

Camellia-Rosehill

This document answers frequently asked questions about the Camellia-Rosehill Place Strategy and planning for the precinct

How tall will the buildings be?

Building heights are proposed to vary across the precinct;

- In the active town centre and entertainment sub-precinct (the ‘front door’), buildings will be up to 25 storeys (80m) in medium-density areas and up to 40 storeys (130m) in the higher-density areas.
- In the urban services sub-precinct (the ‘transition area’) and the industrial area south of Devon Street, building height and scale will be controlled through the use of a 1.5:1 Floor Space Ratio.
- In the remainder of the industry sub-precinct (the ‘back yard’) buildings are proposed to be up to 3 storeys (16m) with a 1:1 Floor Space Ratio.

The place strategy does not change planning controls. A Ministerial Direction requires any future planning proposals for the precinct to be consistent with the place strategy.

Building height controls will be used in combination with other planning controls to ensure that a high-amenity precinct is delivered.

How have the heights and density controls been developed?

Height and floor space ratio controls have been informed by technical studies and urban design analysis to ensure high-quality places.

The urban design analysis considered design policies and documents including [Better Placed, Movement and Place](#) and [State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development](#).

The rezoning process will include more detailed controls to minimise any adverse impacts such as overshadowing.

How will infrastructure be provided in the precinct?

State agencies, councils, landowners and industry will work collaboratively to fund and deliver infrastructure.

A preliminary infrastructure delivery plan supports the place strategy and identifies how infrastructure could be delivered based on type, scale and location. This includes:

- Infrastructure requirements for individual sites to be redeveloped: at the developer’s cost through conditions of development consent or user fees and charges for utilities

- Costs of shared demand infrastructure in a precinct such as open space and community facilities: shared between developers through key sites' planning provisions, local infrastructure contributions, regional infrastructure contributions and a special rate levy
- Shared infrastructure items outside the precinct such as major road upgrades: shared between developers and government (state and/or local) through budget allocations.
- The future rezoning will be supported by an infrastructure framework and strategic business case/s to confirm costs, timing and funding sources.

What social infrastructure will support the new residents?

The place strategy proposes a range of social infrastructure including:

- sites to be potentially used for both primary and secondary schools to meet the growing population's needs, subject to further investigation and demand
- a multipurpose community facility within the town centre (minimum of 4,300sqm)
- a 5% to 10% affordable housing target consistent with the Central City District Plan
- a variety of open spaces and foreshore trails, and significant active transport connections.

What are the plans for schools in the area?

The place strategy proposes indicative areas within the precinct to be further investigated for educational facilities to meet the growing population's needs, which are close to open space, transport and the town centre. This includes:

- a primary school site of 2 hectares adjoining open space along the Parramatta River
- a K-12 high school site of 5.4 hectares which comprises the existing horse stables in the south-west corner of the racecourse, to provide for longer term needs as the precinct develops.

The potential school sites are under investigation and subject to further re to further detailed investigations by School Infrastructure NSW and the Department to confirm suitability. The possibility of a K-12 site will only be required if demand thresholds meet the required benchmarks.

The school sites proposed are based on early analysis of population and demand for education infrastructure. Any new school projects are dependent on long-term residential population growth and the Department of Education will work closely with the Department of Planning and Environment to ensure the delivery of schools is timed to align with demand.

Further information on school projects will be released by the Department of Education, School Infrastructure NSW.

What will be done to reduce traffic in nearby areas?

The place strategy proposes a number of infrastructure initiatives to address traffic demands. Potential transport initiatives include:

- improved public transport routes such as the new Parramatta Light Rail Stage 2 and local bus services

- safe and high-quality streets with new walking and cycling paths to reduce car use
- an upgrade of 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
- new road connections:
 - a bridge across the Parramatta River, providing access to Rydalmere and Victoria Road
 - potential connection to the M4 Motorway via Unwin Street
 - a new bridge connecting Devon Street to Carnarvon Road in Silverwater.

These initiatives will be assessed in more detail as part of an Integrated Transport Study that will support the rezoning proposal.

We will also investigate planning controls as part of the rezoning process to reduce car dependency and traffic through:

- maximum car parking rates
- minimum requirements for car sharing
- targets for use of public transport and walking and cycling
- ownership of parking spaces separated from individual apartments or properties (known as decoupled parking).

How much open space will be provided?

More than 50 hectares of public open space will be provided in the precinct including:

- 24.9 hectares of parks, play spaces, and sporting spaces
- 29.6 hectares of natural areas, including foreshore areas of Parramatta River and the wetland at Camellia.

How will contaminated land be dealt with?

Contamination is a key issue for the Camellia-Rosehill precinct given its industrial legacy. Most sites within the precinct are affected by contamination.

Contamination must be addressed to ensure land is suitable for its future intended use and to a standard that protects human health and the environment.

New development will need to be consistent with the precinct's remediation strategy. 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.

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 more sensitive land uses (such as open space and school sites) will usually need to be remediated to a higher standard than areas that may be used for employment or industrial uses.

In most instances, landowners will need to work together to stage remediation to ensure that conflicts are avoided. Landowners may also need to work together to address groundwater contamination, regardless of property boundaries.

For more information, see the Remediation Implementation Report.

As part of the rezoning process, further contamination studies will be carried out to establish a precinct-wide remediation approach to coordinate and guide future remediation and development.

When will the light rail open?

