

Submission  
No 44

## INQUIRY INTO PROPOSAL TO DEVELOP ROSEHILL RACECOURSE

**Organisation:** Western Sydney Leadership Dialogue

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# Inquiry into the proposal to develop Rosehill Racecourse

Submission by the Western Sydney Leadership Dialogue

July 2024

## Executive Summary

The Western Sydney Leadership Dialogue (the Dialogue) strongly supports the Australian Turf Club's (ATC) Rosehill Gardens Racecourse Unsolicited Proposal to transform Rosehill into a vibrant new urban city centred on its own Sydney Metro station. We commend the Minns Government, the Australian Turf Club, and Racing NSW for their vision.

Rosehill is an exciting, once-in-a-generation opportunity to catalyse the broader transformation of Camellia's industrial brownfield land into a vibrant new urban area. It promises to deliver much-needed housing, co-located with world-class transport connections, and unlock a new wave of economic growth in Greater Western Sydney (GWS).

The proposal would deliver 25,000 new homes and an additional Metro West station, addressing the housing crisis, and would maximise both the public benefit and return on the NSW Government's \$25 billion investment in Sydney Metro West.

The initiative aligns with transport-oriented development principles. It would promote sustainable growth, reduce reliance on private vehicles, and enhance community amenity in GWS.

For these reasons, we urge the Committee to swiftly conclude its inquiry in favour of the proposal and provide certainty to industry, future residents, and the NSW Government.

The Dialogue is available to appear before the Inquiry and assist the Committee with any questions it may have.

Western Sydney  
Leadership Dialogue

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## About the Dialogue

The Western Sydney Leadership Dialogue is a regional advocate and think tank dedicated to advancing the interests of Greater Western Sydney. It facilitates collaboration between government, business, and community leaders to address the region's challenges and opportunities.

The Dialogue promotes sustainable development, infrastructure investment, and policy innovation to enhance the quality of life for GWS's residents. Through research, events, and strategic partnerships, it aims to shape a prosperous future for the region.

## Key issues

### Addressing the housing crisis

The NSW Government has rightly made housing affordability a priority. Building more homes where people want to live is essential to improving housing affordability. To address this and stop the exodus of young people from Sydney, the NSW Government has committed to a National Housing Accord target of 377,000 new homes in NSW over five years. Of this, the City of Parramatta is required to deliver 19,500 new homes across the entire council area by July 2029.

The ATC proposes to deliver up to 25,000 dwellings in Rosehill. This significant increase in housing supply will provide much-needed affordable options for the city's growing population. This large number of new homes would assist the City of Parramatta to meet either its current or subsequent targets in future.

### Maximising the opportunities of Metro West

The NSW Government is estimated to spend at least \$25.32 billion delivering Sydney Metro West. This will serve as a vital link between the Sydney CBD and Parramatta, creating a "steel spine" that will enhance connectivity across the region.

However, most of the project's nine stations will be located east of Sydney Olympic Park. Additional stations should be delivered in the 7-kilometre corridor between Sydney Olympic Park and Parramatta. This includes a station at Rosehill/Camellia.

These additional stations should catalyse dense mixed-use Metro precincts to support a significant increase in housing supply, consistent with the recommendations of the Mrdak-Yeates Sydney Metro Review.

The Dialogue believes that prioritising housing along key transport corridors will yield the highest possible return on public investment in social benefit. It will also improve the

economic return on the government's investment through appropriate value capture mechanisms, funded by the delivery of new housing.

While we acknowledge that this will potentially delay the delivery of Sydney Metro West, the Dialogue believes that this is an acceptable trade-off to maximise the potential of a rail project which will serve Sydney for this century and beyond.

Renewing brownfield industrial land in Rosehill and Camellia presents a rare opportunity to create new open and recreational spaces by regenerating and activating the Parramatta River foreshore for the first time in over a century. Residents of Sydney's Central River City should have access to recreation in and around the rivers of GWS. Urban renewal and remediation of the Parramatta River foreshore is an important step towards that goal.

### **Securing the future of racing in Greater Western Sydney**

The proposal must ensure that the windfall from the development is reinvested in racing, tourism, and community amenities for Sydney's West. The Dialogue urges Racing NSW and ATC to allocate proceeds from the sale of Rosehill exclusively to upgrade Warwick Farm and Canterbury Park Racecourses.

Further, the Golden Slipper and other drawcard racing fixtures currently held at Rosehill should continue to be held in GWS. Additional transport and housing for the west should not come at the expense of GWS's premier racing events and associated economic benefits.

With existing rail access and racing infrastructure (stables, auction yards, hotel and function spaces), Warwick Farm is ideally placed to assume the role as the future home of racing in GWS.

Ensuring that these funds are reinvested in the West will support the economy and grow GWS's emerging tourism destination offerings.