

Draft Camellia–Rosehill Place Strategy

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A vertical orange sidebar on the left side of the page. It features a series of white dotted lines forming a curved path. Along this path are several circular motifs, some with concentric rings and others with solid colors. There are also larger, stylized sunburst or star-like patterns in a darker orange shade.

Acknowledgment of Country

The Department of Planning, Industry and Environment acknowledges the Traditional Custodians of the land and pays respect to Elders past, present and future. We honour Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place, and rich contribution to society. To that end, our work seeks to uphold the idea that if we care for Country, it will care for us.

Camellia–Rosehill, a place of creeks and rivers, an important meeting place for Aboriginal peoples – a place of gathering for trade and cultural exchange between the east and west, salt water and freshwater peoples. Through the Camellia–Rosehill Place Strategy, we commit to helping support the health and wellbeing of Country by valuing, respecting and being guided by Aboriginal people.

For this project we would like to acknowledge the Burramattagal – the place and people of the Dharug nation on which Camellia–Rosehill sits. We recognise their history and pay respect to their culture, connection to their lands, waterways, sky and surrounding clan groups.

We seek to genuinely recognise the needs and aspirations of the Burramattagal people and imagine this place through the eyes of Dharug Custodians. This is our chance to heal and restore the land, waters and cultural heritage of Camellia–Rosehill and make this precinct an exemplar of recovery and restoration – a place of not just economic prosperity but also for sharing stories, celebrating resilience and a better future.

Our recognition of these sovereign lands is expressed with deep reverence, connection and commitment to the protocols of old ways, as we tread gently in the footsteps of our ancestors to pave the way for a better future for all people.

1

Executive summary

New investment and infrastructure in Camellia–Rosehill – one of Parramatta’s strategically important riverside precincts – provides a significant opportunity to create a clean, green, and sustainable place for the community to live, work and enjoy.

The Camellia–Rosehill Place Strategy is an integrated 20-year vision to breathe new life into the precinct, which has long held potential to make better use of its most vital asset – the Parramatta River.

The Camellia–Rosehill Place Strategy sets out an approach to create a vibrant 18-hour entertainment precinct, a thriving residential town centre with supporting retail outlets, and a new urban services precinct. It does this while recognising and retaining strategically significant industrial land.

The strategy provides a coordinated and integrated approach to achieving good land-use and built-form outcomes, heritage, landscaping, environmental management, transport, remediation, water-cycle management and sustainability, all premised on Caring for Country. This will allow the precinct to grow and thrive.

In all, this place strategy will enable up to 14,500 jobs and 10,000 homes for around 24,000 people, supported by a network of new open space and social infrastructure.

Parramatta River looking south to Camellia



About this place strategy

This place strategy has been prepared in collaboration with the City of Parramatta Council, Cumberland City Council, and state agencies. The aim of this place strategy is to build on current economic and employment opportunities, supported by new residential development, improved connectivity and an integrated and holistic approach to environmental management and sustainability. This in turn will create a place where people love to live, work and enjoy. It will lay the foundations to create a cleaner, greener and more sustainable precinct.

The precinct covers approximately 320 hectares of land across the suburbs of Camellia, Rosehill and a portion of Clyde within the Central River City. The precinct is defined by Parramatta River to the north, Duck River to the east, the M4 Motorway to the south and James Ruse Drive to the west, all of which form physical boundaries.

This place strategy provides an integrated 20-year vision that recognises the strategic attributes of the precinct and guides future land-use and infrastructure investment decisions, which can be delivered with the support of state and local agencies.

The place strategy represents the analysis of opportunities and challenges informed by technical studies that build on the significant body of strategic work undertaken to date. From this analysis, we have developed a spatial master plan. We have also drawn from extensive community and stakeholder consultation, including the most recent consultation on the *Directions for Camellia–Rosehill Place Strategy* paper.

Figure 1: Context map of Camellia–Rosehill

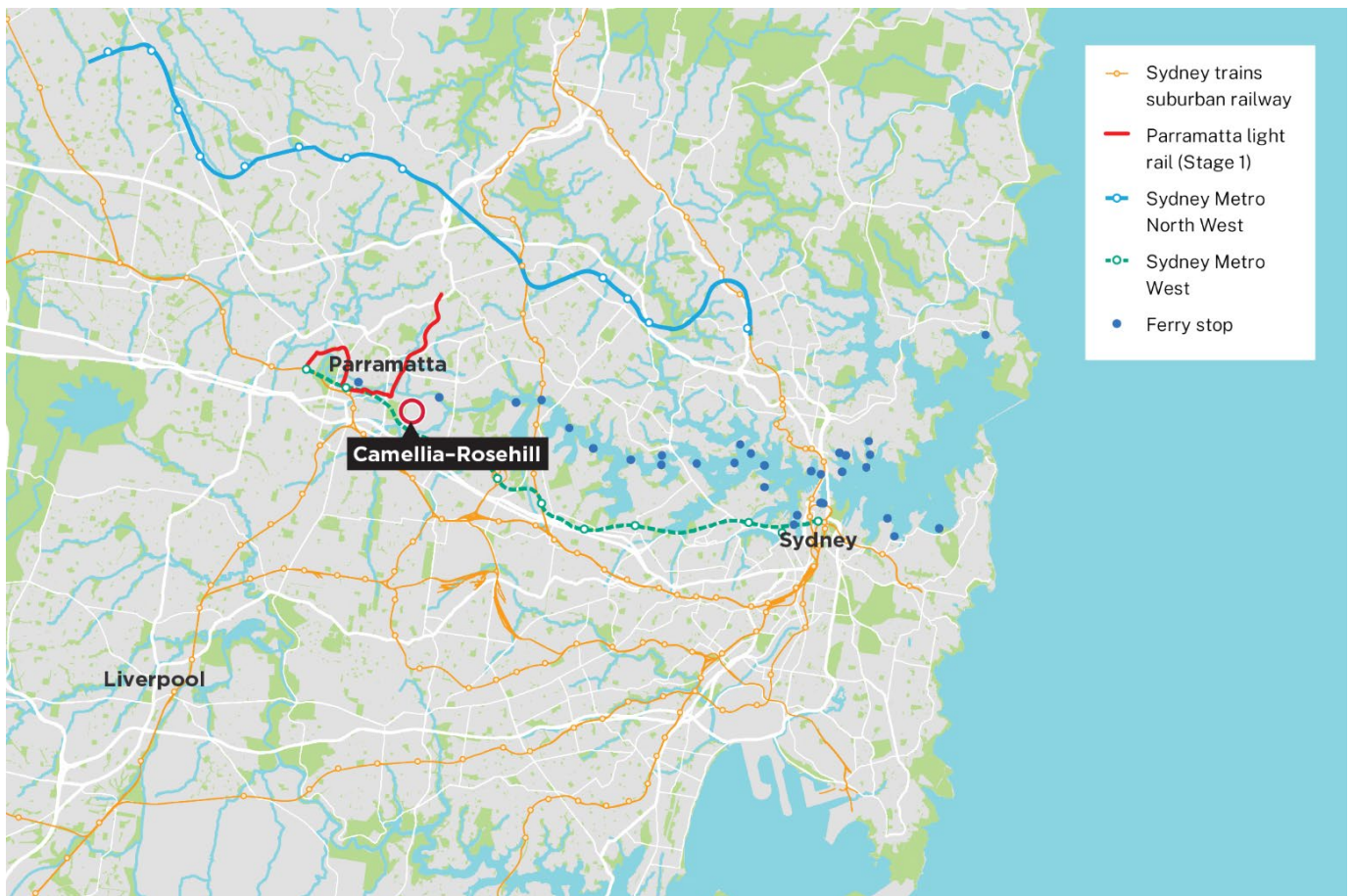




Figure 2: Artist's impression of the future potential Camellia–Rosehill Precinct

The vision

Camellia-Rosehill has an important strategic role as an industry and employment hub within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor. By 2041, the precinct will be enhanced with service and circular economy industries and new recreational and entertainment facilities, all enabled by better transport access via light rail, active transport and road connections.

A well-designed town centre next to the light rail stop will be the focus of community activity.

New homes will be close to public transport, supported by walking and cycling paths and new public spaces, including the Parramatta River foreshore.

Key environmental features such as Parramatta River, Duck River and their wetlands will be protected and enhanced. Camellia's rich heritage will be interpreted, celebrated and promoted.

Country and culture will be valued and respected with the renewal guided by Aboriginal people.

The precinct will set a new standard for environmental sustainability with embedded renewable energy networks, integrated remediation and water management strategies, circular economy industries and a commitment to achieve net zero by 2050.

Recycled water will be connected to all residences, businesses and public spaces and will support the integrated network of green infrastructure.

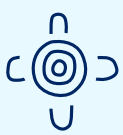
Camellia will be a showcase of recovery and restoration – a place of economic prosperity but also a place where people love to live, work and enjoy.

Achieving the vision for Camellia–Rosehill

Using a master planning approach, this place strategy establishes:

- 5 strategic directions, each with related principles and actions
- a master plan that provides a land-use framework for future development across a series of ‘sub-precincts’, includes an infrastructure plan and establishes design criteria.

The 5 strategic directions are key interventions that require coordination between, and resourcing from, multiple state agencies, councils and industry.



1

Recognise and celebrate country and heritage by building on the significant Aboriginal cultural history of the precinct as unique opportunities for place making. This includes embedding within the master plan principles to promote Aboriginal cultural heritage values and Caring for Country principles.



2

Boost economic activity and employment opportunities by leveraging the central location, existing assets and external drivers to maximise the precinct’s capacity to operate as an innovation and emerging technology hub, create a new town centre, and build on the Rosehill Garden Racecourse to create a new entertainment precinct.



3

Improve access and sustainable travel options and choices through integrated place-making, road access configuration and innovative parking solutions that will encourage public transport as the primary mode of access for residential uses. New and enhanced road connections will address mobility and place conflicts between different modes and increase the productivity capacity of the precinct for current and new businesses.



4

Deliver high-quality place outcomes through residential development in the town centre, which will enable delivery of a diversity of housing opportunities that would complement the Parramatta CBD and the Central River City and help meet housing demand. New housing will be supported by schools and public spaces including parks and sporting fields, all in accessible locations. Land-use conflict will be managed through appropriate buffer zones, with design features to minimise noise, air, vibration, hazard risk and visual impacts.



5

Enable a net zero precinct by 2050 and deliver a holistic approach to environmental management, which includes the integration of precinct-wide remediation measures, integrated water cycle management, circular economy industries and sustainability initiatives to enable Camellia–Rosehill to become a net-zero precinct by 2050.

The draft place strategy considers these strategic directions while focusing on the attributes of 3 sub-precincts that together make up Camellia–Rosehill.



The front door

An active town centre and entertainment sub-precinct includes extensive riverfront areas and capitalises on the Parramatta Light Rail investment and improved access to James Ruse Drive. New homes, jobs, cafés, restaurants, entertainment, recreation and local services will be located close to transport connections in an attractive place for people to live, work and visit. Rosehill Gardens, along with areas of restaurants, bars, cafes and other entertainment venues, will provide a vibrant night-time economy serving the precinct and the broader Central River City.



The transition area

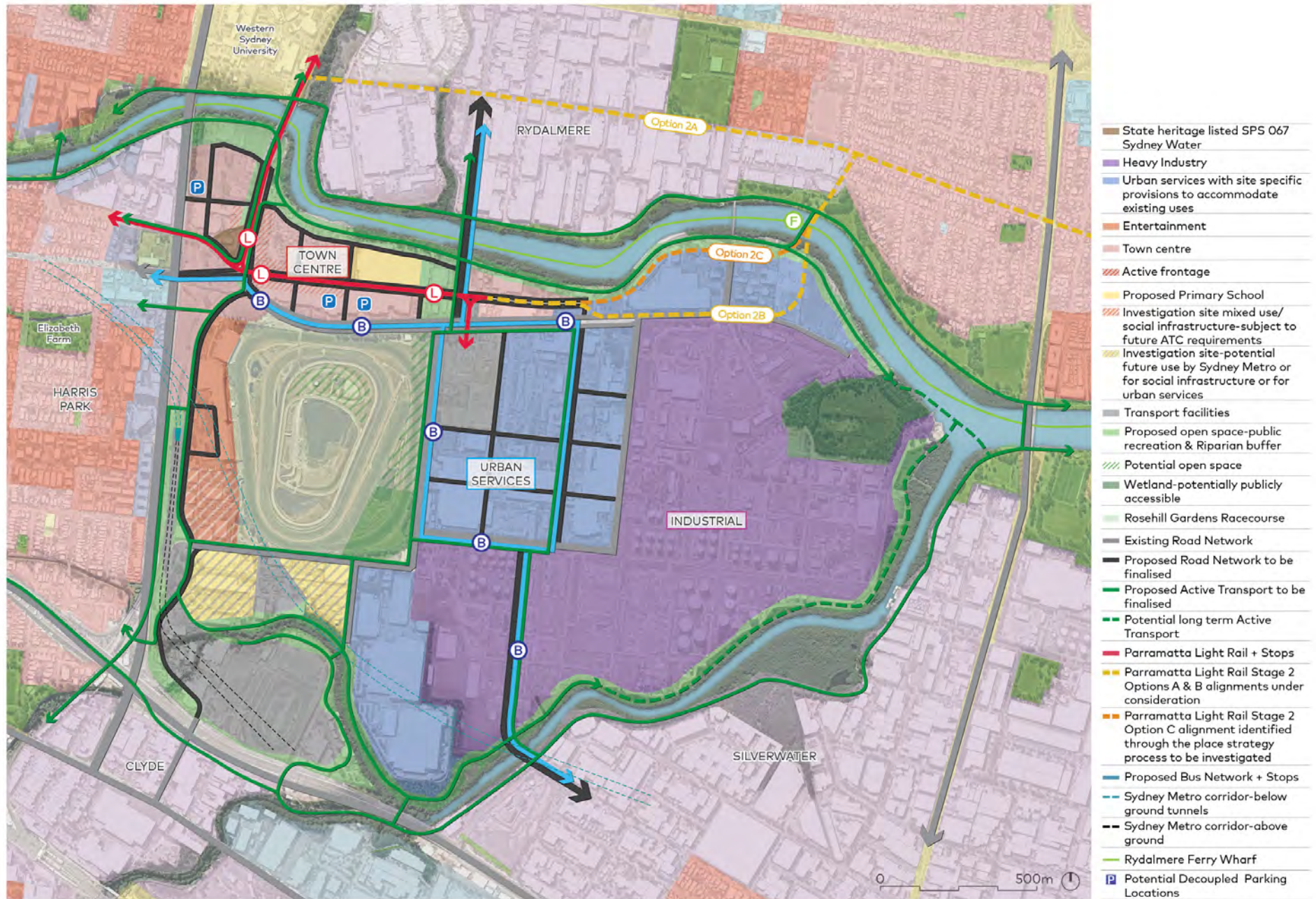
The urban services sub-precinct, east and south of the town centre, forms a new business activity corridor and a buffer between residential and industrial uses. This area will support the overall development of the City of Parramatta by providing land for service activity that supports businesses and people. It will create jobs, and has the potential to encourage research, innovation and emerging technologies to support other industries in the precinct, in the Parramatta CBD and beyond.



The backyard

The industry sub-precinct to the east and south accommodates heavy industry and other employment-generating land uses. Leveraging its strategic location within the Central River City, this sub-precinct has the potential to build on energy, recycling and water infrastructure to become an innovative circular economy precinct.

Figure 3: Overview Camellia–Rosehill Master Plan



The challenges

The precinct is constrained by a range of physical and environmental challenges such as flooding, contamination, hazard risk, limited transport access and odour and noise impacts. These issues need to be addressed holistically and with a strategic vision in mind.

Addressing the challenges and maximising opportunities is complex and costly and will demand significant planning interventions and investment. It will require innovative thinking and striking the right balance between productivity, liveability and sustainability outcomes.

To meet the challenges, various public and private sector stakeholders will need to work in partnership. This strategy has been informed by various technical studies and identifies the potential scope and staging of required essential infrastructure, as well as the associated delivery and funding mechanisms.



Camellia-Rosehill Precinct in the current day. Credit: Transport for NSW.

Implementation

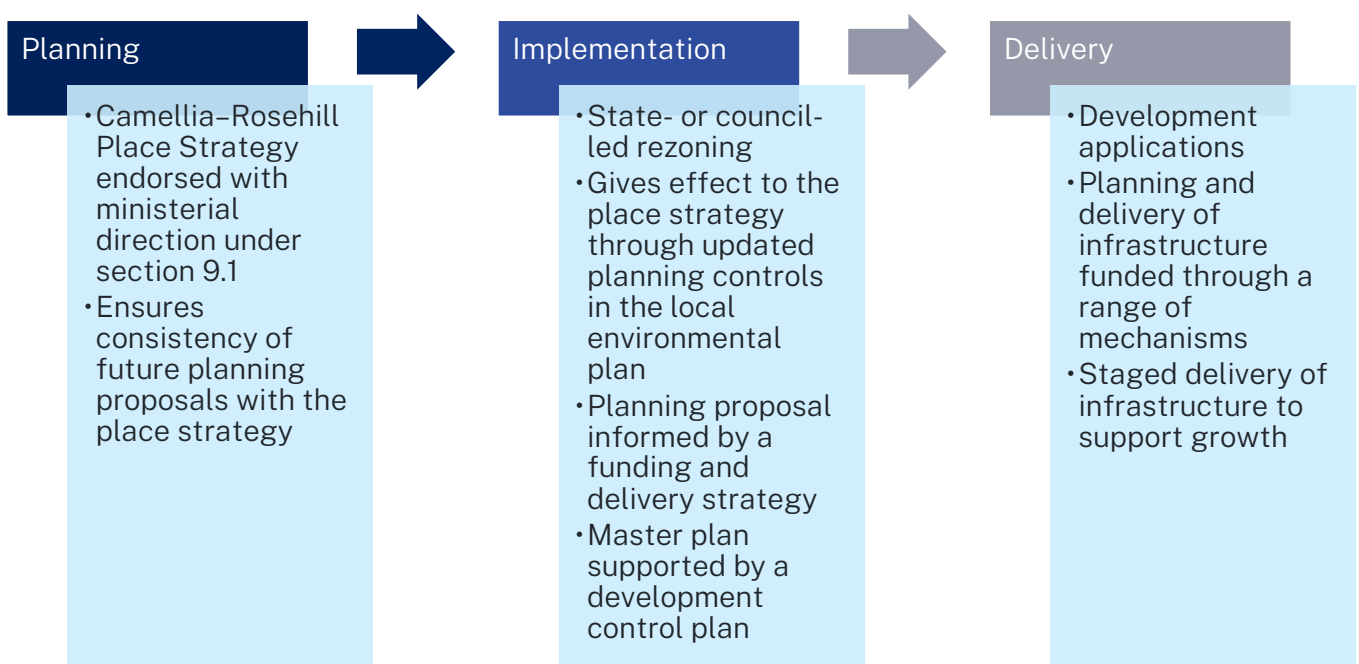
The Department of Planning, Industry and Environment (department) will continue to lead the delivery of this place strategy, with the Camellia–Rosehill Project Control Group as a steering committee and collaboration between state agencies, council and industry as a priority.

Following the finalisation of the place strategy, a direction under section 9.1 of the *NSW Environmental Planning and Assessment Act 1979* will be needed to ensure the consistency of future proposals with the objectives of this place strategy.

Subsequently, a state- or council-led rezoning will give effect to this place strategy through updated planning controls in the City of Parramatta’s Local Environmental Plan. This will be supported by a development control plan, which will set the framework for the implementation of more detailed design and planning controls established in this place strategy.

The successful delivery of this place strategy for Camellia–Rosehill will require substantial investment over many years. The infrastructure proposals identified in this place strategy are subject to further development scoping, business case investigating and investment decisions. The future planning proposal will be informed by a more detailed funding and delivery plan that will set the framework for developer contributions and consider funding and staging of public infrastructure delivery.

Infrastructure delivery and remediation will determine how quickly future growth can happen. As a priority, further analysis of traffic implications and validation of transport initiatives, as well as preparation of detailed infrastructure delivery plans, must be done to implement this place strategy. This work will set capacity thresholds, priorities, and funding requirements and mechanisms. It will also provide more detailed staging to coordinate delivery of future growth.



2

Introduction

Camellia–Rosehill sits within the City of Parramatta Local Government Area (LGA). It is a strategically important riverside precinct in the heart of the Central River City. Located within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor, the precinct has a rich history of industry and productivity. However, poor environmental management, land contamination and access constraints have resulted in an underutilised and unattractive area.

This place strategy seeks to strike a balance between the need for urban development and retention of employment lands, which are critical to the city’s functioning. A shared vision, and ongoing partnership between local councils, state agencies, landowners and developers will be key to the success of the precinct.

Approximately 320 hectares in size, the precinct is defined by Parramatta River to the north, Duck River to the east, the M4 Motorway to the south and James Ruse Drive to the west.

Building on its strategic location, current economic profile and assets, Camellia–Rosehill has the potential to be a clean, green and sustainable place.

This *draft Camellia–Rosehill Place Strategy* aims to unlock this potential. It builds on the foundation of industry and coexisting water, energy and transport uses, as well as entertainment provided through Rosehill Gardens Racecourse, to generate a range of employment types. Promoting the area’s pre-colonial history as a gathering place of trade and cultural exchange, this place strategy seeks to create a place that people love to live, work and visit. This can only be achieved through the recognition and guidance of Dharug people.

