BACKGROUND

The Camellia Precinct is identified in A Plan for Growing Sydney’s Greater Parramatta to Olympic Peninsula Priority Growth Area, as an area expected to grow significantly over the next 20 years and strengthen Parramatta’s status as Sydney’s second CBD.

The Department together with Parramatta City Council (Council) prepared a Land Use and Infrastructure Strategy (the Strategy) to underpin the future redevelopment of the area. The Strategy builds on Council’s 2014 Discussion Paper titled Camellia – 21st Century Business, Industry and Entertainment Precinct.

In August 2015, the Strategy was released for public comment. Concurrently with the release of the Strategy, an online survey was made available on the Department’s website to better understand the community’s characteristics and preference for local facilities, amenities and infrastructure to help further shape the planning for Camellia.

The results of the consultation to date have been summarised in this report and will help to inform the rezoning proposal for the Camellia Precinct.

ENGAGEMENT APPROACH

The Land Use and Infrastructure Strategy for Camellia was released on 18 August 2015. The Strategy was publicly exhibited from 18 August until 18 September 2015. The exhibition documents were made available at the following locations:

- Department of Planning & Environment, 23 Bridge St, Sydney
- Parramatta City Council, 126 Church St, Parramatta
- Parramatta City Library, 1-3 Fitzwilliam St, Parramatta.

The exhibition provided an opportunity for surrounding Councils, key stakeholders and the community to provide feedback on the Strategy. To ensure the community was informed about the exhibition, information was circulated through a number of mechanisms including:

- **Media release** – from the Minister for Planning on 18 August 2015;
- **Newspaper** – advertisement in the in Parramatta Advertiser on 26 August 2015;
- **Written notification** – to all landowners in the Camellia Precinct, surrounding community and relevant agencies and service providers;
- **Website** – the exhibition documents were available on the Department’s website (www.planning.nsw.gov.au/camellia) and a link was also provided on Council’s website (www.parracity.nsw.gov.au/your_council/future_planning/city_strategy/precinct_planning);
- **Email** – 78 subscribers who had registered to receive updates on the Camellia Precinct were emailed and an additional 37 community organisations in the surrounding area were also notified via email;
- **Social media campaign (Facebook)** - 132,070 Facebook users in the surrounding Camellia were geo-targeted to promote the Strategy and online survey, resulting in 5,394 unique clicks to the website; and
- **Landowner briefings** – landowners within the Camellia Precinct were invited to attend briefings held by the Department and Council in September 2015.
During the exhibition period, the community and stakeholders were encouraged to provide feedback on the Strategy via two mechanisms:

- the online survey; and/or
- by lodging a formal submission.

A summary of the feedback from the online survey and formal submissions is summarised below.

**ONLINE SURVEY RESULTS**

The Department launched an online survey on the 18 August 2015 to seek community feedback on the vision for Camellia, infrastructure priorities, employment considerations and community facilities to inform the finalisation of the Strategy. The survey was made available until 23 September 2015. A total of 181 respondents completed the survey.

**Location of respondents**

Of the 181 respondents, the majority resided within suburbs surrounding Camellia Precinct. As there are currently no residential areas within the Camellia Precinct, it was expected that none of the respondents would reside in Camellia.

The top four locations of respondents were Rydalmere (11.6%), Dundas (11.0%), Parramatta (9.9%) and Oatlands (5.5%). All but two of the respondents resided in the Sydney Metropolitan Area. Figure 1 illustrates the location of survey respondents.
Population characteristics

Of those who completed the survey, 53% were male and 47% were female. As a comparison, in the Parramatta local government area (LGA), 50% are male and 50% are female.

With regard to the age of respondents, the majority were aged between 25-34 (20.4%) and 35-44 (14.3%). For comparison, the distribution of age groups was compared to the Parramatta Local Government Area (LGA) is shown in Figure 2. The respondents generally represent a good cross-section of the Parramatta LGA.

![Figure 2 - Age groups of respondents](image)

Language spoken

Of the respondents who completed the survey the majority spoke English (83.2%) as their main language. The key languages other than English that respondents spoke at home were, Mandarin (4%), Cantonese (3.5%) and Bengali (1.2%). Ten other languages were identified; however there was only one respondent for each of those languages identified.

Within the Parramatta LGA, there is a large non-English speaking community, in fact in the 2011 census they represented 50% of the population, compared to 32% in the Sydney metropolitan area.

