

12 September 2025

Strathfield Council
65 Homebush Road
Strathfield NSW 2135
Attention: The General Manager

By Email:

council@strathfield.nsw.gov.au

Dear Sir or Madam

BOUNDARY PROPOSAL (HOMEBUSH SOUTH OF RAILWAY)

We refer to Council's proposal to adjust the boundary between the suburbs of Homebush and Strathfield (the **Proposal**), which would result in the part of the current suburb of 'Homebush' which lies south of the Main Western Railway (the **Affected Area**) becoming part of Strathfield.

The Homebush Residents' Group, Inc. (the **HRG**), is an association of residents in and around the Affected Area, south of Homebush station. The HRG is registered in New South Wales as an incorporated association with an incorporation number INC2201289. We make these submissions on behalf of the HRG's members who live in the Affected Area.

Based on our discussions with our members and other stakeholders, in summary:

- The vast majority of the residents in the Affected Area **strongly support** the Proposal. The Proposal will have positive geographical, social, practical and heritage impacts.
- The vast majority of the residents in the Affected Area support the Council proceeding with the implementation of the Proposal **immediately**.
- The majority of the residents support the adjusted boundary **exactly as proposed**. The majority of the residents do not support proceeding with any of the alternative proposals we are aware of (as detailed below) at this time.
- The majority of the residents regard the administrative burden of notifying third parties of address changes as **acceptable**, and HRG members have offered to coordinate volunteer services to other residents to assist in managing this.
- Residents are grateful that Council has put forward a well thought-out Proposal which will provide the exact outcome for which residents have been advocating for some time.

Accordingly, HRG:

- urges Council to implement the Proposal exactly as proposed, by proceeding with an application to the Geographical Names Board (**GNB**) as soon as reasonably practicable; and
- is willing to coordinate residents of the Affected Area who wish to volunteer to assist Council in making the application and implementing it once approved, should Council require additional resources from community volunteers.

In the remainder of this submission, we set out further observations on why the residents of the Affected Area want the Proposal to proceed immediately and exactly as proposed.

1 Name usage and external identity

The community in the Affected Area has been advocating for the change since the state government first released the 'Transport-Oriented Development' (**TOD**) plan for an area north of Homebush station. This is one of a number of TOD proposals announced in 2023. It covers an area north of the Main Western Railway

Line which falls variously within the suburbs of North Strathfield, Homebush (north of the railway only), Homebush West, Concord West and Strathfield. Tellingly:

- the state government calls the entire TOD plan the **Homebush TOD**; and
- the state government refers to the area covered by the TOD 'Homebush' in shorthand.¹ Its information page on the Homebush TOD says: "Homebush was chosen for accelerated rezoning under the TOD Program announced in December 2023"; "When is it expected these homes will be delivered within Homebush?".

Clearly, the state government sees "Homebush", as a place name, as an area that does not include the Affected Area.

The state government is not alone in this usage. On 6 September 2020, the Australian Broadcasting Corporation published a feature article titled "From factories to the fast-lane: How the Sydney Olympics transformed Homebush". This article is devoted to "Homebush", but the "Homebush" referred to in the article does not include the Affected Area. The article says²:

The Sydney Olympic Games transformed an industrial zone into a precinct to hold the world's attention.

But let's look back at Homebush before it was world famous.

The most notable institutions that operated in the area for most of last century were the state-owned brickworks and abattoir, both closed in 1988.

Today, there are only a few clues left in the area pointing to the past but the brickworks pit is still there and easily spotted.

The state brickworks, the abattoir and the brickpit, are all located in an area now in "Sydney Olympic Park", entirely distinct from the Affected Area.

These are not isolated instances of aberration: the state government and major media outlets have consistently used "Homebush" to refer to places located in Sydney Olympic Park or the part of Homebush north of the railway, and never the Affected Area. Local residents will all have still-fresh memories of the COVID-19 vaccination centre in Olympic Park being referred to as being in "Homebush" by both the government and media outlets, causing confusion for local residents and visitors alike.³

To investigate the matter scientifically, we have analysed the first 50 articles that are tagged with a location of "Homebush 2140" on ABC News⁴ (note that "2140" is the postcode of Homebush and Homebush West, but not Sydney Markets or Sydney Olympic Park) and summarise the actual locations of the stories below:

Actual location	Number of articles
Sydney Olympic Park	36
Sydney Markets	1

¹ See <https://www.planning.nsw.gov.au/plans-for-your-area/priority-growth-areas-and-precincts/parramatta-road/homebush>

² Hair, J, "From factories to the fast-lane: How the Sydney Olympics transformed Homebush" <<https://www.abc.net.au/news/2020-09-06/how-sydney-2000-olympics-transformed-the-suburb-of-homebush/12633180>>, Australian Broadcasting Corporation, 6 September 2020.

