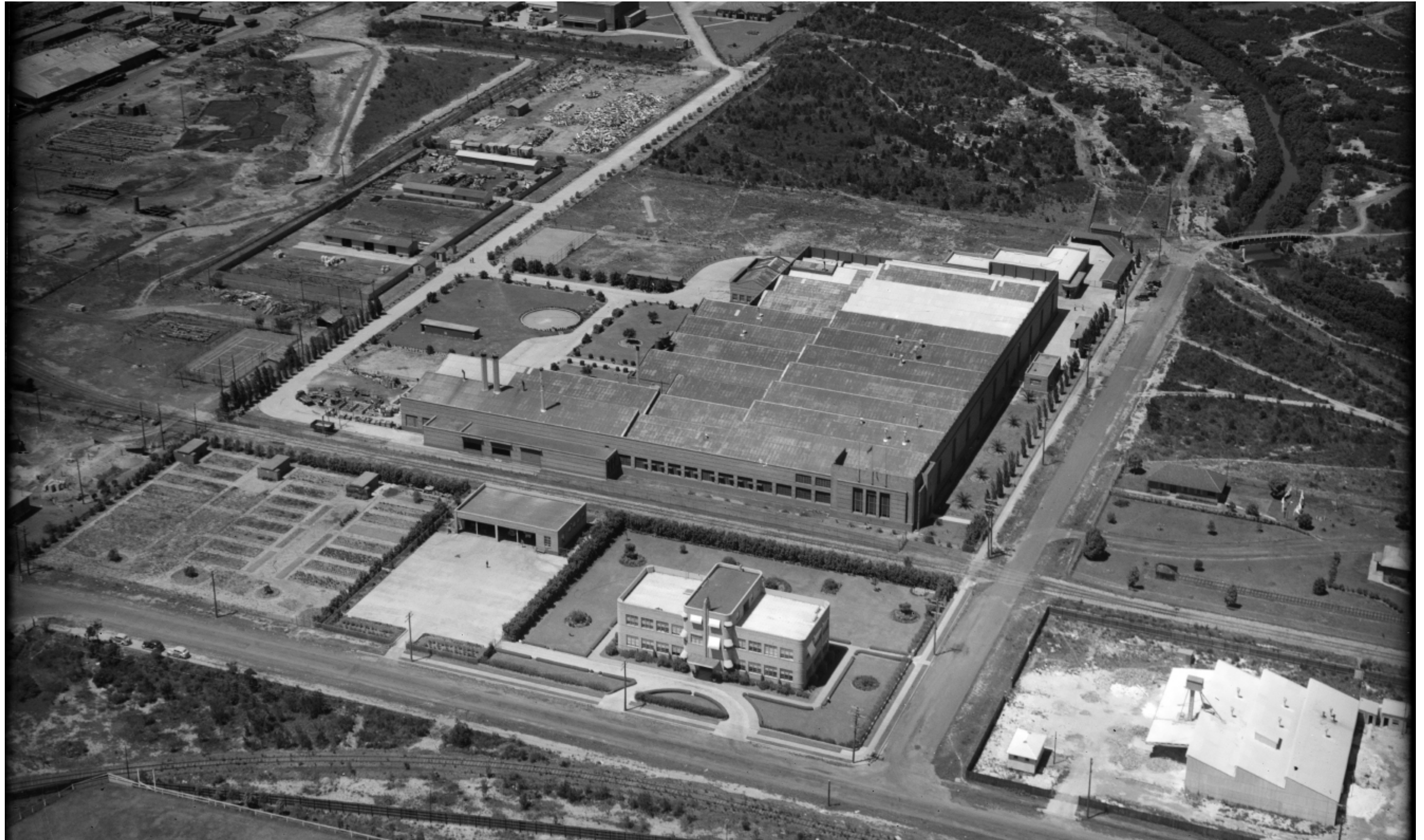


Camellia-Rosehill

Implementation report - heritage

V1.3, 13 December 2021



ACKNOWLEDGMENT OF COUNTRY

We acknowledge the Burramattagal of the Darug, the original inhabitants of the subject area, and the Gadigal of the Eora nation, the original inhabitants of the land on which we work.

Aboriginal and Torres Strait Islander peoples have a connection to place, land, water and community, established since time immemorial. We recognize the cultural significance inherent in these connections, that sovereignty over this land was never ceded and that it continues to be sacred to its rightful owners.

We pay respect to Elders past and present, and stand with all First Peoples in their quest for justice, truth telling, and reconciliation.

Authors

Tristan Ryan and Hector Abrahams of Hector Abrahams Architects. We are grateful for the research contribution of Meg Quinlisk.

Name and contact information for identified project lead

Hector Abrahams, Hector Abrahams Architects
Level 2, 1 Barrack Street, Sydney 2000, New South Wales, Australia
habrahams@haarchitects.com.au | 02 9299 7959
© Hector Abrahams Architects 2021

CONTENTS

ACKNOWLEDGMENT OF COUNTRY 1

EXECUTIVE SUMMARY 3

SUMMARY OF KEY ISSUES 5

PREFERRED SCENARIO - MASTER PLAN 6

STRATEGIC CONTEXT 7

CONSERVATION AND PLACE-MAKING 9

CONSERVATION OF OTHER ITEMS WITHIN THE PRECINCT 15

RELATIONSHIP TO STATE HERITAGE ITEMS OUTSIDE THE PRECINCT 17

SHADE AND HEIGHT STUDIES 19

CONCLUSIONS 21

EXECUTIVE SUMMARY

Overview of the Project

New South Wales Department of Planning, Industry & Environment (DPIE), in collaboration with City of Parramatta Council (Council), industry, the community and State agencies, is leading the development of the Camellia-Rosehill Place Strategy and Master Plan for the Camellia – Rosehill Precinct (the Precinct). 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 to the Precinct.

The Camellia Rosehill Precinct (the Precinct) is presently dominated by industrial activity, with large amounts of land also allocated to Rosehill Gardens Racecourse and stabling yards for Parramatta Light Rail and Sydney Metro. Its industrial legacy means that soils are heavily contaminated across most of the precinct.

Located in the geographic heart of Sydney, the precinct has an important strategic role in the Greater Parramatta and Olympic Peninsula (GPOP). Previous investigations have identified that the area should be retained for urban service land with a town centre, but that the costs of infrastructure and remediation should be carefully considered when making future land use decisions.

The Place Strategy and Master Plan is being prepared for the whole Precinct and draws on the substantial body of previous investigations, including ongoing collaboration with industry, the community and state agencies.

The overarching objective of the Place Strategy is to provide an integrated 20-year vision, which recognises the strategic attributes of the Precinct, guides future land use and infrastructure investment decisions and which can be delivered with the support of State and local agencies.

DPIE has engaged Hector Abrahams Architects (HAA) to deliver technical studies for Package A - Integrated Master Plan, with a scope of work that began with a baseline analysis of the area as a cultural landscape based on existing studies and historical material. This study, and the ongoing advice of HAA throughout, informed the development of the place strategy and master plan.

An Enquiry by Design (EbD) process was undertaken to inform the preparation of the Place Strategy. The EbD was an interactive process which explored a number of master plan options for Camellia-Rosehill which could deliver the vision for the precinct, and resulted in a draft master plan which was the subject of public consultation as part of the Camellia-Rosehill Directions Paper. The draft master plan was further refined following exhibition of the Directions Paper and consideration of the submission received.

