

Bays West Stage 1 Rezoning Proposal

Engagement outcomes report



Department of Planning & Environment
October 2022

About Astrolabe Group

Astrolabe Group are the recognised experts in urban growth and change management with a uniquely empathetic approach to client and community.

This report was prepared for NSW Department of Planning and Environment. In preparing the report, Astrolabe has made every effort to ensure the information included is reliable and accurate. Astrolabe is unable to accept responsibility or liability for the use of this report by third parties.

Acknowledgement of Country

In the spirit of reconciliation, Astrolabe Group acknowledges the Gadigal people as the Traditional Owners of the lands where the Bays West Precinct is located. We acknowledge their continuing connections to land, waters and community. We show our respect to elders past and present. We acknowledge that we stand on Country which always was and always will be Aboriginal land.

Cover Image source: <https://www.planning.nsw.gov.au/bayswest>

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Acronyms

CHIA NSW	Community Housing Industry Association NSW
DPE	Department of Planning and Environment
FSR	Floor Space Ratio
GFA	Gross Floor Area
NSW	New South Wales
NSW EPA	NSW Environment Protection Authority
TfNSW	Transport for New South Wales

Executive summary

The Bays West Stage 1 Rezoning Proposal outlines planning controls to guide development of the White Bay Power Station and Metro Sub-Precinct. The Rezoning Proposal package was made available for public comment from 12 August 2022 to 8 September 2022.

During the exhibition period, stakeholders and community members were able to provide comments and feedback on the Rezoning Proposal in two ways:

- Make a submission via the Planning Portal
- Leave a comment on an interactive map

A total of 75 submissions were received from individuals, community groups, local governments, state government agencies, peak associations, development industry groups, and elected officials. Additionally, 91 comments were left on the interactive map regarding the proposed rezoning.

Astrolabe Group has prepared this engagement outcomes report, on behalf of NSW Department of Planning and Environment (DPE), reporting on all feedback received during the exhibition period. This report considers submissions received and comments left on the interactive map. The insights in this report will be considered in further developing the Stage 1 Rezoning Package.

Key matters identified in the submissions:

- concern about the scale of the development and the building heights
- concern about the dominance of proposed development over White Bay Power Station
- support for repurposing White Bay Power Station and protecting its heritage value as an iconic building
- concern about lack of proposed social and affordable housing as well as housing diversity
- concern around the impact of proposed development on the capacity of the transport network, social infrastructure and open spaces
- requests for increased provision of transport and social infrastructure, including open space
- requests for better integration with surrounding areas
- requests to improve physical and visual connectivity
- support for 'connecting with Country' principles
- support for the provision of active transport and reopening of the Glebe Island Bridge
- requests for improved sustainability measures and environmental impact assessments, and
- requests for clear standards and measurable targets regarding the planning controls, specifically regarding social infrastructure, transport and traffic management, sustainability and biodiversity.

Introduction

Bays West Stage 1 Rezoning Proposal

The Bays West Precinct, which includes White Bay, Glebe Island, Rozelle Bay, White Bay Power Station and Rozelle Rail Yards, has been identified as an urban renewal opportunity. The construction of a new metro station that is due to open in 2030 will provide connections to surrounding areas and further afield and presents an opportunity for the NSW Government to explore the future potential of the Precinct.

The *Bays West Place Strategy*, which was finalised in November 2021, identified 10 sub-precincts that will be subject to a future master planning process and potential rezoning. The NSW Government is taking a staged approach for the renewal of the 77-hectare precinct. Stage 1 initially covered the White Bay Power Station (and Metro) and the Robert Street sub-precincts. Master planning for Stage 1 has commenced, with remaining sub-precincts to undergo detailed planning at a future stage.

The vision for Bays West is for a new kind of Sydney urbanism that respects and celebrates Country. It will build on its natural, cultural, maritime, and industrial stories to shape an innovative and sustainable new place for living, recreation and working. New activities, places, connections, and destinations will enrich Bays West's character and meaning over time through built forms and public spaces that embrace its natural and cultural heritage.

