



SCOPING REPORT

32 - 42 COOPER STREET, STRATHFIELD

HOMEBUSH ACCELERATED TOD SEPP
SSD PROPOSAL

SEPTEMBER 2025



QUALITY ASSURANCE	
Project:	Scoping Report for State Significant Development at 32 -42 Cooper Street, Strathfield
Address:	32 – 42 Cooper Street, Strathfield
Lot /DP:	Lots 1 -6 in DP308844
Council:	City of Canada Bay
Author:	Think Planners Pty Ltd

<i>Date</i>	<i>Purpose of Issue</i>	<i>Rev</i>	<i>Reviewed</i>	<i>Authorised</i>
15 August 2025	Draft	Co-ordination	BD	AB
18 September 2025	Submission	A	EJ	AB

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1. INTRODUCTION

Think Planners Pty Ltd has prepared this scoping report following the Department of Planning and Environment's State Significant Development Guideline – preparing a scoping report (Appendix A to the state significant development guidelines). Details of the proponent and site are in the table below.

Proponent:	Strathfield Triangle Projects Pty Ltd Suite 2.03, Level 2/8 Australia Ave, Sydney Olympic Park NSW 2127
Legal Description:	Lot 1 in DP308844, Lot 2 in DP308844, Lot 3 in DP308844, Lot 4/DP308844, Lot 5/DP308844 and Lot 6/DP308844
Property Address:	32 – 42 Cooper Street, Strathfield
Site Area:	3,116m ² (to be confirmed by survey)

The development proposal is an SSD proposal as the site is located within the Homebush Accelerated TOD SEPP precinct and is largely 61,0a residential project valued at more than \$60 million EDC.

The particulars of the proposal including FSR, building height, mix, any non residential component etc are being finalised as part of design development and will inform the overall project design and application. However, the proposal is being developed as follows:

- FSR of 6.25:1 noting that there is not a mapped FSR for the site under *Canada Bay LEP 2013*.
- Height of 65m (corresponds with a mapped height of 59m + 10% increase via a clause 4.6 departure) under *Canada Bay LEP 2013*.
- Likely yield of circa 215 apartments subject to the detailed design.

The concept is outlined within the high level concept plans from DKO. It, along with this Scoping Report are considered adequate with any early engagement with the Department of Planning, Housing and Infrastructure. It is further noted that the concepts are early ideas and will be refined during the preparation of the SSD application.

It is noted that the SSD application is not seeking the incentivised height of building control of 75m, which relates to an amalgamation pattern set out in the Homebush Transport Oriented Precinct Design Guide (see extract below). The proponent has sought to amalgamate the extensive area referenced as “61”. However, having regards to the mixed ownership, the size of area 61 and noting that it is split by roads as well as the unwillingness of parties to engage in a sales process, the proponent has not been successful in the full amalgamation of area 61. Irrespective of acquisition,

the proponent is proceeding with a SSD Application for the land it has acquired, consistent with the underlying planning controls. Importantly, the SSD Application does not prejudice the delivery of items in the amalgamation drawing, such as the future park. This will be documented in the EIS.

Figure 1: Extract from the Key Sites Map illustrating key site 61 (Source Figure 12 of the Homebush Transport Oriented Development Precinct Design Guide 2024)



Think Planners Pty Ltd has been engaged by the Proponent to prepare this Scoping Report for consideration by the Department of Planning, Housing and Infrastructure (Department of Planning) and relevant stakeholders, including the City of Canada Bay.

2. SITE AND LOCALITY DESCRIPTION

The subject site is located at 32 - 42 Cooper Street, Strathfield and has an area of approximately 3,116m².

Figure 2: Map Extract of the Subject Site (SDT Explorer 2025)



The subject site (Figure 1) is a corner site with a frontage to both Clarence Street and Cooper Street. It has a total area of about 3,116m² with its predominant frontage to Cooper Street to the east. To the west of the site is the T9 Northern Heavy Rail line and beyond that the Homebush Train Station. To the north of the site are high density developments and the North Strathfield Metro and Heavy Rail Stations. To the south west of the site is the Strathfield Heavy Rail Station and the Strathfield Town Centre.

The subject site has an irregular shape, with a significantly shorter southern boundary when compared to the northern boundary. Typical dimensions are approximately as follows:

- North to Clarence Street: 39.4m
- East to Cooper Street: 84 m
- Western -to 2 Clarence Street 59m
- South western to the T9 Northern line: 32.2 m
- South to the T9 Northern Line: 22 m

Figure 3 below contains the character areas from the TOD SEPP. As illustrated below the site is located with the High Rise Living Precinct.

Figure 3: Homebush TOD SEPP Character Areas (Homebush Transport Oriented Development Precinct Design Guide 2024)

