Future Character

UrbanGrowth NSW’s strategy for Homebush envisages mixed use development within the south-eastern corner of the precinct, adjacent to Homebush Station and North Strathfield Station. This area will become the activity hub of the precinct with Parramatta Road and George Street forming the main street spines. Taller residential buildings (between 10 and 25 storeys) will mark the core of the precinct near these two stations. A network of streets is envisaged to extend northward and westward from the activity hub through the precinct to provide walkable medium-density residential neighbourhoods oriented to the open space network. The green corridor of Powells Creek will reach from the centre of the precinct, extending to Sydney Olympic Park and Homebush Bay.

The Bakehouse Quarter has a strong character due to the retention and refurbishment of the old Arnott’s biscuit factory. The three to four storey brick factory buildings present a relatively continuous and strong façade to the street with square paneled Georgian windows providing a clear and regular pattern. Heights within the Bakehouse Quarter have been informed by the existing heritage significance of the preserved buildings and recognise potential for some uplift.

Constraints and Challenges

As part of UrbanGrowth’s work, a number of constraints and challenges were identified, including:

- Existing high traffic volumes on the strategic road network;
- High levels of on-street car parking;
- Pedestrian access across Parramatta Road from Powells Creek Reserve to Homebush Station;
- Low pedestrian connectivity and permeability within the precinct, in particular around the WestConnex portal;
- Delivery of new open space under the M4 Motorway;
- Long term demand for new school infrastructure;
- Transitioning built form around sensitive locations and low-density areas;
- Flooding impacts in Concord;
- Access barriers for all modes of transport created by major roads, the rail lines and riparian corridors; and
- Fragmented communities within the precinct.

Opportunities

The key opportunities for transforming this precinct are:

- Large land holdings, generally unfragmented land and limited strata titled properties;
- Proximity to high amenity open space, recreation facilities and Sydney Olympic Park;
- Potential to enhance existing recreational opportunities and linkages for active transport;
- Access to the proposed Parramatta Light Rail;
- Enhanced road connections for all modes of transport to increase accessibility to employment, recreation and cultural opportunities currently separated by riparian corridors and road/rail infrastructure;
- Improved connectivity to the five Rail Stations bordering the Precinct at Concord West, North Strathfield, Flemington, Homebush and Strathfield;
- Enhanced pedestrian connectivity and safety across Parramatta Road, the M4 Motorway and railway lines whilst improving connections to Sydney Markets and the Bakehouse Quarter;
- Improved active transport access to regional recreation and open space facilities with a focus on connecting to the existing recreational routes around Olympic Park; and
- Reduced car dependency by lowering parking rates in areas with good access to public transport.

Sitting between Sydney’s two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

Source: New Parramatta Road Urban Transformation Strategy, UrbanGrowth NSW (November 2016)

Projected Growth

- 9,450 homes
- 12,853 jobs

Homebush is projected to provide an additional 9,450 new homes and 12,853 new jobs by 2050.

Action (next 12 months)

- Work with Councils to implement the Parramatta Road Corridor Urban Transformation Strategy.
4. Infrastructure Strategy

The provision of regional infrastructure is a critical element to support future growth within the priority growth area. The Department is preparing a Special Infrastructure Contribution (SIC) for the majority of the growth area to help fund some of the State and regional infrastructure that is needed to support its growth. The Department is investigating and modelling the capacity of future development to pay the contribution before drafting a SIC framework for public exhibition in mid-2017.

Committed State Infrastructure within the priority growth area includes:
- the Hill Road off ramp;
- Parramatta Light rail;
- new school and open space at Wentworth Point;
- cycleway and site for a future school at Carter Street;
- redevelopment of Western Sydney Stadium; and
- new Museum of Applied Arts and Science (MAAS).

The Department will work with infrastructure agencies and stakeholders to coordinate infrastructure required to support integrated land use planning throughout the priority growth area. This will include the identification of available finance and contribution schemes as well as Section 94 Plans (for local infrastructure only) and Voluntary Planning Agreements (VPAs) to deliver key infrastructure items and social and open space projects.