The initial Bays West Stage 1 Draft Master Plan was on public exhibition from 4 May 2022 to 31 May 2022. Feedback received during this exhibition period¹ informed the refinement of the Draft Master Plan, and the development of the Bays West Stage 1 Rezoning Proposal (The Rezoning Proposal). In response to the feedback on the draft Master Plan the following key changes were made:

- removal of the Robert Street sub-precinct (from the Bays West Stage 1 draft Master Plan);
- refinement of the street network, including a revised location of the Robert Street connection;
- an amended Stage 1 site concept plan including changes to the public domain and built form adjacent to Robert Street; and
- resolution of the proposed bus interchange access.

¹ NSW Government, (2022), Consultation Summary for the Bays West Stage 1 draft Master Plan, < https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Keelie+Drupal+Documents/CONSUL~1.PDF>

The Rezoning Proposal package, which outlines planning controls to guide development of the White Bay Power Station (and Metro) Sub-Precinct (the sub-precinct) was exhibited from 12 August 2022 to 8 September 2022 for public comment.

Public exhibition overview

Exhibition package

The Rezoning Proposal package included the following documents:

- Draft Design Guide
- Explanation of Intended Effect – Current and Proposed Maps
- Infrastructure Delivery Plan
- Affordable Housing Program
- Revised Stage 1 Draft Master Plan and Urban Design Framework
- Consultation Summary for Stage 1 Draft Master Plan
- Aboriginal Cultural Heritage Report
- Affordable Housing Needs Analysis
- Ecology and Biodiversity Report
- Economic Impact Assessment
- Environmental Site Assessment
- Engagement Outcomes Report – Stage 1 Draft Master Plan
- First Nations Engagement Summary Report
- Flooding and Stormwater Report
- Heritage Impact Assessment
- Place Based Transport Strategy
- Retail Strategy
- Site Wide Remedial Concept Plan
- Social Infrastructure Assessment Report
- Sustainability Technical Report
- Transport Management Accessibility Plan.

A Virtual Engagement Room for the Rezoning Proposal was hosted on the [NSW Department of Planning and Environment website](#)². The Virtual Engagement Room provided to access to:

- supporting documents, detailed information, and frequently asked questions
- the revised draft Stage 1 Master Plan
- an interactive map
- before/after sliders presenting the details of the Master Plan
- booking for online talk to a planner sessions
- pre-recorded presentation on the Rezoning Proposal, and
- the Department of Planning and Environment Portal to make an online submission.

² <https://caportal.com.au/dpe/bays-west>

Submissions process

A majority of Stakeholders made submissions via the Planning Portal, with a smaller number making submissions via email to bayswest@dpie.nsw.gov.au, mail in or direct to DPE staff. A summary of submissions received is provided in Section 1.

Interactive map

An interactive map was included in the Virtual Engagement Room which presented the details of the proposed rezoning of the sub-precinct. It provided the stakeholders with an opportunity to present their comments and feedback. A summary of comments made on the Map is provided in Section 2.

Purpose of this report

This report provides an overview of all feedback received in response to the Stage 1 Rezoning Proposal. Feedback will be considered in shaping the Stage 1 Rezoning Package.

This report is structured in two sections:

Section 1: Submissions - A summary of submissions received during the exhibition that reflect key elements in the rezoning proposal:

1. Built form and land use
2. Connecting with Country
3. Public domain and open spaces
4. Heritage
5. Social and community infrastructure
6. Connectivity
7. Traffic and transport
8. Road network and street hierarchy
9. Glebe Island Bridge
10. Sustainability
11. Planning controls

Section 2: Interactive map - A summary of comments made on the interactive map, collected through the Virtual Engagement Room.

1. Submissions

This section provides a summary of submissions by themes in alignment with the key elements in the Bays West Stage 1 Rezoning Proposal.

Overview

During the exhibition period, the Department received a total of 75 submissions from a variety of stakeholder groups. The breakdown of submitters is shown in Figure 1 and listed below.