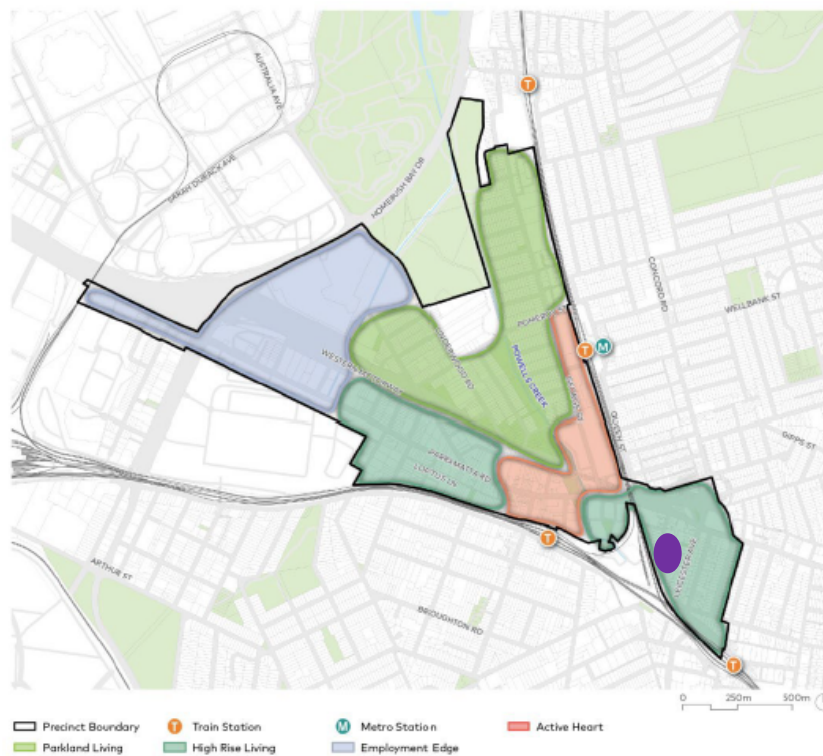



Figure 3: Character areas (Source: Urban Design Report, COX)

 Approximate site location

The site currently consists of 6 standard residential lots, with 2 dwellings remaining on the site. Reflective of its location within a renewal precinct, the two remaining buildings within the subject site do not show any recent sign of improvements.

The site is located in a precinct to the south of Parramatta Road that comprises a mix of older style one and two storey dwellings and more recent 8 -10 storey residential apartment buildings, some of which have active ground floor uses.

Whilst located in the Canada Bay LGA, the subject site is more accessible to the major shopping, entertainment and employment destinations within the Strathfield LGA.

The subject site is well located to capitalise on public transport infrastructure being within:

- 500m of the Strathfield Train
- Rapid bus services along Parramatta Road,
- Within walking distance of the Homebush and North Strathfield Train Station

An improving bicycle network exists within the Canada Bay area, with further improvements anticipated as the Homebush TOD Precinct develops.

3. SSD TRIGGER

This site is located in an area identified in schedule 2 of State Environmental Planning Policy (Planning Systems) 2021 State Significant development as being State Significant Development Application if it meets the criteria contained in clause 19 that states:

19 Development in Accelerated TOD Precincts

(1) *Development for the purposes of residential accommodation on land identified as an “Accelerated TOD Precinct” on the Accelerated Transport Oriented Development Precincts Rezoning Areas Map, if the development has an estimated development cost of more than \$60 million.*

(2) *A mixed use development on land identified as an “Accelerated TOD Precinct” on the Accelerated Transport Oriented Development Precincts Rezoning Areas Map that includes development for the purposes of residential accommodation, if the part of the development that is for the purposes of residential accommodation has an estimated development cost of more than \$60 million.*

(3) *This section does not apply in relation to a development application made on or after 30 November 2027.*

(4) *In this section—*

Accelerated Transport Oriented Development Precincts Rezoning Areas Map has the same meaning as in *State Environmental Planning Policy (Housing) 2021*.

The development is consistent with this clause as it is located in the Homebush Accelerated Transport Oriented Development Precinct and has a development cost greater than \$60 million. The development application is on track to be lodged before November 2027.

DKO have prepared a high level architectural concept which responds to the site conditions and context. This is attached and will be further refined, leading to the submission of the EIS.

4. STATUTORY CONTEXT

CANADA BAY LEP

The site is zoned R4 by Canada Bay LEP 2013.

The list of permissible landuses under the LEP are:

Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Environmental facilities; Exhibition homes; Exhibition villages; Local distribution premises; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop top housing; Water recycling facilities; Water supply systems

A summary of the key planning controls is included in the table below.

Canada Bay LEP	Comment
Zoning	The site is zoned R4 -High Density Residential
4.3 Height	The site has a mapped height of 59m. The development will seek to vary this via a clause 4.6 departure.
4.4 Floor Space Ratio	The site is not mapped as having an FSR.
5.10 Heritage	The site is not heritage listed or located within a Heritage Conservation Area. Heritage items in the wider vicinity of the site will be considered as part of the EIS
5.21 Flooding	The site is not identified as containing flood prone land
6.5 Active Street Frontage	The site is not identified as requiring an active street frontage
6.11 Mix of dwelling sizes in residential flat buildings and mixed use development	This clause will be addressed in the EIS. The development may seek to vary this clause.
Part 9 Homebush Transport Oriented Development Precinct	
9.3 Design Guide	<p>The Design Guide will be addressed in the future EIS</p> <p>The proposed SSD application is not consistent with the amalgamation pattern suggested by the Homebush Transport Oriented Precinct Design Guide as we have been unsuccessful in trying to acquire all properties in the block, as 2 Clarence Street, Strathfield has been unable to be incorporated into the development site. Given this the development will not achieve the desired key site redevelopment of the western side of key site 61. The future SSD</p>

	application will outline efforts to acquire this site and how this site will be capable of being redeveloped in conjunction with 4 Clarence Street, Strathfield. This is referenced in figure 1.
9.4 Design Excellence	The Design Excellence provisions will be addressed in the future EIS
9.5 Affordable Housing Contributions	The Affordable Housing Contribution provisions will be addressed in the future EIS
Division 2 Incentive floor Space and Building Height for key sites	<p>The development is part of a key site but does not intend to utilise the incentives controls in this division.</p> <p>The incentivised controls permit an incentivised height of 75m and an incentivised FSR of 4:1. This SSDA does not seek to utilise the incentivised height or FSR and indeed is not entitled to, as the required amalgamation pattern has not been achieved.</p>

The final design submitted as part of the SSD application will include relevant consideration of the Canada Bay LEP 2013.

CANADA BAY DCP

Under Clause 2.10 of *State Environmental Planning Policy (Planning Systems) 2021*, a DCP does not apply to State Significant Development. Notwithstanding this, the Design team will consider relevant parts of the DCP, with this also included in the EIS.

STATE ENVIRONMENTAL PLANNING POLICIES

A preliminary review of relevant SEPPs is provided below.

