



CAMELLIA–ROSEHILL PLACE STRATEGY

What we heard – Consultation report

Directions for Camellia–Rosehill Place Strategy

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More information

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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.

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1. Overview

The Camellia–Rosehill precinct is one of Greater Sydney’s strategically important riverside precincts, located in the geographical heart of Sydney, and close to the rapidly growing Parramatta CBD and the Westmead Health and Education Precinct.

The Greater Sydney Region Plan and Central City District Plan recognise Camellia–Rosehill’s significant strategic role in the Greater Parramatta and Olympic Peninsula (GPOP). Camellia–Rosehill contributes towards the GPOP economic corridor and presents opportunities for renewal. However, it has some complex constraints that require holistic and strategic planning. The precinct needs a co-ordinated remediation and flood strategy, a mechanism to fund the infrastructure required to support growth, and resolution of potential land-use conflicts.

New investment and infrastructure in Camellia–Rosehill presents a significant opportunity to create a clean, green, and sustainable place.

The vision for Camellia–Rosehill

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. Better transport access via light rail, active transport and road connections will make this possible.

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.

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 visit.

A draft Camellia–Rosehill Place Strategy (the place strategy) has been prepared and outlines an integrated 20-year vision and planning framework that:

- recognises the strategic attributes of the precinct
- enables Aboriginal people to reconnect to Country 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.

The place strategy has been led by the NSW Department of Planning, Industry and Environment, in collaboration with the City of Parramatta Council, Cumberland City Council, state agencies, landowners, and the community.

We used an Enquiry by Design process to inform the preparation of the place strategy. The interactive Enquiry by Design process created opportunities for integration and testing of ideas through several workshops and direct engagement with government stakeholders. We also engaged with landowners and Aboriginal stakeholders.

In recognition of the importance of collaboration, and of the significant challenges present in the precinct, the department released the *Directions for Camellia–Rosehill Place Strategy* paper (the directions paper) for public exhibition.

The directions paper built on previous submissions we received as part of previous planning processes and direct engagement we undertook with stakeholders and landowners in the first phase of preparing the place strategy. It gave interested parties another opportunity to give their input on a draft vision, 5 guiding directions and potential master plan approaches for Camellia–Rosehill.

The department exhibited the directions paper from 15 September to 13 October 2021. We received a total of 32 submissions, including:

- a submission by the City of Parramatta Council
- 16 landowner submissions
- 9 from state agencies and utility providers
- 4 from community members
- 2 from peak industry bodies
- 2 from other stakeholder organisations.

The project team also held one-on-one meetings with interested landowners, as well as with agencies.

This report documents the consultation process, summarises the feedback received through the consultation process, and key themes raised for further consideration. It outlines how the feedback has informed the refinement of the draft master plan and preparation of the draft place strategy.

This report is structured as follows:

- Section 2 details engagement we completed before the release of the directions paper
- Section 3 gives an overview of the exhibition of the directions paper and engagement activities undertaken
- Section 4 outlines the key themes raised in the submissions
- Section 5 outlines the next steps of the process.

2. Engagement to date

The release of the directions paper was the latest step in an extensive and ongoing program of engagement and consultation with landowners, local and state government organisations, individuals, and other stakeholders.

2.1 Previous studies and engagement

Work on the place strategy began by building on the extensive 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.

2.2 Collaborative approach

The place strategy has been developed using the department's collaborative approach to precinct development. This has involved a cross-government core project team that has included representatives from:

- the department, with members from the Central (GPOP) strategic planning team and other areas such as urban design, infrastructure planning and hazard risk
- the NSW Environment Protection Authority (part of the department)
- City of Parramatta Council
- state agencies such as Transport for NSW, and Sydney Water.

This core project team has provided input and guidance throughout the development of the place strategy, including involvement in the creation of the directions paper. Engagement with these and other core stakeholders is ongoing, and their inputs continue to shape the place strategy.

2.3 Enquiry by Design process

The place strategy has been developed through an 'Enquiry by Design' process, which provided opportunities for collaborative ideation, problem solving, and scenario testing through a series of workshops and meetings.

These workshops and meetings included expert representatives from the department, City of Parramatta Council, Cumberland City Council and state agencies including NSW Department of Education, Government Architect NSW, NSW Health, Office of Sport and Recreation, Schools Infrastructure NSW, Sydney Olympic Park Authority, Sydney Water, and Transport for NSW.

Representatives of the Greater Sydney Commission attended as observers to the process.