The Department will consider translating communication material into other languages for the exhibition of the rezoning proposal to ensure non-English speaking communities are informed of the proposal.

Summary of responses

Whilst a summary of the responses received is provided below, there were a number of questions where respondents could provide additional comments/text. Attachment A includes the responses provided for these two questions.
Vision for Camellia

The Strategy identifies a vision for the precinct ‘21st century living and business district, comprising industry, research, education, employment, retail, recreation, entertainment and residential uses’.

Participants were asked to identify what they would value most in the Camellia Precinct, in response to the above vision for Camellia. The top priorities identified in order of preference were improved public transport, public open space and cafes, restaurants and shops. Other priorities related to increased jobs and houses and the provision of social infrastructure (see below).

Summary of Key Findings

Six key questions relating to the Camellia Precinct were asked in the survey. The results identify in brackets the number of responses for each question are illustrated below.
What community and social infrastructure facilities should be provided at Camellia?

- Schools (119)
- Health and medical facilities (118)
- Childcare centres (105)
- Emergency services (69)
- Libraries (61)
- Community centres (62)
- Youth facilities (59)

What local amenities should be provided at Camellia?

- Cafes, restaurants and outdoor dining (133)
- Street furniture eg. seating (108)
- Street art and art installations (63)
- Public toilets (89)
- Shops/retail (90)
- Open space (83)

What type of open space should be provided in Camellia?

- Parks (142)
- Multi-use sporting halls (48)
- Skate parks (26)
- BBQ and picnic facilities (104)
- Children’s playgrounds (95)

What improvements would you like to see to the natural environment?

- Access to Parramatta River (111)
- Community gardens (75)
- Greener Streets e.g. more landscaping (126)
- More trees (122)
- Protection of natural areas e.g. wetlands (90)
- Fitness circuits (67)
SUMMARY OF FORMAL SUBMISSIONS

During the exhibition period the Department received 20 formal submissions. Of these submissions, 10 submissions were from landowners, five from government agencies, one from the general community and four from special interest groups. The government agencies that provided submissions were: Environmental Protection Authority (EPA), Auburn City Council, Western Sydney Local Health District, Sydney Water and Transport for NSW (TfNSW).

Of the submissions received, 58% were from landowners within the precinct, providing a good level of representation across the Camellia Precinct as shown in Figure 4. A number of landowners did not provide a formal submission but attended the landowner briefing sessions held by the Department and Council in September 2015.

Figure 4 – Coverage of submissions

The submissions raised a number of matters for consideration with the key areas relating to:

- public transport;
- road connections;
- the town centre;
- provision of infrastructure and funding;
- retention of employment generating uses; and
- zoning.

-
A summary of the matters raised is provided in Table 1.