Consideration of relevant SEPPs	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Consistent. The proposal is not inconsistent with the aims or provisions relating to the Sydney Harbour Catchment. Future development will be subject to the provisions of this SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Not applicable
State Environmental Planning Policy (Housing) 2021	Future Development will be consistent with Chapter 4 will address the nine design quality principles for apartment developments within Schedule 9.
State Environmental Planning Policy (Industry and Employment) 2021	The proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will need to be considered.
State Environmental Planning Policy (Planning Systems) 2021	The proposal is located in precinct listed in clause 19 of Schedule 2 of the SEPP.
State Environmental Planning Policy (Precincts—Central River City) 2021	Not applicable
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	Not applicable
State Environmental Planning Policy (Precincts—Regional) 2021	Not applicable
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	Not applicable
State Environmental Planning Policy (Primary Production) 2021	Not applicable
State Environmental Planning Policy (Resilience and Hazards) 2021	The proposal is consistent with the aims and provisions of this SEPP, with this being a relevant consideration within the EIS.
State Environmental Planning Policy (Resources and Energy) 2021	Not applicable
State Environmental Planning Policy (Sustainable Buildings) 2021	Consistent and will be addressed in the DA and associated EIS.

MINISTERIAL DIRECTIONS

Key ministerial directions are recorded below, with these to be considered in detail within the EIS.

Ministerial Directions	Consistency	Comments
Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The SSD application will implement a 15 and 30 minute city by providing housing based around transport infrastructure. It is therefore consistent with the vision, land use strategy, goals and directions within the Greater Sydney Region Plan
1.2 Development of Aboriginal Land Council Land	N/A	Not applicable.
1.3 Approval and Referral Requirements	N/A	Not applicable.
1.4 Site Specific Provisions	Yes	The proposal will seek to introduce a site specific clause that facilitates commercial uses over the site. This clause already exists within Canada Bay LEP 2013 and will be applied to the subject site.
1.4A Exclusion of Development Standards from Variation	Yes	The proposal will not exclude any development standards under Clause 4.6.
Focus Area 1: Planning Systems – Place-based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	Yes	Will be addressed in EIS, noting that the proposal has been declared SSD due to its ability to provide housing that addresses the current supply crisis in Sydney.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Not relevant.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not relevant.

Ministerial Directions	Consistency	Comments
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not relevant.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	Not relevant.
1.10 Implementation of the Western Sydney Aerotropolis Plan	N/A	Not relevant.
1.11 Implementation of Bayside West Precincts 2036 Plan	N/A	Not relevant.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	Not relevant.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	Not relevant.
1.14 Implementation of Greater Macarthur 2040	N/A	Not relevant.
1.15 Implementation of the Pyrmont Peninsula Place Strategy	N/A	Not relevant.
1.16 North West Rail Link Corridor Strategy	N/A	Not relevant.
1.17 Implementation of the Bays West Place Strategy	N/A	Not relevant.
1.18 Implementation of the Macquarie Park Innovation Precinct	N/A	Not relevant.
1.19 Implementation of the Westmead Place Strategy	N/A	Not relevant.
1.20 Implementation of the Camellia-Rosehill Place Strategy	N/A	Not relevant.
1.21 Implementation of South West Growth Area Structure Plan	N/A	Not relevant.
1.22 Implementation of the Cherrybrook Station Place Strategy	N/A	Not relevant.
Focus Area 2: Design and Place	N/A	Directions not made
Focus Area 3: Biodiversity and Conservation		

Ministerial Directions	Consistency	Comments
3.1 Conservation Zones	N/A	Not relevant.
3.2 Heritage Conservation	Consistent	Will be addressed in EIS, noting that there is no heritage onsite.
3.3 Sydney Drinking Water Catchments	N/A	Not relevant.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not relevant.
3.5 Recreational Vehicle Areas	N/A	Not relevant.
3.6 Strategic Conservation Planning	N/A	Not relevant.
3.7 Public Bushland	N/A	Not relevant.
3.8 Willandra Lakes Region	N/A	Not relevant.
3.9 Sydney Harbour Foreshores and Waterways	N/A	Not within a foreshore or waterway area.
3.10 Water Catchment Protection	Consistent	Will be addressed in EIS.
Focus Area 4: Resilience and Hazards		
4.1 Flooding	Consistent	Will be addressed in EIS.
4.2 Coastal Management	Consistent	Will be addressed in EIS.
4.3 Planning for Bushfire Protection	N/A	The site is not impacted by a Bushfire Map, nor is it bushfire prone.
4.4 Remediation of Contaminated Land	Consistent	Will be addressed in EIS.
4.5 Acid Sulfate Soils	Consistent	Will be addressed in EIS. The site is identified as adjoining Class 5 on the Acid Sulfate Soils Map Therefore, the risk of acid sulfate soils is low.
4.6 Mine Subsidence and Unstable Land	N/A	Not relevant.
Focus Area 5: Transport and Infrastructure		

Ministerial Directions	Consistency	Comments
5.1 Integrating Land Use and Transport	Consistent	<p>Will be addressed in EIS, noting that the SSD application is consistent with this direction as:</p> <ul style="list-style-type: none"> - will provide new dwellings near the Strathfield and Homebush Train Stations., - Will provide new dwellings near existing bus public transport links - Promotes active transport trips - Discourages car usage due to its high accessibility and proximity to jobs, services, open space and entertainment. - makes more efficient use of space and infrastructure by increasing densities on an underutilised site.
5.2 Reserving Land for Public Purposes	N/A	Not relevant.
5.3 Development Near Regulated Airports and Defence Airfields	N/A	Not relevant.
5.4 Shooting Ranges	N/A	Not relevant.
5.5 High Pressure Dangerous Goods Pipelines	N/A	Not relevant.
Focus Area 6: Housing		
6.1 Residential Zones	Consistent	<p>Will be addressed in EIS, noting that the SSD application is consistent with this direction as it:</p> <ul style="list-style-type: none"> - facilitates additional housing, including choice and diversity in the Homebush Accelerated TOD Precinct. - does not reduce the permissible residential density of land. - Provides housing within an appropriate area with good access to services and infrastructure - Reduces the urban footprint by consolidating urban development within existing locations.

