

Our ref: Mixed Use Development at 17 -24 Loftus Cr, Homebush (SSD-81767963)

Mr Charbel Kazzi
Head of Development
Homebush Developments No.1 Pty Ltd
102 Bonds Road
RIVERWOOD NSW 2210

27 February 2026

Subject: Request for Information

Dear Mr Kazzi,

The exhibition of the development application and environmental impact statement (EIS) for Mixed Use Development at 17 -24 Loftus Cr, Homebush (SSD-81767963) ended on 05 February 2026.

The Department is now seeking additional information as set out in **Appendix A**. All agency advice received is available via the Major Projects page. Please note that this request is in addition to the Response to Submissions request dated 13 February 2026.

Please provide a comprehensive Response to Submissions which address both RFI's by 20 March 2026.

Note that the time between the date of this letter and the date the Planning Secretary received your response is not included in the 'assessment period' under section 94(1) of the Environmental Planning and Assessment Regulation 2021.

If you have any questions, please contact Caitlin Hopper, on 02 8275 1278 or via email at caitlin.hopper@dpie.nsw.gov.au.

Yours sincerely,



Silvio Falato

Team Leader, Housing Delivery Assessments

as delegate for the Planning Secretary

Appendix A

1. Landowner's Consent

Address all comments provided by Sydney Trains. In particular, landowner's consent must be obtained from TAM for the reliance, use, or works situated within TAM land. As identified by Sydney Trains, the proposal involves access onto TAM owned roadway via Loftus Crescent.

2. Early Works SSDA

It is noted that SEARs have been issued for site preparation works for the development under SSD-99910476. Details regarding the scope of the proposed works of the Early Works SSD are required and any overlapping works should be removed from the proposed development.

3. VPA Offer

Written in-principle agreement from Strathfield Council is required for the proposed VPA offer. Should agreement with the Council not be provided, alternative methods for delivery should be considered.

4. Land Identified for Road Widening

No permanent structures are to be located within the area along Loftus Lane which is proposed to be dedicated to the Council for road widening. To this end, any stairs, ramps, or structures to gain access to the ground floor must be located within the proposed site boundary.

5. Public Domain Interface

- a. Any works proposed to embellish footpaths and the public domain must be in accordance with Council standards. Consultation with Council regarding on the proposed public domain works is required.
- b. Consent from the Council is required for any works proposed to the road verge along Subway Lane. If landowner's consent is not obtained, the proposed footpath must be provided within the subject site and dedicated to Council (without cost) as per the requirements of Section 8.13.3 of the Homebush Transport Oriented Development Precinct Design Guide.
- c. Consent from Council (or the applicable landowner) must be provided for any awnings or structures which are proposed to extend beyond the site boundary and into the road verge. Should consent not be obtained, the awnings should be setback within the site boundary.

6. Urban Design Matters

The following design changes should be implemented:

a. Setbacks

In accordance with the Homebush Transport Oriented Development Precinct Design Guide, a secondary building setback of 3m must be maintained for Tower 2 (eastern tower) from the podium/street wall along Subway Lane.

b. Through site link

- i. The proposed through-site link offers little opportunity for activation. Consideration should be given to linking the residential lobbies to the through-site link to improve the access and legibility to the main entrances.
- ii. It is noted that a secured line is proposed to the northern and southern entrances to the through-site link.

Clarification is required on the operation of the link and whether it will always remain open. If the link is proposed to be not accessible during certain times, details of the management procedures are required.

- iii. Consider implementing awnings above the entrances to the through-site link to reduce wind funnelling and downdrafts.