³ See, for example, this ABC story: "Long queues form at NSW Vaccination Centre in Homebush" <<https://www.abc.net.au/news/2021-07-01/long-queues-form-at-nsw-vaccination-centre-in-homebush/13426776>>, Australian Broadcasting Corporation, 1 July 2021.

⁴ <https://www.abc.net.au/news/topic/homebush-2140>

Homebush - North (excluding station)	3
Railway line, Homebush station or Strathfield station	7
Homebush - South (excluding station) - Affected Area	0
Electorate of Reid (which includes Affected Area)	2
Shoreline of Homebush Bay (Wentworth Point or Rhodes)	1

As can be seen from the table, out of 50 articles, there were zero articles that related specifically to a location within the Affected Area. There were only two election-related stories that related to a larger area that *included* the Affected Area. The other 48 stories related to locations outside the Affected Area.

This pattern of usage by the most authoritative of sources clearly demonstrates what residents of the Affected Area have long experienced, which is that common understanding across Sydney of the place name “Homebush” does not include the Affected Area.

Other than perhaps the shops lining the Crescent (because they are visible from “Homebush” station), those who have occasion to visit this area from the rest of Sydney overwhelmingly see the Affected Area firmly as being part of Strathfield.

2 Navigation and practical problems

The current sawtoothed boundary between Homebush and Strathfield does not help matters. Most visitors are surprised to find that:

- Properties facing onto Abbotsford Road are bizarrely in “Homebush”, even though properties on the back of the same block facing Beresford Road or Broughton Road are (rightly) in “Strathfield”.
- The property at the northwestern corner of Rochester Street and Broughton Road is in “Homebush”. but its next door neighbour, as well as the property it faces across Rochester street, are in “Strathfield”.
- A person walking along the north side of the local arterial route formed by Beresford Road, Broughton Road and Arthur Street will cross the boundary line between “Strathfield” and “Homebush” a total of **16 times**.

Their confusion is exacerbated by the fact that the part of Homebush north of the railway is physically disconnected from the Affected Area. There are only two road connections between the two areas (Bridge Road and Subway Lane). By contrast, there are at least 10 roads that cross the boundary between the Affected Area and Strathfield. Similarly, the north side of Homebush is far better connected with North Strathfield and other suburbs.

Not being able to find any local news affecting the Affected Area through ABC News is the least of residents’ worries: the address confusion has a real effect on residents’ lives. Below are some real stories shared by residents:

“I’ve stopped saying I live in ‘Homebush’ to friends and colleagues, because everyone I meet or work with think I live near the DFO or at Olympic Park. Having that conversation again and again and again gets very tiring. For a while I said ‘the Strathfield side of Homebush’, but now I’ve accepted that it’s easiest just to say ‘Strathfield’.”

“I was walking along Beresford Road when I was stopped by a middle aged couple in a car asking for directions. They were visiting their child who’d just moved to the area, and they were very frustrated because they had

driven up and down Beresford Road twice already, looking for “1 Beresford Road, Homebush”, but they knew they were in Strathfield and couldn’t find a way “into” Homebush along Beresford Road.”

“The taxi driver took the Olympic Park exit off the motorway because he’d assumed that was where I was going when I had said “Homebush”. It took a full 15 minutes to get back to south of the station. When we got there, he said ‘you are kidding me, this is Strathfield not Homebush’.”

“During COVID-19, at least one business was delivering to “Strathfield” but not “Homebush”. My neighbour two doors down could’ve got their delivery, but I couldn’t.”

“My wife was almost late for her hospital appointment (for a pregnancy checkup) because the taxi had gone to the north side and then got stuck in traffic trying to cross back.”

“My kids can’t go to the same public school as all their friends from nearby who went to the same daycare - some of them live literally around the corner.. All because the school catchments follow the same crooked line as the suburb boundaries. Somehow we were told we had to go to the same school as [...] kids from Homebush.”

“I live in Rochester St Homebush, and my house address is officially in Homebush, but my electricity and gas connection comes under Strathfield (same street number). This creates a lot of confusion.”

“The police take a long time to come. I don’t blame them - they are driving here all the way from Auburn. I’m sure that works well for someone who lives on Underwood Road, but it really doesn’t work for us. Our address is in “Homebush” but we are a whole railway, highway and motorway away from them.”

“I hate it when parcel services tell me that my parcel has been taken to ‘Homebush Post Office’. ‘Homebush Post Office’ was on Parramatta Road, Homebush, near Homebush Library. The post office (and the library) have not existed for decades, but some parcel services obviously don’t understand that.”

There are only two road connections between the two areas, being Bridge Road and Subway Lane, both of which are frequently congested by through-traffic and visitor traffic. This exacerbates delays when service providers are confused by the fact that the Affected Area is, surprisingly to them, also called “Homebush”.