Purpose of the Report

The purpose of this report is to provide an overview of the significant heritage items within and around the precinct and how they are to be conserved in the course of changes to the precinct.

Project background

The Camellia Rosehill Precinct (~321ha) plays a strategic role in the Greater Parramatta and the Olympic Peninsula (GPOP). Camellia was identified by the NSW Government as a priority growth area in 2014, resulting in precinct wide Land Use and Infrastructure Strategy in 2015 and subsequently development of a Town Centre Master Plan in 2018. Work on the Town Centre was paused pending outcomes of Greater Sydney'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. The PIC recommended that Camellia be retained for urban service and industrial land, however, should the Government seek to progress a town centre (in the form of the 2018 plan or a modified form), before any rezoning a number of issues had to be resolved. It was determined that a coordinated and strategic approach was required, and a place strategy be prepared for the whole Precinct, drawing on previous work and including ongoing collaboration with industry, the community and state agencies.

The Department of Planning, Industry and Environment (DPIE) has engaged a range of technical services to determine opportunities and challenges at the site. These technical studies have informed the development of the place strategy and master plan for the precinct. This Heritage Implementation Report has been prepared as a part of the Integrated Master Plan, Package A.

An Enquiry by Design (EbD) process was undertaken to inform the preparation of the Place Strategy. The EbD was an interactive process which explored a number of master plan options for Camellia-Rosehill which could deliver the vision for the precinct, and resulted in a draft master plan which was the subject of public consultation as part of the Camellia-Rosehill Directions Paper. The draft master plan was further refined following exhibition of the Directions Paper and consideration of the submission received.

Camellia-Rosehill 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.

The Camellia-Rosehill Draft Master Plan

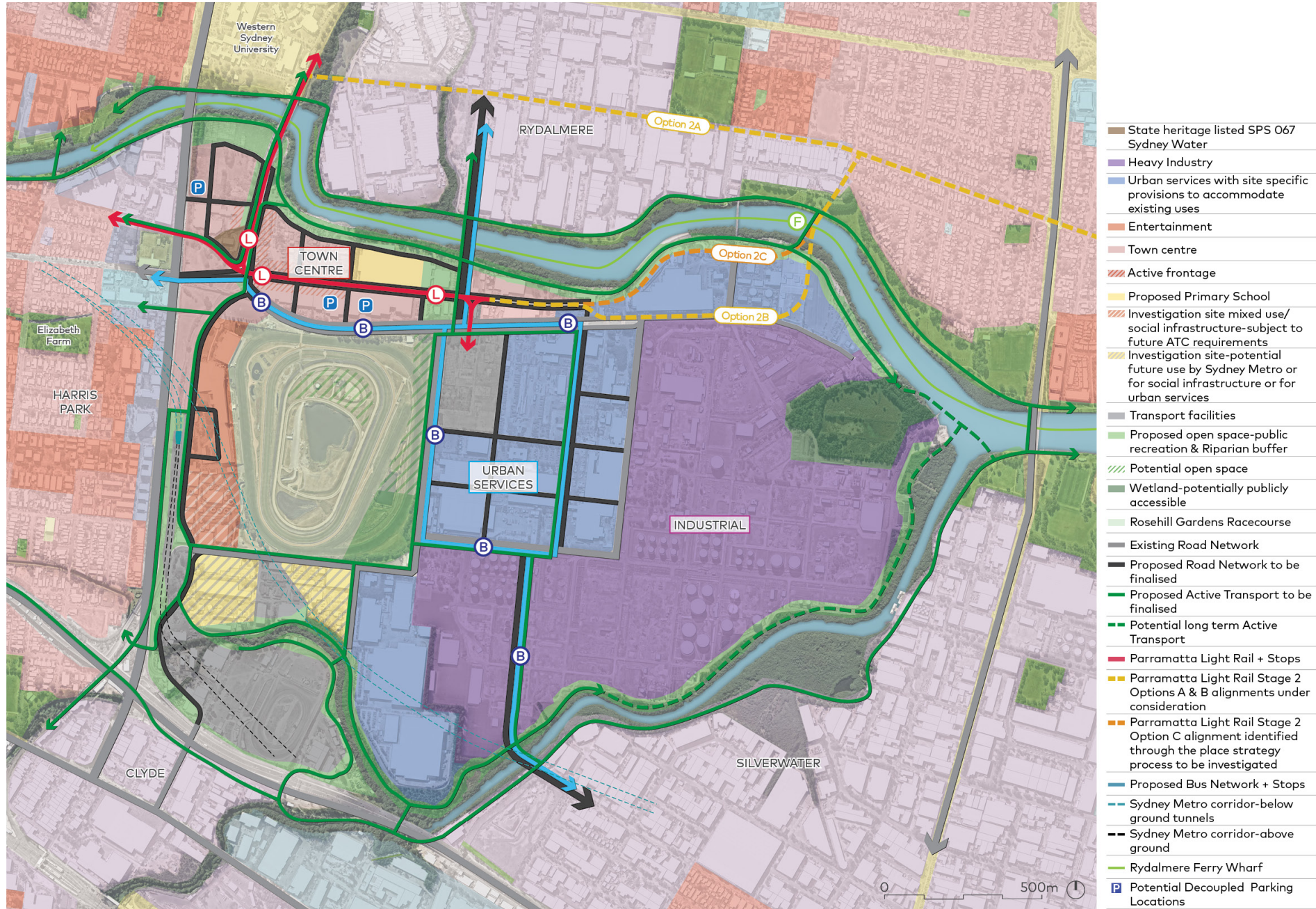
The draft master plan is shown to the right, and forms the basis of the Place Strategy.

Key features of the master plan include:

- Provision for approximately 10,000 dwellings within a Town Centre serviced by light rail
- Provision for approximately 14,500 jobs
- A new primary school and primary and secondary high school
- District and regional open space facilities
- Introduction of a new entertainment precinct and an urban services area
- Initiatives to Care for Country and continued protection of heritage listed sites
- Retention of the existing state heritage sewerage pumping station (SPS) 067 within the town centre
- Measures to mitigate land use conflicts and risks including buffers and setbacks from existing fuel pipelines and between the existing sewerage pumping station and future surrounding residential uses
- Access to the Parramatta River, Duck River and Duck Creek foreshores and potentially the wetland
- New transport infrastructure including a local road network, potential bus services, additional connections into and out of the precinct, and opportunities to integrate Parramatta Light Rail Stage 2
- An extensive active transport network
- A comprehensive remediation strategy
- A sustainability strategy and integrated water cycle management strategy.

Disclaimer

This publication was prepared for the NSW Department of Planning, Industry and Environment for the purpose of the Camellia-Rosehill Place Strategy. No representation is made about the accuracy, completeness, suitability of the information in this document for any particular purpose nor should be assumed that the content of the document represents the views of the NSW Government. The NSW Government, its agents, consultants or employees shall not be liable for any damage which may occur to any person or organisation taking action or not on the basis of this publication. Readers should seek appropriate advice when applying the information to their specific needs. This document may be subject to revision without notice.



SUMMARY OF KEY ISSUES

The preferred scenario proposes substantial change within the precinct. This presents a number of challenges for heritage, but also opportunities. These are summarised below, and addressed in more detail in the following pages of the report.

The overall objective of planning and design in Camellia-Rosehill should be to conserve, rehabilitate and enhance the ecology of the site. This will be key to creating a desirable place to live and work.