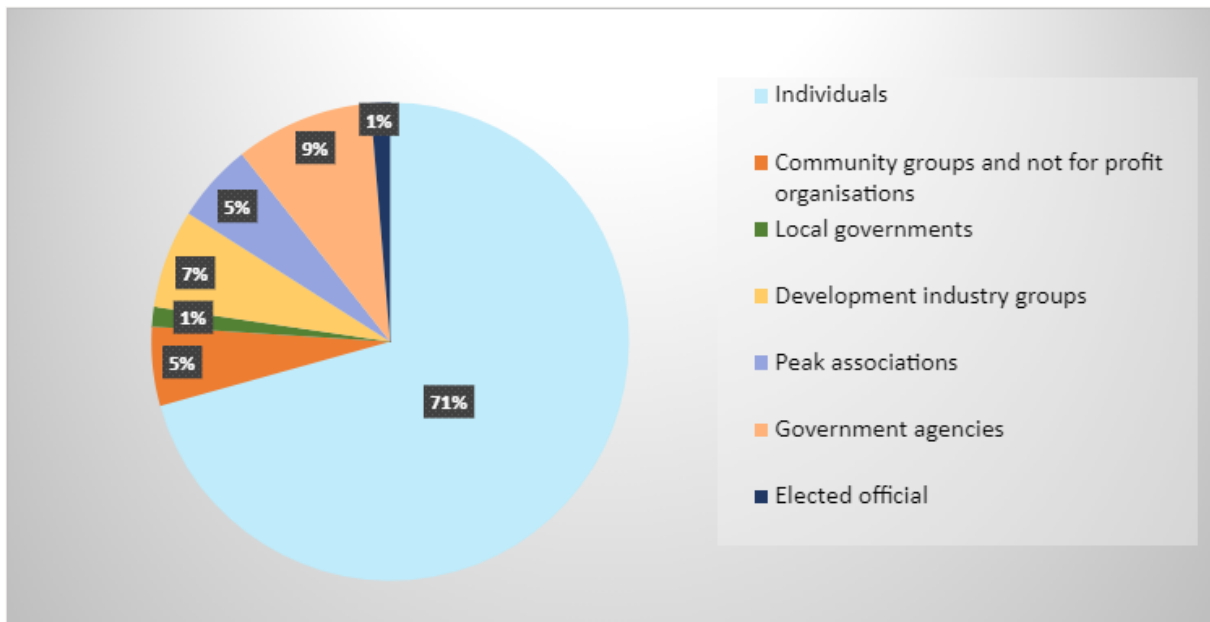


Figure 1. Distribution of participants in the exhibition

- 53 submissions by community members
- 4 submissions by community groups and not-for-profit organisations
- 1 submission by City of Sydney Council
- 5 submissions by development industry groups
- 4 submissions by peak associations
- 7 submissions by government agencies, and
- 1 submission by an elected official.

Appendix A provides a list of all local government, development industry group, state government, peak association, community group, and elected official stakeholders that lodged a submission. The Bays West Precinct is within the Inner West Council Local Government Area but is adjacent to the City of Sydney Council Local Government Area.

Built form and land use

Built form

The proposed scale of development across the sub-precinct was a major concern amongst community members. The large-scale urban blocks and location of the proposed tall buildings were highlighted as key issues, due to the impact it will have on the heritage value and character of the sub-precinct. Submissions received regarding the impact that the scale of development will have on permeability and road congestion is discussed under 'Connectivity' and 'Traffic and Transport'.

From community member:

“The height and bulk of the proposed buildings are wholly unsuitable, blocking sightlines and diminishing the aspects of surrounding neighbourhoods.”

Building heights

Strong objection was received regarding the proposed building heights from a wide range of stakeholders, including individuals, community groups, development industry groups, and peak associations. The proposed height of the buildings was seen as unsuitable as they would block significant views and vistas (particularly views towards the Harbour Bridge and White Bay Power Station), dominate the iconic White Bay Power Station and impact the sub-precinct's heritage values. Suggestions were made for buildings heights not to exceed the height of the White Bay Power Station.

However, some of stakeholders, including development industry group and peak association advocated for higher density and increased building heights as it can result in more residential floor space, higher number of affordable housing units, and stronger balance of uses to support day and night-time activation of the mixed-use precinct.