By contrast, the railway is the clear dividing line between what the general community understand to be “Homebush”. At the recent town hall meeting held by Council, we heard a former resident of Loftus Crescent (north of the railway) remark that she had lived in Loftus Crescent for 37, almost 38 years, and she never encountered any instance of someone being confused about where or in which suburb she lived. The contrast in her lived experience with those who live in the Affected Area is stark.

Both the confusion and the congestion is only going to get worse as the TOD is implemented, because the population centre of the current amalgamated suburb will shift even more firmly to the north. In a situation where some 90%⁵ of the population of the amalgamated suburb lives north of the railway, it will be even more surprising to most Sydneysiders that there is a small corner of “Homebush” marooned to the south of the railway.

Thankfully, no resident has (to date) been affected by address confusion in a life-threatening situation, but in our submission that is only a matter of time. The risk will accelerate with the rapid implementation of the Homebush TOD, with the state government having given November 2027 as the end date for the accelerated development pathway.

⁵ The government projects the Homebush TOD area to have a population of 29,574. The population of “Homebush South” (the Affected Area) is around 2,998 people (Council estimate, 2024).

We submit that Council should implement the proposed boundary change as soon as possible, and urge Council to emphasise to the Geographical Names Board that the practical effect on residents *in the Affected Area* must be the paramount consideration in considering the boundary adjustment proposal.

In that respect, we urge Council (and for Council to point out to the Geographical Names Board) that weight should only be given to comments from residents in the Affected Area. Comments from people who do not live in the area and say that they have observed no confusion should be given no weight.

3 History and identity

The boundary proposal is well-supported by history. The current boundary line was drawn only in 1995. From 1885 to today, the Affected Area has had a continuous history dating back 140 years of being in the same local government area as the area to its south, and, other than the most recent 30 years, a history of 110 years of being in the same suburb/area/locality as the area to its south. For most of the 140-year history, the Affected Area together with the part of now-"Strathfield" to its south have had a dual identity as both "Homebush" and "Strathfield".

The same is not true of the "Homebush" north of the railway - that is a different area altogether.

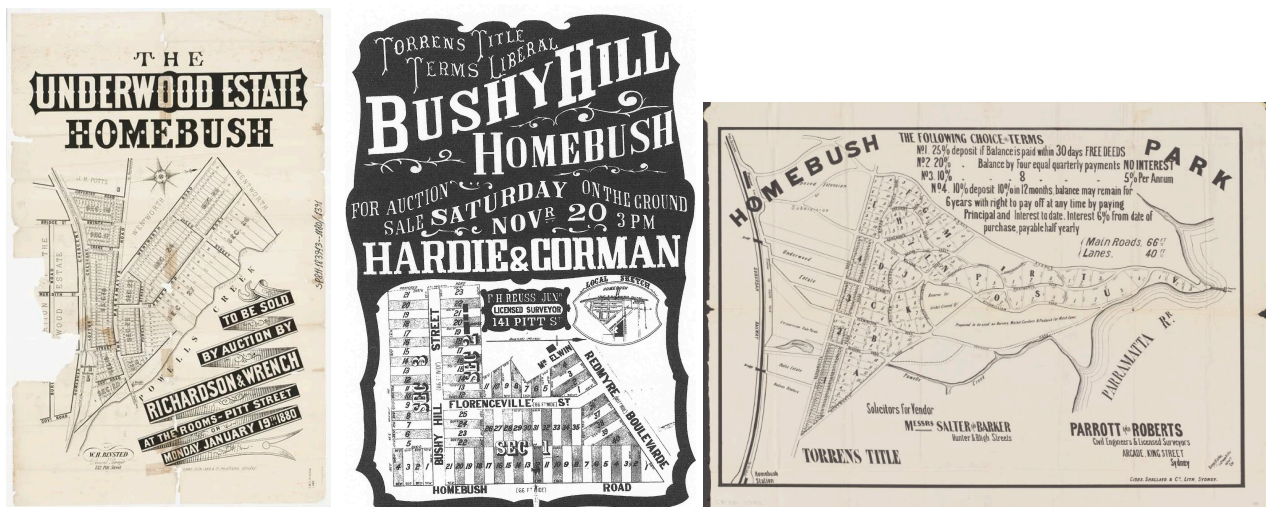
We summarise several key periods in history that illustrate the continuous connection of the Affected Area with the name "Strathfield" over 140 years.