Challenges and constraints

- High density development in the north west of the site will have substantial visual impact on the Female Orphan School. Buildings near to the river should address the river, and design guidelines should be developed for buildings along the waterfront.
- All heritage items must be retained.
- New development in the north west and along James Ruse Drive should not cast shadows on Elizabeth Farm or its reserve.
- Mixed and residential use in the north west of the site is not easily compatible with the functioning of Sewerage Pumping Station 67 due to odour issues, putting its operation at risk. This risk is mitigated by the proposed buffer zone surrounding the Pumping Station and other odour control measures - please refer to the Air and Odour report by Todoroski Air Sciences.
- Residential development along the river front must not come at the expense of mangrove and wetland ecologies.
- Neither Grand Avenue nor the Parramatta River should be “backyard areas” - buildings must have activated frontages to both.
- New uses should not be at the expense of heritage items, though changes can be made to accommodate new uses if guided by appropriate conservation management.

Opportunities

- The development of Camellia-Rosehill as a precinct must be used as an opportunity to celebrate Aboriginal culture and history, as well as truth telling about the dispossession that occurred here and elsewhere.
- Residential development must be used as a catalyst and funding mechanism for precinct-wide decontamination works, with a long-term goal of rehabilitating the natural environment of the precinct.
- It is appropriate to concentrate high density development close to James Ruse Drive and the north west of the site, and this should be viewed as an opportunity to protect and rehabilitate wetlands and the river.
- Development along Grand Avenue represents the greatest opportunity for enhancing the Avenue as a centrepiece of the precinct and transport corridor. Widening of the street, while retaining its treed character and sculptures and introducing new landscape elements, would achieve this.
- Active recreation areas and the riparian corridor along the riverbank create excellent opportunities for ecological corridors as well as appreciation of industrial structures such as wharves.
- The former Australian Aluminium Co site with its treed landscaping and interesting campus architecture should serve as model for industrial and urban services development. Even industrial sites should have good canopy coverage.
- Canopy coverage across the precinct must be increased and provided in corridors and within publicly accessible green space.
- A “green space” buffer zone should be established around the wetland, even though it is unlikely to be publicly accessible, with a view to enhancing ecological outcomes on the site.
- Heritage values (including natural, Aboriginal cultural, industrial, early settler-colonial, tourism and transport heritage) must be interpreted and celebrated, and heritage tourism (linked to Elizabeth Farm and the Female Orphan School) promoted.
- The Grave of Elinor Magee and child should be reinterpreted.
- The urban form of the proposed grid incorporating urban services interprets the historical plans (only partially realised) for the residential development Camellia-Rosehill. New north-south connections as part of this create greater opportunities to access heritage at the south of the site, including Duck River and the Australian Aluminium Co factory.

PREFERRED SCENARIO - MASTER PLAN

The master plan creates a high density town centre with mixed use and residential development in the north west corner of the precinct and along James Ruse Drive. Approximately 10,000 dwellings are proposed for this area.

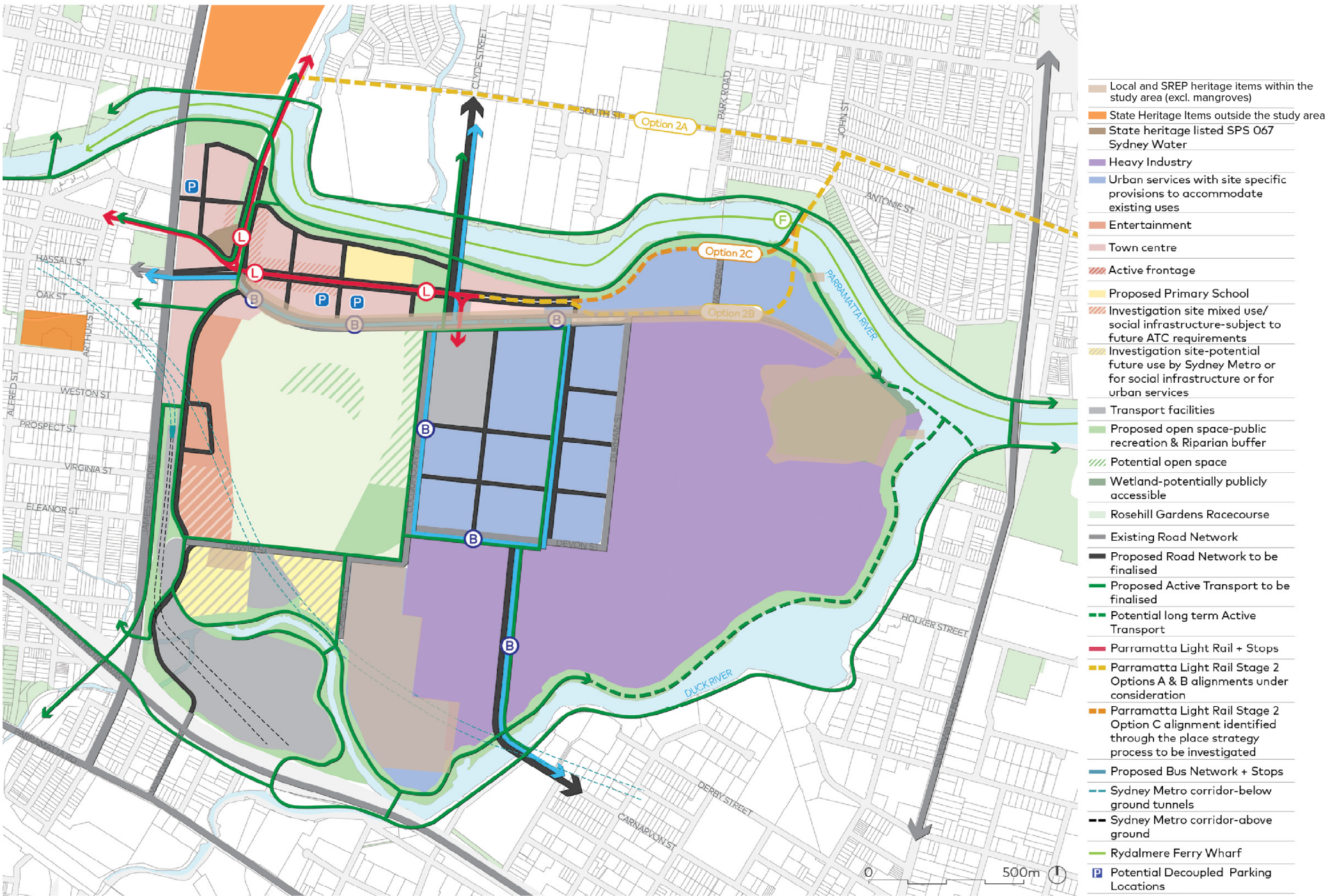
The area to the east and south of the peninsula remains as a place of heavy and light industry, and in between them is proposed a “Transition Zone” of entertainment, recreation and urban services.

A 40 metre riparian corridor along the riverbank protects the mangroves and river, while a 75m buffer from the river is provided at the north west of the site to mitigate the effects of flooding.

Traffic is moved away from Grand Avenue and Parramatta Light Rail stage 2 provides a link from the precinct to the nearby Rydalmere ferry wharf. Decoupled parking is sited along Grand Avenue to avoid having too many cars crossing the light rail line.

All heritage items are conserved.

For more on this scenario, please refer to the Integrated Master Plan Report.