Key regional infrastructure items needed to support the growth of the Greater Parramatta Priority Growth Area include:
- Parramatta Light Rail;
- Inner and Outer Ring Roads of the Parramatta CBD;
- Creation of a continuous pedestrian and cycle link; along the foreshore of the Parramatta River;
- Numerous road and intersection upgrades;
- New and upgraded primary and secondary schools;
- New community health facilities; and
- New and upgraded areas of open space.

Committed and potential infrastructure items required to support anticipated growth are identified in Figure 4. The items identified are indicative only. They have been sourced from a number of studies that have been undertaken within the priority growth area by the Department, other government agencies, Councils and the private sector and are subject to change and/or amendment as further work is carried out in future. It includes items that could potentially be funded through a SIC levy but also items that are likely to require funding through another mechanism. The infrastructure required at the priority growth area and precinct level will be confirmed following more detailed analysis and consultation with relevant government agencies. The detailed analysis will include indicative costs, delivery timeframes (short, medium and long term) and funding arrangements for items as they become known.
Greater Parramatta Priority Growth Area: Interim Land Use and Infrastructure Implementation Plan Background Analysis April 2017
### PUBLIC TRANSPORT – LIGHT RAIL

- Parramatta Light Rail (including grade separation of James Ruse Drive, Church Street and Hawkesbury Road upgrades and public domain works)

### ROADS, INTERSECTIONS AND BRIDGES

#### Camellia
- New bridge over Duck River to Carnarvon Street
- Connection from Unwin Street to M4 ramps at James Ruse Drive
- Intersection upgrades on Parramatta Road
- Thackeray Street pedestrian link (upgrade to existing bridge)
- New bridge over Parramatta River to South Street
- New bridge over Duck River to Clyde Street
- Grand Avenue and Cobquhoum Street intersection upgrade
- Sydney Olympic Park and Carter Street
- Upgrade to Silverwater Road/Holker Street
- Upgrades to Parramatta Road, Hill Road, Bombay Street, Parramatta Road and Birnie Avenue
- Upgrades to Parramatta Road/Birnie Road
- Upgrade Carter Street/Hill Road intersection
- Upgrade Carter Street/Birnie Avenue
- Upgrade Australia Avenue/Homebush Bay Drive intersection / roundabout
- Uhrig Road extension (from Uhrig Road to Parramatta Road)
- Use of the ‘Mouse hole’ (by general traffic to access the M4 Motorway (eastbound)
- New road between Homebush Bay Drive and Parramatta Road
- Hill Road Widening (north of John Ian Wing Parade to Holker Street including intersection upgrade at Pondage Link and upgrade of Old Hill Link and Hill Road)
- Hill Road westbound off ramp from WestConnex (including new intersection at John Ian Wing Parade and Hill Road)
- Homebush Bay Drive to Devlin Street
- Parramatta Road (Granville and Auburn)
- Upgrade Bold Street and Parramatta Road (to accommodate an additional eastbound right turn bay into precinct)
- Upgrade Bold Street and Cowper Street (provision of right turn bay northbound on Bold Street and right turns from Bridge and Cowper Streets onto Bold Street not permitted)
- Upgrade Alfred Street and Parramatta Road intersection
- Upgrade Rawson Street and Parramatta Road (realign southern approach to provide double left turn and allow conventional phase arrangement)

#### Table 2: Draft Infrastructure Schedule

*This schedule contains items which may require further traffic and transport analysis and may therefore be subject to change. Changes to the schedule may include the removal of items, the inclusion of additional items and/or amendments to listed items.*
### Public Transport – Ferries
Ferry network enhancements including wharf upgrades

### Public Transport – Buses

### Active Transport
North-South and East-West Regional Cycleways (Parramatta CBD, Camellia, Parramatta North, Granville, Auburn, Rydalmere, Harris Park, Homebush)

### Education
New and/or upgraded primary and secondary schools across the priority growth area as necessary

### Health
Community health facilities

### Emergency Services

### Social and Affordable Housing

### Open Space, Recreation and Conservation
Regional open space along foreshore of Parramatta River (Camellia, Westmead, Harris Park, Parramatta CBD)
- Sydney Olympic Park - upgrade to Woo-La-Ra Park
- Camellia - regional open space (sporting facilities)
- Toongabbie Creek open space upgrade (Westmead)
- Parramatta CBD – regional sportsground upgrade

