

State Significant Precinct Study for Blackwattle Bay

Topic	Response to Infrastructure NSW (INSW) - submissions for comment. INSW has submitted its response to submissions for Blackwattle Bay including revisions to the masterplan and proposed planning controls for a final assessment. The Department of Planning and Environment has requested feedback by Friday 26 August 2022.
Advice	Sydney Local Health District (SLHD) is supportive of the reduction in building height and mixed land use. SLHD recommends further consideration of strategies to improve access to surrounding neighbourhoods; provide a higher proportion of affordable housing and the addition of social housing; further review of private vehicle reliance; and adhering to the NSW Planning's <i>Development near rail corridors and busy roads – interim guideline</i> to ensure noise levels and air quality guidelines are met in the precinct.

Key issues

SLHD recommends further review of building heights and density

The proposed reduction in density by 15 per cent with approximately 34,500sqm less gross floor area and the reduction in new residents by 29 per cent (840 fewer residents from exhibited plan) is supported. This reduction may support the partial mitigation of health issues that may be associated with high density living, in particular social isolation and anxiety that impacts mental health.

The design excellence process should not be optional for this site.

SLHD supports the open space strategy, however the precinct remains isolated from surrounding neighbourhoods

Social connectedness supports lower rates of disease and mortality and better mental health. Careful design can reduce car dependency and encourage active transport. The improved open space strategy and widened promenade and boardwalk is supported and will support an active precinct and lifestyle, including activities for all ages - carers with prams and walking, and is consistent with enabling an active lifestyle and living within the precinct.

However, the amended plan does not address concerns about walking and cycling access to the surrounding neighbourhood. The precinct will be partially isolated from the surrounding neighbourhood by busy roads with intersections/slip roads requiring multiple crossing movements and long waiting times.

The amended plan does not include the reopening of the Glebe Island Bridge, though this has been referenced within the draft White Bay Precinct plans and is supported. The reopening would support movement between surrounding neighbourhoods.

SLHD recommends a higher proportion of affordable housing, and the addition of social housing

The SLHD is supportive of the provision for affordable housing, however the proposal at 7.5 per cent of the total residential and commercial gross floor area to be provided as floor space or a monetary contribution is not supported.

It is recommended that 15 per cent of gross floor area is provided as affordable housing and that a significant social housing component be considered for this publicly owned site. There should be no option for monetary contribution. The commitment to affordable housing will support the area to retain a socioeconomically diverse population and provide opportunity for healthcare workers to access affordable housing, for example those employed at Royal Prince Alfred Hospital.

Affordable living opportunities will also support one of the key objectives of the Tech Central Innovation Precinct to attract the best and brightest young people to the precinct.

SLHD supports the strengthened commitment to Aboriginal culture and designing with Country

A strong commitment to Aboriginal culture and designing with country supports the health and wellbeing of country as well as the health and wellbeing of Aboriginal people, for whom country is a part of their identity.

SLHD recommends a further review of private vehicle reliance

Reducing the kilometres travelled by private vehicle and encouraging more active forms of transport is an important objective for healthy development and environmental sustainability. SLHD supports the reduction in vehicle spaces of 37 per cent however recommends further review of private vehicle reliance noting that:

- The proposed car parking will generate additional traffic and associated noise, air pollution, road trauma.
- The development is next to a light rail station and future Pymont Metro Station.
- Numerous economic/social/education opportunities and services are located within walking/cycling distance.

Exposure to traffic related air pollution has been shown in epidemiological and clinical studies to be associated with a range of cardiovascular and respiratory health outcomes. There is no evidence of a threshold below which exposure to traffic related air pollution are not associated with adverse health effects. Therefore, it is important that all reasonable measures are taken to minimise exposure to traffic related air pollution where feasible and reducing car parking within the precinct will limit traffic related air pollution that is already significant arising from the Western Distributor.

SLHD strongly recommends adhering to the NSW Planning's *Development near rail corridors and busy roads – interim guideline* to ensure noise levels and air quality guidelines are met in the precinct

The siting of buildings adjacent to the Western Distributor were identified in the first stage of feedback as requiring additional mitigation strategies to ensure the health issues associated with pollution and noise are reduced. There is growing evidence of the negative health impacts of environmental noise. The evidence is strongest for adverse impacts on cardiovascular health and sleep. Measures to limit community exposure to noise are therefore important to protect public health and SLHD strongly recommends following the NSW Planning's *Development near rail corridors and busy roads- interim guideline* as well as taking into account EPA's *NSW Road Noise Policy* and *Rail infrastructure noise guidelines*.

Within *Attachment 12 Air Quality Response, SLR* it is reported that some sensitive residential receivers will be located closer i.e. within 20 metres, to the pollution source than they were in the original design. This relates to the repositioning of residential floors within the two northern buildings on private land. SLHD strongly recommends that the project is continued to be guided by NSW Planning's *Development near rail corridors and busy roads- interim guideline* to ensure adequate air quality for sensitive receivers.