Table 1 – Matters raised in submissions

<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Summary</th>
</tr>
</thead>
</table>
| Public transport                  | • Support for light rail in Camellia  
                                 | • Preference for Sydney Olympic Park/Strathfield as the preferred route 
                                 | • Support for the re-alignment of the Carlingford rail line closer to James Ruse Drive 
                                 | • Support for a new ferry wharf at Camellia 
                                 | • Future investment in existing heavy rail (only raised once) 
                                 | • Proposed modifications to suggested bus networks |
| Road network                      | • Support for the removal of Grand Avenue flyover 
                                 | • Upgrade of James Ruse Drive and Hassall Street intersection 
                                 | • Support for additional connections to Camellia via new bridges 
                                 | • Concern regarding location of bridges with suggested alternatives provided for further investigation 
                                 | • Landowner support for direct connections to the M4 noting that further investigations are required to address issues raised by Transport for NSW 
                                 | • Consideration of heavy vehicle movement through new town centre |
| Freight                           | • No landowner intent to continue using the existing freight rail line (e.g. Viva Energy) 
                                 | • General landowner support for the acquisition of the unused freight rail corridor 
                                 | • Compatibility issues with Grand Avenue as a proposed boulevard and existing freight movement 
                                 | • New connections to accommodate heavy vehicle movements 
                                 | • Need to protect existing freight networks 
                                 | • Consideration of noise implications on residential areas |
| Town centre and mixed use         | • Support for the location of the town centre 
                                 | • Proposed extension of town centre and mixed use area to the south (along James Ruse Drive) and east (along Grand Avenue) 
                                 | • Built form to be iconic and large scale, to become a gateway to Parramatta CBD 
                                 | • Support for transit oriented development along Grand Avenue 
                                 | • Flexibility in the mixed use zone to allow development to respond to market demand 
                                 | • Rosehill Bowling Club be included in the precinct |
| Densities                         | • Suggestions that densities should be higher than illustrated in the indicative development scenario 
                                 | • Support for higher densities in the town centre 
                                 | • Increased densities required to account for significant contamination and infrastructure costs 
                                 | • Concern regarding viability of lower density products 
                                 | • Densities should be complementary to Parramatta CBD and enforce Parramatta’s role as Sydney’s second CBD |
| Employment                        | • General support for retention of heavy industry zone and ongoing employment in Camellia 
                                 | • Numerous industrial businesses plan to stay in Camellia for the foreseeable future (including Viva Energy) 
                                 | • Buffering of industrial areas required to avoid land use conflicts 
                                 | • Concern regarding proximity of residential areas and potential restrictions on existing land uses 
                                 | • Flexibility in employment zone to allow for a mix of employment uses 
                                 | • Additional road connections for road freight a positive for employment generation 
                                 | • Opportunity for clean technologies and research centres in Camellia 
                                 | • Potential fuel pipeline to Western Sydney Airport to be considered |
| Community facilities and open space | • Open space and community facilities essential for the new community 
                                 | • Support for linear park along river foreshore 
                                 | • Shade planning and wider footpaths to be considered |
| Infrastructure and funding        | • Major infrastructure should be funded through alternative revenue frameworks 
                                 | • A framework for infrastructure contributions should be developed 
                                 | • Infrastructure schedule required 
<pre><code>                             | • Cost of infrastructure needs to be apportioned between the precinct and surrounding areas |
</code></pre>
<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Summary</th>
</tr>
</thead>
</table>
| Contamination | • SEPP 55 requirements must be met before land can be rezoned  
• Remediation of contaminated sites will be a significant cost for redevelopment and needs to be considered  
• Strategies for the staging and management of remediation need to be developed to avoid conflicts with new residents and ongoing remediation. |

**NEXT STEPS**

The Department and Council are working towards finalising a rezoning proposal for the Camellia Precinct. The rezoning proposal will be guided by the Land Use and Infrastructure Strategy and take into consideration the feedback received on the Strategy.

To finalise the rezoning proposal, the Department will focus on addressing and resolving a number of technical issues including:

- **transport** – undertake modelling to determine the capacity of the existing and proposed road network, identify upgrades required to support development and identify the location for new bridges;
- **economic feasibility** – undertake analysis to determine the feasibility of residential and commercial development taking into consideration the cost of remediation, local and state infrastructure costs and current market demands and take-up rates;
- **urban design** – develop urban design and planning controls for the precinct including the town centre taking into consideration the findings from the transport modelling, economic feasibility and other constraints such as flooding, hazards and remediation;
- **public domain** – identify the quantum and location of open space, community facilities and public domain improvements within the precinct;
- **freight rail** – review the demand for retention and future viability of the existing unused freight rail corridor in Camellia; and
- **infrastructure** - understand the infrastructure (both local and state) required to support the proposed development and develop a schedule that identifies the funding mechanisms, timing and the delivery of infrastructure.

The next stage is for the Department and Council to prepare a draft rezoning proposal for public exhibition. The Department will seek public comment on the draft proposal during the exhibition period and will notify the community via:

- media release;
- advertisement in local paper;
- written notification to landowners and surrounding community;
- email notification to community members who have subscribed for updates; and
- the Department’s website.
The Department and Council will hold community information sessions during the exhibition period. An online survey will also be made available during this period. It is anticipated that the draft rezoning proposal will be exhibited in mid 2016.

Once the exhibition is complete, the Department will review the submissions and revise the rezoning proposal as necessary. The Department will then prepare a Submissions Report and provide a recommendation to the Minister for Planning for decision.
ATTACHMENT A:

WRITTEN RESPONSES TO ONLINE SURVEY
Question 1: Do you have any comments about employment (both existing and proposed) in Camellia?