### Cultural Facilities
- Museum of Applied Arts and Science (MAAS)
- Roxy Theatre (State Heritage Item) restoration

---

*This schedule contains items which may require further traffic and transport analysis and may therefore be subject to change. Changes to the schedule may include the removal of items, the inclusion of additional items and/or amendments to listed items.
5. Key Actions

In addition to the specific actions for each precinct, the Department has identified a number of key actions across the Greater Parramatta Priority Growth Area.

**Parramatta Road**

- WestConnex
- Benelong Bridge
- Victoria Road
- Silverwater Road
- Outer Ring Road
- Inner Ring Road

**Future Review**

- Review not likely in short/medium term

**Current Review Underway**

- Delivery
- Open space and environmental conservation
- Indicative future light rail
- Indicative Sydney Metro West

**Telopea**

- Declare Telopea a Priority Precinct and commence planning

**Camellia**

- Develop a transport solution so planning can progress

**Sydney Olympic Park and Carter Street**

- Finalise planning

**Parramatta River**

- Promote regional connectivity and activity, particularly along Parramatta River

**Westmead**

- Declare Westmead a Priority Precinct and commence planning

**Parramatta CBD**

- Work with the City of Parramatta to advance the planning proposal

**Priority Growth Area**

- Continue to work with transport agencies to create an accessible and well-connected priority growth area

**Greater Parramatta**

- Declare as a Priority Growth Area

**5. Key Actions**

In addition to the specific actions for each precinct, the Department has identified a number of key actions across the Greater Parramatta Priority Growth Area.
6. Implementation

6.1 Updates to the Interim Plan
Following the release of the interim Plan, the Department, in consultation with the Greater Sydney Commission, Councils, agencies and feedback received from the community, will update the interim Plan. The interim Plan will inform the community of the future direction and vision for the priority growth area. It will be updated annually, as planning within the priority growth area progresses over the next 20 years.

6.2 Local Planning Direction
To ensure future land use change is consistent with the interim Plan, a local planning direction (Section 117 Direction) will be implemented. The local planning direction requires that future amendments to any local or state planning instruments are consistent with the interim Plan.

6.3 Planning Pathways
The interim Plan identifies priorities for the next 12 months in a number of precincts. Within these precincts, planning pathways are being pursued to effect change such as amendments to the zoning, height and floor space ratio (FSR). This can occur via a State Government led, local council led or private proponent initiated process.

6.3.1 Priority Growth Area
Greater Parramatta is proposed to be declared as a formal Priority Growth Area under the State Environmental Planning Policy (Sydney Region Growth Centres) 2006. The map of the Priority Growth Area incorporating all twelve precincts is being exhibited for comment with the release of this interim Plan. Once any comments have been considered, the final boundary will be gazetted in the Growth Centres SEPP. The effect of this will be that future development within the Priority Growth Area will need to be consistent with the land use and infrastructure strategy.

6.3.2 Priority Precincts
Priority Precincts are areas that the Minister for Planning considers to have a wider social, economic or environmental significance to the community or have redevelopment potential on a scale that is important in implementing the State’s planning objectives. Precincts are larger areas made up of multiple land holdings that are capable of delivering significant additional growth and require coordination from State and local government to realise their potential. The interim Plan proposes declaring Westmead and Telopea as Priority Precincts.

6.3.3 Comprehensive LEP Reviews
Local councils periodically review the land use zoning planning controls that apply in their local government area. This is normally undertaken as a comprehensive review of council’s local environmental plan. The local council would prepare a planning proposal detailing the amendments to the local environmental plan, which would need to be generally consistent with the interim Plan.

6.3.4 Local Planning Proposals
Local planning proposals can be prepared by landowners to amend the zoning and/or planning controls that apply to their land. Planning proposals will need to be generally consistent with the interim Plan.