The Enquiry by Design process also included engagement with interested landowners, through presentations to the above representatives and meetings with the project team. Landowners asked questions and presented on a range of issues, including:

- ideas for the future development of the precinct
- specific concerns or suggestions relating to land that they own or have an interest in
- proposals that will improve the economic, social, or environmental performance of the precinct, including infrastructure upgrades, environmental rehabilitation, and the like
- suggestions for the funding of new infrastructure and improvements to the precinct.

2.4 Connecting with Country

Running parallel is a 'Connecting with Country' process. The department, through consultants The Fulcrum Agency and Dominic Steele Consulting Archaeology, has been working with Aboriginal stakeholders who are contributing to and helping shape the draft master plan and place strategy for the precinct.

Through this engagement, the department has gained insights into the Aboriginal stakeholders' experience with and connection to the Camellia–Rosehill precinct, which sits on the land of the Burramattagal people. Opportunities to design with Country, connect to Country, heal Country, and provide social and economic opportunities to local Aboriginal people have been identified.

This process is ongoing and will continue to shape the place strategy. We plan to continue it throughout the project's lifecycle.

3. Directions paper exhibition and engagement

3.1 Exhibition and submissions analysis

The department exhibited the directions paper from 15 September to 13 October 2021. We received a total of 32 submissions. The submissions included responses from landowners, peak bodies, state agencies and utility providers, individuals, other stakeholder organisations and one from City of Parramatta Council. (as shown in **Table 1** and **Figure 1** below). **Appendix A** lists the stakeholders that made a submission.

Table 1: Count of submissions by stakeholder category

| Stakeholder type | Number of submissions |
|---|-----------------------|
| Landowner | 16 |
| State government agencies and utility providers | 7 |
| Individual community members | 4 |
| Peak body | 2 |
| Other stakeholder organisations | 2 |
| Local government | 1 |
| Total | 32 |

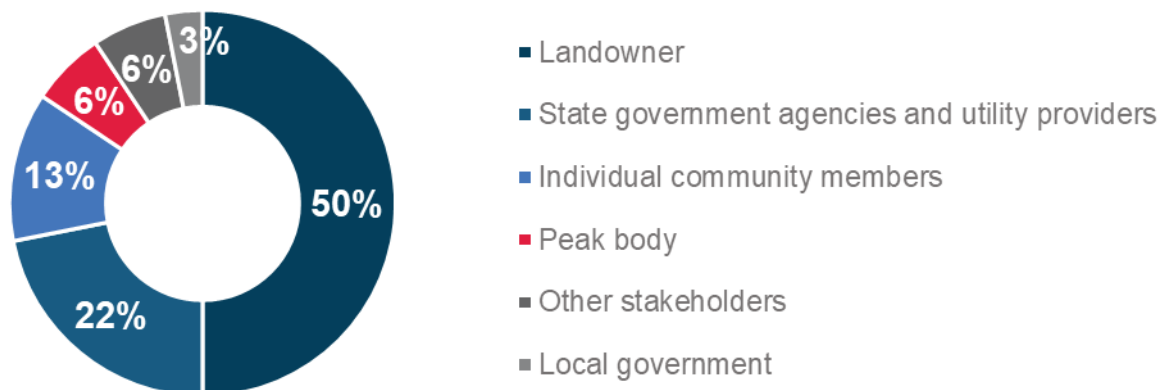


Figure 1: Submissions by stakeholder type

3.2 Public notification

The directions paper was available on the department's website and the NSW Planning Portal:

www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Camellia

<https://pp.planningportal.nsw.gov.au/Camellia-Rosehill-Strategy>

The department sent a variety of notifications and promotions about the exhibition of the directions paper, including:

- letters to all private and government landowners in the Camellia–Rosehill precinct (we sent emails on the first day of exhibition – 15 September 2021 – to all subscribers on the department's Camellia-Rosehill webpage)
- reminder emails on 6 October 2021 (one week before the end of exhibition) to all subscribers on the department's Camellia–Rosehill webpage
- emails to all local and state government agencies and private landowners involved in the process to date
- a post on Twitter from the department's Twitter account.

3.3 Landowner meetings

The department contacted all landowners in the precinct by letter, and (where available) also by email, inviting them to have a one-on-one meeting with the project team via Microsoft Teams (because of COVID-19 safety restrictions).

We met with 16 landowners over the course of the exhibition. Meetings ran for up to one hour and included a presentation from the project team on the key contents of the directions paper, interspersed with opportunities for questions and comments from the landowner and their representatives.

