

From: Alan Sarli [REDACTED]
Sent: Wednesday, 11 May 2022 2:01 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Suggestions

1) Rain protection

One of the things we need to do better in future, for planning of this project or any other project worldwide really, is to create spaces protected for the rain, so crowds can enjoy the spaces even in bad weather.

This could make a very big difference for crowd management (so you don't have huge crowds on a sunny weekend after a lot of rain), more pleasing for people and families, and easier for businesses to plan cash flow and inventory if they have a more regular demand.

In an ideal world, I would like to see the whole area rain protected somehow, and also the path to walk or bike from pyrmont (Anzac bridge pedestrian path) and other common pedestrian routes to get there.

2) Discourage cars

We as a society need to start moving away from cars, more towards public transport or bicycles / walking and such. This new space is a good opportunity to make a statement, actively avoid providing car parks and such, but do provide lots of buses to / from nearby regions, or a space for uber/taxi pickup and drop of passengers.

The buses should be the main thing, but ideally not the same old tired / unimaginative buses we have around now, ideally they should be part of the experience, not a chore to get over with. Skylights, charging station, maybe vending machines and a space for buskers to play their music (I imagine in double decker buses) would make every trip different and interesting, attracting more people and tourists hopefully.

--

Alan

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:40 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 13/05/2022 - 10:46

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Stephen

Last name

Paget

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Birchgrove 2041

Please provide your view on the project

I am just providing comments

Submission

The Metro Station is going to be very convenient, however, i did not see any links to local buses.

How is the new station going to link with established bus routes ?

I suggest putting bus stops on both sides of the western approach to the ANZAC Bridge with lifts down to the Metro entry level so that staion can be integrated in the transport web.

Regards

Stephen Paget

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:40 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 13/05/2022 - 10:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Tony

Last name

Simons

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Submission

Open up White Bay Power Station intake canal to enhance visual amenity.

Option 2 for James Craig Rd alignment away from White Bay.

James Craig Rd access for new development rather than Robert St which is already at capacity.

Solar panels on all buildings.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
 <noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:39 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Wed, 11/05/2022 - 14:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ray

Last name

Palin

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain East

Please provide your view on the project

I object to it

Submission

Please do not allow the high-rise buildings. Balmain & Rozelle local residents have been through this before with the Leagues club on Victoria Rd. It only benefits greedy developers whom bribe planning officials and whack up these ugly structures too quickly and cheaply. Look around the Balmain peninsula, there are is little high-rise, this is what makes the place attractive to live in. Keep it low rise.... please!

Green space is good, more of this please. A modern village atmosphere, would be good. Not just cafes, but quaint shops and museum/ art/ music spaces. A great playground for children. Gardens, water fountains, public seating and public sculpture. Lets get rid of the straight angle lines around the water, go rounded like the Barangaroo development. Why not redevelop the adjacent silos and surrounds whilst we're doing all this? That can't stay there forever, it's so ugly. Make this place a thing of beauty. Another destination and attraction for Sydney! Spend the money to do it right first time, don't make it sterile and cold. No more boxy, ugly and cheap buildings. Make it a destination for people to relax and enjoy life. Let's not become Hong Kong, China or any one of a thousand same looking places. Make it iconic. We need more amazing Gardens!! So important for peoples psyche. Why not a small ferry terminal. If it's to be a transport hub, a ferry would provide another option and is a pleasant way of getting here. Make the Power Station an entertainment/ museum/ exhibition space. It already has unique, iconic design. Perhaps a theatre inside? Both cinema and stage? Robert Road and the peninsula in general, is already a headache with traffic, what plans are in place for yet more cars to this site? Is there public parking? Visitor parking? Why not a market space? A weekend market is always attractive, how about a market that specialises in one particular thing, such as cheese or flowers or art etc. Make this a destination for Sydney. Compliment the Harbour and the nearby Fish Market and be in keeping with the Balmain Peninsula! Low-rise buildings, beautiful gardens and park space, quaint but modern shops, perhaps another Balmain-esque style pub! Performance spaces, both inside and out. The Powerstation has a history as being a grunge performance space for local bands. Make this a permanent thing. Don't let cheap and nasty developers take over this place as they have done so in too many areas around Sydney already. They just leave future Ghettos in their wake. Just look at the new developments in Alexandria. So unattractive,

windy, cheap and soulless. If you live there, you could be in any third world Country and this sort of environment can easily make people depressed.. No to high-rise, no to cheap and nasty ugly buildings. Make them different, ornate, attractive and things of beauty. The artist impression of the entrance to the Metro area, looks nice. Some wood and nice glass window curves. Keep this theme going!

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:39 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Wed, 11/05/2022 - 08:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Julia

Last name

Gordon

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2040

Please provide your view on the project

I object to it

Submission

I have several objections;

Firstly the image of the development on page 3 purposefully conceals the height of the 18-22 storey tower behind a text box. Shame on you.

Secondly, the tall towers are inappropriate to the lower scale development of the Balmain peninsula, where there is a 9 metre height limit on buildings.

Thirdly, the tall towers diminish the heritage value of White Bay Power Station & silos, plus will greatly impact the heritage value of the conservation areas of the Balmain Peninsula.

Fourthly, multi storey developments should be contained to the Pyrmont side of the Glebe Island bridge and not push their way through small scale suburbs.

Fifthly, the inner west is already an overly dense area and doesn't more dense multi storey developments.

It is woeful that our own NSW planning department represents the developer before representing the people. Look at Barangaroo and learn please.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:38 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 10/05/2022 - 15:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Susan

Last name

Schmid

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I am just providing comments

Submission

<https://www.goodnet.org/articles/how-portland-oregon-uses-its-water-pipes-to-create-electricity?msclkid=ac2e3061d02511ecb4fd002109b09e1f>

I would like to see some kind of system like the above attachment included in the design of the Bay West infrastructure. More ways to develop sustainability.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:38 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 09/05/2022 - 16:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Malcolm

Last name

Garder

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I object to it

Submission

I am a long term resident of Balmain, past member of the Leichhardt Councils Planning Committee, Heritage Professional and Valuer.

I believe the height of buildings is excessive and will obscure the Heritage Power Station and dominate the precinct.

Additionally the precinct does not seem to relate to the Balmain Peninsula. There should be pedestrian moving footway or light rail access towards the centre of Balmain to take advantage of the new metro and commercial centre.

I would like to be given the opportunity to comment further on this development proposal. The present invitation to comment is very short, first week of May till 30 May.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:38 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 09/05/2022 - 11:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Le Page

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle 2039

Please provide your view on the project

I object to it

Submission

I think the high rise buildings are an over development : way too high and overpower the character of the area

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:33 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sat, 07/05/2022 - 19:22

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kenneth

Last name

Yuen

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Epping

Please provide your view on the project

I support it

Submission

All good, everything from the soil (Aboriginal land), the water, transport, construction, building, sustainability, open space is well-considered and hopefully will make up for the level of disruption as the project continues for the next 8 years.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:33 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 06/05/2022 - 12:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Blake

Last name

Roberts

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I object to it

Submission

I congratulate you for commencing the discussion on the evolution of this important site on Sydney Harbour. I will keep my comments concise, however, there are some changes that need to be addressed BEFORE I would support such a master plan.

1) Additional residential - too tall and too many units. How will this new community be catered for, all local schools are currently at capacity, where do they shop, park? Residential needs to be drastically reduced, less building and levels shorter.

2) Better sporting facilities for primary and high school activities - a playground is great and there are a lot of them, need consideration for all school aged children and please not a another kayak connection.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:30 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 05/05/2022 - 18:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Richard

Last name

Thompson

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Hunters Hill

Please provide your view on the project

I support it

Submission

Thanks for the opportunity to make a submission.

Redevelopment of this area is long overdue. It's an eyesore.

Having said that, I'd like to see the history of the area remembered & in some way maintained & incorporated into the redevelopment. This should include not only the more recent European history but also the extensive indigenous history, which has been all but destroyed.

This development should consist of quality buildings of varying shapes & sizes that are not only well designed aesthetically, but are also environmentally sound - particularly when it comes to sustainable building materials & CO2-e emissions. The design needs to ensure good exposure to natural light and the provision of comfortable & aesthetically pleasing outdoor common areas. The latter are particularly important for the physical & mental health of residents & workers.

The area needs to include excellent active transport infrastructure (cycling & walking) that connects to the CBD as well as The Bay Run & other parts of the walking & cycling network, pet friendly outdoor areas, cafes/restaurants as well other forms of permanent & ad-hoc entertainment venues. Quick & easy access to & from public transport, including buses & light rail is essential.

No casinos! No high-rise!

Planting of native trees & shrubs needs to be included as part of the redevelopment process & not left until many years later, as is so often the case.

Parking needs to be provided for residents & guests within the residential buildings & free parking needs to be provided for visitors to the area as well as shoppers/patrons, along with parking for bicycles, scooters, etc.

This area has enormous potential for residents & others who will either visit or pass through on their way to other parts of the city - particularly those using active transport, such as cycling. Let's not turn it into a future ghetto.

Regards.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:29 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 05/05/2022 - 18:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jodi

Last name

Lynch

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Glebe 2037

Please provide your view on the project

I am just providing comments

Submission

I do not think the pyrmont island bridge being repaired and left open for foot traffic should be renovated. Allowing boats in and out of Blackwater bay unimpeded is vital to the redevelopment of the Fish Markets . The current bridge piers are worn away and foot traffic can use the anzac bridge .

The environmental impact of boats waiting for it to be open would be detrimental to the neighborhood

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:29 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 05/05/2022 - 15:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Brown

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I am just providing comments

Submission

Paths for bikes, joggers and walkers should join up this new area with Glebe Foreshore Park and able to cross low bridge into Pyrmont.

Remove all industrial sites from this public area.

Provide public transport between new Metro station and Balmain/Rozelle villages on Darling Street.

Waterfront cafes/restaurants/pubs with outdoor seating. Limit car traffic near eating areas. Dont want to look across a road to the water.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:28 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 05/05/2022 - 15:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Brown

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I am just providing comments

Submission

Paths for bikes, joggers and walkers should join up this new area with Glebe Foreshore Park and able to cross low bridge into Pyrmont.

Remove all industrial sites from this public area.

Provide public transport between new Metro station and Balmain/Rozelle villages on Darling Street.

Waterfront cafes/restaurants/pubs with outdoor seating. Limit car traffic near eating areas. Dont want to look across a road to the water.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:28 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 05/05/2022 - 08:28

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Vaughn

Last name

de Vocht

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Haymarket 2000

Please provide your view on the project

I support it

Submission

Option 2 must be used for pedestrian and civic space in front of Metro Station (not a road that separates the public realm and creates a road safety hazard) !

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:27 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 05/05/2022 - 00:46

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Thorp

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I support it

Submission

You really should have a clear idea of how the power station will be used, as it could substantially affect the rest of what is suitable in that area.

My son did a school project in which he suggested designs for the power station converted into an aquatic leisure & renewable energy centre:

<https://white-bay-power-station-investigative-report.weebly.com/maps-and-sketches.html>

Upper levels could also have indoor sports courts, and offices etc. around the building edges.

I added it to my plan for a "fast west" Sydney Metro, which also includes a potential cable car connecting Sydney CBD to The Bays, Balmain and beyond:

<http://davidthorp.net/transport-plan/sydney-metro-hst>

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 11:26 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Wed, 04/05/2022 - 12:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Antonia

Last name

Powers

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle 2039

Please provide your view on the project

I am just providing comments

Submission

With Barangaroo you showed us the value of Master Plans ie. they are next to worthless.

Just do what you really want ie. cover the entire site with extreme high-rise residential and commercial developments and save the money you're wasting on "community engagement". (Perhaps you could put any money you save into the local schools as they are already "bursting at their seams.")

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 9:31 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 17/05/2022 - 09:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nicholas

Last name

Vidale

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I object to it

Submission

The Bays West Masterplan indicates that there will be apartment building developments in the area of potentially in excess of 20 stories tall. There is no reason this should be allowed to proceed. It creates unnecessary population density in an area that is already struggling with congestion, and is not in keeping with the surrounding area, of which most of Balmain is heritage listed. The sites earmarked for residential development should not be exempt from such restrictions that are enforced on most of the suburb. Construction should be capped to medium density development, with a height limit of 6 stories. I would encourage reference to some of the residential developments already around White Bay where there are reasonable height limits, in Alexandria, where new apartment heights have been restricted and medium density development has been an upgrade to the area, as they are tasteful in design and size. I would cite Green Square as an example of over-development, and this should be avoided. It is also disappointing to see approval of such high density apartment construction post COVID, where the need for social distancing and population density preservation should now become a focus for future developments. A high density residential development ignores all the negative experiences over the last 2 years.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 17 May 2022 2:31 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: power-station-recommendations.docx

Submitted on Tue, 17/05/2022 - 14:28

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Susan

Last name

Schmid

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I support it

Submission file

[power-station-recommendations.docx](#)

Submission

I support and look forward to the development of the Power Station . I have attached ideas that I believe would enhance the site.
Thank you

I agree to the above statement

Yes

Bay West

As a resident of the Bay West area, White Bay, I would like to suggest a few ideas that might enhance the site, focus on it's history and involve the community.