Industrial and Commercial Land Uses

- Make lots of places to work.
- Focus centralised employment in Parramatta, only local retail /café amenity required in Camellia.
- Encouragement of employment of older people and people with disability
- Camellia needs more high tech employment and less industry. Industry is no longer appropriate in the centre of Sydney
- Big corporates! No more industrial!
- Job growth comes with live close to work and development opportunities.
- A proper recycling plant that recycles plastic, paper, glass and metal. Also a plant that recycles electrical, white goods waste. Ever heard of wind tree turbines.
- There is still a hub of employment in and around Camellia and behind Rosehill racecourse, but there is a lot of unused dead space there too.
- There are not enough cafes within walking distance, and once it is dark I won't let anyone from my company walk to the train station as lighting is bad and it is considered unsafe.
- With the increase of population and congestion within the area with the proposed redevelopment, it would be smart to include a new school, child care facilities, a combined shopping / medical centre, and a central hub of restaurants and bars. This will create jobs for the area and make it convenient for the new occupants.
- A shopping centre would be great to have there to reduce the new for people to travel into Parramatta which is always very busy. A Coles, department store (Big W, Kmart or Target), small food court and a small cinema with 40-50 smaller shops would be a huge draw card for many in surrounding suburbs to travel to it. This is particularly vital if the much of the development will be high rise with thousands of people and will itself take pressure off surrounding roads by making the area a bit more self-sufficient.
- Camellia should be zoned commercial, and no residential at all.
- New employment opportunities in the tech/logistics should be considered.
- The area should maintain as much traditional employment as possible (industrial, service), not just be another Norwest clone.
- I'd like to see a change in types of industry in the area. Increase in science and technology research would be preferential.
- As Camellia is close to UWS, it'd be ideal to have jobs become available in the area for students.
- If it doesn't qualify in Parramatta CBD, bring it to underdeveloped Camellia.
- Any job creation would benefit the area. Being an industrial area which will be made into a combination of residential and business, I would not like to see one being sacrificed for the other, both are needed in balance.
- Maintain the current use.
- It needs to be sustainable employment with no public housing.
- Attracting head offices of major companies or government departments to provide secure employment with progression opportunities within that organisation.
- Considering this area is very commercial and industrial, employment should not be a problem for a lot of people. Together with a decent proposed rail, bus and ferry service makes this area very rich sort after and accessible precinct to the majority of people who work locally and in Sydney city and also in between.
- Employment decentralisation costs jobs overall. Jobs closer to home should not be a priority. There are more and better jobs when they're concentrated.
- The old industries that make up the precinct are no longer validated that are should be turned into a business park that primarily focuses on emerging technologies whether it be in the health / bio engineering or biofuels. It has to be an area that people want to work in and serviced by good transport.
- Think Everleigh Railways precinct meets Surry Hills media / graphic design warehouses. Parramatta/Camellia needs more high level jobs
- Need to remove all the chemical firms within the area and go into the 21st century, sooner than later.
- I am in IT profession. So it will be great for me if there are any new Infrastructure planned of IT industries. It is good for the environment and community as well as IT industries is not effecting residential environment in this new developing area.
- Expand University campus and link to development. Remove heavy industry and replace with service industry.
- We need doctors / nurse and health specialist jobs in Camellia in the future. Westmead hospital is at capacity for future growth.
- More employment opportunities provided, the better.
- I would like to see industrial heritage of the area referenced with communal warehouse and container style inspired shared office space, allowing small businesses to work in a state of the art complex with low barrier to entry and fostering innovation by a new wave of tech and service industries.
- Business parking is very important, mix of quick park and long stay for workers.
- Employment opportunities in the Parramatta region are inadequate, including Camellia.
- Provide more opportunities for business, commercial, mid to high end businesses rather than industrial.
- What will happen to the existing gas refining station? Will there still be job opportunities?
- Professional business parks, get rid of noisy dusty smelly industry. Make existing industry comply to up to date environment standards, ie recycling centres away from residential areas and fully enclosed.
- Is there no room for industrial uses? Do they have to keep being pushed further out of the city? Surely there is some space for these uses near where people live.
- I would like to see better job opportunities in the Camellia area, we have lots of talent in the Parramatta area so something similar to North Ryde/ Macquarie Park area in regards to professional job opportunities.
- New job and new skills would be great for the older people today.