Purpose

This place strategy creates a 20-year integrated vision for Camellia–Rosehill that:

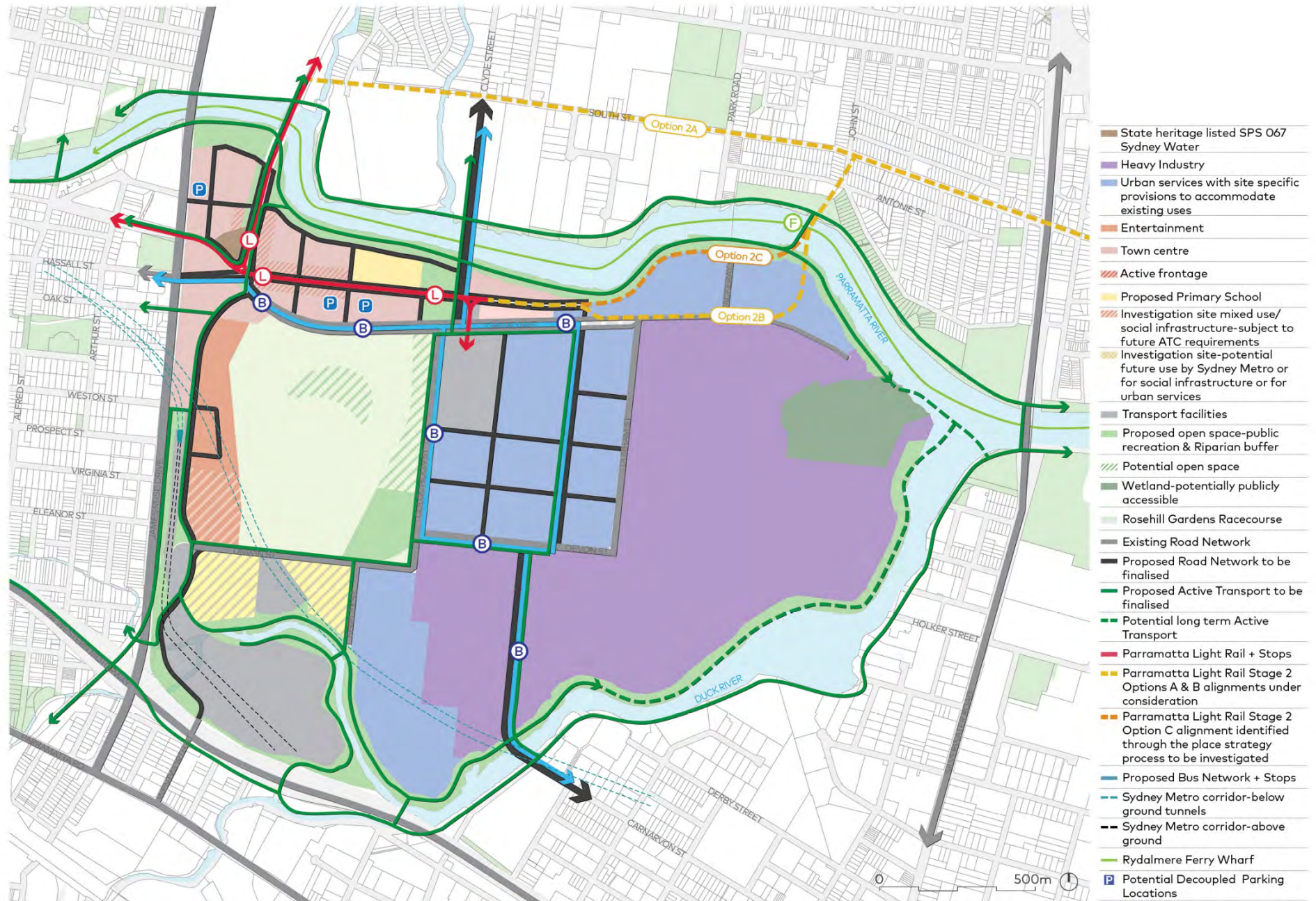
- recognises the strategic attributes of the precinct
- enables Aboriginal people to reconnect to Country and their culture and inform and guide the transformation
- guides future land-use and infrastructure investment decisions
- can be delivered with the support of state and local agencies
- ensures growth is aligned with adequate infrastructure provision.

It is ambitious yet considered, setting the scene for a staged approach to development and transformation of this strategically important riverside precinct.

The Minister for Planning and Public Spaces tasked the Department of Planning, Industry and Environment to lead the development of the Camellia–Rosehill Place Strategy. We have prepared the draft strategy in collaboration with the City of Parramatta Council, Cumberland City Council, state agencies, and Aboriginal stakeholders and sought input from the community and landowners. To support this place strategy, we have completed an integrated master plan and several technical studies that have identified and analysed the challenges and opportunities for growth in the Camellia–Rosehill Precinct. A significant body of strategic work has been completed and more is underway.

By building on Camellia–Rosehill’s strengths, this place strategy – aligned with other strategic work across government – provides the foundations to support the area’s evolution. It establishes a framework to create capacity for 14,500 jobs and up to 10,000 new dwellings over the next 20 years.

Figure 4: Integrated master plan



2016



\$496.6m

Approximate contribution to the NSW economy (GVA), including from:



\$102m

wholesale trade



\$82m

transport, postal and warehousing



\$47m

public administration and safety



4,299

Jobs



43%

of which were industrial jobs in key sectors such as transport and logistics, construction and retail/wholesale trade

Planned by 2041



43.7 ha

of public open space (+ 6.4ha publicly accessible private open space within the racecourse) with a range of parks, public spaces and sporting fields.



New and enhanced entertainment facilities at Rosehill Gardens Racecourse



Capacity for up to

14,500

jobs



Capacity for up to

10,000

dwellings



>\$1.5b

Investment in transport and social infrastructure

Engagement

This place strategy has been developed using the Department of Planning, Industry and Environment's collaborative approach to precinct development. This involved consultation with the City of Parramatta Council, Cumberland City Council, businesses, industry bodies and the community. It also included working with state agencies such as Transport for NSW, the Greater Sydney Commission, the Environment Protection Authority, Sydney Water, and Schools Infrastructure NSW.

Building on the studies and community input previously provided for the [*Draft Camellia Land Use and Infrastructure Strategy*](#) in 2015 and the [*Draft Camellia Town Centre Master Plan*](#) in 2018, the place strategy development has included a range of opportunities for engagement and input.

We took presentations from landowners as part of an 'enquiry by design' process, hosted a 'drop-in' session, held one-on-one and collaborative meetings and workshops, and released the 'Directions for Camellia–Rosehill Place Strategy Paper' to guide the development of the draft Camellia–Rosehill Place Strategy.

Running parallel is a 'Connecting with Country' process. We have been working with Aboriginal stakeholders, who have contributed to and helped shape the master plan and place strategy for the precinct and provided valuable insights to the project.

Directions for Camellia–Rosehill Place Strategy paper

The *Directions for Camellia–Rosehill Place Strategy* paper was exhibited from 15 September to 13 October 2021. The department held a number of meetings with landowners and state agencies. We received a total of 32 submissions from a range of landowners, peak bodies, state and local governments, and community members. Key themes raised in submissions included:

- the importance of transport improvements, both now and as the precinct evolves over the coming years, with particular emphasis on providing an extensive network of active transport links, building additional road connections to the precinct, and delivering a strong public transport network
- ensuring transitions between different land uses was carefully managed to avoid amenity impacts between different uses
- support for the proposed vision of developing a residential town centre while preserving and enhancing the precinct's position as an employment hub
- the importance of protecting and enhancing the environmental areas of the precinct
- a range of suggestions and comments on the provision of social infrastructure, particularly regarding the amount of infrastructure to be provided, and how it should be funded.

The place strategy approach proposed in the directions paper has been reviewed and refined in response to the feedback received and is presented in this draft place strategy for further comment.

To see a full report on our early engagement, the submissions received and how we have responded, please visit the [Camellia–Rosehill pages on the Planning website](#)

3

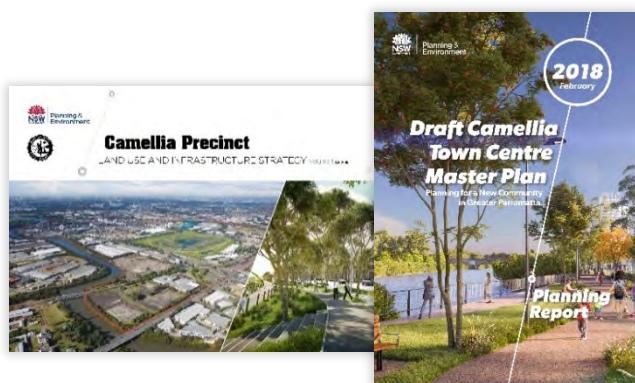
Planning and policy context

This place strategy aims to build on the strengths of the area and represents a major opportunity to address several key NSW Government policies, commitments and priorities.

Overall planning context

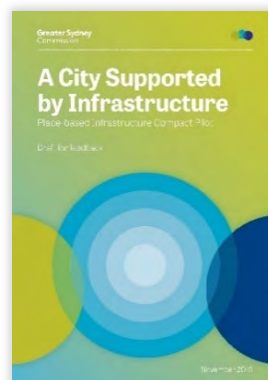
Camellia was identified by the NSW Government as a priority growth area in 2014 following the release of the City of Parramatta Council's '*Camellia – 21st Century Business, Industry and Entertainment Precinct*', which was the first step towards agreeing a long-term vision.

This resulted in the *Draft Camellia Land Use and Infrastructure Strategy* in 2015 and subsequently the development of the *Draft Camellia Town Centre Master Plan* in 2018.



Work on the town centre plan was paused pending outcomes of the Greater Sydney Commission's 2019 draft 'Place-based Infrastructure Compact' (PIC) pilot, which aimed to ensure infrastructure delivery was matched with growth across the 26 precincts in the GPOP corridor.

Several government investment decisions were also pending and have since been made. This included the delivery of Parramatta Light Rail Stage 1 with a stop and the stabling yards at Camellia, and the decision not to proceed with a metro station within the precinct due to identified environmental constraints.



In March 2020, the Greater Sydney Commission submitted final recommendations to the NSW Government on the draft *A City Supported by Infrastructure Place-based Infrastructure*

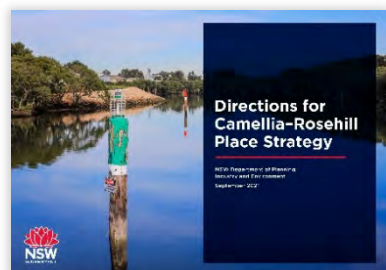
Compact Pilot (PIC) for GPOP. Camellia was recommended to be retained and enhanced its current employment uses, with a potential review as new transformative infrastructure is delivered. This was due to the relatively high cost of delivering this precinct compared to other precincts in the GPOP corridor.

However, the Greater Sydney Commission also recommended (Recommendation 10) that, if the NSW Government wants to progress a town centre (in the form of the 2018 plan or a modified form), before it makes any rezoning decisions it should give consideration to:

- 'industrial and urban services land objectives and priorities set out in the Greater Sydney Region Plan and Central City District Plan
- a precinct-wide remediation strategy for the Camellia–Rosehill and Camellia Industrial precincts, supported by independent cost estimates
- an affordable traffic and transport solution to support the intensity of trips generated by a town centre in this location, with the funding required for this infrastructure
- land-use conflict matters that may arise from noise, odour, lighting, hours of operation and heavy vehicle traffic impacts from industrial activities in the area.'

In December 2020, in reply to the Greater Sydney Commission's Recommendations report, the NSW Government released a response and implementation strategy. It determined that a coordinated and strategic

approach was needed and proposed that a place strategy be prepared for the whole precinct drawing on previous work and ongoing collaboration with industry, the community, Council and state agencies.

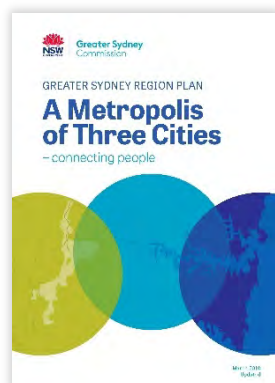


In September 2021, the department released the *Directions for Camellia-Rosehill Place Strategy*

paper, which set the roadmap for the creation of a place strategy and sought input from interested stakeholders on key considerations and directions for the precinct.

This draft place strategy seeks to piece together the various strategic planning work undertaken to date and set the future direction for the Camellia–Rosehill precinct.

Greater Sydney Region Plan



Greater Sydney Region Plan – A Metropolis of Three Cities is a 40-year vision and 20-year plan to manage growth and change across Greater Sydney. It is built on a vision of Greater Sydney as a single metropolis made up of

3 interconnected cities, where most residents live within 30 minutes of their jobs, education and health facilities, services and recreation places.

Camellia–Rosehill is located within the Central River City and GPOP economic corridor that covers Westmead health and education precinct; advanced technology and urban service sectors in Camellia, Rydalmere, Silverwater and Auburn; and the Sydney Olympic Park lifestyle precinct. This area is

already, and will continue in the future, to experience significant change as it transitions away from its current land uses and undergoes redevelopment.

GPOP Vision: Our true centre – the connected, unifying heart

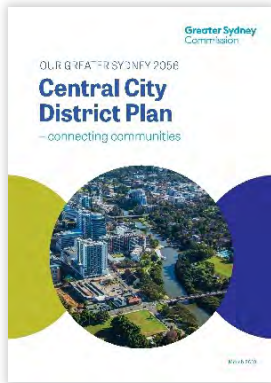
The *Greater Sydney Region Plan* recognises and builds on the Greater Sydney Commission's October 2016 published vision for GPOP to become the Central City's connected and unifying heart. It identifies that collaboration is required to deliver this and that a growth infrastructure compact will be needed to ensure infrastructure development is aligned to growth.

The GPOP vision establishes 4 'quarters' for the creation of jobs and housing linked by the Parramatta River and Parramatta Light Rail, as well as a metro in the future. Each quarter is intended to play a different but important economic, environmental, social and cultural role. Two of the quarters include a focus on Camellia–Rosehill (Figure 5), both of which are contingent on a traffic and transport solution:

- Quarter 2: Next generation living from Camellia to Carlingford – Camellia was envisioned to be part of a 21st-century living, learning and leisure district. It will comprise a mix of medium- to high-density housing types with nearby education, research, retail, recreation and entertainment facilities providing all the conveniences of 'inner-city' living.
- Quarter 3: Essential urban services, advanced technology and knowledge sectors in Camellia, Rydalmere, Silverwater and Auburn – These areas are to be protected for economic and employment purposes.

The *Greater Sydney Region Plan* also plans for Greater Sydney's future in the context of 5 separate districts of the city. Camellia–Rosehill is located in the Central City district.

Central City District Plan



The *Central City District Plan* is the 20-year plan to manage the growth and change of the Central City to fulfil the vision of the Greater Sydney Region Plan.

The Central District Plan identifies a number of strategic

priorities for Camellia–Rosehill. It:

- reconfirms Camellia as one of 12 next-generation housing precincts to complement and support the advanced technology/highly skilled jobs precinct, underpinned by water, energy and transport services
- identifies that industrial and urban service land within Camellia is to be reviewed and managed in line with the principles for managing such land
- evolves Camellia into a highly productive part of the Central River City, with a focus on coexisting water, energy and transport uses generating a range of employment types, including highly skilled jobs
- links parks, bushland, playgrounds and waterways through the Greater Sydney Green Grid, with enhanced opportunities for safe walking and cycling paths – Parramatta River and Duck River are identified as district green grid priorities for the Central City.



framework in 2017 – the *Greater Parramatta Interim Land Use and Infrastructure Implementation Plan* – to deliver the GPOP vision. This implementation plan makes provision for 10,000 homes and 8,850 jobs in Camellia by 2036. This is implemented through ministerial direction 7.5 *Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan*.

Future Transport 2056



Future Transport 2056 provides an integrated transport vision for NSW.

Parramatta Light Rail Stage 1 passes through the precinct and is under construction, with passenger services expected to begin in 2023. Planning

and development of Parramatta Light Rail Stage 2 is underway, with two routes being investigated that have the potential to service the north-eastern area of the precinct. The Sydney Metro West alignment connecting stops at Parramatta CBD and Sydney Olympic Park transects the precinct.

Early infrastructure initiatives for Camellia–Rosehill include transport initiatives that are key to addressing transport access issues, namely upgrades to James Ruse Drive/Grand Avenue and connection to the M4 Western motorway.

Broader initiatives include new cycle and pedestrian infrastructure, local walking connections and bus connections.

Land use and infrastructure

The department developed an interim planning

Local strategic planning documents



This place strategy is also informed by City of Parramatta Council's *Parramatta Local Strategic Planning Statement*, *Parramatta Employment Lands Strategy* (updated) and *Parramatta Local Housing Strategy*. It also considers other

strategic planning documents including *Parramatta Economic Development Plan* and *Parramatta Night City Framework*, *Parramatta Community Infrastructure Strategy*, and *Parramatta Council Sustainability Strategy*.

The planning and housing statements predict that dwellings and employment in the precinct will increase to 3,500 dwellings and 5,000 jobs respectively by 2036, with acknowledgement that the number of dwellings will be subject to the NSW Government's response to the GPOP Place-based Infrastructure Compact recommendations.

Other policies and plans

Other policies and plans that feed into this place strategy include the department's draft *NSW Public Spaces Charter* and Government Architect NSW's *Better Placed, Greener Places, Designing with Country* and the *Practitioners' Guide to Movement and Place*.



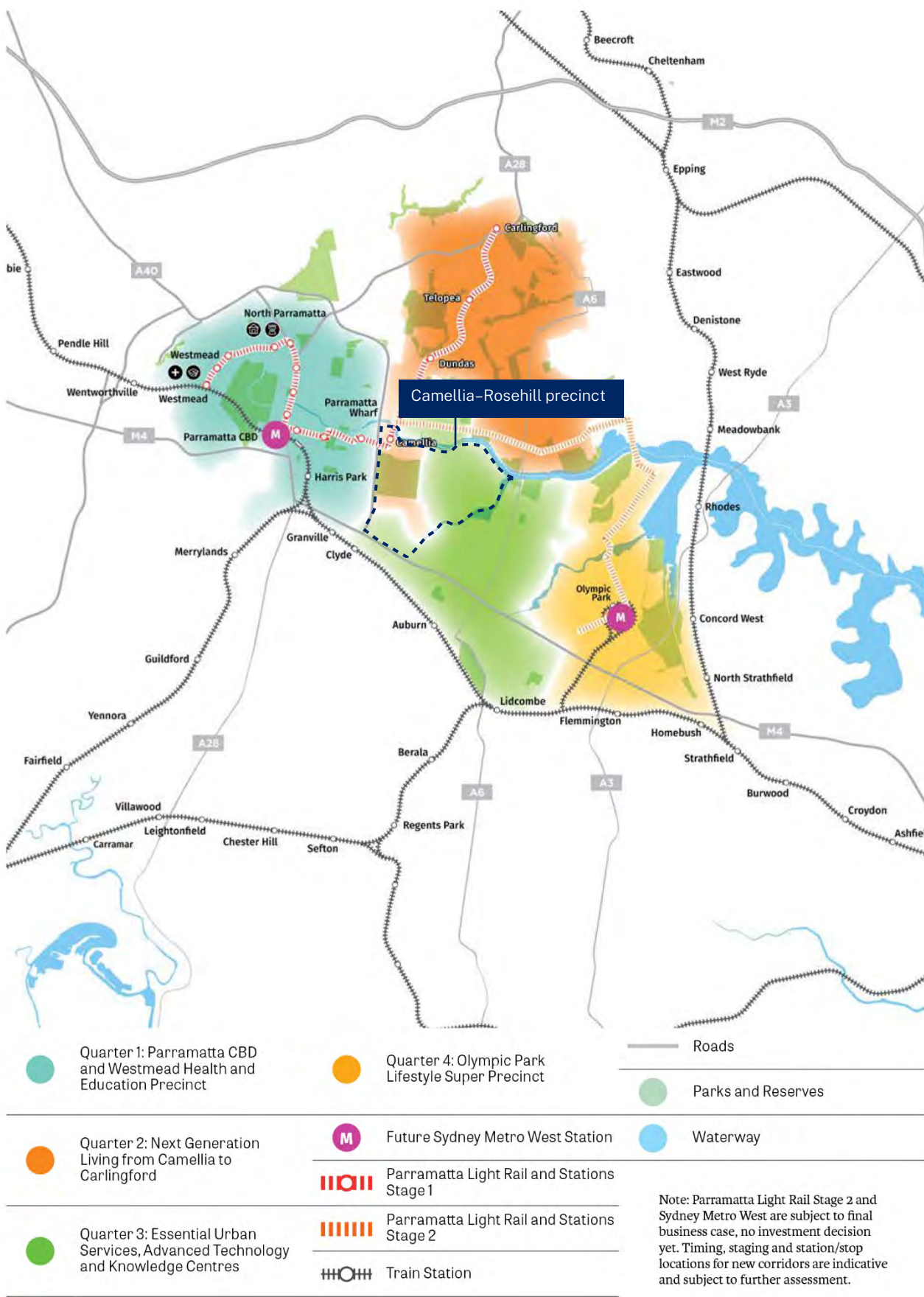
Integrated master plan and technical studies

The integrated master plan that supports this place strategy provides the urban design framework that will inform the development of Camellia–Rosehill precinct but will also be reviewed as further detailed planning work occurs.

A detailed evidence base (which included both baseline and implementation reports) supports this place strategy. This includes:

- an Aboriginal cultural heritage assessment and implementation report
- an air and odour implementation report
- the 'Connecting with Country' implementation report
- the 'Directions for Camellia–Rosehill – What We Heard' report
- an ecological implementation report
- an economic analysis and implementation report
- a heritage implementation report
- an infrastructure delivery plan
- an integrated water management strategy implementation report
- a landscape implementation report and public domain strategy
- a noise and vibration implementation report
- a qualitative risk assessment report (land use safety report)
- a remediation implementation report
- a sustainability implementation report
- a social infrastructure implementation report
- a traffic and transport implementation report
- a utilities infrastructure implementation report.

Figure 5: Parramatta and GOP. Source: Greater Sydney Commission.



4

From the past to
today

Country and history

Camellia–Rosehill rests on Dharug Country of the Burramattagal people. Aboriginal people have been living at Parramatta for at least 40,000 years. Before European contact, it was an important place of trade and cultural exchange between Aboriginal peoples travelling between the Blue Mountains and the coast. The surrounding Cumberland Plain was once a dense woodland habitat and, along with the river and creeks, was a food source for local communities.

The wetland and mangrove landscape bear the closest resemblance to the pre-European settlement of the precinct.

The precinct was one of the first settled areas in Sydney due to the fertile soils at the head of the Parramatta River. It was primarily used for farming and rural purposes in the 17th and 18th centuries. However, more recently it has housed heavy industry and manufacturing.

In 1885, the Rosehill Gardens Racecourse was established. By the late 1800's, land was subdivided for industrial uses. The area was attractive to manufacturers because of its river frontage and rail connections. The Sandown Station opened for private use in 1892 and serviced companies that had private rail sidings in their factory sites. This included James Hardie, Wasco, Cream of Tartar Co. and Shell. In 1910, the Clyde Oil refinery was established. It is the oldest refinery in Australia and the largest industrial site in the precinct.

Watercolour of Parramatta River in 1867, by George Penkivil Slade





Images clockwise from top: The precinct, with the wetland and fuel tank site in the foreground and Rosehill Racecourse in the background – Milton Kent aerial view taken between 1924-1950. Credit: Mitchell Library, State Library of New South Wales.

Industrial development and Rosehill Racecourse in the precinct – Milton Kent aerial view taken between 1940-1949. Credit: Mitchell Library, State Library of New South Wales.

Tile factory of the Wunderlich Limited company in the precinct, 1927. Credit: Museum of Applied Arts & Sciences (MAAS).

Camellia–Rosehill today

Uses

The Camellia–Rosehill precinct has a variety of industrial land uses critical to the functioning of the city. Most notable is the Viva Energy fuel storage and distribution terminal (operated by Shell as a refinery until 2012), which comprises approximately 115 hectares (approximately 35% of the precinct). This includes heritage listed wetland (9.9 hectares) and 35 hectares of land surplus to Viva Energy needs, which is being subdivided off for industrial lots. Viva’s fuel storage and distribution terminals in Camellia supply a significant portion of NSW’s petroleum requirements.

