

6 June 2020

Department of Planning, Industry and Environment  
Dear DPIE,

**RE: Submission on the EIS Sydney Metro West**

Thank you for the opportunity to provide feedback in relation to the Sydney Metro West EIS. We are in full support of this amazing piece of infrastructure that will revolutionise Sydney for generations.

We are residents and landowners in North Strathfield all with a common goal to not only support what's good for Greater Sydney but also to bring to a close the years of uncertainty this community has endured. This submission specifically focuses on the Homebush-North Strathfield Precinct within GPOP. It is in relation to the sequencing described in the GPOP PIC as well as collaborating with the City of Canada Bay Council (CCBC) to ensure that the future LEP is aligned with the strategy of value capture leveraging this great new piece of infrastructure.

As residents of North Strathfield we are delighted to finally see some clarity for our area and the announcement of the Metro. The residents have been living with uncertainty since 2013 when Urban Growth first put out plans for our area indicating an FSR of 2.4:1 with an average of 8 storeys and maximum heights of 12 storeys (42 m). As you can appreciate this set an expectation for the area and its residents. As a result of misinformed external influence, this was then changed to an FSR of 0.5:1 and back to 2 storeys and later again changed to be up-zoned with details yet to be provided. The residents have been patient and the sentiment in the area is that we are all ready to move on and look forward to the release of a more detailed plan. The area surrounding our little pocket at North Strathfield has been built up before our eyes over the last 5 years and it makes good planning sense to enable urbanisation outlined in the points given in the paragraph below.

We, congruent with the objectives expressed to us by the DPIE, desire to see a coordinated redevelopment of the Homebush North Strathfield area. We, like the DPIE, are concerned about the potential for ad-hoc development and believe the decision to defer the Homebush-North Strathfield precinct until stage 2 will produce exactly this outcome. Our group of streets from Allen to Conway street at North Strathfield are being left to degenerate as low density until stage 2, whilst the streets immediately to the North, South, East and West have the potential to be redeveloped in the short term under existing strategies (eg, Parramatta Road Strategy 2016-2023) to heights between 30 and 32m. We urge the DPIE to reconsider the planned delaying of the Homebush-North Strathfield precinct to stage 2 and expedite rezoning and redevelopment for the entire precinct so as to produce the best outcome.

North Strathfield is perfectly placed possessing all the amenities mentioned in the documentation by DPIE and GSC as being needed for a developed area. There is no need for further expenditure on these amenities other than relatively minor expenditure on road infrastructure. We are situated along the heavy rail line, close to the entrance to the M4 tunnel, easy and close access to Homebush Bay Drive, Concord and Parramatta Roads. We have walking, running and cycling paths used to access Sydney Olympic Park and beyond and these cycleways extend to Botany Bay and Parramatta, the list goes on. Also of special note is that, contrary to what is asserted in the GPOP PIC document, we have access to abundant green open space including Powells Creek Wetlands, Bicentennial, Mason and Bressington parks. We have a diversity of schools in and around North Strathfield. We have Concord Hospital nearby. We have easy direct and easy access to major employment hubs, Macquarie Park (on the Northern Line),

Sydney CBD 15 minutes away on heavy rail, closer employment precincts, such as Rhodes and Sydney Olympic Park (walking, cycling and public transport access). With all this infrastructure and amenity we are ideally placed to play a key role in the 30 minute city vision being 15 mins to both Sydney CBD and Parramatta CBD. North Strathfield when developed will enable the reduction of a significant number of cars off the street by having a greater number of people living within walking distance of transport, a rich array of amenities and workplaces.

The supporting document attached to this letter was produced by town planner Ethos Urban that we engaged being part of the submission to CCBC detailing the strong case for the urbanisation of North Strathfield to be included in the CCBC LSPS (written at the time, without the consideration of the yet to be announced Sydney Metro West stop at North Strathfield). You will see much of the above detailed in the Ethos Urban report supporting the case for development.

We request the sequencing for the Homebush-North Strathfield precinct be accelerated as all the amenities the GSC and DPIE have highlighted that must be provided for a developed area are already present. We believe the sequence of Homebush-North Strathfield is misplaced in the PIC and rather it should be developed in Phase 1 (now) or early in Phase 2. We believe this should be done in parallel with the Metro build.

We have also noted that in the EIS North Strathfield does not have indication for "Placemaking" as do all the other stations (other than Westmead). As the area of North Strathfield to the west of the Northern Rail line (between Allen Street and Conway Avenue) is part of GPOP, DPIE planned precincts, Eastern District plans and originally in Parramatta Road Strategy, we feel is perfectly suited to be included for placemaking. North Strathfield is designated a local centre, and the area to the West of the Northern line is labelled an urban renewal centre, within 15 mins of CBD and Parramatta and close to key business hubs making it ideal not only for inclusion but also acceleration.

We are aware that the GSC, DPIE and CCBC are currently reviewing the LEP for compliance with the overarching strategy and maximising value capture of the Metro. We would anticipate that the Draft LEP takes into account the Metro and the accompanying land use detail of the homes between Allen St and Conway Ave so as to provide clarity for homeowners. We are very supportive of this project.

Thank you very much for the opportunity to provide feedback on this truly transformational project.

Regards,