space provision for the precinct.

To contribute to the 15% provision all open space needs to meet the following requirements:

- **Quantity:** Size, Shape and Distribution
- **Quality:** Site Selection, Open Space Uses,
- **Amenity and Comfort,** Inclusivity, Accessibility and Safety
- **Connectivity:** for recreational, ecological and tree canopy benefits.

The reason for 15 per cent

The benchmark of 15% was set after review of best practice development in both low and high density environments. This figure represents an amount of recreational open space that allows for varied community needs and future proofs areas as development occurs.

Best practice development demonstrated a combination of three key types of open space:

1. **Parks** that provide large open spaces with a variety of uses.
2. **Linear parks** that provide connections across the development and adjacent areas that were supported by active transport, recreational uses, connected tree canopy and biodiversity corridors.
3. In high density environments, small parks that are regularly distributed within residential neighbourhoods and provide open spaces uses to the local residents.

Together, these three types of parks provide appropriate open space within walking distance of all residences and a connected open space system that responds to the landscape setting of each precinct.

Many best practice high density examples provide more than 15% open space. This figure is intended as a minimum provision to provide a high quality outcome that will provide for the long term open space needs of our communities.

Types of open space

This document refers to six types of open spaces.

Metropolitan Parks serve the entire metropolitan area. They are very large, well-known parks with capacity for high volumes of visitors and multiple uses.
Example: Sydney Olympic Parklands.

Regional Parks serve parts of a metropolitan district, local government areas and regional centres. They are large parks that provide multiple large scale uses.
Example: Bicentennial Park.

District Parks typically serve a suburb, multiple neighbourhoods or a regional town. They are larger than a local park and provide multiple uses. District Parks with sporting facilities often serve catchments that span two LGA's, as a sporting hub for the local district.
Example: Mason and Bressington Parks.

Local Parks serve a local neighbourhood area where users predominantly walk or cycle to use the park because it is close to where they live. They provide a few uses for the local community.
Example: Powells Creek Parks including Arnotts and Ismay Reserves.

Small Parks are only to be provided in medium and high density areas. They serve a few blocks where users walk to the park. They provide a few uses for the local community.
Example: Augustus Loftus Reserve, Gramophone Park.

Linear Parks (and Green Corridors) are long, connected open spaces that provide a range of uses along the corridor. They link to important nearby features such as destination parks, urban centres and blue-green infrastructure corridors.
Example: Powells Creek North.



Visualisation showing a green and generous open space that supports a liveable precinct.

2.4 Locating public open space

Parks are located and sized according to park type and catchment requirements. A mix of Small, Local Parks and District Parks are required, and are sized and distributed to suit the specific site conditions, access and responsive to areas of residential density.

In an area of high density, the following distribution targets apply:

- District Parks should be within 1.6km of all residences.
- Local Parks should be within 400m walking distance for all residences.
- Small Parks should be within 200m walking distance for all residences in high density areas.

The following size and scale targets are have been applied to this precinct:

- District Parks should be 5ha minimum, up to 25ha.
- Local Parks should be 5000sqm minimum and up to 5ha.
- Small Parks should be 3000sqm minimum and up to 5000sqm. In rare occasions small parks of 1500sqm minimum are acceptable.
- Linear Parks should be a minimum of 15m wide.

The location of additional open space, should also consider how parks can support Urban Ecosystems strategies. This may include connecting biodiversity corridors, flood and water systems, connecting tree canopy, or infilling areas of low tree canopy.

Parks have been located to provide multiple benefits including:

- Near urban centres, urban attractors or areas of natural amenity,
- With remnant trees and other existing planted areas,
- Where they might be joined by linear parks, and
- In areas that can achieve high amenity, i.e. protected from roads with high traffic volume.

This strategy reviews the existing open space and looks for opportunity sites to add open space to the network as required to meet or surpass the 15% open space requirement.

This has been done in four ways:

Extend Existing Parks - Some parks would benefit from being larger. This includes local and small parks, making more substantial local parks, or extending some small parks to make them more usable.

Add New Parks - New parks are proposed in areas that have minimal access to open space, and areas of highest potential open space amenity.

Widen Linear Parks - Where linear parks are adjacent to major urban ecosystem corridors, or align with Green Grid priority corridors or LGA priorities (such as Powells Creek), linear parks have been widened to maximise their usable space. As shown in the linear park case studies, these corridors have the opportunity to become local or district parks as well as linear parks when combined together.

Add New Linear Parks - Where additional corridors would increase connectivity benefits, new linear parks have been added or extended. Due to the scale and existing development patterns of the precinct this is not a major opportunity. To complement the open space system a fine grain network of pedestrian links has also been investigated to improve pedestrian amenity and permeability throughout the precinct.



Visualisation showing the benefits of creating a large central open space at the heart of a precinct.

3.0

Site Analysis



3.1 NSW State Government Background Documents



Greener Places Design Guide Section One, 2020

This guide provides a framework for improved public open space planning. It outlines the delivery of better quality, easily accessible open space for recreation that keeps pace with expected population growth and increased density in urban areas.

It addresses the provision of public open spaces that support outdoor recreation, sport, and exercise. This includes formal sport, self-directed endurance activities, appreciation of nature, socialising, picnicking, walking, and informal group activities, etc.

The design guide supports the planning and provision of open space, including how to achieve a range of types in different urban settings. The aim is to provide more open space for recreation that is high quality, fit for purpose and able to support human health and well-being.



Greener Places Design Guide Section Two, 2020

This guide provides recommendations for planning and improvement in urban tree canopy. It addresses all levels of government and encourages a collaborative interagency approach. The aim is to empower local government and State agencies to produce evidence-based approaches that preserve and enhance the urban tree canopy.

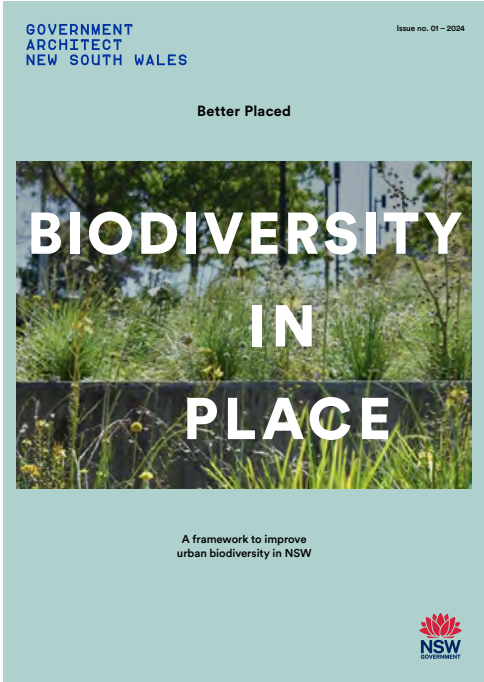
Key criteria and targets for urban canopy are essential to mitigate urban heat and support active transport in the precinct.



Greener Places Design Guide Section Three, 2020

This guide provides a framework for improving connectivity between bushland and waterways supporting habitat and biodiversity in urban areas. It promotes the connection of people to nature within a sustainable environment.

The best outcomes for connectivity come from identifying and protecting valuable natural assets during the strategic planning stage. In this way, new development can benefit from mature shade trees, healthy bushland and clean waterways that improve liveability and environmental outcomes.



Biodiversity in Place, 2024

Through Biodiversity in Place, Government Architect NSW advocates for nature-positive approaches to the urban environment by introducing ecology-rich planting to verges, backyards, balconies, public spaces, rooftops and critical infrastructure such as roads, railways and creek corridors.

Biodiversity in Place identifies typologies and tools that provide a helping hand, enabling different agencies to step up and address the issue of biodiversity loss. It will support agencies already on the journey and help bring along those not yet involved.



Sydney Green Grid, 2017

The Sydney Green Grid promotes the creation of a network of high quality open spaces that supports recreation, biodiversity and waterway health. The Green Grid will create a network that connects strategic, district and local centres, public transport hubs, and residential areas.

3.2 Sydney Green Grid

This map shows the Sydney Green Grid corridors from the 2018 strategic framework. The main corridors connecting to the study area include:

- Sydney Olympic Park, Homebush Bay and Powells Creek
- The Strathfield Rail Line
- The Cooks River and Parklands
- Potential corridors along the M4 or Parramatta Road
- Sydney Harbour to Mason Park through Canada Bay.

The precinct sits at an important connection point between two of Sydney’s major large park systems; The Sydney Olympic Park, Homebush Bay and Powells Creek park network, and the Cooks Review and Parklands corridor.

Sydney Olympic Park, Bicentennial Park, Bressington Park and Mason Park provide a continuous network of parklands north of the precinct. The Cooks River and Parklands Corridor is a major regional park system south of the precinct, that provided a connected corridor from Homebush South to Botany Bay.

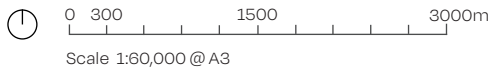
The Homebush TOD Precinct has the opportunity to provide the missing link in the Green Grid network that could provide a connected open space corridor from Sydney Harbour to Botany Bay. This is a major connection of a number of priority Green Grid corridors, and would complete a key part of the Green Grid network in this district of the city.

- The missing links in this precinct have the opportunity to provide:
- Access and connectivity including ties into existing Active Transport network - cycling and walking routes
 - Biodiversity and connected Urban Tree Canopy corridors
 - Water system and Water Sensitive Urban Design (WSUD) improvements
 - Recreational opportunities throughout the corridor.



Legend

- Open Space
- Bushland
- Green Grid Minor Links
- Green Grid Major Links
- Green Grid Metropolitan Links



Sydney Olympic Park



Cooks River Corridor

3.3 Metropolitan, Regional and District Park Context



The Homebush Precinct has exceptional connection to large and metropolitan parks to the north of the precinct. Mason and Bressington Parks, Bicentennial Park, the Badu Mangroves and Sydney Olympic Park all seamlessly connect along Powells Creek north to Homebush Bay. This is a rare large park asset next to a highly urbanised precinct. The opportunity in this precinct is to improve and maximise the connection to these major parks, providing connected recreational, ecological and hydrological systems through the open space network.



A. Metropolitan Park: Sydney Olympic Park



B. Badu Mangroves (part of Sydney Olympic Park)



C. Regional Park: Bicentennial Park



D. District Park: Bressington Park and Mason Park Wetlands



3.4 Existing Water System

Powells Creek

The headwaters of Powells Creek originate in Strathfield, flowing through a stretch of mangrove before draining into Homebush Bay. Canalised in the 1930s, the increasing industrialisation and development impacted the ecology of the creek and mangroves. Ecological and landscape works in Sydney Olympic Park, Badu Mangroves and the recent naturalisation of the creek edge have significantly improved biodiversity prospects by creating habitat in native vegetation, as well as public amenity.

The removal of the concrete edge of the canal has improved the local connectivity of the landscape for wildlife, and supported periodic inundation of the wetlands in Mason Park, supporting the delicate saltmarsh ecosystem. There is an opportunity to further the naturalisation of the canal, and continue on the recent Sydney Water works of transforming the canal at Mason Park into a rock-lined and planted creek edge. This could be extended along the edges of Powells Creek, enhancing the linear parkland along its length.

Mason Park Wetlands and Badu Mangroves

Mason Park Wetlands and the surrounding vegetation is the most species-rich reserve in the area. For its small size, it boasts a rich diversity of waterbirds and is an important site for intercontinental migratory shorebirds as a habitat and feeding ground.

The Badu Mangroves are the largest remaining intertidal wetland left on the Parramatta River. The mangroves play a key role in protecting the health of the river, filtering water as it flows back to the bay. Mangroves are a key nursery habitat for many species of juvenile marine fish, before they mature and return to the deeper waters of Sydney Harbour.

Currently, Powells Creek stands as an important corridor opportunity for biodiversity within the site, connecting the ecologies of saltmarsh and mangrove forest through precinct. It offers the potential to extend ecological support along Powells Creek into the heart of the new urban precinct. There is a major opportunity to make ecological support visible and functional within the high-amenity urban public spaces, and the creek ecology to act as a defining characteristic of the new urban park system.

Water sensitive urban design in streets and other open spaces can also be incorporated to slow stormwater runoff and retain water in the park to cool the local microclimate for thermal comfort.



A. Mason Park Wetland



B. Naturalised Powells Creek edges in Bicentennial Park



C. Recent Re-naturalisation of Powells Creek edges



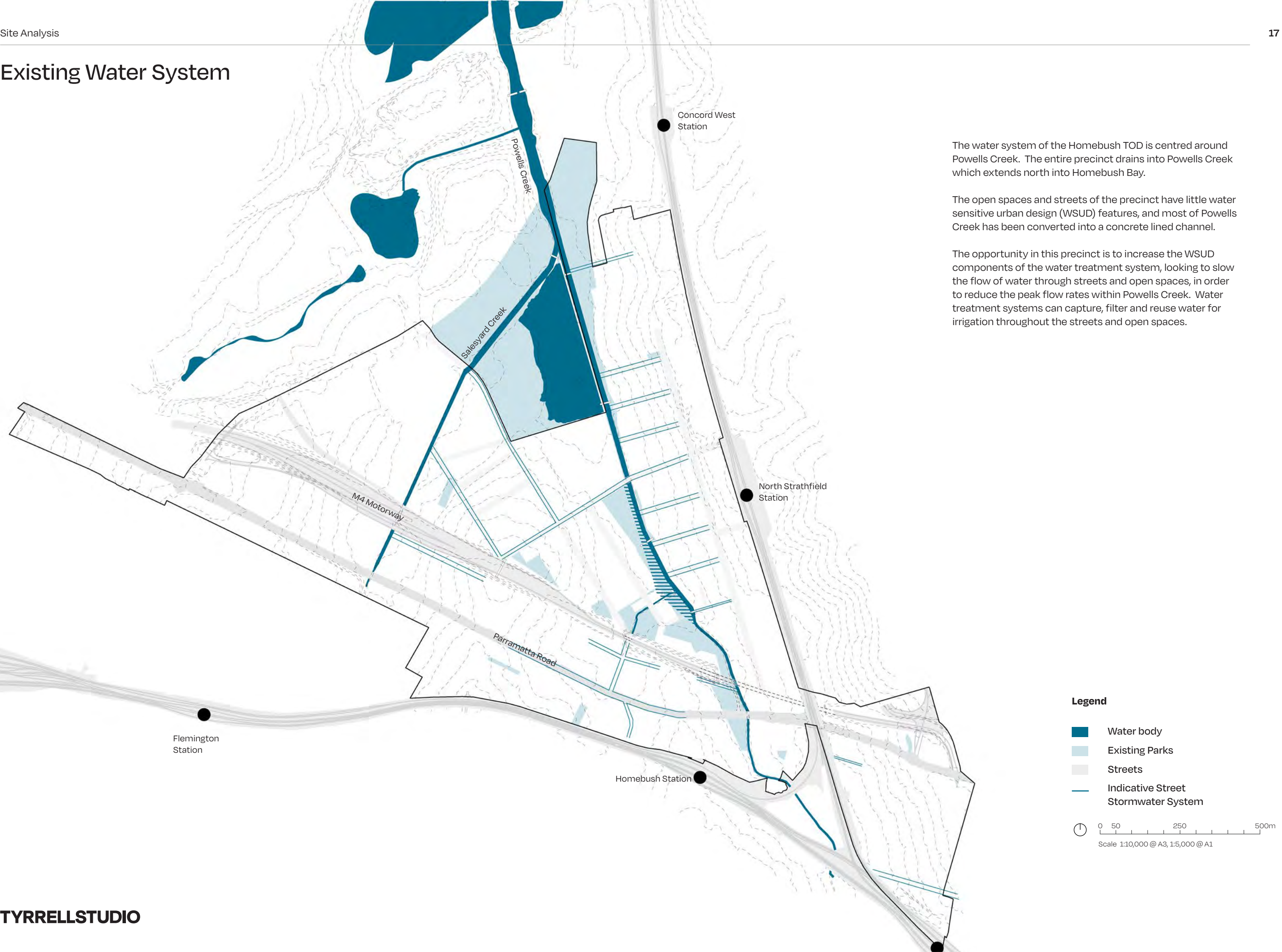
D. Concrete canal of Powells Creek. Opportunity for furthering the rock-lined and planted creek edge works further north.

Existing Water System

The water system of the Homebush TOD is centred around Powells Creek. The entire precinct drains into Powells Creek which extends north into Homebush Bay.

The open spaces and streets of the precinct have little water sensitive urban design (WSUD) features, and most of Powells Creek has been converted into a concrete lined channel.

The opportunity in this precinct is to increase the WSUD components of the water treatment system, looking to slow the flow of water through streets and open spaces, in order to reduce the peak flow rates within Powells Creek. Water treatment systems can capture, filter and reuse water for irrigation throughout the streets and open spaces.



3.5 Powells Creek Linear Park Corridor

The Powells Creek linear park corridor is an important linear park within the Homebush TOD precinct. It is also one of a family of linear parks along creek lines that connect to Sydney Harbour and the Parramatta River. The below diagram identifies the other corridors, and shows how the system of connected creek open space corridors has the potential to provide major open spaces for each of the communities along the edges of the harbour. These corridors are also important corridors within the Green Grid as described in section 3.2 previously.

The following page illustrates a detailed scale comparison between Powells Creek (with the connected system of parks at Homebush Bay), the Greenway and Johnstons Creek corridors. Powells Creek corridor has the opportunity to become an open space corridor like these that are at the heart of the open space provision for their neighbourhoods, and provide the diversity of open space uses and experiences required for urban parks in high density residential environments.



Powells Creek Linear Park Corridor

Powells Creek Corridor - Bicentennial Park, Mason Park, Ismay Reserve



The Greenway, Haberfield and Leichhardt



Johnstons Creek Corridor - Jubilee Park, Harold Park, Sydney Uni



3.6 Local Government Strategic Planning Documents

Strathfield 2040 | Local Strategic Planning Statement (2020)

The diagrams to the right identify important Open Space Strategies and the Urban Tree Canopy Strategy for the Strathfield 2040 LSPS.

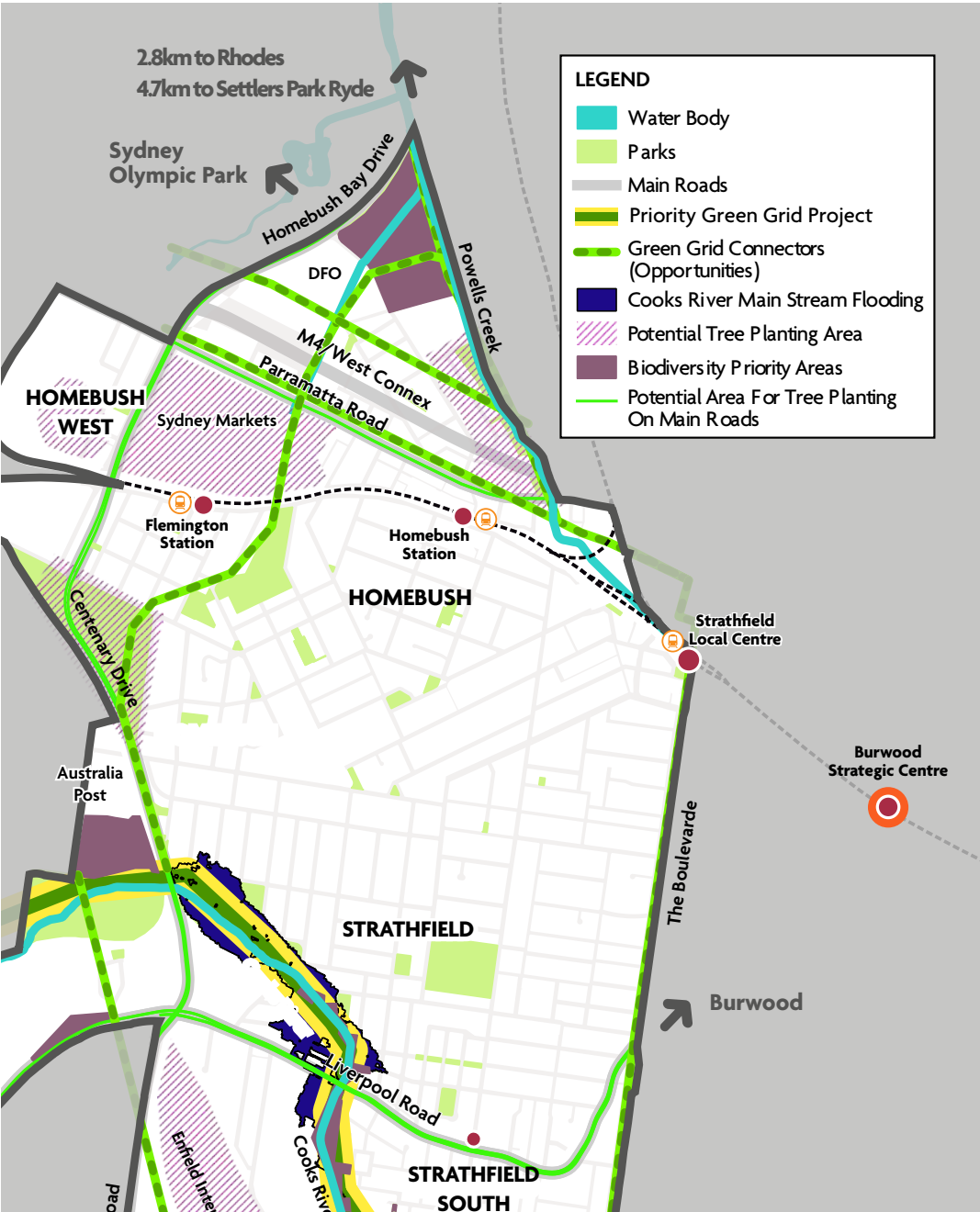
Open Space Strategy

The Strathfield 2040 Open Space Strategy includes Priority Green Grid Projects, Green Grid Opportunities and Priority Tree Planting Areas. A number of these projects align with opportunities within the Homebush TOD Precinct.