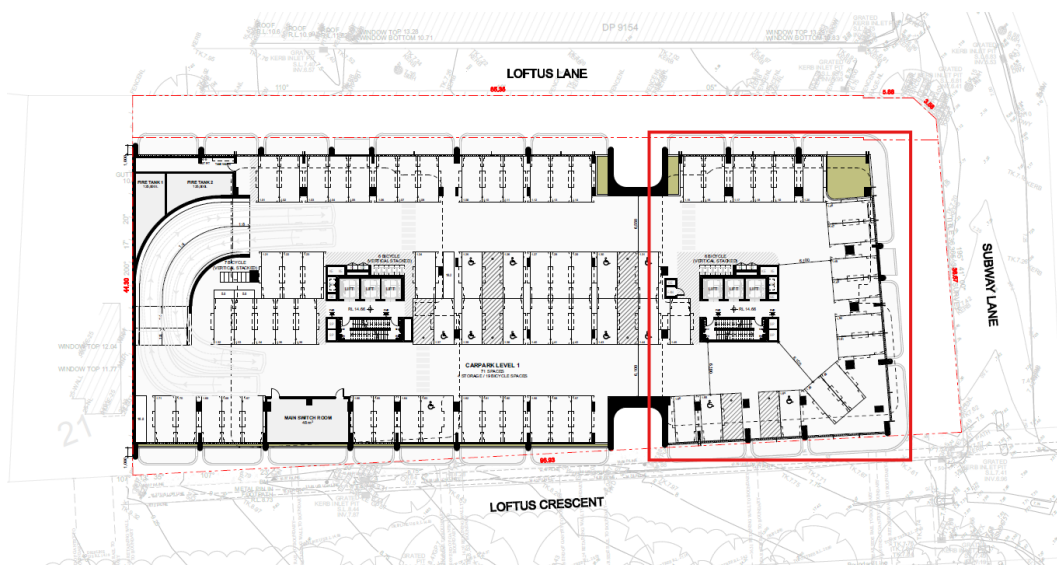
c. Ground floor activation – Loftus Crescent

The primary street address of the proposal is to Subway Lane and Loftus Lane with limited direct activation along Loftus Crescent. Consideration should be granted to increasing opportunities for access to retail tenancies along Loftus Crescent.

d. Podium Design

i. Sleeved car parking

To facilitate opportunities for passive surveillance along Loftus Crescent, Loftus Lane and Subway Lane, sleeved car parking should be proposed at the eastern end of the development as identified in red below:



To achieve the above, it is noted that the number of parking spaces may need to be reduced.

ii. Street wall Height/Podium

In accordance with the Homebush TOD Design Guide, a maximum street podium height of 2 storeys is to be provided for mixed use buildings. It is noted that the proposal includes a 4-storey shared podium. Details demonstrating that a reduced podium height has been considered are required.

iii. Screening details

Details of any proposed screening to the podium must be provided. This is to include but is not limited to:

- Details of materials and finishes
- 1:50 scale detailed elevation and section plans.
- Perspective drawings demonstrating design excellence quality of architectural screening of above ground parking (combining landscape detailing).

e. Tower Articulation and Design

- i. In accordance with the Homebush TOD Design Guide, building massing is to be vertically articulated. Additionally, the proposed materials and finishes are very limited with little distinction between the two towers. Consideration should be given to increasing vertical modulation/articulation and subtle variations between the two towers.

Further, all curved glass balustrades are to be retained (not faceted).

- ii. Detailed façade sections (1:50 scale) are to be provided. These sections must include annotations, materials and key dimensions of any external shading devices.

f. Environmentally Sustainable Development (ESD)

The ESD Report prepared by GreenPerch (dated Oct 2025) states that the development provides very good thermal comfort results due to “intelligent and high-tech facades” which include “shading devices, overhangs and high-performance glazing specifications for all windows and glazed doors (including double glazing and performance frames, for apartments and non-residential zones).”

Details of the facades, including annotations of how ESD initiatives have been incorporated (in particular, solar shading and glazing specifications) must be provided to demonstrate the above.

7. Deep Soil

In accordance with the ADG, the proposed development is required to provide 7% of the site as deep soil with 6m dimensions.

Deep soil calculation plans submitted with the application state that the proposed development provides 3.6% deep soil. However, these calculations incorrectly include permanent structures within the 6m dimensions and as a result the proposal does not provide compliant deep soil.

Further opportunities for deep soil should be provided.

Please note that should the proposed footpath along Subway Lane be relocated (as mentioned in Item 5), this may result in a further loss of deep soil. This would not be supported, and a reduction of the ground floor footprint likely required.

8. Wind

The Pedestrian and Wind Environment Study prepared by Windtech (dated 13 October 2025) identifies areas on the ground floor and podium level of the development that will experience strong winds and exceed the relevant criteria for comfort and/or safety.

Mitigation measures to reduce wind impacts are reliant on landscaping and planting. This approach is not supported, and wind mitigation measures should be structural (e.g., awnings) in nature.

Additionally, the study does not reference the down wash effect which can impact tall buildings. The study should encompass downwash effects including directional wind for proper analysis.