Ministerial Directions	Consistency	Comments
6.2 Caravan Parks and Manufactured Home Estates		Not relevant.
Focus Area 7: Industry and Employment		
7.1 Employment zones	N/A	Not relevant.
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	Not relevant.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not relevant.
Focus Area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	Not relevant.
Focus Area 9: Primary Production		
9.1 Rural Zones	N/A	Not relevant.
9.2 Rural Lands	N/A	Not relevant.
9.3 Oyster Aquaculture		Not relevant.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast		Not relevant.

5. STRATEGIC CONTEXT

The proposal is strategically aligned with relevant overarching state and local strategies.

This Scoping Report provides an overview, with a future EIS providing a detailed assessment.

SIX CITIES DISCUSSION PAPER

Greater Sydney has been divided into six city regions that together form one city.

In theory, the long term aim is for people and freight to be moved to any part of the region within 90 minutes, therein providing significant lifestyle and economic benefits. Like the Greater Sydney Region Plan, each of the six cities imagines residents accessing jobs within 30 minutes by public transport and more vibrant local centres and neighbourhoods within a 15-minute walk of home. This aims to improve the vibrancy of local areas where all daily needs can be met near home.

Housing theme

A key theme within the discussion paper is the desire for housing to be more affordable and accessible, ideally leveraging transport and social infrastructure. The Discussion Paper notes a lack of housing diversity, which has led to a mismatch between supply and demand for different housing types. A key method to resolve this, highlighted in the discussion paper, is to include a full range of homes from single dwellings, granny flats, dual occupancies and townhouses, low rise through to high rise and larger mixed use developments.

To improve housing diversity, the following actions are relevant over the subject site:

- *increasing the proportion of multi-unit and higher density housing in accessible locations that are supported by infrastructure*
- *ensuring existing and new freestanding homes and medium density housing are connected to quality amenity, essential services and transport infrastructure*

The proposal is consistent with this action and will facilitate more homes that are within a highly accessible location, along with good amenities and supporting services essential for everyday living.

Inclusive places linked to infrastructure

This draft action essentially seeks to ensure that people can 'live local', with one of the methods being to link higher density housing around transport nodes where there are better active transport opportunities, along with the possibility for people to access services and amenities without leaving the area.

The proposal offers the Canada Bay Council opportunity to be consistent with this theme and realise the benefits offered for future residents.

A METROPOLIS OF THREE CITIES – THE GREATER SYDNEY REGION PLAN

The Greater Sydney Region Plan provides a framework for the predicted growth in Greater Sydney. Key themes within this plan based on delivering a metropolis of three 30-minute cities which are a follow on from the ten directions envisioned by the Greater Sydney Commission. This vision is set out in the draft structure plan shown in Figure 10 below.