**Traffic and Transport**

- Provide good transport links to Parramatta.
- It will be great for the area...it will only work with more transport and it is a chance to try and ban the car from city living.
- Keeping a train line running is key to allowing people from a far greater part of Sydney to get to and from Camellia as well as transportation between the area and the city.
- Thats 20,000 cars extra (minimum) I do hope there is sufficient parking.
- Employment opportunities are great but in order to gain business you must first pave the way for people to reach you do without accessible transport system to the new precinct it will be just like the Pemulways and Rouse Hill of NSW.
- I currently work in the suburb and it needs better access both from public transport and roads. As soon as there is an accident on Grand Avenue you are truly stuck and cannot get out as the traffic banks back. This happened twice recently and staff were late collecting children from school and daycare. Before you build the area ensure there is more than one road in and out.
- Light rail is essential to link people to their places of employment (Parramatta/Westmead).
- Heavy rail through the Carlingford Line to Macquarie or at least Epping.
- No large car park based shopping centre. Make it very quickly and efficiently accessible by public transport with good local resident access also.
- Anything to create more jobs around Parramatta area is great so people don’t have to travel so far into the city each day for work.

**Change of Use**

- As this is increasingly becoming a residential area, heavy industry should be removed and replaced with office-style businesses. This is due to the pollutants caused by heavy industry.
- I don’t think the area should be over developed with high rise as is the current trend. I think schools and transport should be established and developed before housing. That hasn’t happened in my area at Carlingford and this only makes life very difficult for existing residents/ratepayers in regards to transport and traffic. Please don’t make the same mistake with this new project.
- Shouldn’t use contaminated land for residential purpose.
- Low rise buildings not ridiculously high apartments.
- All the housing must have solar. Make it a true green suburb.
• How will genuine employment opportunities be created in a "mixed use" zone? Residential is always the highest and best use - we need more than a few token ground floor shops.

• One of the biggest issues for Camellia should be the redevelopment of the racetrack. How many racetracks do we really need? A considered strategy would not tip-toe around the big issues, but tackle head-on the benefits to our community of amalgamating Rosehill, Randwick and Canterbury racecourses to unlock housing supply.

**Question 2: What else would you like to see in the Camellia Precinct?**

**Public Transport and Roads**

• Redevelopment of Camellia can be improved so long as adequate public transport exists. This means completing and duplicating the Epping to Carlingford Rail Link so as to create an alternate corridor to Sydney's lower north shore given that most of their employees are from the Western Sydney suburbs of Parramatta and beyond. The current train link is extremely slow that even a "horse cart" is considered faster.

• Through road connection to Wentworth Point - circumventing the protected salt marsh areas.

• Pedestrian and bike zones, almost car free area.

• Small improvements to the existing train line to run services on a regular 30 minute interval. The cost would be minimal but service frequency would almost double which would be a huge boost for not only Camellia when development comes online but all suburbs around it too.

• The new left turn lane from Marsden Road into Pennant Hills Road is way little, way too late and once the high rise is full of residents in the area it will be grid lock. Please don’t make the same mistake with this new project.

• Light Rail, Carpark to service light rail users. High density residential around light Rail & railway station hub (Camellia station)

• Improvements to the intersection at James Ruse Drive and Grand Avenue beyond what is currently being done would be great. Would it be feasible to make James Ruse Dr an underpass like it is at intersections at Victoria Rd, Kissing Point Rd and Pennant Hills Rd to free up traffic flow.

• Needs better access both from public transport and roads. As soon as there is an accident on Grand Avenue you are truly stuck and cannot get out as the traffic banks back. This happened twice recently and staff were late collecting children from school and daycare. Before you build the area ensure there is more than one road in and out. There are not enough cafes within walking distance, and once it is dark I won’t let anyone from my company walk to the train station as lighting is bad and it is considered unsafe.

• Sufficient transport. While light rail would be great, I don’t see it as a viable alternative to heavy rail when commuting longer distances (eg. to the city, to other satellite cities like Hornsby, Strathfield, Blacktown, Liverpool). What is the end solution for transporting someone that lives near any of the existing Carlingford stations to get to the city?

• The existing fare structure would mean that even if the light rail did link up with a train station, by forcing an interchange customers would be charged twice on their trip. My biggest push for this initiative would be to look at some minor improvements to the existing T6 Carlingford line, add a passing section and run two trains shuttling between Carlingford and Clyde, before in the future considering an extension of the line to Epping or diversion to Parramatta at the southern end. The reason no one uses it is because stations are inaccessible (crossing James Ruse drive at lights to get to Rosehill Station can take 4+ minutes) and the service is so infrequent (normally between 45-60 minutes). Provided the interchange at Clyde is timed well with the western line (which it generally is), many people will be happy using it.