9. Traffic and Transport

The following traffic and transport matters must be addressed:

a. Traffic Impact Analysis:

The retail traffic generation is considerably lower than calculations based on small suburban shopping centre rates (the closest available rates in the GTIA). While it is acknowledged that the small suburban shopping centre rates may overestimate trips in the absence of more suitable data, clarification of the intended land use and justification for the chosen methodology must be provided. Additionally, SIDRA models must be reviewed and updated with corrected signal phasing settings.

b. Parking and Access

- i. The proposed car parking supply exceeds the maximum rates permitted under the Homebush TOD Precinct Design Guide. A reduction in parking spaces will be required to achieve compliance.
- ii. The provision of accessible parking must align with the adaptable dwelling numbers and the BCA requirements. The TIA must assess the adequacy of the proposed accessible parking number.
- iii. The development must incorporate at least five car share spaces and provide details of electric vehicle charging infrastructure to support sustainable transport objectives as required by the TOD Design Guide.

c. Loading and Servicing

The loading and servicing arrangements must be assessed to reflect the requirements of the TfNSW Last Mile Toolkit and be informed by the Urban Freight Forecasting Model or equivalent data sources as per the Homebush TOD Design Guide. This will ensure that freight and servicing demands are adequately addressed.

d. Site Access and Safety

The TIA establishes the traffic distribution assuming Loftus Lane carries two-way traffic. While the development includes a 4.9m land dedication for the widening of Loftus Lane to facilitate two-way movements, Loftus Lane remains a single lane road. The interim operation of Loftus Lane as a single-lane road carrying two-way traffic poses potential safety and operational risks that must be assessed.

e. Active Transport

Active transport infrastructure improvements should be proposed to address the current deficiencies in pedestrian and cyclist connectivity. The development is expected to generate increased active transport demand, and measures to enhance safety and connectivity to key destinations such as train stations, parks, and schools should be included.

10. Flood

Address all advice provided by DCCEEW CPHR dated 5 February 2026. In particular, an updated Flood Impact and Risk Assessment (FIRA) must be provided correctly representing the post-development scenario and demonstrate that the development will not cause adverse off-site impacts. Further, the updated FIRA must also reconsider the feasibility of the proposed evacuation route to ensure safe evacuation for residents.

11. Groundwater

Address all advice provided by DCCEEW (Water Group) dated 29 January 2026. Including:

- a. Details of the proposed dewatering infrastructure to be used during construction and operation, including water supply works, and any associated construction related impacts.
- b. Quantifying the maximum annual volume of water take due to dewatering activities for the operation period.

12. Landscaping and Planting

- a. Address all landscaping and urban forest advice provided from Strathfield Council. In particular, the tree species selection for any trees to be planted along Loftus Crescent, Loftus Lane and Subway Lane.
- b. Podium Planters

The proposed planters along the frontages of the podium car parking appear to provide insufficient dimensions to sustain planting for the purposes of screening of the proposed above ground car parking. To this end an increased planter width should be provided.

13. Waste

Address all waste advice from Strathfield Council to ensure the proposal provides adequate waste management.

14. OSD

Section Plans demonstrating the location of the proposed OSD system must be provided.

15. Essential Services

In accordance with Clause 6.4 of the Strathfield LEP 2012, demonstrate that the required services essential for the development are available or that adequate arrangements have been made to make them available when required. The advice provided from Sydney Water (dated 21 January 2026) and Ausgrid (date 6 February 2026) must be addressed.

16. Affordable Housing

In accordance with Clause 7.5 the Strathfield LEP 2012, the following must be addressed:

- a. The Homebush TOD Affordable Housing Principles.
- b. Consider the impact of the development on the existing mix and likely future mix of residential accommodation in the Homebush TOD Precinct.

17. Storage

Meeting the internal storage requirements through the provision of a TV unit is not supported. Internal storage must be built in and provided by the applicant to meet minimum requirements.

18. Lift capacity

It is noted that three lifts are proposed for each tower which contains 150 and 168 units respectively. In accordance with the ADG, the maximum number of apartments sharing a single lift is 40. Given the non-compliance, demonstrate that the proposed lifts have sufficient capacity to cater for the additional demand.

19. Other Plan amendments

The following amendments to the architectural plans are required:

- a. Clearly identify the lifts on each floor plan.
- b. Ensure the Lobby on Level 4 of Tower 2 is included in FSR calculations.
- c. Ensure the A/C condenser plant room is clearly identified in each floor plan.
- d. Confirm the solar access of the proposed units, in particular, confirm the solar access provided to the units on Level 27.