Of these 16 landowners, 12 went on to make submissions, and 4 did not. Key themes raised in these meetings are extracted and discussed in Section 4 below.

3.4 Agency briefing and meetings

We invited key agencies to attend an agency briefing on 28 September 2021.

We also met one-on-one with agencies including Transport for NSW, State Emergency Services and Sydney Water.

4. Key themes

4.1 Key themes – Landowner meetings

The key themes raised in landowner meetings included:

- **Transport and connectivity**
 - Support for additional road connections and specific views relating to the operations and desires for their land.
 - Preferences regarding the proposed route for the Parramatta Light Rail Stage 2 and need for certainty about the timing of the decision for the preferred route.
 - Requests for transport improvements to be brought into the short term. This was important to both address current transport challenges, and ensure congestion is not made worse by additional development occurring before transport improvements are made.
- **Infrastructure**
 - Preferences for and against certain infrastructure funding options (preferences varied by landowner).
 - Views on the location and typologies of proposed social infrastructure.
 - The extent of social infrastructure and open space required for the proposed population.
- **Planning**
 - Locations of and interactions between land uses proposed, to ensure potential land-use conflicts are managed.
 - Opportunities for long-term further development of riverfront land in the east of the precinct for mixed-use purposes.
 - Views on specific land-use zones proposed for their landholdings, and the viability of this in line with their desires for their land.
- **Process**
 - Emphasis on the importance of a strong and clear staging plan to manage potential conflicts and amenity impacts that could arise from uncoordinated development.
- **Buffers**
 - Inconsistency of the proposed hazard risk buffers for the precinct compared to those in other areas of Sydney with fuel pipelines.
 - Concerns regarding odour emissions from current operations affecting potential future residential developments, and what effect that would have on operations.

4.2 Key themes – Agency meetings

The key themes raised in meetings with City of Paramatta Council, Cumberland Council and state agencies included:

- **Transport and connectivity**
 - Need for further detailed investigation of potential transport investments to support any future rezoning.
 - Integration of the Sydney Metro Clyde Maintenance and Stabling Facility and Parramatta Light Rail to deliver good place outcomes.
 - Feasibility of the M4 connection.
 - Need for active transport to connect into surrounding areas.

- Suggested refinements to the local road network to ensure good public domain and place outcomes.
- **Infrastructure**
 - Need to ensure the continued provision and operation of sewerage and water infrastructure.
- **Environment**
 - Need to investigate governance mechanisms for precinct-wide remediation/contamination management activities.
 - Potential planning controls to apply the remediation strategy and the need to integrate landscape treatments with remediation strategies.
 - Request that detailed investigation of flood risks is undertaken to support any rezoning, including the preparation of an evacuation strategy for the precinct.
 - Recommendation that a 40 m setback from mean high water mark is required along all waterways.
- **Buffers – Amenity**
 - Concern about odour impacts of the sewage pumping station and concerns around whether the proposed buffer was adequate.

4.3 Key themes – Submissions

The 32 submissions gave feedback on many aspects of the directions paper. Comments discussed elements of the directions paper that were supported, issues that raised concern, and suggestions on alternative ways to achieve the overall intent of the place strategy.

We have analysed the comments given in the submissions and organised them into key theme categories. Some comments in the submissions mentioned more than one theme category – in these cases, the comment has been captured under all relevant themes. The following table and graph show the number of references to each theme across all submissions. **Appendix B** gives a more detailed breakdown of the key themes.

Table 2: Key themes raised in submissions and the number of times each theme was mentioned, ordered from most to least frequent

| Key theme | Number of references to the theme |
|----------------------------|-----------------------------------|
| Transport and connectivity | 86 |
| Planning | 58 |
| Process | 56 |
| Environment | 49 |
| Infrastructure | 47 |
| Economic | 33 |
| Buffers | 25 |
| Planning controls | 24 |
| Urban design | 19 |

| Key theme | Number of references to the theme |
|-------------------------|-----------------------------------|
| Connecting with Country | 9 |
| Heritage | 5 |
| Total | 411 |