From National Trust:

“The proposed height limit for the over station box for Sydney Metro West is set at relative level of forty metres and relative level of twenty-four metres south of the Metro box. This is an increase from maximum relative level of twenty-two metres and scaling down to a relative level of eighteen metres close to the Power Station, detailed in the Bays West Urban Design Framework. The over station development is a substantial increase in height to the Bays West Place Strategy and will have moderate heritage impact on viewsheds from the south and east and will have moderate heritage impact on viewsheds from the south and east.”

Uses and yields

Stakeholder raised concerns regarding ambiguity on the repurposing of White Bay Power Station and the proposed percentage of commercial floorspace across the sub-precinct. A number of

stakeholders noted a lack of clarity on how the Power Station will be used, the amount of floor space commercial uses will take up, as well as the types of businesses that may be located within it.

While it is proposed for the White Bay Power Station not to be subject to maximum Floor Space Ratio (FSR) controls, City of Sydney Council suggested that a maximum FSR or Gross Floor Area (GFA) development standard is applied.

Ground floor activation of residential apartment building with retail uses received mixed responses from stakeholders. While the community group Pyrmont Action supported the move, Stockland raised concerns regarding an excess of commercial spaces across Bays West and surrounding areas such as Redfern-North Eveleigh, the four City of Sydney tower cluster areas, and Pyrmont/Ultimo. Stockland noted that as these surrounding precincts are more accessible to workers and visitors, it would make it difficult for commercial spaces within the sub-precinct to compete with them.

City of Sydney expressed specific concern about the proposed residential buildings along the southern edge (by the Anzac Bridge approach) as it would be subject to extreme noise and south-westerly winds. Similarly, NSW Environment Protection Authority (NSW EPA) highlighted potential land use conflicts between residential development and industrial uses within and adjacent to the sub-precinct.

From City of Sydney Council:

“The City [of Sydney Council] supports siting taller built forms along the southern edge of the precinct to protect from the harsh environment of the Anzac Bridge approach and south westerly winds. However, for the reasons outlined above, we do not support these buildings being zoned for residential use... The proposed heights, expressed in RL, provide a prescriptive built form outcome for the barrier building at Site B, which appears to anticipate a residential floor plate. The form of this building should have been designed as a response to the challenging environmental conditions; however, there is no wind assessment or noise report to suggest this was the case.”

Some community groups and peak associations raised concerns regarding the removal of Robert Street sub-precinct from the Stage 1 Master Plan, as it impacts the balance between residential development, offices, retail spaces and infrastructure across the Precinct.

Housing

A lack of housing diversity in the sub-precinct, namely affordable and social housing, was a concern for a number of development industry group, community groups and peak association stakeholders, with some suggesting that a minimum 15% of gross floor area be social housing units.

An increase in the number of affordable housing units was strongly supported by all groups of stakeholders. City of Sydney and Sydney Local Health District suggested adopting an overall target of 25%. Further, City of Sydney suggested that a minimum of 10% of affordable rental housing units be delivered as housing for Aboriginal and Torres Strait Islander communities, as this would enable

the Bays Precinct to be a truly inclusive redevelopment that respects and celebrates Country. The City of Sydney supports the objective of developing a mechanism by which affordable housing targets can be embedded in the statutory controls for the Precinct.

Lendlease and Urban Taskforce raised that the 250 proposed dwellings is significantly short of the supply required to meet the Inner West Council housing target of 10,000 new dwellings between 2026 and 2036. These stakeholders suggested the proposed number of dwellings be increased to help address housing supply and affordability challenges.

From Community Housing Industry Association NSW:

“CHIA NSW recommends that the rezoning proposal is amended as follows:

- ... Maximising social and affordable housing needs to be included as a matter for consideration in assessing design excellence/FSR bonuses within the Precinct.*
- Remove the cap limiting affordable housing contributions to 15% of ‘agreed’ construction costs.*
- The planning provisions and Affordable Housing Program need to clearly outline the option for affordable housing requirements to be met through either in-kind or monetary contribution.*
- To ensure affordable housing requirements are consistently applied, the draft Bays West Affordable Housing Program should include worked examples of how contribution requirements are to be calculated and applied under different development scenarios ...”*

Connecting with Country

The principle of Connecting with Country in the Rezoning Proposal was generally supported by the community, local government and industry group stakeholders. A commitment to engaging Aboriginal and Torres Strait Islander community in the design phase, as well as creating spaces for their organisations, businesses, and social enterprises in operational phases was suggested by the City of Sydney.