I have read the draft plan and would like to submit a few ideas that support the original purpose the Power Station, its ability to generate power for the community.

As the affects of Climate Change take hold over the coming years it is essential that we support alternative means to produce clean energy. The Bay West development is a perfect opportunity to showcase what we can do to give the Power Station a new direction.

Solar

The Power Station has a perfect roof line to collect solar power. The collection can be used to power the development with any unused power redirected into our power grid. I support any use of solar power.

Water Wheel

I would also like to see a water wheel within the park or on the water that can be utilized to power outdoor lighting when the solar lights are restricted on a cloudy day. This would be a great opportunity to get student engineers involved from universities in Sydney. Not only would it be functional in producing energy it would also blend in nicely with the look of the Power Station.



Wind Power

Wind power could also be featured in the complex. It could be used for additional generation of power featuring local manufacturers. Promote Australian made products.

Culture

I believe that kinetic art would be very suitable for the development rather than stationary pieces. Sculptures By The Sea featured some amazing pieces made by local artists.

Summary

I hope some of my suggestion will be considered. The Rozelle/Balmain area is rich in culture and the community is very environmentally minded. The Power Station could be jewel in the crown of the Inner West.

Susan Schmid

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 18 May 2022 10:34 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Wed, 18/05/2022 - 22:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Andy

Last name

Baxter

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I support it

Submission

Road options around the Metro site. I think we should be prioritising pedestrian movements in this area and therefore would support Option 2 over Option 1.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 18 May 2022 8:46 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Wed, 18/05/2022 - 20:46

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Luke

Last name

Anderson

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle 2039

Please provide your view on the project

I am just providing comments

Submission

Hi I am supportive of the proposal with a focus around the interface between the historic site and green spaces with integrated retail, offices and transport (metro)..

I am not supportive of the Development zone with greater Federal height potential. The buildings in the development precinct are too large and too tall. Can this area be redesigned to have less monstrous buildings and rather continue the flow of the unique harbour site with increased green open spaces and significantly smaller buildings (if any at all!)

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 19 May 2022 8:14 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 19/05/2022 - 20:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Laura

Last name

Duesbury

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle 2039

Please provide your view on the project

I support it

Submission

I would love to see the Bay Area address its history and make use of its fantastic location with at least 20 to 30 per cent social and community housing mixed into the apartments.

I love the Barangaroo style foreshore paddling.

We live nearby and I would love to see places my family want to visit on the weekend or after school. Where teens could safely walk their dog with their friend.

A combination of destinations like the indoor sports centre or dog day care, with things to do while we are there, parks, cafes, playgrounds.

The sports centre is a great idea but should have facilities that aren't just for one club. My girls go all the way to Gladesville for gymnastics, there is a need for a really good gymnastics and dance facility that could be hired by multiple clubs, and recreational sport like an indoor climbing wall that could be an attraction.

Real depth of planting. Not just trees in square collars and a line of grass. Something your eyes can really rest on. Living walls of native creepers and vines.

Great bike paths, not shared with pedestrians and wide enough to accommodate a slow cyclist being overtaken by the speed racers.

A good recreational boat dock would be good too.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 19 May 2022 8:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 19/05/2022 - 20:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Matthew

Last name

Brown

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I support it

Submission

Firstly we wanted to say we are incredibly excited about this development and are fully supportive of the efforts being made to preserve open space, visibility of the power station and create community areas.

We have one build, one concern and two asks.

Our build; can you create a moment? A destination. A reason to visit the space. Your case study references the highline in New York which we think is a great example of this. If you can create a marketable moment, that will draw in locals and tourists, it will help the surrounding hospitality and commercial spaces thrive.

Another example from your case study is Brooklyn. I would love to know how impactful the beautiful site line framing the Manhattan bridge, one of the most Instagramable shots there is, has been on the local economy.

Can you create a must see moment in Rozelle?

Further to the above, the ultimate challenge is to create beauty. If you can create an architectural beautiful precinct, hospitality will thrive. While beauty is incredibly subjective, we believe there are two underlying principles: space and materials. One thing that makes many historic buildings beautiful is the grandeur and scale of the internal space. As modern buildings are impacted more heavily by cost, this sense of space can be lost. Can internal space be retained in the development? On materials, this is a

incredibly wide topic. We think the main question is how much budget can be reserved to afford higher quality materials.

Our concern: A major concern is the traffic that will be generated into Crescent Street. As commuters seek easy drop off and pick up points we are concerned the ingress from Roberts Road into Crescent St will become a large thoroughfare. With young children, we are already worried about the speed at which people travel down Crescent Street while rat running to other areas within the peninsula. We would love to see the Robert Street end of Crescent Street closed off and made into a cul-de-sac, before more traffic is driven into the space.

Ask (1). As our children grow our biggest concern is the draw to the digital world. Our first ask is that you create spaces that encourage young Sydney-siders to connect physically. This would include skate parks, indoor basketball/netball courts, and simply space to engage with friends. For this to work safety is a key concern of ours, especially at night time. We wonder if part of the power station can be devoted to indoor sports activities? We are also supportive of a library space.

Our second ask you that you consult with hospitality businesses to understand what can help them most to be successful. For example, how can indoor and outdoor spaces flow to best service restaurants. A thriving hospitality scene is what Rozelle desperately needs.

Anyway, we know that's a long wish list and understand that it cannot all be accommodated. Hopefully it adds to the conversation.

Best of luck.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 19 May 2022 11:48 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 19/05/2022 - 23:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mike

Last name

Reynolds

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I am just providing comments

Submission

I'm a local resident in Rozelle and I have two main concerns relating to the project:

1) The Traffic & Transport technical paper estimated that, as a result of the project, there would be a huge amount of strain on the local road network, in particular the intersection between Victoria Road and Roberts Street. This intersection, which is already at capacity, is expected to face traffic queues of up to 1.25 KILOMETERS by 2040, and 750 metres by 2030. This will make the intersection unbearable for users and result in traffic backed up into local roads, ruining the suburb for residents.

Major thought and planning is required to address this issue - either by upgrading that intersection or redirecting all of the Bays West traffic to James Craig road . It is very poorly planned and ill considered to assume that existing, at capacity intersections can cope with a major new precinct with thousands of new residents and lots of commercial activity..

Also, the assumption that people will magically sell their cars and forever use public transport is simply unrealistic. The Traffic & Transport report highlights that the entire plan depends on an "Ultra Low car modal share" and yet the Government has just invested in major motorways which converge in Rozelle. How is it not delusional to think that this area will retain an "Ultra Low car modal share"?

As a resident of Rozelle, I can personally vouch for the fact that every single one of my neighbours generally has 2 cars and that the level of car ownership is increasing. It is a fact of living in Sydney that car ownership is the norm, particularly in an area full of

young families like Balmain and Rozelle.

I seriously urge the Government to give more thought to properly planning to address the traffic impacts of the Bays West precinct.

2) The building heights are too high on the residential towers. It is very much out of keeping with the local area which is predominantly low rise of 1-4 stories.

In summary, the plans need more consideration of residents in the surrounding areas and not purely on the precinct in isolation.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 20 May 2022 11:18 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: old-power-stationbecomes-new-power-of-innovation-and-creativity.docx

Submitted on Fri, 20/05/2022 - 10:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

robert

Last name

blackmore

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Manly 2095

Please provide your view on the project

I support it

Submission file

[old-power-stationbecomes-new-power-of-innovation-and-creativity.docx](#)

Submission

yes, I support this initiative.

please refer to SAZ for the generator proposal(white Bay) completed some years ago and submitted to Mike Baird premier.
We also initiated the design and development of Darling Harbour (1985) with Laurie Brereton, Tom Hayson, and James Rouse among other urban initiatives.

The rest is history.

I know that Glebe Island has been omitted - maybe politics?

But it was also clear that any project does intrinsically have a prime social value but must have a cost negative aspect to the public purse.

I hope these objectives are being maintained. Mobile [REDACTED]

I agree to the above statement

Yes

OLD POWER STATION BECOMES NEW POWER OF INNOVATION AND CREATIVITY

SAZ is centred on White Bay power station. A heritage listed building.

SAZ stretches from the harbour foreshore from a future ferry terminal to the boundaries of Rozelle's industrial area.

The power station is a relic of past with interesting industrial technologies and a cathedral like space soaring 20 metres in height.

The power station can handle any exhibit suspended in its vast void and bathe in music and digital media to highlight the exhibits significance. That's what makes the power station special. Like Tate Modern it can happen here and nowhere else in Sydney.

But of real importance to SAZ are Rozelle and its industrial buildings.

Image a precinct dedicated to the arts. A Workshop for artists and innovators. Breweries for ideas. Incubator of dreams... all part of SAZ.

A home for all things creative.

Imagine Rozelle and Balmain being a vibrant art and technology based community....a place of discovery.

Image the energy and excitement of a lot of creative and innovative ideas to burst out and displayed in White Bay power station.

This is what SAZ wants

.....

FREEDOM TO BE CREATIVE

One of the biggest problems in the freedom of creative arts is control or censorship.

We know government initiatives are controlled by an agency to ensure that "responsible" management takes place. So many examples exist of good ideas reduced to a set of elitist rules that prohibit the origins of an idea to a set of regulations which diminish the foundations of innovation and creativity.

The challenge to a truly free arts zone is to build in safeguards that prevent institutionalisation, unreasonable regulation and fiefdoms developing. Good and bad ideas have a life of their own and will evolve naturally by time and public opinion.

This may be written in a constitution or can be built in to the operational criteria.

We know control is hard wired to many under the guise of “public interest” who have a vested interest to protect their own turf, to financially gain from their position or to maintain the status of their role.

Creativity and innovation are always at risk in both the private and public sector because the innovator always puts control on the back burner as a later issue. The successful innovator is in most cases confronted by this perplexing challenge and can only meet it by anger or disappointment.

SAZ unreservedly wishes an ideas free art zone, uncensored and expressive of people’s ideas. Challenging ideas maybe..... But possibly valuable to our future.

We want a place where people own their ideas, who can develop these ideas without financial stress or manipulation.

Help us get a place for us. Ideas free.

SAZ, AN IDEA

To create The Sydney Art Zone as a 10 Ha precinct around the White Bay Power Station, including its own frontage to the foreshore of White Bay.

To master plan, with supportive planning legislation, active connections to adjacent streets and landholdings in Rozelle.

The prime objective is to create a precinct where creative processes and products are displayed to and interact with the public.

This will include, but not be limited to, all forms of art, music, design, performances ,fashion, digital, light, architecture, industrial design, education, ceramics, graphics, photography, indigenous art, poetry, media , moving image, politics, sustainable concepts, future concepts, international ideas, urban design, place making, public art, and creative processes, which are contemporary, thoughtful and possibly challenging.

Curatorial control will only be applied to the quality of the display but not the content. Content means the idea, process, intellectual property of the individual or organisation.

SAZ will be open to all creative institutions, schools, universities, colleges, individuals, national or international and not be limited to any region, culture, belief, religion, belief structure or concept.

SAZ is to be an open, living, supportive environment for all processes creative and innovative.

SAZ mandate is to provide support for creative processes including but not limited to workspace and accommodation to those who participate where necessary.

All components of SAZ whether retail, commercial or other activities will be assessed on the value of the idea and its creative interpretation of the event in all cases.

All profits are to be in support of continuation of creative and innovative processes, education, assistance to artists and their display, promotion or manufacture.

.....

THE WORLDS SMALLEST CONTINENT DOESN'T MEAN SMALL IDEAS.

The development of arts is what defines our history. It's about us. What we feel, how we express ourselves how we define our values **and** our future. So are the arts important to us.

Traditional history has been defined by wars or conflict. We say history ends with conflict but the journey is where the arts story begins. It's the way we thought about things, our aspirations, what we believed in and how these things are reflected with the means available to us at the time.

So expression and discovery of self and humanity is what makes us human. It's what guides our history. It what guides our future.

Sydney is a global city and fits into one of the top 10 liveable cities in the world. But unlike the other global cities does not have an art zone to reflect the yearnings and desires of **us** nor a place which gives us a clue of what sort of world of ideas exists today....within and without.