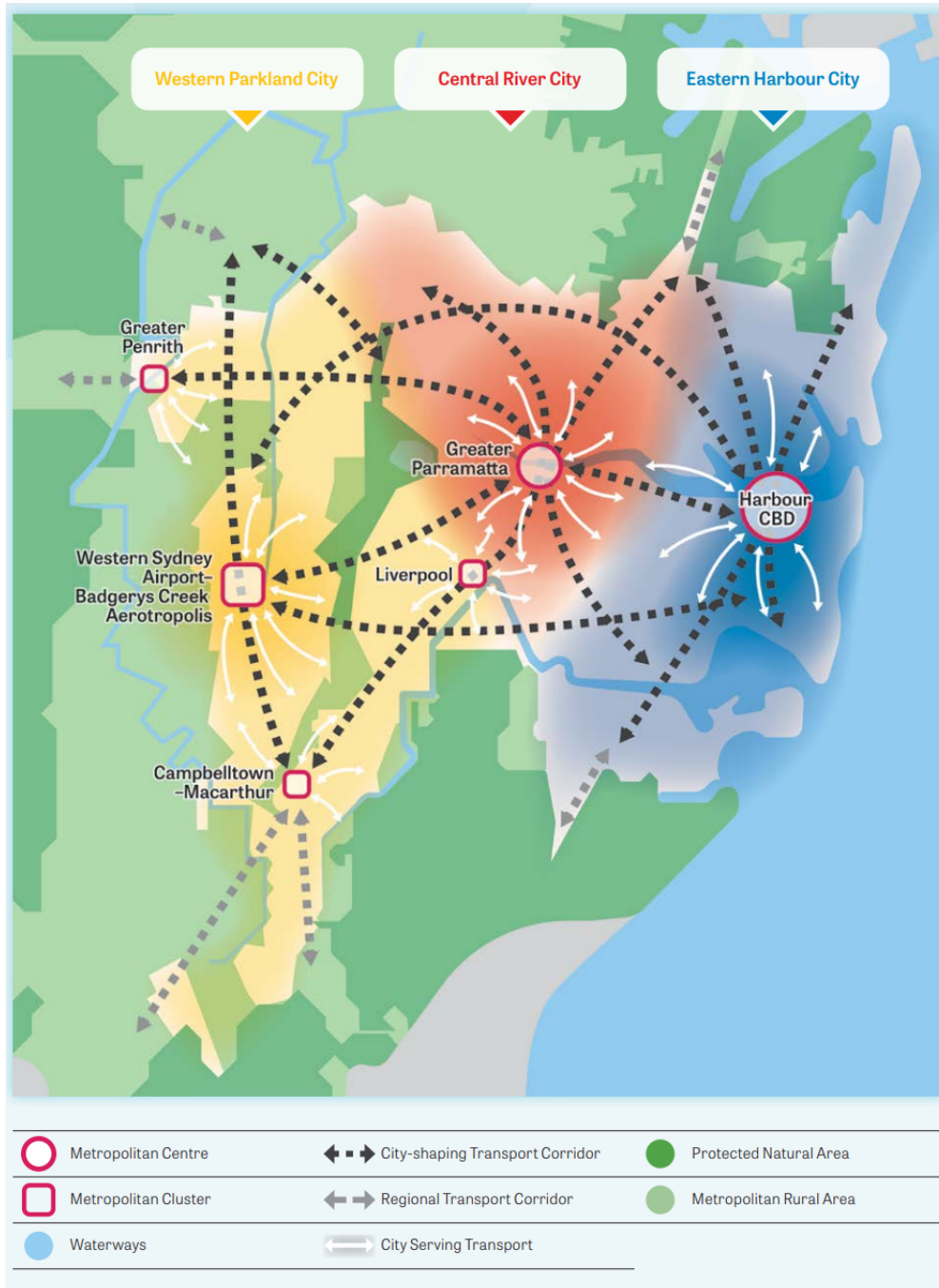


Figure 4: Extract from A Metropolis of Three Cities – the Great Sydney Region Plan March 2018

The four key themes are infrastructure and collaboration, liveability, productivity and sustainability, with the table below providing a summary of relevant priorities and strategic alignment.

DIRECTION	STRATEGIC ALIGNMENT
Infrastructure and collaboration	
1. A city supported by infrastructure	The subject land is located within 500m of the Strathfield Station, a key structural element within the Homebush Accelerated TOD precinct. Importantly, the subject site is near a strategic centre which will ensure that there is essential access to jobs, services and entertainment typically found in a Strategic Centre. Likewise, the proposal is within comfortable walking distance to health services infrastructure and existing schools, open space and shopping and entertainment destinations within Strathfield.
Liveability	
3. A city for people	<p>An indicator of the success of this direction is whether there has been an increase in the number of people who can walk to local centres.</p> <p>The SSD application achieves consistency with this direction by increasing the population within the Homebush TOD Precinct, including the community, social, and employment benefits it offers.</p>
4. Housing the city	<p>The SSD application is consistent with strategic work by the Department of Planning for this precinct.</p> <p>Further the proposal is consistent with the desire of the NSW Government to increase housing supply and diversity in accessible locations.</p> <p>The SSD application provides living opportunities close to employment, public transport, active transport opportunities and other services that are essential for socially vibrant and cohesive communities. This increases housing diversity across within a highly accessible and desirable location, in addition to addressing the housing crisis.</p>
5. A city of great places	The SSD application will enhance accessibility to local open space and other areas by active transport modes. This makes efficient use of infrastructure and improves the equitability of the city.
Productivity	
6. A well connected city	The SSD application capitalises on its location within a TOD precinct, in addition to open spaces and nearby shops and jobs in Strathfield along with nearby schools. The proposal creates a more accessible and walkable city with enhanced activation of pedestrian links and opportunities for bicycle riding, as well as promoting additional local jobs through the placement of additional residents within the Homebush TOD Precinct.
Sustainability	

DIRECTION	STRATEGIC ALIGNMENT
8. A city in its landscape	<p>Future development of the site can make a positive contribution to urban greening, including the enhancement of local canopy cover. This will provide local cooling benefits, in addition to supporting local biodiversity values. Together, this results in a much more liveable community, with exceptional amenity values.</p>
9. An efficient city	<p>The site is within walking distance of bus, future metro and existing train services. This accessibility to transport, jobs and services means that efficiency is increased. Furthermore, as investment in public transport infrastructure continues, public transport use is expected to grow which reduces reliance on private vehicles.</p> <p>Likewise, being within the Homebush TOD precinct, ensures that people do not need to drive, which contributes to a reduction in greenhouse gases.</p>

EASTERN CITY DISTRICT PLAN

The Eastern City District Plan sets out the priorities and actions for this District, structured around the same key themes as presented in the Greater Sydney Region Plan. The importance of the Eastern City is relevant to the subject site, which incorporates Sydney CBD, North Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, and more. Growing this Strategic Centre in terms of both jobs and housing is critical if the objectives of the District Plan are to be achieved.

The proposal seeks to deliver additional housing within a 30-minute city scenario. In reality however, the proposal is more aligned with newer concepts and will facilitate the delivery of the 15 minute city.

Expediting the delivery of housing brings more dwellings to the market, which drives prices down. Delivering more dwellings within shorter timeframes aims to respond to the current housing crisis in Sydney where scarcity has resulted in an affordable housing shortage. The proposal seeks to deliver housing to the market quickly and in a highly liveable location which is within the 15 and 30-minute city scenario.

In summary, the SSD application will deliver on the vision set forward in the Eastern City District Plan by:

- Increasing diversity of housing choice.
- Delivering housing to meet local housing targets.
- Expediting the delivery of new housing stock to ease the pressure of demand results in a generally more affordable housing product.
- Contribution to energy efficiency aims to deliver a development meeting environmental performance criteria.

- Reducing emissions by building environmental performance and lowering reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
- Supporting the precinct as a Strategic Centre that delivers both jobs and housing.