From City of Sydney Council:

“There [should] be a requirement for individual developments to engage with indigenous design enterprises in developing proposals for housing, and landscape and biodiversity responses.”

Public domain and open spaces

There was strong support for the provision of open spaces and green corridors by a range of stakeholders, including individuals, community groups, the development industry and government agencies. A suggestion was made by Sydney Local Health District for a minimum of 30% of the sub-

precinct to be open space, in order to reduce the negative impacts of large-scale development and to ensure the needs of the growing population are met.

From Pyrmont Action:

“... it is important to ensure that public parks, roads and other facilities are placed under one ownership at the conclusion of the development of the sub-precinct. At present, such spaces in Pyrmont are variously owned by Department of Transport, Property NSW, Department of Planning, Office of Strategic Lands, and the City of Sydney. We are still waiting for the promised transfer of ownership of parks to the City of Sydney, nearly 15 years after the completion of the Jacksons Landing development. As a consequence, several of these spaces are totally neglected and unsightly.”

Heritage

Heritage items and sites

The importance of enriching the character of Bays West by highlighting its industrial and social history was mentioned by some development industry group stakeholders, particularly White Bay Power Station (see next section).

From White Bay Stratas Committee:

“To date, there is virtually no acknowledgement of the industrial or social history of Bays West Precinct ... The original documentation suggested there would be acknowledgement of industrial history too. It is understood that this is only Stage 1 but we hope industrial/social history starts to feature soon.”

The National Trust noted that there are inconsistencies between the heritage boundary of the site included in the rezoning proposal and the State Heritage Register boundary. As this inconsistency may reduce the White Bay’s heritage curtilage, the National Trust advocated that the listed State Heritage Register boundary should continue to be reflected in planning control heritage maps for the site.

From National Trust:

“The Map of Heritage places proposed in the documentation indicates a heritage boundary that is not consistent with the State Heritage Register boundary of the site and significantly reduces White Bay’s heritage curtilage. The National Trust does not support this reduced curtilage and firmly advocate that the listed [State Heritage Register] SHR boundary should continue to be reflected in planning control heritage maps for the site.”

White Bay Power Station

Development industry group stakeholders such as White Bay Stratas Committee, Lendlease and Urbis (on behalf of the Paul Family, owners of the 'White Bay Steel Works' property) noted the significance of White Bay Power Station as an iconic structure, and supported its role as the focal point of the Precinct, calling for its heritage and associated social values to be protected and preserved. White Bay Stratas Committee suggested a reduction in the height of the residential buildings and the Metro station, to ensure the Power Station stands out amongst surrounding buildings.

From Lendlease:

"The identified use for the White Bay Power Station as a centre of cultural activity defines a clear purpose for its reinvention. We support the focus by Government to continue to work towards narrowing down to an exact use for this important asset and promote that the usage should provide a destination and attraction that supports a 24-hour economy at Bays West."

Social and community infrastructure

The provision of sufficient social infrastructure that meets the needs of the growing residential and worker population was raised by community groups, peak associations, and government agencies. These stakeholders raised concerns that proposed social infrastructure will not meet the needs of the community, and further investment is required to ensure sufficiency.

City of Sydney suggested that the Social Infrastructure Assessment and Infrastructure Delivery Plan be updated with a firm commitment to the provision of schools and cultural and community spaces. This was reflected by the Night Time Industries Association, that also called for investment in diverse cultural infrastructure to support Sydney's creative nightlife and performing arts community.

From Night Time Industries Association:

"The inclusion of a local cultural and theatre space is a positive addition but should not be the sole performance space in the precinct. Creative and performing arts require a multitude of different spaces of different sizes to cater to an artist's career progression... Introducing performance spaces [...] is an effective way to alleviate the pressures on Sydney's creative nightlife caused by this missing infrastructure."

Connectivity

Suggestions were made in submissions for enhancing the connectivity across the sub-precinct encompassing both physical access and visual connectivity.