Can you imagine a home of creativity, ever changing, evolving expressing us and what we do or what we think. Ideas of tomorrow, ideas of today, ideas of the world, of cultures, of technology. Imagine a place free of government intervention and control. free of vested interests and manipulation. Free to express how you feel. Free to all those who to participate in all things creative, meaningful. A dream?

Imagine in one of the world's greatest democracies we don't have a place to reach out to the world to express how it could be. How we believe in our self, our ideas, our planet, our home.

The world's smallest continent does not mean keeping small ideas.

The NSW government owns (that's us) 50 hectares of harbour land right in the heart of Sydney working out for us what should be done with this remarkable asset.

We want a place for creativity at the white bay power station as part of the bays precinct. We want 10 hectares of land to make Sydney a true global city. We want Rozelle, Balmain and the community to embrace this idea. To extend the vision well outside the land controlled by government.

There are precedents. Tate Modern and south bank London, 798 Beijing and many others starting to emerge.

We know what happened at MONA in Hobart. It took a visionary gambler to do this and it worked because he had the passion.

Tate Modern in London started as a museum and metamorphosed into something much bigger. It grew into a contemporary arts centre swallowing South Bank and became the world's most popular art zone. It evolved because of the yearning for freedom of expression from people. 798 Beijing was an accident. Some old land near the Olympic site in 2008 that the Chinese Government thought was a dumb idea. It now rivals the summer palace as a destination in Beijing. Not bad.!

It's our turn. Australia's turn to say we can do better. We have a place. Let's embrace our humanity our creativity our freedom...lets have SAZ.

YOUR LAND, YOUR SAY, YOUR DREAMS.

The question of the management of public land by the government should be considered carefully by the public.

On one hand the bays precinct offers a huge windfall for the government in generating capital for worthy infrastructure projects such as light rail, cross harbour tunnels and maybe a metro system as well.

You can do a lot with \$15 billion.

The Bays area may present the opportunity for a sustainable modern living new city for the inner west.

Of course this requires a commitment for the government to place proceeds of the development of the Bays Area into these areas absolutely and not just be tossed into consolidated revenue as has been witnessed in the past.

A part of this capital must be directed at community needs as well, open space, parkland, schools and of course a SAZ for the long term benefit of the local community and Sydney at large.

Let's exam how government works in such matters.

They have a chunk of prime public land. They form a bureaucracy to manage the process. They ask stakeholders for ideas. (Sounds democratic) then cherry pick the comments which support their view. They have an international design competition and cherry pick the evaluation committee who assess the design.

And what do you have...a Barangaroo?

SAZ says let's keep the process visible to the public so they can participate. Let's stop secret deals. Let's open it up to fair comment. Let all deals be open for comment and criticism. Might be a bit harder but well worth it.

We have the open platform to make this happen.

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 20 May 2022 9:05 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 20/05/2022 - 09:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

julie

Last name

tanner

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

balmain

Please provide your view on the project

I object to it

Submission

There will be big traffic problems for Roberts and Evans Street. Cars will also divert north into Balmain to gain access to Evans Street.

Its just common sense please use it.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 20 May 2022 3:43 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 20/05/2022 - 15:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Scott

Last name

Farenden

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Pymont 2009

Please provide your view on the project

I am just providing comments

Submission

I'm a resident of Pymont with views overlooking the proposed worksite. In particular, the sun angle from midday to afternoon casts directly across the work site to my property. High rise dwellings on the Glebe island East and Glebe island central sub-precincts will block sunlight to my property.

What is the maximum height limit being applied for on the sites? If an example of the maximum with context of the silos and the ANZAC bridge is available that would be helpful. I'm keen to ensure that an otherwise very exciting project doesn't occlude sunlight access to my property, particularly in the winter where it is already limited.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 20 May 2022 3:47 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 20/05/2022 - 15:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jan

Last name

Larsen

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Birchgrove 2041

Please provide your view on the project

I am just providing comments

Submission

My submission is for a new International Icon for Sydney.

I am a tour guide and do an Icons cruise of Sydney Harbour on a heritage vessel of the Sydney Heritage Fleet. Pre-Covid, international visitors (often time-pressed with only 3 days average in Sydney) would ask me where they could visit an Aboriginal Cultural Centre. There was not one single site I could recommend for these visitors although the Art Gallery has a wonderful collection of indigenous art and other sites are available for those with lots of time. With international visitors starting to return, Sydney should be preparing for this demand.

My proposal is for the White Bay Power Station to become an Australian Indigenous Cultural Centre linking with an Aboriginal walkway on Glebe Island in turn focussing on local Indigenous culture. It would be very convenient for access with the new Metro Station next door and easy access to the Overseas Cruise Terminal. A ferry stop could be added longer term and benefit visitors at the cruise terminal as well.

I can envisage parallels to other former industrial sites overseas now successful museums such as the Musee Branly in Paris - an indigenous cultural museum which has Australian Aboriginal art not only on some ceilings but on the roof visible from the Eiffel Tower. Something to consider for the vast ceilings of the White Bay Power House!

The new centre could be a place for visiting exhibitions such as the annual Telstra Indigenous Art Award in Darwin. It could also

sponsor educational programmes for schools. I could also envisage the new Centre as a regular stop-off point for tourism operators.

I am aware as a non-indigenous person, that the planning of such a Cultural Centre should be done in consultation with Aboriginal and Torres Strait Islanders.

Thank you - Jan Larsen

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 20 May 2022 4:19 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 20/05/2022 - 16:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Guy

Last name

Farrands

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I am just providing comments

Submission

My concern is the height of the proposed new buildings relative to the height of the White Bay Power Station chimneys.

The current proposal dwarfs the chimneys and means that the lines of sight towards the White Bay Power Station are greatly disrupted, and the power station loses its relevance in the landscape.

The New South Wales government and the community has spent plenty of money and angst respectively on White Bay Power Station. It seems a great shame to obscure it with new development given its historical significance.

This could be addressed by reducing the height of the proposed new buildings.

Finally I would like to compliment Department of Planning on the quality of the materials it has presented the community.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 20 May 2022 4:28 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 20/05/2022 - 16:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Meaghan

Last name

Hill

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I object to it

Submission

Too many high buildings spoil the beautiful bay vistas. Lower the buildings to highlight the Power Station..

This is a once in a lifetime transformation of a key gateway to Sydney. Ensure total access for pedestrians to all the foreshore. Consider the demographics of the next five - ten years as the area will become too expensive for young families, so plan accordingly. You will not need playgrounds!

Why not try something more daring and different. It's a very ordinary development as it stands.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 21 May 2022 4:49 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sat, 21/05/2022 - 16:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

James

Last name

Bichard

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I support it

Submission

1. Please include a bus stop for passengers leaving Balmain to the city to interchange onto Metro.
2. In the foreshore design, please consider a sandy beach instead of just Barangaroo rocks. The rocks attract oysters and their shells cut humans feet and dogs paws. A sandy beach section allows shallow wading and also litter washes up on a beach which can be collected. A good example of a beach that works is in Birchgrove by the oval.
3. Let's get this underway asap!

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 21 May 2022 7:54 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sat, 21/05/2022 - 19:53

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nicholas

Last name

Allan

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2110

Please provide your view on the project

I am just providing comments

Submission

I'd like to strongly advocate for consideration of greater residential density and provision of housing on this fantastic parcel of land.

Every government inquiry into housing affordability has found that lack of supply has been the key culprit with the challenge of providing housing near employment opportunities a further key challenge.

Given that this land is owned and being developed by the government, and given its proximity to the CBD and employment opportunities it would be a huge missed opportunity to not lean into providing a meaningful increase in housing supply. The government needs to lead from the front on this and advocate more strongly for it as part of the solution.

By way of comparison, there are relatively few employment opportunities in areas like Rhodes and Wentworth Point compared to the CBD and yet we are zoning 30-50 story towers in these zones and coupling them with substantially less provision for green space.

Whilst I and everyone else in the community would love if every beautiful foreshore in Sydney could be a public green space, the pragmatic reality we face living in this big city is that housing affordability is currently our biggest urban planning challenge and unless we lean into by taking these once in a generation type opportunities to build higher and sacrifice some green space we'll never make meaningful headway and a generation of young Australian's growing up wont ever enjoy the dream of home ownership in this city.

Thanks for your consideration.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 22 May 2022 1:38 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 22/05/2022 - 13:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nigel

Last name

Lever

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I object to it

Submission

Main objection is traffic congestion.. Council has already as a result of inappropriate granting huge building projects with little or no thought to traffic flow and parking for residents. This has been borne out by repeated incidents and developers allowed to walk roughshod over the residents. Traffic at the present is terrible at most times due to over development. Bunnings has been allowed to build adjacent to the power station, this one item alone is going to cause traffic issues let alone the impact of the development. The traffic from Victoria road is often banked up already. And bunnings isnt even open yet. Balmain is a village and should stay that way. No more towers of expensive apartments please. Seems to me that this council totally ignores the wishes of residents and continues to do do unabated.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 23 May 2022 3:37 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 23/05/2022 - 15:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Christopher

Last name

Durman

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2009

Please provide your view on the project

I am just providing comments

Submission

I feel 22 stories is too high The height limit should be less than the silos on Glebe Island for all buildings,

I think the full Bays Master Plan should be released not just stage 1.

I think it is ridiculous that a cement plant and a MUF sand terminal are being considered for Glebe Island when your planning for future residential buildings in close proximity.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 23 May 2022 4:07 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 23/05/2022 - 16:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Pauline

Last name

Su

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Sydney 2000

Please provide your view on the project

I am just providing comments

Submission

Please build safe cycleways that are sufficiently wide and separated from vehicular traffic..

Also please provide bike racks that are under cover and offer shelter from rain, also secure from theft (if possible).

Thank you.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 23 May 2022 6:36 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 23/05/2022 - 18:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mark

Last name

Hansen

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Pymont

Please provide your view on the project

I am just providing comments

Submission

Even more housing please

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 23 May 2022 10:36 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 23/05/2022 - 22:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Rodriguez De Kelly

Last name

Alejandra

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2038

Please provide your view on the project

I support it

Submission

I support this project, it will be great if a mall is included in the area

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 24 May 2022 1:13 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 24/05/2022 - 13:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Hugh

Last name

Lister-Barker

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain 2041

Please provide your view on the project

I am just providing comments

Submission

Hi,

Thank you for the opportunity to provide comment. This is an exciting project and great to see progress being made!

My only comment is in relation to the name of the site itself "Bays West".. This name sounds very clinical and I feel this name could be updated to be more engaging and reflective of the surrounding community. A community engagement piece should be issued to finalise a name for this future suburb.

A suggestion could be a name that acknowledges or reflects the traditional owners of the land.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 24 May 2022 5:37 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 24/05/2022 - 17:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Alistair

Last name

Kelsh

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

5031

Please provide your view on the project

I am just providing comments

Submission

As a long term, major neighboring tenant of the working port - GRA Gypsum highlights the following.

1. It is notable how close the constantly working cranes of our discharging vessel will be to residential apartments. There will need to be strong consideration given to:

- (a) specifying the build quality with a focus on noise attenuation and mitigating the impacts of the working harbor on residents of these apartments.
- (b) placing caveats on the apartments to highlight to potential purchasers the potential impacts of the working harbor.

2. It is essential that the working harbor area and the stage 1 development sub precinct are clearly delineated with aesthetically acceptable and impenetrable barriers between the two areas. This is not shown in any diagrams or "fly throughs".

3. It is essential in design that heavy vehicle traffic associated with the working harbor area is clearly delineated from local car, bike and pedestrian traffic associated with the stage 1 sub precinct.

I agree to the above statement
Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 25 May 2022 1:13 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Wed, 25/05/2022 - 13:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nicholas

Last name

Allan

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Hunters Hill

Please provide your view on the project

I am just providing comments

Submission

The first phase of this urban renewal project is geared towards delivery of predominantly commercial spaces. Given residential vacancy rates across Sydney are currently circa 1-1.5% and commercial vacancy rates in the CBD (across the bridge) are circa 9-10% coupled with an emergent post pandemic trend toward greater working from home, many people are looking for more living space with features like offices or spare bedrooms where they can work increasing the demand for residential space whilst large corporates are looking to reduce their commercial footprints and pivot towards flexible working spaces to support flexible working arrangements for staff.

This pivot means the current oversupply of commercial property space is likely to continue to grow, whilst the excruciatingly tight residential market is likely to get even tighter.

I'd like to recommend in light of this that this project consider a pivot towards a far greater residential bias and recognise that ample commercial space currently exists and will continue to become available just across the ANZAC bridge as large employers navigate their existing leases and re-orient their offices to smaller spaces as employees opt to work from home.