- **c. 1790 to 1855:** The name "Homebush" was, historically, a large and imprecisely defined area. At various times, the name "Homebush" has been used to refer to a vast area, and the meaning of the place name has changed over time. The "Home Bush Estate" was established by grants in the late 18th or early 19th century, situated in today's Sydney Olympic Park.
- **c. 1855 to 1885:** "Homebush" was built as a key interchange station on the Main Suburban Line, and was named after the large "Home Bush Estate" and race course to the north. At this time, "Homebush" station was the main railway station for the area that was later to become Strathfield - a "halt" at Redmyre (now eastern Strathfield) was not built until 20 years later. As a result, developments in the Strathfield and Homebush area were widely marketed as being in "Homebush", resulting in the first transfer of the place name from today's Sydney Olympic Park, to an area located in today's suburbs of Homebush and Strathfield.

As illustrated in three subdivision maps below, all from the early 1880s, the name "Homebush" was attached to estates as far as part as:

- north to Wentworth Point (in the modern suburb of Sydney Olympic Park and Wentworth Point, in Parramatta Council);
- east to Wentworth Road (today's boundary between Strathfield and Burwood Councils);
- south to south of Bushy Hill Street (today's Albyn Road, in the suburb of "Strathfield")

The expansive use of "Homebush" prior to the incorporation of local governments was both imprecise and shifting, and cannot be relied on as the foundation for modern boundary lines.

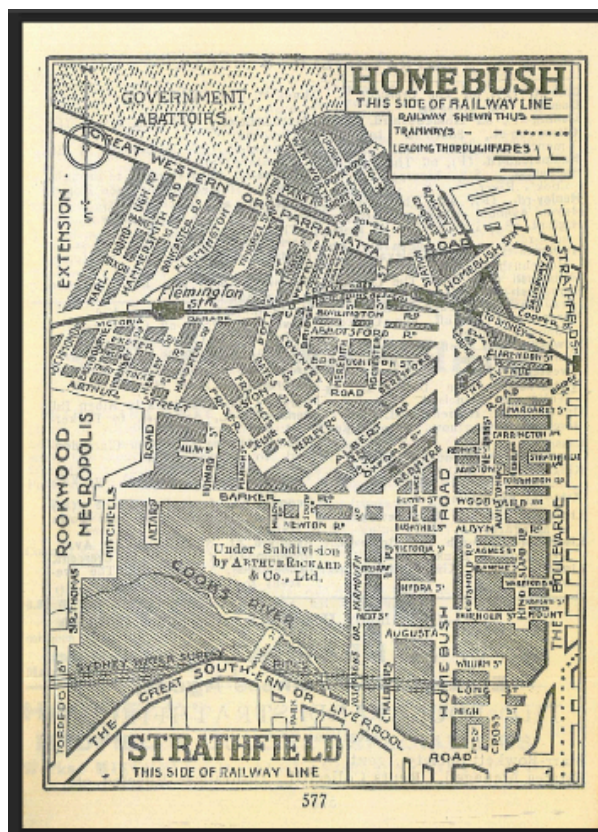


Sub-division maps for 'The Underwood Estate Homebush', 'Bushy Hill Homebush' and 'Homebush Park'.

- 1885 to 1947:** The establishment of the Borough, later Municipality, of Strathfield marked the first establishment of precise boundaries in the area. The three loosely used locality names of "Homebush", "Redmyre" and "Druitt Town" were replaced by the new name of "Strathfield". All three names passed into informal use in this period as localities only. For many decades afterwards, the only defined geographical boundaries that included the Affected Area were the boundaries of Strathfield Municipality. For 140 years since 1885, the Affected Area has been under the same local government as the rest of Strathfield.

While "Homebush" remained in use as a locality name within Strathfield, this was a fuzzy location, used for a significant area within Strathfield. This area indicated by "Homebush" as a locality name in this period includes both the Affected Area and a larger area within Strathfield south of the railway.

It is clear that this locality of Homebush within Strathfield (which included the Affected Area and the area to its south) has borne a dual identity during and since this era - an informal one as the locality of "Homebush", and a formal one as the borough of "Strathfield". There are many examples in newspapers of the late 19th century and early 20th century, for example, that refer to Albert Road and Redmyre Road (the location of Strathfield Town Hall) as being in "Homebush" (as well as "Strathfield"),⁶ and Abbotsford Road and Burlington Road as being in "Strathfield" (as well as "Homebush").⁷ Amidst this dual identity,



⁶ See, eg, this probate notice of 1901 in 'Albert Road, Homebush': <<https://trove.nla.gov.au/newspaper/article/224754414>>, or this publicity piece on 'Eton College', located in Redmyre Road, Homebush <<https://trove.nla.gov.au/newspaper/article/161889672>>.