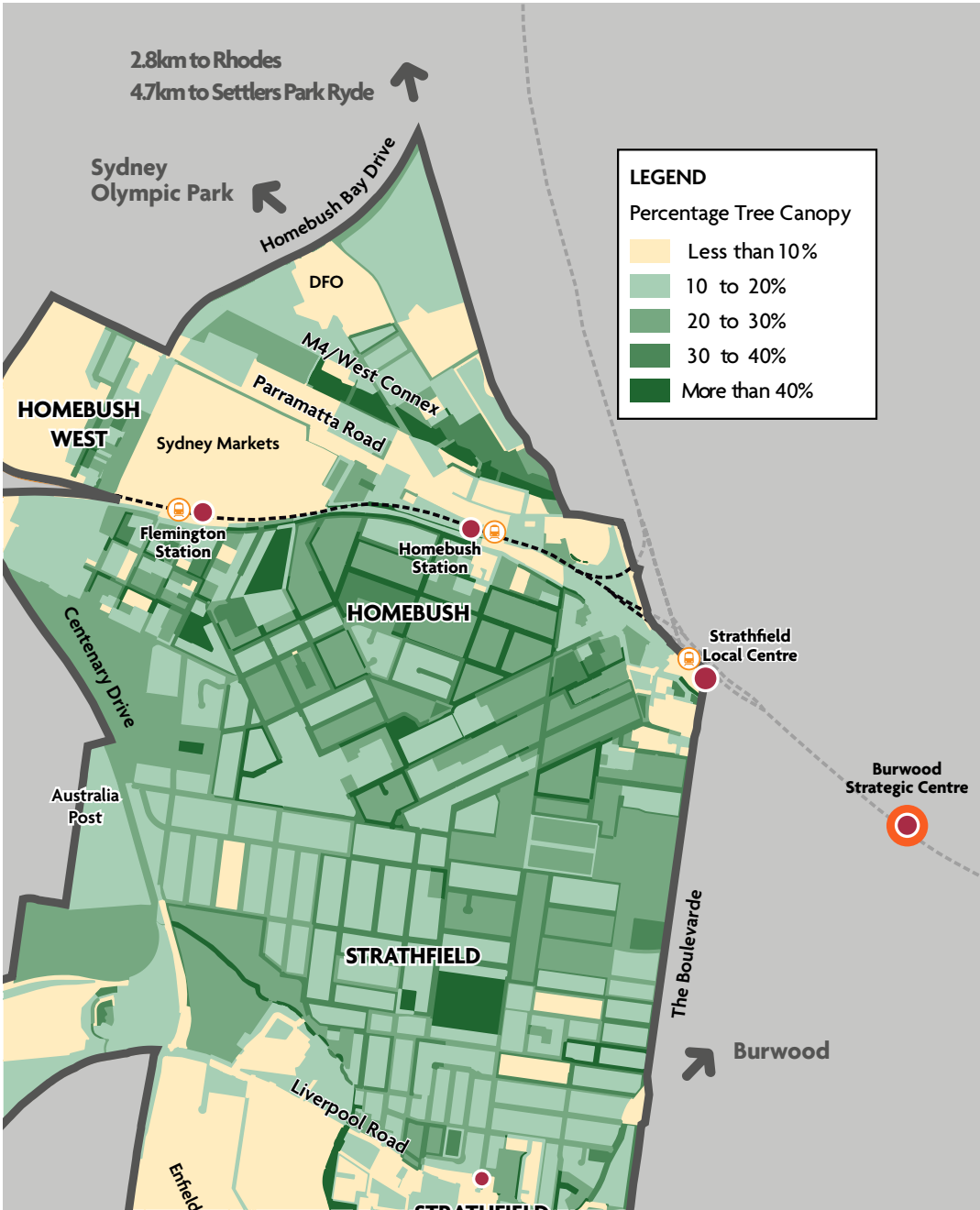
- The Homebush TOD Precinct project opportunities include:
- The Cooks River to Sydney Harbour Green Grid Corridor. There is an opportunity to provide a key missing link through the precinct.
 - Parramatta Road Green Grid Corridor. There is opportunity to improve the pedestrian and active transport amenity along this corridor, and/or future proof it for future projects.
 - The East-West Green Grid Corridor parallel to the M4 Motorway. There is opportunity to support east-west recreational, active transport and biodiversity connections along this corridor.
 - Priority Tree Planting Area along the Powells Creek Open Spaces. There is opportunity to provide this with open space and streetscape upgrades.

Urban Tree Canopy Strategy

The Urban Tree Canopy Strategy highlights gaps in tree canopy particularly in the area south of Parramatta Road, suggesting the tree canopy strategy should focus on increased street and open space tree planting in this corridor. There is also opportunity for increased tree canopy in the open spaces and residential areas north of the M4 Motorway corridor.



Open Space Strategy



Urban Tree Canopy Strategy

Local Government Strategic Planning Documents

Canada Bay Council | Local Strategic Planning Statement (2020)

The two diagrams to the right are key open space diagrams from the Canada Bay LSPS.

Proximity to Open Space

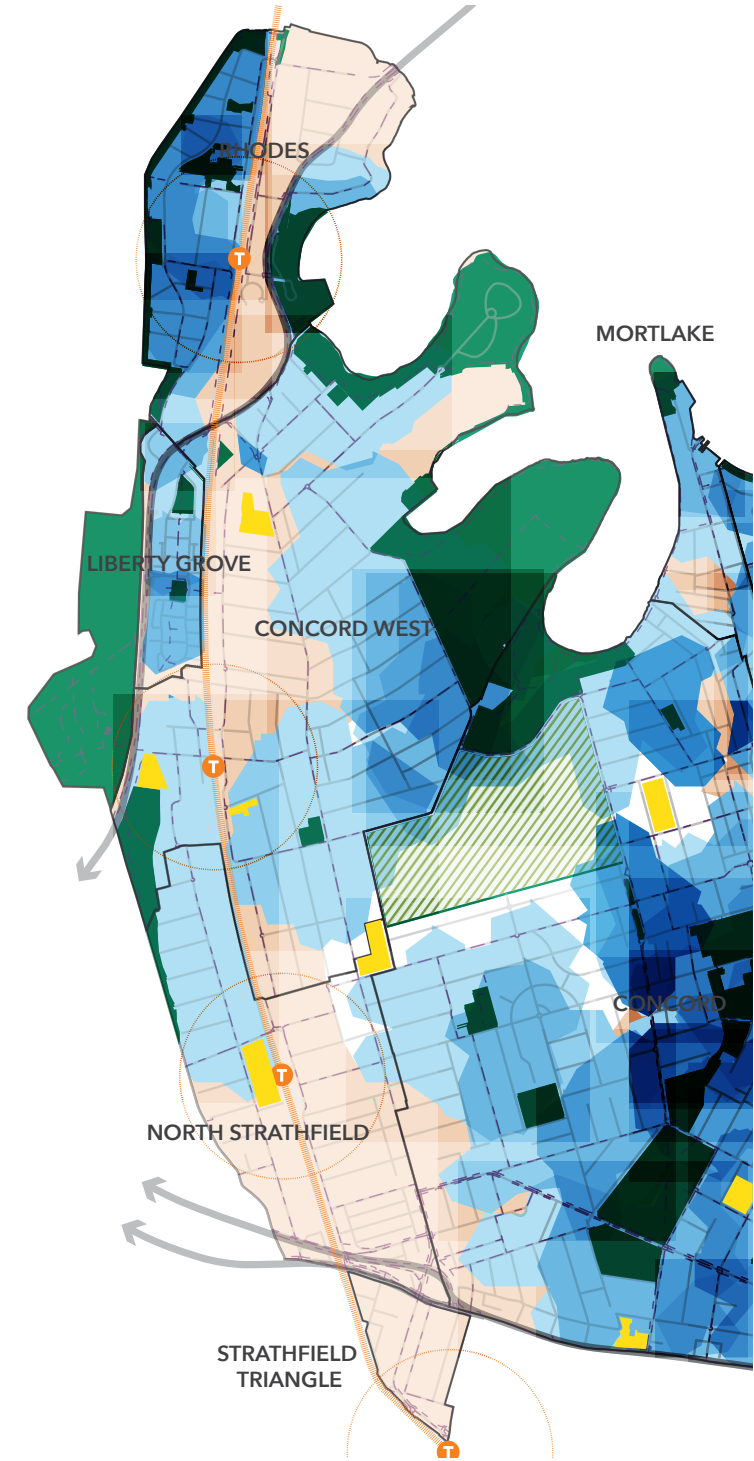
The Proximity to Open Space diagram identifies there is a lack of access to high quality open space in two key areas that intersect with the Homebush State Led Rezoning study area, they are:

- North Strathfield Station, and development south.
- The Strathfield Triangle

Both of these areas are 'landlocked' by major road and transport corridors including the rail lines, Parramatta Road, the M4 Motorway and Leicester Avenue. Both of these areas require improved pedestrian and cycle crossing across these barriers, as well as high quality open spaces within and nearby to these areas.

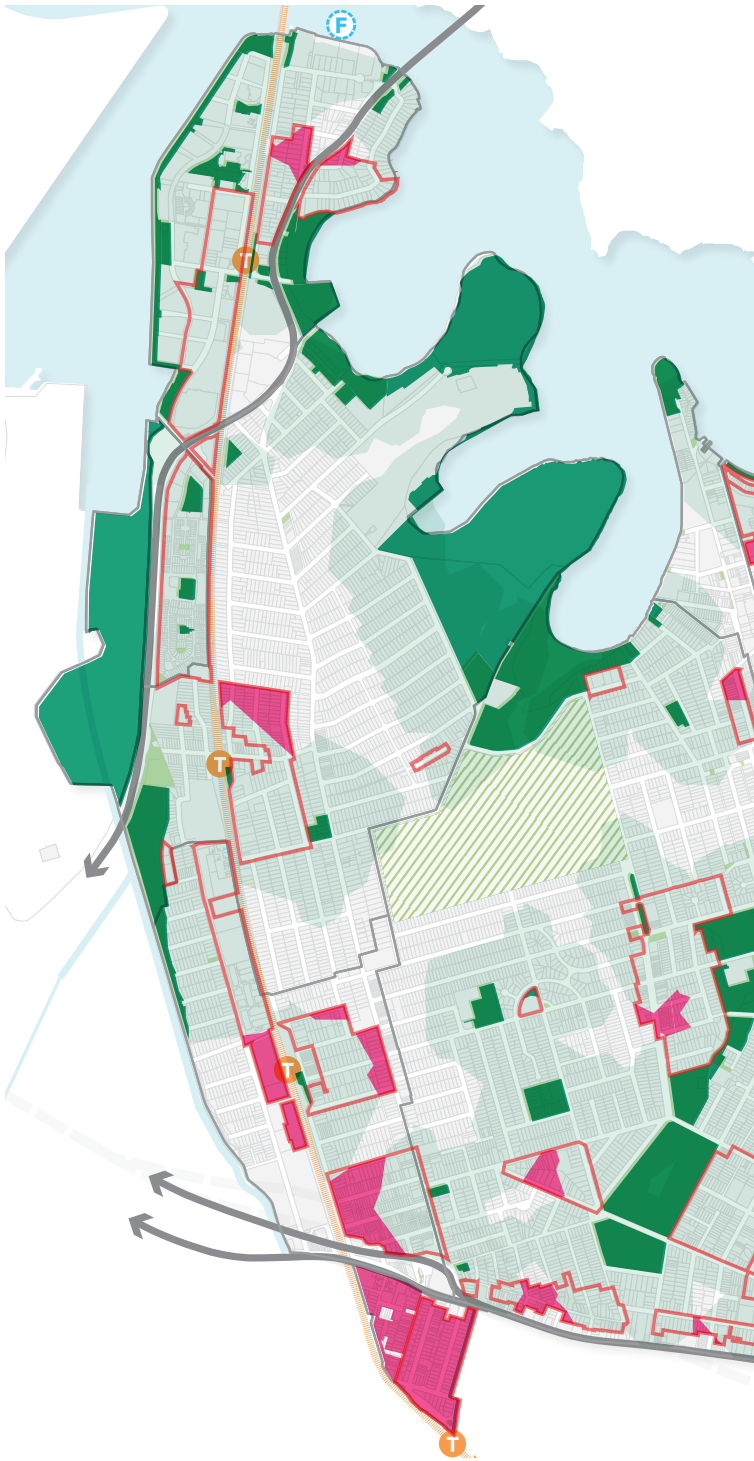
Open Space in High Density Environments

The Open Space in High Density Environments diagram highlights a similar condition regarding access to parks within 200m. Areas close to North Strathfield Station and within the Strathfield Triangle are both lacking access to open space. This is due to a low provision of open space in these areas, and poor access across the major rail and road barriers as described above. New small and local parks and improved access across these barriers should be added to deal with this issue.



Proximity to Open Space

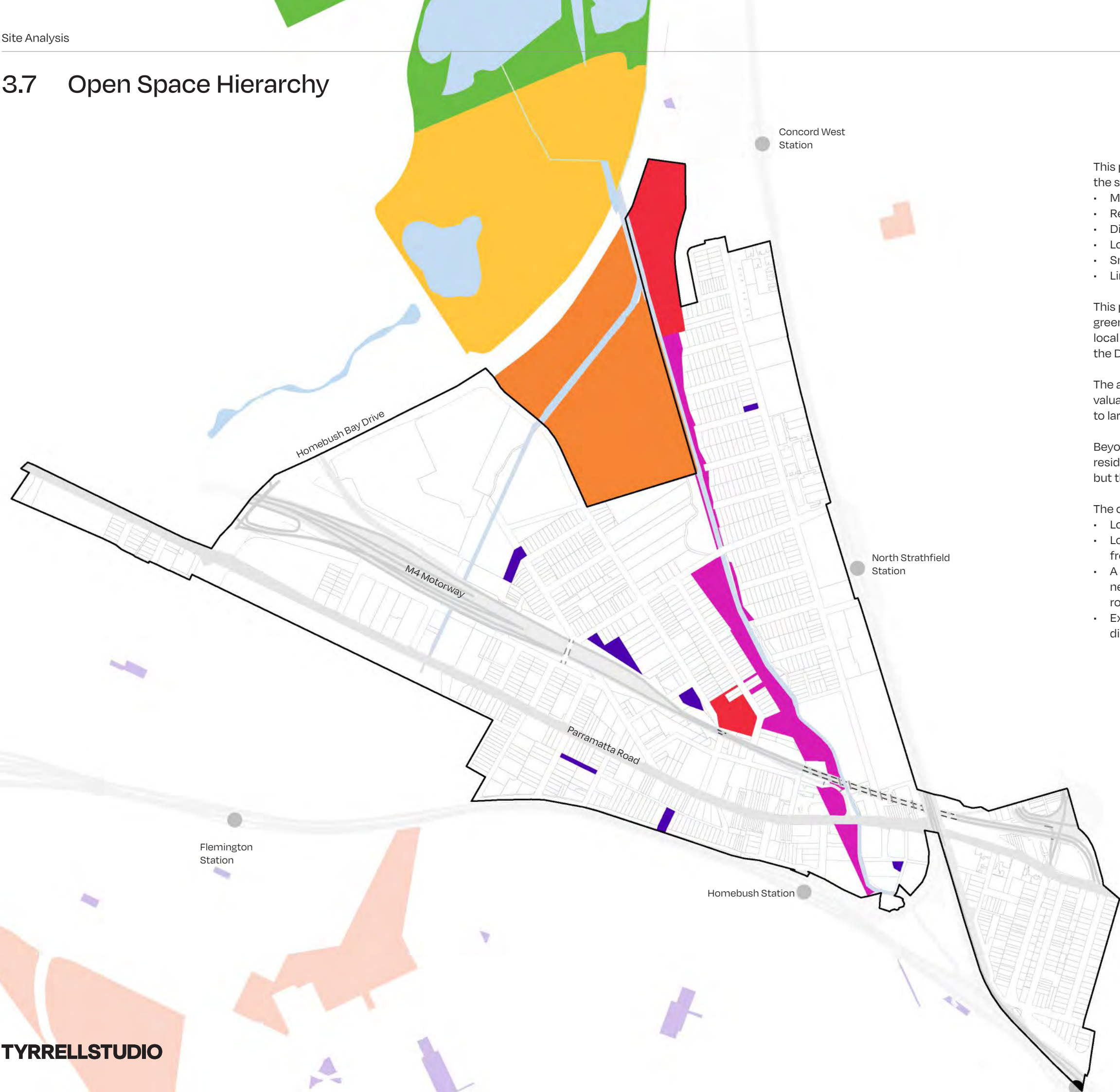
- Local open space (minimum 0.3ha)
- Golf courses
- Areas within 400m of local open space
- Areas not within 400m easy walking distance of local open space
- Schools



Open Space in High Density Environments

- Local open space (minimum 0.1ha)
- Golf courses
- Areas within 200m of local open space
- Areas zoned for medium to high density (R3, R4, B4)
- Areas zoned for medium to high density (R3, R4, B4) that are not within 200m easy walking distance of open space

3.7 Open Space Hierarchy



This plan identifies the hierarchy of existing open spaces within the study area. Parks based on size include:

- Metropolitan Parks: Sydney Olympic Parklands
- Regional Parks: Bicentennial Park
- District Parks: Mason and Bressington Parks
- Local Parks: Ismay Reserve and Powells Creek North Park
- Small Parks: Distributed across the study area
- Linear Parks: Powells Creek Corridor

This plan highlights the importance of the central spine of green space along Powells Creek. It provides the only existing local parks within the study area, and provides direct access to the District, Regional and Metropolitan parks beyond.

The amenity and access provided to these major parklands is valuable and offers the opportunity for high density living close to large parklands.

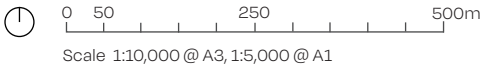
Beyond Powells Creek, there are no local parks within the residential areas or town centres. There are some small parks but they are not distributed evenly throughout the precinct.

The opportunities in the precinct include:

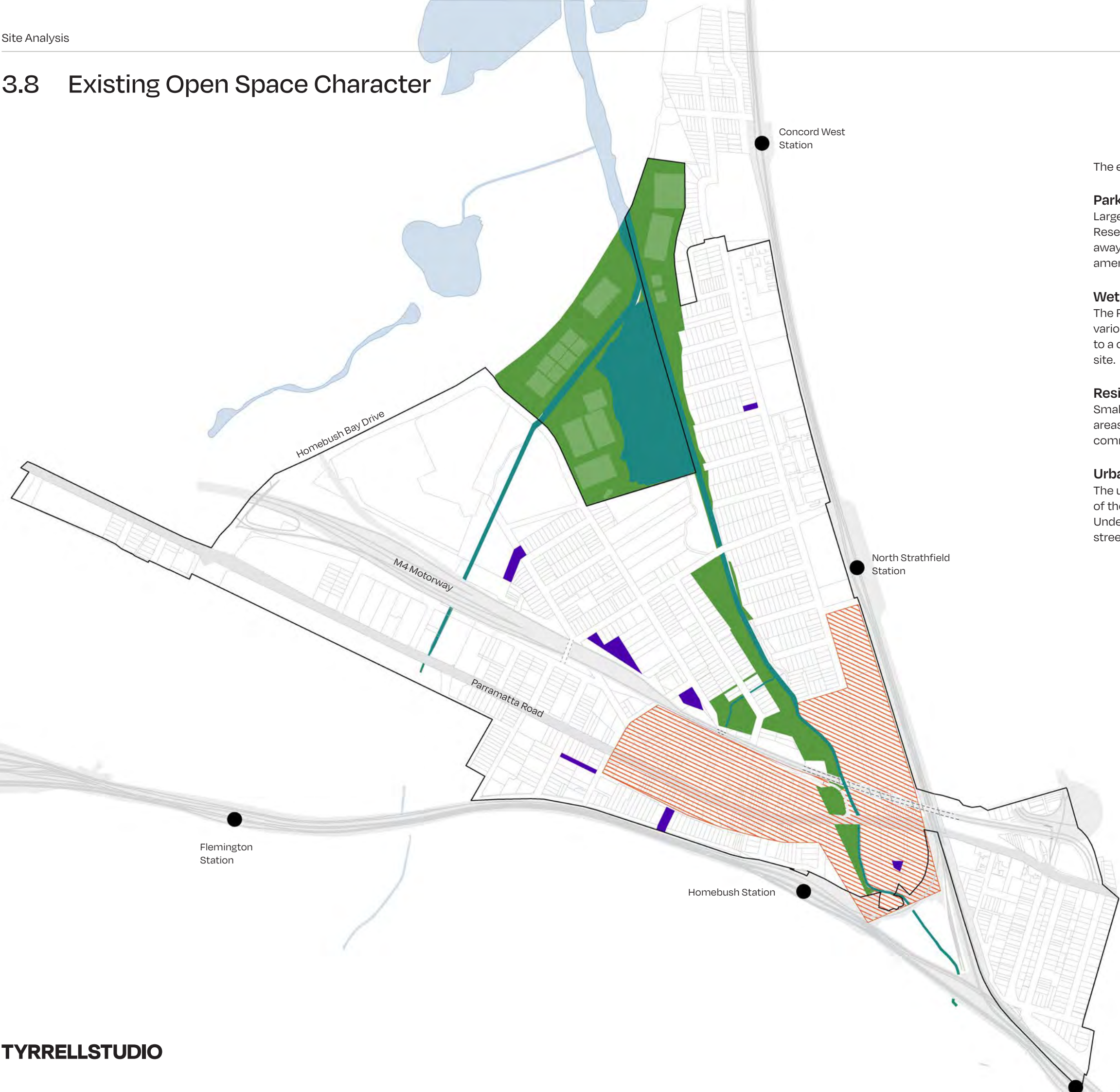
- Local Parks at the heart town centres and at stations.
- Local Parks within the residential neighbourhoods, away from Powells Creek.
- A more even distribution of Small Parks in all residential neighbourhoods, especially in communities between major road and rail corridors.
- Extend Powells Creek Linear Park to transform it into a district park scale park at the heart of the precinct.