STRATEGIC CONTEXT

Heritage in the Central City

Heritage is identified as a key part of creating a liveable Central City in the Central City District Plan under Planning Priority C6 - “Creating and renewing great places and local centres, and respecting the District’s heritage.” Conserving and celebrating heritage is a key part of creating great places. The need to understand community values with regard to heritage early in the planning process is emphasised in the plan.

The District Plan also notes in particular the importance of planning high density development and other encroachments on key State heritage listed items to ensure they respect the significance of those items - this includes the Female Orphan School and Elizabeth Farm.

Conserving cultural heritage is also identified in the District Plan as a potential tourism attractor, and as being an important part of protecting and improving waterways (particularly the Parramatta and Duck Rivers), bushland and cultural landscapes.

Actions:

2. Identify, conserve and enhance environmental heritage by:
- a. engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place

b. applying adaptive re-use and interpreting heritage to foster distinctive local places

c. managing and monitoring the cumulative impact of development on the heritage values and character of places.

37. Provide access to jobs, goods and services in centres by:
- i. Conserving and interpreting heritage significance

59. When preparing plans for tourism and visitation, consider:
- e. protecting heritage and biodiversity to enhance cultural and eco-tourism

Key legislation and regulation

Heritage in New South Wales is governed under the *Heritage Act 1977* and under various planning legislation and regulation. The *Heritage Act* predominately covers the process of conservation and change at places listed on the State Heritage Register, while places listed only in Local Environmental Plans (LEPs) are covered by the provisions of the relevant LEP and Development Control Plan (DCP), and the *Environmental Planning & Assessment Act 1979*. Aboriginal cultural heritage is commonly governed under the *National Parks and Wildlife Act 1974*, though nothing prevents the listing of Aboriginal heritage items in LEPs or on the State Heritage Register. Aboriginal cultural heritage is addressed in a separate Aboriginal cultural heritage report.

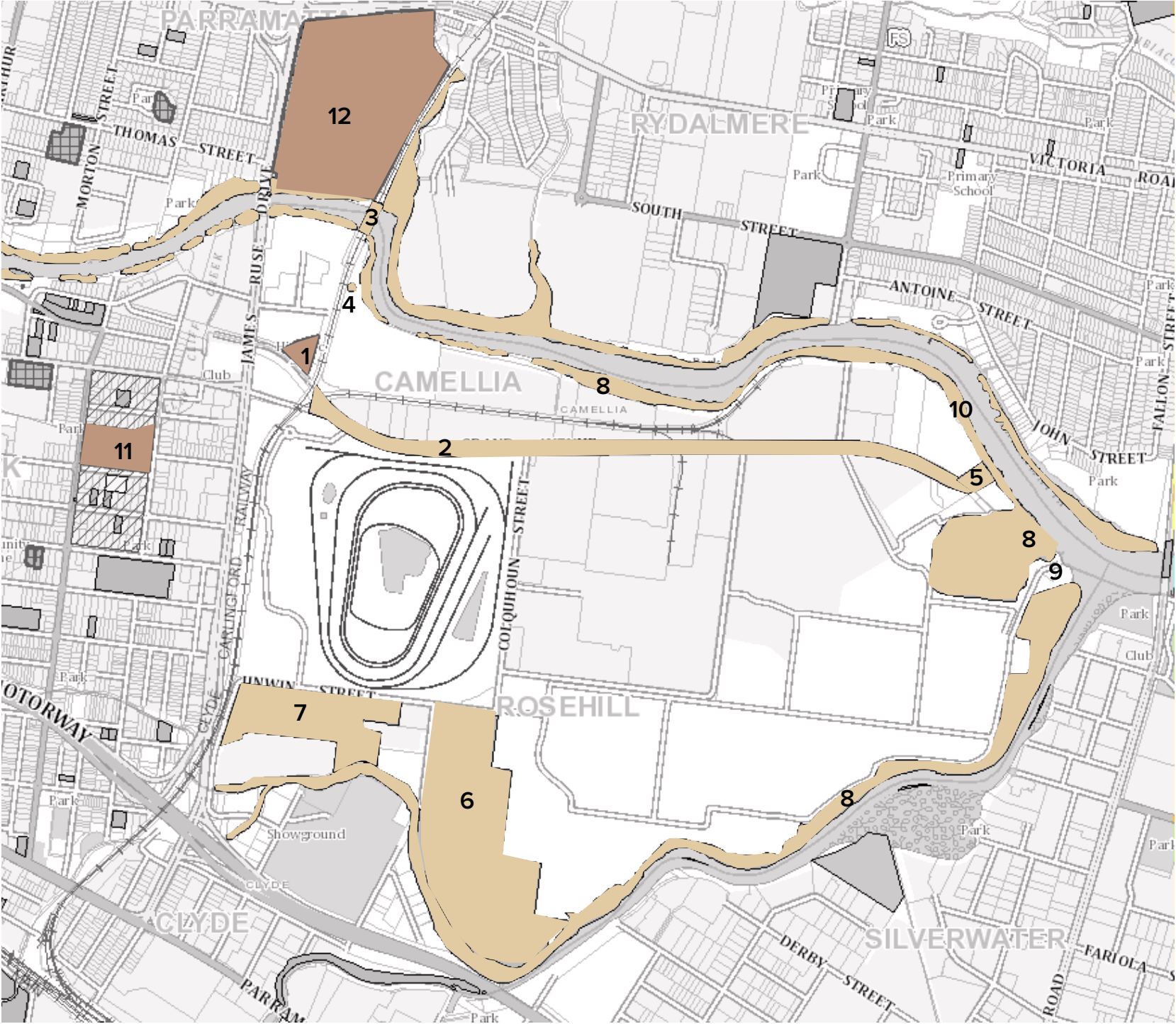
The study area contains one site that is listed on the State Heritage Register and seven other items listed in the Parramatta LEP. There are also two items listed in the Sydney Regional Environmental Plan 2005. These are listed in the table to the right. Additionally, there are two key State Heritage listed items near to the study area - the Female Orphan School in Rydalmere and Elizabeth Farm in Rosehill.

The nature of the significance of a listed place is typically identified in a statement of significance. The high level of cultural significance identified by listing a place obliges its conservation and good management under Article 2 of the Burra Charter.

Item name	Address	Real property	Listed on	Item no.
Sewage Pumping Station 67 (SP0067)	1B Grand Avenue, Camellia	Lot 2, DP 430623	SHR, s.170 Register (Sydney Water)	01643
Tram alignment			PLEP2011	I6
Clyde Carlingford Rail Bridge abutments	North of 1 Grand Avenue, Camellia, between Camellia and Rydalmere stations		PLEP2011	I2, I555
Grave of Eliner Magee and child	1 Grand Avenue, Camellia	Lot 1, DP 226202, Lot 102, DP 1146308	PLEP2011	I3
Pumping Station	39 and 41 Grand Avenue, Camellia	Lots 1 and 2 DP615549	PLEP 2011	I5
Capral Aluminium RTA Depot	3-11 Shirley Street, Rosehill	Lot 2, DP 864567	PLEP 2011	I575
	1B and 5 Unwin Street	Lots 201 and 202, DP 870298	PLEP 2011	I576
Wetlands	Parramatta River, Camellia (and Ermington, Parramatta and Rydalmere)		PLEP 2011	I1, I735
Shell Oil Refinery Wharf	Duck River		SREP (Sydney Harbour Catchment) 2005	35
Industrial Wharves	33 Grand Avenue, Camellia		SREP (Sydney Harbour Catchment) 2005	36

Map ref	Item name
1	Sewage Pumping Station 67 (SP0067)
2	Tram alignment (Grand Avenue)
3	Clyde Carlingford Rail Bridge abutments
4	Grave of Eliner Magee and child
5	Pumping Station (potable water valve)
6	Capral Aluminium (former Australian Aluminium Co)
7	RTA Depot (Department of Main Roads workshop and depot)
8	Wetlands
9	Shell Oil Refinery Wharf
10	Industrial Wharves
11	Elizabeth Farm and reserve
12	Female Orphan School (Western Sydney University campus)

Legend	
<div></div>	Relevant items listed on the State Heritage Register
<div></div>	Relevant items listed in the Parramatta Local Environmental Plan 2011



CONSERVATION AND PLACE-MAKING

The heritage of the Camellia-Rosehill peninsula provides unique opportunities for place making within the precinct. Conservation and celebration of this heritage is necessary not just for its own sake, but also to create a more desirable environment in which to live and work.