⁷ See, eg this probate notice of 1940 in 'Abbotsford Road, Strathfield': <<https://trove.nla.gov.au/newspaper/article/225102268>>, or this crime report of 1920 about 'Burlington Road, Strathfield': <<https://trove.nla.gov.au/newspaper/article/222655918>>.

there was apparently no confusion with calling a school “Homebush Grammar School, Strathfield”.⁸

In the early 20th century, there developed a new and separate “Homebush” north of the railway. The paddock and bush north of the railway was incorporated as the separate municipality of “Homebush” in 1905. Although initially having very few residents, it saw rapid commercial, industrial, as well as residential development. Until 1947, this area was a separate local government area, entirely unrelated to the Affected Area, and did not share the history, character or pattern of development as the Affected Area, which remained primarily residential throughout.

The development of a separate “Homebush” north of the railway weakened the identity of the “Homebush” locality within Strathfield, and both internal and external identity in the northern part of Strathfield south of the railway began to emphasise “Strathfield” over “Homebush”, in contrast to the “new” Homebush north of the railway. The map above, taken from the Wilson’s Directory of 1926, clearly illustrates that, at that time, the north side of the railway was referred to as “Homebush”, and the south side was referred to as “Strathfield”.

- **1947 to 1977:** The Municipality of Homebush was amalgamated with the Municipality of Strathfield in 1947. The area north of the railway, now also part of the Municipality of Strathfield, was brought within the same formal boundaries as the Affected Area for the first time. To distinguish it from the existing locality of “Homebush”, an area north of the railway was also called the locality of “North Homebush”. The locality name “North Homebush” was discontinued only on 18 February 1977.
- **1977 to 1995:** The names and locations of suburb and locality names in Strathfield continued to change over the next two decades. The changes are too numerous to list in detail here, but by way of example, if a reader opened a street directory in 1990, they would see the boundary between “Homebush” and “Strathfield” being drawn along Beresford Road not Broughton Street, the suburb of “Strathfield West” located where today is found the southeastern part of “Homebush West” and the western part of “Strathfield”, the suburb of “Homebush” located where today is found “Homebush”, “North Stratified” and the north-central part of “Strathfield”.
- **1995 to present:** The current, rather strange sawtoothed boundary between “Homebush” and “Strathfield” was only gazetted on 1 December 1995, 30 years ago. Even 30 years ago, there was scant geographical justification for this boundary line. We have extracted the earliest satellite image after 1995 available from Google Earth (which dates from 2002), compared to the same area today. It can easily be seen that, whether in 2002 or 2025, the Main Western Railway is a clear dividing line between two very different areas in terms of patterns of development and land use, whereas the arbitrary “boundary line” drawn in 1995 made no sense then, and makes no sense now. The main change that is discernible from the satellite images is that the expansion of the M4 motorway in the 21st century, as well as increasing development north of the railway, has resulted in even greater distinction in land use patterns between the former Homebush Municipality north of the railway on the one hand, and the rest of Strathfield that includes the Affected Area on the other hand.

⁸ See this report from 1900: <<https://trove.nla.gov.au/newspaper/article/14338610>>



Homebush-Strathfield area in 2002 (left) vs today (right). The railway is a clear boundary, whereas the current sawtoothed suburb boundary cannot be discerned from physical geography at all.

4 Self identity and community cohesion

The long history of integration between the Affected Area with the area to its south, rather than the area to its north, is reflected in the self-identity of the residents of the Affected Area. Our members have pointed out:

- People who live in the Affected Area have overwhelmingly stronger social connections with the area to the south, in the current suburb of “Strathfield”, including due to having attended the schools that are located in the area to the south. By contrast, none of our members reported any of them, nor any of their children, having attended a childcare, primary school, high school or university in the part of “Homebush” north of the railway.
- People who live in the Affected Area socialise widely, but many of them socialise in particular at sporting and leisure facilities within the current suburb of “Strathfield”, such as Strathfield Golf Club, Strathfield Croquet Club, Strathfield Sports Club and Strathfield Park. As a result, there are far stronger community connections with the area to the south, in “Strathfield”.

The Affected Area and the area directly to its south have long shared the dual identity of being the “Homebush” locality within “Strathfield” as one community. This connection has endured in terms of community identity, and the Affected Area and the area to the south are best seen as one community.

By contrast, the community connections between the Affected Area and the part of “Homebush” north of the railway have always been limited by geography: as noted above, there are only two road connections between the two areas, being Bridge Road and Subway Lane. Residents of the Affected Area simply do not visit the area to the north of the railway. The recent redevelopment of the area north of the railway has exacerbated the issue: almost all established residents in the area immediately north of the railway have moved out, the few original buildings are either vacant and awaiting redevelopment, or are rented out as transient accommodation. The implementation of the Homebush TOD will result in the redevelopment of all of the remaining low and medium density housing in the area immediately north of the railway. Any remaining

social connections between the north and south of the amalgamated suburb will be severed over the next two years.