Legend

- Metropolitan Park
- Regional Park
- District Park
- Local Park
- Small Park
- Linear Park



3.8 Existing Open Space Character



The existing open space character can be classified as:

Parkland Character

Large parkland areas, such as Ismay Reserve and Allen St Reserve provide high quality open spaces that are tucked away from busy major roads. These spaces provide important amenity with sporting facilities and outdoor gym equipment.

Wetlands and waterways

The Powells Creek corridor runs through the precinct with various conditions, from a more naturalised edge in the north, to a concrete lined channel to the south of the Ausgrid Depot site.





Residential character

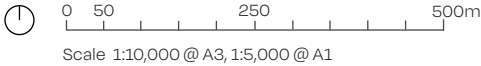
Small parks dotted around the precinct support residential areas with playgrounds, and outdoor seating for the community.

Urban Character Zone

The urban character zone with the heritage brick buildings of the Bakehouse Quarter and the tall pylons of the M4 Underpass. Retail and hospitality opportunities support a lively street edge.

Legend

-  Parkland Character
-  Wetlands and Waterways
-  Residential Character
-  Urban Character Zone



Existing Open Space Character

The existing open spaces of the Homebush State-Led Rezoning Area are structured around Powells Creek.

The linear park along Powells Creek runs from Parramatta Road to Sydney Olympic Park via Mason Park and Wetlands. This is a major open space asset for this region, providing a range of open space uses within the Powells Creek corridor, and good walking and cycle access into Bicentennial Park and Sydney Olympic Park. Parts of this corridor, including Ismay Reserve, have been upgraded recently, providing a wide variety of uses. Other sections of the corridor provide less amenity and would benefit from upgrades to support the community.

In addition, there are a range of small parks within the study area, including Crane St Park, Augustus Loftus Reserve, and Bill Boyce Reserve. Some small parks have been recently upgraded such as Augustus Loftus Reserve. However, most of the small parks provide low amenity and would benefit from upgrades to provide additional uses for the community. These include:

- Wentworth Reserve
- Powells Creek Corridor - West
- Bill Boyce Reserve
- Short St Open Space
- Underwood Rd/Ismay Ave Open Space
- Crane St Park
- Powells Creek Corridor - South



Large parkland areas away from major roads - Ismay Reserve and Allen St Reserve



Wetlands, WSUD creek line into concrete lined channel - from Bressington and Mason Park to the south end of Powells Creek



Small and local parks within residential community areas - Augustus Loftus Reserve, Crane St Park and Gramophone Park



Urban character zone - around the M4 underpass, the Bakehouse Quarter and on the periphery of Parramatta Rd



PARKLAND CHARACTER



WETLANDS & WATERWAYS



RESIDENTIAL CHARACTER



URBAN CHARACTER ZONE

3.9 Existing Open Space: Quality



The existing open spaces of the Homebush State Led Rezoning Area are structured around Powells Creek. Their quality has been classified as high or low amenity.

High amenity open space

A significant linear park along Powells Creek exists from Parramatta Road to Sydney Olympic Park. This is a major open space asset for this region, providing a range of open space uses within the Powells Creek corridor, and good walking and cycle access into Bicentennial Park and Sydney Olympic Park beyond. The quality of open space along the corridor varies.

The District Parks of Mason and Bressington Parks provide high amenity with sports fields, passive recreation, environmental wetland areas, walking and cycling paths.

Low amenity open space

A number of open spaces in the precinct provide poor amenity open space due to lack of visibility and connections, and limited usability due to size and location.

Parks requiring upgrades include:

- 1. Powells Creek from Allen St to Conway Ave
- 2. Ismay Reserve between Ismay Ave and Underwood Road
- 3. Park at 2-6 Short St
- 4. Bill Boyce Reserve
- 5. Wentworth Reserve
- 6. Crane St Park
- 7. Powells Creek Park South near Station and Nipper Streets
- 8. Small planted areas, not considered usable open space
- 9. Powells Creek along path, narrow strips not considered usable open space

Legend

High Amenity

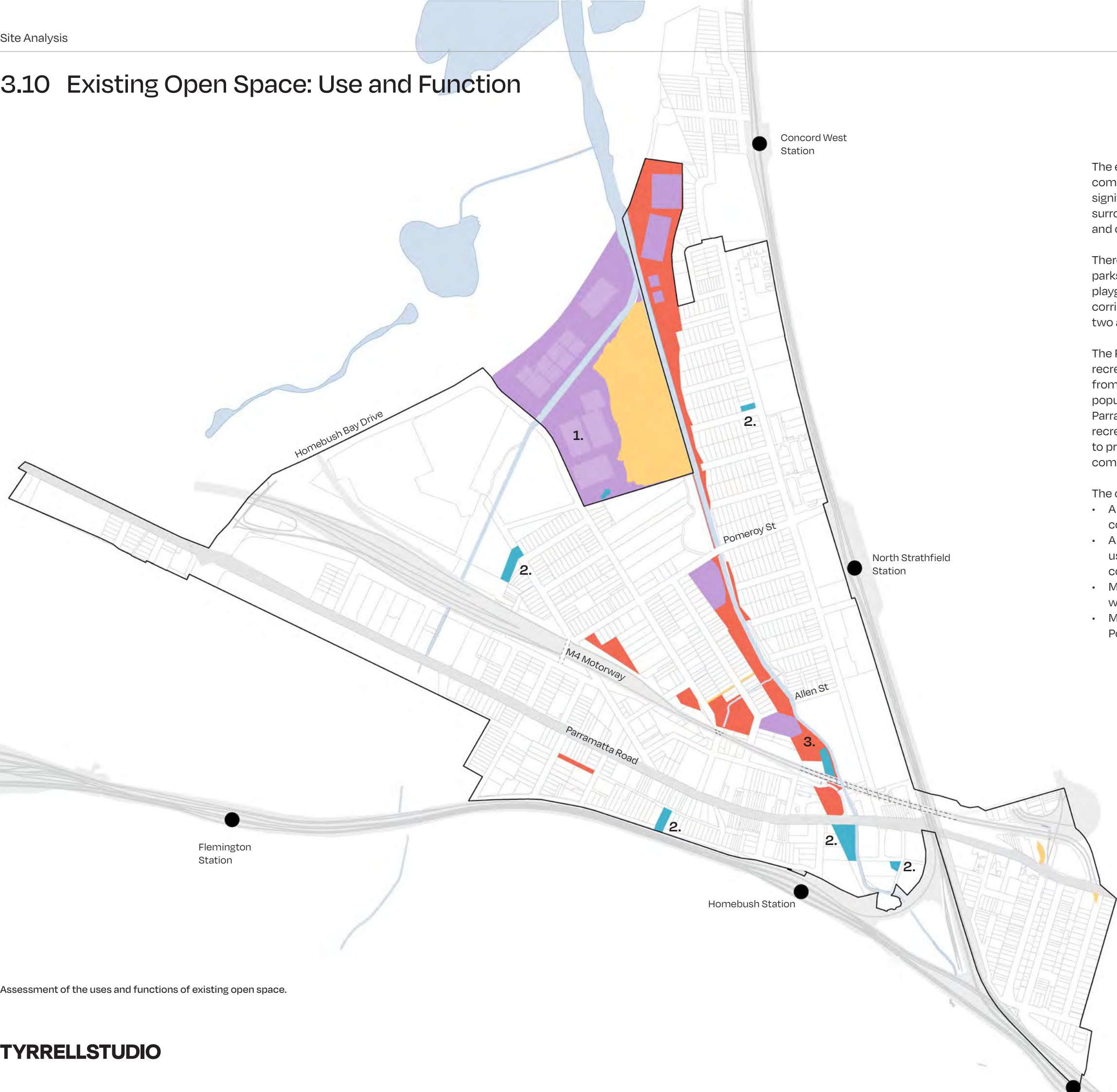
Low Amenity: Upgrades Required

0 50 250 500m

Scale 1:10,000 @ A3, 1:5,000 @ A1

Assessment of the quality of existing open space.

3.10 Existing Open Space: Use and Function



The existing open spaces provide a variety of uses for the community. As is typical, the large open spaces provide significant areas for organised sport, with small areas surrounding the fields used for passive recreation and walking and cycling paths [1].

There is a good provision of playgrounds, mostly in the smaller parks distributed throughout the area [2]. However there are no playgrounds in the zone between Parramatta Road and the M4 corridor, or in the area between Allen St and Pomeroy St. These two areas are opportunity zones to improve this provision.

The Powells Creek corridor and other parks provide passive recreation with few other uses. These parks would benefit from additional uses when upgraded, to support the future population. The Powells Creek corridor between Allen St and Parramatta Road does provide a mix of play, sport and passive recreation. This area should act as a good example of how to provide a diversity of uses for a high density residential community [3].

- The opportunities for the precinct include:
- A wider diversity of uses distributed along the Powells Creek corridor.
 - A network of local and small parks that provide different uses within each park, focussed on the needs to the local community.
 - More play, informal sport or games areas, and running and walking paths throughout parks.
 - More planting and environmental spaces along the edges of Powells Creek.

Assessment of the uses and functions of existing open space.

3.11 Existing Tree Canopy



Precinct Canopy Baseline

The Greener City Branch of DPHI have calculated the precinct canopy baseline to be 14%. This plan shows the percentage of canopy per lot. The plan on the following page shows the existing tree canopy cover (3m+) across the precinct using the 2022 Greater Sydney canopy dataset. The canopy baseline percentage identifies the contextual location of tree canopy across the study area. Tree canopy is more prominent along Powells Creek, the M4 motorway corridor and local streets.

Existing tree canopy should be protected, retained and enhanced with additional tree planting within open spaces and streetscapes. Significant tree canopy within private lots should be protected wherever possible. New development should consider existing trees in the siting and layout of new development.

Precinct Canopy Target

The Greener City Branch of DPHI have modelled scenarios based on the lot distribution, and the recommended precinct-wide canopy target of 30%. At the site scale, design guidance should refer to the Urban Tree Canopy (UTC) development typology targets, which have been designed to be achievable for different types and sizes of sites. Refer to the Homebush Transport Oriented Development Precinct Design Guide for these targets.

- The precinct canopy target was calculated by:
- Adopting the Urban Tree Canopy (UTC) precinct benchmarks for business, industrial, open space and residential land
 - Adopting the draft Greener Places Design Guide (GPDG) targets for land uses where there is no UTC benchmark.
 - For a detailed description of the canopy target methodology please refer to the Homebush Transport Oriented Development Precinct Design Guide.

Urban tree canopy cover across the precinct, as a percentage per lot.
Source data from the 2022 Greater Sydney Canopy dataset

Existing Tree Canopy

Within the precinct, the existing tree canopy percentage varies significantly.

High tree canopy coverage can be found along the fringes of the M4 Motorway where large connected planted embankments run east-west along the corridor. Some areas of Powells Creek around Allen St Reserve and Ismay Reserve also have generous tree canopy coverage.

Streets like Pomeroy St and George St vary in canopy coverage with some clusters of consistent street tree planting, and other areas that are exposed and lacking in trees.

Parramatta Road has a very low tree canopy with few trees found along the road corridor, amplifying the noisy, hostile, vehicle-centric environment and lowering the pedestrian amenity.



Ismay Reserve near Futsal Court



Edge of Bill Boyce Reserve, adjacent to M4 Motorway



Powell St, adjacent to M4 Motorway



George St in the Bakehouse Quarter



Pomeroy St near the Ausgrid Depot



Along Powells Creek



Parramatta Rd near Derowie Ave

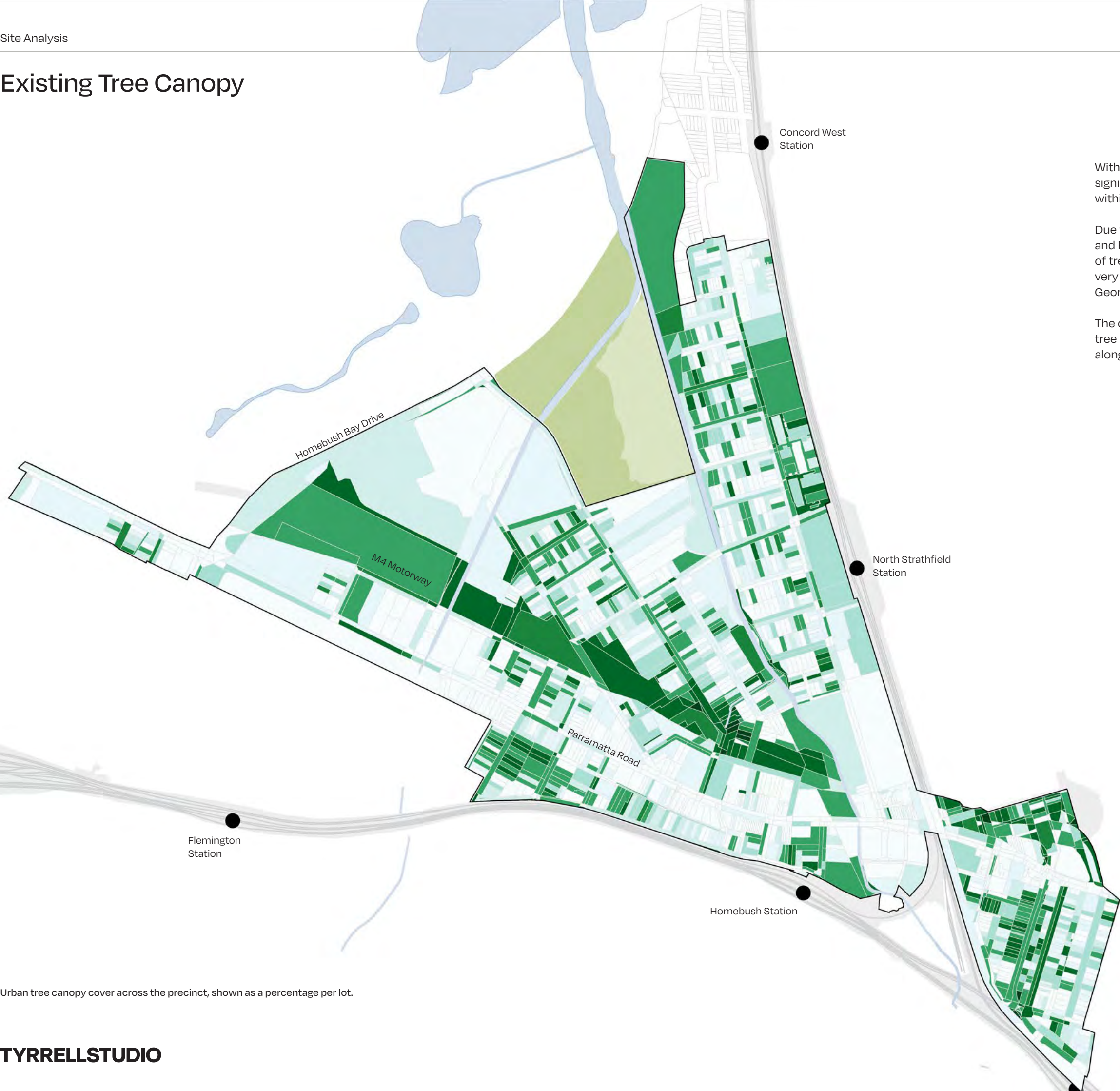


Parramatta Rd opposite Ismay Reserve



Parramatta Rd, Homebush

Existing Tree Canopy



Within the precinct, the existing tree canopy percentage varies significantly. This diagram shows the tree canopy percentage within each lot.

Due to dense tree planting along the M4 Motorway Corridor, and Powells Creek, these areas provide the highest percentage of tree canopy. Residential lots provide mixed provision, with very low provision in the corridor along Parramatta Road George St South and the Bakehouse Quarter.

The opportunity for the precinct is to extend on the existing tree canopy, providing more connected urban tree canopy along streets and in open spaces.

Legend

- 0-5%
- 5-10%
- 10-15%
- 15-20%
- 20-35%
- 35-40%
- 40-82%
- 82-100%

0 50 250 500m
Scale 1:10,000 @ A3, 1:5,000 @ A1

Urban tree canopy cover across the precinct, shown as a percentage per lot.

4.0

Open Space Strategy



4.1 Design Principles

The open space strategy is underpinned by the following eight principles.



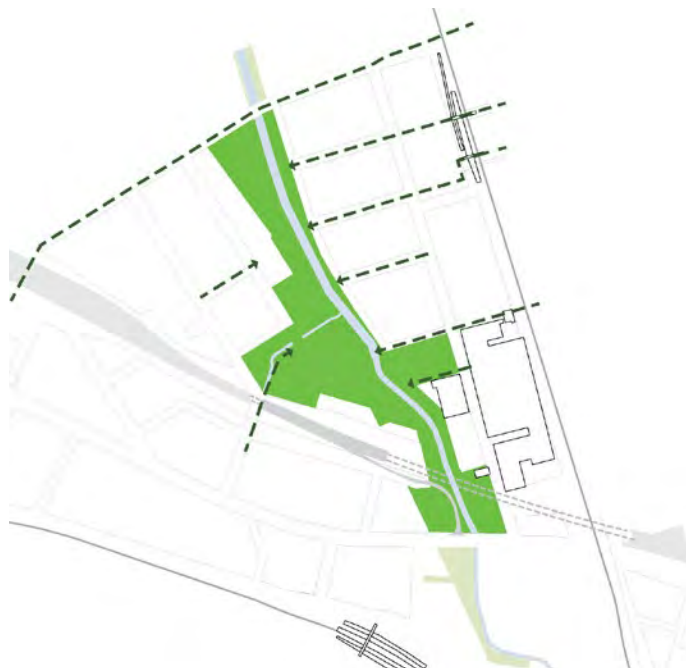
1. Connect open space to deliver the Green Grid.



2. Provide a large central new open space that enhances existing open spaces along Powells Creek.



3. Create a series of new urban open spaces at the heart of each town centre, station or residential community.



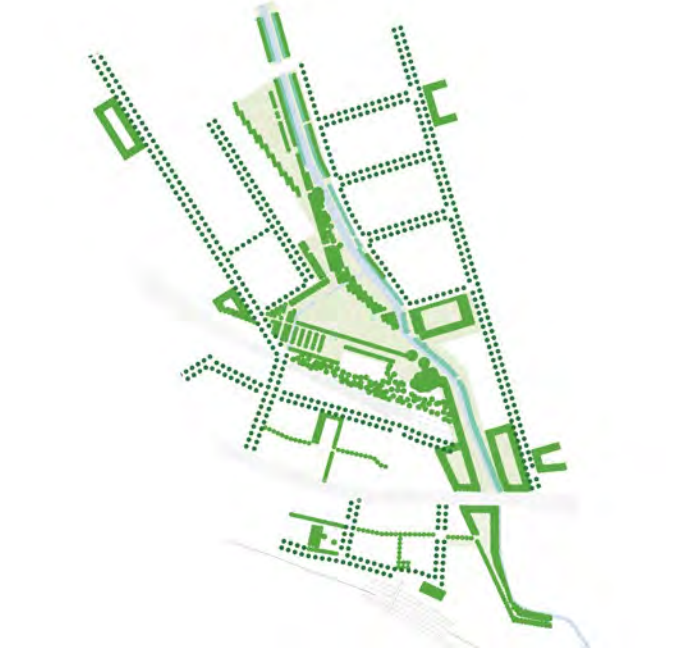
4. Improve access to open space along walkable streets and cycleways.



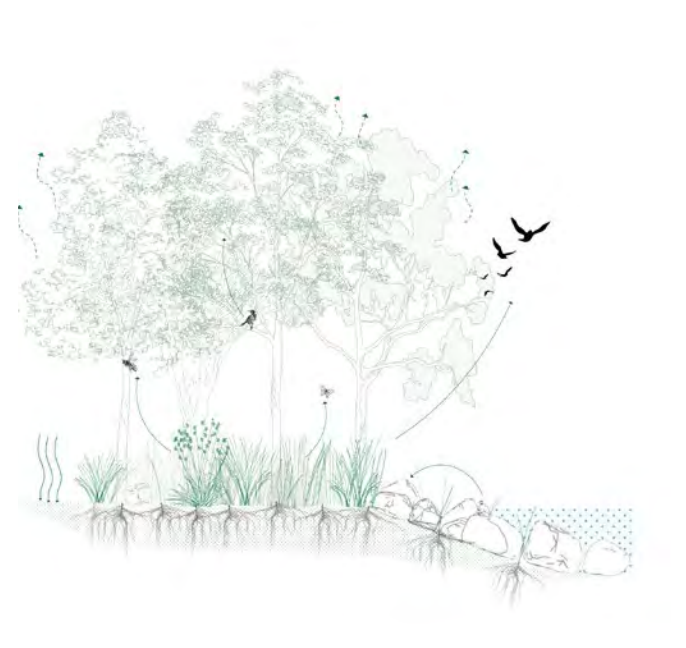
5. Provide a variety of open space uses in large parks, and a diversity across the open space system.



