

Submission
No 52

INQUIRY INTO PROPOSAL TO DEVELOP ROSEHILL RACECOURSE

Organisation: Rosehill Camellia Landowners Alliance

Date Received: 17 July 2024

ROSEHILL/CAMELLIA LANDOWNERS ALLIANCE

15/07/2024

Hon Scott Farlow MLC
Committee Chair
LEGISLATIVE COUNCIL
Select Committee on the Proposal to Develop Rosehill Racecourse

Dear Committee Chair

Re: Submission on the Proposal to Develop Rosehill Racecourse

The Rosehill Camellia Landowners Alliance (RCLA) is a collective of the major landholders with a combined 90 hectares of land across the broader Rosehill Camellia precinct, including 1.5km of direct frontage along the Parramatta River.

The RCLA welcomes the opportunity to make a submission to the Legislative Council's Select Committee Inquiry on the proposal to redevelop Rosehill Racecourse.

We note that in addition to inquiring into the involvement of the NSW Government prior to the unsolicited proposal being made, the Committee will consider the role of the proposal in meeting housing targets, its impact on the cost and delivery of the Sydney Metro, and potential impacts on parkland in Western Sydney.

The RCLA has long been a passionate supporter of much-needed transport infrastructure for Sydney, and we recognise the overarching benefits that Sydney Metro West rail will contribute to the city's growth. Unfortunately, as it stands, the selection and locations of Sydney Metro West stations as determined by the previous Government, excluded any metro station along the entire 7km corridor between Sydney Olympic Park (SOP) to Parramatta CBD, including a station at Rosehill Camellia. This misses a significant opportunity to catalyse the remediation of private former industrial land to deliver much-needed housing supply and other uses to facilitate the growth of the Central River City.

Camellia's role as an industrial employment hub has been in decline since the 1970's, with a 91% decrease in jobs since its 1976 peak, leaving contaminated former industrial lands. The absence of a Metro West station within the Rosehill Camellia precinct, limits the opportunity for important and long-term value creation for the Government, community and the economy.

A metro station, together with the large, consolidated landholdings of RCLA members creates amazing scope for large scale rezoning and urban renewal to deliver a significant uplift in housing supply and provides the economic catalyst for the landowners' contribution to remediate contaminated private industrial lands in the centre of metropolitan Sydney. Further, it provides an opportunity to open up public access to 1.5km of the Parramatta River for the first time in a century, with additional open space that delivers consequential community benefits that are consistent with Government objectives.

Sydney Metro West is a once-in-a-century opportunity, and the contribution that a station at Rosehill Camellia can make to Sydney's future cannot be overstated. It has been supported by detailed submissions to Government by the RCLA since the project was first announced in 2016. It

ROSEHILL/CAMELLIA LANDOWNERS ALLIANCE

enjoys strong support from the City of Parramatta, including the Lord Mayor, and is a key opportunity for urban regeneration identified in the draft Parramatta 2050 Vision.

The proposed Metro West station at Rosehill Camellia is also supported by all major landowners within the precinct, the adjacent Western Sydney University Campus, and all leading industry associations including:

- Urban Development Institute of Australia (NSW)
- Business Western Sydney
- Urban Taskforce Australia
- Committee for Sydney
- Property Council of Australia

The addition of a station at Rosehill Camellia also enables the long-term expansion of the Parramatta CBD land footprint as Global Sydney's second CBD. It allows Westmead / Parramatta CBD / Camellia Town Centre to be inter-connected along the metro network – creating a 3-minute Central City Superhub of economic growth. RCLA also proposes to contribute to the cost of the station box, and other much-needed access infrastructure.

In light of the above, we submit that the inclusion of a Sydney Metro West station at Rosehill Camellia is a strategic investment into the long-term growth of the Central River City and the broader Western Sydney region.

Sydney has one chance to get this right. While any decision on the future development of Rosehill Racecourse is a matter for Australian Turf Club members and Government, a station at Rosehill Camellia is a strategic and logical opportunity that should not be missed.

The RCLA remains committed to working with the Government on this critically important opportunity, and to providing significant capital investment and enabling infrastructure to support this once-in-a-lifetime project.

Kind regards

Rick Graf

On behalf of Rosehill Camellia Landowners Alliance