PLANNING PRIORITY	STRATEGIC ALIGNMENT
Infrastructure and collaboration	
1. Planning for a city supported by infrastructure	<p>This priority area seeks to ensure that the city maximises its efficient use of existing and planned infrastructure. In doing so, it aims to ensure that residents have the facilities and services to lead productive and healthy lives.</p> <p>The SSD application facilitates this priority by consolidating growth within the Homebush TOD Precinct. This ensures that all residents, regardless of age or ability can access services within the City Centre, open spaces and public transport comfortably.</p>
Liveability	
3. Providing services and social infrastructure to meet people's changing needs	<p>The SSD application facilitates this priority by providing housing within an area with existing social infrastructure, along with planned social infrastructure and public open space. Furthermore, the site is located within proximity to the Strathfield Town Centre and the Homebush Town Centre, ensuring that people regardless of age or ability can access the necessary services efficiently, thereby contributing to improved liveability.</p>
4. Fostering healthy, creative, culturally rich and socially connected communities	<p>The SSD application seeks to increase the density of housing within the Homebush TOD Precinct. This expands the range of housing choices, opening up greater opportunities for a greater diversity of people to live within the City of Canada Bay. Likewise, being located within walking distance to a diversity of public transport services ensures that future residents are connected to other destinations, ensuring that social connectivity outside of the local area is achieved.</p>
5. Providing housing supply, choice and affordability with access to jobs, services and public transport	<p>The SSD application increases housing supply within the Homebush TOD Precinct providing local jobs, services and entertainment offerings. In addition, the proposal also enhances public transport use through providing more people within a highly accessible location.</p>
6. Creating and renewing great places and local centres, and respecting the District's heritage	<p>The SSD application contributes to the renewal of the Homebush TOD Precinct. The proposal has applied a place making approach and respects heritage values in the vicinity of the site.</p>

PLANNING PRIORITY	STRATEGIC ALIGNMENT
Productivity	
10. Delivering integrated land use and transport planning and a 30-minute city	<p>Located within the Homebush TOD Precinct, the site is an ideal location for integrated land use and transport planning.</p> <p>Both the NSW Government and Canada Bay Council have recognised in their strategic work that areas within the Homebush TOD Precinct are ideal for land use intensification, therein enhancing the benefits of land use integration. Having more people within 30 minutes of the Parramatta and Sydney CBD by, ensures that people do not need to drive, which contributes to a reduction in greenhouse gases, along with improved lifestyle opportunities and overall quality of life than would otherwise be possible.</p>
11. Growing investment, business opportunities and jobs in strategic centres	<p>The SSD application increases the population within the Homebush TOD Precinct. This contributes to activity within the centre and therefore supports its ongoing and long term viability.</p>
Sustainability	
14. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	<p>Future development of the site will include necessary measures to ensure that the water is appropriately treated, including meeting all pollution reduction targets. This will ensure that waterways that are far beyond the site are not impacted by the site's future development.</p>
17. Increasing urban tree canopy cover and delivering Green Grid connections	<p>A future development application will provide additional canopy cover and urban greening. This will enhance cooling of the local environment, in addition to providing valuable habitat which enhances overall biodiversity in the area.</p>
18. Delivering high quality open space	<p>The SSD application can deliver high quality open space on site.</p>

In summary, this proposal seeks to deliver on the vision set forward in the Eastern City District Plan by:

1. Increasing diversity of housing choice.
2. Delivering housing to meet strategic housing supply targets.
3. Increasing housing within 30 minutes of both Parramatta CBD and Sydney CBD.
4. Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.

5. Reduced emissions through both building environmental performance and reducing reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to the future metro, bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.

PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The Parramatta Road Corridor Urban Transformation Strategy (2016) identified areas that will be the focus of growth and change along the Parramatta Road corridor. The Strategy indicated that the numbers of people living in these areas is expected to rise with 27,000 new homes over the next 30 years. The population increase in these areas is 3.2 percent of Sydney’s overall expected population growth of 1.6 million.

PRCUTS identified eight precincts from Camperdown in the east to Granville in the west and sought to revitalise a corridor dominated by traffic to one with better opportunities for housing, economic activity and social infrastructure. In doing so, it seeks to revitalise an important spine that connects Parramatta in the west to the Sydney CBD in the east. Overall, the strategy was based on a rapid bus corridor along Parramatta Road, which provided connectivity to heavy rail and other destinations. However, in recent years, opportunities within the PRCUTS area have been enhanced beyond original expectations due to the delivery of the Sydney Metro West.

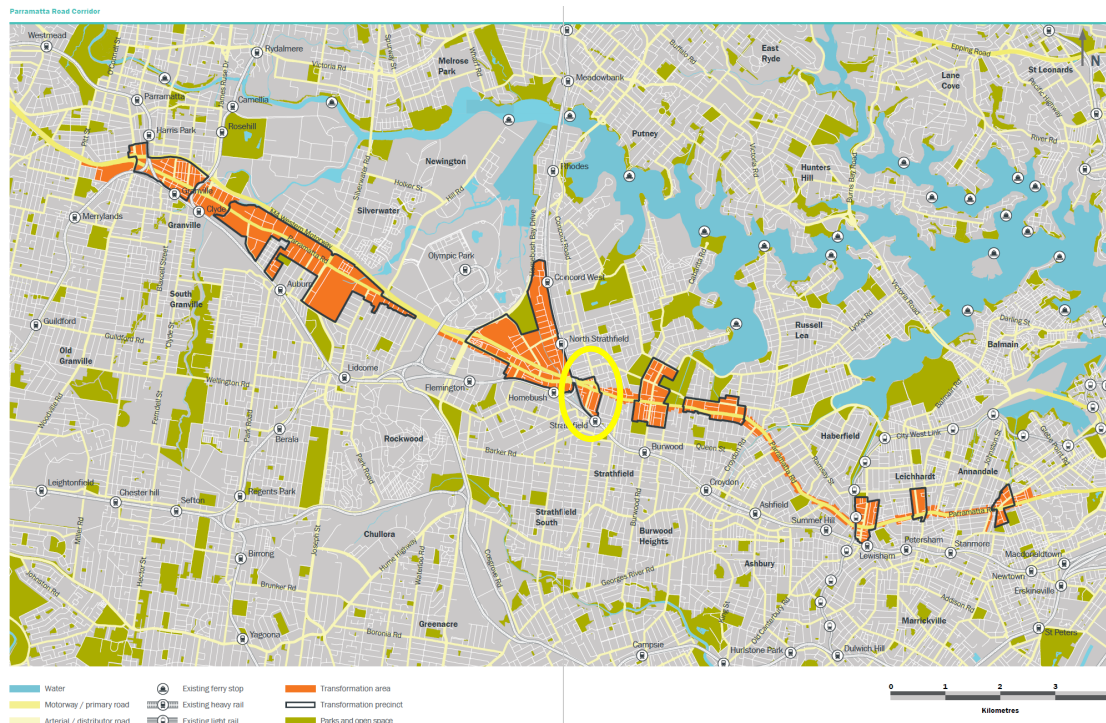


Figure 5 The Parramatta Corridor Urban Transformation Strategy area, with the site identified within the yellow circle. (NSW Government)