6.3.5 Special Infrastructure Contribution
The SIC rate will be determined through an analysis of the precincts growth patterns, infrastructure needs and costs, and development feasibility to ensure any change does not impact on the development feasibility. The infrastructure list and SIC rate will be publicly exhibited prior to being established. In the event that the SIC is not in place prior to development occurring, approval for development will require satisfactory arrangements to be in place for the provision of required regional infrastructure.

6.3.6 Local Infrastructure Upgrades
Upgrades to local infrastructure will also be required to support future development within the Priority Growth Area. Local infrastructure upgrades may include local road upgrades, upgrades to local drainage infrastructure and provision of additional social infrastructure, such as new open space. Councils will undertake a review of relevant local infrastructure contribution plans developed under Section 94 of the Act to accommodate the required upgrades. An increase to the current rates in each local infrastructure contribution plan may be necessary.

6.3.7 Housing Acceleration Fund
The NSW Government administers the Housing Acceleration Fund that provides funding for essential infrastructure including water, road and electricity networks. In June 2016, the NSW Government announced $140 million in funding for a westbound off ramp from the M4 Western Motorway onto Hill Road at the Sydney Olympic Park and Carter Street Precinct.

6.3.8 Precinct Support Scheme
Through the Precinct Support Scheme, the NSW Government has allocated $10 million of additional funds for local infrastructure upgrades. The intention of the funding is to enable the provision of local infrastructure that will directly benefit the community. The funding is additional to development contributions (i.e. Section 94 contributions) and could be used by Council to develop a new local park, upgrade to existing open space, improve the local streetscape or provide additional community facilities and the like.

The precinct planning process, along with community consultation will identify a number of projects which could be funded through this scheme. The Department will seek community feedback on the types of projects the community would like to see funded through the Precinct Support Scheme.

Following community consultation, Councils and the Department would work together to review the shortlisted projects and reach agreements on the recommended projects to receive Precinct Support Scheme funding for each precinct. The Department and Councils will then enter into a funding agreement to detail the works to be delivered, the projects costs, project completion milestones and payment arrangements.

6.4 Monitoring
To provide a valuable evidence base to inform service and infrastructure delivery as the precincts redevelop, the Department will monitor and report annually on the:
- Number of housing approvals, construction commencements and completions for all housing types within the priority growth area;
- Pipeline for additional jobs and housing throughout the West Central District, and
- Performance of Councils development processing times.

The Department will also monitor population, household, jobs and dwelling projections for West Central District and the relevant local government areas.

The Department’s Employment Lands Development Program will continue to monitor and audit the supply of employment lands throughout the growth area to inform policy development, infrastructure coordination and future planning for employment lands.
Advising on Parramatta’s future development

7. Supporting Documentation


CityPlan Strategy and Development Pty Ltd (2016). Greater Parramatta – Urban Design and Land Use Stage 1 Background Research & Gap Analysis, prepared for the NSW Department of Planning and Environment.


GHD (2016). Stage One Social Infrastructure Assessment Literature Review – Greater Parramatta to Sydney Olympic Peninsula Priority Growth Area, prepared for NSW Department of Planning and Environment.


JLL. (May 2015). Draft Employment and Dwelling Take-up for Greater Parramatta to Olympic Peninsula Growth Area, NSW Department of Planning & Environment.


Molino Stewart Pty Ltd (2016). Greater Parramatta Flooding and Draining – Stage 1 Final Report, prepared for the NSW Department of Planning and Environment.

NSW Department of Planning and Environment (October 2016). Greater Parramatta to Olympic Peninsula Growth Area Economic Job Profile. Sydney.


Parramatta City Council Urban Design Unit. (June 2012) Parramatta City Centre Urban Design Analysis. Parramatta City Council.


Transport for NSW (2012). Sydney’s Rail Future – Modernising Sydney’s Trains


WSP Parsons Brinckerhoff (2016). Draft Utilities and Services – Background Research and Gap Analysis Greater Parramatta to Olympic Peninsula Priority Growth Area, prepared for NSW Department of Planning and Environment.
To find out more visit planning.nsw.gov.au/greaterparramatta