6. Integrate and reveal the water system of the Powells Creek catchment through the parkland system and streetscapes.



7. Provide connected tree canopy throughout the open space and streetscape system.



8. Provide connected understorey planting to support native biodiversity throughout the parklands and streetscapes.

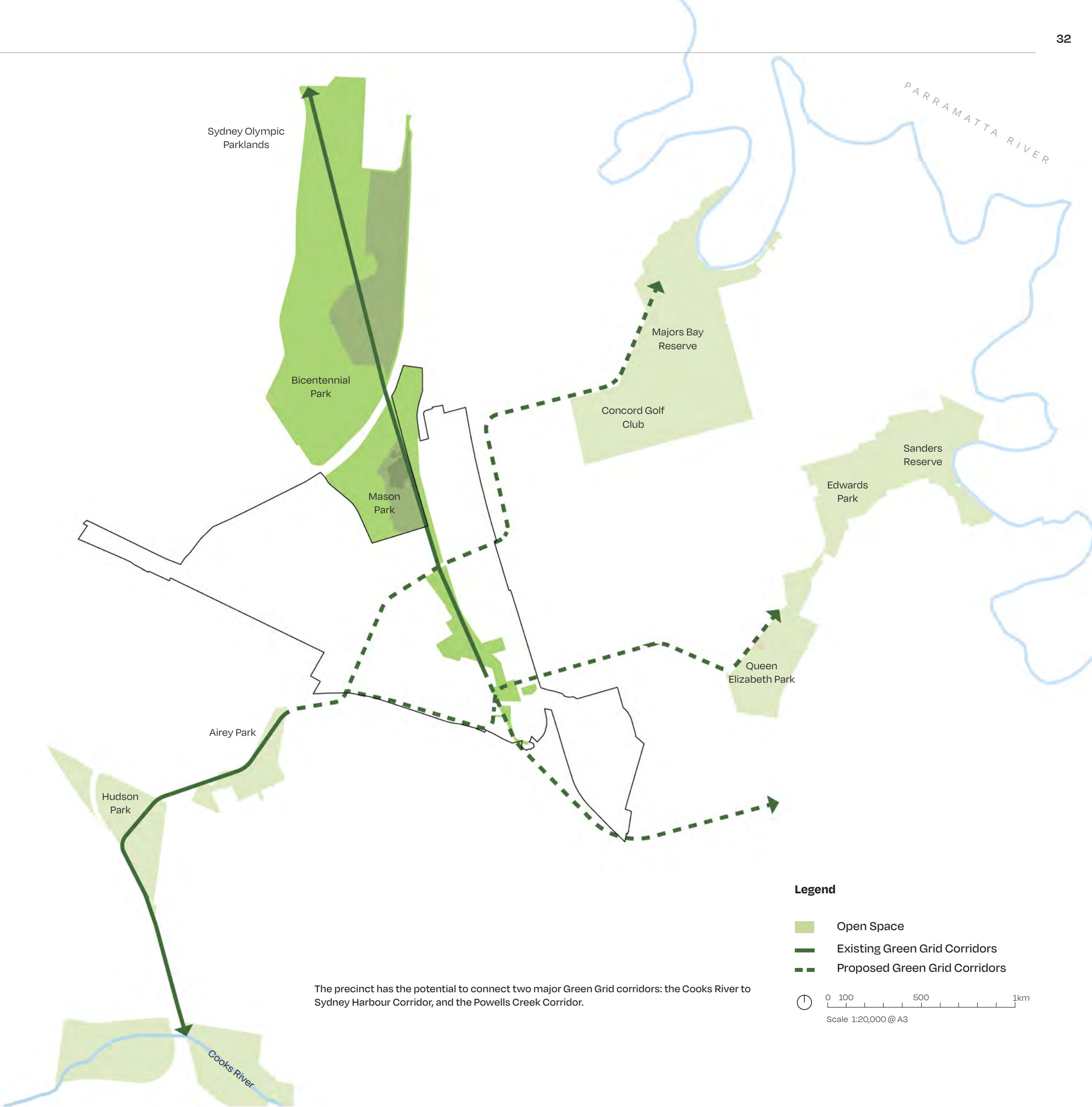
Design Principles

1. Connect open space to deliver the Green Grid.

The open space network and active transport corridors should help to deliver the Green Grid and connect major existing open spaces.

Two major Green Grid connections pass through the precinct.

- 1. The Cooks River to Sydney Harbour corridor is a priority Green Grid corridor running east-west through the precinct from Airey Park to Queen Elizabeth Park and to Majors Bay Reserve. These key corridors should be delivered to continue creation of the Green Grid.
- 2. The Powells Creek corridor acts as the central spine of open space through the precinct, and provides excellent connection into Sydney Olympic Park to the north. Further improvement of this Green Grid corridor should be provided with upgrades to the Powells Creek Park corridor. The corridor should also be extended south, and provide improved connectivity to Strathfield Station and beyond.



Design Principles

1. Connect open space to deliver the Green Grid.

The north-south corridor of Powells Creek is an important open space corridor connecting the precinct to the collection of parks to the north, including Sydney Olympic Park.

Powells Creek is currently the major open space asset providing blue-green infrastructure, recreational amenity and connectivity for the precinct. It has a critical role to play in parkland provision for the future population.

Powells Creek Park open space has the opportunity to provide a variety of open spaces uses in close proximity to residents, urban centres and stations. It has the opportunity to be the primary active transport corridor through the precinct. Like many successful urban linear parks, such as the Buffalo Bayou Park, shown below, the Powells Creek Park open space corridor has the opportunity to provide blue-green infrastructure, biodiversity, increased tree canopy, increased recreational uses such as play spaces, fitness, passive parklands, community and sports spaces, and an active transport network, all set within a high amenity parkland environment.

Improved active transport access beyond Powells Creek Park especially to the north and south of the study area should be prioritised. Opportunities for connection south include to: Homebush Station, Strathfield Station, and the Cooks River Parklands. Opportunities to the east include to: Bakehouse Quarter, North Strathfield Station, and Concord West Station.



Recent re-naturalised edge of Powells Creek



Precedent Image: Buffalo Bayou Park, Houston, Texas



Powells Creek provides blue-green infrastructure, recreational amenity and connectivity for the precinct. It has a critical role to play in parkland provision for the future population.

Design Principles

2. Provide a large central new open space that enhances existing open spaces along Powells Creek.

Powells Creek currently has a series of small, disconnected spaces along the creek. Many of these spaces are separated by local streets, and split into small or local-park-sized spaces. As a result, they are underutilised and provide little benefit to the community.

The opportunity is to consolidate these parks, by adding additional parkland areas to join these spaces together, creating one centralised park (of district park size) in the heart of the precinct.

A new large urban park that expands on the existing open space along Powells Creek will provide a major open space in close proximity to all residents of the area, and allow a diversity of uses not possible in a collection of smaller parks. The Powells Creek Park is close to stations, town centres and residential communities, and will act as the heart of the open space network. The park can also function as a core part of the blue-green infrastructure and active transport systems as described in the previous pages.

Parks within high density residential communities such as Central Park, New York, and Saint-Ouen, Park of the Docks in Paris are great examples of how large district parks can offer high amenity, green respite from the urban environment, and a central defining public asset at the heart of the precinct.



Precedent Image: Central Park, New York



Precedent Image: Saint Ouen - Park of the Docks, Paris



Existing parks split by roads and Powells Creek.

Proposed park unites existing parks into a new singular large park.

Design Principles

3. Create a series of new urban open spaces at the heart of each town centre, station or residential community.

Local and Small Parks within high density environments will complement the amenity of the larger parklands. Local and Small Parks provide direct access to parks from all residences. Proximity to open spaces within walking distance of home is critical, especially in high density environments where most residents live in apartments with limited private open space.

The following guidelines have informed the size and location of each new urban open space.

Focus Local Parks

In higher density areas, creating a more significant local park to maximise solar access and usable open space will support varied recreational activity. Existing small parks should be enlarged where possible. Local open spaces are recommended to be 5,000sqm minimum, and within a 400m walking catchment of all residences.

Carefully locate Small Parks

Ensure small parks are provided within a 200m walking catchment of all residences. Parks should be evenly distributed, and located so they are protected from roads with high traffic volumes. Small parks should be 1,500sqm minimum, but ideally 3,000sqm, to ensure enough space for a variety of uses.

Co-locating Parks with urban attractors

Strategically co-locate any new open spaces with urban centres, shops, schools, and stations to maximise integration with daily activities of the community.

Opportunities for strategically-positioned open spaces exist at Bakehouse Quarter, Strathfield Triangle, Homebush Station, and North Strathfield Station. These areas currently have low or no usable open space in their centres. As these areas become the focus of increased residential density, new open space and amenity will be critical to creating a liveable community.

Urban Parks strategically located within urban centres will enliven these centres, and increase activation throughout the day and night.



Urban Parks strategically located within urban centres will enliven these centres, and increase activation throughout the day and night



Precedent Image: 1111 Lincoln Road, Miami



Precedent Image: Ship Street Square, Rhode Island

Design Principles

4. Improve access to open space along walkable streets and cycleways.

It is important to create high quality public access from stations and urban centres to the major open spaces of the precinct. Clear and direct access to Powells Creek Park from the walking and cycling network of the precinct increases the usability of the park, and improves the active transport network.

George Street has the opportunity to become a prominent pedestrian ‘main street’ activated by stations, town centres, schools, retail, and the Bakehouse Quarter.

The Queen Street ridge just beyond the precinct will act as a north-south active transport corridor. The short east-west streets anchor George Street to the Powells Creek corridor, and provide good visual connection down the gentle slopes to the open spaces in the valley.

Local streets running east-west between Queen Street and Powells Creek should be designed to be highly walkable and cycle-friendly streets, that provide high amenity and access to the open spaces along Powells Creek.

Pedestrian links, streets and path networks within parks should be combined to create a fine grain network of pedestrian and cycle access connecting residences, urban centres and open space. Refer to the Active Transport Overlay plan for more detail.



Precedent Image: New Road, Brighton



Precedent Image: Parc Hydro-Québec, Montreal



Local streets running east-west between Queen Street and Powells Creek should provide high quality access to the open spaces along Powells Creek.

Design Principles

5. Provide a variety of uses in each open space to maximise usable areas.

Successful open spaces in high density environments provide a variety of uses that maximise the opportunity to serve all groups within the local community.

A diversity of uses should be provided in all local and district parks. A careful distribution of uses across the constellation of small parks should be provided, carefully considering the local needs of the community adjacent to each park.

Uses should include; active and passive recreation spaces, playgrounds, sports, games and fitness areas, protected environmental areas, planted and water sensitive urban design areas, paved plazas and squares and green spaces, water features, and walking and cycling networks.

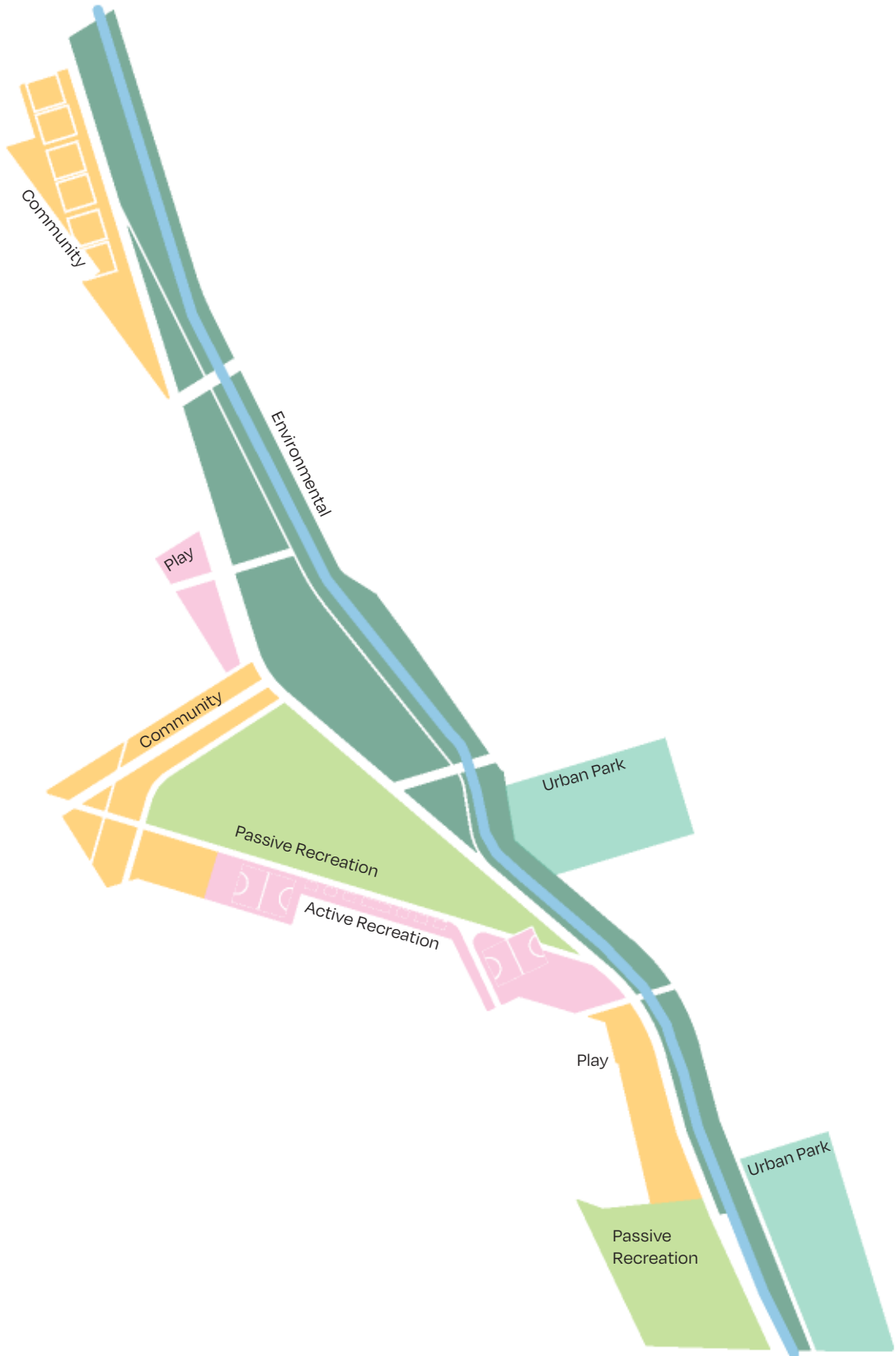
Uses should be distributed across all parks, as well as clustered together in the larger parks, creating areas of parkland that bring a wide variety of community users together. This allows parks to be highly activated spaces within the community.



Precedent Image: The Met Plaza, 5th Avenue, New York



Precedent Image: Tumbalong Park, Sydney



Open spaces in high density environments need to provide a variety of uses that maximise their opportunity to serve the local community.

Design Principles

6. Integrate and reveal the water system of the Powells Creek catchment through the parkland system and streetscapes.

The water system of Powells Creek should be revealed within the parklands along the creek, and throughout the catchment within local and small parks, and in streetscapes.

The precinct wholly sits within the Powells Creek catchment, so all aspects of the WSUD system will have a cumulative effect on improving the central water course within the precinct.

The Powells Creek edge should be revitalised, extending the recent works by Sydney Water adjacent to Mason Park and the Ausgrid Depot site. A generous extended planted corridor should support the creek through the park, providing beautiful areas for people to use, while treating and cleaning stormwater.

Streets should be designed with bioswales that provide connected water system and tree canopies, that link directly to the WSUD system within the parklands.



Precedent Image: Victoria Park, Sydney



Precedent Image: Victoria Park, Sydney



A comprehensive and connected water treatment system creates the opportunity to capture, treat, store and reuse stormwater within the streetscape and open space network.

Design Principles

7. Provide connected tree canopy throughout the open space and streetscape system.

Connected urban tree canopy plays a vital role in achieving multiple outcomes within the precinct.

Tree canopy is critical in improved microclimate conditions, reducing urban heat island within streets and parks, and providing shady streets and spaces for people to use. Extreme heat within the urban environment limits the usable times of year for streetscapes and parks. Providing significant connected tree canopy helps to reduce this effect, and extend the timeframe throughout the year, in which people feel comfortable using public spaces.

Urban Tree Canopy also plays a complementary role in the biodiversity of the precinct. Tree canopy provides important feeding and habitat for bird, insects and small native animals, and provide support and protection for the growth and success of understorey and groundcover planting. This is discussed in more detail in design principle 8.



Precedent Image: Bryant Park, New York



Precedent Image: Marunouchi Naka-dori Street, Chiyoda



A connected urban tree canopy network provides microclimate and biodiversity benefits for the community throughout the precinct.

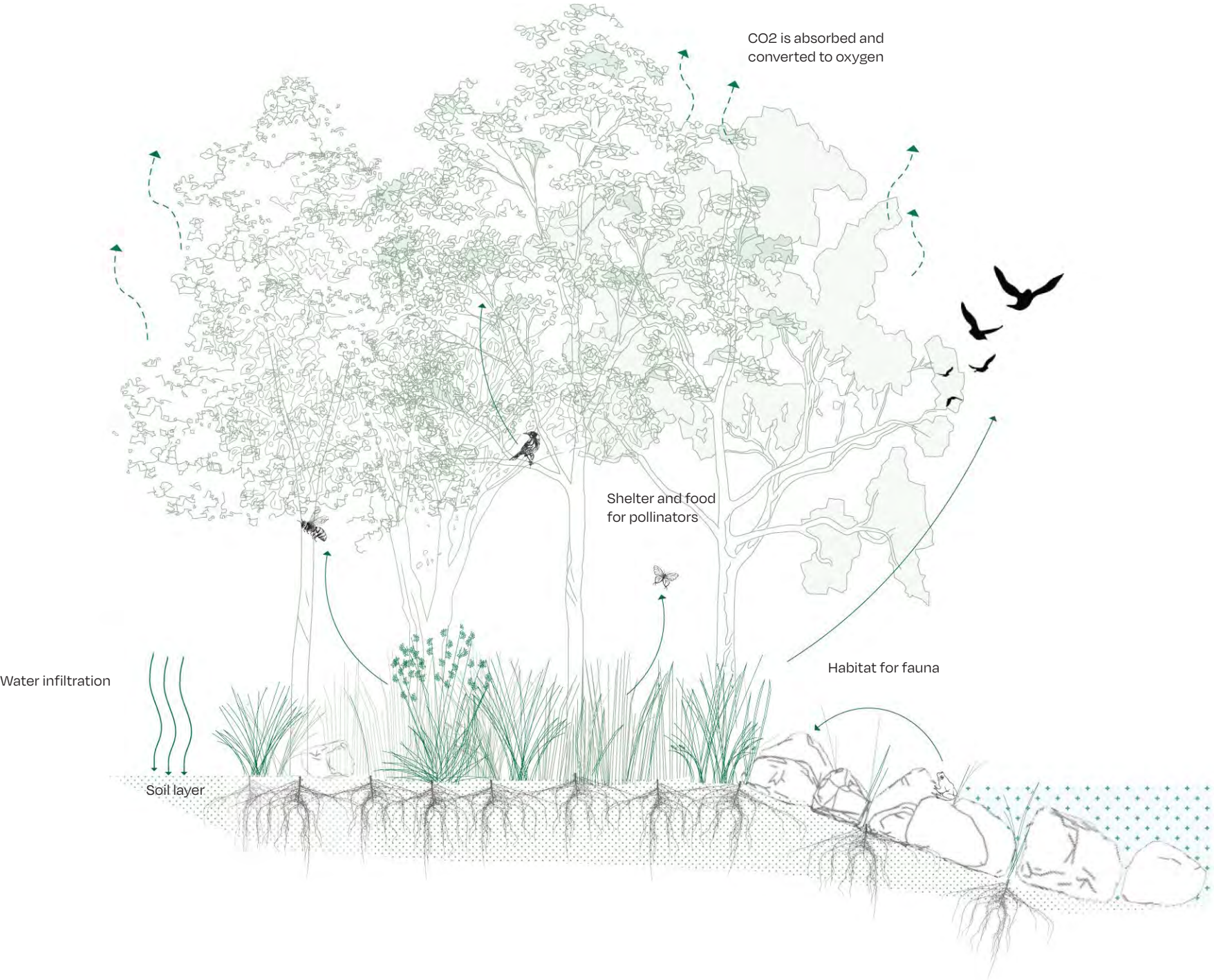
Design Principles

8. Provide connected understorey planting to support native biodiversity throughout the parklands and streetscapes.

Biodiverse urban landscapes foster greater resilience to climate change in our cities. They can help alleviate pressures from increased urbanisation by increasing carbon capture, improving air quality, reducing urban heat and stormwater runoff by absorbing and filtering rainwater.

Over the past decade, research has found that natural environments provide numerous physical and psychological benefits, with species richness adding a greater satisfaction and connection to nature.

Diverse planting in the understorey, along with habitat features such as rocks and logs provides critical habitat for insects and birds and help connect wider ecological systems in support of species richness. Food production is also heavily reliant on biodiversity for a variety of food plants, pollination, disease prevention and control.



Biodiverse urban landscapes can increase carbon capture, improve air quality, reduce urban heat and treat stormwater runoff.