• The provided information makes little to no attempt at justifying why the Carlingford line is not a viable solution for transport other than to say service is poor and usage is therefore low. Could more information on why this has been ruled out so quickly be provided?

• Heavy rail through the Carlingford line to Macquarie or at least Epping please. We have been waiting for so long.

• A ferry stop.

• Having lived off Rydalmere Avenue (now James Ruse Drive) and being able to remember Aston Street Bridge being built and walking over it prior to its official opening. The area has greatly changed with the removal of Rydalmere Psych Centre, now UWS Campus and other areas that have changed.
- Turn Grand Ave into an east-west link connecting Parramatta to Silverwater and Olympic Park, and have it tree lined with light rail running along the central median and connect to a ferry terminal.
- Convert James Ruse Drive from Victoria Rd to the M4 as a grade separated motorway. Duplicate Carlingford line or convert to light rail and link to Epping/Chatswood/Macquarie Park.
- Widen the Parramatta River at Camellia so ferry service can access Parramatta and proposed Camellia ferry wharf much quickly.
- Wider suburban streets that allow for easier traffic flow - rather than packing in the maximum number of dwellings with narrow streets that are difficult to traverse when cars are parked either side.
- Linking Parramatta, through Camellia, across Duck River to Silverwater and Sydney Olympic Park and potentially then on to Rhodes business district would be ideal to bring together the local work spots and create cafes and restaurants to supply these areas and create more jobs.
- Direct access to Silverwater via bridges to Silverwater.
- Transport, schools and hospitals need to keep up with residential development anywhere.
- Public transport is a must!!!! Tram from Ermington or bike access over Parramatta River.
- There needs to be a rail link to the north through to Epping especially if this precinct will be home to many jobs.
- Other access points as nothing will develop or attract traffic flow in a dead end community!
- Improved train station.
- Close the speedway, light rail from Parramatta to Olympic Park, more protection for the Parramatta riverbanks from the ferries - a lot of mangroves are getting washed away due to the speed and waves of the ferries.... install wave breakers all the way from Silverwater bridge down to Parramatta.

Open Space and Social Infrastructure
- A soccer or rugby field would be great as there are very few full size sports fields in the area.
- Nice botanic garden adjoining to river.
- Consider the World Health Organization's Age Friendly Cities and Communities program for the Longevity Revolution. Children should also be considered as well as older people.
- A new theatre for cultural events, or perhaps an amphitheatre.
- More trees, protection of natural areas (e.g. wetlands), community gardens, a significant sized Camellia Botanic Garden - connections as urban street edge hedges.
- Public art and interactive art installations, well designed architectural-competition buildings. Acknowledgement of Aboriginal heritage at the site. Developers and interested in building a community and in depth consultation about what people in the area want, then follow through.
- Walking tracks and lots of green spaces.
- Easy access to the UWS campus from the Camellia Precinct.
- Linking other green field sites on the banks of Parramatta river with bridges as happening with Rhodes linking up with Wentworth point.
- Ensure we have recreation facilities not just for organised sport (as important as that is) but for non-organised sport. Cycle/skate paths and parks, basketball facilities, open space to kick a football.
- Make use of the river as an asset - walking paths, open space, picnic facilities.
- More squash courts should be built as it is one sport that can be played by children and adults all year round irrespective of the weather.
- Protection of mangroves along Duck and Parramatta River. RemEDIATE Duck River and install boardwalk to enjoy riverside. A mix of low-density and high density dwellings along with large amounts of open space.
- A small theatre or hall, that can be used as a space for community groups, plays, art exhibitions, parties. 
- A walking / cycle track that links the river walk up to Parramatta and down to Silverwater
- Proposed riverfront promenades and public transport corridors not impacting on the wetland and its connection to the River - these should skirt around the landward side of the wetland instead.
- The new wetlands area near WSU and James Ruse Dr is really beautifully put together and encourages people to interact and respect the environments they live in, rather than clearing it all and starting again. The elevated cycle and walking track that runs across part of the wetlands connecting the two footpaths is a great idea that could be adopted for Camellia.
It would be great to see some playgrounds, cafes, small boutiques and unique/specialist grocery stores under the new Promenade apartments on the Parramatta side of the river. This would create a new destination away from the CBD for families and friends to enjoy over the weekend as well as the perfect pit stop for all the workers walking/cycling to work in Parramatta. It would be wonderfully to see this in Camellia as well. Parramatta lacks a community vibe, I feel as Govt is trying to make it a big city too quickly and is forgetting about the people who currently live here.