Other city-supporting land uses include:

- building material manufacturing such as asphalt for roads and plasterboard
- food product manufacturing
- concrete recycling facilities
- water, waste and energy recycling facilities
- warehousing and freight distribution
- resource recovery and manufacturing.

The other key land use within the precinct is private recreation carried out at Rosehill Gardens Racecourse, which comprises approximately 60 hectares. The racecourse serves as an important entertainment venue within Western Sydney, with around 25 race meetings a year. Between major race events, the Racecourse serves as a function space that is rented out by organisations and individuals for conferences, exhibitions, trade shows, celebrations, and weddings. It also provides a buffer between residential areas west of James Ruse Drive and industrial land uses to the east.

However, the precinct is undergoing change and will accommodate critical transport infrastructure, which are, or have been,

subject to state-led planning processes. These include:

- Parramatta Light Rail Stage 1 from Westmead to Carlingford via Parramatta CBD with a stop and stabling facility under construction within the precinct
- Parramatta Light Rail Stage 2 from Stage 1 to Sydney Olympic Park – 3 potential route alignments are being explored, 2 of which extends the light rail service east within the Camellia peninsula with a connection over the river to Rydalmere.
- Sydney Metro West planned with Clyde stabling and maintenance facility and major ancillary facilities located on the former speedway and adjacent industrial land within the precinct (38 hectares). The maintenance facility connects to the mainline tunnels via a section of above-ground track, a dive structure and tunnel portal. Planning is underway and early works have commenced.

The precinct also includes 2 decommissioned rail corridors, including the Carlingford Railway Corridor and a freight line located to the north of Grand Avenue. Both are owned by Transport for NSW.

There are also small areas of land in public ownership, such as a strip of foreshore along Parramatta River.



Current heavy industrial operations at Camellia

Economics and employment

In 2016, Camellia–Rosehill contributed approximately \$496.6 million to the NSW economy.

The employment mix in Camellia–Rosehill is characteristic of traditional industrial precincts, with a critical mass of transport and logistics, construction and retail/wholesale trade jobs.

In 2016, 4,299 jobs were located in the precinct. Of these, 1,831 were industrial jobs, 1,698 were population serving, 732 were knowledge intensive and only 39 were in health and education.

The precinct has a high degree of relative specialisation in arts and recreation, which is driven by the presence of Rosehill Gardens Racecourse.

The proximity of the precinct to the arterial road network provides access to a large residential and employment catchment at the heart of the Central River City. The availability of unfragmented land parcels that are isolated from nearby residential uses also makes the precinct attractive for locating employment and urban services activities.

Infrastructure

With Camellia–Rosehill operating mainly as an industrial area, several trunk services pass through the precinct. Large 1,500 millimetre wastewater and water main pipes, transmission cables and high-pressure gas lines and fuel lines are all located across the precinct.

A large pumping station, SPS067, is in the north-western corner of the precinct, just off Grand Avenue. The location of the pumping station is an important consideration in planning and development in the town centre given the state heritage significance of the building and its potential odour impact on future residents.



**\$496.6
million**

The precinct's contribution to the NSW economy (GVA) in 2016



43%

Of employment in the precinct were industrial jobs in 2016

Hazards and risks

Several risk sources are operating in the precinct. Viva Energy's Clyde Terminal is classified as a major hazard facility under the *Work Health and Safety Act, 2011*, the Viva Energy Parramatta Terminal carries large quantities of dangerous goods. In addition, a number of pipelines that handle dangerous goods, including the Jemena gas pipeline and Ampol fuel pipeline are also located along Grand Avenue. These industries pose a potential risk that may affect the community in the unlikely event that a chemical spill, explosion or other unforeseen accident occurred. Developments within the hazard and risk area requires appropriate risk consideration, and often a setback distance from these risk sources is required as a form of protection and mitigation to the community.

Contamination

The precinct's long history of industrial activities has included oil refining, a tannery, metal works, a lumber yard, recycling plants, and manufacturing of pharmaceuticals, asbestos products, plasterboard, bricks, roof tiles, chrome chemicals, bitumen, arsenic-based herbicides and food products. As a result, soil and groundwater is contaminated with a range of contaminants including asbestos, hexavalent chromium, petroleum hydrocarbons, chlorinated hydrocarbons and arsenic. There are multiple sites located in the precinct that are affected by an instrument under the *Contaminated Land Management Act, 1997* requiring management of contamination, or are identified as notified or regulated sites. Acid sulfate soils also occur within the precinct.

Shallow groundwater is a common feature in the precinct. In many cases, the water is contaminated as a result of chemicals leaching into the ground and water sources.

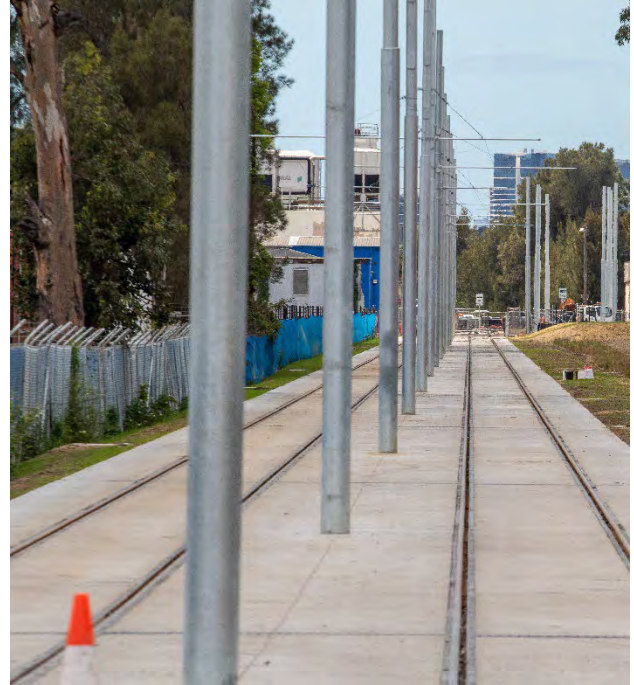
Amenity

Amenity in most areas of the precinct is low, with noise, air and odour pollution, vibration, and visual degradation being common issues. This is due to the nature of industrial uses in the precinct, transport projects under construction, lack of vegetation and the surrounding road network.

Movement and access

The precinct is accessed primarily via Grand Avenue at the intersection of James Ruse Drive. A secondary access is available via Unwin Street and Wentworth Street to the south, providing connection to Parramatta Road.

Given the current land uses and activities there are no bus services that serve the Camellia–Rosehill precinct. Similarly, the existing environment means there is poor



*Parramatta Light Rail corridor at Camellia.
Credit: Transport for NSW.*

amenity and limited infrastructure for people wanting to walk and cycle to, from and through the area. Major barriers restrict easy access to and from the precinct, including James Ruse Drive and the Parramatta River. This will be partly addressed by pedestrian and bicycle infrastructure being delivered as part of the Parramatta Light Rail Stage 1 project, however more investment and transformation of the internal street environment is needed to create a safer and better quality walking and cycling environment.

The Parramatta Light Rail Stage 1, currently under construction, is a key enabler for the transformation of the precinct. It includes a stop that will enable future residents and workers to travel to and from the area and reduce the reliance on private vehicle travel. Planning for Parramatta Light Rail Stage 2 is currently underway which will further improve connectivity and public transport capacity between the precinct and the Greater Parramatta and Olympic Peninsula. There are 3 routes being investigated between Stage 1 and Sydney Olympic Park via Ermington, Melrose Park and Wentworth Point.

Open space and social infrastructure

The precinct's historic industrial use and lack of residential population has resulted in limited demand for large-scale open space.

There is no public local, district or regional open space within the precinct.

The 60-hectare Rosehill Gardens Racecourse is private recreation open space and represents 19% of the precinct's total site area. In addition, there are 9.9 hectares of wetland within the precinct. However, this land is owned by Viva Energy and is not publicly accessible or zoned for open space purposes.

The closest local open spaces are north of the Parramatta River and to the west within the Elizabeth Farm House complex. Robin Thomas Reserve at Harris Park comprises sporting facilities and a children's playground and is the closest district open space.

Regional open space is located at Sydney Olympic Park (4 kilometres east) and Parramatta Park (3 kilometres west).

There are no schools, community or other social facilities within the precinct other than Explore & Develop Parramatta childcare centre and an indoor recreational facility called Lollipop's Playland.

Landscape and ecology

Despite the historical, industrial land uses associated with the precinct, a series of unique and diverse ecological features are present. These include a variety of state and federally listed threatened ecological communities as well as numerous historical records of threatened flora and fauna species.

There are also areas of key fish and migratory shore bird habitat. These are within the wetlands at the Viva Energy site and along the foreshores of the rivers and creeks, as well as within the racecourse.

The precinct's tree canopy cover is approximately 10% (based on 2016 data). This includes trees on streets and in wetlands, riverside plantings, and trees planted as buffers adjacent to the racecourse.

State heritage listed Sewage Pumping Station 067 at Camellia



Heritage

Although the precinct has been heavily disturbed and is contaminated, the Parramatta River, Duck River and Duck Creek are important Aboriginal cultural features. The stories of their change over time are contained within the quaternary alluvium and potentially older deposits. This 'sediment archive' retains high Aboriginal cultural heritage significance as well as ecological significance.

Draft mapping of statutory Aboriginal cultural heritage constraints indicates there are 2 Aboriginal archaeological sites located within the precinct:

- AHIMS 45-6-2559 is recorded in the Rosehill Gardens Racecourse carpark on the southern side of Grand Avenue North.
- AHIMS 45-6-3627 is a Potential Archaeological Deposit recorded within the grounds of the former Sydney Speedway, now being developed as the Clyde stabling and maintenance facility for the Sydney Metro West train line.

The Parramatta Sand Body, a flood and wind-blown sand deposit, is located nearby to the west of James Ruse Drive and a section of it is listed on the State Heritage Register as 'ancient Aboriginal and early colonial landscape' for its combined archaeological, historical and environmental values.



Heritage Listed Capral Aluminium Building

In terms of European heritage, the precinct contains a Sydney Water sewage pumping station that is listed on the State Heritage Register and 7 other items listed in the *Parramatta Local Environmental Plan 2011*, which includes the wetlands, industrial buildings/facades and the grave of Elinor Magee (convict on the First Fleet) and her child. There are also 2 items listed in the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* – remnants of industrial wharves and the Shell Oil Refinery Wharf. Additionally, there are 2 key state heritage listed items near the precinct – the Female Orphan School in Rydalmere and Elizabeth Farm in Rosehill (see Figure 7).

Figure 6: Physical and environmental challenges within Camellia–Rosehill

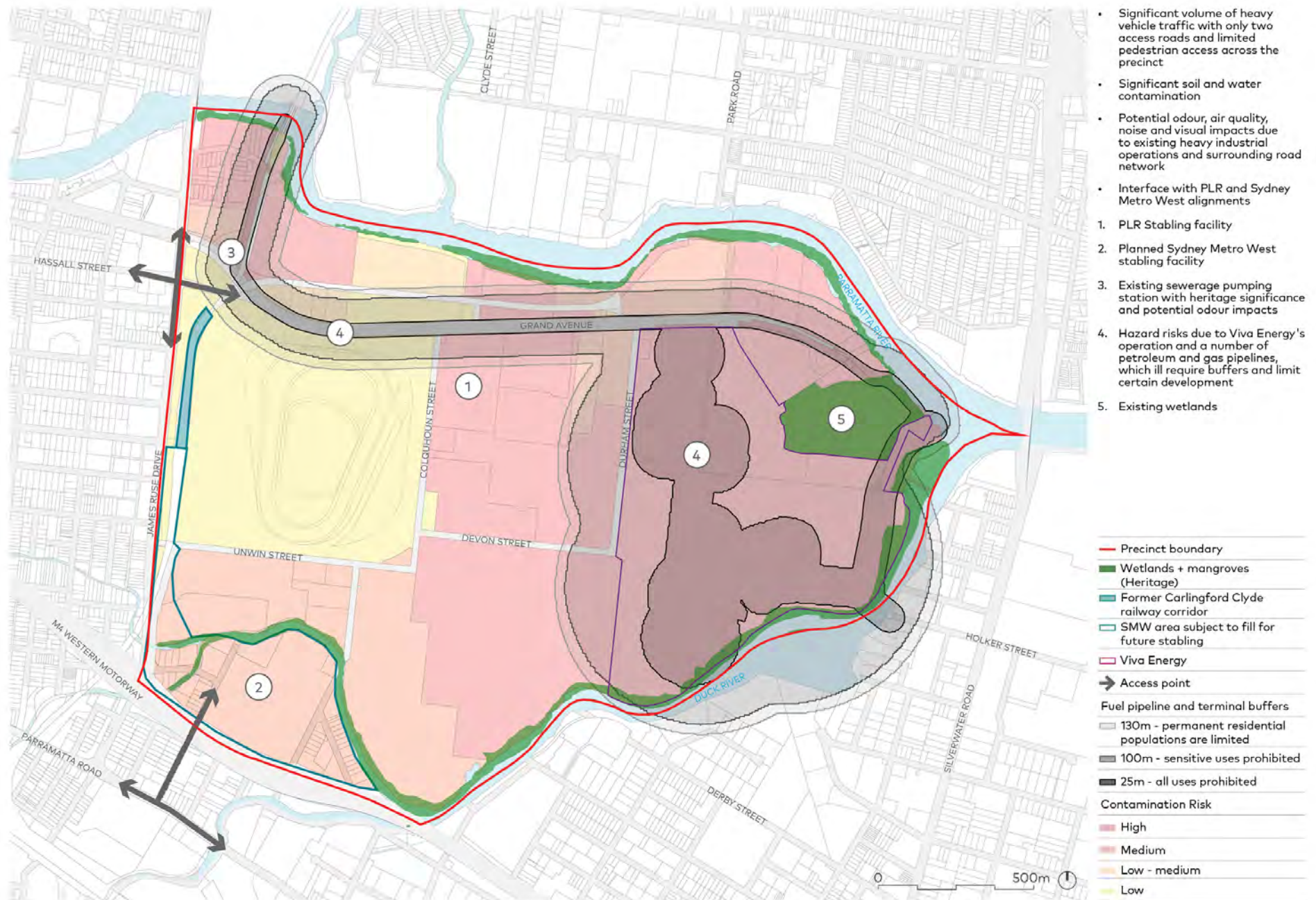


Figure 7: Heritage items within and surrounding the Camellia–Rosehill Precinct

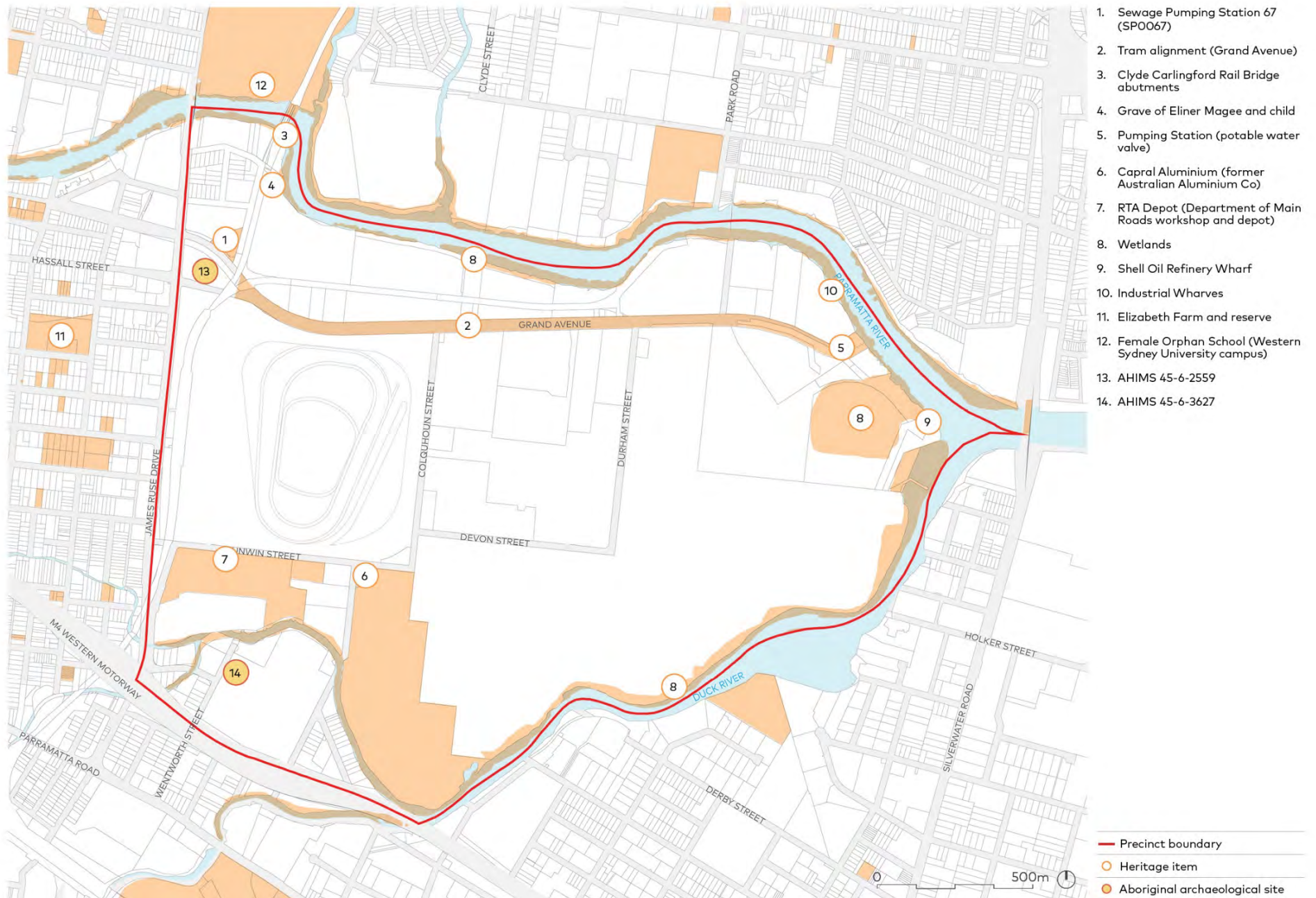
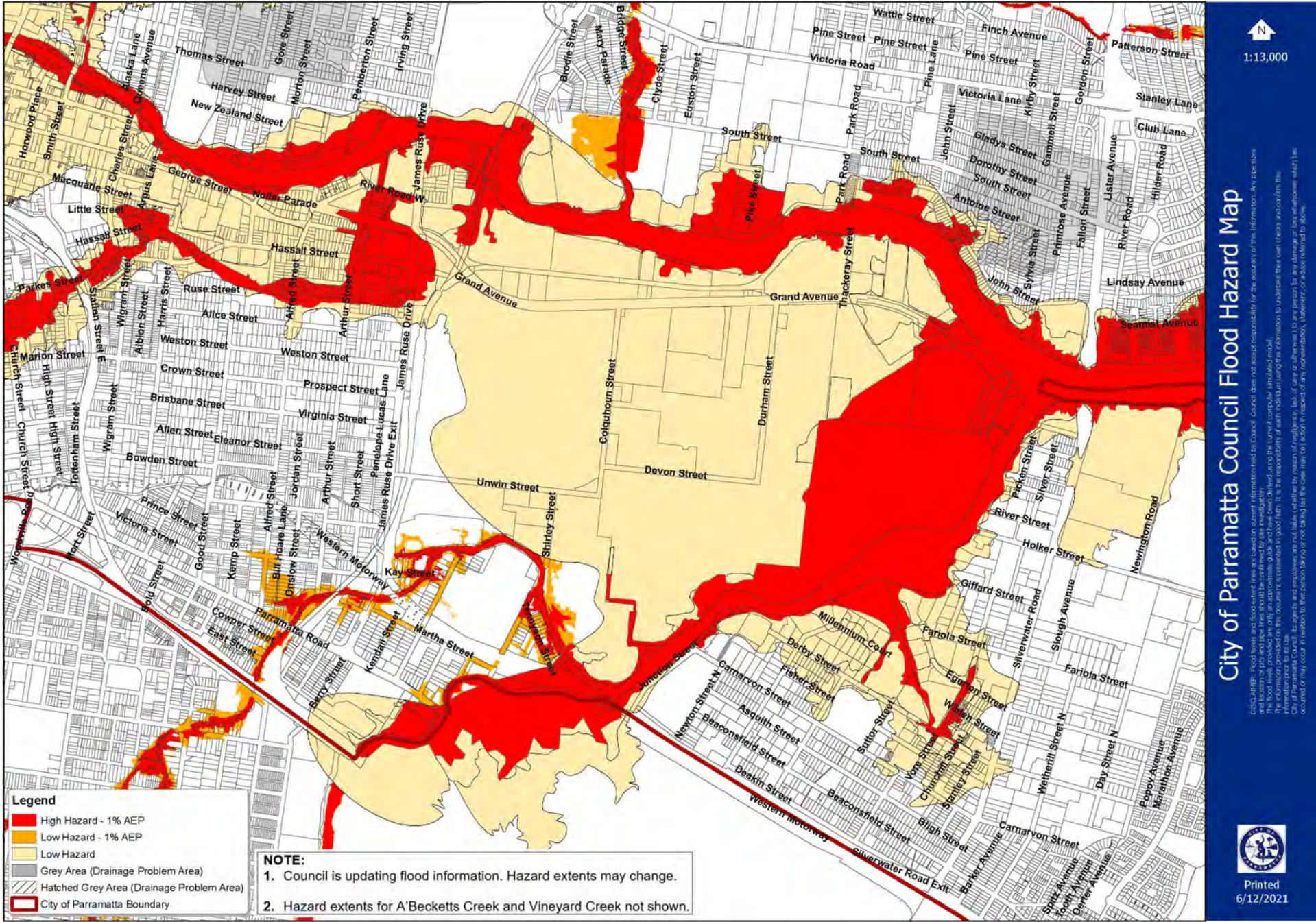


Figure 8: Flood hazard map



5

A need for change

Despite Camellia–Rosehill’s significant history of trade and productivity and its strategic location at the heart of GPOP, the potential of the precinct has not been realised.

Contamination issues, site access challenges and limited connectivity as well as other constraints such as flooding have presented challenges for employment and productivity growth and restricted development activity.

The historical development of Camellia has also left very little vegetation and produced a very low-amenity environment, which is hot and dusty with limited greenspace for recreation and leisure.

However, with the delivery of the new Parramatta Light Rail infrastructure, there is opportunity to capitalise on the amenity that comes with increased access to the precinct. While it may be costly to address the layered site constraints, amenity-focused, mixed-use development could enable quality urban renewal in this precinct.