A new, vibrant community is growing north of the railway under the Homebush TOD, but it is a very different community with no connection to the Affected Area, living in very different types of accommodation and with different demographics. This will also be a community with very different social and service needs compared to the community in the Affected Area. By contrast, the Affected Area will remain connected as a community to the area further south, in the current suburb of "Strathfield". It simply will not make sense in any setting - whether community, governance or commercial - for the Affected Area to remain tied to the very different suburb to its north, in an amalgamated suburb where the Affected Area will only represent 10% of the population.

Given that the pattern of development and demographics will remain consistent between the Affected Area and the area immediately to its south, and not to its north, it will also make sense from a governance perspective (whether as a matter of service delivery or policy-making) that the Affected Area is treated as part of "Strathfield", rather than the vibrant Homebush TOD area.

We urge Council to submit to the Geographical Names Board that it should correct the boundary that was drawn in 1995 by reconnecting the Affected Area with the area to its south. The boundary was incorrect in 1995 and has become increasingly incorrect since 1995 because it separates a single community arbitrarily into two pieces and amalgamates one of those pieces with another community to which it has few and decreasing connections.

5 Schools and other facilities

We understand that Council has received feedback, primarily from residents outside the Affected Area, who feel that there would be some naming inconsistency, if schools and other things named "Homebush" and located in the Affected Area will now be in the suburb of "Strathfield".

We and our members do not share this concern. This is because of the following.

- Because of the long-standing dual identity of the historic "Homebush" locality within Strathfield (which includes the Affected Area as well as a part of "Strathfield" to its south), there are already many things in "Homebush" named "Strathfield", and things in "Strathfield" named "Homebush". The addition of a small number of further items to this list will make little difference.
- As addressed in section 3 above, for a long time, residents have been comfortable with the dual identity, and residents have also been comfortable as areas of the same former "Homebush" locality within Strathfield have progressively become part of the suburb of "Strathfield". As recently as 1995, a further part of the former locality of "Homebush" within Strathfield became part of "Strathfield", and we have heard of no residents in that area say that they never managed to get comfortable with the boundary change. Likewise, most residents in the Affected Area will get comfortable with the change.
- It is common both in the surrounding area and elsewhere in Sydney for schools and other things to be named after one placename, but be located in the boundaries of a suburb with a different name.

Below we set out specific examples of the above.

5.1 Things in the Affected Area named "Strathfield", or in Strathfield but named "Homebush"

The following table sets out institutions located in the Affected Area that are named "Strathfield", compared to institutions located in the Affected Area that are named "Strathfield", and institutions located in "Strathfield" that are named "Homebush".

In Affected Area, named "Strathfield"	In Affected Area, named "Homebush"	In Strathfield, named "Homebush"
<ul style="list-style-type: none"> Strathfield Library Strathfield One Stop Child Care Service Strathfield Community Centre Strathfield Cricket Club 	<ul style="list-style-type: none"> Homebush Public School Homebush Boys' High School Homebush South LPO <p><i>(These would be moved to the right hand column under the proposal)</i></p>	<ul style="list-style-type: none"> Homebush War Memorial Homebush Out of School Hours Care (HOOSH) Homebush Telstra Exchange

5.2 Adaptation to new name is easy

The fact that Homebush Public School and Homebush Boys' High School will be in "Strathfield" is historically unremarkable: as noted above in section 3, it was historically common (and entirely to be expected, given the history of the area) that streets and institutions located in the "Homebush" locality of Strathfield could bear either or both names. "Homebush Public School, Strathfield" would be no more remarkable than the historical "Homebush Grammar School, Strathfield".

As recently as 1995, when the boundary was last redrawn, a further part of the former locality of "Homebush" within Strathfield became part of "Strathfield" the suburb, and we have heard of no residents in that area say that they never managed to get comfortable with the boundary change.

In relation to the commercial area in and around the northern end of Rochester Street, although this commercial centre is known to locals as "Homebush shops" or "Homebush Village", residents have reported that these names are used only locally, and are unknown to residents of Sydney at large. If their addresses change to "Strathfield", local residents will continue to know where these businesses are. At any rate, these names are only colloquial and "Homebush shops" is as colloquial as any of the alternative names. Whether local residents continue to call this commercial centre "Homebush shops", or whether some of the alternatives already in use, such as "Rochester Street shops", "Homebush South village" or "Homebush Station shops", will be a matter for the natural evolution of language. As new commercial centres develop north of the railway, it will be natural perhaps that they become the new colloquial "Homebush shops" or perhaps "Homebush North village". It will in any case cause no confusion for service providers and policymakers, which is the crux of the rationale for the Proposal.

For the majority of residents of the Affected Area, this is a non-issue and we urge Council to place little weight on this argument.