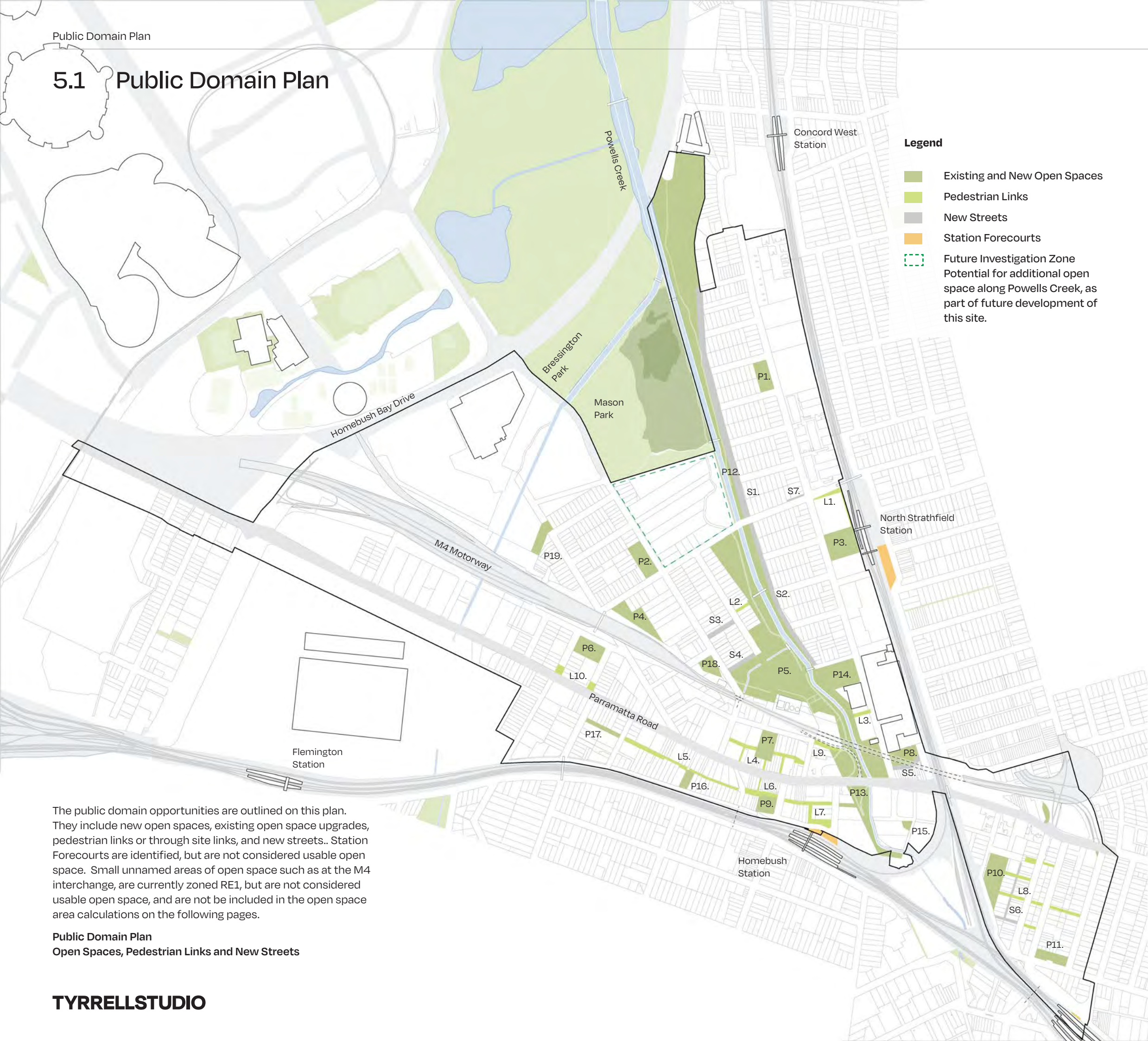
5.0

Open Space Plans

5.1 Public Domain Plan

The public domain opportunities are outlined on this plan. They include new open spaces, existing open space upgrades, pedestrian links or through site links, and new streets.. Station Forecourts are identified, but are not considered usable open space. Small unnamed areas of open space such as at the M4 interchange, are currently zoned RE1, but are not considered usable open space, and are not be included in the open space area calculations on the following pages.

Public Domain Plan
Open Spaces, Pedestrian Links and New Streets

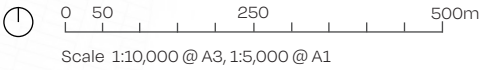


- Legend**
- Existing and New Open Spaces
 - Pedestrian Links
 - New Streets
 - Station Forecourts
 - Future Investigation Zone
Potential for additional open space along Powells Creek, as part of future development of this site.

- Existing and New Open Spaces**
- P1. WA McInnes Park
 - P2. Underwood Rd Town Centre Park
 - P3. North Strathfield Station Park
 - P4. Bill Boyce Reserve
 - P5. Powells Creek Park
 - P6. Derowie Ave Park
 - P7. Homebush Theatre Park
 - P8. M4 Underpass Park
 - P9. Knight St Park
 - P10. Cooper St Park
 - P11. Swan Ave Park
 - P12. Powells Creek North Park
 - P13. Powells Creek South Park (Ismay Reserve South)
 - P14. Allen St Bakehouse Quarter Park
 - P15. Gramophone Lane Park
 - P16. Augustus Loftus Reserve
 - P17. Crane St Park
 - P18. Short St Park
 - P19. Wentworth Reserve

- Pedestrian Links**
- L1. Pomeroy St
 - L2. Ismay Ave
 - L3. Bakehouse Quarter
 - L4. Homebush Theatre
 - L5. Loftus Ln Linear Park Extension
 - L6. Knight St
 - L7. Loftus Crescent
 - L8. Strathfield Triangle
 - L9. Powell St
 - L10. Parramatta Rd St Closures

- New Streets**
- S1. Powells Creek Street North
 - S2. Powells Creek Street South
 - S3. Ismay Ave Through St
 - S4. Powells Creek Park St West
 - S5. Realigned George Lane
 - S6. Realigned Cooper St and Lane
 - S7. Pomeroy St Cycleway Widening



Powells Creek Park Visualisation

Visualisation showing Powells Creek as the central public open space of the precinct



Powells Creek Park Visualisation

Visualisation showing a green and generous open space that supports a liveable precinct.



Knight St Park Visualisation

Visualisation showing the benefits of creating a large central open space at the heart of a precinct.



5.2 Open Space Plan



Legend

- Existing and New Open Spaces
- Future Investigation Zone
Potential for additional open space along Powells Creek, as part of future development of this site.

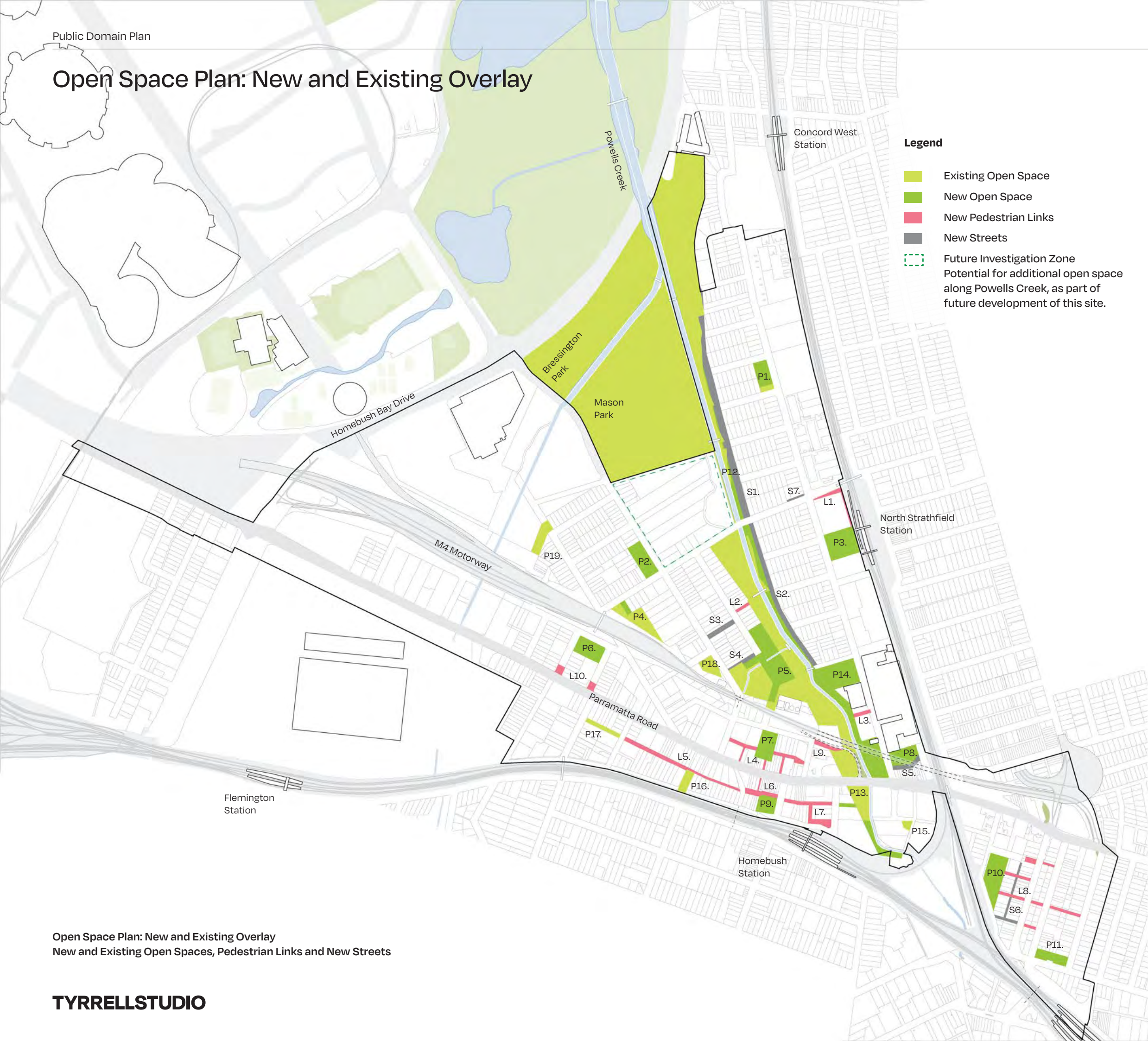
Existing and New Open Spaces

- P1. WA McInnes Park
- P2. Underwood Rd Town Centre Park
- P3. North Strathfield Station Park
- P4. Bill Boyce Reserve
- P5. Powells Creek Park
- P6. Derowie Ave Park
- P7. Homebush Theatre Park
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- P9. Knight St Park
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- P11. Swan Ave Park
- P12. Powells Creek North Park
- P13. Powells Creek South Park
- P14. Allen St Bakehouse Quarter Park
- P15. Gramophone Lane Park
- P16. Augustus Loftus Reserve
- P17. Crane St Park
- P18. Short St Park
- P19. Wentworth Reserve

The open space plan shows all new and existing open spaces only. All usable open spaces are identified and labels in the list right. Small unnamed areas of open space such as at the M4 interchange, are currently zoned RE1, but are not considered usable open space, and are not be included in the open space area calculations on the following pages.

Open Space Plan
New and Existing Open Spaces

Open Space Plan: New and Existing Overlay



Legend

- Existing Open Space
- New Open Space
- New Pedestrian Links
- New Streets
- Future Investigation Zone
Potential for additional open space
along Powells Creek, as part of
future development of this site.

Existing and New Open Spaces

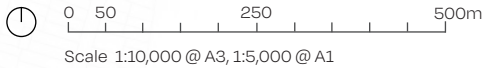
- P1. WA McInnes Park
- P2. Underwood Rd Town Centre Park
- P3. North Strathfield Station Park
- P4. Bill Boyce Reserve
- P5. Powells Creek Park
- P6. Derowie Ave Park
- P7. Homebush Theatre Park
- P8. M4 Underpass Park
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Pedestrian Links

- L1. Pomeroy St
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Streets

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- S3. Ismay Ave Through St
- S4. Powells Creek Park St West
- S5. Realigned George Lane
- S6. Realigned Cooper St and Lane
- S7. Pomeroy St Cycleway Widening



Open Space Plan: New and Existing Overlay
New and Existing Open Spaces, Pedestrian Links and New Streets

Open Space Plan: Area Schedule

The open space area schedule below identifies the areas of existing and new open space within each open space proposed across the precinct.

Small areas of open space that have not been labelled on the plan on the previous page have not been included in these calculations. While useful as planted space, they are not considered as usable open space, in line with the GA NSW Greener Places Guide, and so should not be considered in the provision of recreational open space.

Park Code	Name	Existing Open Space Areas (sqm)	New or Additional Open Space Area (sqm)	Total Open Space Area (sqm)	Park Hierarchy	Park Character
P1	WA McInnes Park	575	2,796	3,371	Small Park	Residential Park
P2	Underwood Rd Town Centre Park	New Park	4,184	4,184	Small Park	Station/Town Centre Urban Park
P3	North Strathfield Station Park	New Park	6,598	6,598	Local Park	Station/Town Centre Urban Park
P4	Bill Boyce Reserve	4,265	616	4,881	Small Park	Residential Park
P5	Powells Creek Park	53,188	34,338	87,526	District Park	Large Parkland
P6	Derowie Ave Park	New Park	3,883	3,883	Small Park	Residential Park
P7	Homebush Theatre Park	New Park	3,842	3,842	Small Park	Urban Park
P8	M4 Underpass Park	New Park	3,449	3,449	Small Park	Urban Park
P9	Knight St Park	New Park	2,489	2,489	Small Park	Urban Park
P10	Cooper St Park	New Park	6,222	6,222	Local Park	Residential Park
P11	Swan Ave Park	New Park	2,442	2,442	Small Park	Residential Park
P12	Powells Creek North Park	65,455	2,953	68,408	District Park	Large Parkland
P13	Powells Creek South Park	5,520	1,547	7,067	Local Park	Large Parkland
P14	Allen St Bakehouse Quarter Park	New Park	5,842	5,842	Small Park	Urban Park
P15	Gramophone Lane Park	556	No Additional Area	556	Small Park	Residential Park
P16	Augustus Loftus Reserve	1,283	No Additional Area	1,283	Small Park	Residential Park
P17	Crane St Park	1,177	No Additional Area	1,177	Small Park	Residential Park
P18	Short Street Park	2,082	No Additional Area	2,082	Small Park	Residential Park
P19	Wentworth Reserve	2,515	No Additional Area	2,515	Small Park	Residential Park
TOTALS		136,616	81,200	217,816		

Open Space Plan: Area Schedule

The open space area schedule below identifies the total open space area as a percentage of the total precinct site boundary, and as a open space per person (sqm/person) provision.

In both schedules open space provision is measured in two ways:

1. Using the Precinct Site Boundary exclusively.
2. Including Mason and Bressington Park which sits within and surrounded by the residential communities of Concord West and North Strathfield, but has been removed with the precinct boundary for ownership and management reasons. Functionally these parks play an important role in the open space provision of this community, and make sense to include when considering the total open space provision in the precinct.

Open Space Land Area Percentage	Area (sqm)	% of Precinct
Homebush TOD Precinct Site Boundary		
Total Precinct Boundary	2,066,243	
Existing Open Space	136,616	6.61%
New Open Space	81,200	3.93%
Total Open Space	217,816	10.54%
Including Mason and Bressington Parks		
Mason and Bressington Parks	124,050	
Precinct Boundary Area + M&B Parks	2,190,293	
Existing Open Space + M&B Parks	260,666	11.90%
New Open Space	81,200	3.71%
Total Open Space	341,866	15.61%

NOTE: The figures in these tables use the total precinct site boundary only, and do not discount Special Infrastructure (SP), Industrial, or Environmental Zoned land within the precinct boundary. These areas do not require open space provision. If these areas were discounted from the precinct area, the open space area percentage for net developable land would be higher.

The Open Space Land Area Percentage for the precinct targets 15% open space as the minimum provision as a total of land area. This is in line with targets recommended in GANSW Greener Places, Strathfield and Canada Bay Council recommendations, and a target in other LGA's with high density residential environments, such as the City of Sydney.

The Open Space Per Person calculations show the extent of open space provided per person at the expected population based on dwelling numbers and assumptions provided in the Urban Design Report. The open space provided is approximately 3.5sqm/person within the precinct, or 5.5sqm/person including the adjacent Mason and Bressington Parks. It is important to note that open space per person is useful as a guide, and becomes a good benchmark when averaged across large metropolitan averages, but will be skewed in high density environments where population is high. In context, it is important also to note that the adjacent Sydney Olympic Park precinct has a very high open space per person provision due to the extent of large metropolitan and regional parks.

Open Space Per Person	Area (sqm) per person	
Expected Population	62,750	
Homebush TOD Precinct		
Existing Open Space	2.18	
New Open Space	1.29	
Total Open Space	3.47	
Including Mason and Bressington Parks		
Existing Open Space	4.15	
New Open Space	1.29	
Total Open Space	5.45	

5.3 Open Space Plan: Active Transport Overlay

This plan shows the relationship between the open space and the active transport networks. The Active Transport strategy prepared by Arup, relies on a network of connections along streets, through new and existing open spaces and pedestrian links. The strategy created a clear network connecting open space to urban centres, stations and all residential areas. For more information refer to Arup's, Active Transport Strategy in the Precinct Transport Statement.

Active Transport Overlay Plan
Walking and Cycling Priority Connections



- Legend**
- Existing and New Open Spaces
 - Pedestrian Links
 - New Streets
 - Station Forecourts
 - Walking and Cycling Priority Connections
 - Future Investigation Zone
Potential for additional open space along Powells Creek, as part of future development of this site.

0 50 250 500m
Scale 1:10,000 @ A3, 1:5,000 @ A1

5.4 Open Space Plan: Flooding Overlay

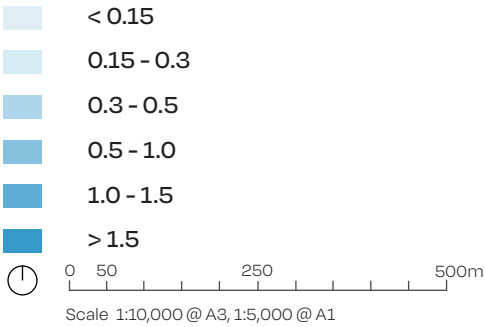
The open space overlay shows the relationship between the open space and flood mapping. Open Space has been located strategically to assist in minimising flooding impacts on the community, and to make use of open space as blue-green infrastructure.

For more information refer to the Flood Impact and Risk Assessment and Stormwater Management Strategy, prepared by WMAwater.

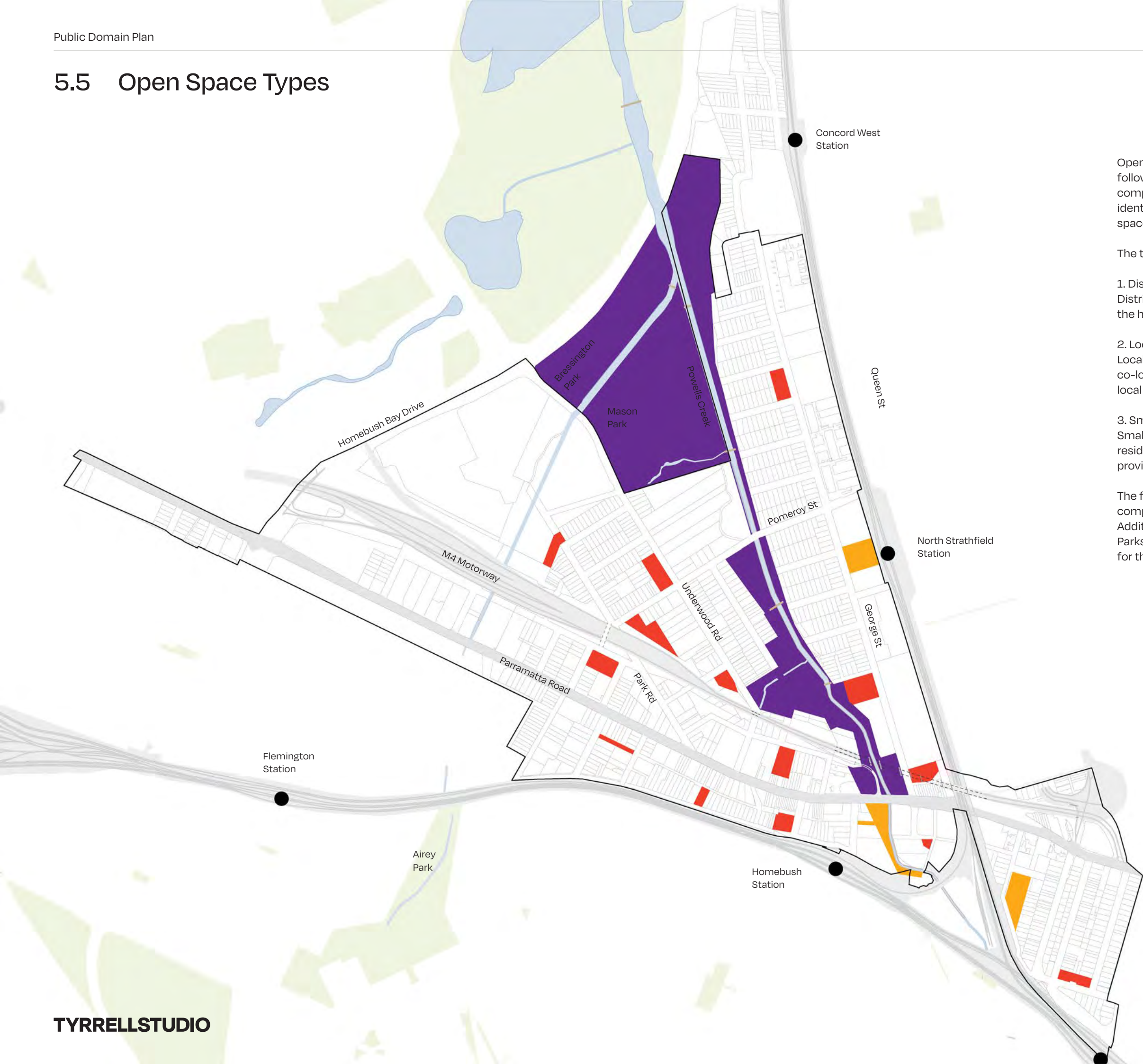
Legend

- Existing and New Open Space
- Pedestrian Link
- New Street
- Station Entry Plaza Open Space
- Recommended Development Extents
- New Proposed Open Space Corridor
- Future Investigation Zone

Flood Depth (m)



5.5 Open Space Types



Open Spaces are provided at a variety of scales. The following pages review these open space types, provide scale comparisons to open spaces of similar scale and type, and identify the required walking catchment areas for each open space type.