Over 7 kilometres of waterfront along the Parramatta and Duck rivers, A’Becketts and Duck creeks, and the Camellia wetlands provides an opportunity to create an integrated network of green infrastructure, including new open spaces, foreshore access and active transport links. This could create an attractive and green ‘front door’ for the City of Parramatta.

Waterfront places would complete the missing link connecting GPOP’s growing employment and residential precincts along the Parramatta River.

A holistic and strategic vision will enable us to restore the precinct and transform the foreshore into a high-quality open space. Improved road accessibility will enhance the productivity of current industrial uses and encourage employment growth. However, this needs to be implemented carefully to ensure public and active transport is the preferred travel choice for future residents and workers, while also creating a high quality streetscape

that enables great place making outcomes.

Rosehill Racecourse already provides an important hub for recreation and entertainment in central Sydney. There is opportunity to enhance this asset, creating a more diverse and inclusive 18-hour entertainment precinct to serve the region's growing population.

Current water, waste and energy recycling uses such as EarthPower and Rosehill Recycled Water Scheme have the potential to create a strong economic cluster that can drive innovation. Sydney Water is investigating a potential new water treatment recycling facility within the precinct. This could be expanded to deliver circular economy outcomes for the Central River City and Sydney more generally.

Addressing challenges and maximising opportunities is complex and costly and will demand significant planning interventions and investment. It will need innovative thinking and must strike the right balance between productivity, liveability and sustainability outcomes. To achieve this, various public and private sector stakeholders will need to work in partnership.

This strategy has been informed by various technical studies and identifies the potential scope and staging of required essential infrastructure, as well as the associated delivery and funding mechanisms.

6

Strategic directions

We have developed 5 strategic directions and supporting actions – these are key interventions to realise the vision of this place strategy.

Strategic direction 1

Recognise and celebrate Country and heritage

This place strategy provides the first step in healing and caring for an area that, for the most part over the last 100 years, has been left to industry. By 2041, the area will be a showcase of recovery and restoration.

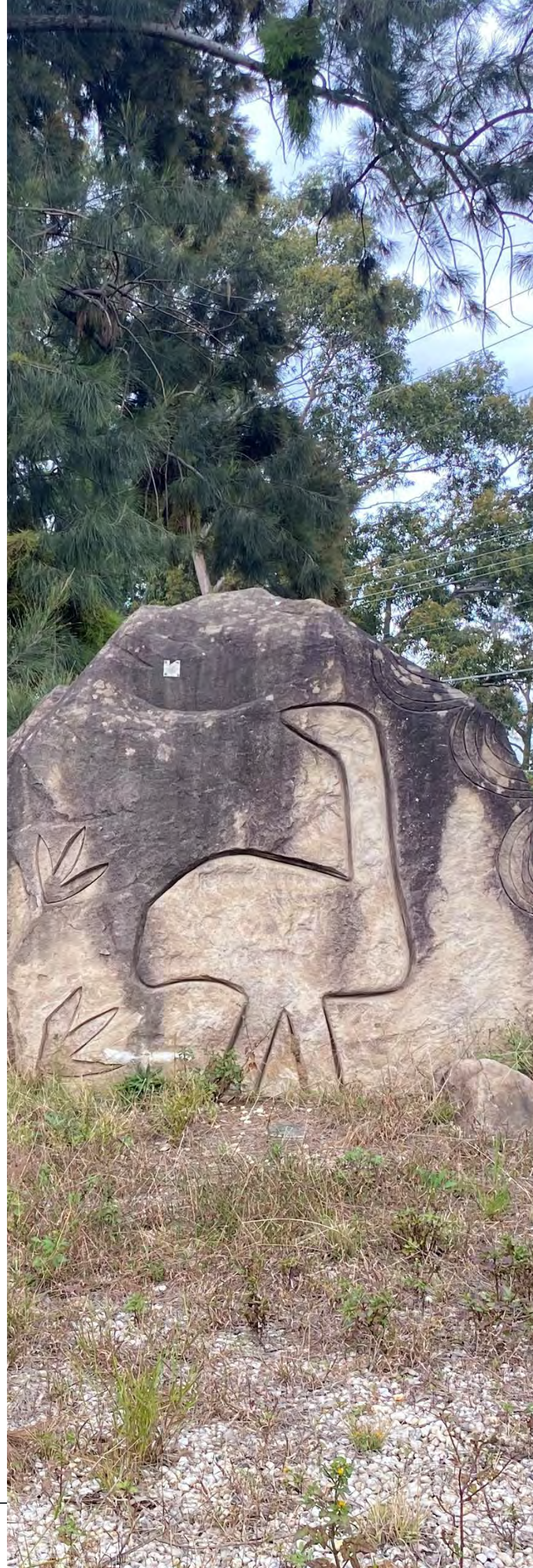
Dharug people will have a chance to reconnect to Country and their culture and inform and guide the transformation in a variety of ways.

The restoration of the areas provides opportunities for all people to:

- increase their understanding, awareness, value and respect for Aboriginal history and cultural knowledge
- share cultural and historical knowledge and stories
- build, enhance and maintain good relationships.

The heritage of the Camellia–Rosehill precinct provides a unique opportunity for place making – an opportunity to emphasise the area’s constant evolution. Camellia’s rich heritage values will be interpreted, celebrated and promoted.

Celebration of heritage will attract workers, residents, students and visitors to this ‘hidden place’.



Right: Existing artwork along Grand Avenue

The heritage-listed wetland and mangrove landscape along the rivers and creeks bear the closest resemblance to the pre-European settlement landscape. These areas, which form part of a wider system, will continue to be protected and enhanced and made publicly accessible, providing opportunities for cultural education as well as a public space to be enjoyed by the whole community.

Providing public access to the wetlands needs to be carried out in a way that respects the ecology of the area. Consideration also needs to be given to security and hazard risk given its proximity to the Viva Energy site.

New open spaces, active transport linkages and landscaping will improve the amenity of the precinct and provide important wildlife corridors as well as places to interpret and celebrate heritage. Enabling a diversity of mixed-use and employment opportunities will drive creative and cultural activities.

Heritage items such as the state heritage listed sewage pumping station and the grave of Elinor Magee and child will be retained, with any changes guided by appropriate conservation management. The former Australian Aluminium Co. site with its treed landscaping should also serve as a model for industrial and urban services development within the precinct.

Grand Avenue will become the centrepiece of the precinct and retain its historic role as a key transport corridor. The street will be widened while retaining its treed character and sculptures. New landscape elements will be introduced to increase amenity.

The relationship to state heritage items nearby, including the Female Orphan School (within Western Sydney University's Parramatta South Campus) and Elizabeth Farm will be strengthened and overshadowing and visual impacts managed.

Principles

The following principles will guide the future land-use framework to ensure that Caring for Country and conserving heritage is at the centre of design and planning:

- Follow and respect the Connecting with Country framework's commitments and principles for action.
- Shape the master plan and place strategy through the eyes of the Dharug custodians and other Aboriginal stakeholders.
- Ensure engagement with Aboriginal stakeholders throughout the project lifecycle.
- Heal Country through restoring and enhancing natural habitats, reducing impacts of drought and flooding using more sustainable land and water strategies, and remediating soils and groundwater.
- Enable people to walk Country by planning for a continuous walking track along Parramatta and Duck rivers with access to wetlands and linked green spaces, which will be implemented as sites are redeveloped.
- Conserve and celebrate heritage items, places, spaces and culture to create great places and spaces within the precinct.

Actions

| Action | Lead | Timeframe |
|--|---|--|
| 1. Establish an Aboriginal community reference group to participate in decision making, ensure agency and guide opportunities for restoring and enhancing places. This may be integrated with current consultative arrangements. | Department of Planning, Industry and Environment, City of Parramatta | Rezoning and development application stage |
| 2. Facilitate partnerships between future housing developers and Aboriginal community housing providers to deliver on NSW Aboriginal Housing Office commitments for affordable housing for Aboriginal residents. | Department of Planning, Industry and Environment, City of Parramatta | Rezoning |
| 3. Explore economic opportunities for Aboriginal people, such as partnerships between local businesses and Aboriginal enterprises. | City of Parramatta | Ongoing |
| 4. Explore opportunities for social infrastructure and public places to support Aboriginal culture, such as meeting and performance spaces, an Aboriginal cultural facility, which may include a nursery for propagation of endemic species, and public domain/landscape spaces for cultivating plants. | City of Parramatta | Rezoning and development application stage |
| 5. Consider impacts on Country when developing land (in particular impacts of construction of bridges on mangroves and wetlands) and prioritise environmental restoration and Caring for Country flood management through natural processes, i.e. water-sensitive urban design. | Department of Planning, Industry and Environment, City of Parramatta | Development application stage |
| 6. Commit to remediating the site over the long term, including decontamination, clean water initiatives and healthy habitats/corridors. | Department of Planning, Industry and Environment, City of Parramatta, Environment Protection Authority and landowners | Ongoing |
| 7. Continue to protect heritage and develop management plans in consultation with Aboriginal communities to protect, conserve and interpret artefacts. | Department of Planning, Industry and Environment, City of Parramatta, Aboriginal Stakeholders and landowners | Development application stage |
| 8. Establish protocols that will: <ul style="list-style-type: none"> recognise Country to guide future consultation, including ensuring the use of Dharug language throughout the precinct and integrating public art commissioned from local Aboriginal arts practitioners into public spaces embed landscape-led design and Connecting with Country as key principles of the planning framework. | Department of Planning, Industry and Environment, City of Parramatta, Aboriginal Stakeholders and landowners | Rezoning |
| 9. Facilitate ongoing discussions between Viva Energy and City of Parramatta to explore the possibility of opening the Viva wetlands for public access. | Department of Planning, Industry and Environment, City of Parramatta | Ongoing |

Strategic direction 2

Boost economic activity and employment opportunities

Camellia–Rosehill will strengthen as an employment hub and economic corridor that supports city building, with a focus on coexisting water, energy and transport uses generating a range of employment types. This co-location, along with proximity to Western Sydney University, will support innovation around moving to a circular economy and new highly skilled jobs in the environment, building and infrastructure sectors.

Improved transport connectivity will link the precinct to the Rydalmere and Silverwater industrial areas, supporting enhanced productivity for businesses and enabling additional development of an integrated Central City employment district, which will provide essential urban services for GPOP, as well as for Greater Sydney.

Rectifying backlogs in energy, water and sewage services will further support productivity improvements and create capacity for additional jobs.

Promoting economic opportunities and protecting the capacity of the precinct for employment growth and specialisation is a key strategic objective. Camellia–Rosehill has the right ingredients to become the engine room of the 21st-century Central River City, with opportunities for growth in urban services and specialisation in water, energy and waste systems innovation. This can be supplemented by a growing recreation and entertainment sector, catalysed by the Rosehill Gardens Racecourse.

Right: The precinct will have capacity for job opportunities in urban services.



Principles

This place strategy and future land-use framework will be guided by the following principles that are expected to create a unique economic identity and increase the competitiveness of the precinct:

- Enable continuation of current industrial land uses and maximise opportunities for the growth of urban services, freight and logistics activities to support the growing GPOP and Central River City.
- Unlock opportunities for more innovative, creative and knowledge intensive jobs within the precinct through the delivery of supporting infrastructure and land-use framework.
- Address conflicts with any sensitive land uses that may inhibit the full realisation of industries' operations and value.
- Implement a flexible land-use framework that enables a range of proposed land uses and activities and enables emerging land uses to locate in the precinct.
- Create opportunities for a more diverse and inclusive entertainment precinct.
- Create the desired grain and level of activity through new local street networks.
- Support synergies in water, waste, energy and transport services so those industries can continuously evolve, generating a range of employment types, including new highly skilled jobs and industries.
- Enhance Rosehill Gardens Racecourse as a tourism, recreation and entertainment destination.
- Leverage proximity to complimentary land uses and the regional transport networks through improved access arrangements.



The integrated master plan provides capacity to enable approximately
14,500 jobs.

The city-serving functions such as the Viva Energy fuel storage and distribution terminals will be maintained and protected. These uses rely on significant and decades-long infrastructure investment and would be difficult to relocate. Similarly, activities that recycle and supply building material and support development and infrastructure delivery across Greater Sydney are expected to remain in the precinct.

The Parramatta Light Rail Stages 1 and 2, combined with environmental improvements, the opening of the river frontage and proposed upgrades to James Ruse Drive, support the creation of an attractive and engaging 'front door' to the precinct with the town centre, entertainment and urban services sub-precincts. The town centre has capacity for around 1,400 jobs to support the local community.

The urban services sub-precinct provides a large area of land for research, innovation and emerging technologies uses, with capacity to enable around 7,500 new jobs. This will provide a transition to the town centre and sub-precincts and could accommodate mixed-use employment typologies and a diversity of industries ranging from urban services to population-serving jobs, freight and logistics, retail and recreation, and the emerging innovation cluster.

Within the urban services sub-precinct, there are a number of companies such as Boral, Veolia and Concrete Recyclers whose operations could potentially become prohibited uses if the land they occupy is rezoned. So that these and similar companies don't have to rely on 'existing use rights provisions' we will investigate as part of a future rezoning process whether protective controls can be incorporated, such as 'additional permitted uses' or sunset clause. A future rezoning will implement the department's new employment zones reform framework. This has been developed to ensure land-use controls suit the future of work, are fit for purpose, and support productivity and jobs growth while facilitating delivery of strategic plans and planning priorities.

Improvements in energy, water and sewage services will further support productivity improvements and create capacity for additional jobs.

Right: Existing businesses in the Rosehill Industrial Estate on Unwin Street



Actions

| Action | Lead | Timeframe |
|---|---|-----------|
| 1. Investigate business attraction opportunities by engaging with current and prospective businesses and landowners. | Department of Planning, Industry and Environment, City of Parramatta | Rezoning |
| 2. Support the ongoing development of a circular economy precinct by strengthening local infrastructure and amenity and further investigating opportunities to support the operational needs of businesses. | Department of Planning, Industry and Environment, City of Parramatta, utility providers | Ongoing |
| 3. Focus on attracting the infrastructure and environment industries in urban services and industrial areas as identified in the NSW 2040 Economic Blueprint. | Department of Planning, Industry and Environment, City of Parramatta | Ongoing |

Strategic direction 3

Improve access and sustainable travel options and choices

Future residents, workers and visitors will travel shorter distances and have the choice to travel by public transport, cycling or walking to, from and within the Camellia–Rosehill precinct.

Safe and reliable access for existing and future business operations to, from and within the Camellia–Rosehill precinct is provided through new and enhanced road access arrangements.

Major barriers surrounding the Camellia–Rosehill precinct for people wanting to walk and ride their bicycles will be removed through new and enhanced infrastructure and improved street environments, including a new active transport bridges over James Ruse Drive and Parramatta River, a green connection along Parramatta and Duck Rivers and people-focused streetscapes within the precinct.

Right: The precinct will have an extensive network of active transport links



Principles

This place strategy is driven by crucial mobility planning and integration principles and guided by the overarching strategic planning frameworks. These principles include:

- Enable the right mix of homes, jobs and recreation within close proximity to facilitate shorter trips made by walking, cycling and public transport.
- Focus investment in improved public transport routes to, from and through the precinct, such as the new Parramatta Light Rail and local bus services.
- Maximise connectivity offered by the Parramatta Light Rail stop in the design and layout of the town centre.
- Safer and more reliable road connections to and from the M4 and State road network to service existing and future industrial and employment uses.
- Safe and high-quality street environment within the precinct to encourage people to walk and ride bicycles, as well as enable great place outcomes.
- Appropriate provision and location of parking and urban freight access to enable vibrant places and encourage sustainable travel choices.

Walking and cycling links

The master plan provides significant opportunities to encourage people to use public transport and walk and ride their bicycles for shorter length trips. The proximity of the precinct to high-job-generating regions in Parramatta CBD and Sydney Olympic Park,

as well as its foreshore frontage, paves the way for high-quality active transport connectivity access to, from and within the precinct.

In addition to the open space and green grid opportunities, the revitalised Grand Avenue will be the vibrant green spine through the precinct creating high quality spaces for people to move and stay. It will feature dedicated off-street walkways and cycleway and green links with wider pedestrian footpaths and landscape settings. These will provide comfortable walking and cycling connections towards and between the proposed waterfront promenade, waterfront parks, transit facilities, the town centre and event spaces.

New active transport crossings over the Parramatta River will be introduced with both stages 1 and 2 of the Parramatta Light Rail, contributing to the development of those routes into vibrant streets.

Public transport

A turn-up-and-go light rail service will improve connectivity of the precinct to the wider GPOP area and support 30-minute access to jobs and services. It will also enable residents to access the wider rail network by providing a seamless interchange at Parramatta Station and supporting multimodal connectivity.

Further design investigations into Parramatta Light Rail Stage 2 will inform the final location of the river crossing and route alignment along the river foreshore.

The growing population introduced by the mixed-use residential areas and supported by the urban services hub and entertainment precinct offers an opportunity to introduce localise bus services within the Camellia–Rosehill precinct to improve accessibility.



Intersection of James Ruse Drive and Grand Avenue

The demand for ferry travel is expected to be adequately satisfied by Rydalmere Wharf due to its proximity to the precinct as well as the opportunity for Parramatta Light Rail Stage 2 alignment to form a convenient interchange with the stop. Additionally, tidal issues that prevent services from travelling beyond Rydalmere Wharf towards Parramatta at certain times of the day limit the benefit of a new ferry stop located within the precinct.

Road network

The provision of additional road connections and targeted upgrades of the existing network is critical to enabling the revitalisation of the precinct. The future road network will need to accommodate the needs of all users, including the ongoing industrial and employment uses within the precinct, and reflect the significant role and large catchment of the critical employment activities within the precinct.

Several potential road connections will need further detailed investigations in consultation with Transport for NSW. These connections are shown on Figure 9.

As the town centre develops, Grand Avenue will evolve into a main street and vibrant spine within the precinct. Potential new road connections to Silverwater Road, Victoria Road and the M4 will reduce traffic flows and remove the need for larger vehicles to travel through the new town centre. Unwin Street

and Carnarvon Street in the southern section of the precinct will provide more direct routes to the M4 Motorway and Silverwater Road.

Decoupled parking and car share

Future development within the precinct should incorporate opportunities to reduce and decouple car parking provision where there are adequate options to travel by other modes. This will also allow for improved urban design and place making outcomes, as well as reducing the costs of revitalising the precinct.

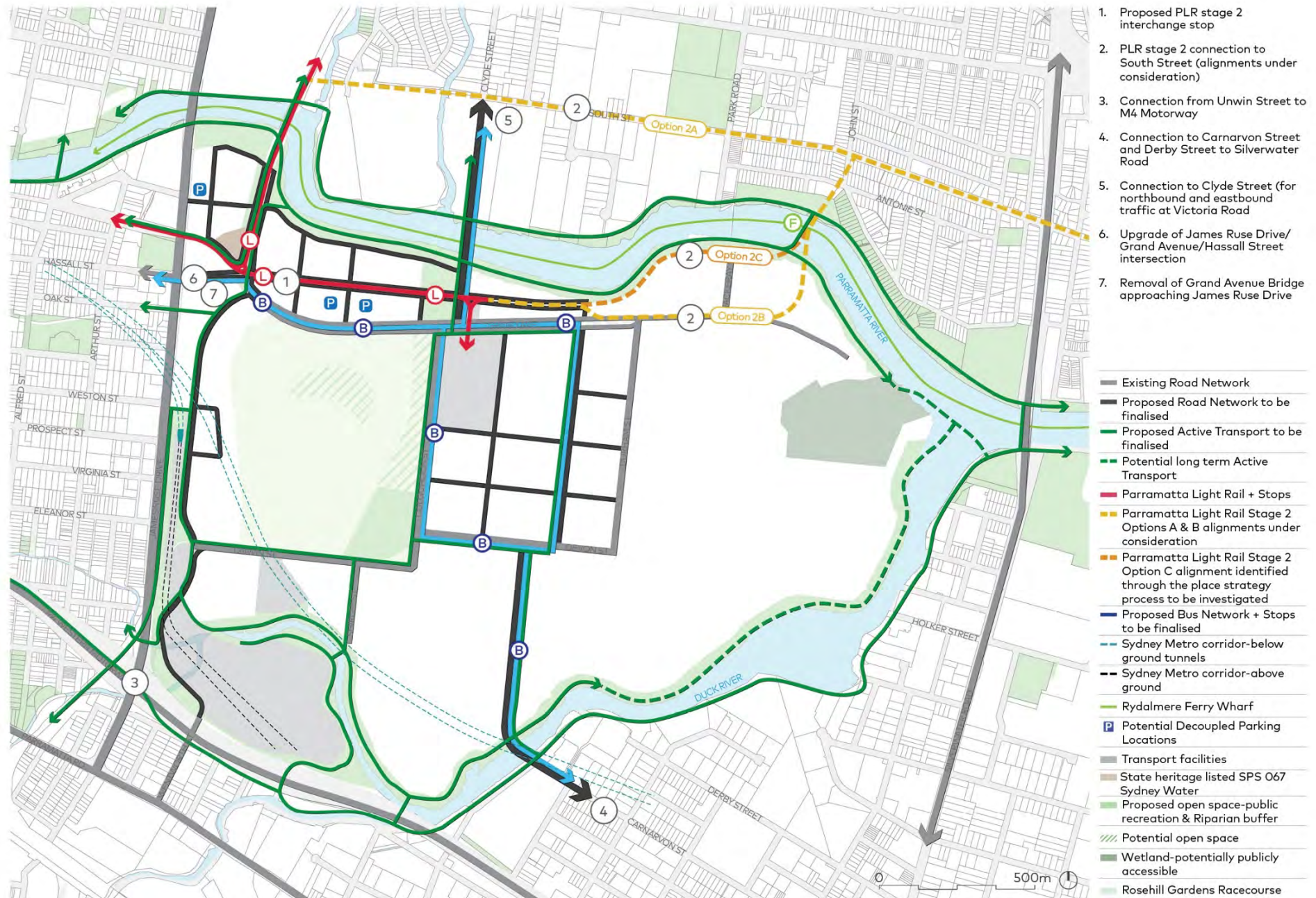
Decoupled parking refers to parking that is separated from individual lots and can be applied to residential and commercial developments. It allows parking space to be allocated as needed. This reduces the potential for underused parking spaces that would result from parking ownership by residents and businesses that do not require it, as well as improving housing affordability.

Any new parking provided in the precinct, which should be provided at maximum levels, should service the precinct only, rather than the wider Central River City.

Shared parking will be designed so that parking spaces can be easily repurposed in the future for alternative land uses as the need for parking evolves.

Due to contamination issues within the precinct, basement parking is unlikely to be provided except in specific and limited circumstances.