5.3 Other examples in Sydney

The fact that two schools will retain "Homebush" in their names and one ill-defined commercial strip might still be referred to as "Homebush Village" is no object to a boundary proposal that makes sense in all other respects. Many of these result from changes in the boundary of 'Strathfield' itself, including the boundary change which brought into 'Strathfield' what used to be an area called 'Strathfield South', and the renaming of the former west ward of Enfield Council as 'Strathfield South'. Specific examples are set out below:

Item	Present day suburb	Origin of name
Strathfield South Public	Strathfield	Renamed in late 19th century from "Druitt Town"

School		Public School", retained present name when boundary change moved this part of "Strathfield South" into "Strathfield"
Strathfield South High School	Strathfield	Retained present name when boundary change moved this part of "Strathfield South" into "Strathfield"
Strathfield North Public School	North Strathfield	Renamed in 1922 from "Yarralla Public School" and previously "Concord West School". Retained name when boundary change moved this part of Concord into "North Strathfield"
Mortlake Public School	Concord	Retained name when modern boundary of Concord moved this area into Concord
Mortlake Village	Concord	Informal name for former village commercial centre, retained colloquial name when modern boundary of Concord moved this area into Concord
Enfield Town Hall	Strathfield South	Name of building was retained when this part of former Druitt Town, then Enfield, became part of Strathfield South
Enfield Intermodal Logistics Centre	Strathfield South	Former Enfield Yard, retained reference to Enfield after the area became Strathfield South
Enfield Broadway	Strathfield/Strathfield South/Enfield	Informal name for former town commercial centre, retained colloquial name when modern boundaries moved most of the area into Strathfield and Strathfield South.
Flemington Station	Homebush West	Retained former name of suburb when the surrounding suburb was renamed 'Homebush West'
Clemtown Park Shops	Kingsgrove/Earlwood	Informal name for former village commercial centre, retained colloquial name when boundary change moved this part of "Clemtown Park" into "Kingsgrove" and "Earlwood"
Clemtown Park Public School	Kingsgrove	Retained present name when boundary changed moved this part of "Clemtown Park" into "Kingsgrove"
Clemtown Park (park)	Kingsgrove	Retained present name when boundary changed moved this part of "Clemtown Park" into "Kingsgrove"

This is just an incomplete list, and there are many more examples throughout Sydney of a 'mismatch' between the name of a place or institution and the present suburb it is located in. We do not understand the argument that such a mismatch should stop a boundary proposal that otherwise makes much more sense than the present sawtoothed boundary.

We also note that we have only heard objections to the Proposal on this basis from people who do not live in the Affected Area. People who actually live in the Affected Area and the nearby part of Strathfield (and therefore use Homebush shops and the schools every day) simply do not care about this mismatch.

6 Heritage and amenity

We strongly believe that the removal of address confusion through the Proposal will be beneficial for heritage and amenity outcomes in the Affected Area. This is because two main reasons:

First, the address confusion between the Affected Area and the separate and former Homebush Municipality north of the railway bleeds into development applications. We have recently seen a spate of development applications which are accompanied by heritage impact statements that, deliberately or out of ignorance, attempt to justify developments in the Affected Area that are detrimental to heritage by pretending that the address is actually north of the railway. Two recent examples are:

- 90 Abbotsford Road: the heritage impact statement directly states, incorrectly, that the address was in the former Homebush Municipality and was in a historically industrial area. This address has never been in the former Homebush Municipality or a historically industrial area. It even included an incorrect map locating the address in a completely different location. See HRG's submission in relation to that application.
- 13-14 The Crescent: the development application attempts to justify a gross over-development by stating that it was in the TOD area. This address is not in the TOD area. See HRG's submission in relation to that application.

Secondly, the address confusion is detrimental to the rental and owner market for properties in the Affected Area from a heritage perspective. Because of the increasing perception amongst the wider Sydney community that "Homebush" is an area of highrises and former industrial land, in recent years properties in the Affected Area have tended to attract buyers who are developers that, sincerely or recklessly, believe that they can pursue over-development in the Affected Area in contravention of planning rules. The recent, blatantly illegal demolition of 40 Abbotsford Road, the continued intransigences of the new owner of that property, the application to demolish 90 Abbotsford Road, and the poor quality new developments planned for 13-14 The Crescent and 14 Rochester Street, are all symptoms of the same problem.

Families in the rest of Sydney simply do not think of buying or renting in the Affected Area, because they have no interest in living in 'Homebush', a suburb that (in their perception) is full of highrise apartments, transient dormitories and brownfield sites. That is not the true character of the Affected Area.

Even in the rental market, properties in the Affected Area have tended to attract renters that then operate the properties as sharehouses, dormitories or other types of transient accommodation. A case in point is 27 Abbotsford Road: long a family home, when the property came up for lease in 2025, the only interested tenants apparently were a group that now operate it as a transient dormitory. This has caused significant issues for neighbouring properties because of anti-social behaviour like rubbish dumping, shopping trolley dumping, and a large number of vans parked irresponsibly on the street.