Homebush TOD Precinct

The vision for Homebush outlined in the Parramatta Road Corridor Urban Transformation Strategy is implemented by the TOD SEPP controls

The proposal is consistent with the vision of PRCUTS for the Homebush Precinct. A complete assessment of PRCUTS will be included within the EIS.

OTHER STATE STRATEGIES

Document	Discussion
<p>Housing Accord</p>	<p>Introduced by the Commonwealth Government in 2022, the National Housing Accord is a country wide strategy to deliver more affordable homes within accessible locations that have good transport, jobs, education and daily services. NSW is a signatory of the National Housing Accord and is required to deliver 377,000 new homes by 2029, within accessible locations. Much of the responsibility to deliver these new homes rests with the development industry.</p> <p>To stimulate supply and encourage the delivery of affordable homes, the NSW Government has taken a wholistic policy approach which includes:</p> <ul style="list-style-type: none"> - 20-30% bonus height and FSR for the provision of 10-15% affordable housing for 15 years in accessible areas in residential flat buildings or shop top housing - introduction of Co-Living as a particular type of accommodation within accessible areas. - identification of Transit Oriented Development Areas with greater development capacity than typical controls, - reforms to the provision of low and mid-rise housing in accessible areas which in some cases, have increased height and FSR above the baseline in council Local Environmental Plans (LEPs), <p>The SSD application is consistent with the key principles of the Housing Accord.</p>
<p>Connecting with Country</p>	<p>The SSD application will include a detailed consideration of Connecting with Country, which we understand is likely to form part of the SEARS.</p>
<p>Future Transport Strategy 2056</p>	<p>The Future Transport Strategy sets the direction of the NSW Government to improve the transport system across the State. It intends to make decisions by putting people and places at the centre to ensure that customers, the community and the economy experience maximum benefits.</p> <p>The SSD application is consistent with key strategic directions within the strategy, including:</p>

Document	Discussion
	<ul style="list-style-type: none"> - C1.1 Enhance 30-minute metropolitan cities - C2.1 Support car-free, active, sustainable transport options - C3.1 Provide transport choices for people no matter where they live - P1.2 Support growth around public transport - P2.1 Support thriving and healthy 15-minute neighbourhoods
<p>Staying Ahead: State Infrastructure Strategy 2022 – 2042</p>	<p>The State Infrastructure Strategy provides a 20-year plan for the NSW Government for strategic investment decisions. The strategy aims to provide recommendations that aid the growth and productivity of the State to improve living standards for the community.</p> <p>Chapter 4 Service Growing Communities is relevant to this SSD application. Key Strategic directions include:</p> <ul style="list-style-type: none"> - <i>Deliver housing in great neighbourhoods for all parts of the community</i> - <i>Improve access to efficient, quality services through better use of assets and a better mix of physical infrastructure and technology-enabled solutions</i> <p>The proposal satisfies the above strategic directions by providing housing within a highly accessible location, within the Homebush TOD Precinct, which is a strategic centre suitable for more housing capacity.</p>
<p>Housing Strategy 2041</p>	<p>This strategy establishes the 20 year housing vision for NSW and aims to provide the framework for greater housing supply, improved affordability of housing, along with housing diversity and resilience. There are four pillars of housing supply in the strategy, with the diagram reproduced below:</p> <div data-bbox="751 1424 1241 1901" style="border: 1px solid #ccc; padding: 10px; margin: 10px 0;">  <p>The diagram consists of four colored boxes arranged in a 2x2 grid, each with an icon and a title. The top-left box is blue with a bar chart icon and is titled 'SUPPLY'. The top-right box is purple with a branching icon and is titled 'DIVERSITY'. The bottom-left box is green with a hand icon and is titled 'AFFORDABILITY'. The bottom-right box is orange with a group of people icon and is titled 'RESILIENCE'. Each box contains a short paragraph describing the pillar.</p> </div> <p>The SSD application is consistent with these pillars.</p>

CANADA BAY COUNCIL LSPS

The LSPS is an important strategic document of Council that provides a vision to 2040, guiding land use and infrastructure decisions. It provides more detail than the Region and District Plan, essentially translating the higher order strategic infrastructure, liveability, economic and environmental pillars into local actions. In doing so, it seeks to provide a Council wide guide that supports the delivery of community expectations, and government initiatives, in a manner that respects the desired future character.