I appreciate that this would be a significant strategic pivot for the project, but hope the planning team and government equally recognise that covid has changed the market in many ways and we as a society need to be agile and respond by re-shaping our communities and pivoting projects such as this in pragmatic ways to get the best possible societal outcomes.

Thanks for your consideration.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 25 May 2022 9:51 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Wed, 25/05/2022 - 21:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

James

Last name

Nevell

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kensington

Please provide your view on the project

I am just providing comments

Submission

I think the bridge should be included in the plan. Sydney needs to improve its urban spaces and an opportunity like this should not be missed.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 26 May 2022 12:33 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 26/05/2022 - 12:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alana

Last name

Howe

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2040

Please provide your view on the project

I am just providing comments

Submission

I would like to see the following:

1. Plenty of cycling paths
2. a really innovative / large scale interactive zone/playground for children. Something that blends, but is unique and multi layered for all ages. An element that includes water (given the Bay Area). As much shade as possible
3. Artistic, sculpture integrated into furniture (ie seating sculpture in Sth Eveleigh precinct)
4. Spacious cafes/eateries

Let's make this area a standout location for families, culture with something unique not seen before in Sydney with maximum use of the view and plenty of green space

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 26 May 2022 3:44 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Thu, 26/05/2022 - 15:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Amer

Last name

Linjawi

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I support it

Submission

I think the draft Master Plan is heading in the right direction, but I'm against the highrise building on top of the metro. There are not enough facilities that will accommodate the increase in population. I also think that the building creates a dysfunctional space that is visually not pleasing. I would recommend keeping the building heights to a 10 story max.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 27 May 2022 12:58 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: 22.05.27 tec to dpe white bay forehosre.pdf

Submitted on Fri, 27/05/2022 - 12:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Saul

Last name

Deane

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Surry Hills

Please provide your view on the project

I am just providing comments

Submission file

[22.05.27-tec-to-dpe--white-bay-forehosre.pdf](#)

Submission

The traditional 30m (100ft) public foreshore reserve must be embedded into this plan. Our Green and Blue spaces require a minimum foreshore setback, if a minimum figure is not stated it will be overrun by private interests as we have seen at Barangaroo and Pyrmont.

I agree to the above statement

Yes



Department of Planning, Industry and Environment
 Bays West Stage 1 draft Master Plan
 Parramatta NSW 2124
 cc: eastem.harbourcity@planning.nsw.gov.au

May 27th 2021

Dear Planning NSW,

RE: Bays West Stage 1 draft Master Plan - public comment submission

The traditional **30m (100ft) public foreshore reserve must be embedded into this plan**. Our Green and Blue spaces require a minimum foreshore setback, if a minimum figure is not stated it will be overrun by private interests as we have seen at Barangaroo and Pyrmont.



This is all public land so, so generous public spaces must be assured first. On the foreshore people need to cycle, walk and run in couples in both directions all at the same time, with space to stop and rest along the water's edge and room for trees and vegetation along this promenade. The foreshore width required for this is well known 100ft (30m) the historical foreshore reserve width established by Thomas Mitchell in the 1830s. Additional width applied here is necessary to give future governments room to deal with issues that will arise with future sea level rises too.

Green active links of the same size are necessary to connect the Parklands envisioned for Rozelle with the foreshore setbacks around Pyrmont and Blackwattle Bay.

Yours Sincerely.

Saul Deane
 Urban Sustainability Campaigner
 Total Environment Centre.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 27 May 2022 2:39 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays west stage 1 30 may, 2022.docx

Submitted on Fri, 27/05/2022 - 14:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Elizabeth

Last name

Elenius

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Pymont

Please provide your view on the project

I am just providing comments

Submission file

[bays-west-stage-1-30-may,-2022.docx](#)

Submission

See attached file.

I agree to the above statement

Yes



30 May, 2022

NSW Department of Planning & Environment,
Locked Bag 5022,
PARRAMATTA. NSW 2124

Bays West Place Strategy

We have provided detailed commentary on the Bays West Place Strategy (BWPS) in our submissions on the draft and final BWPS (1 December, 2021) so will restrict our comments to the Bays West Stage 1 Draft Master Plan which covers the White Bay Power Station and Roberts Street sub-precincts. Our comments should be read in the context of our earlier submissions.

Consultation

We note that feedback from local community, businesses and councils will play a vital role in the more detailed planning required to inform the finalization of the Stage 1 Master Plan and Urban Design Framework and recommend that a plan for genuine community engagement be included within draft Implementation Plans for these sub-precincts. We seek genuine engagement during the implementation phase, not just an opportunity to comment once the plan is placed on exhibition.

Social and Community Infrastructure

It is essential, in planning the uses for the sub-precinct developments, that there is a balance between social infrastructure (community and cultural spaces, sports and recreation, health, education and childcare facilities) and that these be rolled out as the residential and commercial development proceeds, not provided as an afterthought. Community infrastructure should be accessible to the public, **not** just for the private use of the occupants of individual residential or business stratas as is the case in the nearby Jacksons Landing community development in Pyrmont. Ideally, a centrally located community centre will be incorporated into the plan, staffed and run by the Inner West Council, to build and enhance the social cohesion of those who live and work in the Bays West precincts. Consideration should be given to provision of indoor multi-purpose courts, adjacent to the community centre, possibly located in close proximity to the Metro station.

We have promoted provision of a new local secondary school (Years 7 – 12) to serve the current and proposed increase in population in our submissions on the PPPS Implementation plans, so far without success. We have proposed that the Blackwattle Bay Secondary School (Yrs 11 – 12) be demolished and a larger Years 7 – 12 secondary school (similar to the new Inner City Secondary School) built on the site, with the current senior secondary students housed temporarily in the pop-up school at Wentworth Park, currently occupied by Fort Street Primary school children while their school is being rebuilt. With the junior secondary school at Balmain requiring the installation of more and more demountables, there will be an inevitable rise in demand for more public secondary school facilities to serve both the Pyrmont Peninsula and the Bays West residential population.



Proposed Site Layout

Unlike the draft plans for the redevelopment of Blackwattle Bay SS Precinct in which a wall of buildings blocks physical and visual access to the harbour, the buildings in this plan are set well back and do not involve bulky podiums or towers up to 46 storeys. The layout is relatively open with provision of significant areas of open space. Sightlines are preserved to much of the historic White Bay Power Station.

Built Form

We commend the maximum height limit of 22 storeys for buildings in the southern development precinct well away from the waterfront and not incompatible with the height of the silos. It is also compatible with the maximum height of the Power Station. We note that these taller buildings will be close to the major traffic artery of Victoria Road/Anzac Bridge and care will need to be taken in their design to mitigate against excessive noise and pollution impacts whilst ensuring cross ventilation. It is noted that the buildings next to the Metro station will be 8 storeys in height. These will overshadow the 4-storey buildings immediately to the south and we recommend that the buildings fronting the park and waterfront in White Bay sub-precinct be 4-storeys in height, with those to the north being 8-storeys in height.

Any residential development must take into account the impact of the continued port use of Glebe Island to the East and North of the heritage silos. The Ports Authority has had to commit substantial funding to retrofit up to 100 homes in Balmain with sound-proof materials and air conditioning units to protect residents from the impacts of the cruise ships docking at the White Bay CPT. The use of exterior materials which absorb rather than amplify noise, including the use of green walls is recommended.

Instead of 3 separate buildings of 1 and 2 storeys on the northern side of White Bay Park in Robert Street, we suggest construction of a row of 1 - 2-storey terraces, thus providing more views of the park and harbour from Robert Street. Consideration should also be given to construction of 2-storey terraces along the street fronting White Bay, with the taller 4 – 6 storey buildings sitting behind.

Public and Affordable Housing

It is imperative that at least 10% of residential development be allocated to Public and Affordable Housing. There are currently over 50,000 people waiting for such housing and the developments associated with these sub-precincts provide a great opportunity to help reduce the shortfall of such housing and, at the same time, enable social integration with private residential development, such as has occurred in nearby Pyrmont.

Transport and Traffic

It is clear that there is a need to “improve the Bays West Precinct's connectivity and integration into its locality and surrounding areas” (p29, Bays West Strategy). The proposed Metro station will do much to assist access from both the Western suburbs and the CBD in a locality already suffering from traffic congestion. We also note the continuation and expansion of the use of Glebe Island and White Bay for Port activities which will involve increased truck movements in and out of the port sites. We agree that new connections to the adjoining locale will be required and recommend investigation of the re-installation of the former rail siding which connected the current Dulwich Hill light rail line to the White Bay port area.

We also strongly urge provision of a ferry service to the White Bay area to serve the two sub-precincts under consideration, as well as the Cruise Passenger Terminal (CPT), providing links to Pyrmont, Glebe, Barangaroo and Circular Quay. Provision of good public transport to serve residents, workers and



tourists will reduce the need for the use of private vehicles to and from the sub-precincts. It is imperative that existing residents and businesses within the locality are consulted on the details of such provision. Even with good public transport it may be necessary to install a multi-utility hub possibly off Robert Street under the Power Station forecourt area of sufficient size to accommodate both resident, worker and visitor vehicles. Such a hub should include provision of fast EV charging facilities.

We support provision of active transport links, including a link from Glebe Island to Pyrmont, and support Option 2 Street hierarchy presented on p6 Draft Master Plan with primary roads kept well away from the main park and waterfront area, but all roads within the sub-precincts should be restricted for local/public transport access only, as it could become a "rat run" for drivers wishing to avoid the busy Robert Street intersections with Victoria Road and Reynolds Street.

In our submission on the draft Bays West Strategy we proposed the extension of Booth Street to Robert Street, to provide vehicular access to Darling Street, Balmain from the Cruise Passenger Terminal and the sub-precincts under consideration. This will require negotiation with the Inner West Council.

Sustainability

We support strongly the delivery of "a world-class sustainable precinct that is carbon neutral and delivers efficient management of energy, water and waste". It should be noted that the Ports Authority is proposing to introduce Shore Power to ships mooring at its facilities in White Bay and Glebe Island, and that such power will be 100% renewable. 100% renewable power should be mandated for all buildings and facilities within these sub-precincts.

Enhancement of biodiversity on land and in water is also welcomed. All plantings in parks and public areas should be local Australian natives to provide food and shelter for native birds and animals. The Inner West Council supports the White Street, Annandale native nursery which can be consulted with regard to appropriate species.

Heritage

We look forward to further consultation with regard to the uses of the White Bay Power Station which can provide space for the celebration of both First Nations and industrial history of this important locale. It can also be a place for cultural, artistic and commercial innovation and should incorporate affordable studio and incubator space for those engaged in such enterprises. An example of appropriate revitalization of industrial heritage is the early redevelopment of the former Engine and Carriage workshops at the Australian Technology Park in Eveleigh. (I worked there for 10 years from the completion of the first such renovation housing the Innovation Centre which supported start-ups and early innovation commercialization of university R&D and found it an inspirational setting providing spaces for serendipitous interactions between scientists, engineers, entrepreneurs, both experienced and newcomers.)

There is a preference among most of our members for the rehabilitation of the Glebe Island Bridge to link Glebe Island with Pyrmont, but if this is not feasible, we would expect that elements of the main features of this heritage item would be incorporated into the design of any new structure provided for this active transport connection.

We also recognize the significance and aesthetics of the imposing Anzac Bridge and ask that Transport for NSW be asked to reconsider its plans for the installation of large gantries supporting directional signage attached to the elegant bridge pylons. Such signage would detract from the clean lines of the bridge and can be installed on the bridge approaches from East and West, rather than on the bridge itself.



Precinct-scale Activation

We note that the plan proposes to ensure that there are a number of attractions and activations from Day 1 of the Metro station opening including in parks and public spaces, places to eat and drink and community facilities. Care needs to be taken to ensure that such activation does not compromise residential amenity as is occurring in areas of late night trading in Pyrmont. An example is the incremental expansion of function centres operated by Doltone House at Jones Bay Wharf in Pirrama Road, directly opposite pre-existing large residential strata developments. Whilst cafes and restaurants operating up to 10.30pm have been welcomed and do not create undue distress to residential neighbours, the traffic and noise impact of large groups of people arriving and departing (often drunk) after 11pm creates an unacceptable disruption to sleep and sense of security. We recommend wide community consultation during the development of Local Environment Plans during the Implementation phase of Bays West Planning which will determine zonings and permitted uses of the proposed developments. It is also recommended that the plans include the positioning of noise monitors and CCTV cameras in the vicinity of any spaces proposed for late night activation.