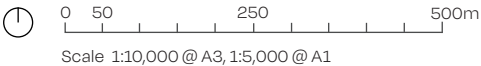
The three open space types included in the precinct are;

- 1. District Parks
District Parks provide large areas of connected open space in the heart of the precinct.
- 2. Local Parks
Local parks are provided within local neighbourhoods, often co-located with stations and town centres, and are set within local neighbourhood residential areas.
- 3. Small Parks
Small parks are distributed throughout the precinct, within residential neighbourhoods, and at stations and town centres, providing regular access to open space for all residences.

The following pages provide benchmark projects for scale, complexity, amenity and design quality, for each park type. Additionally a benchmark page has been provided for "Linear Parks along Infrastructure" which is intended to provide a guide for the unique spaces along and under the M4 Motorway.

Legend

- Small Park (1500sqm-5000sqm)
- Local Park (5000sqm-5ha)
- District Parks (5ha+)



Open Space Types: District Park Scale Comparisons

This page identifies benchmark District Parks and compares them with the proposed Powells Creek Park. The scale, size, and amenity provided are important to consider together in order to ensure Powells Creek Park is designed to provide all the needs of the community.

Prince Alfred Park

Prince Alfred Park is a critical district park for the Surry Hills and Redfern communities. It provides a wide diversity of uses and program, large open spaces and city wide vistas, significant tree planting. Good protection along Cleveland St and Chamblers St create a safe green escape within the high density environment.

Major drawcards such as the tennis courts and aquatic centres are the centrepieces of the park, with other secondary successful uses supporting these. Mature fig trees and native grass meadows provide important environmental benefits to the community.

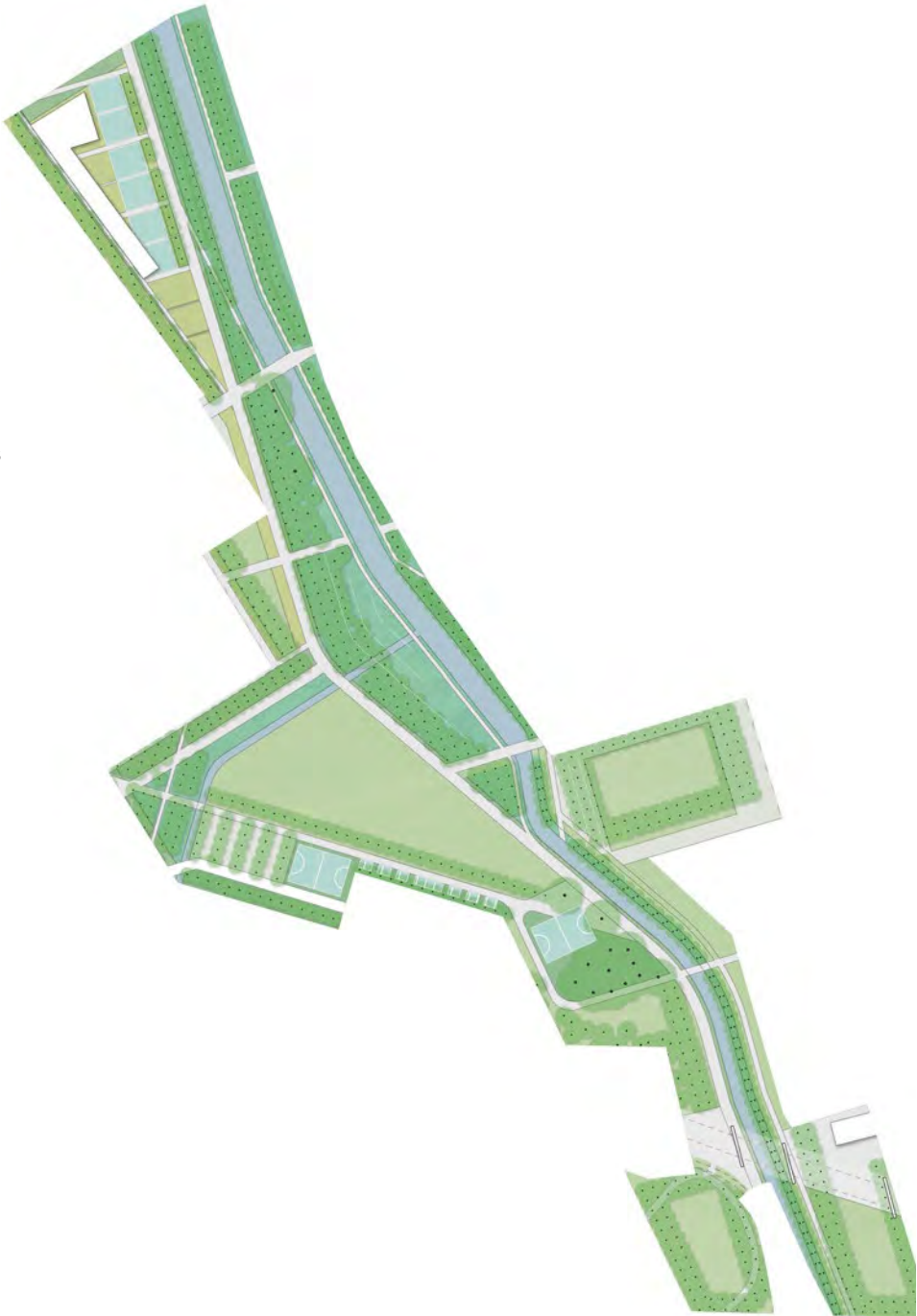
Jubilee Park, Federal Park and Bicentennial Park

Jubilee Park in Glebe provide an important district park for this community. It is designed together with Johnstons Creek, an important concrete lined channel that has similar challenges to Powells Creek.

Jubilee Park provides significant green space, play spaces, waters edge environmental and water access spaces, and a number of large sports fields. Together with Johnstons Creek, and the Harold Park open spaces further up the creek, this park network is a good example of how a chain of parks can successfully serve the community as a district park.

Powells Creek Park

Powells Creek Park is of a similar scale and faces similar challenges as these two examples. Powells Creek Park needs to provide connectivity and environmental benefits along the creek line, as well as a vibrant and diverse sequence of usable spaces throughout the park, to serve the high density residential community surrounding the park.



Powells Creek Central Park (Proposed)

Size	8.7 ha
Location	Homebush



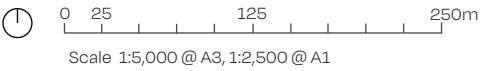
Prince Alfred Park

Size	7.5 ha
Location	Surry Hills



Jubilee Park, Federal Park, Bicentennial Park

Size	12.6 ha
Location	Glebe



Open Space Types: Local Parks

This page identifies benchmark Local Parks as a guide for the local parks within the precinct. The scale, size, and amenity provided are important to consider together in order to ensure Local Parks are designed to provide all the needs of the community. The local parks of the Homebush Precinct should provide a diverse range of uses, significant tree canopy and shade, green open space, and good connections to adjacent pedestrian links, retail, mixed use and residential built form.

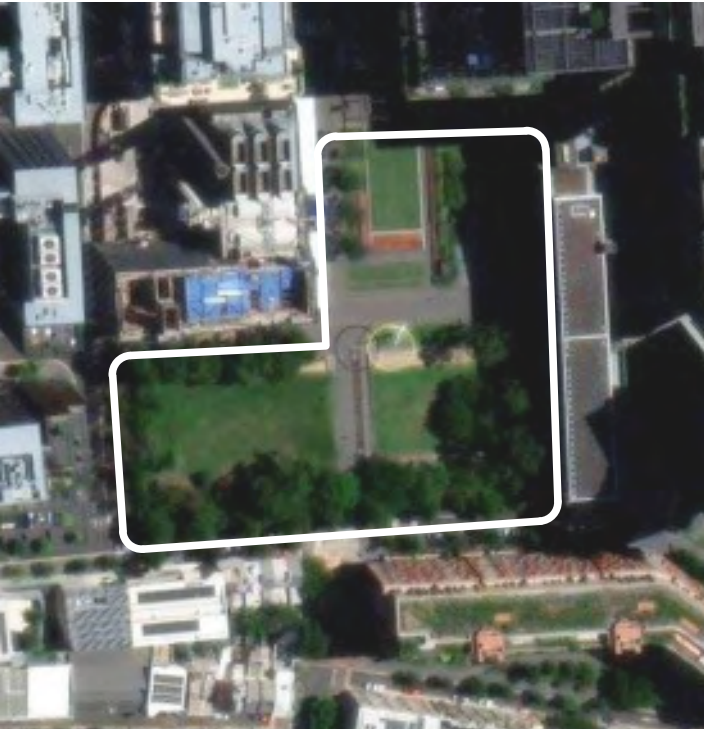
Wulaba Park

Located in Waterloo, Wulaba Park is close to major commercial and residential areas. Recreational facilities provided include informal multi-purpose sports courts, a large adventure playground, table tennis and other games areas, an open lawn, passive recreational spaces and picnic areas. This park links seamlessly with adjacent pedestrian links and shared zones which extend the pedestrian environment into the residential community. Retail frontages positively address the park. This park would benefit from more tree canopy.

Chippendale Green

Chippendale Green is the main local park for the Central Park precinct. It is closely related to the Central Park Mall and provides open space extending the retail experience out into the park. The surrounding residential built form positively address the park.

The park provides paved urban spaces connected to retail, a large open lawn, small water play area, shaded seating, and spaces for temporary events such as markets and festivals. The park is framed by significant tree canopy providing good separation from adjacent streets, while maintaining good visibility across the park.



Wulaba Park

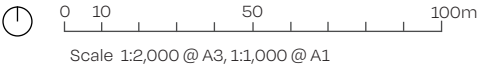
Size 4,900m²

Suburb Waterloo

Chippendale Green

Size 9,000 m²

Suburb Chippendale



Open Space Types:

Linear Parks along infrastructure

This page highlights benchmark projects for the unique open spaces along and under the M4 Motorway bridges. The scale, size, and amenity provided are important to consider together in order to ensure this space is designed to provide all the needs of the community. This space includes the M4 Underpass Park, as well as part of the Powells Creek Park that is located under the M4 bridges.

This park should provide a diverse range of uses, including play, games or informal sports and fitness areas, paved gathering spaces with a positive address to the adjacent retail district, a balance of tree canopy and shade, while providing solar access into the space, green open space, and good connections to adjacent pedestrian links, and path connections along Powells Creek and George St.

The Highline

Located in Manhattan, New York the well known Highline is an elevated linear park built on a former freight track. The high quality linear park includes a variety of small usable spaces along it including play, passive recreation, viewing platforms seating areas for individual and group gathering, and garden areas. It is a good example of the intensity of uses possible within a confined space and the benefit they can provide in a high density environment.



The Highline

Size 2.3 km in length

Location New York



The Underline

Size 16.9 km in length

Location Miami



Platform Park

Size 1,750 m²

Location Culver City

Platform Parks

Located in Culver City, California near the Platform LA mixed use development, this park sits under motorway bridges, and includes open lawns, communal seating and planted gardens. It has good connections to adjacent retail and community built form.

Open Space Types: Small Parks

This page identifies benchmark Small Parks as a guide for the small parks within the precinct. The scale, size, and amenity provided in these benchmarks are important to consider together in order to ensure small parks are designed to provide all the needs of the community. The small parks of the Homebush Precinct should provide a diverse range of uses, significant tree canopy and shade, green open space, and good connections to adjacent pedestrian links, retail, mixed use and residential built form.

James Hilder Reserve

Located in Surry Hills, this park provides a small but varied playground with swings, slides and other experiences. It has an open lawn area with mature trees, seating, and walking paths, and provides planted areas providing a green outlook, and clear distinctions between the park and the adjacent dwellings.

Beaconsfield Park

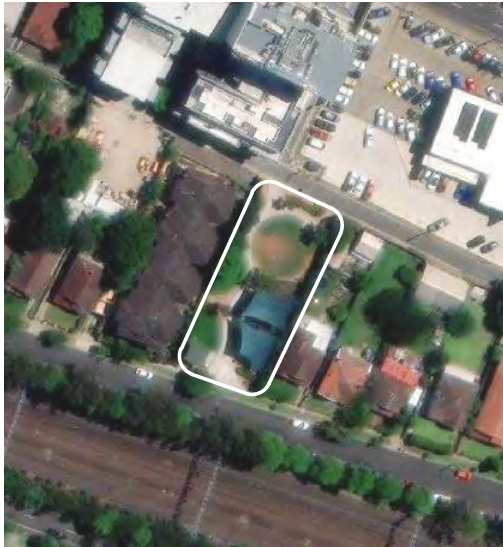
Located in Beaconsfield, in a mixed commercial and residential area, this park with a shaded playground, tennis courts, half-court basketball, picnic areas and a large central open space. The park has significant tree planting, with large mature trees and is surrounded by planting. The park has good definition to the adjacent streets, providing good protection while still having good visual access into the park.

Daniel Dawson Reserve

Located in Alexandria in a mixed commercial and residential area, this park has a small playground set into a steep landform, with swings, slides and climbing structures. It has a large open lawn, seating and picnic areas and mature trees. The park is framed by planting and sited to protect it from the busy Wyndham St and reduce the streets visual dominance on the park.

Augustus Loftus Reserve

Located in the Homebush precinct, this park is a good example of a simple small park that provides green space with open lawn, playground, walking paths, seating and mature trees.



James Hilder Reserve

Size 1,800m²
Suburb Surry Hills

Beaconsfield Park

Size 3,900 m²
Location Beaconsfield

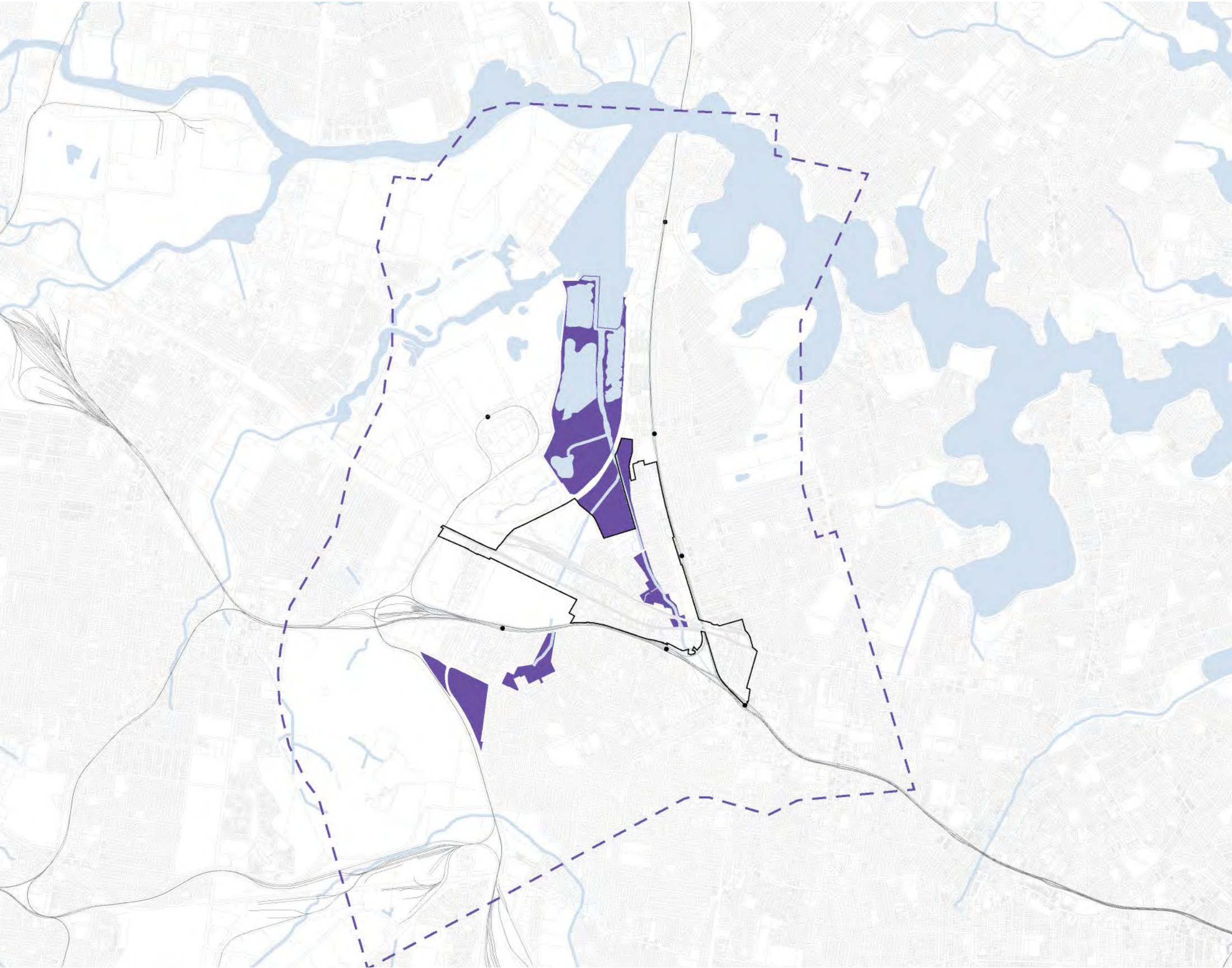
Daniel Dawson Reserve

Size 1,700 m²
Location Alexandria

Augustus Loftus Reserve

Size 1,400 m²
Location Homebush

5.6 Open Space Catchments District Parks



The Homebush TOD Precinct has a number of existing district and metropolitan parks in the adjacent suburbs.

Bicentennial Park is a regional park that supports the broader region and attracts users from across the city.

Mason and Bressington Parks are district scale, sports and environment focussed parks.

Airey and Hudson Parks south of the precinct provide district park scale parks, but with more local uses. These parks are disconnected from this precinct and do not provide enough direct access for regular district park use for this precinct. They are important parks within their community, and provide important connections in the Green Grid network linking Powells Creek to the Cooks River.

The precinct requires a district scale park at Powells Creek to be the heart of the existing and new community. It will serve as the main district park for the residents of this precinct.

Together these district parks provide a variety of complementary uses that collectively provide an excellent district park provision for the precinct and the broader community.

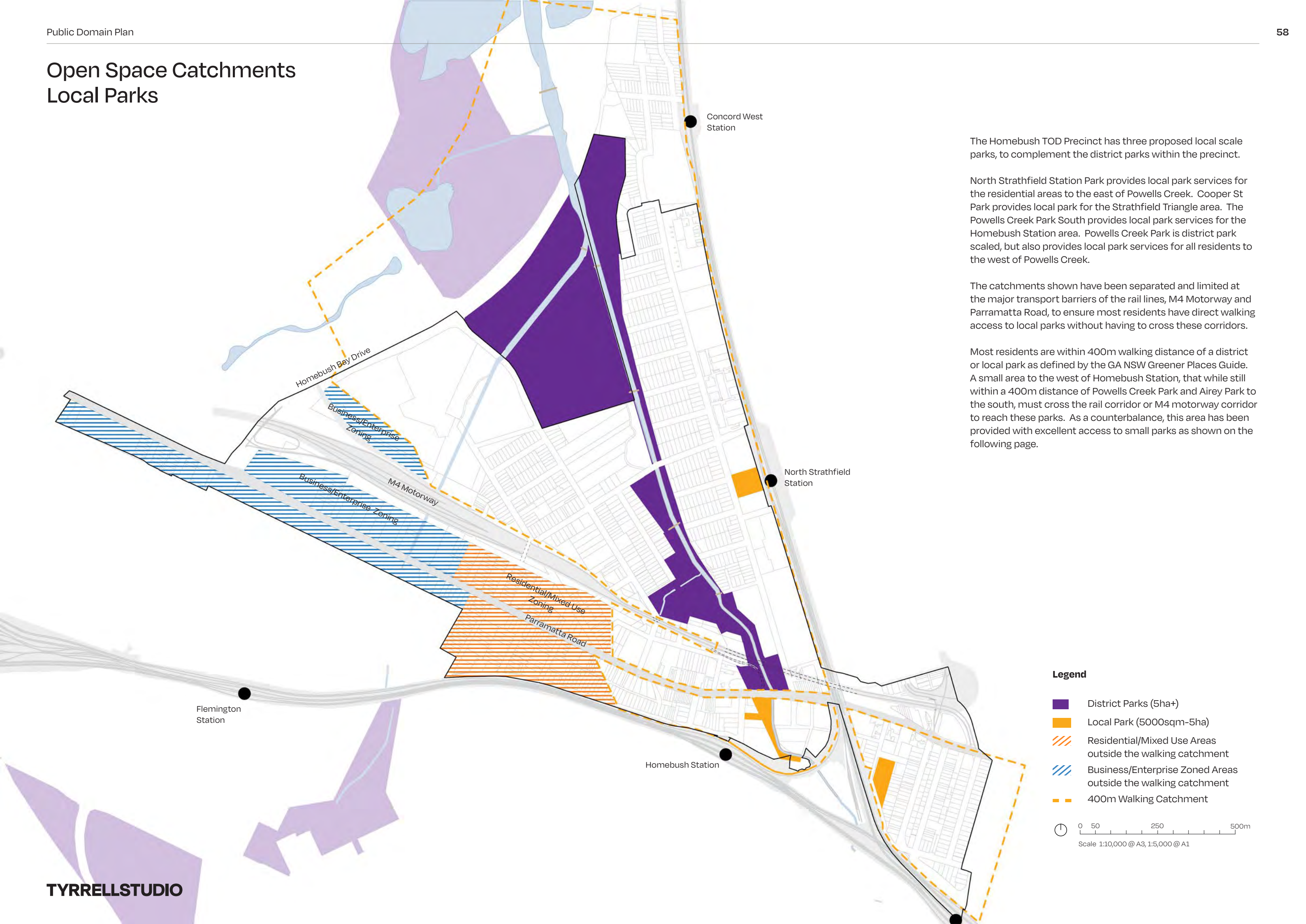
This diagram shows the 1.6km catchment for district parks, as defined by the GA NSW Greener Places guide. All of the Homebush TOD Precinct is well served for District Parks.