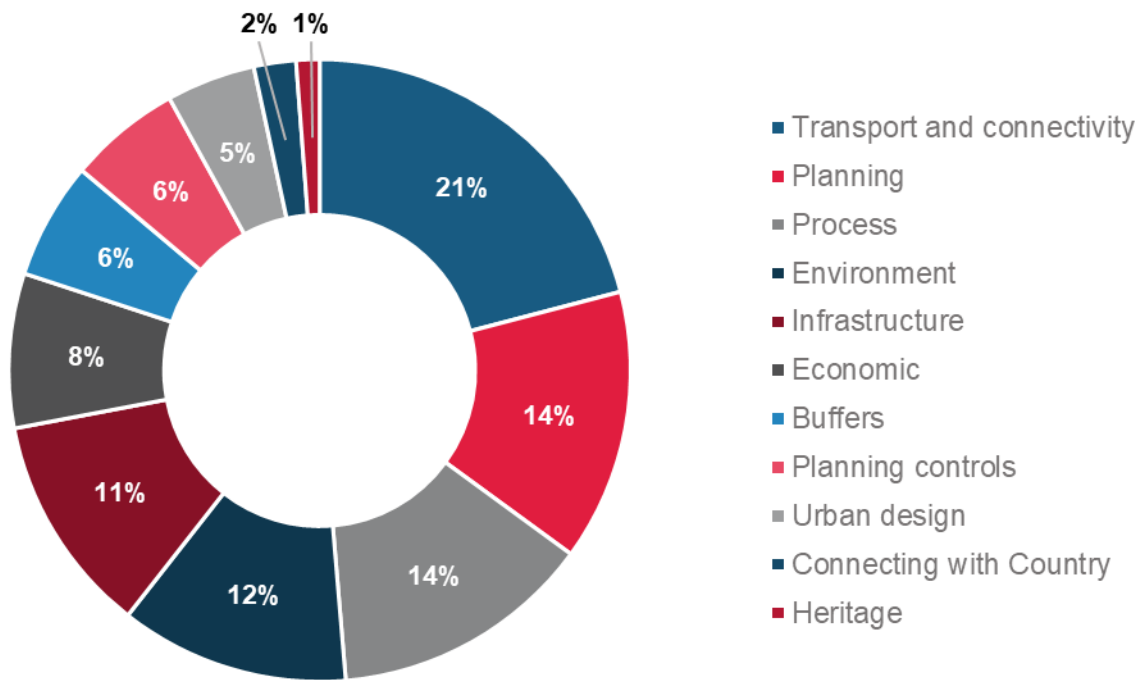


Figure 2: Number of times each key theme was raised, as a proportion of all themes mentioned.

4.4 Key issues and actions taken

The below sections summarise the most prominent issues raised in submissions and describes what action the department has taken or will take in response to those submissions.

Key theme 1: Transport and connectivity

Summary

Comments in submissions focused on:

- Support for an extensive network of active transport infrastructure, and requests for more active transport links, both within the precinct and connections to surrounding areas.
- Requests for internal road network changes to avoid effects on current and approved developments.
- Alternative options for the location of the road connection north to Rydalmere.
- Support for reduced private car parking and for decoupled parking. Concerns, however, were raised about precinct parking – there is a desire to have residential parking in the same building as the residences.
- Support for more road connections to help address current congestion issues and future traffic demands.
- Support for sustainable modes of transport.
- Importance of providing separation for heavy vehicles, for both efficiency (ease of access) and safety (such as minimising risk of conflict with light vehicles, pedestrians, cyclists).
- Support for public transport – Parramatta Light Rail Stages 1 and 2 and bus routes.
- Preferences on options for the route of Parramatta Light Rail Stage 2.
- Requests for more/different road connections that would be of particular benefit to certain landowners.
- Requests for more detailed traffic study.
- Desire that the future metro stabling facility is well integrated with the overall place design for the precinct.
- Advocacy for a metro station at Camellia.

Actions taken

- We have added more active transport links to the master plan and place strategy, and identified long-term, aspirational connections for the future.
- We have changed the internal road network to avoid effects on current and approved developments, and fine-tuned network design to reflect feedback on movement and place design desires.
- We have realigned the connection north to Rydalmere to reduce effects on properties in both Camellia and Rydalmere.
- We have removed references to precinct parking and replaced them with decoupled parking, which gives more flexibility in applying sustainable parking solutions.
- We are consulting with Parramatta Light Rail team on an ongoing basis to ensure integration between the 2 projects.
- We have shared the preferences on options for the light rail with the Parramatta Light Rail team. We gave landowners an update on the status of the project and future opportunities for engagement.
- The department and Transport for NSW are working together to determine the scope of a detailed transport study. This will assess the practicality and costs of the proposed transport interventions.
- We are consulting with Sydney Metro on an ongoing basis to coordinate work between the 2 teams for an integrated outcome that delivers on both project objectives.
- We restated to stakeholders the government's position not to proceed with a metro station at Camellia.