Figure 9: Potential transport improvements



Note: All transport initiatives are indicative only and subject to detailed design, feasibility review and funding commitments. No investment decisions have been made.

Actions

| Action | Lead | Timeframe |
|--|---|-----------------------------|
| <p>1. To enable further detailed investigation of potential transport investments, prepare as a priority an integrated transport study, incorporating further strategic needs assessment and feasibility analysis for new and improved transport initiatives, including but not limited to:</p> <ul style="list-style-type: none"> • Parramatta Light Rail Stage 2 • localised bus services servicing the precinct • a fine grain street grid within the precinct • a bridge connection across the Parramatta River, providing access to Rydalmere and Victoria Road • potential connections to the M4 Motorway potentially via Unwin Street • a new bridge connecting Devon Street to Carnarvon Road in Silverwater • reconfigured access arrangements at the James Ruse Drive / Grand Avenue intersection to prioritise regional traffic along James Ruse Drive and encourage sustainable travel choices to and from the precinct. <p>These actions will inform the development of concept layouts for specific transport initiatives in order to identify potential property requirements.</p> | Department of Planning, Industry and Environment, Transport for NSW | Rezoning |
| <p>2. Continue to work with Transport for NSW to ensure integration of the Clyde Maintenance and Stabling facility and Parramatta Light Rail to deliver good place outcomes.</p> | Department of Planning, Industry and Environment, Transport for NSW | Place strategy and rezoning |

Strategic direction 4

Deliver high-quality place outcomes

New housing and an enhanced entertainment precinct will be enabled in suitable areas of Rosehill where there is new and improved public spaces including parks, community facilities and sporting fields, schools, good access to public transport and appropriate buffers from industrial activity. Housing will support the cost of improved local connectivity and environmental improvements. At least 5% of housing will be provided as affordable housing.

The north-western portion of the precinct has the potential for a diversity of housing opportunities that would support the growth of Parramatta CBD and the Central River City and help meet local housing demand. A new light rail station at Camellia, together with active transport and foreshore access, will link future residents to jobs and amenities.

Right: Central Park in Chippendale is an example of a high-quality place that is well-connected to jobs and amenities. Credit: Destination NSW.



Principles

Planning for housing with the precinct will be guided by the following key principles:

- Design a town centre as the focal point of activity for the precinct.
- Integrate the town centre and urban services precinct to create a distinctive town centre through design and flexible uses.
- Shape attractive and effective built environments and public spaces that reflect a focus on great urban design and best-practice social and environmental sustainability.
- Increase housing choice and affordability to support a growing GPOP and Central River City.
- Ensure timely delivery of enabling and supporting infrastructure, including transport and social infrastructure and open space.
- Avoid land-use conflicts and ensure amenity for residential and other sensitive land uses.
- Create a density of development that corresponds with the projected capacity of the transport network, social infrastructure and the desired future character.
- Ensure that appropriate controls are put in place to minimise the exposure of people to major hazard risks.
- Maximise opportunities to deliver continuous green-blue links by providing active transport links along the Parramatta River, Duck River, Duck Creek and A'Becketts Creek.
- Create a comfortable and friendly public domain and street network that encourages and supports walking, cycling and the use of public transport.
- Provide recreational opportunities associated with the foreshore, river and wetlands.
- Increase the accessibility and public use of private open space (e.g. the racecourse).





Wetland at Camellia

The integrated master plan provides capacity for approximately 10,000 new dwellings. Actual growth is directly linked to the availability and capacity of new and improved infrastructure.

This place strategy identifies potential locations for social infrastructure including a primary school, multipurpose community facility, and combined primary and high school.

Over 50 hectares of public open space (see Figure 10) will contribute to high-quality social outcomes for future residents. This includes 2 district parks, a foreshore park, a number of local parks, potential access to open space within the racecourse, regional playing fields, and public access to the wetlands.

Future development in the precinct should cater for flexible, multipurpose and high-quality social infrastructure that can adapt to the various and evolving needs of the community. Early delivery of social infrastructure will provide a high standard of living for future residents from day one.

There are opportunities to integrate the town centre and urban services precinct to create a distinctive ‘heart’ for the precinct, rather than simply relying on local retail to create vibrancy. We will explore this through further detailed design work.

Industrial uses within the precinct have the potential to impact residential amenity. Appropriate separation and allocation of land uses and building controls can minimise potential land-use conflicts and enable industries to operate without onerous compliance burdens. Land-use planning should balance industry needs with the amenity and health protection needs of future residents, workers and visitors to the precinct.

Potential measures may include:

- Appropriate buffers to any gas pipelines or other utility infrastructure
- Avoiding locating sensitive land uses in certain areas, such as positioning vibration-sensitive land uses above the Sydney Metro West or adjacent to the Parramatta Light Rail
- Co-locating high impact industrial uses to minimise buffer requirements
- Delineating suitable buffers between current and future residences and any major new industrial developments
- Using vegetation, landscaping, design measures such as building placement, pleasant noise sources (soundscape design), and noise treatments for facades of buildings
- Introducing vegetation bands within the industrial area to disperse and dilute emissions.

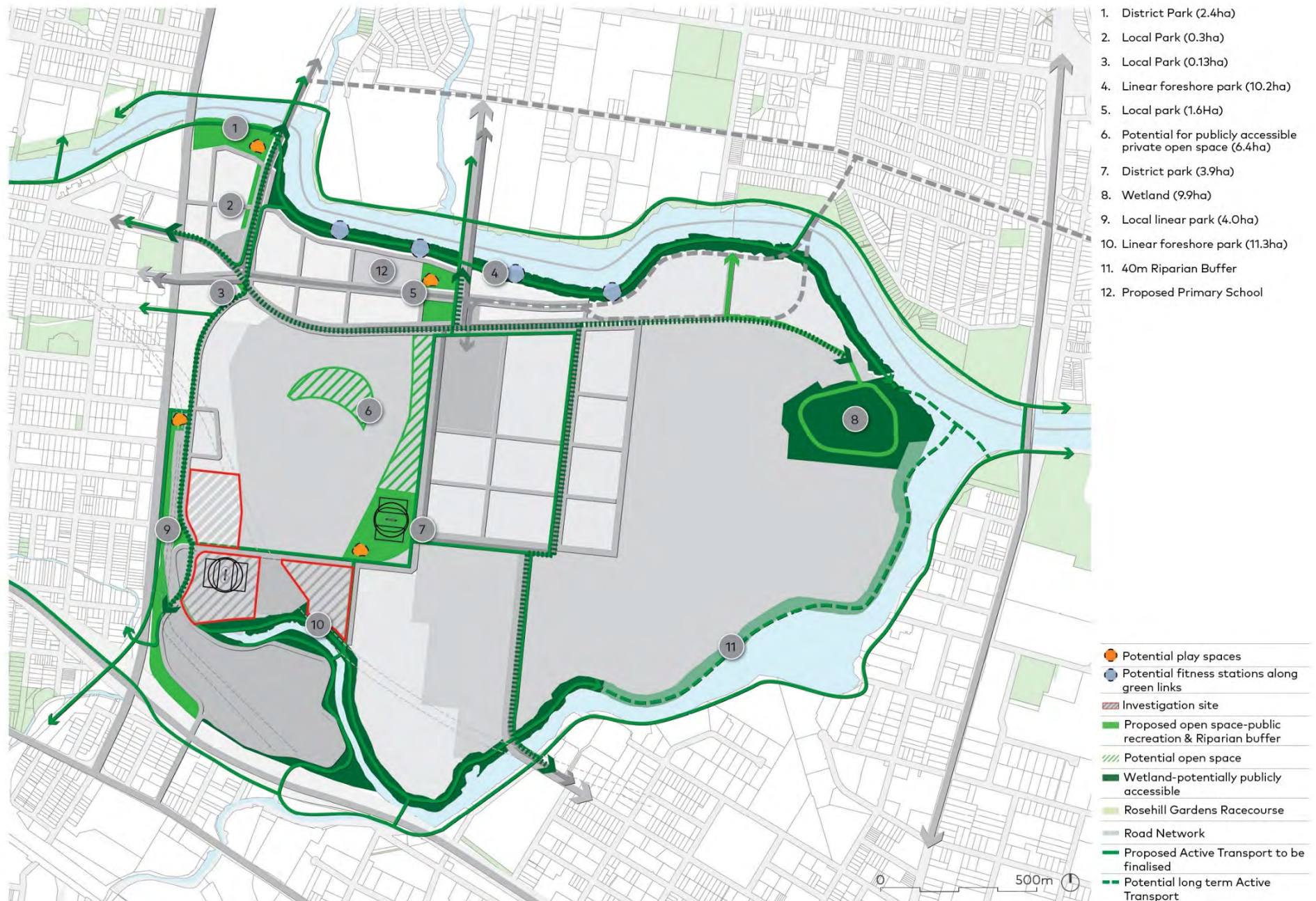
The State Heritage listed Sewage Pumping Station 67 is expected to continue to operate in the immediate future. The implementation of buffers around the operational sewage pumping station SPS067 is an important requirement.

Planning controls must include hazard management strategies to mitigate risk arising from the Jemena pipeline on Grand Avenue, Ampol pipeline, Viva Energy Clyde Terminal and the Viva Energy Parramatta Terminal. This must involve restricting the type of development and population densities within the hazard zones so that the residential, worker and visitor populations cannot exceed appropriate thresholds to mitigate against the risk of hazard.

Actions

| Action | Lead | Timeframe |
|--|--|-----------|
| 1. Prepare a delivery plan to ensure the required social infrastructure and open space is available when development occurs. | Department of Planning, Industry and Environment, Transport for NSW | Rezoning |
| 2. Consult with business and landowners to discuss how current odour and air emission can be mitigated to meet the future requirements and minimise the potential for land-use conflict. | Department of Planning, Industry and Environment, City of Parramatta, Environment Protection Authority | Rezoning |
| 3. Continue investigating the suitability of potentially surplus land at the Clyde Stabling Facility for regional open space or social infrastructure. | Department of Planning, Industry and Environment, Transport for NSW | Ongoing |
| 4. Progress discussions with Australian Turf Club regarding the use of its lands for social infrastructure and open space. | Department of Planning, Industry and Environment, Australian Turf Club | Ongoing |
| 5. Undertake further consultation with Ampol regarding the layout of development in the north west of the Precinct in proximity to the fuel pipeline. | Department of Planning, Industry and Environment | Ongoing |

Figure 10: Proposed open space



Strategic direction 5

Enable a net zero precinct by 2050 and deliver a holistic approach to environmental management and sustainability

An integrated and holistic approach to environmental management key to creating a green, clean and sustainable precinct.

Precinct-wide remediation strategy

Contamination is a key issue for the Camellia–Rosehill precinct, given its industrial heritage. Apart from Rosehill Gardens Racecourse, most sites within the precinct are affected by contamination.

An integrated remediation strategy has been prepared to ensure any new development addresses contamination and remediation in a way that contributes to and is consistent with strategic remediation principles for the precinct (detailed below). Remediation must be to a standard that protects human health and the environment for permitted land-use zonings.

This strategy has also informed the integrated water cycle management strategy and supports the improvement of water quality in Parramatta River, Duck River and Duck Creek. It provides opportunities to develop the green infrastructure network, including tree canopy cover.

Right: Wetland at Camellia





Existing habitats will be protected and enhanced

The strategy proposes a precinct-wide approach to minimise contamination disturbance and generation of waste. It also considers opportunities for a precinct-wide approach for groundwater remediation.

The proposed remediation strategy is not intended to prohibit the adoption of 'boutique' technologies that are less preferred for precinct-wide application and not presented below. If alternative technologies are proposed in future developments, applicants will need to demonstrate that the technology is viable on an individual site basis and consistent with the guiding principles of this strategy.

The proposed remediation strategy for the precinct includes and has been based on a detailed assessment of viable remediation options. These include:

- soil/fill capping and containment, with excavation and off-site management of isolated hot spots (such as underground petroleum storage systems) and in limited circumstances, excavation to manage flood impacts
- excavating asbestos wastes and/or chromium-impacted soil/fill and capping foreshore areas
- hexavalent chromium (and chlorinated hydrocarbon) groundwater treatment through source removal as the primary control and use of other technologies, such as a permeable reactive barrier along certain areas the Parramatta River foreshore supported by other measures such as 'pump and treat'
- ongoing monitoring of natural attenuation for precinct-wide petroleum hydrocarbons, with the use of remediation corridors (easements) to facilitate future groundwater remediation programs
- restrictions on basement parking, except in limited circumstances.

Generally, individual landowners will be responsible for remediation of their properties, including adjacent foreshore areas, as part of their redevelopment. Sites to be used for higher order/more sensitive land uses (such as open space and school sites) will typically require remediation to a higher

standard than areas that may be retained for employment or industrial uses.

In most instances, landowners will need to work together to stage remediation appropriately to ensure that conflicts caused by remediation and/or contaminated land management activities are avoided. Landowners in some instances will also need to work together to address and deliver mechanisms to address ground water contamination, which does not respect property boundaries.

Management of contaminated land across the precinct will be shared by the department, NSW Environment Protection Authority, City of Parramatta Council and landowners. Provision of integrated governance arrangements for remediation across the precinct and the oversight and funding of ongoing management and maintenance arrangements will need be carefully considered. We recommend further investigating an integrated governance framework to help manage precinct-wide remediation and/or contamination management activities.

Principles

The remediation strategy is guided by the following principles:

- Land is assessed and remediated/managed so that it is suitable for the proposed land use and that the contamination does not present an unacceptable risk to human health or any other aspect of the environment.
- Selected remediation technologies should promote minimal disturbance and support the principle of waste minimisation.
- Coordinate remediation with landscape and water management strategies (including flooding and water-sensitive urban design), infrastructure provision (such as utilities) and extensive street tree planting.
- A precinct-wide approach to remediating groundwater should be adopted. However, wherever possible, the primary control of source removal should be adopted.
- Implement staging controls that ensure that land-use conflicts caused by remediation and/or contaminated land management activities are avoided.
- Residual contamination liabilities should be appropriately identified, apportioned, funded and governed.

Actions

| Action | Lead | Timeframe |
|---|---|--|
| 1. Prepare precinct-wide documentation to support the planning process including: <ul style="list-style-type: none"> precinct-specific development control plan or a standalone contamination land action plan precinct-wide concept-level remediation strategies precinct capping and containment plan precinct-wide hydrogeological and groundwater quality and chromium | Department of Planning, Industry and Environment, City of Parramatta, NSW Environment Protection Authority | |
| 2. Investigate governance mechanisms for precinct-wide remediation and/or contamination management activities. | Department of Planning, Industry and Environment, City of Parramatta, NSW Environment Protection Authority | Ongoing |
| 3. Review options to accommodate surplus spoil (soil/fill) within the precinct. | Department of Planning, Industry and Environment, City of Parramatta, NSW Environment Protection Authority | Ongoing |
| 4. Work and consult with landowners to stage remediation appropriately. | Department of Planning, Industry and Environment, City of Parramatta, NSW Environment Protection Authority | Rezoning and development application stage |
| 5. Facilitate a precinct-wide groundwater remediation approach, including: <ul style="list-style-type: none"> investigating the implementation of specific remediation technologies to deal with precinct-wide groundwater contamination such as: <ul style="list-style-type: none"> installation of an in-ground permeable reactive barrier along the Parramatta River foreshore ongoing monitoring of natural attenuation, with the adoption of remediation corridors (easements) to facilitate future groundwater remediation programs as new technologies become available. | Department of Planning, Industry and Environment, City of Parramatta, NSW Environment Protection Authority | Rezoning |
| 6. Explore opportunities for the development of a funding framework, including mechanisms that would help support the implementation of groundwater remediation. | Department of Planning, Industry and Environment, City of Parramatta, NSW Environment Protection Authority | Ongoing |

Sustainability

Camellia–Rosehill presents a unique opportunity to become a low-carbon, high-performance precinct. It will be positioned as a benchmark in sustainability, providing economic and social benefits to the wider Parramatta LGA, GPOP region and Greater Sydney. These benefits include the precinct's contribution to emissions reductions, urban greening, resilience to drought and heat, and improved mobility and accessibility.

Principles

The key guiding principle of the sustainability strategy is to 'create an efficient, resilient precinct that achieves environmental best practice and demonstrates leadership in sustainability'. This strategy aligns with principles and interventions outlined in Parramatta Council's Sustainability Strategy.

Principle 1

Net-zero emissions precinct

Camellia–Rosehill will develop with the goal of being a net-zero precinct by 2050, achieved by building efficiency and enabling a transition to renewable energy. Large roof spaces and significant parcels of suitable land provide a strong basis for establishing large scale solar within the precinct. New buildings and public infrastructure will maximise the use of efficient technologies in their design and operation. This may include developing utility-scale solar power generation, potentially providing a 'behind-the-meter' energy solution for local energy-intensive industries or the new town centre through an embedded energy network. Delivery of such a scheme would require a proposal from a utility or other private sector provider.

Principle 2

Recycled water for a cool green precinct

The Rosehill Recycled Water Scheme already services a number of businesses. Potential additional supply from Sydney Water's new

resource and recovery facility will be leveraged to create a cool, green and sustainable precinct.

The precinct will optimise the use of recycled water in all industrial, recreational and residential development. Abundant availability of recycled water would enable large-scale planting throughout the precinct to mitigate heat-island impacts, reduce dust and air pollution, and improve local amenity generally. The numerous other integrated economic, social and resilience benefits of this strategy are significant.

Tree canopy targets are proposed and implemented through planning controls. Any planting strategy would also need to consider contamination and remediation as key issues. Environmental assets will be protected and enhanced through remediation, additional planting and provision of new open space. This includes Parramatta and Duck rivers as well as the creeks and associated heritage-listed wetlands. The wetlands have high ecological value (and potentially cultural value) and provide habitat for endangered species and ecological communities such as saltmarsh and the green and golden bell frog.

Open space, active transport, and public domain planning will also need to be integrated with the development and delivery of precinct-wide environmental strategies. To this extent, we expect that public foreshore access and improvement will be a condition of any relevant redevelopment proposal.

Principle 3

Parking and mobility to reduce car dependency

Camellia–Rosehill will be well connected. It will be serviced by the Parramatta Light Rail, buses and new active transport connections to create a public transport focused, walkable, and bicycle-friendly community.

Car ownership rates could be expected to be as low as some of the more accessible areas

around the Parramatta CBD. Good planning will ensure this access to public transport and access to employment is matched with lower parking rates for new dwellings.

Residential parking will be delivered as a transitional asset class that can be repurposed with changes in car ownership and mobility patterns. Parking will be provided in separate structures that are decoupled and unbundled from the sale of apartments.

This not only future-proofs the precinct but supports lower remediation and construction costs, increasing housing affordability.

Principle 4

Zero-waste precinct

Camellia–Rosehill will adopt a circular economy approach to rethink waste as a resource. This strategy has the potential to leverage the Earth Power facility and innovative on-site organic waste management techniques to transform waste to energy and feedstock for the western Sydney agribusiness precinct.

Organic waste processing units could be located within the industrial area and be run by a fully integrated waste collection to processing service such as Geoterra or a similar organisation.

Actions

| Action | Lead | Timeframe |
|--|--|-----------|
| 1. Explore options for precinct-scale renewables with utility providers and other private sector providers. | Department of Planning, Industry and Environment, City of Parramatta | Ongoing |
| 2. Collaborate with Aquanet, Sydney Water and private utilities to deliver recycled water to the precinct. | Department of Planning, Industry and Environment, City of Parramatta | Ongoing |
| 3. Explore opportunities to process waste at facilities such as Earthpower, or alternatively develop an agreement with a processing service to process organics waste using modular organics waste processing units on an industrial site within the precinct. Alternatively, explore implementing a food and garden organics collection service within the future precinct with Parramatta Council. | Department of Planning, Industry and Environment, City of Parramatta | Ongoing |
| 4. Leverage NSW Treasury's investor relationships, both foreign and domestic, to attract a pipeline of future-focused industries to the Camellia–Rosehill and Camellia industrial precincts to promote renewal and the circular economy. | Department of Planning, Industry and Environment, City of Parramatta | Ongoing |

Landscaping and ecology

Riparian zones and wetland ecological communities will be protected and enhanced.

Delivery of a green and cool precinct will be heavily reliant on provision of recycled water, implementation of water-sensitive design measures, and ensuring that landscaping is integrated with remediation strategies.

Mature trees at Camellia



Principles

The landscape strategy is guided by the following principles:

- Provide environmentally sensitive interfaces to creeks and rivers.
- Protect and enhance riparian zones and wetland ecological communities.
- Prevent or minimise adverse impacts of public access to environmentally sensitive areas.
- Create a cool and green precinct through water-sensitive urban design/integrated water management, increasing canopy cover, and passive irrigation to street trees.
- Increase biodiversity, including using local plant species.
- Provide nature-based recreational opportunities.
- Retain mature trees where possible and plant trees where they will provide the greatest ecological value, pedestrian amenity and reduction in urban heat-island effect.
- Ensure landscape treatments are integrated with any necessary remediation strategies.
- Integrate the 2 priority projects identified in the Sydney Green Grid and Parramatta Ways into the future development of the precinct's Duck River Priority Project and Parramatta River Foreshore Priority Project.



Swamp hen in the wetlands at Camellia

Actions

| Action | Lead | Timeframe |
|---|--|-----------|
| 1. Consider incentives to encourage revegetation or restoration of surplus/unused private land with native/endemic species. | Department of Planning, Industry and Environment, City of Parramatta | Rezoning |
| 2. Explore native/endemic species targets for private developments. | Department of Planning, Industry and Environment, City of Parramatta | Rezoning |
| 3. Investigate opportunities for buffers to the wetland. | Department of Planning, Industry and Environment, City of Parramatta | Rezoning |

Integrated water management

A number of complicated challenges have been considered in developing the integrated water cycle management strategy. This includes flood risk, the lack of capacity of the stormwater drainage network, contaminated land reducing the ability to manage flood and stormwater with channels and basins, and stormwater runoff quality, which adversely impacts the quality of Parramatta River.

The integrated water cycle management strategy seeks to provide guidance for the future development of the precinct. It is guided by the following principles that build on a range of policy and planning documents.



Utility bridge on Thackeray Street

Principles

A coordinated approach to address flooding challenges

- Ensure that development is compatible with the flood behaviour, hazard and risk, including consideration of flood emergency management (evacuation routes and safe refuge), climate change projections for increased rainfall and sea-level rise for an appropriate planning horizon, and locating sensitive and critical land uses (such as residential, childcare) out of flood-affected areas
- Maintain and enhance riparian habitats.
- Ensure there are suitable strategies for topography changes, such as setbacks from main waterways/ivers, required to avoid adverse impacts offsite and identify overland flow routes to allow the controlled passage of floodwaters across the precinct.
- Maintain current levels of flood storage to avoid adverse offsite flood impacts.
- Provide storage (detention) for local stormwater runoff to help return flow regimes in watercourses to natural conditions.