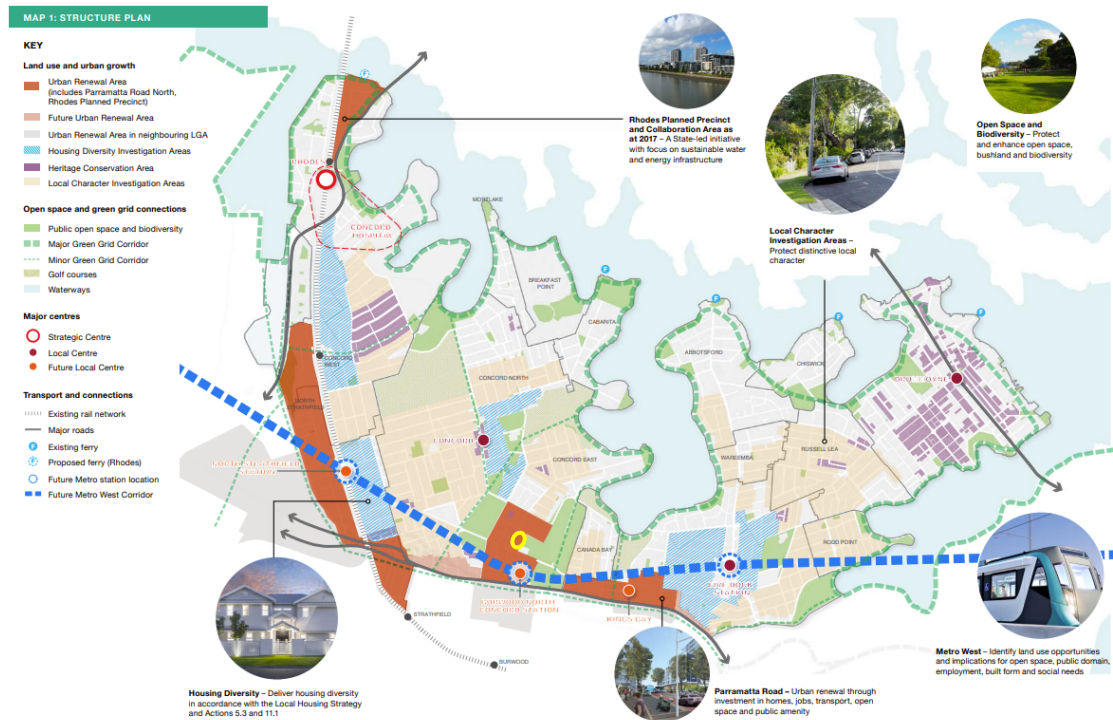


Figure 6 Canada Bay LSPS Structure Plan, with the indicative location of the subject site outlined in yellow (Source: Canada Bay Council)

Within the LSPS, the subject site is identified as being within an Urban Renewal Area and as a Strategic Centre.

The EIS will include a detailed consideration of the LSPS.

CANADA BAY LOCAL HOUSING STRATEGY

The Housing Strategy shows how Council can plan for and deliver housing for the local community. It includes housing targets and supports the LSPS.

The Housing Strategy will be considered within the EIS.

6. COMMUNITY ENGAGEMENT

All engagement will be undertaken in a manner consistent with *Undertaking Engagement Guidelines for State Significant Projects*.

7. PROPOSED ASSESSMENT OF IMPACTS

The following are the potential social, economic and environmental impacts preserved from the proposed development.

Social impacts

- The proposed development includes street activation as well as the upgrading the public domain and delivering a desired road link of council, assisting to make blocks more permeable and walkable.
- More people benefit from living close to public transport node, allowing easier and faster connections to across the city.
- The site is located within the Homebush TOD Precinct, providing local services, jobs and entertainment.
- The proposal will provide in-fill housing within close proximity to heavy rail, the new metro, the strategic centre and open space and community services.
- The proposed development contributes to housing diversity within the City of Canada Bay through the provision of multiple forms of housing and sizes that are limited in supply.
- The development will provide an attractive architectural building within the Homebush TOD Precinct
- A Social Impact Assessment will be submitted with the EIS.

Economic impacts

- The proposed development will provide significant benefits including jobs throughout the construction and operations of the building and supporting commercial floor space.
- The proposal will provide appropriate commercial and will assist in supporting additional jobs, along with activation of key parts of the public domain, increasing the sense of safety and place creation.
- Generates both temporary and permanent jobs during the construction and operation of the development.

Built Form Impacts

- The EIS will include a design report and ADG assessment that outlines how the proposal will deliver a built form outcome that responds to the site and the surrounding environmental constraints. The assessment of the approach to urban design and residential amenity will ensure that the residential accommodation delivers a high level of amenity for future residents and visitors.
- The project is committed to achieving a high level of design excellence. The EIS will outline how the proposal achieves Design Excellence
- The proposed development will be required to consider the relationship between the increase in density at the site and the surrounding transport infrastructure. Specifically, the capacity of the regional and local roads as well as public transport to accommodate the increased residential development. The EIS will be informed by a Transport Impact Assessment and Green Travel Plan, which will be carried out to demonstrate traffic on the existing and future road network.
- The proposed development adjoins a heavy railway corridor. The EIS is required to consider the site's proximity to the rail corridor and the impact of potential noise and vibration on the site. A detailed assessment through the preparation of a Noise and Vibration Impact Assessment report in accordance with TFNW guidelines to ensure that the impacts from noise and vibration from the trainline is appropriately mitigated against.
- The proposed development will need to consider how drainage and stormwater management will be appropriately managed across the site to ensure it doesn't impact upon the precinct. . An integrated water management plan will be prepared as part of the EIS to demonstrate how the development meets council's drainage requirements incorporate WSUD and the proposed stormwater management for the site.

8. MATTERS NOT REQUIRING FURTHER ASSESSMENT IN THE EIS

Ecological impacts

- The proposed development is not considered to have any adverse impacts on any ecological species within or in proximity to the site and this will be confirmed by a future BDAR waiver.

Heritage

- The site is not heritage listed or located within a Heritage Conservation Area. A Heritage Impact Statement will accompany the EIS to confirm that the development does not unduly impact on local heritage items in the wider vicinity of the site.

Bushfire

- The site is not identified as containing bushfire prone land

Aviation

- The proposal does not include a helicopter landing site and the development is not in the immediate vicinity of a helicopter landing site.

9. CONCLUSION

This Scoping Report has been prepared to outline details for an SSD project.

The report discusses relevant planning controls and concludes that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents. Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and considering the absence of adverse environmental, social or economic impacts, the application is submitted to the Department of Planning, Housing and Infrastructure in requesting a SEARs to be issued for a residential development at 32 -42 Cooper Street, Strathfield.