Key theme 2: Planning

Summary

Comments in submissions focused on:

- Statements that the precinct should enable the development of alternate housing typologies, including build-to-rent, student accommodation, and group homes.
- Comments on the extent and/or location of different zones, including:
 - support for proposed land uses shown in the directions paper
 - request for residential/mixed use to extend farther east along Parramatta River foreshore sites to recognise the long-term strategic vision to remove heavy industry from foreshore lands along the Parramatta River
 - preservation of key areas of the precinct for industrial land – emphasising the economic importance, locational advantage being in centre of Greater Sydney, and that there is an existing shortage of this land, which would be exacerbated by rezonings in the precinct
 - the potential to have a long-term vision for converting what is currently industrial land along the foreshore to residential/mixed-use and open space/environmental conservation
 - that the entertainment-zoned area be extended to include existing facilities at Rosehill Racecourse.
- Opportunity to leverage current and proposed public transport investments to deliver density close to public transport.
- Some landowner submissions requested a specific number of the proposed 10,000 dwellings be allocated to their site.
- Varied views on proposed affordable housing provision – some supported a minimum 10% provision, while others asked for no affordable housing provision, arguing it would be an additional cost impost.

Actions taken

- The place strategy and future planning controls aim to encourage diverse housing typologies.
- We have changed the boundary between the town centre and urban services land to ensure better transition and integration of land uses. We will investigate flexible planning controls to integrate urban service uses into the town centre.
- All industrial land north of Grand Avenue in the eastern end of the precinct is now identified as town centre or urban services. We are investigating planning controls for preserving current uses to allow landowners to transition to new uses over time.
- Land on southern side of Devon Street is now retained as heavy industrial, consistent with current development proposals and plans for future tenants.
- We have extended the proposed entertainment precinct to encompass all existing entertainment facilities at Rosehill Racecourse, with better links to the nearby Parramatta Light Rail interchange.
- The place strategy identifies height and floor space controls, which will provide an indication of the number of dwellings achievable at a site. We are also considering residential density/dwelling controls.
- The place strategy identifies a minimum target of 5% for affordable housing to be implemented through future planning controls.

Key theme 3: Process

Summary

- Mapping
 - Clarification sought on some elements shown on the maps included in the directions paper. Comments related to questions of accuracy or interpretations of the maps.
- Consultation
 - Requests for more involvement and consultation as the place strategy continues to evolve. Specific requests included meetings/workshops with the project team to discuss certain elements of the proposal, co-designing with stakeholders, and further liaison with agencies as detailed designs are created for specific elements of the place strategy.
- Governance
 - Requests that appropriate governance structures are put in place to manage key environmental aspects, including water management and contamination, in a coordinated, precinct-wide manner.
 - Recommendations to establish a dedicated development authority to oversee and direct development of the precinct.
- Staging
 - Comments on staging of development, including requests for a clear staging plan, and the ability for certain sites to be developed earlier.

Actions taken

- We have updated and improved mapping to make elements clearer, in response to submissions.
- Consultation is ongoing – we will continue to meet with landowners and other stakeholders. The place strategy sets out how engagement will continue as the development of the precinct progresses.
- The project team will continue to work with stakeholders to determine appropriate governance structures and mechanisms to put the place strategy into action.
- The place strategy includes a clear staging plan and identifies that there is potential for less constrained sites to be developed early.

Key theme 4: Environment

Summary

- Importance of protecting and enhancing the environmental areas of the precinct (including the wetlands and mangrove habitats) and preserving their biodiversity.
- Importance of developing a comprehensive flood risk and safety plan to inform the design and delivery of development and infrastructure.
- Support for the precinct to become a net zero (no greenhouse gas emissions) precinct.
- Comments that the provision of a 40 m setback from mean high water mark, to be provided to City of Parramatta Council for environmental and active transport uses, should be made mandatory (provision only occurs as sites develop). The wording included in the directions paper was that the 40 m setback would be 'implemented where possible and as required'. The removal of this quoted section was requested.

Actions taken

- The place strategy seeks to protect and enhance environmental areas through setbacks, green canopy targets, and other measures such as investigating planning controls with more ecological buffers, and specific design measures.
- The place strategy identifies that a precinct-wide flood risk study and plan and evacuation plan will be required to support future rezoning.
- The place strategy and Sustainability Implementation Plan outline measures to support the delivery of a net zero precinct.
- The place strategy clarifies the requirement of a 40 m setback along the foreshore to be applied through future planning controls.