In conclusion, the draft Stage 1 Master Plan for the White Bay Power Station and Robert Street sub-precincts, appears to meet the aspirations outlined in the Bays West Directions and the six Big Moves. The Plan is a marked improvement on the Blackwattle Bay Precinct Strategy and could provide a blueprint for the complete overhaul of plans for the former Sydney Fish Markets site and the other sites along Bank Street, facing the Bays West Precinct. We urge the Department of Planning & Environment, and Infrastructure NSW, to engage with the communities of Pyrmont, Glebe, Rozelle and White Bay and, working together, come up with an acceptable new approach to the Blackwattle Bay redevelopments.

Elizabeth Elenius, Convenor



Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/05/22

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

I'm extremely concerned by the traffic generated by the proposal. The traffic modelling proves the area can't handle it.

Additionally, the impact on views from the Rozelle area where I live will be significant. The views generate a sense of space and a sense of place when outdoors.

The scale of the development proposed is way too large for the area.

The development sacrifices social infrastructure and parkland for more high density, unwanted commercial and residential space.

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

No.

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29.5.2022

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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):


It seems The proposed traffic flow
figures are not consistent and greatly
underestimated. In particular, the 2030
Traffic Management estimates are just
not realistic & do not consider the
real increase in cars, trucks etc that
will be monumental without early
planning when we can see it ahead
of Bays West traffic today.

Name

Address

Email

Signature

	
	Birkenmore

Declaration of any
reportable political
donations made in the
previous 2 years

\$2000 to Clinton 2000

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/22

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

Why are we being drip fed
the plans? Why cant we see
the full develop- is intentions?

What about families - where
will children go to school? They're
all full. Pyramut development
~~last~~ had this problem: Families
live in apartments.

Can't we have better name - a first
Notions Name? ~~Bay~~ Bayvest is SO american!

What about share power?

Increase in ships - need power.

Name

[REDACTED]

Address

[REDACTED]

ROZELLE

Email

[REDACTED]

Signature

[REDACTED]

Declaration of any
reportable political
donations made in the
previous 2 years

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/22

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I would like to make the following additional comments (optional):

We need to make the old power station more culturally pertinent to the community and visitors. First Nations people should be involved in the creation of this.

A theatre accessible to local people should be an integral part.

Overpopulating this new development will be a disaster in this area. People not Profit.

The peninsular traffic is already at breaking point - more high rise apartments will be completely disastrous. Do not destroy the foreshores any more than terrible government planning already has.

Name

Address

Email

Signature

	Eastwood

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None

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I would like to make the following additional comments (optional):

- The heroic traffic assumptions are completely unrealistic
- There must be an entire Bayswater precinct Master plan to ensure a cohesive approach to development and land use
- Where is the plan for the facilities we so desperately need? Eg. Hospitals, schools, community facilities - in particular there are very poor Aged Care facilities in the area currently (both high needs and independent living)
- We must not squander this opportunity to ~~also~~ deliver a world class cultural facility in the White Bay Power Station - where is the plan to deliver this?

Name

Address

Email

Signature

		Birchgrove

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I would like to make the following additional comments (optional):

I am concerned at the lack of importance in the development of open space and the location of the proposed green space. More emphasis needs to be on sea level rises and adequate green space to cope.

There is a significant lack of social housing incorporated in the design. There needs to be more social housing especially to take advantage of the light rail stop.

More space needs to be allocated to a biodiversity corridor for wildlife including tree canopy, under storey and ground level.

It is evident that the traffic modelling is inadequate and needs to be updated and revised on real statistics

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I would like to make the following additional comments (optional):

Option 2 for the traffic access seems to be the only sensible option.

There is insufficient green space for the proposed number of residence & we need to have an eco-corridor for native animals & well-being of all living & working in the area.

The power station should be use entirely for community space - use vision to make something world leading & visitor enticing

What about schools/hospitals & other infrastructure needs, where is the planning for these?

Transport is not sufficient for all of this development. Link to light rail. What about green power.

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I would like to make the following additional comments (optional):

- ① Provision of primary schools for children in high density 20+ floor towers.
NSW Govt closed Pymont PS & almost closed Ultimo PS in the early 2000's.
Now Ultimo PS is already nearly 1000 students! → Good opportunity for new PSchool in this precinct!!
No more poor planning please!
- ② Traffic congestion Robert St → Victoria St.
- ③ Potential for a new ferry wharf on near Cruise Terminal.

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Metro :- Open 2030
- 18 stores

I would like to make the following additional comments (optional):

The proposed residential buildings are completely out of scale with the Power station which should be the focus.

Victoria Road / Robert Street

Traffic modelling is a real problem.

It is inconceivable to me that a great would allow this amount of traffic. It is already overcrowded.

Power Station - library? Indoor sports?

What is the ratio to residential?

So important to have community input why not an Art Gallery a la Oval Dorsay, London

Traffic does not include Banning, Fish Mkts and Prestige Motors block. Light at Metro station. Roads Traffic plan needs to be done.

→ Indigenous cultural centre.

Where are the schools, infrastructure for the residential?

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I would like to make the following additional comments (optional):

- ① This can be another beautiful foreshore cultural site like the Opera House - a unique drawcard for Australians + tourists
- ② We need world class design for an ecofuture with heritage respect + proportion
- ③ We need a landmark Indigenous Gallery (cultural center for Australia here!
- ④ We need green walled towers + roofs of height no more than the concrete towers/chimneys
- ⑤ The domination of the towers does not integrate into a beautiful harbour site
- ⑥ The Gross Floor Area is too high + will create too much traffic - the modelling is fraudulent!!
- ⑦ We need greater green habitats to balance the site environmentally. " A local harbour pool

Name

Address

Email

Signature

for recreation
Swimming too

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I would like to make the following additional comments (optional):

- * We have an opportunity to make a unique world environmental heritage experience and site. We don't need another Barangaroo or North Sydney!!
- * All Towers ^{on the site} should be subservient to the chimney!
- * The Cross floor area is way too high for the site.
- * The traffic modelling is not accurate + should include Bunnings, Fish Market, Robert St Auto sites too!
- * We need an Internationally Standard Indigenous Cultural Center + Gallery to recognize our unique First Nations. As well as sites for the locals - Libraries - Cultural Theatres, venues etc.
- * Look at London Battersea Power Station - the building support the Power Station as a Unique Heritage Cultural Site.
- * We don't need another eyesore, overdeveloped area on the water or in our City - it's a site for people not developers.

Name

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I would like to make the following additional comments (optional):

- ① It took $\frac{1}{2}$ hour to drive out of the peninsula on Saturday morning.
There was a craft show at WBCT
The happy ~~back~~ up to Pennington
- ② Why is THE 'POWER HOUSE MUSEUM'
GOING TO PARRAMATTA ??
Why is THE WBPH not a museum
Telling the wonderful story of local
Industrial Sydney - ??
Sandstone quarries, Lumber mills, woolen mills
wheat mills, abattoirs, sugar refinery,
power station -
SHOW HOW THEY ALL WORKED -
TELL THEIR STORY

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X

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- *strongly* I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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I would like to make the following additional comments (optional):

- I am especially concerned about the height of the proposed buildings & therefore the density of people & traffic. How can our very few roads in & out of the peninsula cope with this PASSIVE increase in traffic? It can't!
 - The traffic modelling projecting 5% private car use is a fantasy. In rush hour now, it can take 20 minutes to get onto Victoria Rd.
 - Where are the schools & facilities for the kids who will be living in new buildings?
- SO Please reduce the scale of the buildings. Don't overpower the Power Station visually. Extend the light rail into Balmain via Rozelle. Our suburb needs to be livable for existing residents.
- Please open the Glebe Island Bridge to pedestrian & cycle traffic. Keep the Power Station for cultural & community use, not commercial.

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

None

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29 MAY 2022

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I would like to make the following additional comments (optional):

- The White Bay Power Station and Silos should dominate the landscape, not high rise towers.
- The traffic should exit and enter at James Craig Road, not Robert St, Mullens St or Victoria Rd, it is already difficult to get out & into Balmain.
- The land is owned by the public and not Government or Developers, so community access, public spaces and green spaces should be priority and only priority.
- The whole of White Bay Power Station should be used for the public, no private use.
- The Bays Precinct ^{name} could be anywhere. It should be a First Nation name.
- All meetings between developers and Government in the last 5 years and as they are held must be made public and transparent. We are all sick of corruption in government, and don't want Packer's Crown.

Name

Address

Email

Signature

building occurring
ever again,
where all
planning was
disregarded.

BALMAIN

29 May 2022

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reportable political
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previous 2 years

Nil

29 May 2022

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I want to commend the planners for including restoration and repurposing of the old Power Station. However its unclear what mixed uses it will be repurposed for. It is very important that at least half of it is adapted for cultural and public uses; we don't have a single cinema, no theatre no art gallery, no workshop spaces for the community uses. So this uses must be provided for in the Power Station and of a high quality adaptations. Another unclear objective is ensuring that the foreshore areas are made available to public; as public spaces for walking, jogging, recreation, and, very importantly as the green corridor of local parks (Bringing Park, Pundi Park, Vamond Green etc the Kande Bay Eco-corridor). The new development must be integrated with the existing environment including the scale, density, traffic, character, open spaces, ~~also~~ the high rise of 22 to 40 stories are not and can not be considered as acceptable.

New development must deliver an upgraded, good quality, healthy, urban environment, not slums.
The Place Holders + Infrastructure NZW

Name

Address

BALMAIN

Email

Signature

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N/A

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29-5-22

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I would like to make the following additional comments (optional):

The site should not be dominated by
excessively tall buildings. The White Bay
Power Station should be the head of the site.
It should be an iconic site - such as
denoted for our aboriginal heritage.
We could honour our first nations people
with an amazing site surrounded by
water and not overshadowed by
oversized buildings. ^{THE NAME SHOULD BE CHANGED}
~~FROM~~ ^{FROM} BAYS WEST TO AN ^{ABORIGINAL} ~~NAME~~ ^{NAME}.

Oversized buildings bring traffic
problems. The traffic studies show that
there would be excessive traffic problems.

It is concerning that we are not told
of ~~the~~ what is planned for the WHOLE
of the development. We have seen in
Barrangaroo how the plan was "set" and
then changed and changed again!
Developers seem to be favoured over
residents. *Michelle Parker*

Name

Address

Email

Signature

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No

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I would like to make the following additional comments (optional):

Release of phase 1 documentation is way too late - should have been released 2 yrs ago. Future phases need to be released now for adequate public comment.

There are no buildings above 10 stories anywhere in Baltimore, etc. 22 story buildings will only cause massive traffic issues - the traffic planners are dreaming if they think only 5% private traffic use - weekend transport of kids to weekend sports is not going to happen on public transport. Therefore weekend traffic in & out of bays west will be far worse & seems to be ignored.

High rise development on Globe Is Central (proposed HA!) will obstruct views for residents on the peninsula that have not been considered in planning.

Personally I don't trust developers/Govt to provide opportunities to comment on subsequent phases in adequate time nor do I expect that Govt will side with public it's like speed cameras - max development equals revenue raising at the expense of public land use. phase 1 may go ahead - let's keep max public space for the rest.

Name

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I would like to make the following additional comments (optional):

<ul style="list-style-type: none">• Please keep residential high rise <u>modest</u> & respect the heritage of the area. Also attention to traffic issues - it appears there will v. likely be congestion esp. on cruise days. Also note extra traffic from the Jost markets & Barrings• The Power Station should definitely include <u>indigenous</u> cultural spaces & not just be retail not residential• I would be very proud of our government if there was an <u>eco-corridor</u>.• Being close to the Cruise Bay terminal it would be excellent to have ^{IN THE POWER STATION} a very special, expansive "Indigenous Australia" area, of interest to Australian and and tourists.• Extension of light rail into the area, rather than buses.• Change postal name of Bays West to an indigenous word.

Name

Address

Email

Signature

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Lets consider an
Indigenous name
for this site.

Name

Address

Email

Signature

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I would like to make the following additional comments (optional):

What about hospitals, schools
playing fields & cultural activities
There are already traffic problems
associated with the cruise ship
terminal.

Pedestrian access & bike paths
are essential.

We need to minimise
the use of cars.

Name

Address

Email

Signature

	Rozelle

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--

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1. Alternative and fully integrated funding plans need to be considered with an emphasis on public funding and social outcomes rather than purely commercial.
2. The low traffic rates assumed cannot possibly lead to the required economic result.
3. Australia's existing tertiary sector is already failing - why do we need another institution.
4. Hospitals/schools / aged care considerations
5. Indigenous name & identity
6. Avoid Barangaroo / Darling Harbour outcomes

Name

Address

Email

Signature

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NIL.