Regarding physical access, the community and development industry groups expressed concern about the lack of connection between the sub-precinct and its surrounding areas, particularly as a

result of insufficient road connectivity from the proposal of only one road in and out of the Precinct. Urbis on behalf of the Paul Family, owners of the 'White Bay Steel Works' property, highlighted that connecting Bays West to Rozelle and the Balmain peninsula is essential to generate significant local community use and support of the significant investments being made for transport and other infrastructure.

There were also objections received regarding the removal of the Robert Street sub-precinct from the Bays West Stage 1 Master Plan by individuals, community and development industry groups as the Robert Street sub-precinct connects Stage 1 of the Master Plan to the water and will be a main access point for residents who live there. Suggestions were made to re-include the sub-precinct as part of Stage 1 to ensure its cohesiveness with the redevelopment of the area.

From White Bay Stratas Committee:

"The Robert Street sub precinct connects Stage 1 of the masterplan to the water and will be a main access point for residents who live around White Bay. We'd like to see the sub precinct re-included as part of the masterplan to ensure its cohesiveness with the redevelopment of the area."

Regarding visual connectivity, community members and peak associations raised concern about losing key visual links as a result of the scale of the proposed developments. Suggestions were made to preserve the views to Harbour Bridge and White Bay Power Station from Victoria Road and the view to Balmain from the Victoria Road Underpass.

Traffic and transport

Public transport

The proposed Metro Station was supported by the community and development industry groups as a significant infrastructure that will unlock development, renewal, and investment in Bays West. However, community members and groups suggested that there had been insufficient consideration of bus services and stops, which caused major concern. These stakeholders suggested providing better public transport connections, including further considerations for bus and Metro exchange points.

From community member:

"No rezoning until specific plans are provided that link the development into the existing bus network on Victoria Road... [the] linkage into the existing bus network is essential to reduce car traffic ... When the current roadworks are completed, there will be a bus-stop reinstated where the Power Station meets Victoria Road. This bus stop needs to be the primary point for the Bus/Metro exchange."

Active transport

The provision of active transport infrastructure throughout Bays West and into the surrounding areas was supported enthusiastically amongst all stakeholder groups.

From The Glebe Society:

“Our hope is that the [foreshore] walk will be extended around the Bays, and that the Glebe Island Bridge will be restored for active transport – pedestrians and cyclists. The Glebe Society strongly supports the planned foreshore walk on Bays West 1, and its ambition to create a connection between Bays West and Pyrmont.”

Community members suggested that a bridge connecting pedestrians and cyclists to the two main bus stops on either side of Victoria Road near the White Bay Power Station be built. City of Sydney also suggested the provision of secure bike parking facilities adjacent to proposed bus and Metro interchange areas.

Glebe Island Bridge

The Glebe Island Bridge and Glebe Foreshore Walk were noted as key opportunities for promoting the active transport across Bays West by the individuals and community groups. These stakeholders supported the reopening of the Bridge for pedestrians and cyclists.

City of Sydney Council suggested bringing forward the re-opening of the Glebe Island Bridge to align with the Stage 1 Masterplan.

From City of Sydney Council:

“The refurbishment, upgrade, and adaptation of the historic Glebe Island swing bridge should be brought forward to align with Stage 1... The City [of Sydney Council] views this as an urgent priority to preserve the heritage significance of the bridge and realising a critical active transport link for future residents and workers in Bays West and Pyrmont from the outset.”

Private vehicles

The impact of proposed developments on the capacity of the road network was a main concern for a most stakeholders. The inefficient road network, particularly the proposed single road in and out of the Bays West Precinct, as well as the proposed bus routes and kiss-and-ride locations at Robert Street and Mullens Street were noted as key concerns that would contribute to congestion.

From Lendlease:

“The removal of the second access road into Bays West through Roberts Road will put considerable pressure on James Craig Road and creates a precinct with one road in and one road out. The connection to Roberts Road should be reinstated in the strategic planning.”

Sydney Local Health District highlighted the potential of Bays West to become an exemplar of car-free development, as a result of the proposed major transport interchange, and focus on walking and cycling routes. They further suggested that the amount of residential vehicle parking be reduced and unbundled from dwelling lots in order to further minimise private motor use.