Legend

- District Parks (5ha+)
- 1.6km Catchment

0 50 250 500m
Scale 1:20,000 @ A3, 1:40,000 @ A1

Open Space Catchments Local Parks



The Homebush TOD Precinct has three proposed local scale parks, to complement the district parks within the precinct.

North Strathfield Station Park provides local park services for the residential areas to the east of Powells Creek. Cooper St Park provides local park for the Strathfield Triangle area. The Powells Creek Park South provides local park services for the Homebush Station area. Powells Creek Park is district park scaled, but also provides local park services for all residents to the west of Powells Creek.

The catchments shown have been separated and limited at the major transport barriers of the rail lines, M4 Motorway and Parramatta Road, to ensure most residents have direct walking access to local parks without having to cross these corridors.

Most residents are within 400m walking distance of a district or local park as defined by the GA NSW Greener Places Guide. A small area to the west of Homebush Station, that while still within a 400m distance of Powells Creek Park and Airey Park to the south, must cross the rail corridor or M4 motorway corridor to reach these parks. As a counterbalance, this area has been provided with excellent access to small parks as shown on the following page.

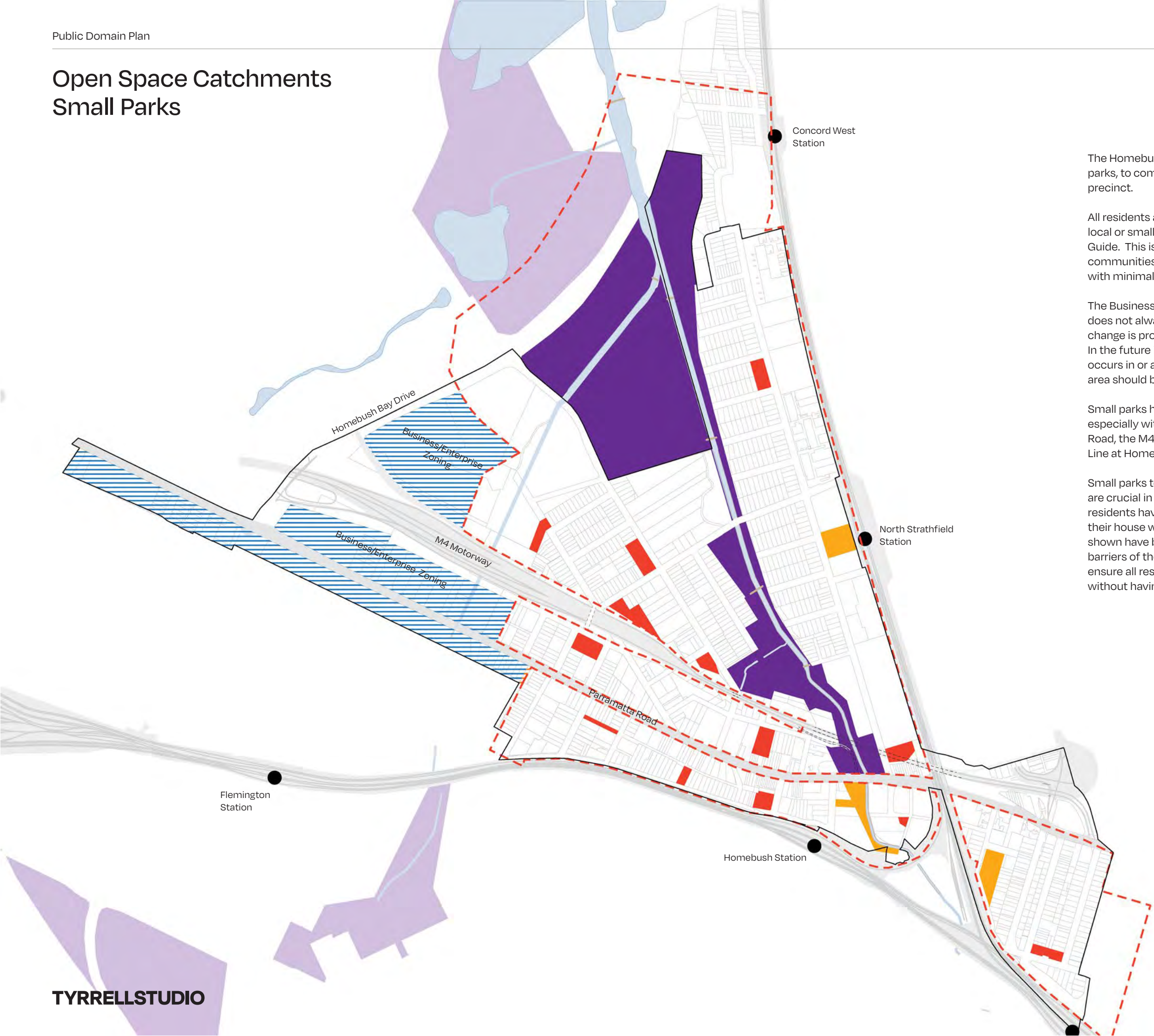
Legend

- District Parks (5ha+)
- Local Park (5000sqm-5ha)
- Residential/Mixed Use Areas outside the walking catchment
- Business/Enterprise Zoned Areas outside the walking catchment
- 400m Walking Catchment

0 50 250 500m
Scale 1:10,000 @ A3, 1:5,000 @ A1

Open Space Catchments

Small Parks



The Homebush TOD Precinct has a collection of small scale parks, to complement the district and local parks within the precinct.

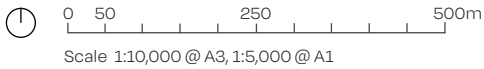
All residents are within 200m walking distance of a district or local or small park as defined by the GA NSW Greener Places Guide. This is critical to the amenity of residents in high density communities like this, given most dwellings are apartments with minimal or no private open space.

The Business and Enterprise zoned area to the west of precinct, does not always have direct access to small parks. Minimal change is proposed to this area within the Urban Design Report. In the future if more substantial redevelopment or rezoning occurs in or adjacent to this area, additional open spaces in this area should be investigated.

Small parks have been distributed throughout the precinct, and especially within the residential areas between Underwood Road, the M4 Motorway corridor, Parramatta Road, and the Rail Line at Homebush Station.

Small parks together with the pedestrian links recommended are crucial in between these infrastructure corridors, so residents have access to small parks within walking distance of their house without crossing these corridors. The catchments shown have been separated and limited at the major transport barriers of the rail lines, M4 Motorway and Parramatta Road, to ensure all residents have direct walking access to small parks without having to cross these corridors.

- Legend**
- District Parks (5ha+)
 - Local Park (5000sqm-5ha)
 - Small Park (1500sqm-5000sqm)
 - Business/Enterprise Zoned Areas outside the walking catchment
 - 200m Walking Catchment



6.0

Public Domain Plans and Character Areas

6.1 Public Domain Character Areas

This chapter defines the design principles for the major open spaces and precincts proposed in the open space strategy. The character areas and the open spaces and major pedestrian link networks within them, that are discussed in this chapter include:

Parkland Living Character Area

- Powells Creek Park [P5.]
- Powells Creek Linear Park [P12.]
- Bakehouse Quarter Park [P14.]
- M4 Underpass Park [P8.]
- North Strathfield Station Park [P3.]
- Underwood Road Town Centre Park [P2.]
- Bill Boyce Reserve [P4.]
- Short St Park [P18.]

Homebush Character Area

- Knight St Park [P9.]
- Powells Creek South Park [P13.]
- Homebush Theatre Park [P7.] [L4.]
- Derowie Ave Park [P6.]
- Crane St Park [P17.]
- Loftus Lane Pedestrian Links Network [L5.]
- Parramatta Road Street Closures [L10.]
- Augustus Loftus Reserve [P16.]
- Gramophone Lane Park [P15.]

Strathfield Triangle Character Area

- Cooper St Park [P10.]
- Swan Ave Park [P11.]
- Strathfield Rail Line Shared Path
- Pedestrian Links [L8.]

Additional Open Spaces

- WA McInnes Park [P1.]
- Wentworth Reserve [P19.]
- Future Investigation Zone: Ausgrid Depot Site
- Saleyards Creek



6.2 Parkland Living Character Area

An important open space strategy is to deliver a new park along Powells Creek, that is the extension of the existing parks in this area. This approach will bring together three or more smaller parks and combine them into one large park [A].

A single large local park in this area of the precinct will serve the nearby residential dwellings, while also being close to the station, and Bakehouse Quarter. Located along the banks of Powells Creek also allows this park to draw from the amenity of the creek. A new linear park open space along the eastern edge of Powells Creek will provide a new public address to the creek on this side, this will extend north through the Powells Creek North Park [B] to Mason Park and Bicentennial Park. This will allow new dwellings along this edge to provide a positive address to the park, and help activate the park.

Generous paths alongside the creek, regular bridge crossings should be provided along the linear park with spaces for passive recreation along the creek edge. Tree planting should be structured to provide a usable shaded edge to the residential dwellings, and provide gaps for clear sight lines down the streets to the creek.

Pedestrian Links connect the Powells Creek parks to George Street and the Bakehouse Quarter [C]. This will provide an opportunity for retail and commercial uses to provide activation to the parks and to provide a smooth transition between the town centre and the central open space.

Open Spaces are listed below, in brackets are the open space codes from the Public Domain Plan in chapter 5.

- A. Powells Creek Park [P5.]
- B. Powells Creek North Park [P12.]
- C. Bakehouse Quarter Park [P14.]
- D. M4 Underpass Park [P8.]
- E. North Strathfield Station Park [P3.]
- F. Underwood Road Town Centre Park [P2.]
- G. Bill Boyce Reserve [P4.]
- H. Short St Park [P18.]



Precedent Image: Sugar Beach, Toronto



Precedent Image: Sugar Beach, Toronto

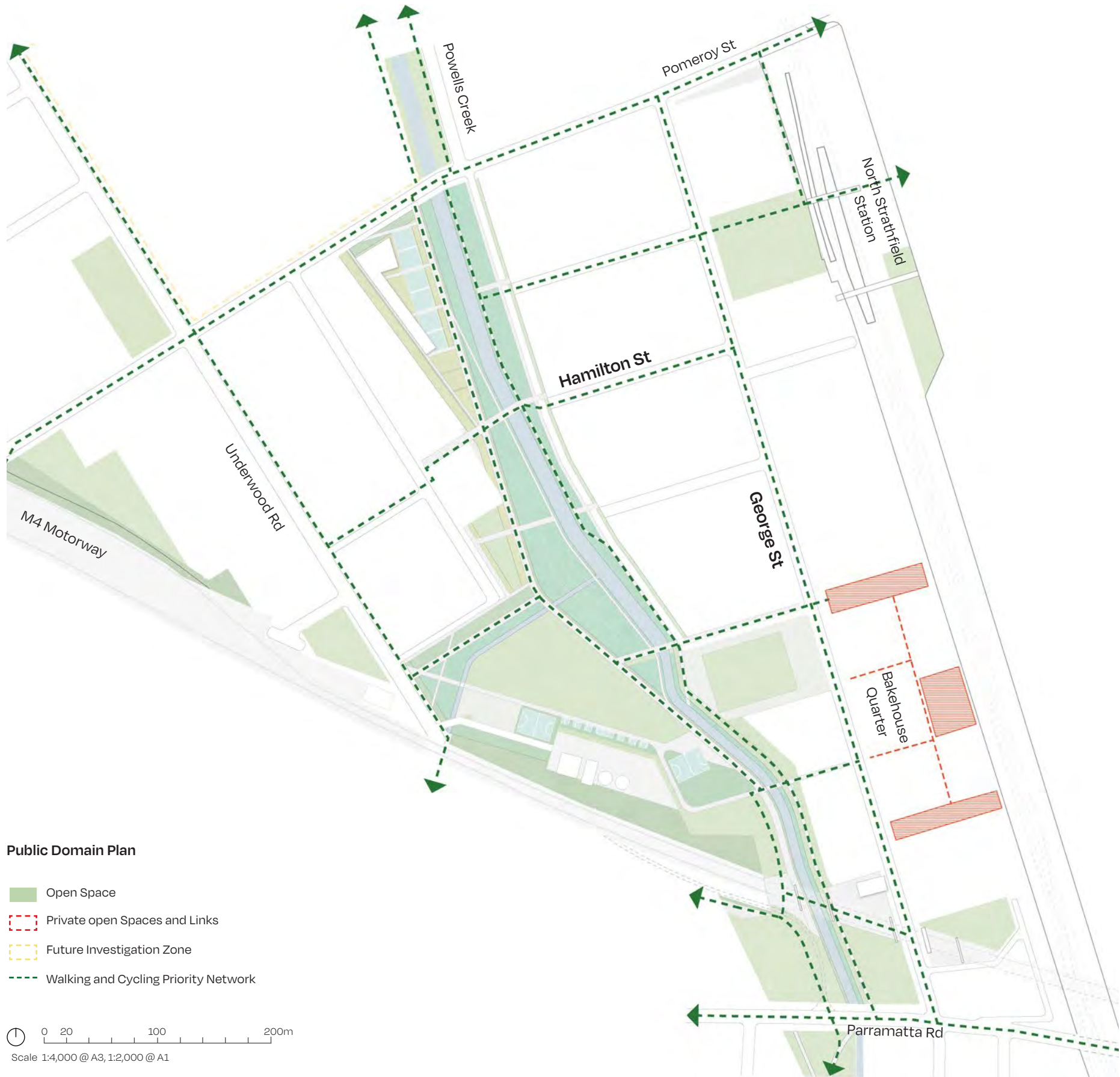


Parkland Living Character Area

Walking and Cycling Network

The open space network, combined with the streets and pedestrian links form a robust walking and cycling network, that link key open spaces, urban centres, and stations to all residential areas. This provides a high amenity access network that encourages walking and cycling within the community.

This network aligns to the Arup Active Transport Network Strategy, and is intended as the primary network of cycling and walking routes. The corridors should have wide footpaths, (shared paths or cycleways as required), connected tree canopy and planting.



Parkland Living Character Area

Park Design Principles

Powells Creek Park

Powells Creek Park is to act as the main district park for the precinct. It should extend the existing open spaces and unite them into one large central park.

This park should provide usable open space on both sides of the creek, and regular pedestrian crossing points, with new bridges adding to the existing bridge network along the creek.

The design of the park should remove barriers along the park, such as the Allen St/Ismay Ave street that bisects the park. This should be replaced with a street along the eastern edge of the park connecting Allen St to Pomeroy St, and providing improved public access to the edges of the park. Buildings along the park edges should positively address the park, providing ground floor street access to the residences along these edges.

Additionally, the Pomeroy St Ausgrid Site is identified as a future investigation zone.

Program and Uses

The park should provide a wide diversity of program for the community. The park should be structured around a large clearing that can be used for passive recreation, offers relief from the surrounding high density environment, and can be used for temporary community events.

Other uses should be located along the edges of this main space, and along the creek edges including: play and games spaces, informal sports and fitness areas, passive recreation spaces and social gathering spaces. Refer to design principle 5 for an indicative layout of potential uses within the park.

Water Sensitive Urban Design

The park has the opportunity to act as a major element in the water treatment and stormwater system of the precinct. Adjacent streets are proposed to have water sensitive urban design, bioswales and water treatment in them. This stormwater will collect in the park, and allow the opportunity for final treatment before being discharged into Powells Creek.

Expressing the water sensitive urban design system with a network of planted areas and temporary water storage areas will allow the park to extend the planted character of Mason Park wetlands and the recent Sydney Water transformation of the concrete channel into a planted and rock-lined creek edge.

Tree Canopy and Biodiversity

The park should provide significant connected tree canopy, framing the parklands, and providing cool shaded areas for people to use. The tree canopy should also connect to the urban tree canopy of the streetscape adjacent to the park.

Connected planted areas of understorey and groundcovers should extend the recent planting along Powells Creek. Planting should provide character to all programmed spaces within the park, providing the opportunity for park users to access planted areas on a regular basis. A variety of native species should be provided, using the Biodiversity in Place guide, and the Strathfield and Canada Bay Council species lists as guides.



Precedent Image: Prince Alfred Park, Sydney



Precedent Image: Prince Alfred Park, Sydney



Precedent Image: Cultuurpark Westergasfabriek, Amsterdam



Precedent Image: Grorudparken, Groruddalen

Parkland Living Character Area

Park Design Principles

The Bakehouse Quarter Park, M4 Underpass Park and North Strathfield Station Parks are important new open spaces that connect George St and the Station, to Powells Creek. They each play a role in providing high urbanised park spaces, that differ from the requirements of Powells Creek Park.

Bakehouse Quarter Park

This space has the opportunity to become a highly activated urban space supporting the Bakehouse Quarter and George St retail, and provide a public space address to Powells Creek and the larger Powells Creek Park.

- This urban park should provide:
- Positive address to nearby retail frontages,
 - Plaza space for social gathering and temporary events
 - Large lawn area for passive recreation
 - Tree canopy framing adjacent streets and building edges
 - Tree canopy to provide shade to plaza areas
 - Opportunities for play or games
 - Direct visual and physical connection between Powells Creek and the Powells Creek Park, up to Bakehouse
 - Access onto creek edges and walking and cycling paths

Walking and cycle connections from this area across and along Powells Creek with a new bridge, will allow this space to connect to the Powells Creek Park and regional cycle network.

The Powells Creek park edge provides a public address to the creek. Bakehouse Quarter mixed use and retail should address the park and provide pedestrian links to the creek edge path network.

Pedestrian links from park to George St should remain public 24-7, even if in private ownership, and connect in a logical way to the private courtyards and laneway spaces within the Bakehouse Quarter.



Precedent Image: Sant Antoni Superblock, Barcelona

M4 Underpass Park

The M4 Underpass Park is a unique space that provides the opportunity to provide an urban park under the existing M4 bridge at the southern corner of the Bakehouse Quarter.

This space should be an urban park that is programmed to provide courts, games areas and active other uses. It has the potential to be mostly paved, and supported by new tree planting and shrub and groundcover planting, that frame the space and provide it a green and shaded backdrop.

The space should provide good physical and visual access to the Bakehouse Quarter and adaptively reused cottages within the park.

Planting or trees should protect the open space from the high traffic volume on Parramatta Road.

Clear access to the creek edge path network should be provided, and there is opportunity to provide a pedestrian bridge across the Powells Creek canal at this point, linking to the active and play spaces on the west side of the creek.



Precedent Image: The Bentway, Toronto

North Strathfield Station Park

The Station Park has an important role linking the station to the adjacent community building, school and other uses that extend down George St.

The park should act as a public gathering space for people complemented by the community building. Access to the station should be clear and direct,

Significant tree canopy should be provided.

Walkable streets and shared paths along Hamilton and Malta should connect directly to Powells Creek Park and beyond. Clear connection into the Pomeroy St cycle path should also be provided.

Program uses that complement the neighbouring community should be provided. This should include a small children's playground, paved seating spaces, and passive recreation lawn, to support any mixed use and retail addressing the park.



Precedent Image: The Underline, Miami

Underwood Road Town Centre Park

This park is sited alongside Pomeroy St and Underwood Rd active transport corridors, providing the opportunity for clear connections to the cycle paths on both streets.

The park should function as a public gathering space for residents in the neighbouring medium-density developments. To support the adjacent community, the park should provide park furniture, seating and shade structures for gathering areas, a small children's playground and a passive recreation lawn.

Adjacent retail should have a positive address to the park allowing for direct access from the retail areas into the park.

Given the park's location next to busy Underwood Rd, provide protection from the street through planting and seating, while still ensuring good visual and physical access. Significant tree canopy should be established to buffer the park.

Bill Boyce Reserve and Short St Park

Bill Boyce Reserve and Short St Park are two existing small parks. Upgrades of these parks are required, providing uses and amenities, and improving safety and visual access.