7. LIGHT RAIL
NEEDED

BRAIN 2041

8. Have cars
related changes
in work patterns
been taken
into account.

9. Do we need more
commercial space
in Sydney?

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I would like to make the following additional comments (optional):

- Air quality issues - unfitted stacks, basins where bushfire particulates will pool!
- Completely unacceptable density, heights, traffic effects
- Cannot deal with segments of the whole site. Ignores overall infrastructure impacts - schools, hospitals.
- Reliance on metro-bus networks is a grave mistake - especially given forecast road queues. Need light rail extension.
- Terrible design. Developer-led instead of world's best urban planning.
- Climate change forecasts are dire. This is conceptually bankrupt - ~~it~~ ~~is~~ cities need to be v. different to survive.

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Cityfield, 2040

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29.05.2022

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I would like to make the following additional comments (optional):

TRAFFIC — OPTION 2

POWER HOUSE — REPARPOSE — GALLERY
INDIGENOUS WORKS
— ONE STOP \$H! FOR
TOURISTS — AM LOCALS

LISTEN TO JAMIE — he makes
more sense and is truly representative
of our who live (and love) the Peninsula
— EXCEPTIONALLY WELL EXPLAINED
THANK YOU — GO JAMIE 😊

Name

Address

Email

Signature

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Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

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--

Name

Address

Email

<i>Francis D. ...</i>

Signature

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previous 2 years

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Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29th May 2021

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I would like to make the following additional comments (optional):

The Usage of Power station needs to be really thought out, as well as infrastructure in the area, such as schools

The Green space is very important and there needs to be connected green space. Encourage bio diversity in area.

The plan has been broken down into 10 sub precincts but surely the overall area needs to be looked at.

There needs to be public housing in this plan. High rise should definitely be limited

Name

Address

Email

Signature

Balmoral East

Declaration of any reportable political donations made in the previous 2 years

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/2022

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I would like to make the following additional comments (optional):

Increasing density requires significant investment in public transport & alternative means of mobility. The dismal record of the NSW Govt with world class public transport means, congestion on existing roads will make it a nightmare for Balmain & surrounds residents. Stop the greens & invest in local community.

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

NONE

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

24/5/2022

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I would like to make the following additional comments (optional):

We cannot let this 1st stage disaster
plan go ahead.

Name

Address

Email

Signature

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Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/22

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I would like to make the following additional comments (optional):

Ensuring active transport (walking, ~~B~~cycling) to and from the area and within the area.

The existing green spaces and Robelle / Blodgett Bay are invaluable community assets that are already struggling to cope with residents need (right) to access green space / nature. Please stop the erosion of these areas.

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

NONE

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

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I would like to make the following additional comments (optional):

I have already sent in a submission for a proposal for the White Bay Power Station - an ^{aboriginal} indigenous cultural centre - a new international icon for SYDNEY. I sent this submission to Planning NSW a week ago.

^A Also - Light Rail extension to connect with BAY West area seems essential rather than just Buses which will add to traffic problems. Another ferry link would also be desirable to link with Circular Quay, Barangaroo and maybe other tourist sites.

We don't want unwanted large ~~scale~~ scale development ~~on~~ on this site!! let it be an ^{icon} ~~icon~~ ^{priority} ~~priority~~!

Name

Address

Email

Signature

BIRCHROVE

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What is most urgently needed in this city is Public Housing! Public Housing in a healthy environment - not in 40 level high rise buildings. That is what this area should be used for beside Green space and the Power Station be allocated to the people for social, cultural and diverse activities

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

May 29, 2022

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I would like to make the following additional comments (optional):

- Light rail to be connected to the existing innerwest/city light rail.
- What about a ferry terminal
- What are the other stages going to be used for - what is going to be on there
- What about public schools - Those already there are full & RPA hospital is already a capacity
- The Power station has to be used for a significant cultural purpose - to be a major art gallery, an indigenous Centre
- Power station must be the dominant visual element
- Traffic congestion looks huge. already and does not include Bunnings, Prestige Auto Fish Markets -
- Social infrastructure only \$5,000sqm and no

Name

Address

Email

Signature

Balmain NSW 2041

Declaration of any reportable political donations made in the previous 2 years

cultural infrastructure
- That is
insane, it should be the major focus for the development.
- Muse d'Orsay
Tate Modern
Batterby
Power Station

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29 May 22

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Schooling for influx of kids with
new housing — must address in master plan
wharf 4 to be included in shore to ship power
plans.

Light rail a great solution to problem of
dispersal of ~~trans~~ bus passengers

Name

Address

Email

Signature

Declaration of any
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Balmans 2071

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/2022

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I would like to make the following additional comments (optional):

There is so much potential for the
White Bay Bowei Station to be
a fabulous place for the Arts (.
Theatre etc) and culture (Aboriginal ~~words~~)

And as a Balmain resident of
over 40 years, paying rates, we
deserve to be heard about what
would bring enjoyment for so
many people for many years ahead.
The whole Bays West precinct
could also have an aboriginal
name !!

Finally if you want to know
what we all want and need..

ASK US and keep ASKING US!
Don't ruin this area like Pades ^{turned} Barangaroo!

Name

Address

Birchgrove

Email

Signature

Declaration of any
reportable political
donations made in the
previous 2 years

NONE.

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29 May 2020

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1) Improved traffic flow within the Balmain peninsula as more traffic will be diverted to the Terry Street and Darling Street entrances as ^{the} Robert Street entrance jams up.

Free

2) Public transport within Balmain Peninsula to discourage use of private cars.

Name

Address

Email

Signature

Bordighave.

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I would like to make the following additional comments (optional):

and/or frequent.
Free public transport in Balmain and
Birchgrove to Victoria Road + near
White Bay Precinct.

Name

Address

Email

Signature

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Date

29/05/22

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I would like to make the following additional comments (optional):

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Name

--

Address

	Cozelle
--	---------

Email

--

Signature

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0 NILCH

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Date

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I would like to make the following additional comments (optional):

I am very concerned about the height of the towers.

I am very concerned about the lack of school/hospital type infrastructure.

Please consider an indigenous name for precinct.

I am very concerned about traffic impacts

I am concerned about the lack of metro/light rail integration.

Name

Address

Email

Signature

Rozelle.

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I would like to make the following additional comments (optional):

1. The maximum height for buildings in the area must be 12 stories
2. The open space around & between the residential building should be ~~4~~ times the footprint area of the buildings at a minimum.
3. All the open spaces must connect with each other
4. No gambling venues on any area in the development.

Name

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Email

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I would like to make the following additional comments (optional):

THE IMPACT OF EXTRA CHILDREN IN
OUR SCHOOLS THAT ARE ALREADY FULL
TO CAPACITY.

ALSO NOISE AND POLLUTION. WHICH
IS ALREADY SEVERE
~~HEIGHT OF~~

I LIVE ON THE CORNER OF [REDACTED]
AND [REDACTED] AND THE TRUCKS ARE
SO LONG THEY CAN ONLY GET AROUND THE
CORNER BY REVERSING SEVERAL TIMES
HOLDING UP TRAFFIC ALSO WE NO LONGER
ABLE TO PARK IN RESIDENTIAL PARKING
AND WE HAVE DELIVERYS EARLY AS 3PM
IN THE MORNING THE LAST THING WE
NEED IS MORE TRAFFIC.

Name

Address

Email

Signature

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I am concerned that much of what is proposed is a profit generating exercise rather than a genuine public benefit, a kind of public welfare for property developers. I would like more attention to be given to ^{genuine} public benefit.

Name

Address

Email

Signature

Russell Lea
2046

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Email

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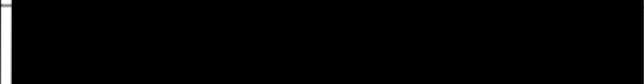
<p>The White Bay power House will give us a unique opportunity to use as much space as possible to show our unique aboriginal culture.</p> <p>history of the coal industry and unique boat building industry, sail making etc. of the area</p> <p>As well an opportunity for ARTISTS to have access to exhibition space.</p> <p>The key is iconic cultural space.</p>

Name

Address

Email

Signature

	
	Birchgrove
	
	

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none

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I would like to make the following additional comments (optional):

I am horrified to hear of these plans. I commute out of Balmain every morning & the traffic around the Robert Street / Victoria Road is MORRENDOUS. That's before Bunnings opens & the redevelopment of the 'Prestige Autos' site. Public transport is poor & the traffic study shown looks as though its been put together by people with no reference to reality - 15% car usage!!

Name

Address

Email

Signature

[Redacted Name and Address]

Balmain 2041

[Redacted Email and Signature]

Declaration of any reportable political donations made in the previous 2 years

None.

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/22

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I make the following comments in relation to the proposal:

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WE NEEDED FERRY CONNECTION
ALSO TO connect to King H
= & Circ. q. v. g. etc' =

Name

Address

Email

Signature

Declaration of any
reportable political
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previous 2 years

Nil

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

28 / 08 / 2022

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I would like to make the following additional comments (optional):

This development will be a critical component of developing Sydney for future generations. Retaining the industrial & historical fabric of Balmain, including the Power Station is part of this, and retaining the link between Balmain & Glebe. The traffic modelling, particularly concerns me, having lived in Balmain for 30 years; also the lack of any specific cultural & indigenous infrastructure, which would seem to be best sited in the Power Station. This is a one off generational opportunity - Please

Name

Address

Email

Signature

make urban based decisions & not let greed be the driver

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N/A

PS. Is there a plan to include renewable energy on this site - great opportunity!

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

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I would like to make the following additional comments (optional):

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Name

[REDACTED]

Address

[REDACTED]

ÜALMAIN

Email

[REDACTED]

Signature

[REDACTED]

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I would like to make the following additional comments (optional):

Your research for Traffic
volumes is hopelessly flawed
with unrealistic assumptions.
eg 15% traffic volume in 2040

95% of trips not in a car?
this is a very unrealistic
assumption for 2040

829,000 sq metres for LAND USE
in White Bay! That will
destroy our area. I've lived
here for over 50 years and your
Masterplan Unmodified will lower
quality of life

Name

Address

Email

Signature

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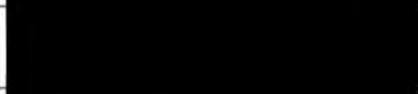
<p>Why light rail not included?</p>

Name

Address

Email

Signature

	
	leichhardt.
	
	

Declaration of any reportable political donations made in the previous 2 years	
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Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/21

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I would like to make the following additional comments (optional):

I would really like to see the plan for the whole site, esp as we need other infrastructure such as schools hospitals aged care etc

The traffic impact is clearly under estimated and needs to be reviewed on a whole of redevelopment basis.

Name

Address

Email

Signature

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This image shows a completely blank white page. It is surrounded by a thin black border, which appears to be the edge of the scanner or the frame of the document. There are no markings, text, or illustrations on the page itself.

		Rozelle
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[illegible][illegible]

	NIL	
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Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29 May 2022

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I would like to make the following additional comments (optional):

This is publicly owned land, so the people of NSW ~~could~~ must be the first beneficiaries of this development. In order for them to benefit, the development has to be in scale & in character with the community environment & offer increased amenity, walkability and community enrichment. This can be achieved with lower density targets so as not to impact on traffic & local social infrastructure. I want:

- lower density & lower heights
- more floor space allocated to community & cultural activity
- integration with light rail infrastructure
- a meaningful plan for adaptive re-use of the power station that preserves its heritage & architectural significance & utilises.

Name

Address

LEITCHHARDT

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/17

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Please no more high development
along for accommodations
the sheets are too narrow for more
cars it is dangerous at times
crossing narrow sheets with
visibility limited because of
cars parked on both sides of
the sheet.
More green space now here
for birds and wildlife

Name

Address

Email

Signature

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None

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Govt needs to explain the relationships between the impact of WestConnex and the unrealistic traffic modeling of the Bays West project.

Govt also needs to increase transparency of the project futures.

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I would like to make the following additional comments (optional):

- ① The White Bay Power Station is an iconic building. It will have great public transport access. It is on the foreshore of our beautiful harbour. Where is the vision, the utility worthy of this wonderful opportunity.
- ② The iconic view lines of the power station from the ANZAC bridge need to be preserved. Why would anybody even contemplate compromising that? We wouldn't build high-rise on our island! Why block these view lines?
- ③ Why not make the development pedestrian only? (with only essential service access)
- ④ High speed travelators to the metro?!