Road network and street hierarchy

Lack of connectivity and integration into the surrounding road network area was raised by most stakeholders, with suggestions made to improve the efficiency and integration of the road network across the Precinct prior to planning for additional residential development.

From community member:

“I feel the project needs better transport integration with the local area as the current plan seems better connected to the rest of the city than the local suburbs.”

Ports traffic

White Bay Stratas Committee suggested further assessment of the environmental impact of ongoing bulk handling operations at the Port, particularly to explore possible mitigation to lessen the impact on public health and wellbeing.

From White Bay Stratas Committee:

“To ensure that Bays West Stage 1 is a desirable place to live and work, [the] technical analysis should take into consideration the 24/7 port operations along with the truck movements along James Craig Road. The analysis must also include Environmental Impact Statements for proposed developments at the Port in order to accurately assess the cumulative effect of associated air, noise and light pollution of the whole site together with that of Victoria Road/Anzac Bridge.”

Sustainability

All stakeholder groups supported sustainable development, promoting biodiversity, and implementing measures to meet net-zero carbon construction. Further suggestions were made to ensure environmental impacts of the new developments are appropriately assessed and addressed, by considering additional provisions in the Draft Design Guide.

Community members and government agencies recommended measures such as buffers and barriers to be implemented to ensure that residences or other sensitive receiving environments are not adversely affected by air pollution, noise and vibration impacts and land contamination from existing and future industrial operations. Undertaking a Human Health Risk Assessment was also suggested during the planning stage for future State Significant sites.

From NSW Environment Protection Authority:

“Development must demonstrate consideration of existing industrial operations and impacts on the proposed development. Cumulative noise impacts must be considered within the Precinct, taking into account the contribution of existing (and making allowance for future) industrial and commercial noise sources including truck movements.”

Individuals and community groups suggested adding the requirement of a 6-star sustainability rating and solar panels with battery storage for new developments in the sub-precinct. The provision of electric vehicle charging stations was also suggestion by these stakeholders.

NSW DPE’s Environment and Heritage Group suggested a review and assessment of biodiversity values to provide details of different species’ habitat. They also suggested that flood risk management plan, and an emergency response plan be implemented, given some portion of the sub-precinct is flood prone.

Planning controls

The Member for Balmain and individuals commented on the Design Guide and proposed planning controls, suggesting that clear and measurable targets were set to prevent major changes once the package is finalised, particularly regarding open space, social infrastructure, and building heights.

From Jamie Parker (Member for Balmain, Parliament of NSW):

“There is an opportunity to strengthen the principles in the Draft Design Guide by including specific standards and measurable targets within the document, to ensure the desired objectives will be met and to prevent the planning controls being tested at the margins. Each of the proposed principles have the potential to be eroded unless clear standards with clear outcomes are built into the controls – this is particularly important on matters of social infrastructure, transport and traffic management, sustainability, and biodiversity.”

2. Interactive map

An interactive map was available on [NSW Department of Planning and Environment website](#)³ during the exhibition period, allowing the public to pin comments to specific locations across the Precinct.

A total of 91 comments were left on the map during the exhibition period. Common topics raised were:

- public domain and open spaces
- social and community infrastructure
- repurposing the White Bay Power Station
- public transport
- active transport, and
- building heights.

Public domain and open spaces

Comments made regarding the public domain and open spaces mainly highlighted the importance of environmental comfort in spaces through shade by tree canopies. Another key concern was the amount of proposed green space, which was perceived as insufficient for the growing population of residents, visitors and workers.

The light pollution resulting from illuminating buildings and billboards and its impact on the local residents was another concern raised.

Social and community infrastructure

Regarding the social and community infrastructure, comments specifically called out the need for sufficient cultural infrastructure and schools.

Repurposing the White Bay Power Station

Repurposing the White Bay Power Station was a topic highlighted by a large number of comments on the map, with a range of suggestions regarding its potential use, such as an aquatic centre integrated with the foreshore, or as a creative hub for art and cultural uses.