These problems will only become more acute as the TOD cements the perception that Homebush is an area of highrises, transient group residences and brownfield sites. The greater the population increase in the TOD

area, the greater will be this problem for the residents of the Affected Area. We urge Council to act urgently to implement the Proposal in order to stem these problems.

7 Personal administrative matters

The main administrative burden that will fall on residents will be the change in address. However, many of our members have pointed out that they (or their family who live in the area) have continued to receive mail despite post being addressed with the 'old' or 'wrong' suburb name such as 'Strathfield' (for the Affected Area) or 'Strathfield' (for Flemington), so we do not think this is an urgent issue.

In any case, several of the HRG's members that are lawyers have volunteered to assist other residents who may need help with updating their addresses. HRG is willing to coordinate residents of the Affected Area who wish to volunteer to assist Council in making the application and implementing it once approved, should Council require additional resources from community volunteers, for example this can be offered at Strathfield Library (in the Affected Area) for each Sunday morning for a month after the change is implemented.

8 Comments on alternative proposals

We emphasise that HRG's members strongly support the current proposal, exactly as proposed. We are aware of the following alternative proposals that have been put forward by the community, Councillors and our sister community organisations. We do not support these alternative proposals at this time, for the following reasons:

- **Alternative proposal 1: adjust boundary to include all of current "Homebush West" south of the railway**

While we are generally supportive of a full rationalisation of suburb boundaries in due course, we do not support this proposal at the present time because:

- The proposal would bring into 'Strathfield' the significant area of industrial land west of the A3 road and south of the railway, which has a character which is significantly at odds with both the Affected Area and the rest of Strathfield.
- The proposal straddles the boundary between the cadastral Parish of Concord (which includes the Affected Area) and Parish of Liberty Plains (including Homebush West).

We believe the combination of these two factors makes this proposal difficult to support before the Geographical Names Board.

For this reason, we support the Council proceeding with the current Proposal. Once implemented, the Council could consider in a future phase further rationalisations, for example the recreate the 'Strathfield West' or 'Flemington' south of the railway, while amalgamating the northern part of present-day 'Homebush West' into the new 'Homebush'.

- **Alternative proposal 2: carve out of the Affected Area an area around the northern end of Rochester Street which would remain in "Homebush"**

While we understand the rationale behind this proposal, we do not support this proposal because it would create an irrational boundary (though less so than the current sawtoothed boundary) between Homebush and Strathfield. Residents in the Affected Area simply do not care about the so-called mismatch between the names of schools and the shopping area and the suburb name, and the rational boundary in the Proposal would serve residents much better. We also find that rationally drawing a 'box' around the area to be excised out of Strathfield is difficult, and likely to be controversial. For example, if this alternative proposal were to proceed, member feedback has been that 13-14 The Crescent must be included in the excised area because it has been approved for a

development out of step with the character of the Affected Area. Likewise, some residents feel strongly that 27-37 Burlington Road must be included in any excised "box". We prefer not to have any excised "box" at all.

- **Alternative proposal 3: no change to boundary, but change postcode of Homebush West and name to 'Flemington'**

This proposal was suggested by the Strathfield-Homebush District Historical Society (SHDHS). With all due respect to a sister community organisation, we disagree with this proposal. The SHDHS' submission focuses only on the 'Homebush' aspect of the historical dual identity of the Affected Area, and the position proceeds from an incorrect basis that the name 'Homebush' is being abolished. It is not - the Proposal is simply aligning the use of the name with general community expectation. As we have explained above, the Affected Area has long had a dual identity, and the crucial point of confusion is that the formerly separate municipality to the north of the railway was also named 'Homebush', which SHDHS' submission does not address. The former locality name of 'Homebush' should have long faded into history, just like those of Druitt Town and Redmyre. The whole of 'Strathfield' as constituted in 1885 should be named so.

While we agree with the SHDHS that the decision to create "Homebush West" and give it the same postcode as "Homebush" was a bad one, the present Proposal will also fix the issue by removing confusion between the Affected Area and so-called "Homebush West" and also differentiate the postcode. The current Proposal is therefore aligned with the resolution of this issue raised by SHDHS.

Separately, we support the SHDHS' submission that so-called "Homebush West" should be abolished and the area south of the railway given back the name actually used by the community, which is "Flemington" (or, if the community prefers, "Strathfield West"). However, we do not support this change being undertaken at the same time - it should be undertaken as a second phase proposal.

9 Conclusion

For the reasons given above, we urge Council to implement the Proposal exactly as proposed and without delay. The residents of the Affected Area will be grateful to the Mayor, Councillors and Council staff for their efforts and we are committed to assist Council to achieve this positive outcome as far as we are able.

Yours faithfully

Homebush Residents' Group, Inc.