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Nothing to declare

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

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Date

29/5/22

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Name

Address

Email

Signature

DATE: 11/11/11

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Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

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Name

--

Address

	Balmain NSW 2041
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Email

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Signature

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nil

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29.05.2022

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I would like to make the following additional comments (optional):

Sydney is congested & has been for years - The lack of consideration for pedestrians, cyclists & users of public transport is appalling. If Sydney wants to encourage growth, have a place in the world as a leading city then it's not about tall buildings & making developers more money. It's about the people, life quality & the environment. This means we need cultural centres (power station would be perfect), more ~~public~~ public transport (link the bay to the light rail), green spaces (not just flood plains), ecology corridors (protect the animals) & not density of living. 22 levels is awful & would overshadow the power station which could be the icon of the area. Look at the cities in Europe with high life quality - they put residents first with schools, culture, pedestrians, cycle paths. Not density & greed.

Name

Address

BALMAIN

Email

Signature

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I would like to make the following additional comments (optional):

1. Scale of Residential Towers are far too high.
2. The Scale should be no higher than the Power Station and Silos.
3. Traffic modelling doesn't stack up.
4. Total lack of adequate Social Services.
5. Including social & affordable housing.
6. Where will students be attending schools.
7. Cruise ships at White Bay have huge traffic impacts.
8. Where is planning for a wild life corridor & bio diversity.
9. High traffic impacts from Building 5. Site on Parsons Street Rozelle & site previously owned by John Paul.
10. Why hasn't the community been involved in the planning of the White Bay Site.
11. Please listen to the community and plan for the ideas & objections we provide for the use of our public land.

Name

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Email

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\$ 50.00 federal election 2022

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The development is excessive in its design. The buildings are far too high for the site and do not pay respect to the heritage of the area.

In addition, it does not account for appropriate childcare, schooling and other infrastructure such as healthcare and hospitals. (considered there is no holistic approach.

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- WOULD LIKE A GOOD FERRY SERVICE

Name

Address

Email

Signature

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- A GREAT DEAL OF URBAN PLANNING IDEALS HAVE BEEN APPLIED AT PYRMONT TO PRODUCE A PARIS LIKE ENVIRONMENT AS OPPOSED TO THE HONG KONG FORMS PROPOSED.
- THE POWERHOUSE BLD SHOULD BE A LARGE RETAIL CENTRE SIMILAR TO BIRKENHEAD & PATTERSE 4 IN LONDON.
- PEDESTRIAN ROUTES SHOULD BE INTEGRATED & MADE PERMEABLE.
- NEW YORK HAS REVITALISED ITS OLD INDUSTRIAL FORMS HERE & IS A GOOD CASE STUDY OF WHAT CAN BE ACHIEVED.

Name

Address

Email

Signature

BACK IN

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I would like to make the following additional comments (optional):

Traffic planning is totally unrealistic,
and will make the area
uninhabitable.

Walk way, through parks and
green space along the waterfront
to Balmain East.

Name

Address

Email

Signature

	Balmain

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None.

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KEEN OF THE PLACE IS A MUST. THIS IS EXCITING. THE
ICONIC POWER STATION SHOULD BE THE VISUAL JEWEL.
A FIRST NATION NAME FOR THE SITE WOULD BE
JUSTIFIED. TRAFFIC MANAGEMENT MUST NOT BE
UNDER ESTIMATED. MAXIMISING VIEW FOR EVERYONE
IS PARAMOUNT. THE USAGE OF THE FLOOR SPACE WITHIN
THE POWER STATION SHOULD BE UNDERPINNED BY
CULTURAL SIGNIFICANCE, ART, COMMUNITY,
HISTORY, MARITIME, INDUSTRIAL, REPRESENTATIVE
OF THE REGION WITH WE HAVE TOUGH HARD TO
KEEP THIS SITE. THE APPARTMENTS WILL HOUSE
MORE FAMILIES THAN FORECAST. PLEASE, PLEASE,
PLEASE, FACTOR IN SOCIAL INFRASTRUCTURE. WE
NEED HEALTH, EDUCATION, PARKS + GREEN SPACES,
LET'S CONNECT THE BUILT WITH THE ECOSYSTEM!

Name

Address

Email

Signature

Declaration of any
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previous 2 years

NONE

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Date

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I would like to make the following additional comments (optional):

traffic into Balmain a real
problem! At least include
bus lanes

Name

Address

Email

Signature

Balmain

Declaration of any
reportable political
donations made in the
previous 2 years

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

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I would like to make the following additional comments (optional): (PS)

Development of the Dover station is a unique opportunity. The PS should be the hero - not high rise towers.

Please. Please take inspiration from Tate Modern, & close to home the Wauerton Coal Loader. (WCL).

You must be transparent with the entire plan for Bays West, beyond Stage 1. You must present honest numbers for traffic forecasts. Already getting in & out of Balmain is a nightmare - without Bunnings!

Develop something you'd be proud of. Not an

Name

Address

Email

Signature

expression
of great
balmain

Declaration of any reportable political donations made in the previous 2 years

None.

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Date

29 MAY 2022

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I would like to make the following additional comments (optional):

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Name

--

Address

	BALMAIN 2041
--	--------------

Email

--

Signature

Declaration of any reportable political donations made in the previous 2 years

NIL

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/2022

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I would like to make the following additional comments (optional):

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Name

[Redacted]

Address

[Redacted]

Balmari

Email

[Redacted]

Signature

Declaration of any reportable political donations made in the previous 2 years

No reportable political donations

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Date

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I would like to make the following additional comments (optional):

There needs to be another entry
and exit road !!
Should ~~be~~ have the main
road for the site coming
from James Craig Rd
because all of Balmain
has to already use Roberts Rd
primarily.

Name

Address

Email

Signature

Rozelle

Declaration of any
reportable political
donations made in the
previous 2 years

No

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/8/2022

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I would like to make the following additional comments (optional):

Kudos to the Government for developing
White Bay Power Station & providing
Green Spaces for the public.

However number of concerns do pop up
as you look through the detail of
the proposals -

1. Traffic modelling seems under stated
as over of 4000 etc
2. Lack of social development
eg schools - public / cultural areas
3. Lack of Transparency on further
development in the proposed area
4. Proposed Height of the
Buildings

Name

Address

Email

Signature

Declaration of any
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previous 2 years

ML

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Date

29.5.22

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I would like to make the following additional comments (optional):

I am most concerned about proposals to develop land around the panel station. Any new development should not dwarf the panel station.

Traffic is already terrible. If traffic is increased there will be complete gridlock.

Name

Address

Email

Signature

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NIL

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I would like to make the following additional comments (optional):

--

Name

--	--

Address

	BAUM V
--	--------

Email

--

Signature

Declaration of any
reportable political
donations made in the
previous 2 years

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I would like to make the following additional comments (optional):

I have great concerns regarding the inadequate traffic modelling - does not account for busnings & other traffic impacts

There must be much greater allocation of space for social infrastructure - both indoors & outdoors

The proposed 22 stories for the apartment block is far too dominating & needs to be adjusted to an appropriate scale so that the power station ~~is~~ remains a stand-out iconic feature of the landscape

All planning should have person centred healthy environments as a priority focus

Name

[Redacted]

Address

[Redacted] Bolton

Email

[Redacted]

Signature

[Redacted]

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I would like to make the following additional comments (optional):

- massive overdevelopment involving massive bulk and scale.
- Traffic implications are horrendous and unaddressed.
- too many tall buildings
- too little community facilities.
- No cumulative impacts sufficiently taken into account.
- Public ownership of the land is essentially ignored.

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Nil

ROZELLE 2039

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Date

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I would like to make the following additional comments (optional):

BETTER PLANNING FOR SOCIAL
INFRASTRUCTURE,
LIGHT RAIL INCLUSION

Name

Address

Email

Signature

Declaration of any
reportable political
donations made in the
previous 2 years

NIL

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29 / 5 / 22

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for too tall!!

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1 1 1
a bridge pile
in Balmain
at road

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I would like to make the following additional comments (optional):

This is an opportunity to make de Bays Wet
area a world class development.

lets not waste this wonderful opportunity!!

The old pierhouse is a valuable building to be used as
a culture centre / theatre / exhibit centre & could be a centre of
attraction!

Name

Address

Email

Signature

Balrair
Est. 2011

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n/a

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I would like to make the following additional comments (optional):

This is an opportunity to build something world class. Please don't let greed ~~get~~ interfere ~~to~~ with creating something positive for the local community. Keep the scale more modest than that currently planned ~ a forest of high risers is completely out of character for the area. The increased traffic ~~to~~ that would result from the current scale of commercial & residential build. ~~as~~ planned would ~~make the~~ be ~~disastrous~~ disastrous.

Name

Address

Email

Signature

	Galman

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I would like to make the following additional comments (optional):

Q: Why can't there be some connection to James Craig drive to help traffic entry and exit.

Q: Please ensure that the Power Station is carefully considered and used for public long term use and enjoyment. We do not need a Conference centre!

Name

Address

Email

Signature

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Nil

Rozelle

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- better & more imaginative use of Power Station
- include the proposed for an eco-corridor.
- more realistic traffic plans & modelling
- reduce the density on the site. ie.
lower residential towers
- an overall master plan for the whole site
- include the social infrastructures such
as schools, hospitals.
- extend the light rail!
- set density & height limits that cannot be
changed, as happened with Bonaparte.

Name

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I would like to make the following additional comments (optional):

- 1) THE TRAFFIC IMPACT OF THIS DEVELOPMENT IN ROZELLE IS FRANKLY INSANE. A 1.2 KM LINE OF TRAFFIC ON THE ANZAC BRIDGE? WHAT ABOUT THE COMBINED IMPACT OF BUNNINGS? MAKE THE WHOLE THING VASTLY LESS CAR CENTRIC!
- 2) MAKE THE APARTMENT TOWERS AESTHETICALLY RELATE TO THE POWER STATION - NOT SOME BIG BOX APARTMENTS JAMMED IN THERE!

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Needs to be a priority to cultural and
Arts. IE. London - Paris
Good for international and National
visitation.

Name

[REDACTED]

Address

[REDACTED]

BALMAIN

Email

[REDACTED]

Signature

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I would like to make the following additional comments (optional):

Balmain residents are essentially
controlled when exiting + entering the
peninsula, eg the fire at Leagues club.
We need to be able to turn (R) from
Victoria Rd to Evans St.

So much to say to protect this
peninsula

Thank you Jamie

Name

Address

Email

Signature

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BALMAIN

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• Traffic is already a problem in Balmain - current modelling on offer does nothing to show how this will be alleviated. More housing will only increase the problem.

• Where will the children go to school in the proposed site? All local schools are now full - is a new school part of the application?

• Children also need places to play, especially as they will have no backyards. They will need playgrounds, open areas + playfields - football, netball etc. People need places to walk their dogs as well as cycle, skate, run & walk.

• Indigenous heritage centre, art gallery or museum spaces are essential.

• Social housing should also be a big part of the plan.

Name

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Why are we being drip fed the plans?
why not be honest & tell us the
true scale of the intention?

Name

Address

Email

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I don't believe enough work has been done on the traffic issues when you consider current redevelopment in the Roscoe Street / Wilkins Street areas ex:

Bonnings

The widening along the Roscoe St water level opposite the Pinner station.

The 22 story residential proposals are far too large for an already congested area.

I welcome the development of Bays West - but more thought should be undertaken.

[Signature]

Name

Address Email

Email Address

Signature

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I would like to make the following additional comments (optional):

- ① This is not a master plan
 - ↳ one of many stages
 - ↳ should be a view of whole
- ② Scale of development is huge and will dwarf Power Station → needs to be reduced
- ③ Will generate huge amount of traffic with no where to go.
- ④ Be transparent about plans and traffic generated
- ⑤ Need a transport plan that emphasises pedestrian / low traffic
- ⑥ Need to consider planned and likely development. Burning & Prestige Autos present

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

None

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/05/22

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The Bays precinct is a fantastic opportunity to create a world-class hub for locals and visitors. Please do not risk it by opting for a short-term money grab. Thanks.

Name

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29.5 2022

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I would like to make the following additional comments (optional):

I am opposed to multi-storey developments
in the precinct.

Folly support the eco-corridor concept.

Would like to see a full master plan now -
not a piece meal approach.