Bill Boyce Reserve requires improved visual access from the street and adjacent residences, improved uses focussed towards the street where the park is more accessible, and potential for more tree and native planting in the steeper areas along the edge of the M4 Motorway corridor.

Short St Park requires additional uses to make the space more usable, protection from the busy Underwood Road, more tree and native planting especially along the edge to the M4 corridor and adjacent vent stack.



Precedent Image: Seven Ways, Sydney

6.3 Homebush Character Area

It is important to provide a series of small open spaces within the blocks adjacent to Homebush Station. As this area is separated from other major parks by the M4 Motorway and Parramatta Road, local parks close to the residents should be provided.

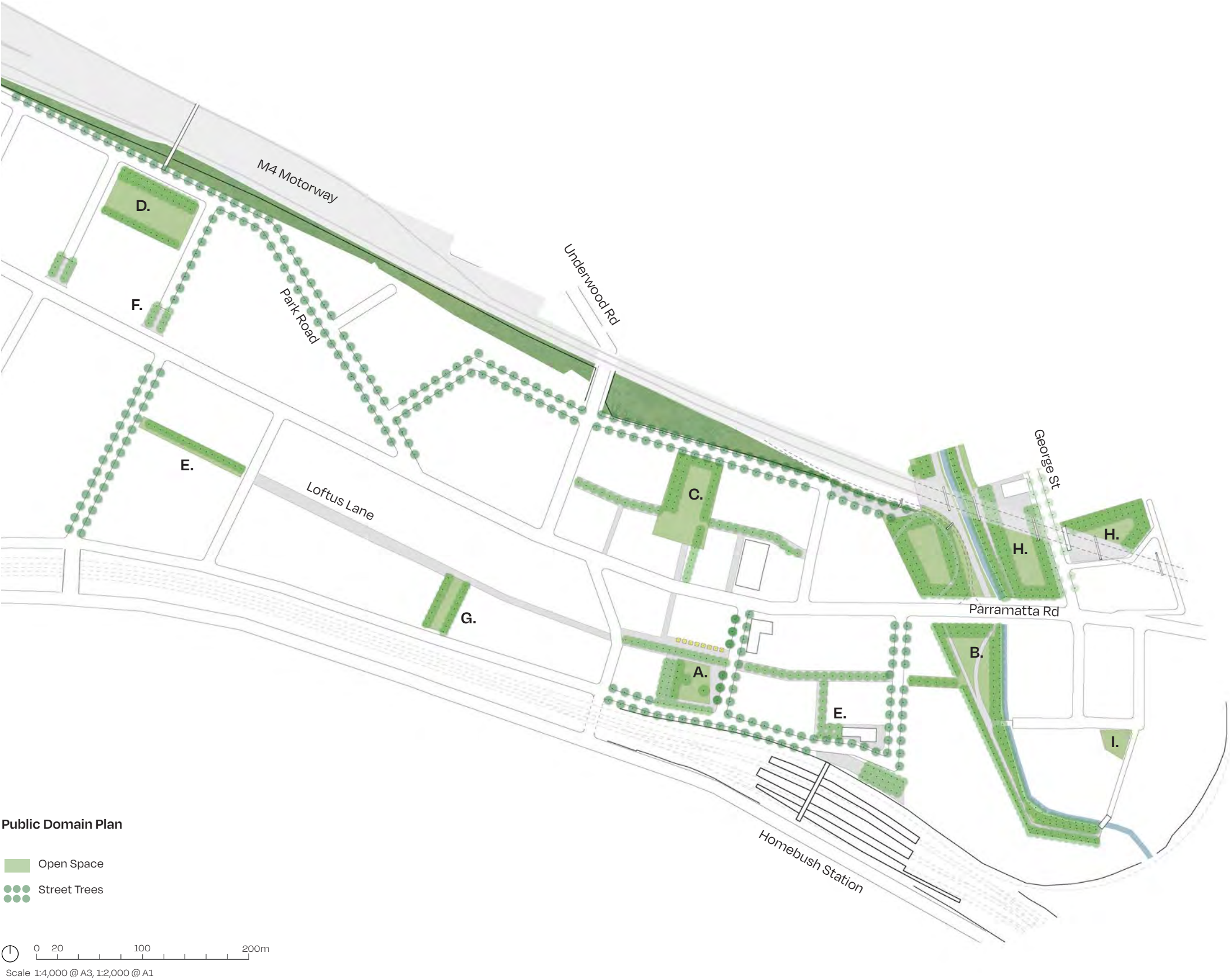
A new park near Homebush Station at Knight St [A] will provide a new open space for residents south of Parramatta Road.

The Knight St Park will also be connected to the Loftus Lane pedestrian network [E] which will provide walking and cycle access across the precinct, and connect to the Powell Creek park corridor at Station St.

A new park adjacent to the Homebush Theatre site between Parramatta Road and Powell St should also be provided. The Homebush Theatre Park [C] will provide a new open space, for the community north of Parramatta Road. It should be designed to be protected from Parramatta Road. This park has the opportunity to be activated by the reuse of the theatre. The park will also connect to Underwood Road and the Powells Creek Park through a series of pedestrian links.

Together this network of parks and pedestrian links will provide a highly walkable and cycle-able network for the community of this area. The network provides high amenity spaces and paths away from roads with high traffic volume that reduce amenity.

- A. Knight St Park [P9.]
- B. Powells Creek South Park [P13.]
- C. Homebush Theatre Park and Pedestrian Links [P7.] [L4.]
- D. Derowie Ave Park [P6.]
- E. Loftus Lane Pedestrian Links Network [L5.]
- F. Parramatta Road Street Closures [L10.]
- G. Augustus Loftus Reserve [P16.]
- H. M4 Underpass Park [P8.]
- I. Gramophone Lane Park [P15.]



Homebush Character Area Walking and Cycling Network

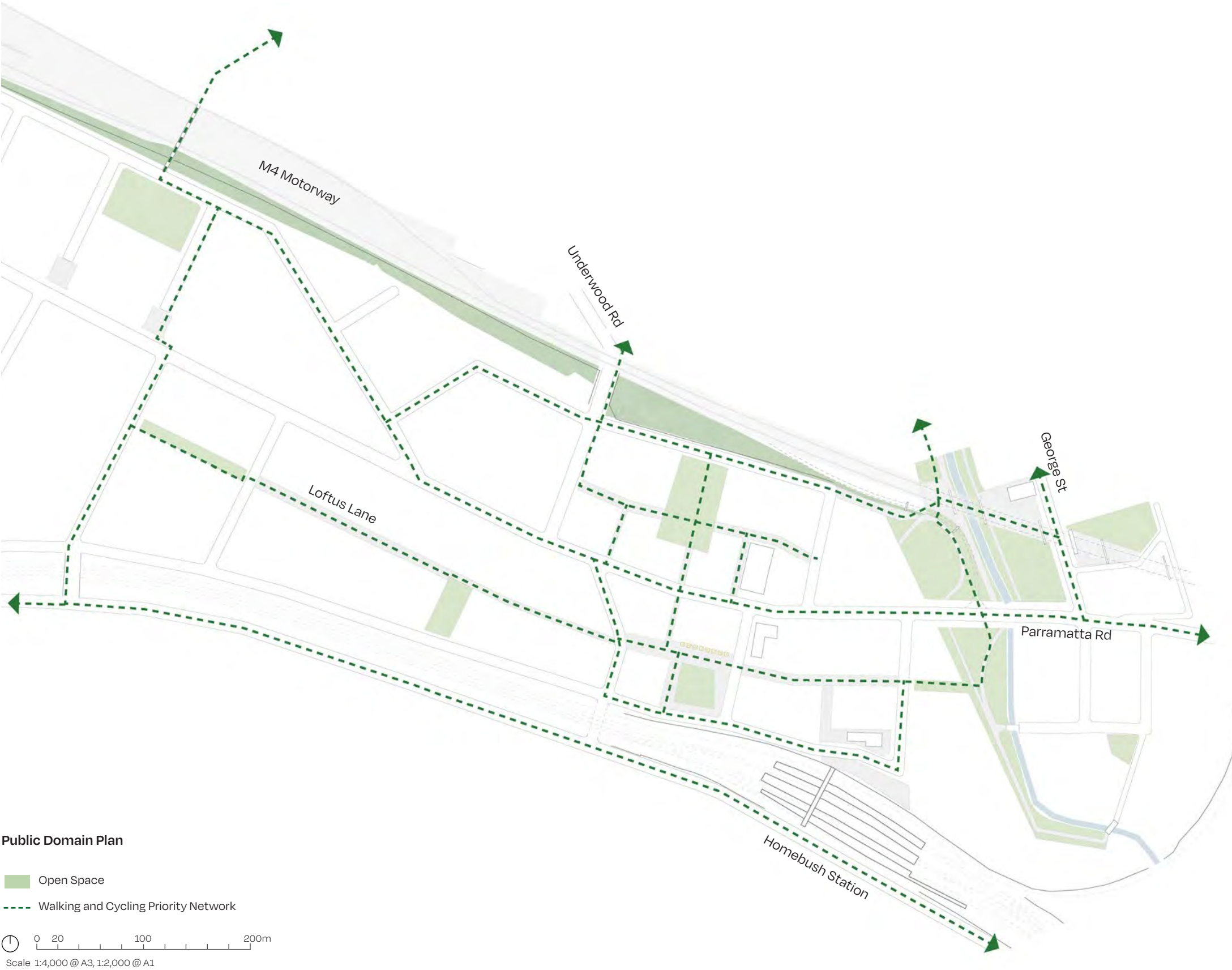
The open space network, combined with the streets and pedestrian links form a robust walking and cycling network, that link key open spaces, urban centres, and stations to all residential areas. This provides a high amenity access network that encourages walking and cycling within the community.

This network aligns to the Arup Active Transport Network Strategy, and is intended as the primary network of cycling and walking routes. The corridors should have wide footpaths, (shared paths or cycleways as required), connected tree canopy and planting.

The network of lanes through this character area allow for direct pedestrian access through urban centres, connecting people to areas of highest activity, while minimising the interaction with high volume traffic roads.



Precedent Image: Sant-Antoni Superblock, Barcelona



Homebush Character Area

Park Design Principles

Knight St Park and Loftus Lane Pedestrian Links

The Knight St Park has an important role linking Homebush station to the retail/mixed use on both sides of Parramatta Road in this area.

The park should act as a public gathering space for people, as a local town centre, complemented by the mixed use and retail ground floor uses. This area should also link to the Heritage Theatre and Pub on Knight St, providing an active night time economy precinct.

Access to the station should be clear and direct. Significant tree canopy should be provided. WSUD principles should be used to capture and treat stormwater within the park and along adjacent streets.

Walkable streets and shared paths along Loftus Lane, Knight St and pedestrian link networks should provide permeable access for pedestrians through the precinct.

Uses that complement the neighbouring community should be provided. This should include a small children's playground, paved seating spaces, and passive recreation lawn, shade structures for gathering spaces, park furniture and seating, to support any mixed use and retail addressing the park.

Powells Creek South Park

Powells Creek South Park should provide improved program for the neighbouring community, complementing the existing uses in the park and nearby Gramophone Park.

Improved pedestrian connections should be provided including mid-block access to Station St, and a bridge across the Powells Creek canal to Columbia Lane and Nipper St.

Extended public open space at the Ausgrid Columbia Lane site should be encouraged, and provide direct connection into the rest of the Powells Creek Park.

Significant tree canopy should be provided to reduce the overlooking between apartments on either side of the canal. However, CPTED principles should be considered carefully in the narrower sections of the linear park.

Seamless connection to Powells Creek Park to the north is required. Improved crossings for cycling and pedestrians should be provided.

A generous shared path connection from Columbia Lane to Homebush Station should be provided if this site is able to be redeveloped in the future.

Homebush Theatre Park

The Homebush Theatre Park provides the opportunity for a small urban park that, together with the theatre site, can define the local community within these adjacent blocks.

This site must play an important role in open space for the community between the Parramatta Road and the M4 Motorway. It must serve as a local park for residents while also supporting surrounding retail, mixed use, and potential reuse of the theatre. This park should provide green space for passive recreation, paved spaces related to mixed use ground floor retail and the theatre, clear circulation networks connecting to the adjacent pedestrian links, and significant tree canopy that provides cool shaded areas, while protecting sunlit green spaces as well.

Crane St Park

Crane St Park is a laneway that has been converted into a linear park, with some vegetation and park furniture. It serves as an east-west pedestrian and cycling link to the Powells Creek corridor through the Loftus Lane Pedestrian Links Network.

Several upgrades should be provided including: park paths should be rationalised to maximise the available usable space, shared path markings should be added where suitable.

Additional spaces for uses should be provided including for games and informal play. Tree canopy should be provided along with improved park furniture. A more positive address to the residential frontages is required, replacing the current blank walls and fences that face the park.

Derowie Ave Park and Parramatta Road Street Closures

Derowie Ave Park is a residential small park, adjacent to Park Rd and at a key connection point to the active transport link across the M4 to Pomeroy St and Powells Creek Park.

This park should provide significant green space and tree canopy, providing shaded cool passive recreation spaces and play spaces.

Residential ground floors should have a positive address to the park, and avoid blank edges to the park. The park should connect seamlessly to the active transport corridor across the M4, and south down Hillcrest St to Bridge Rd.

Pedestrian Street closures should be provided at the ends of Hillcrest St and Derowie Ave to create more walkable and quiet streets for local residents, reducing traffic in and out of Parramatta Road.

Gramophone Lane Park

Gramophone Lane Park is a recently constructed existing small park. It should be maintained and protected.



Precedent Image: Hyde Park, Sydney



Precedent Image: Sant-Antoni Superblock, Barcelona



Precedent Image: Roche Campus Kaiseraugst, Switzerland

6.4 Strathfield Triangle Character Area

It is important to provide a series of local open spaces within the Strathfield Triangle. This area is separated from other major parks by Parramatta Road, Leicester Ave and the rail corridor.

A new Cooper St Park [A] will become the main local park for residents within the Strathfield Triangle. Adjacent developments should address the park, and together with local streets provide a positive address to the park.

The park will be designed to connect to the adjacent pedestrian links [D], that provide access walking links through the precinct, between parks and protected crossings at Leicester Ave and Manson Road.

A small park at Swan Ave [B] will provide new open space for the local community on the east side of Leicester Ave. It will also connect to the Strathfield Rail Line Shared Path [C] that provides active transport connection through the area to Strathfield and North Strathfield Stations, and beyond.

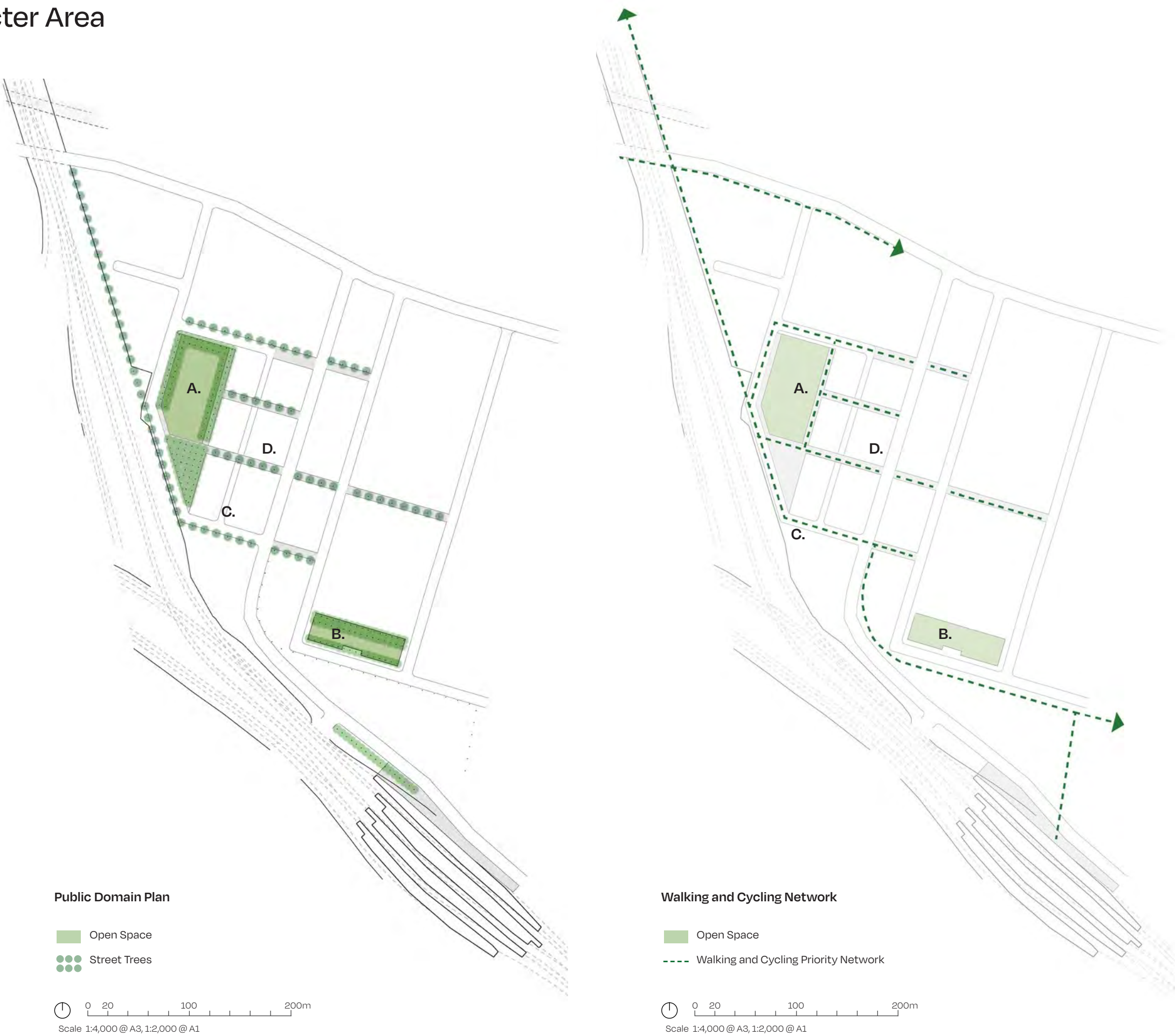
The pedestrian link network [D] focussed on improving east-west connections, and reducing the pedestrian barrier of Leicester Road. Adjacent residential buildings should provide a positive address to these parks, to assist in activating the parks.

Together this network of parks and pedestrian links will provide a highly walkable and cycle-able network for the community of this area. The network provides high amenity spaces and paths away from nearby roads with high traffic volume.

- A. Cooper St Park [P10.]
- B. Swan Ave Park [P11.]
- C. Strathfield Rail Line Shared Path
- D. Pedestrian Links [L8.]



Precedent Image: Central Park, Sydney



Strathfield Triangle Character Area

Park Design Principles

Cooper St Park

Cooper St Park is the central open space in the Strathfield Triangle area. Given the location surrounded by major roads, this park needs to provide all the local park requirements for this residential community.

The park should be predominantly green space, providing space for passive recreation, together with paved areas addressing mixed use or retail ground floor levels of the adjacent built form. Ground floor residential should positively address the park, and provide street addresses facing the lane running along the park edge.

The park should provide a local play spaces, informal games courts, passive recreation and gathering spaces. This park should provide substantial urban tree canopy, protecting the park from Cooper St, and providing shaded and cool open spaces.

The park circulation system should connect seamlessly to the pedestrian links to the east of the park, and to the Cooper St active transport corridor.

Pedestrian Links

The pedestrian links of the area should connect Cooper St Park east-west across Leicester Ave to Manson Rd. These links provide an important role of improving pedestrian connections across Leicester Ave. The network of links should also connect to the path network of the path, and beyond to the active transport corridor.

Swan Ave Park

This small park should provide uses for the residential community in the adjacent few blocks. There is limited open space within the blocks between Strathfield Station and Parramatta Road. This park should provide a variety of uses to ensure it is as high performing as possible, including; a small play space , passive recreation space and gathering spaces, urban tree canopy and native planting, protection from the street, and good connection to the nearby shared path. Depending on the adjacent residential built form, the park should either provide a positive address to the residential dwellings, or provide a generous screen to distinctly separate public and private uses.

6.5 Additional Open Spaces

Park Design Principles

WA McInnes Park

This existing small park should expanded along George St to convert it into a substantial small park.

The park should provide a variety of uses including a more substation playground, informal games area, passive recreation green space, seating and gathering areas, substantial tree canopy and native planting.

A positive address to George St will improve accessibility to the park. Some protection to George St should be provided while ensuring good visible access across the park.

Wentworth Reserve

This small park should be upgraded to provide better visual access into the park and more diverse range of uses. There is potential to extend the park design into the street closure an Wentworth St more effectively.

Future Investigation Zones: Ausgrid Depot Site

The Ausgrid Depot Site is a very central site within the precinct. If this site is considered for future redevelopment or change of use, improvements to the open space corridor along Powells Creek should be prioritised, to provide a connected corridor on the west side of the creek.

Saleyards Creek Corridor

The Saleyards Creek corridor has not been prioritised as part of this precinct, as the zoning is remaining unchanged along this corridor. However, this creek line is an important opportunity if future redevelopment or rezoning of the Business/Enterprise Zoning along the creek is reconsidered. This includes major sites along the corridor including the DFO Site, the electrical substation and the Sydney Markets site just outside the precinct. Saleyards Creek remains an important corridor in the Green Grid network, and should be considered for future open space if redevelopment proposals in this area are considered.