• Parking for visitors to new community facilities, cultural centres etc.
• I think schools and transport should be established and developed before housing. That hasn't happened in my area at Carlingford and this only makes life very difficult for existing residents/ratepayers in regards to transport and traffic.
• There should be a consultative working group comprised of forecast population representatives working in conjunction with the Council.
• I would like to see a mix of multicultural people.
• Promote multicultural environment in line with Parramatta.

Residential Development and Town Centre

• Removal of heavy industry from the Precinct due to it becoming a residential area. Also, on the other side of the river, there is lots of residential already.
• I would like to see high rise options available to the area creating an eco-design urban option that in addition to Parramatta's development contrasts the medium level residential options making the most of the height allowances now available in Parramatta - in my opinion several 20 plus story towers around the racecourse and riverside up through to the foreshore would substantiate a more attractive area for developers and business as well as creating a business hub for creative cafes and restaurants a central verb that would add more to the surrounding racecourse and business opportunities. My foresight for this project was to create a Happy Valley (Hong Kong) style racecourse at Rosehill by developing the surrounding areas and enclosing the racecourse with business and residential towers by doing so this aim would benefit the surrounding options for property development and promote growth for entertainment purposes.
• I don't think the area should be over developed with high rise as is the current trend.
• A human scale environment - these urban activation all look cookie cutter. Show us some innovation!
• I'd like to see the entire industrial area transformed into business/ residential/ high rise/ apartment living.
• Affordable housing and good schools are my top priorities.
• Taller buildings. Camellia is one of the few opportunities to build tall without whinging from existing residents.
• Something different to the clone developments that are happening in other areas. Don't need another Homebush Bay or Green Square. Do something unique that reflects the natural and built history of the place. Build in lanes and Bazaars, and public squares and night markets and pop up night market Singapore style eating precincts and have car free developments.
• Each of these new precincts being thought of in the Parramatta area need to have a community based feel to them. ie parks, local corner shops and transport options. They cannot be a ghetto styled high-rise apartments, medium density - 8 storeys maximum and lots of open space. Living is not about cramming people into sardine cans - its about building a liveable community, which encourages people to have love, respect and a sense of serenity about where they live.
• Rationalise horse racing. Merge Rosehill, Canterbury, Randwick and Warrick Farm racecourses.
• Rezone the industrial areas for housing and mixed use, so that they may relocate to areas with access to freeways, rather than waterways.
• Possibly a Police station (particularly if this is going to be a growth area), opportunity for Christian churches to operate, supermarket, vet, medical and dental centre, petrol station, post office.
• Limit building heights to 15 storeys.
• Going from Industrial to Residential & Commercial precinct.
• Medium density housing with small yards. ie. not too many units and no free standing houses. Townhouses and row homes/terraces should be the housing style provided. Locals should be given priority in any ballots for new releases.
Contamination

- I'd want to be sure the land was safe from asbestos contamination given that it was once a James Hardy site.
- Going from Industrial to Residential & Commercial precinct.
- Make sure there is no future or past environmental waste hazards that would be detrimental and costly to this development proposal.
- I'd want to be sure the land was safe from asbestos contamination given that it was once a James Hardy site.
- Shouldn't use contaminated land for residential purpose.

Jobs and Industry

- Heavy industry is unsightly and pollutes the air for residents.
- Shopping centre.
- Maintain the current employment / industries.
- New shopping opportunities and restaurants.
- An area that is thought out an well planned and that integrates business with new transport links and better roads in and around the area and quality housing.
- I would like to see industrial heritage of the area referenced with communal warehouse and container style inspired shared office space, allowing small businesses to work in a state of the art complex with low barrier to entry and fostering innovation by a new wave of tech and service industries. Think Everleigh Railways precinct meets Surry Hills media / graphic design warehouses.
- Heavy industry to not effect the local area, no dust noise smells.
- It will be best if it turns into a business district like North Ryde / Macquarie park / Lane cove industry area for more jobs in the area.
- Some industrial land (IN2) to keep some industry in the area.

Safety

- Safe amenities for day and night usage. The last thing you want when encouraging people to support night street economy is exposing the same people to risks of falling victims to crime.
- Security.
- More security cameras and patrols.
- Safety of the people.
- Increased security - an ongoing issue for the area.