Key theme 5: Infrastructure

Summary

- Recommendations on locations of key social infrastructure, including:
 - sporting fields to be located outside of town centre area, given the large amount of land required
 - opportunity to develop multipurpose shared community facilities in the town centre, such as a school with fields, library and hall facilities that can be used by the community outside of school hours
 - opportunity to use government land/infrastructure outside of the precinct to provide for social infrastructure needs in the precinct.
- Statements that the benchmarks identified for social infrastructure are excessive/unachievable for the precinct.
- Comments on the need to clearly identify and state the costs of infrastructure so that the financial effect on feasibility can be understood.
- Need for the government to provide key infrastructure upfront, before development, to ensure the precinct can continue to operate, and incoming population has the needed infrastructure from day one. This would require funding from the government, which in some cases could be paid back by later developer contributions.
- Support from landowners to contribute to delivery and funding of infrastructure – a variety of mechanisms are nominated as more and less preferred.
- Need to ensure the continued provision and operation of sewerage and water infrastructure.

Actions taken

- We have identified potential locations for sporting fields.
- We have identified public benefit outcomes on Sydney Metro and Rosehill Racecourse land to enable town centre development – there are potential sites for open space and schools.
- We have identified opportunities to develop shared community facilities.
- We have confirmed that the precinct needs to be self-sufficient for social infrastructure – that is, the precinct needs to satisfy demand for social infrastructure such as schools, parks, and fields that is generated by the projected population of the precinct.
- The place strategy and supporting Social Infrastructure Implementation Report clarifies the benchmarks and challenges for achieving open space targets. The strategy and report acknowledge the need to deliver higher quality open spaces to meet the community's needs.
- High-level infrastructure costs and funding mechanisms are provided in the Infrastructure Delivery Plan exhibited as part of the place strategy.
- The place strategy includes a staging plan to ensure that delivery of land for new homes and jobs in the precinct aligns with the delivery of infrastructure. The forward program for rezoning will be staged to align with public and private infrastructure commitments.
- The department will continue to work with utility providers to ensure the continued provision and operation of sewerage and water infrastructure.

Key theme 6: Economic

Summary

- Support for the precinct to continue and strengthen its position as an employment hub.
- Opportunities to leverage off the precinct's strategic position to drive employment – particularly its proximity to Western Sydney University's Parramatta South campus, the Parramatta CBD, and the Westmead Health and Innovation District.
- Importance of clarity on infrastructure contributions, other costs, and planning controls to ensure developments are feasible.

Actions taken

- Initiatives and planning controls to strengthen the precinct's role as an employment hub are outlined in the place strategy and supporting Economic Development Analysis and Feasibility Study
- The place strategy and supporting Infrastructure Delivery Plan identify potential planning controls and funding mechanisms to deliver infrastructure required to support the vision. The infrastructure delivery plan is based on high-level and preliminary cost estimates. More assessment is needed. We will refine the infrastructure opportunities and delivery pathways at the rezoning stage.

Key theme 7: Buffers – hazard risk

Summary

Comments in submissions centred on:

- Inconsistency in approach proposed to manage hazard risk in Camellia–Rosehill compared to other precincts that have fuel pipelines through them. Comments also often stated that the proposed approach for Camellia–Rosehill appeared much stricter/more conservative and would have a greater effect on development potential compared to other precincts in Sydney with fuel pipelines.
- Lack of clarity regarding the criteria and methodology used to determine the proposed hazard risk contours.
- Lack of information as to the extent of effects on development potential of the proposed hazard risk contours, which limits landowner's ability to fully understand potential effects on yields and development feasibility.
- Support for the proposed hazard buffers.

Actions taken

- A Quantitative Risk Assessment (Land Use Safety Study) accompanies the place strategy. It is a site-specific analysis to assess the risk exposure from these hazard sources located within the area of Camellia–Rosehill, including the fuel and gas pipelines, and Viva Energy's fuel terminal. Details of the assumptions are included within the assessment.
- The place strategy provides details of how exposure of people to major hazard risks will be minimised through planning controls, including restricting the type of development and population densities within the hazard zones.

Key theme 8: Planning controls

Summary

- Requests for greater clarity to be provided on planning controls (including zoning, height, and floor space ratio).
- Requests for planning controls to be applied flexibly to allow developments to be delivered in line with the market conditions of the time.
- Ensure controls protect existing industrial uses, while also providing flexibility for new innovative employment uses.
- Use zoning and planning controls to provide appropriate buffers between residential and other uses to manage amenity.