Sewerage Pumping Station 67

SPS67 should be conserved as an operation Sewerage Pumping Station. Conservation should be guided by the Conservation Management Plan for the place, which should be updated in accordance with Sydney Water's processes, or preceding any major changes.

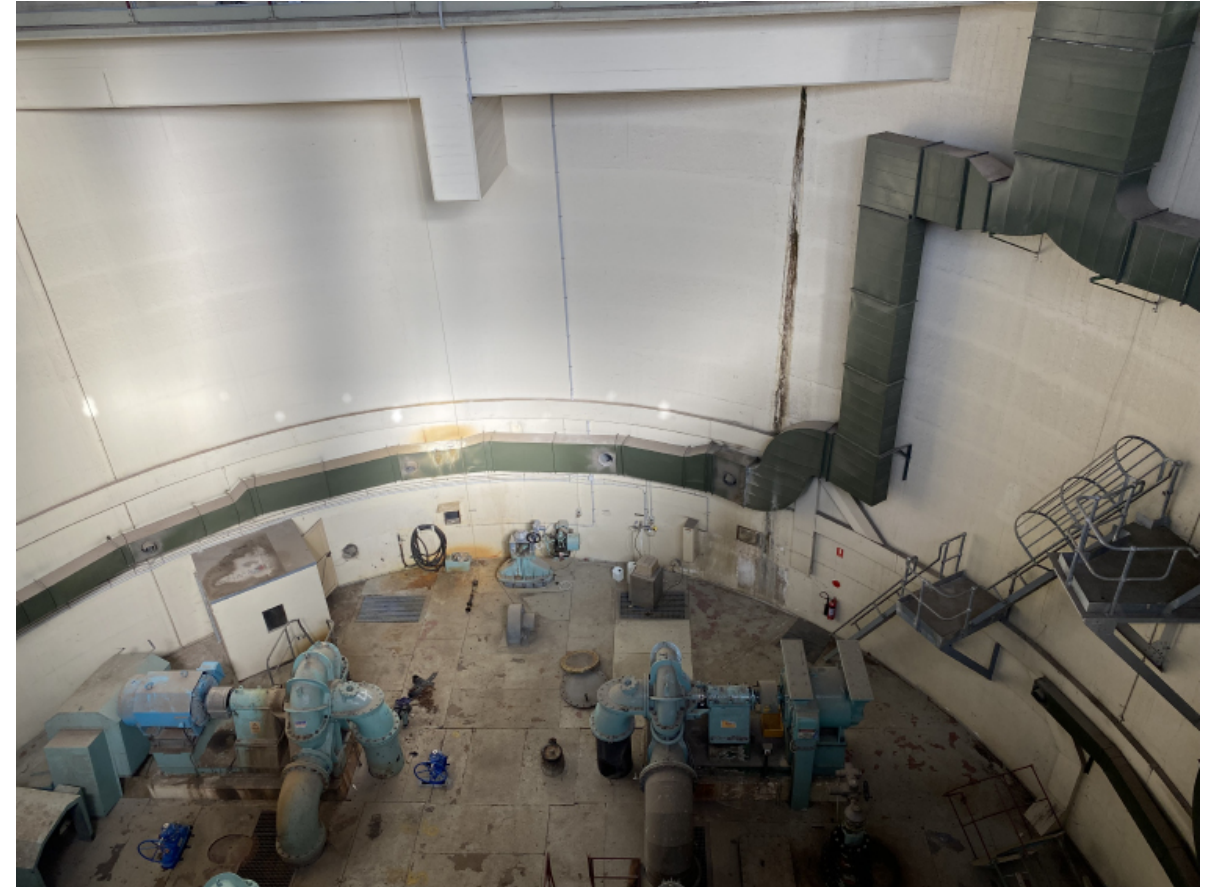
The pumping station should be appreciated from its surrounds, including if possible a relationship with the new light rail station.

The area surrounding the pumping station has historically had a designed landscape. It should be appropriately landscaped to allow appreciation of the architecture from outside the site, as well as re-creating a pleasant landscaped curtilage, which may be integrated with the proposed park. surrounding the area.

If the pumping station continues to operate, as is expected, and the smell emanating from it presents a problem for new uses nearby, alterations which ameliorate the smell may be acceptable, however dramatic alterations to external fabric are to be avoided.

Place making principles:

- Should continue as a working utility - minor modifications to ameliorate odour issues are acceptable.
- Highlight and utilise unique interior architecture and machinery as well as exterior.
- Retain/replace date palms and enhance with further landscaping (landscaping has benefit even when not publicly accessible).



1. Pumping Station 67 subfloor area.



2. Pumping Station 67 front facade.

Grand Avenue

A 19th century tram route from the river, at the end of the peninsula, originally stretching to Parramatta, Grand Avenue was initially a route for workers and was at one point proposed to be a key connection for residents. It offers an opportunity to create a grand avenue befitting the name, which can act as a main thoroughfare for workers and residents in the area.

The alignment of the street must be conserved, but the street can be widened. The median strip may be altered, but the avenue as a whole should retain its treed character. The origin of the sculptures located on the median strip should be ascertained and advice sought from the artist and community about their relocation, should it be required as part of a broader place making strategy. The sculptures should ideally be retained. Similarly, the artist responsible for the painted areas of the median strip should be consulted about any plans for the removal or repainting of these works. It appears that all these elements relate to Aboriginal culture, and therefore local Aboriginal stakeholders should be consulted about proposed changes.

At present, the significance of the route is somewhat degraded by the large number of trucks that travel along it. Part of the preferred scenario is to move trucks away from Grand Avenue as much as possible. It is therefore likely that it will be primarily used by personal vehicles, but should not be dominated by them at the expense of pedestrians.

There is a redundant rail crossing at the corner of Grand Avenue and Durham Street, including tracks. This should be conserved as evidence of the use of rail in the area.

Place making principles:

- A “grand avenue” for people and centrepiece of the locality, rather than a freight route.
- Conserve and add to artistic interventions.
- Conserve treed character and enhance with further plantings.



3. Sculptures are a feature of the large median strip in Grand Avenue.



4. Remnant railway tracks on Grand Avenue. Similar tracks can be seen throughout the precinct.

Wetland and mangroves

Forming a large part of a wider system of wetlands and mangroves along the Parramatta and Duck Rivers, these ecologies create an environment of unusual peace in the midst of the industrial urban surrounds.