Water-sensitive urban design, water reuse and management

- Improve the water quality of the surrounding waterways and catchments.
- Ensure water quality treatment of stormwater runoff for the precinct focuses on point-source treatment and options that consider contamination and capping constraints.
- Implement water quality and quantity management onsite to help cool the precinct.

Actions

| Action | Lead | Timeframe |
|--|--|-----------|
| 1. Prepare a precinct-wide flood risk study and plan that includes: <ul style="list-style-type: none"> a detailed flood model for the site based on the best available 2-dimensional modelling. The model should include all current and known proposed developments (such as the Sydney Metro and Light Rail projects). The model should consider all flood events up to and including the probable maximum flood, as well as current change projections identification of areas and where filling and capping can be considered to meet flood management performance criteria for the precinct identification of compatible land uses against flood hazard categorizations in accordance with the 'Managing the Floodplain: A guide to Best Practice in Flood Risk management in Australia' (Handbook 7, Australian Institute for Disaster Resilience, 2017) and the NSW Government's 'Floodplain Development Manual' (2005). | Department of Planning, Industry and Environment, City of Parramatta | |
| 2. Develop planning guidelines/controls based on the recommendations of the integrated water cycle management strategy implementation report. | Department of Planning, Industry and Environment, City of Parramatta | |
| 3. Undertake further engagement with the State Emergency Services to understand emergency management for the precinct and evacuation versus 'shelter-in-place' approaches to a flood emergency. Engagement should inform updates to the local flood plan, such as including any new roads that service the precinct. | Department of Planning, Industry and Environment, NSW State Emergency Services | |
| 4. Prepare an evacuation study that considers the flood risks for the precinct. | NSW State Emergency Services | Rezoning |

7

Master plan

The master plan represents an aspirational end-state for Camellia–Rosehill revitalisation and will inform more detailed rezoning work and preparation of supporting development controls. The plan is designed around the physical and environmental challenges of the area and focuses on leveraging its most vital asset – the Parramatta River. It also considers planned investment in Parramatta Light Rail Stage 1 and potential Parramatta Light Rail Stage 2 development.

The plan delivers on a number of policy directions and actions. It incorporates an assessment of Camellia–Rosehill’s future movement, open space and social infrastructure needs.

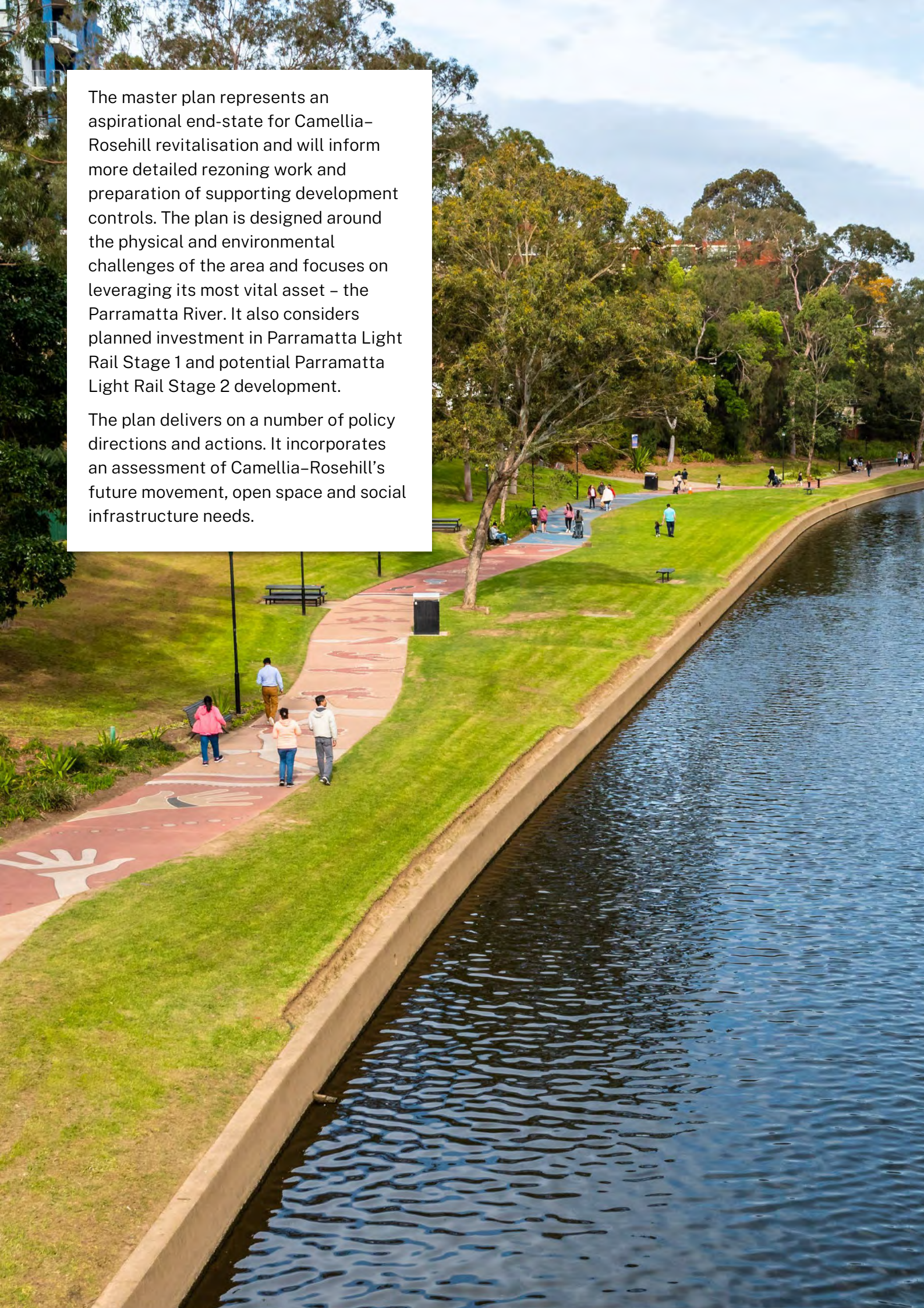
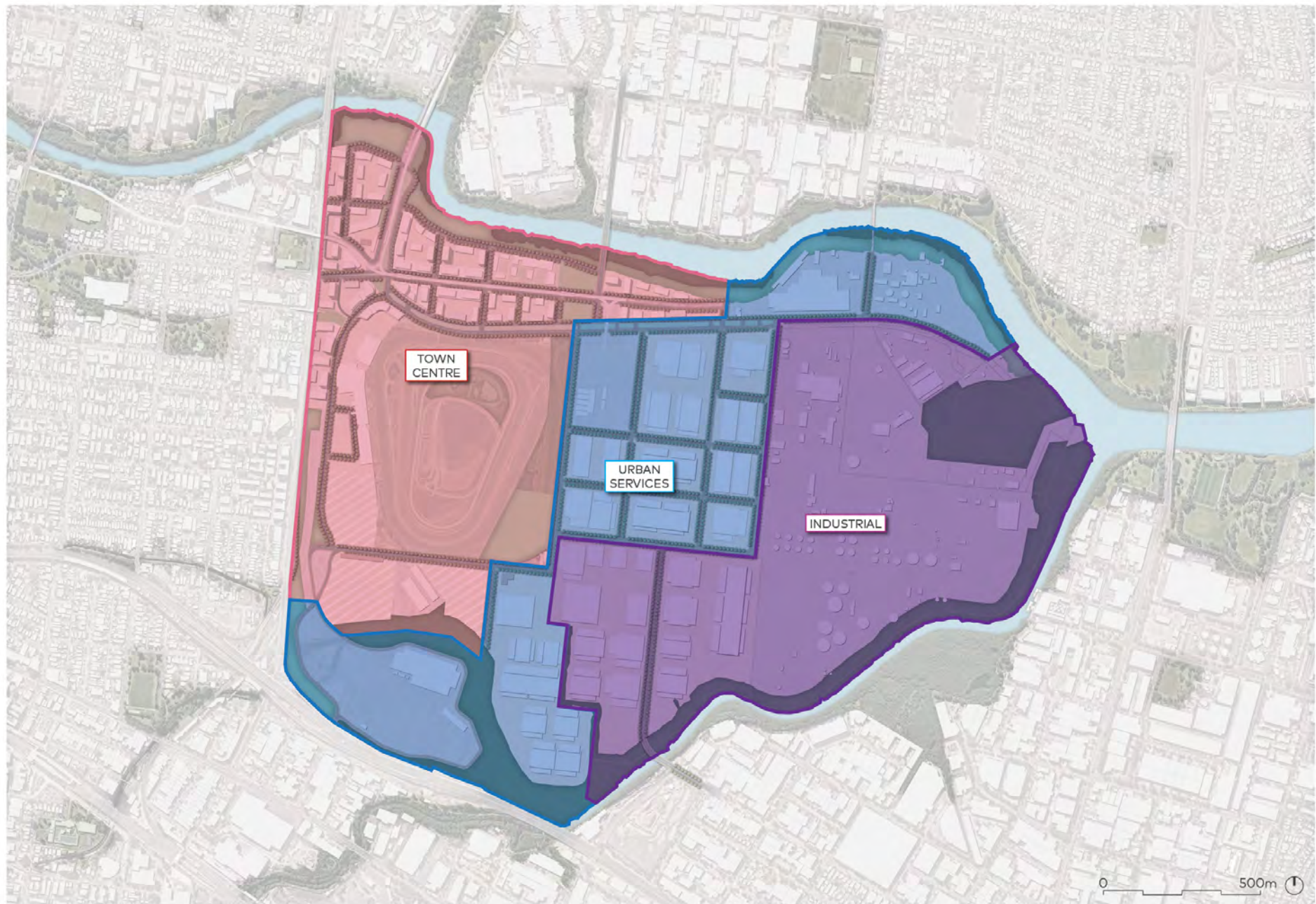


Figure 11: Overview of sub precincts



Sub-precincts

Camellia–Rosehill master plan includes 3 sub-precincts that have been defined through a collaborative design process.

To realise this transformation and prioritise the directions and actions, design criteria has been established for each sub-precinct based on the desired future character of each area.

This has been considered in establishing the potential land-use zoning controls, development standards and planning and design controls detailed in Section 8. These will be further investigated through the rezoning process.

1. The active town centre and entertainment sub precinct (the ‘front door’)

A new town centre located to the north-west and western edge of the precinct will serve as a hub for community activity. It will capitalise on the Parramatta Light Rail Stage 1 and Stage 2 and improved access to James Ruse Drive. New homes, jobs, shops, cafes, restaurants, entertainment and local services will be located close to transport connections in an attractive place for people to live, work and visit. There will be a focus on housing choice, creating a diverse range of uses and 24-hour activity.

High-density residential uses will be supported by novel building types that meet targeted residential needs such as student accommodation, build-to-rent, and affordable housing among others.

Local services and social infrastructure will support the new residential community.

Land between the Rosehill Gardens Racecourse and James Ruse Drive will be developed as a mixed-use entertainment precinct, providing the City of Parramatta and surrounding areas with an 18-hour economy

destination, including restaurants and small bars, venues for entertainment, live music, arts and culture, as well as special events which will continue to utilise the racecourse.

The precinct’s ‘front door’ will be realised through the transformation of the banks of the Parramatta River into a linear park that contributes to the open space network both within the precinct and across the broader area. The new community, and surrounding areas, will initially enjoy enhanced public access to the Parramatta River through new waterfront parks. In the longer term, the linear park will connect the precinct to Parramatta CBD and Sydney Olympic Park.

A revitalised Grand Avenue will provide east–west connections with dedicated off-street walkways and cycleways. Green links, wider pedestrian footpaths and featured landscape settings will provide comfortable walking and cycling connections towards and between the proposed waterfront promenade, waterfront parks, transit facilities, the town centre and event spaces.

Through flexible planning controls, there will be a diverse range of permissible land uses for parts of the town centre that are closer to the urban services sub-precinct. This may include artisan industries (small-scale niche manufacturing), event production, technical services, creative industries, low-intensity food and beverage manufacturing, printing, and bulky goods showrooms.

Building heights will vary across the sub-precinct. Building height have been and will continue to need to be designed to protect the solar access of key areas of open space throughout the precinct and provide sensitive transitions to heritage items and the primary school. It will also be important to provide a varied and permeable skyline that recognises that the precinct will be visible for the northern foreshore of the Parramatta River and important cultural sites such as Elizabeth Farm.

Buffers and design measures will be implemented around the sewage Pumping Station SPS067 and in relation to the fuel pipelines.

The town centre and entertainment sub-precinct is anticipated to include a cap of 10,000 dwellings, managed through floor space ratio controls. This will ensure that future populations of this area can be fully supported with adequate schools, parks and other social infrastructure, as well as have effective transport connectivity.

Supporting social infrastructure and open space

Future development within the precinct will generate demand for new community facilities and social infrastructure. Recent shifts in work practices, such as increased working from home, mean that there is an increased need for social infrastructure close

to home, including open spaces, community spaces, libraries, cultural spaces and childcare centres. This integrated master plan proposes:

- a 2 hectare primary school collocated with a district park and open space along the Parramatta River
- a 6 hectare K–12 school adjacent to the Rosehill Gardens Racecourse or on land surplus to Sydney Metro’s needs. This is to futureproof longer term needs of the new residential population
- 19.3 hectares of parks and sports spaces across the precinct (plus 6.4 hectares of potentially publicly accessible private open space within the racecourse)
- a minimum 5% affordable housing target consistent with the Central City District Plan.

Figure 12: Artist’s impression of the future foreshore park along Parramatta River at Camellia



Figure 13: The active town centre and entertainment sub precinct (indicative built form and place outcomes)



Figure 14: The active town centre and entertainment sub precinct (indicative built form-heights)





Figure 15: Artist's impression of the town centre

2. Urban services sub precinct (the 'transition area')

This place strategy responds to the evolving nature of industrial precincts throughout Sydney and introduces an urban services component located adjacent to the Parramatta River and Rosehill Gardens Racecourse. This highlights the precinct's central location within the GPOP corridor and the need to provide critical services for the burgeoning population in this precinct with a particular focus on the importance of urban services and strategic industrial uses in highly accessible areas.

The revitalised Grand Avenue will act as a catalyst for a new business activity corridor forming the transition area east and south of the town centre. Businesses in the urban services precinct will provide a buffer between residential and industrial uses and could act as a hub for research, innovation and emerging technologies to support other industries in the Precinct, Parramatta CBD and Greater Parramatta.

Existing heavy industries along the foreshore are intended to transition over time to high order urban service uses and take advantage of the potential light rail, new active transport linkages and outlook to the Parramatta River.

A diversity of lot size and built form typologies at a maximum of 20 metres (4 storeys) will

support a range of industries from urban services to population serving retail and recreation uses. It will be activated over the course of the day, evening and throughout the weekend. A vibrant evening economy clustered around the potential future Stage 2 alignment and stops will attract diverse users such as brew-pubs, flexible event spaces and maker spaces that serve as a transition between the precinct's 'Front Door' and 'Back Yard'.

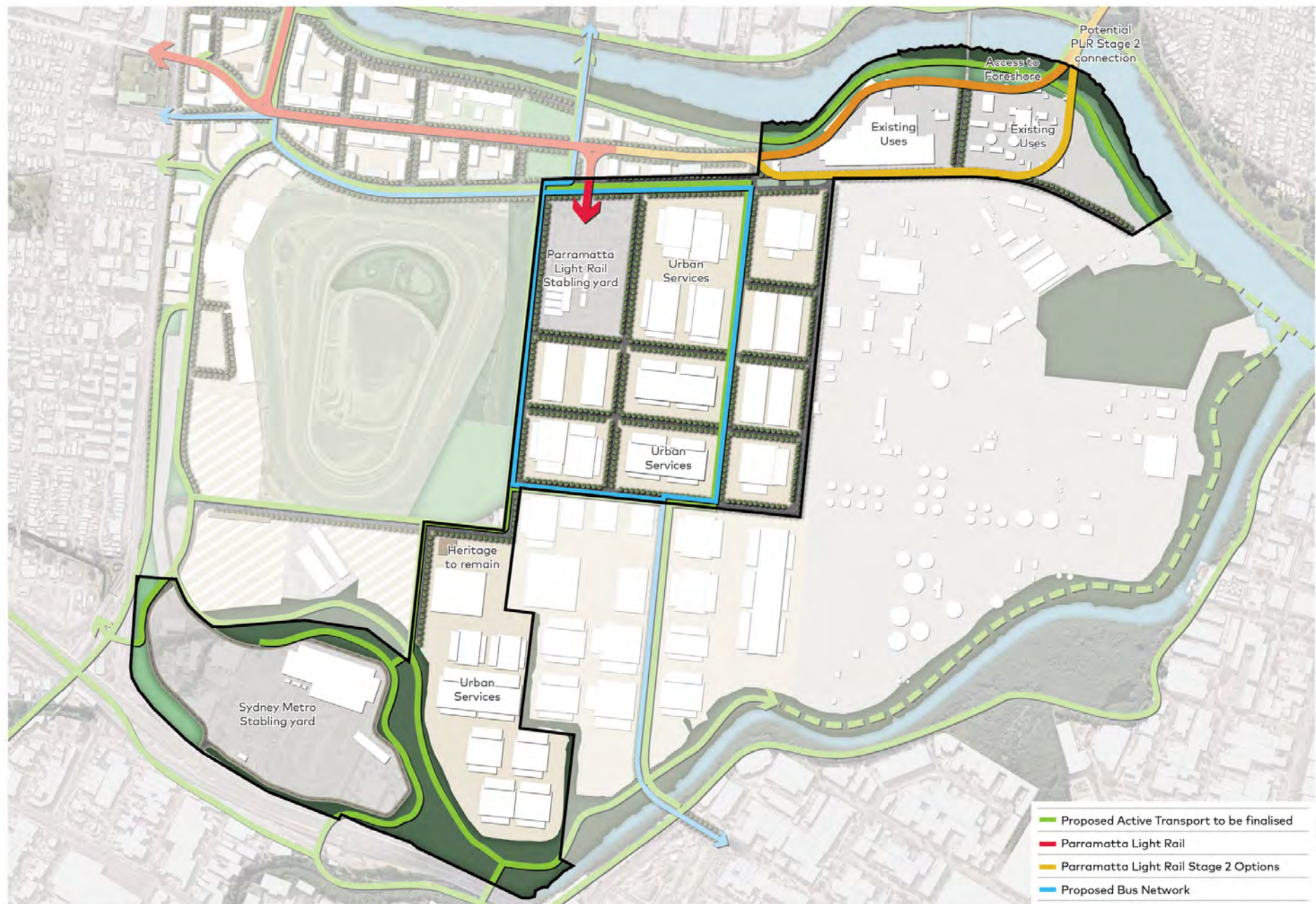
Vehicular and active transport links will connect the urban services sub precinct to the adjacent Rydalmere and Silverwater precincts to support and foster co-locational synergies. It will also have the capacity to accommodate the growing demand for sub-regional freight and logistics uses and last mile deliveries.

The sub-precinct also includes Parramatta Stabling Yards (under construction) and Sydney Metro Stabling Yards Clyde, which include train stabling, maintenance and ancillary facilities.

New developments will integrate with public domain, with generous landscaping including green roofs to further buffer heavy industry, providing amenity for new businesses and visitors.

Indicative built form and place outcomes for the urban services sub precinct is illustrated below.

Figure 16: Urban services sub precinct (indicative built form and place outcomes)



3. Industry sub precinct (the ‘back yard’)

Industrial uses critical to the success and function of Sydney are planned to be retained in the eastern and southern areas of the precinct. This includes Viva Energy’s fuel storage and distribution terminal and the facilities for manufacturers of building materials such as asphalt for roads and concrete.

Water, waste and energy recycling businesses such as Rosehill Recycled Water Scheme have the potential to create a strong economic cluster that can drive innovation. They could expand to deliver circular economy outcomes for the Central River City and Sydney more generally.

New industrial lots are currently being established on land surplus to Viva’s needs will provide opportunities for industrial businesses to relocate or establish in the precinct.

By harnessing the Precinct’s proximity to Westmead and Western Sydney University, innovative research-and-development-aligned activities such as prototyping and fabrication will be supported through partnerships with universities and research institutes.

This area will be supported by a road network that services heavy vehicle movements and freight distribution.

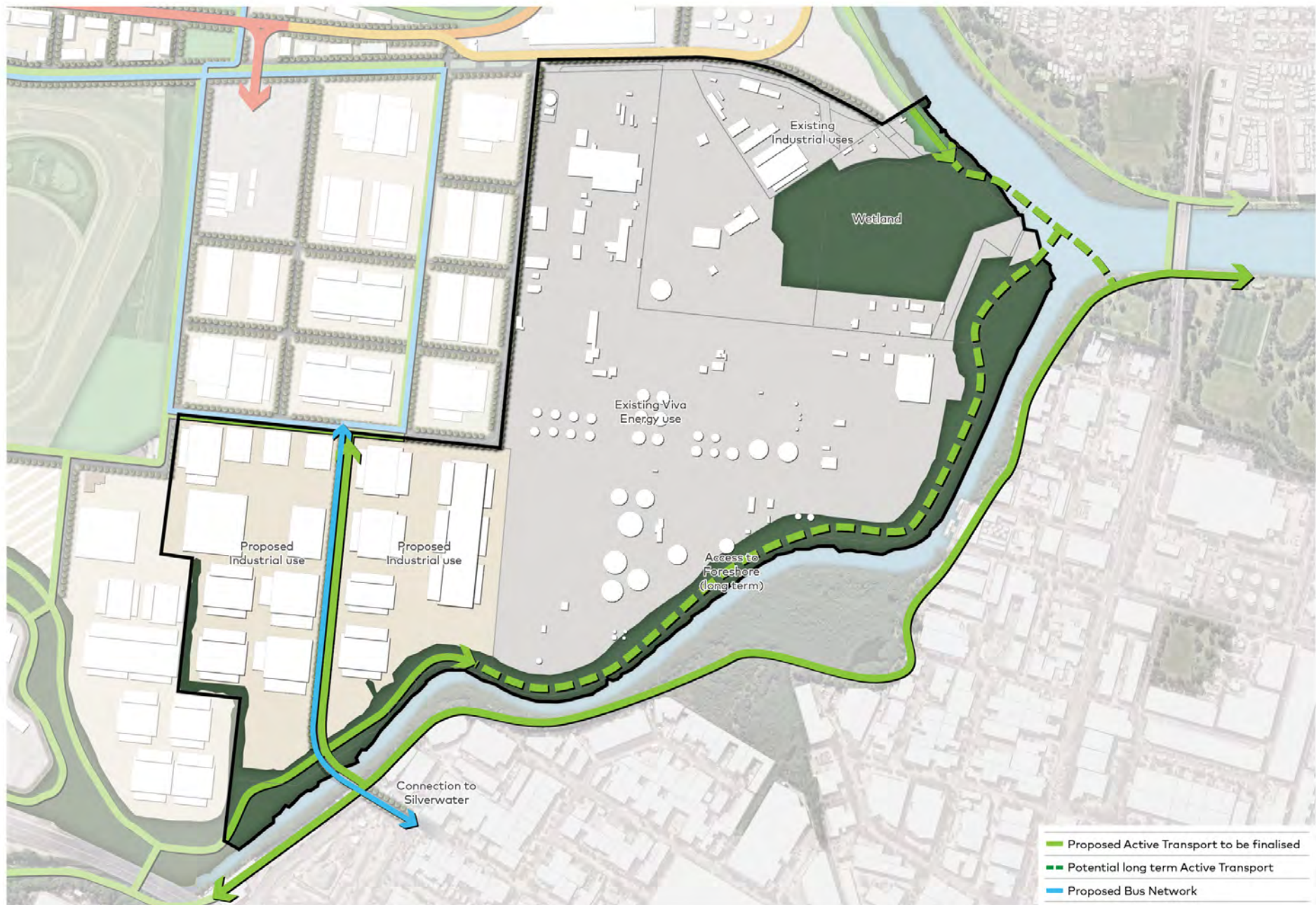
Businesses located along Grand Avenue will benefit from Parramatta Light Rail Stage 2 should this proceed through the precinct. Localised bus services will service industrial lots in the south.