Public transport

Increase in road traffic as a result of the proposed development was raised as a concern by visitors leaving comments on the map. Additionally, creating a spur line from the existing Light Rail towards the Metro Station was a comment supported by a considerable number of visitors, in order to create a multimodal transport hub within an integrated public transport network.

³ <https://dpe.mysocialpinpoint.com.au/bays-west-rezoning/map#/>

Active transport

Developing a safe and secure active transport network across the Precinct was raised in the comments, particularly in relation to accessing the Anzac Bridge.

Building heights

Comments noted concern regarding the proposed mid and high-rise buildings, having favour for low-rise development instead. The main issues expressed in relation to building heights were the impact it would have in dominating the White Bay Power Station, as well as the existing character of the Precinct and surrounds.

Conclusion

This report summarises the feedback received during the public exhibition for the Bays West Stage 1 Rezoning Proposal. A total of 75 submissions were made by individuals and community groups, local government, state government agency, peak association, development industry group, and elected official stakeholders were received. A further 91 comments were left on the interactive map.

The review and analysis of all engagement material received highlighted the following key matters:

Scale of the development

Reconsideration of the scale of the development, particularly lowering building heights, was one of the main suggestions made by the stakeholders. It is highlighted as necessary in order to better align development with the capacity of transport, open spaces, and social infrastructure in the future and to protect the character and heritage values of the Precinct.

Land zoning

Further clarification about commercial floorspace was requested to better manage the share and distribution of the commercial uses across the sub-precinct and the repurposing of White Bay Power Station.

Concerns were also raised regarding potential land use conflicts between residential development and industrial uses, and the possible impacts on the residents' health and wellbeing.

Housing

Concerns were raised regarding the lack of diverse housing, social and affordable requirements, and capacity to meet housing targets, with requests made to revisit these matters in order to improve outcomes of each.

Transport management

The potential impact of proposed developments on the capacity of the road network, and insufficient consideration of bus services were identified as main concerns. Reducing the scale of developments and improvements to bus and Metro exchange points were suggested as responses to these challenges.

To promote the active transport, the reopening of the Glebe Island Bridge as a priority was suggested.

Connectivity

Enhancing both physical and visual connectivity is suggested for better integration of the Precinct with its surrounding areas.

Public domain and community and social infrastructure

The provision of sufficient open spaces and social infrastructure was highlighted by stakeholders as an essential measure to ensure the needs of the growing population, workers and visitors are met.

Connecting with Country

While the principle of connecting with Country is strongly supported by stakeholders, the necessity of applying this principle in both the design and the operational phases of the project is highlighted.

Heritage

The necessity of enhancing the history of the Bays West Precinct, particularly the iconic Bays West Power Station was widely suggested and agreed upon. Recommendations were made to preserve the heritage value of the White Bay Power Station by limiting the scale and height of the new buildings across the Precinct.

Sustainability

The implementation of improved impact assessment processes were suggested in order to help mitigate potential impacts on public health resulting from air and noise pollution, as well as land contamination from existing and future port operations.

Protecting biodiversity, as well as enhanced flood risk management were also suggested by stakeholders.

Appendix A: List of stakeholders

This table lists the stakeholder groups that provided a submission via the planning portal or email.

Local governments
<ul style="list-style-type: none">• City of Sydney Council
Development industry groups
<ul style="list-style-type: none">• JRNN Pty Ltd• Lendlease• Stockland• Urbis on behalf of The Paul Family• White Bay Stratas Committee
Peak associations
<ul style="list-style-type: none">• Community Housing Industry Association NSW• National Trust• Night Time Industries Association• Urban Taskforce
Government agencies
<ul style="list-style-type: none">• Air Services Australia• Civil Aviation Safety Authority• Department of Planning and Environment - Environment and Heritage Group• NSW Environment Protection Authority (NSW EPA)• Sydney Airport• Sydney Local Health District• Transport for NSW (TfNSW)
Community groups/Not for profit organisations
<ul style="list-style-type: none">• Friends of Ultimo• Pyrmont Action• Sydney Trapeze School• The Glebe Society
Elected official
<ul style="list-style-type: none">• Jamie Parker, Member for Balmain, Parliament of NSW