The ecology and ecosystem should be conserved and enhanced where possible, according to the guidance of appropriately qualified ecologists. This should include the creation of a buffer zone of green space around the perimeter of the wetland (it is noted that this may not be publicly accessible due to proximity to a major hazard facility, but nevertheless has ecological value). Measures should be explored to extend ecologies where possible and explore the rehabilitation of land beyond minimum remediation efforts. Efforts to connect existing ecologies to create corridors for wildlife should also be encouraged.

These mangroves and rivers are habitat for water birds and fish, including eels, and their ecological significance should be paramount in decision making. However, the extraordinarily peaceful quality of the Parramatta and Duck Rivers here, despite proximity to heavy industry and roads, undoubtedly has benefit for people as well. The quality of a living river which, for people, provides a place of quiet and respite should be conserved. Any interventions along the river banks should prioritise the retention of this character, and new development must be set well back from the river banks as indicated by the proposed riparian corridor.

The wetland and mangrove landscape perhaps bears the closest resemblance to the pre-European settlement landscape. Blanket return records show Aboriginal people living adjacent to the Duck River at least as late as 1837. These areas therefore provide opportunity for acknowledgement of Aboriginal, and particularly Burramattagal and Wategoro, cultural heritage and cultural life both pre- and post-1788. Efforts to interpret this heritage should be led by local Aboriginal people with material assistance from government and developers.

The proposal to provide public access to the wetlands will hopefully ensure their longevity and proper conservation. However, this must be carried out in such a way as to respect the ecology (for example, using boardwalks). In addition, pedestrian and ecological connections between the Parramatta and Duck Rivers, and the wetlands, should be enhanced wherever possible.

Place making principles:

- Ecology must be conserved and enhanced, including by establishing a buffer zone of green space surrounding the wetland area.
- For people, the river can be a place of peaceful reflection as well as an active/ferry transport route.
- A key place of potential interpretation of Aboriginal cultural heritage - local Aboriginal people should lead any cultural intervention or interpretation.
- Blue and green connections between Duck and Parramatta Rivers, as well as the wetlands, should be created.



5. Australian Cream Tartare factory, Camellia, 1933. The Parramatta River, lined with trees can be seen in the background, with Grand Avenue in the foreground. State Library of NSW c79070008.



6. Some parts of the foreshore, such as this disused building, could provide a connection between river and land but, in general, it is preferable to retain the separation created by the mangroves and wetlands.



7. The mangroves, wetlands, and trees along the foreshore create a separation between the activity of Camellia and the Parramatta River.

Australian Aluminium Co

The former Australian Aluminium Co factory and offices was constructed as a “model factory” in which “the amenities, workplace safety and social life of its employees were highly regarded”, according to the interpretive signage at the place. Despite a history of labour disputes at the factory itself, the idea of a model factory, and a campus with designed landscape and architecture, all still interpretable, serves as a possible model for future industrial and innovation place-making at Camellia-Rosehill.

The existing buildings and factory facade should be retained and conserved, along with the remaining original landscaping of the site, including driveway and trees. While it is not necessary to emulate the 1930s model factory, the campus character with its cohesive architecture and plantings should be enhanced and conserved.

In particular, the peaceful quality of an “oasis” amidst an urban industrial landscape - created here by lawn and plantings of palms and native figs as well as garden beds - could be replicated elsewhere. The landscape settings of industrial buildings should be carefully considered with a view to creating places for workers to relax and making Camellia-Rosehill as a whole a more pleasant place to work.

The site could be well suited to accommodating indoor recreation facilities, particularly given its proximity to the proposed open space at Rosehill Racecourse.

Place making principles:

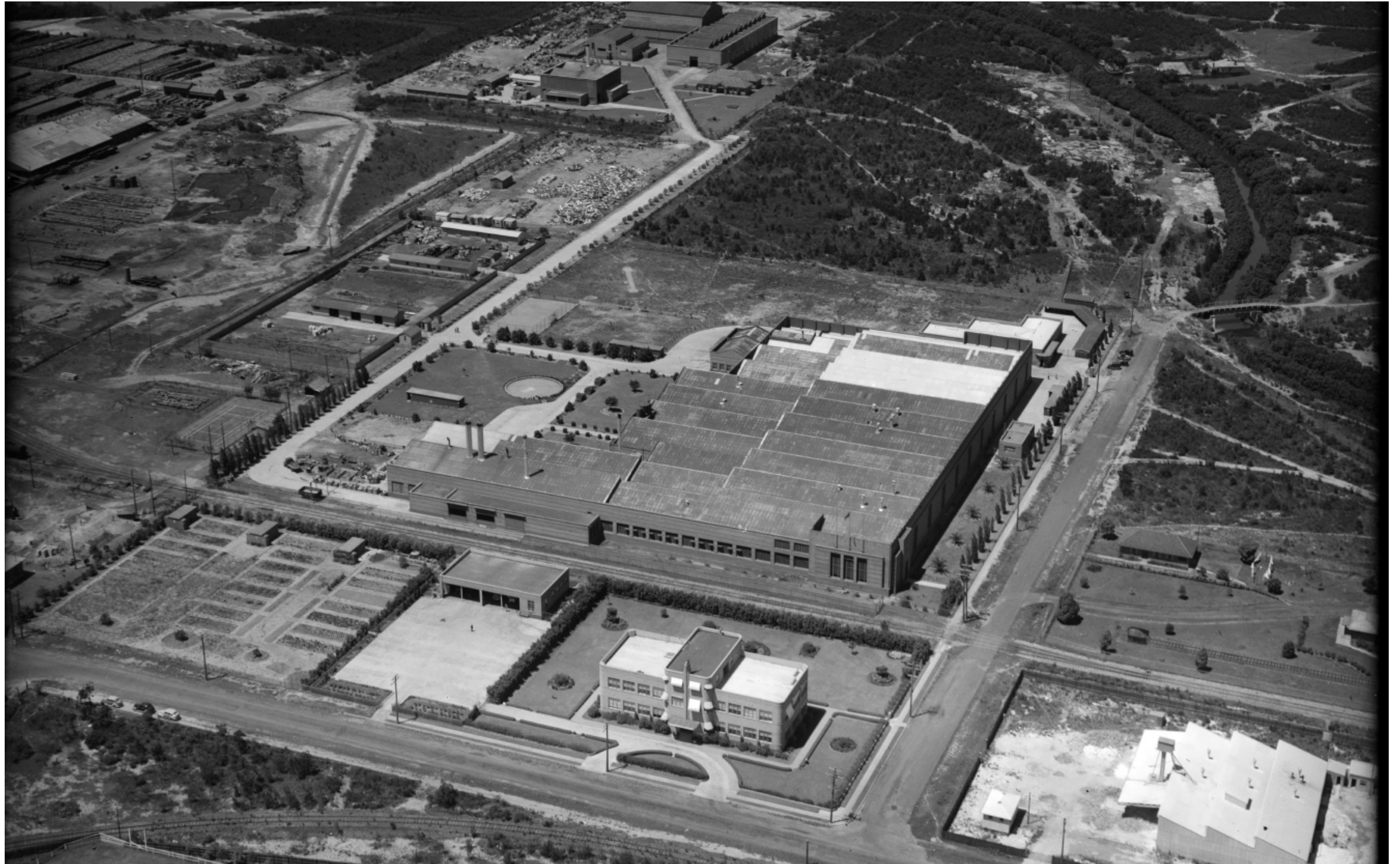
- Conserve all original buildings and features, plantings and landscaping.
- When the opportunity arises, seek to improve landscaping and built form aesthetics.
- Consider introducing a similar landscape approach and planning to other sites in the precinct.