The heritage listed wetland will be retained and enhanced. Opportunities to make this publicly accessible are under investigation and will consider need to protect the ecological values, ensuring safety and security taking into account Viva’s continued operations and distance from the active town centre.

New active transport linkages will be provided along the foreshore of Duck Creek connecting west and south to the Duck River Priority Project. Potential long-term active transport connection west along the Viva Energy site has also been identified to recognise that should future operations at Viva’s site change that this should be explored.

Building heights will vary from one - three storeys (up to 16m). New developments will better integrate with the surrounding public domain, provide for generous landscaping and large scale solar (where possible).

Figure 17: The Industry sub precinct (indicative built form and place outcomes)



8

Key land-use controls



Parramatta Light Rail under construction. Credit: Transport for NSW.

Implementing the integrated master plan will require the introduction of a new land-use and development framework. Potential planning controls have been identified however these will be further refined and consulted on through a future rezoning process.

Zoning and development standards

The proposed changes to land zoning and development standards are shown in (Figure 18) and summarised in Table 1 on page 75.

The proposed land-use zones are based on *Parramatta Local Environmental Plan 2011* (PLEP 2011), the department's Standard Instrument – *Principal Local Environmental Plan* (2006 EPI 155a) and employment zones reform. The land-use tables for the respective zones detailing land-use zone objectives, permissible and prohibited uses is provided at

Appendix A.

The height and floor space ratio controls have been informed by the technical studies and detailed urban design analysis to ensure deliver of high quality place outcomes. The urban design analysis included an assessment of consistency with design policies and documents including Better Place, Movement and Place and State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development as well as 3D modelling and solar access studies. Refer to the Integrated Master Plan and supporting studies for more information.

Figure 18: Proposed land uses

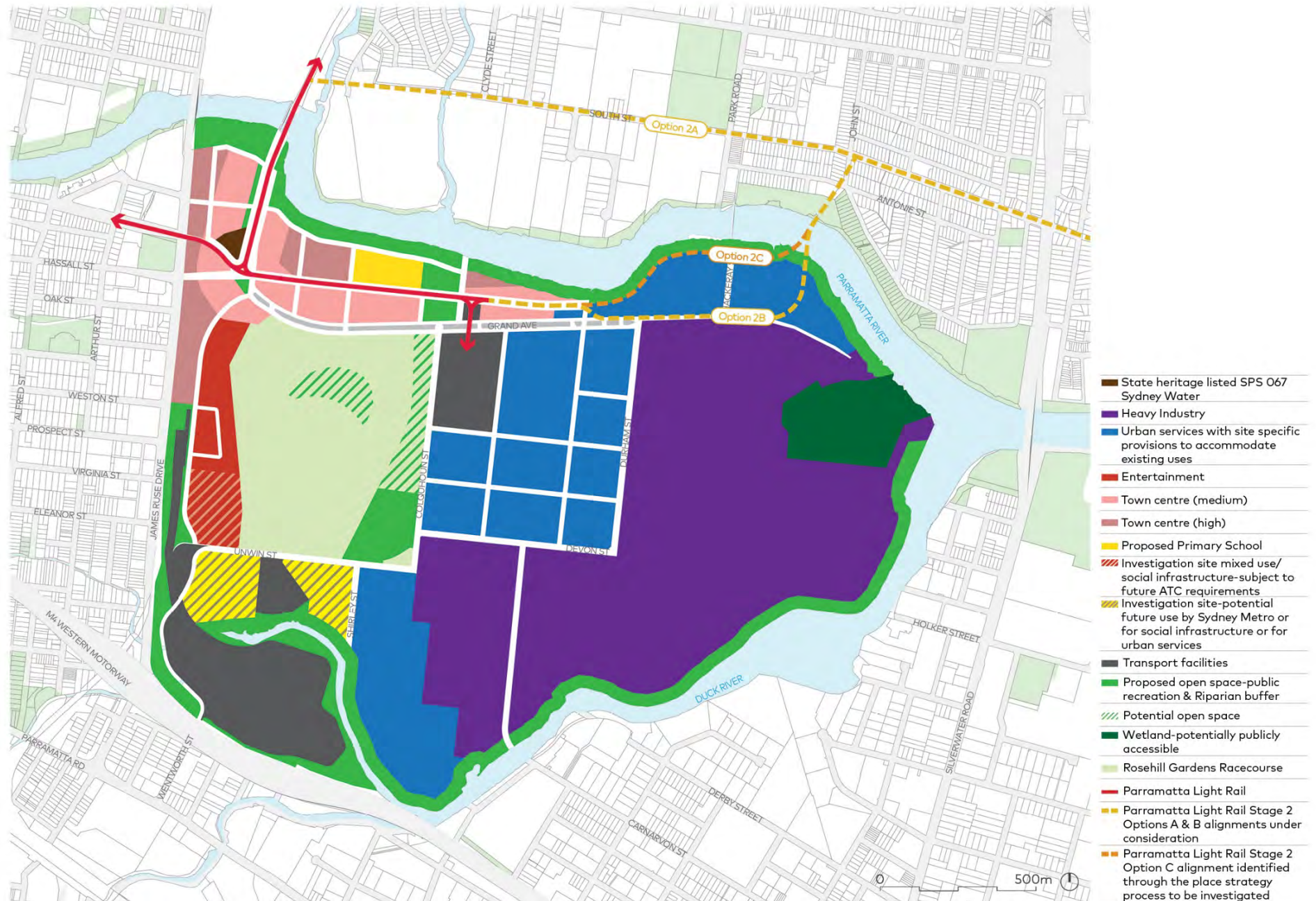


Table 1: Proposed land-use zoning and development standards

| Land uses | Zoning | Maximum building height (metres) | Maximum floor space ratio* |
|-------------------------------|--|----------------------------------|----------------------------|
| Town centre (medium) | MU1 Mixed Use (B4 Mixed Use Under PLEP2011) | 80 | 4.5:1 |
| Town centre (high) | MU1 Mixed Use (B4 Mixed Use Under PLEP2011) | 130 | 5.5:1 |
| Sewage pumping station 067 | SP2 Infrastructure | N/A | N/A |
| Entertainment | Retain its current RE2 Private Recreation zoning or SP3 Tourist | 36 | 4:1 |
| Racecourse Gardens Racecourse | Retain its current RE2 Private Recreation zoning under PLEP 2011 or SP3 Tourist and Visitor Accommodation | N/A | N/A |
| Urban services | E3 Productivity Support with site specific provisions to accommodate current use (B5, B6 and B7 under PLEP2011) | 20 | 1:1 |
| Heavy industry | E5 Heavy Industrial (IN3 Heavy industrial under PLEP 2011) | 16 | 1:1 |
| Transport Infrastructure | SP2 Infrastructure | 16 | N/A |
| Schools | SP2 Infrastructure – Educational Establishment or prescribed zone under SEPP (Educational Establishments and Child Care Facilities) 2017 | Not specified. | N/A |
| Foreshore and open space | RE1 Public Recreation | N/A | N/A |
| Wetland | C2 Environmental Conservation (E2 Environmental Conservation under PLEP 2011) | N/A | N/A |

* Note: Floor Space Ratio controls are to be read in conjunction with the qualitative risk assessment (land use safety) report.

Planning and design controls

The planning and design controls outlined on this page are proposed to be explored and developed as part of the preparation of any future rezoning. These controls aim to deliver on the strategic directions and principles outlined in this place strategy.

Planning and design controls

Strategic direction 1

Recognise and celebrate Country and heritage

- Ensure foreshore access as part of any future redevelopment of land
- Provide minimum setbacks to the foreshore of 40m
- Promote and incentivise heritage conservation
- Provide sensitive transitions to heritage items, spaces and values through, height, density, setback, built form, and landscape treatment and open space
- Consider place-making principles for heritage listed sites as identified in the 'Camellia–Rosehill implementation report – heritage' by Hector Abrahams
- Minimise overshadowing impacts to the state heritage listed Elizabeth Farm site
- Ensure the river frontage of Parramatta River is designed appropriately and addresses views to the state heritage listed Female Orphan School.
- Ensure the protection conservation and interpretation of Aboriginal Cultural heritage as development proceeds from planning through to construction and operation.

Strategic direction 2

Boost economic activity and employment opportunities

- Establish buffers and setbacks to address potential land-use conflicts and enable 24-hour operations on employment lands
- Enable the retention of large lot sizes for industrial and employment uses and an appropriate subdivision pattern in the town centre and urban services sub-precincts
- Support emerging industries and technologies through flexible zones
- Embed innovative approaches to structures and built-form controls
- Retain diverse and affordable employment spaces that enable a broad range of activity, including the retention of current uses
- Require a proportion of development to be provided for non-residential uses by nominating a floor space ratio control
- Exclude types of desirable development (such as decoupled parking, community facilities and end of trip facilities) from floor space calculations
- Continue to permit certain uses for certain period of time that may become prohibited through a future rezoning.

Strategic direction 3

Improve access and sustainable travel options and choices

- Prioritise travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport
- Enable the delivery of decoupled parking to reduce the need for on-site parking
- Provide for bicycle parking locations and rates of provision, including secure but publicly accessible end-of-trip facilities
- Reduce car dependency by:
 - implementing maximum car parking rates that responds to future mobility patterns and transport infrastructure
 - having minimum requirements for car sharing
 - investigating mode share targets
 - enabling decoupled parking solutions
- Potential need to acquire or require dedication of land to achieve the desired transport outcomes
- Ensure improved street network permeability that prioritises pedestrians and cyclists to promote multi-modal trips and the efficient use of existing public and private parking facilities
- Road widths matched to their intended purpose/function.

Strategic direction 4

Deliver high-quality place outcomes

- Identify appropriate land uses permitted to be located within hazard risk areas
- Identify setbacks from the risk sources to mitigate against loss of life and property
- Ensure a diversity of dwelling typologies including 5% to 10% affordable housing
- Establish an approach to design excellence for specific projects or sites to guide design quality for planning, development and delivery
- Implement the delivery of a high-quality and well-designed public domain, open spaces and places
- Implement buffers around the sewage pumping station in accordance with the odour and air implementation report
- Delineate suitable buffers between current and future residences and any major new industrial developments
- Identify areas for active street frontages for retail or commercial uses should be provided to encourage activity at the street level
- Provide flexible controls to integrate urban service uses into the town centre such as additional permitted uses, varied floor to ceiling heights, and partitioning to minimise conflicts
- Introduce best-practice resilient building design controls to mitigate environmental impacts and promote energy and water savings/recycling
- Implement controls to mitigate morning overshadowing of Elizabeth Farm during winter

- Implement controls to ensure appropriate solar access to public spaces
- Enable suitably sized open space, recreation and active transport uses to accommodate a variety of purposes and functions
- Potential need to acquire or require dedication of land to achieve the desired open space, social infrastructure provision and public domain outcomes
- Built form controls that promote framing of open space and public space to promote activation and passive surveillance
- Implement the Movement and Place framework
- Ensure land use, public domain and built form outcomes integrate with public transport stops and routes.

Strategic direction 5

Enable a net zero precinct by 2050 and deliver a holistic approach to environmental management and sustainability

Remediation

- Promote the principles of the Remediation Strategy
- Ensure land is or can be made suitable for the intended use to enable rezoning decisions
- Establish a staging and sequencing framework to guide remediation and/or management activities to avoid land-use conflicts
- Restrict basement parking except in limited circumstances
- Facilitate 'clean' infrastructure and vegetation corridors
- Make provision for maintenance arrangements, where required
- Provide guidance on geotechnical considerations

Sustainability and landscaping

- Deliver project-based targets in BASIX including high-performance targets for residential development and specific requirements for non-residential building types as recommended in the sustainability strategy
- Future-proof buildings including mandating dual plumbing in all new buildings to connect to recycled water, providing electric vehicle charging and battery charging, augmenting buildings for digital/smart infrastructure and zero waste
- Maximise canopy cover on all pedestrian space (footpaths, trafficable pedestrian areas) at a minimum, deliver the canopy cover targets identified in the Landscape Implementation Report
- Ensure setbacks to new streets to maximise capacity to accommodate large canopy trees for shade
- Integrate landscape treatments with remediation strategies, such as soil depth requirements, in relation to any capping layer thicknesses and the provision of trees in open space, including options for excavation versus mounding up.

- Establish green cover¹ targets/controls within town centre/mixed-use areas.
- Implement other measures to assist with cooling Camellia, such as:
 - using cool materials and building design, including heat-reflective materials and façade shading
 - rooftop placement of HVAC heat rejection to allow for the removal of waste heat by the wind
 - water-sensitive urban design, irrigation and water features
 - vegetation, green roofs, green walls and materials with a high solar reflectance away from the public domain
- Explore native/endemic species targets for private developments

Flooding and integrated water management

- Set the flood planning level for all habitable floor levels for the precinct to the 1% annual exceedance probability, including consideration of climate change projections for rainfall and sea level rise through to 2150 with 500 mm freeboard
- Ensure land-use planning considers the flood hazard of the land
- Ensure no net loss of flood storage due to cut and fill or loss of flood conveyance or significant diversion of flood flows or significant changes to hydraulic flood hazard conditions that impact on private property or impact on safe access or on evacuation routes
- Stipulate flood-compatible building design, including types of materials and fencing, and around overland flow paths
- Ensure setbacks are provided from main waterways/river areas to ensure areas of fill avoid ‘high hazard’ flood areas and for maintenance/enhancement of riparian habitats, with a minimum of 40 m from the mean high-water level
- Maintain current levels across the Viva Energy site to minimise impacts on surrounding areas
- Provide for flood storage across the precinct to capture local flood runoff keep the impacts within proposed flood management objectives
- Provide for floodways or overland flow routes across the precinct
- Ensure the design of a flood-free evacuation route that minimises the impact on Duck River
- Establish shelter-in-place strategies for new development where necessary
- Provide stormwater infrastructure to drain low areas of the precinct that also incorporate storage
- Design all drainage and storage infrastructure so that site contamination and any required capping is not breached
- Provide rainwater tanks where suitable to support water demand management

¹ Green cover is defined as living organisms growing in soil that have stems, leaves, and roots. Green cover is open to the sky and can be located in common areas or within private open space such as balconies or roof tops. Green cover includes deep soil areas, planting on structure (rooftops, podiums, planters) and planting such as lawn and gardens in communal open space.

- Ensure piping and pumps are protected from contamination sources and manage stormwater runoff at the source, such as along the edges of road and carpark, within new developments use the green spaces to treat stormwater runoff.

Other planning controls

Some additional planning controls need to be investigated further before rezoning. These include:

- identifying the site as an ‘intensive urban development area’
- site-specific provisions to identify key sites to deliver infrastructure required to support development
- provisions for the acquisition or dedication of land
- additional planning controls that have been listed in earlier sections of this place strategy.

Planning controls in the state environmental planning instruments will continue to apply where relevant. In particular:

- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 identifies several heritage items listed under this plan and provides additional controls relating to the foreshore and wetland areas
- State Environmental Planning Policy (Coastal Management) 2018 includes requirements for wetland areas and coastal areas within the precinct
- State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development or new Design and Place State Environmental Planning Policy
- State Environmental Planning Policy No. 55 Remediation of Land.

9

Implementation

Governance

Collaboration between state agencies, council and industry has been essential in preparing this draft place strategy. Building on this foundation, the department will continue to coordinate the finalisation of the place strategy and lead the delivery of an implementation plan through a project control group that:

- oversees the implementation of the place strategy
- coordinates state agencies
- sets priorities for Camellia–Rosehill.

The department will work closely with Transport for NSW and other agencies such as Schools Infrastructure NSW to further investigate, plan, fund and deliver the infrastructure.

The department and responsible agencies will need to consider the timing of the provision of infrastructure when rezoning land within the precinct to ensure that growth is matched with the necessary infrastructure to support it.

Any governance and collaboration approaches will:

- foster a collaborative/networking environment, with ongoing close communication with landowners and businesses within the precinct

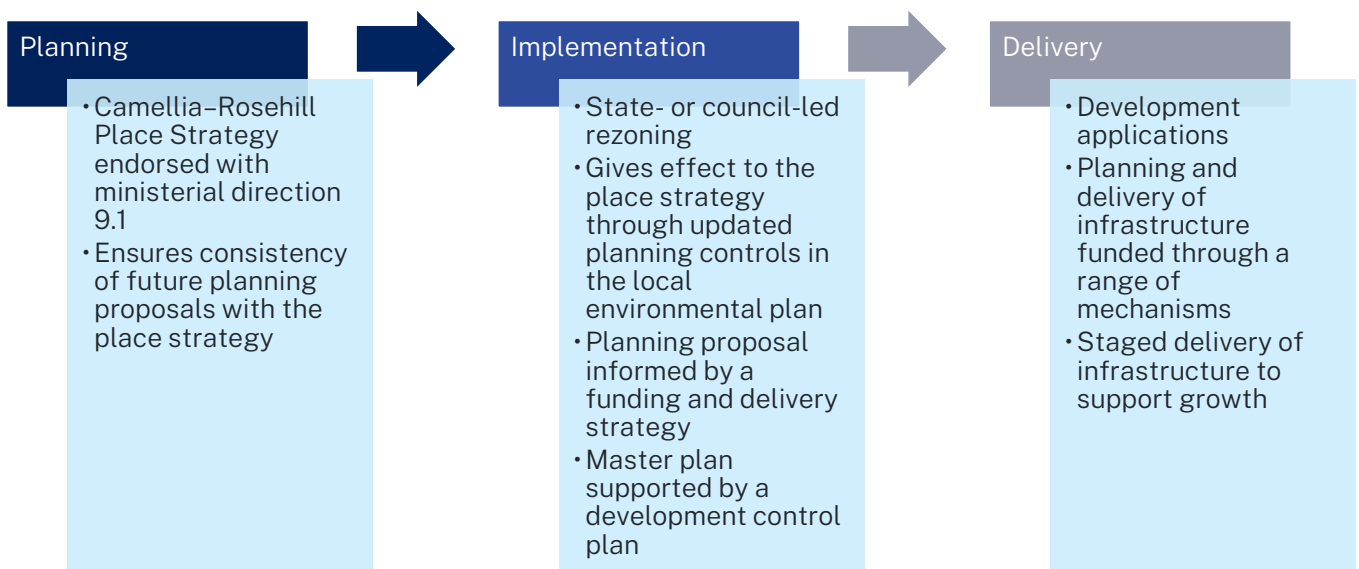
- coordinate activity between state agencies to maximise public sector benefits and investment
- communicate ongoing public investment and initiatives in and around the area to attract industry and business
- investigate representation within the governance frameworks to ensure the ongoing participation of Aboriginal groups.

Implementation pathways

This draft place strategy seeks to inform the community of the future direction and vision for the Camellia–Rosehill precinct over the next 20 years. It is the first step in realising the vision for Camellia–Rosehill.

A ministerial direction under section 9.1 of the *Environmental Planning and Assessment Act 1979* will enable development to progress in line with this place strategy and infrastructure opportunities. The local planning direction would provide statutory weight by requiring future planning proposals to be consistent with this place strategy.

Updated land-use zones and development controls will be implemented through amendments to the Parramatta Local Environmental Plan 2011 and a new development control plan. This could either be through a state- or council-led rezoning.



Infrastructure funding and delivery

The successful delivery of this place strategy for Camellia–Rosehill will require substantial investment over many years and the remediation of contaminated lands, new transport infrastructure, opening up the foreshore, development of social infrastructure and the creation of quality open space. Preliminary investigations indicate that more than \$1.5 billion in infrastructure investment may be required to support the delivery of the precinct vision.

Infrastructure delivery needs to be staged appropriately to ensure it aligns to growth and to ensure good place outcomes.

Figure 18 provides a map of infrastructure items and their indicative locations proposed for delivery under this plan.

A mix of mechanisms are proposed to fund and deliver essential infrastructure, and it will be important for state agencies, local councils, landowners and industry to work collaboratively.