Major construction is under way on Stage 1 of the Parramatta Light Rail, which will connect Westmead to Carlingford via the Parramatta CBD and Camellia with a two-way track spanning 12 kilometres and is expected to open in May 2024.

For more information about the project, visit parramattalightrail.nsw.gov.au.

What is happening on Stage 2 of the Parramatta Light Rail?

Transport for NSW is focusing on planning, utilities and geotechnical investigations, as well as progressing the development of the project's Environmental Impact Statement, which will be released for public comment by the end of the year.

The NSW Government has committed \$602.4 million towards Parramatta Light Rail Stage 2 to start works and commence a detailed planning process. The funding will go towards early works and building the vital bridge connection across the Parramatta River between Wentworth Point to Melrose Park.

An Environmental Impact Statement for the project will be released for public comment by the end of the year (2022).

For more information about Stage 2, visit parramattalightrail.nsw.gov.au/parramatta-olympic-park.

Where will Stage 2 of the Parramatta Light Rail go?

Planning and development work on Stage 2 of the Parramatta Light Rail is under way and is being led by Transport for NSW. Stage 2 will connect Stage 1 and the Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park. There are 2 routes being investigated, both of which run through Camellia:

- preferred alignment – (formerly known as Option 2B) – through Camellia, following Grand Avenue before crossing Parramatta River to connect with South Street in Rydalmere
- alternative route under consideration – through Camellia, following Grand Avenue until Durham Street, then continuing along the foreshore before crossing Parramatta River to connect with South Street in Rydalmere.

Will there be a Metro station in the precinct?

Transport for NSW (TfNSW) has confirmed there will not be a new metro station at Camellia.

The NSW Government decided not to proceed with a station at Camellia or Rydalmere due to environmental constraints. Station locations were confirmed under State Significant Infrastructure approval (SSI-10038) Sydney Metro West – Concept and Stage 1 in March 2021.

The Metro route runs underneath Camellia with the dive tunnel and the Clyde stabling and maintenance facility in the southwest of the precinct.

The Department is continuing to discuss transport matters in the Precinct with landowners, Transport for NSW and Sydney Metro, including opportunities to integrate the Clyde stabling and maintenance facility and dive structure – this will be explored further as part of the rezoning process.

What will happen to heavy industries in the areas now proposed to be the urban services sub-precinct?

The urban services sub-precinct is proposed to accommodate a mix of services, low-impact industry, creative industry, manufacturing, warehousing, office and some supporting retail.

The proposed urban services sub-precinct includes some operators whose activities could potentially become prohibited uses if the land is rezoned to the E3 Productivity Support Zone.

The rezoning process will investigate whether protective controls can be introduced to enable these uses to transition over time, such as ‘additional permitted uses’ or a sunset clause.

The place strategy does not rezone land and planning controls will be investigated as part of the rezoning process. Rezoning will include further consultation with landowners and users.

How will potential land use conflicts be addressed and managed?

Industrial activities within the precinct have the potential to affect the amenity of residents, and vice versa. Separating land uses and introducing design controls will minimise potential land-use conflicts and enable industries to operate without complex compliance requirements

As part of the preparation of the place strategy, the Department commissioned several reports to assess potential amenity impacts, including an air and odour implementation report and a noise and vibration implementation report.

Some mitigation measures have been built into the place strategy. This includes physical separation and buffers between different land uses, changes to land use that will see certain uses transition out, and road connections to redirect heavy vehicles away from residential areas.

Some mitigation measures will be implemented through existing controls and legislative requirements that apply to certain commercial, and industrial operations.

- Other mitigation measures will be further investigated and implemented as part of developing controls to support the future rezoning as well as the development application process including Buffer controls to address odour issues from Sewage Pumping Station 067
- Staging controls to avoid land-use conflicts caused by remediation and/or contaminated land management

- Buffers for gas or fuel pipelines or other utility infrastructure
- Avoiding sensitive land uses in certain areas, such as not positioning vibration-sensitive land uses above the Sydney Metro West or next to the Parramatta Light Rail
- Co-locating high-impact industrial uses
- Buffers between residences and industrial areas
- Using vegetation, landscaping, design measures such as building placement, pleasant noise sources (soundscape design) and noise treatments for building facades
- Vegetation bands within the industrial area to disperse and dilute emissions.

Further consultation is also planned with business and landowners to discuss how odour and air emission can be mitigated to meet future requirements and minimise land-use conflict.

How have the hazard constraints been determined and why are they different to other areas?

A Quantitative Risk Assessment (Land Use Safety Study) has been prepared to support the place strategy. This risk assessment aims to ensure land is suitable for proposed future uses.

Hazards within Camellia-Rosehill include the fuel pipelines and Viva Energy's fuel terminal. The risk assessment analyses the risk posed by these sites.

Hazard-risk issues considered when developing the population constraints, setbacks and buffers are different from those considered by pipeline operators when determining whether construction is allowed next to their pipeline.

Construction constraints aim only to avoid damage to the pipeline. Construction may be allowed within a few metres of a pipeline, but this does not mean that placing a population a few metres from a pipeline would comply with the NSW hazard-risk criteria.

What happens next?

The department is preparing a rezoning proposal, which is the next stage of planning for Camellia-Rosehill. The rezoning proposal will outline planning controls to guide development in the precinct and is expected to be exhibited for public comment in 2023.

The department will continue to work closely with the City of Parramatta Council, Transport for NSW, the community, landowners and other key stakeholders on planning for Camellia-Rosehill.