Actions taken

- The place strategy gives the proposed zoning, height and floor space ratio controls.
- The place strategy aims to provide for a flexible land-use framework that enables a range of proposed land uses and activities, and enables emerging land uses. Details of potential planning controls to be developed to facilitate this are included in place strategy.
- The places strategy protects land for heavy industry but responds to the evolving nature of industrial precincts throughout Sydney and introduces an urban services area to provide for a more diverse range of industries including population-serving jobs, freight and logistics, retail and recreation, and the emerging innovation cluster.
- The place strategy proposes planning controls that will enable existing heavy industrial uses to transition over time to urban services.
- The place strategy includes proposed planning controls to manage amenity effects and provide appropriate buffers between conflicting land uses.

Key theme 9: Buffers – amenity

Summary

- Concerns about sewage pumping station (SPS 067) being retained in the town centre and the effects this may have.
- Comments that more work is needed to manage and mitigate potential effects from and on the SPS 067.
- Opportunity to provide retail and hospitality services as a transition and buffer between the town centre and urban services area to help protect the amenity of these different land uses.
- Emphasis on the need for the provision of buffers that mitigate amenity effects for future residential areas, and also do not prevent the ongoing operation of industrial lands.

Actions taken

- The Air and Odour Assessment exhibited with the place strategy identifies appropriate buffers to manage impacts from SPS 067.
- Consultation with Sydney Water is ongoing to ensure any effects from the sewage pumping station are managed.
- The place strategy identifies planning controls we are considering to ensure that town centre and urban services uses are integrated and we address amenity issues.
- We have considered amenity issues (such as odour and noise) in identifying appropriate locations for residential uses. The place strategy identifies key planning and design measures to ensure amenity and good place outcomes can be achieved.
- We will consult further c with business and landowners to discuss how current odour and air emissions can be mitigated to meet the future requirements and minimise the potential for land-use conflicts.

Key theme 10: Urban design

Summary

- Importance of creating a high-quality built form, with street activation and active community facilities.
- Importance of permeability – having connective links throughout the precinct.
- Where basement parking cannot be delivered, parking should be carefully designed to minimise/negate effects on the urban design of the precinct.

Actions taken

- In the master plan and place strategy, we have provided more active transport links and greater detail on internal road network in the town centre to achieve good place outcomes.
- The place strategy and master plan identify design considerations and planning controls we will explore to ensure high-quality buildings and spaces, active public domain, and buildings.
- The place strategy, master plan and supporting Remediation Strategy outline reasons why basement parking is not supported. They also provide for potential planning controls to ensure above-ground parking integrates with the public domain outcomes and can be repurposed with changes in car ownership and mobility patterns.

Key theme 11: Connecting with Country

Summary

- Support for proposed Connecting with Country objectives.
- Some submissions identified opportunities where they could contribute to the achievement of these objectives.

Actions taken

- The place strategy and supporting Connecting with Country Implementation Report, identify principles and actions to ensure that Caring for Country and conserving heritage is at the centre of design and planning of the Camellia–Rosehill precinct.
- Our consultation with Aboriginal stakeholders is ongoing and we plan to continue this throughout the project's lifecycle.

Key theme 12: Heritage

Summary

- Importance of the preservation of heritage items.
- Clarification around some of the heritage items identified in the place strategy.

Actions taken

- The place strategy and supporting heritage reports (European and Aboriginal) identify how heritage items will be preserved.
- We have clarified information about particular heritage items for submitters.

5. Next steps

Collaboration and consultation are instrumental to the success of the Camellia–Rosehill Place Strategy and the realisation of its vision. We are committed to collaborating with and continuing to listen to our partners in state and local government, landowners, the community, and industry and community groups.

The department has used the feedback received so far in meetings and submissions to update and shape the draft place strategy and master plan. We invite any interested person or organisation to make a submission on the draft strategy. For more information, see the 'How to get involved' section below. After the public exhibition of the draft place strategy closes, the department will review the submissions received and update the place strategy accordingly.

When we finalise the place strategy, a direction under section 9.1 of the *NSW Environmental Planning and Assessment Act 1979* will be needed to ensure future proposals are consistent with the objectives of the strategy.

Subsequently, a state- or council-led rezoning will apply this place strategy through updated planning controls in the City of Parramatta's local environmental plan. This will be supported by more detailed controls to guide future development.