We have tested the feasibility of various development scenarios to ensure a high

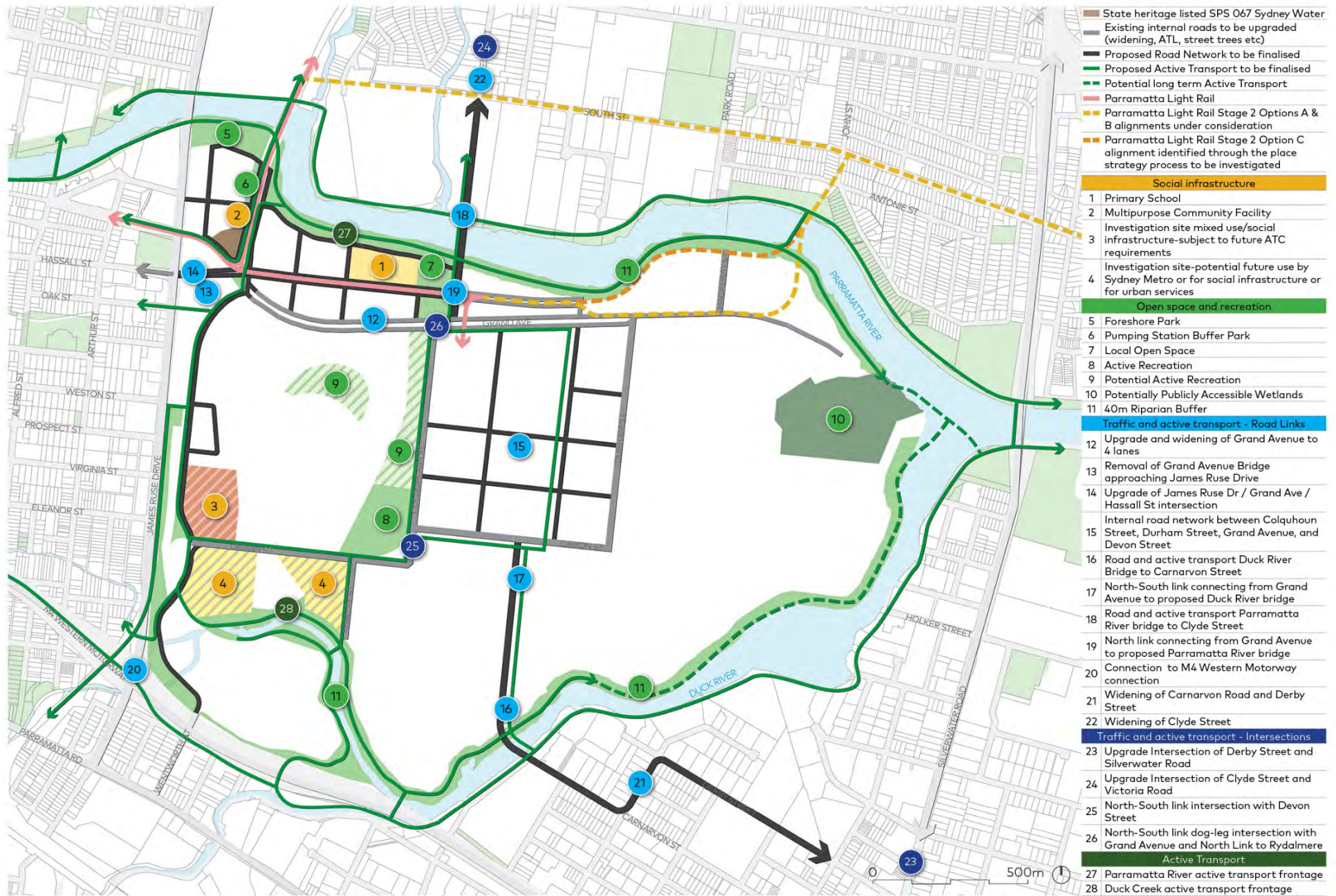
standard of residential amenity and supporting social infrastructure, while promoting employment and productivity outcomes.

A draft infrastructure delivery plan has been prepared that identifies infrastructure funding would be sourced through various mechanisms based on the type, scale and location of proposed infrastructure, as outlined in Table 2 on page 85.

The infrastructure delivery plan is based on high-level and preliminary cost estimates. Further assessment is needed. The infrastructure opportunities and delivery pathways will also require further refinement through more detailed studies to support the rezoning stage. To ensure maximum feasibility the more detailed studies should focus on innovative, efficient and sustainable infrastructure solutions to support the precinct.

Most infrastructure proposals, in particular transport initiatives, are not funded or committed. As a result, they should be regarded as initiatives subject to further development, scoping, business case investigation and investment decisions.

Figure 18: Infrastructure plan (preliminary)



Note: All transport initiatives are indicative only and subject to detailed design, detailed transport analysis, feasibility review and funding commitments. No investment decisions have been made. Furthermore, the final list, extent/details of the transport initiatives will be subject to the satisfactory resolution of the above.

Table 2: Infrastructure mechanisms proposed

| Infrastructure type | Key features | Mechanisms |
|--|--|--|
| Infrastructure to enable individual site development | <p>These are the infrastructure requirements necessary for individual sites to be redeveloped to higher-order uses. Site level needs include:</p> <ul style="list-style-type: none"> • access into the site, including new roads that service the development, and potential improvements to roads that are necessary to accommodate the proposed growth • all utilities and other infrastructure to service a particular site, including drainage, where the base/trunk infrastructure is available. • private open space and improvements/upgrades to public domain fronting the development site, such as footpaths and lighting. | <p>At the developer's cost via:</p> <ul style="list-style-type: none"> • conditions of development consent • user fees and charges (for utilities). <p>Where a developer provides additional infrastructure to the minimum required, planning agreements can be used.</p> |
| Shared infrastructure within the precinct | <p>Costs of shared demand infrastructure in a precinct are typically shared between all developers of a precinct. Shared demand infrastructure includes:</p> <ul style="list-style-type: none"> • district/ local open space • community facilities • higher order road upgrades that will benefit multiple developments • active transport linkages • land dedications to support transport initiatives. <p>Because the need is generated by multiple developments, these are often items included in a council contributions plan. Developers are required to either make a cash contribution under Section 7.11 or Section 7.12 of the EP&A Act toward provision of infrastructure or offer to provide the work instead of making cash payments. An alternative to conventional contributions is the use of 'key sites' local environmental plan provisions. This approach identifies specific sites of which development is contingent on the developer providing infrastructure that gives a broader public benefit.</p> | <p>Key sites planning provisions is the planning instrument to facilitate direct developer delivery of infrastructure items on particular sites. Where key sites provisions can't be used, the following are to be imposed on all developments to help fund shared infrastructure:</p> <ul style="list-style-type: none"> • local infrastructure control plans • regional infrastructure contributions. <p>These mechanisms can be complemented by a special local area rate on all landowners in the precinct to ensure existing use beneficiaries meet some of the infrastructure costs. Current uses are likely to be a feature of future development because of the extra capacity afforded by the proposed new connections to external aerial routes leading to increased heavy vehicle demand. In other words, extra traffic and extra land value will be generated on current industrial sites using their existing approvals or existing use rights.</p> |
| Shared infrastructure items external to the precinct | <p>These infrastructure item costs are typically shared between developers and government (state and/or local). In the case of Camellia–Rosehill, this includes the major road access upgrades and water crossings needed to allow further development of the precinct. Vehicle bridge crossings and new or upgraded roads connecting them would serve development in the precinct and may also meet a broader need. This user profile suggest that costs should be shared between landowners, developers of land in the precinct and by taxpayers.</p> | <p>As for 'shared infrastructure within the precinct' plus state budget allocations.</p> |

A new regional infrastructure contribution framework

A new regional infrastructure contribution (RIC) framework is proposed to replace the special infrastructure contributions (SIC) framework. It will provide a simpler, more strategic and consistent approach to funding state and regional infrastructure. The RIC (Base Contribution) is a standard broad-based charge applying to residential, industrial, commercial and retail development.

The Camellia–Rosehill precinct is in the Greater Sydney RIC region. The base RIC rates applicable to the Camellia–Rosehill precinct are:

- \$10,000 per residential unit
- \$15 per m² of new gross floor area for industrial development
- \$30 per m² of new gross floor area for commercial or retail uses.

Similar to other infrastructure contributions frameworks, the RIC is proposed as a developer contribution supplementing infrastructure funding through other budget processes. Based on the proposed development yield of the Camellia–Rosehill precinct, there is potential to collect **approximately \$1.1b** in contributions. This will then form part of the overall RIC investment program, which is expected to generate approximately \$700 million per annum across the Greater Sydney region.

The RIC framework includes a new approach to strategic planning and infrastructure planning. A RIC fund will be established and incorporated into new infrastructure planning, delivery and budgeting mechanisms. This will ensure state agencies align new infrastructure with potential new growth. Eligible infrastructure identified for the Camellia–Rosehill precinct will be delivered through this program and other state funding mechanisms, forming part of the prioritisation process for growth infrastructure in the Greater Sydney region.

In addition to the base contribution, the RIC includes a transport project component that can also apply to new development within a specified service catchment of a major transport project. It aims to ensure that developers contribute towards the cost of major transport infrastructure that results in a significant uplift in their property values. While this opportunity exists in Camellia–Rosehill to support the delivery of the Paramatta Light Rail project, further work is needed to determine the service catchment and contribution rate and whether it will be applied.



Figure 19: Artist's impression overlooking Camellia–Rosehill precinct in 2041

Staging

The delivery program sets the course for the staged delivery of land for new homes and jobs in the precinct and coordinates the delivery of infrastructure. The forward program for rezoning will be staged to align with public and private infrastructure commitments.

The end-state integrated master plan sees the realisation of an integrated urban renewal of the full precinct, while facilitating the continued operation and retention of the

strategic employment lands and urban services uses. The timing, order and detailed resolution of each sub-precinct will be further resolved as part of ongoing investigations in the precinct. However, this draft place strategy and its supporting documents provide a precinct-wide perspective and enable coordinated delivery, while allowing flexibility to accommodate future changes in land-use demands and community needs in subsequent planning and development phases.

Table 3: Proposed staging

| Timeframe | Infrastructure | Employment uses | Town centre, residential and entertainment precincts |
|--------------------------------|--|--|--|
| Short term (0 to 5 years) | <ul style="list-style-type: none"> • Parramatta Light Rail stabling yard delivered • Parramatta Light Rail (Stage 1) operating • Parramatta Light Rail Stage (Stage 2) – preferred route decided • Planning, design and feasibility of transport initiatives | <ul style="list-style-type: none"> • Ongoing industrial activity, with growth associated with development applications in the pipeline | <ul style="list-style-type: none"> • Start of planning and remediation works |
| Medium term (5 to 10 years) | <ul style="list-style-type: none"> • Sydney Metro West stabling yards delivered • Parramatta Light Rail stage 2 delivered • Deliver the initial road network enhancements: <ul style="list-style-type: none"> – Grand Ave/James Ruse Drive intersection – M4 connection – road connections across Parramatta River and Duck Creek • First stage of active transport links • Town centre enabling works • Primary school facilities • Foreshore access • Bus services established | <ul style="list-style-type: none"> • Continued growth of industrial and urban services • Start of finer grain development through the urban services precinct • Consolidation of city building uses with access to enhanced wastewater and renewable energy supply (including battery storage facilities, subject to private sector investment) | <ul style="list-style-type: none"> • Initial development on remediated sites • Early stage town centre enabling work, including district park and early community facilities • Entertainment precinct establishment including night-time venues and indoor courts |
| Long term (10 to 20+ years) | <ul style="list-style-type: none"> • Active transport links completed • Additional primary and secondary school facilities | <ul style="list-style-type: none"> • More employment growth within and adjacent to the town centre • Establishment of a new road network through the urban services precinct • Consolidation of a circular economy built around businesses supporting city building, including water treatment, energy generation and materials recycling | <ul style="list-style-type: none"> • Gradual development of the town centre supported by social infrastructure, Parramatta Light Rail and road upgrades • Build out of remediated sites |

All initiatives are indicative only and subject to design, detailed feasibility review and funding commitments

Next steps

Our draft place strategy builds on an extensive body of investigations over recent years. We have tested multiple future scenarios through a highly collaborative, ‘enquiry-by-design’ process, with cross-government inputs. We invited landowners within the Camellia–Rosehill precinct to participate in this process through presentations and drop-in sessions and the recent release of the *Directions for Camellia–Rosehill Strategy* paper.

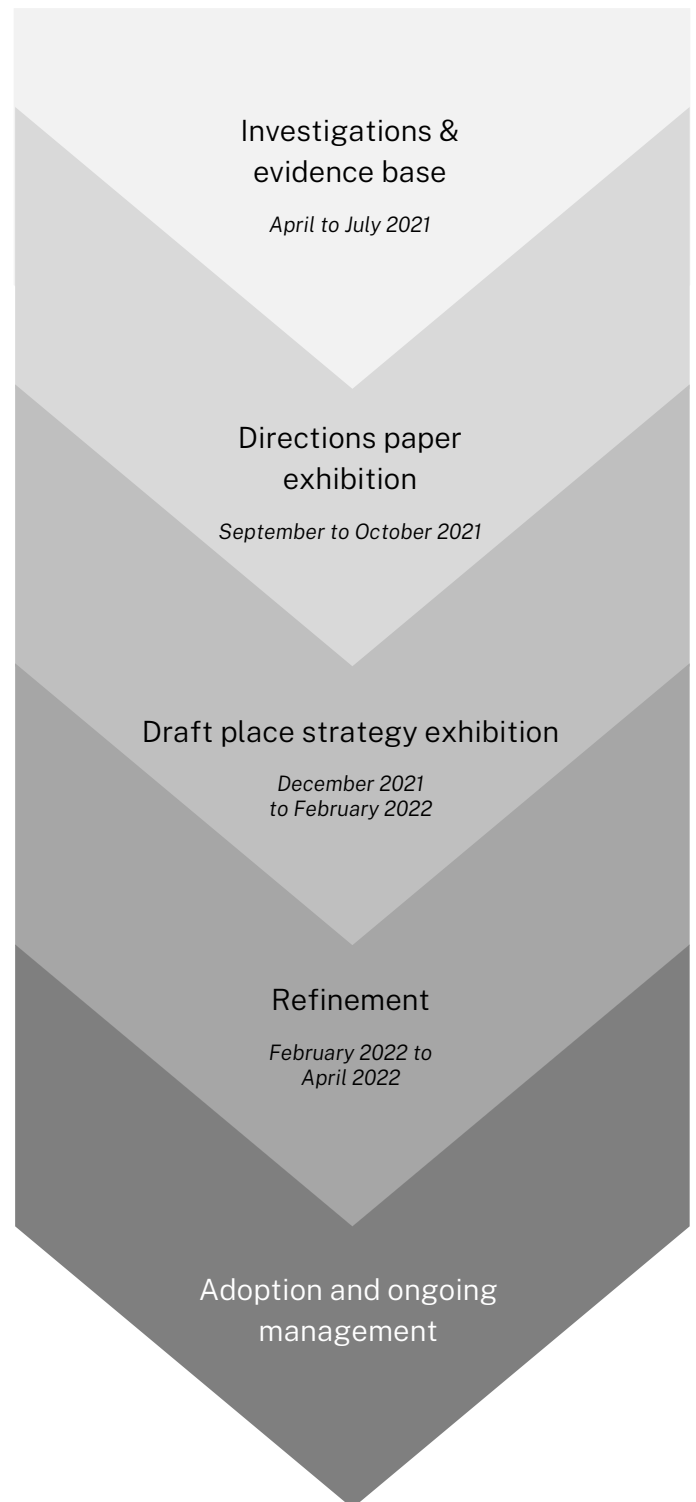
We expect to refine the place strategy as we talk to more people. We want to hear from you so you can inform the development of the Camellia–Rosehill Place Strategy

Have your say

Visit www.planning.nsw.gov.au/Camellia-Rosehill

Email your feedback to camellia-rosehill@dpie.nsw.gov.au

Our timeline for preparing the strategy



10

Appendix

Land use table

| Zone | Objectives of the Zone | Permitted Without Consent | Permitted With Consent | Prohibited |
|--|---|--|--|--|
| Zones Currently in the Parramatta Local Environmental Plan 2011* | | | | |
| SP2 Infrastructure | <ul style="list-style-type: none"> To provide for infrastructure and related uses. To prevent development that is not compatible with or that may detract from the provision of infrastructure. | Nil | The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose; Aquaculture; Environmental protection works; Flood mitigation works; Recreation areas; Roads | Any development not specified in item 2 or 3 |
| RE1 Public Recreation | <ul style="list-style-type: none"> To enable land to be used for public open space or recreational purposes. To provide a range of recreational settings and activities and compatible land uses. To protect and enhance the natural environment for recreational purposes. To conserve, enhance and promote the natural assets and cultural heritage significance of Parramatta Park. To create a riverfront recreational opportunity that enables a high quality relationship between the built and natural environment. | Environmental protection works; Flood mitigation works | Aquaculture; Boat launching ramps; Boat sheds; Charter and tourism boating facilities; Community facilities; Environmental facilities; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas, Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Restaurants or cafes; Roads; Take away food and drink premises; Water recreation structures; Water recycling facilities | Any development not specified in item 2 or 3 |
| RE2 Private Recreation | <ul style="list-style-type: none"> To enable land to be used for private open space or recreational purposes. To provide a range of recreational settings and activities and compatible land uses. To protect and enhance the natural environment for recreational purposes. To identify privately owned land used for the purpose of providing private recreation, or for major sporting and entertainment facilities which serve the needs of the local population and of the wider Sydney region. | Nil | Aquaculture; Boat launching ramps; Boat sheds; Building identification signs; Business identification signs; Charter and tourism boating facilities; Centre-based child care facilities; Community facilities; Emergency services facilities; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Respite day care centres; Restaurants or cafes; Roads; Take away food and drink premises; Tourist and visitor accommodation; Water recreation structures; Water recycling facilities | Any other development not specified in item 2 or 3 |

| Zone | Objectives of the Zone | Permitted Without Consent | Permitted With Consent | Prohibited |
|---|--|---|---|--|
| C2 Environmental Conservation** | <ul style="list-style-type: none"> To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values. To prevent development that could destroy, damage or otherwise have an adverse effect on those values. | Environmental protection works; Flood mitigation works | Environmental facilities; Oyster aquaculture; Roads | Business premises; Hotel or motel accommodation; Industries; Multi dwelling housing; Pond-based aquaculture; Recreation facilities (major); Residential flat buildings; Restricted premises; Retail premises; Seniors housing; Service stations; Tank-based aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 3 |
| Existing Zone Not Currently in the Parramatta Local Environmental Plan 2011 | | | | |
| SP3 Tourist*** | To provide for a variety of tourist-oriented development and related uses. | Roads (to be included either as 'Permitted without consent' or 'Permitted with consent' for this zone) | Aquaculture; Food and drink premises; Roads (to be included either as 'Permitted without consent' or 'Permitted with consent' for this zone); Tourist and visitor accommodation | - |
| New Zones Proposed as Part of the Employment Zones Reform**** | | | | |
| E3 Productivity Support | TBD | These items to be included as either as 'Permitted without consent' or 'Permitted with consent': building identification sign; business identification sign; home industry; roads | animal boarding or training establishments; artisan food and drink industry; boat building and repair facilities; business premises; centre-based child care facilities; community facilities; creative industries ; data centre ; depots; function centres; funeral homes; garden centres; goods repair and reuse premises; hardware & building supplies; high technology industries; hotel or motel accommodation; industrial retail outlets; industrial training facilities; information and education facilities; landscaping material supplies; light industries; local distribution premises; markets; mortuaries; neighbourhood shops; office premises; oyster aquaculture; passenger transport facilities; places of public worship; plant nurseries; recreation areas; | TBD |

| Zone | Objectives of the Zone | Permitted Without Consent | Permitted With Consent | Prohibited |
|---------------------|------------------------|---|---|------------|
| | | | recreation facilities (indoor); recreation facilities (major); recreation facilities (outdoor); research stations; respite day care centres; rural supplies; self storage units; service stations; specialised retail premises; storage premises; take-away food & drink premises; tank-based aquaculture; timber yards; vehicle body repair workshops; vehicle repair stations; vehicle sales or hire premises; veterinary hospitals; warehouse or distribution centres; wholesale supplies | |
| E5 Heavy Industrial | TBD | <i>These items to be included as either as 'Permitted without consent' or 'Permitted with consent':</i> building identification sign; business identification sign; roads | data centre; depots; freight transport facilities; general industries; hazardous industry; hazardous storage establishments; heavy industries; industrial training facilities; offensive industry; offensive storage establishments; oyster aquaculture; tank-based aquaculture; warehouse or distribution centres | TBD |
| MU1 Mixed Use | TBD | <i>These items to be included as either as 'Permitted without consent' or 'Permitted with consent':</i> building identification sign; business identification sign; home industry; roads | amusement centres; artisan food and drink industry; backpackers' accommodation; bed & breakfast accommodation; boarding houses; business premises; car parks; cellar door premises; centre-based child care facilities; commercial premises; community facilities; creative industries ; data centre ; educational establishments; entertainment facilities; farm stay accommodation; food & drink premises; function centres; funeral homes; garden centres; goods repair and reuse premises; hardware & building supplies; high technology industries; hotel or motel accommodation; information and education facilities; kiosks; landscaping material supplies; light industries; local distribution premises; markets; medical centres; neighbourhood shops; neighbourhood supermarkets; office premises; oyster aquaculture; passenger transport facilities; places of public worship; plant nurseries; pubs; recreation areas; recreation facilities (indoor); registered clubs; residential care facilities; respite day care | TBD |

| Zone | Objectives of the Zone | Permitted Without Consent | Permitted With Consent | Prohibited |
|------|------------------------|---------------------------|--|------------|
| | | | centres; restaurants or cafes; restricted premises; retail premises; roadside stalls; rural supplies; schools; seniors housing; serviced apartments; shop top housing; shops; small bars; specialised retail premises; take-away food & drink premises; tank-based aquaculture; timber yards; tourist and visitor accommodation; vehicle repair stations; vehicle sales or hire premises | |

Note: This table is provided for information only and is subject to change. This information does not constitute legal advice. Users are advised to seek professional advice and refer to the relevant legislation, as necessary.

** The information provided for zones currently in the Parramatta Local Environmental Plan 2011 (PLEP 2011) is sourced from the latest version of the PLEP 2011 as at 9 December 2021, being Amendment Number 63 (notified on 30 September 2021). This information is subject to change – for the current version, please see the Parramatta Local Environmental Plan 2011 (PLEP 2011) on the NSW Legislation website at: <https://legislation.nsw.gov.au/view/html/inforce/current/epi-2011-0540>*

*** This zone is currently called E2 Environmental Conservation. As the new zones under the Employment Zones Reform use the 'E' prefix (for Employment), and to provide greater clarity as to the intent of the Environment Zones, the Environment Zone prefix is changing from 'E' (for Environment) to 'C' (for Conservation). This change is purely administrative and of name only. Land uses that are currently permitted and prohibited in the environment zones will continue once they are renamed conservation zones. Only the name of zones is changing.*

**** The SP3 Tourist zone is not currently used in the PLEP 2011. The information provided here is from the latest version of the Standard Instrument, being the 14 July 2021 version, accessed 9 December 2021. Were this zone to be added to the PLEP 2011, additional objectives and specific uses may be inserted beyond those listed in the table above.*

***** The information shown here is sourced from the Land Use Matrix Excerpt table (November 2021 edition, based on Version 4.2 August 2020), prepared by the NSW Department of Planning, Industry and Environment. It relates to the draft uses that are proposed to be mandated under the Standard Instrument when the employment reforms amendment to the Standard Instrument is made. When these new zones are inserted in to the PLEP 2011, zone objectives and further specific uses beyond those listed above are likely to be added to the Permitted Without Consent, Permitted With Consent, and Prohibited categories. Note that the above exclude specific uses that are permissible under various State Environmental Planning Policies (SEPPs), including SEPP (Infrastructure) 2007, SEPP (Educational Establishments and Child Care Facilities) 2017, and SEPP (Affordable Rental Housing) 2009. Further information is available on the Department's Employment Zones Reform webpage at: <https://www.planning.nsw.gov.au/Policy-and-Legislation/Planning-reforms/Employment-Zones-Reform>*

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