8. Native figs and hedges create a garden oasis between the cafe and former building headquarters.



9. Palms punctuate the landscape outside the remnant facade of the former extrusion facility.



10 194- aerial view of the Australian Aluminium Factory campus, probably shortly after its opening by Milton Kent, SLNSW FL8810470

CONSERVATION OF OTHER ITEMS WITHIN THE PRECINCT

Grave of Elinor Magee and child

This grave site should be conserved and a comprehensive reinterpretation undertaken. This interpretation may be wider than the grave itself, and could be an appropriate place to tell the story of this part of Elizabeth Farm, including the camellia nursery. It should be noted in the interpretation that the grave is not “one of the oldest on the continent” as suggested by the current headstone, a statement which ignores the existence of far older Indigenous burial sites.

The current gravestone, fence and slab can be reconsidered and replaced if thought appropriate. The immediate setting of the grave may also be reconsidered and if so a garden or treed character should be instituted. Either formal or naturalistic landscaping would be appropriate.

If development is to occur adjacent to or around the grave, investigations should be conducted to ascertain the status of any remains or associated relics.

Bridge sidings

These should be conserved and interpreted. The proposed use of the bridge for light rail is appropriate. If the bridge becomes redundant the sidings should still be conserved, though this should be avoided if at all possible.

The bridge itself presents an ideal opportunity for interpretation of the river, mangroves and wetlands communicating the ecological and cultural significance.

“Pumping station” at 41 Grand Avenue

Though listed as a pumping station, with a description of Pumping Station 67 in the inventory, this small weatherboard building in fact houses a water valve unit for a 900mm trunk potable water main”. It is unclear exactly what the significance of this building is and it is possible, though probably unlikely, that it was intended as a listing for Pumping Station 67 (Sydney Water have not included the building on their section 170 register).

It is possible that this is a relatively early piece of potable water infrastructure which may have some historical significance. It may have some moderate aesthetic significance. It is currently an active asset for Sydney Water. Any proposed change in use should be accompanied by a thorough heritage assessment to fully determine its significance.

Department of Main Roads workshop

This former workshop and depot, built by the Department of Main Roads in 1944, housed the department’s machinery. It appears that the facade and structure of the main building along Unwin Street remains, and aerial photos indicate a shed at the rear of the site which may also have some significance. All other historical fabric appears to have been previously demolished. Extant fabric should be retained and interpreted. A range of new uses would be appropriate for the site.

Shell Oil Refinery Wharf

There is a small timber wharf pier and a concrete platform to which this listing may refer. It was not possible to access this place, but a full assessment of its significance should be undertaken before any proposed change. Shell refinery in order to confirm the fabric of this wharf, but a full heritage assessment should be undertaken before any changes to this site. This would be an ideal site for a new wharf, if one is required.

Industrial Wharves

There are some apparent remnants of industrial wharves to the west of Thackeray Street. These could not be accessed but a full heritage assessment should be undertaken before any changes to this site.



10. The Grave of Elinor Magee and child.



11. The bridge sidings are currently partially buried but should be uncovered at the completion of the light rail.



12. Water valve housing, 39 and 41 Grand Avenue, Camellia.



14. Shell Oil Refinery wharf and remnant structures.



13. Department of Main Roads former workshop and depot, 1944.



15. Possible remnants of Industrial Wharves at Camellia.

RELATIONSHIP TO STATE HERITAGE ITEMS OUTSIDE THE PRECINCT

Female Orphan School (University of Western Sydney)

The Female Orphan School is one of the oldest settler buildings in Australia, its construction beginning in 1813. It currently forms the centrepiece of the University of Western Sydney's Parramatta Campus. The proximity of this state significant place to Camellia presents both challenges and opportunities.

The original building of the Female Orphan School's principle elevation addresses the Parramatta River, and the views from the school building and from the surrounding landscape are undoubtedly part of the significance of the place. Development along the river front on the opposite bank that is highly visible will therefore have some impact on the significance of the place as a whole. This is mitigated by the proposed 75 metre setback, from the river in this area, and that landscape space should be carefully designed with views from the Orphan School in mind, with large trees employed to soften the impact of new buildings. Despite this, however, the visual impact of the large residential towers proposed for this area will be substantial.

Buildings that are visible from the Female Orphan School campus must have an architectural address to the river (that is, the campus should not look onto the back of building). Additionally, a design guide should be prepared for buildings along the river front which considers the impact on the Female Orphan School.

The proximity of the Female Orphan School to Camellia also presents a number of opportunities. The light rail will connect Camellia and the University of Western Sydney campus, and the bridge will also provide pedestrian and cycling access. This connection provides a boon for retail, entertainment and tourist attractions in Camellia, with the Female Orphan School representing a potential tourist attractor in addition to the attractor of the campus itself. This connection should be strengthened such that residents and workers are able to enjoy the landscape and cultural heritage surrounding the place.

Elizabeth Farm

Camellia-Rosehill was part of the land owned by Macarthur which made up Elizabeth Farm. The connectedness of this landscape has been obscured by subsequent suburban development and perhaps particularly by James Ruse Drive,

the expansion of which has split Rosehill in two and divided the suburban areas from the industrial. Run by Sydney Living Museums as a museum, Elizabeth Farm presents a number of opportunities for the Camellia-Rosehill precinct.

Because Elizabeth Farm is now in a suburban setting, development within the study area of the peninsula will not greatly impact its significance so long as it does not overshadow it. Shadow studies suggest that buildings at forty storeys could overshadow Elizabeth Farm before 9am during winter, and strategies should be employed to prevent this. Additionally, tall buildings will be highly visible from Elizabeth Farm and the reserve, and this should be taken into account in the design of any such buildings.

The light rail will provide pedestrian, cycling and public transport connection between Elizabeth Farm and Camellia, presenting an opportunity for retail, entertainment and tourist uses along the light rail. Combined with the Female Orphan Factory and potentially other sites in Parramatta, Camellia is well positioned to attract those visiting some of Australia's oldest and most significant settler heritage - as well as presenting its own settler and Aboriginal heritage.

Place making priorities:

- Prepare design guidelines for river-front buildings in Camellia-Rosehill that incorporates considerations of the need for buildings to address the river, and addresses the views from the Female Orphan school.
- New buildings visible from the Female Orphan School campus must address the river.
- No new development should cast shadow on Elizabeth Farm or the reserve surrounding it.
- Strengthen and emphasise transport connections to the Female Orphan School and Elizabeth Farm.
- Introduce compatible uses near to the key transport connections to promote visitation from the Female Orphan School campus and vice versa.
- Promote Camellia as a destination for heritage tourism focusing on themes of Indigenous, environmental recovery and restoration, transport, tourism, public utilities and industrial heritage.