How to get involved

For more information about the latest on the Camellia–Rosehill Place Strategy, visit our website at www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Camellia.

If you'd like to be involved or provide feedback, please email us at camellia-rosehill@dpie.nsw.gov.au.

Appendix A – Submissions received

Stakeholders

Landowners – 16 submissions

1. ACE Property Development Group
2. Patch Planning on behalf of Equinix
3. John Frisby
4. Goodman Group
5. SJB Planning on behalf of the GPT Group (GPT)
6. Macken Strategic Planning Solutions on behalf of Tanert Pty Ltd
7. Confidential
8. KLF Holdings Pty Ltd
9. Confidential
10. Confidential
11. Confidential
12. Confidential
13. Confidential
14. Urbis on behalf of Abacus Group
15. Confidential
16. Confidential

State government agencies and utility providers – 7 submissions

17. Confidential
18. NSW Department of Primary Industries – Fisheries
19. Sydney Metro
20. Endeavour Energy
21. NSW Environment Protection Authority
22. Sydney Olympic Park Authority
23. Heritage NSW

Individual community members – 4 submissions

24. James Colman on behalf of Laurie Bennett
25. Confidential
26. Confidential
27. Kim Riley

Peak industry bodies – 2 submissions

- 28. Urban Development Institute of Australia NSW (UDIA)
 - 29. Urban Taskforce
-

Other stakeholder organisations – 2 submissions

- 30. Intrepid Arts Australia
 - 31. Western Sydney University
-

Local government – 1 submission

- 32. City of Parramatta Council
-

Appendix B – Key themes with sub-theme breakdown

We have analysed the comments provided in the submissions and categorised them into key theme categories and, where relevant, sub-themes. The sub-themes allow for a greater level of detail in analysis. The below table lists the key themes and sub-themes raised in submissions, and the number of times each theme was mentioned, ordered from most to least frequent.

| Key theme – with sub-theme, where applicable | Number of references to the theme |
|--|-----------------------------------|
| Transport and connectivity – Total | 86 |
| Transport and connectivity – General | 38 |
| Transport and connectivity – Active transport | 15 |
| Transport and connectivity – Parking | 9 |
| Transport and connectivity – Parramatta Light Rail | 9 |
| Transport and connectivity – Roads | 8 |
| Transport and connectivity – Metro | 6 |
| Transport and connectivity – Bus | 1 |
| Planning – Total | 58 |
| Planning – Land use | 45 |
| Planning – Number of dwellings | 6 |
| Planning – Housing typology and mix | 4 |
| Planning – Social and affordable housing | 3 |
| Process – Total | 56 |
| Process – Mapping | 27 |
| Process – Consultation | 16 |
| Process – Governance | 8 |
| Process – Staging | 5 |
| Environment – Total | 49 |
| Environment – Contamination | 16 |
| Environment – General | 11 |
| Environment – Riparian setback zone | 5 |

| Key theme – with sub-theme, where applicable | Number of references to the theme |
|--|-----------------------------------|
| Environment – Integrated Water Cycle Management Strategy (IWCMS) | 4 |
| Environment – IWCMS – Flooding | 4 |
| Environment – Wetland | 4 |
| Environment – Greening | 3 |
| Environment – Net zero | 2 |
| Infrastructure – Total | 47 |
| Infrastructure – Funding and delivery | 22 |
| Infrastructure – Provision | 22 |
| Infrastructure – SPS 067 (sewage pumping station) | 3 |
| Economic – Total | 33 |
| Economic – Feasibility | 14 |
| Economic – Employment | 9 |
| Economic – General | 7 |
| Economic – Placemaking | 3 |
| Buffers – Total | 25 |
| Buffers – Hazard risk | 12 |
| Buffers – Land-use conflicts/transitions | 10 |
| Buffers – Odour | 3 |
| Planning controls – Total | 24 |
| Planning controls – Zoning | 10 |
| Planning controls – General | 8 |
| Planning controls – Density | 4 |
| Planning controls – Building heights | 2 |
| Urban design – Total | 19 |
| Urban design – Placemaking | 9 |

| Key theme – with sub-theme, where applicable | Number of references to the theme |
|---|--|
| Urban design – General character/built form | 5 |
| Urban design – Parking | 3 |
| Urban design – Movement network/connectivity | 2 |
| Connecting with Country – Total | 9 |
| Heritage – Total | 5 |
| Total | 411 |