14. Looking south east from the Female Orphan School to Camellia and the new light rail.



15. The view east toward Camellia from Elizabeth Farm Reserve.



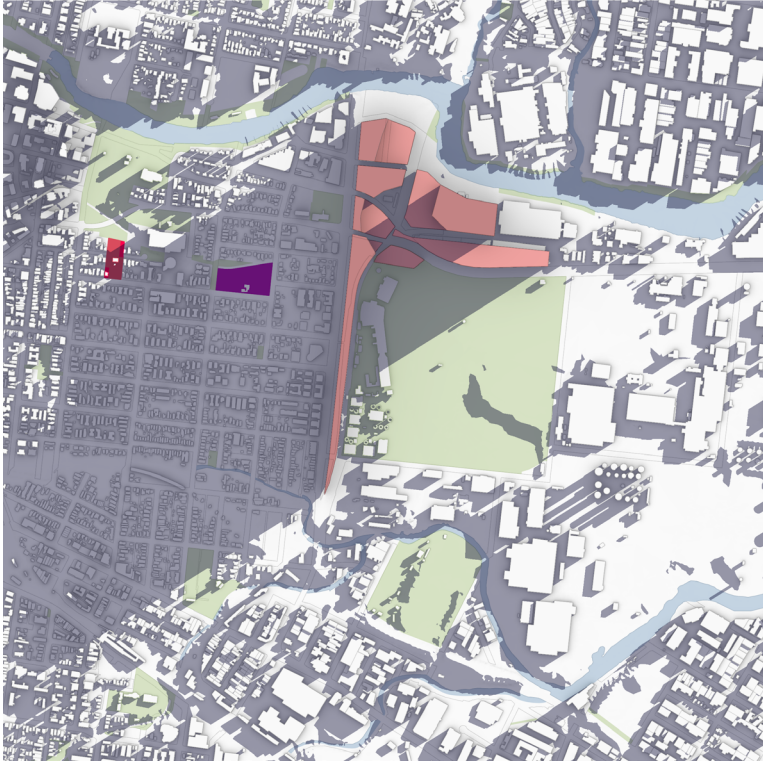
16. View of the Female Orphan School by Joseph Lycett, c. 1825, (State Library of Victoria 30328102131561/13).

SHADE AND HEIGHT STUDIES

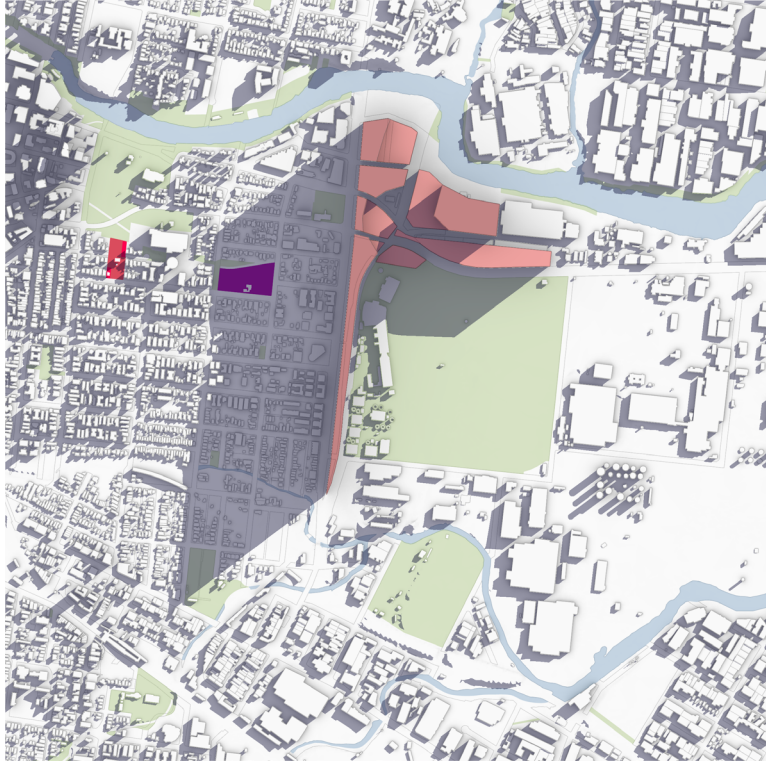
Prepared by Cox Architects, the following shadow studies indicate the possible shadow impact on Experiment Farm (in red) and Elizabeth Farm (purple) of 40 storey towers within the precinct. This analysis is based on particular times and a uniform building envelope. Planning controls and considered design should be able to greatly reduce or eliminate these impacts.



7.30am at the Winter Solstice existing (above) and with 40 storey massing, below.



8am at the Winter Solstice existing (above) and with 40 storey massing, below.

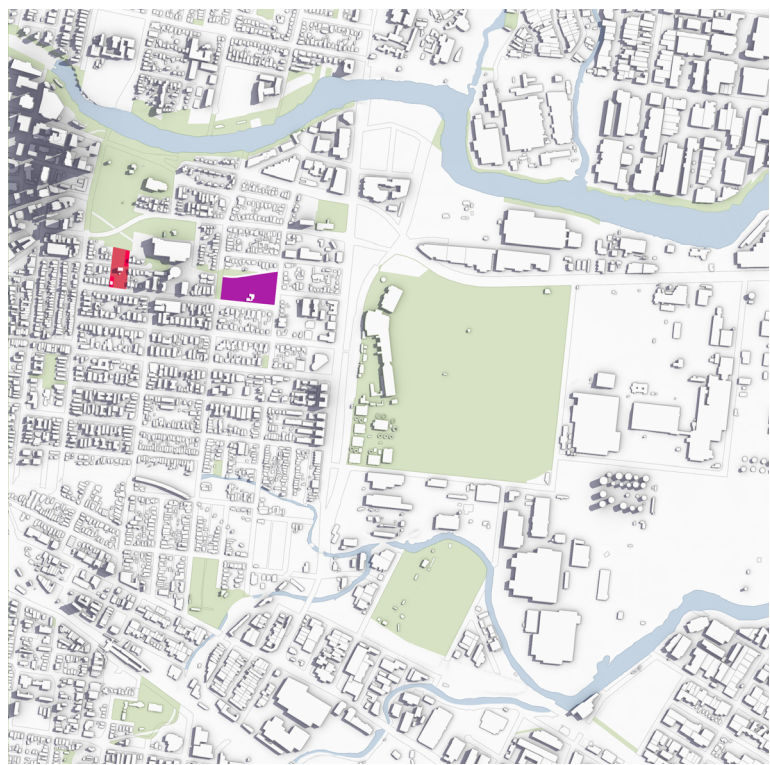


9am at the Winter Solstice existing (above) and with 40 storey massing, below.





7.30am at the Spring Equinox existing (above) and with 40 storey massing, below.



8am at the Spring Equinox existing (above) and with 40 storey massing, below.



7.30am at the Summer Solstice existing (above) and with 40 storey massing, below.



CONCLUSIONS

Camellia-Rosehill has the potential to become an extraordinary place to live and work. Interpreting, conserving and celebrating its heritage will be a key part of this transformation.

The preferred scenario is achievable without loss of heritage items, but it will likely have considerable impact on nearby items of state heritage significance, particularly Elizabeth Farm, but also the Female Orphan School. There is also a risk posed to the state heritage listed Sewerage Pumping Station 67, the ongoing operation of which may be incompatible with the proposed high density residential and mixed use, though this risk is mitigated by a proposed buffer zone surrounding the pumping station and other odour control measures - refer to the Air and Odour Report prepared by Todoroski Air Sciences.

The preferred scenario provides valuable opportunities for the rehabilitation of the entire precinct and in particular its ecological heritage. If this scenario is ultimately pursued, this must be at the forefront of any management strategy, including consideration of governance.

Although it has not be addressed in detail in this report, we look to a Connecting With Country Framework, understanding of Aboriginal cultural heritage in the area, and deep consultation with local Aboriginal people to guide the process of change to the place.

Celebrated heritage can serve as an attractor for workers, residents, students and visitors in conjunction with other nearby places such as the Female Orphan School. A neglected heritage - and particularly Grand Avenue and the wetlands, will likely mean a persistence of the status quo - a hidden place with few visitors.