Name

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I would like to make the following additional comments (optional):

- * Why break up into individual site. Why is there no transparency.
- * Traffic modelling is inadequate & not correct - where is the impact of Burnings traffic cruise terminal traffic - Data provide appears to be inaccurate & false
- * Over sized & over developed. of a food plan land.
- * Open up to environmental factors
- * All of the White bay power station are us for the community of Balmain, Rozelle - including indigenous peoples - the full 15K sq meters
- * Current plan is over sized over developed where are the native corridors
- * More "Park land" open land for the community & for all Sydney sides
- * ~~Keep~~ & Remember our heritage of the site White Bay area - Our industrial area / Birthplace of Australia harbor
- * Change the discourse - where is public transport terms Rozelle Rail yards to be used & included as light rail

Name

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none -

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I would like to make the following additional comments (optional):

TO PREVENT ANOTHER DEBUSTING "BERANGAROO" -
AND IN ANTICIPATION OF FUTURE ICACS -
WHAT POLITICIANS (NAMES PLEASE) HAVE MET
ALREADY WITH WHAT DEVELOPERS (NAMES OF
INDIVIDUALS + COMPANIES), AND WHAT PROMISES/
DETAILS ARE ALREADY IN PLACE ~~TODAY~~ AS OF
TODAY 29 MAY?
I DON'T ACCEPT "COMMERCIAL IN CONFIDENCE"
BECAUSE THAT DIDN'T STOP BERANGAROO.

Name

Address

Email

Signature

Declaration of any
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previous 2 years

SETUP \$

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29 MAY 2020

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I would like to make the following additional comments (optional):

The traffic modelling clearly needs to be totally reconsidered.

With the current proposal, the traffic gridlock that will be generated will impact not only private vehicle owners but also the public bus system that needs to integrate with the new Metro station.

There needs to be a landmark cultural use of the main turbine hall space of the power station - not piece meal commercial.

Name

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3 29/5/22

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I would like to make the following additional comments (optional):

Need To make a music
venue and light id, / to
Bdmdip please

Name

Address

Email

Signature

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More traffic Bona Vista Robert
Warehouse redevelopment, ~~PS~~
Exit through ~~exit~~ James Craig
Robert already at capacity
Room left for light rail spur to
Cruise Ship Terminal.

4

Red

Name

Address

Email

Signature

Baltimore 2041

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Having been a resident in the local area of Rozelle for the past 20 years, I've experienced the traffic problems & challenges especially in the Bayswest pocket. I'm extremely concerned of traffic modelling that is both unrealistic & impractical ~~and~~ doesn't take into account ~~of~~ the new bombings near the site + further expected development of the warehousing site that currently houses Prestige ^{Auto} ~~report~~. Massively reducing the scale & size of the new towers ^(to 10 stories max) would alleviate this as less residential accommodation would result in less traffic. The new towers should not exceed the chimney height of the power station & should certainly be subservient to the power station. Also, with so much residential development and our local schools already running at full capacity, where will our children go? Lastly, I'd like to see better connectivity with the local community of Annandale & Lilyfield through extending the light rail to this site and not being reliant on dispersal buses that will worsen the already appalling traffic situation that is being proposed by the current traffic modelling.

Name

Address

Email

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I would like to make the following additional comments (optional):

Motor traffic generation estimates are totally unrealistic i.e. too small. However, cycling, especially across to city and to the west via Victoria Rd & Lilyfield Rd needs to be clearly provided for. Access to WB Metro appears to be dominated by motor vehicles and buses. We ask that the development provide a properly integrated cycle network and grade-separated from car & bus movements for safety and Active Transport access reasons.

Name

Address

Email

Signature

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NIC

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Date

29/5/22

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I make the following comments in relation to the proposal:

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Name

Address

Email

Signature

	BALMAIN

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I would like to make the following additional comments (optional):

- * Great that a development plan will finally be realised, keeping this important heritage landmark building. Hence, important NOT to cover it up w tall buildings. Height (or minimise it) should be 10 storeys.
- * Power Station. We need a lot more provision for social infrastructure as a proportion of the Station square meterage eg (adult education, art gallery, cinema as well as theatre/concert venues). Indigenous! KIDS??
- * More connected eco-corridor (I'm a horticulturalist) to encourage biodiversity of flora/fauna

Name

Address

Lilyfield 2040

Email

Signature

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I would like to make the following additional comments (optional):

- At what stage is the increased need for schools, hospitals, social services detailed to support the increase in population? At the current scale of development, (which I believe is totally out of proportion with the power station) the needs for infrastructure to support growing communities is immense.
- Once approved, the development and the integrity of the proposal should be maintained and not eroded over time like Barangaroo.
- Need for greater articulation of ideas of what the power station will be used for, and the process for community consultation.

Name

Address

Email

Signature

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BALMAIN

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Date

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I would like to make the following additional comments (optional):

Low level (lower than the current building
(WB powerstation) apartments / even with
grassed roof gardens would be appropriate.

The power station building - please refer
to : www.thesubstation.org.au/about

The Melbourne site (above) is profitable and
is a working building.

Suggest you investigate.

Victoria can do it - NSW should as well.

This is a significant site and should be preserved.

Name

Address

Email

Signature

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BALNAX +

ROZELLE.

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I would like to make the following additional comments (optional):

- The whole of the Power Station to be a cultural hub (15,000 m²) not just 5,000 m². — A large Aboriginal Cultural Space
- DO NOT Build any other buildings which will dominate the WB Power Station from any viewpoint i.e. from Glebe foreshore as well as Rozelle.
- Connected eco corridor from Bay West to Rozelle rail yards & beyond. Need to encourage biodiversity.
- Totally review traffic congestion around this area with the private vehicle use being a conservative estimation of 20% (not the tabled 5% as suggested — very unrealistic)

Name

Address

LILYFIELD

Email

Signature

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N/A

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I would like to make the following additional comments (optional):

This is a once in a life-time opportunity to re-make an industrial area into a sustainable, (environmentally and culturally) ^{and existing} new precinct. Renewal is essential and desirable. There is a real ~~chance~~ ^{opportunity} here that must not be wasted, or neglected, or primarily ~~be~~ thought of as an avenue for increasing state revenues.

The Power Station renovation should be the centre of the project, and ought also be taken as the benchmark for the height of new tower development.

Name

Address

Email

Signature

Baldwin East

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None of

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I would like to make the following additional comments (optional):

- Exit auto bridge, not Robert St - TRAFFIC nightmare
Pedestrian access only from Robert
- ✓ Indigenous arts centre for White Bay
Other countries show OUR art - where in Sydney??
- We want transparency - not Alan Jones' profits
- Hospitals, schools,
- Wharf 4 needs shore power
- Connect metro + light rail here. - not buses
- Name - Indigenous appropriate name - what was it before?
- Space for community

Name

Address

Email

Signature

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- the bulk + scale of residential buildings is inappropriate due to:
 - dwarfing the powerstation which should remain the feature
 - impact on traffic, particularly when Bunnings + other precincts are finalised
- cold windy corridors created by towers
- a plan for the full 15,000m² powerstation needs to be released
- provision for schools + hospitals are not covered
- significantly more green space that is not in a flood zone is required
- light rail spur is required to connect to metro rather than add buses to the roads.
- change the precinct name to one related to indigenous peoples + cultural relevance

Name

Address

Email

Signature

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Name

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Address

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Balmain

Email

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I would like to make the following additional comments (optional):

I am very concerned about traffic from the proposed developments, and what about schools + medical infrastructure?

Name

Address

Email

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- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

While I am in support of developing this area my main concerns are
(A) Traffic Congestion
(B) Development noise, pollution & hours of operation
(C) Highrise concerns. Urban mass is NOT good.
(D) Lack of any parking attached to tower proposals
In Summary --- I am concerned Developers are influencing Government Decision making Process

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

NIL

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

Name

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Address

	, BALMAIN
--	-----------

Email

--

Signature

Declaration of any reportable political donations made in the previous 2 years

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I would like to make the following additional comments (optional):

- I'm disappointed that the master plan isn't an integrated, more cohesive plan. There's a bubble for the power house, a bubble for the unacceptable, dense, high rise residential, a bubble for parkland etc. This is very outdate & not "best practice" planning.
- The planning places incompatible activities side by side. — with incompatible FSR
- Communities should be respected, nurtured & enhanced by adopting & presenting master plans that have "human scale" as their core value.
- Water & harbour front developments would wide showcase their best architects, landscapers, artist & buildings. We tend to sell out and hand these sites over to developers. I view the current White Bay master plan as an example & case in point.
- Note: I am pro good planning & support any integrated, community balanced master plan for White Bay.
- My thoughts are, having attended the presentation, that the current plan is a lazy, cookie cutter foreshore, disappointing effort.

Name

Address

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

I would like to make the following additional comments (optional):

I think that there are not enough schools on the peninsula for the amount of children there is. This would not affect the plans for the power station. At my school old school they took away play space for demountables. This affected the school by making it overcrowded. I am sure this is the same for other schools. I am proposing instead of all these silly apartments we have a school there. This would solve some of the problems with more people coming to Balmain. You could also turn part of the factory into a school.

Name

Address

Balmain

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Re: Bays West Stage 1 Master Plan

Thank you for presenting informative online information about this Masterplan for Bays West.

Protection of the heritage items and future reuse proposals for the site have been community aspirations for many years. The site is publicly owned land so development needs to reflect community needs. The Balmain peninsula suffers a severe shortfall of open space and restricted access for traffic before any development occurs. The Bays West Masterplan offers a unique opportunity to address the shortfall and to provide amenity for future residents.

The scope of this Masterplan does not include restoration of the Glebe Island Bridge. It is integral to the future pedestrian and cycle links to the site. It is also a major component to the heritage precinct so it must be referred to in a Masterplan as an asset and contributor to the concept.

There are positives and opportunities to comment on in this Masterplan.

- Inclusion of a foreshore walkway.

Public access to the foreshore is an essential component in providing an extension to a linked harbourside walk. Provision of a **wide** pedestrian corridor will allow respite from traffic and creative both passive and active recreation opportunities. The corridor needs to be much wider than the newly created head of Rozelle Bay walk to allow for safe interaction between cyclists, pedestrians and young children.

- Retention and reuse of the White Bay Power Station.

This wonderful building should be the centrepiece of development proposals. Many community submissions have been made which include a cultural centre and research / educational hub. It should be allowed to dominate the precinct and enjoy visual links to the harbour, Glebe Island Bridge, silos and beyond. For instance, the Tate in London is an eye-catching aspect of the skyline and we have a similar opportunity for our Power Station.

- Metro station

Co-ordinating public transport and access is important. The Bays Metro stop is a great benefit. It could be enhanced with a spur to connect with light rail and, thus, remove more buses from congested roads.

- Traffic reduction

Flexibility in the two options of a primary street. All traffic access needs to be consolidated near Anzac Bridge to reduce vehicles and promote the new precinct as a pedestrian friendly zone with public transport links.

Other factors cause concern. My overwhelming fear is that the negatives of height, density and “later stage” factors will overwhelm the Masterplan’s positive intent. Experience with the changes at Barangaroo where developers successfully reinterpreted the Masterplan and its principles suggests that we may face similar problems. Again, it is important to note that this is public land which should be developed for public good and community benefit.

- Final design and bulk in “later stage” is alarming.
- A White Bay Park delivered “overtime” is concerning.

- No definition of the types of housing proposed.

Shortcomings in this Masterplan.

- Genuine recognition of existing traffic congestion. Current long queues of traffic clog Anzac Bridge, the City West link and Victoria Rd during peak times. This is not only due to work for West Connex.
- No traffic modelling that includes Bunnings at Rozelle, future uses for Marbrite building or other developments that have been approved. Traffic studies (Stapleton & Hallam) before 2000 showed egress and access to Balmain peninsula as “at capacity” with no changes made since then despite the increase in traffic and population.
- Plans are needed to alleviate traffic congestion.
- No solution has been offered to address the existing amenity shortfall in community needs.
- Height and scale of buildings. The Power Station needs to stand out. Therefore, lower towers are needed on the site. This new development should complement the surrounding area, not dwarf it. New buildings also need to be smaller than the existing in bulk and scale so that the grandeur of the Power station is not lost. That principle needs to be articulated as non negotiable in the future.
- Open space for recreation. The dampest part of the site has been allocated as green open space and, in one image, a possible pond has been shown. This surface is part of a natural watercourse so it is not suitable for active recreation. Active recreation areas need to be created but this is not envisioned in the Masterplan.
- There is no planned extension of light rail to alleviate traffic congestion and promote public transport access.

Thank you for informing the community about this Masterplan.

[REDACTED]
[REDACTED]

Rozelle NSW 2039

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

30 May '22

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

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I make the following comments in relation to the proposal:

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- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

[illegible]

Name

Address**Email**

Signature

Rozluz 2039

Declaration of any reportable political donations made in the previous 2 years

From: Alexandra Chappell <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Comments on the Bays West Master Plan - White Bay Area

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Dear Sir / Madam,

Thank you for the opportunity to comment on the Bays West Master Plan

- I am pleased to see the retention of the White Bay Power Station with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and I look forward to exploring the opportunities presented as we restore this iconic building.
- I object to the scale of proposed development in the south-western corner of the precinct, which is completely out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building and **in keeping with the surrounding neighbourhoods**.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am deeply concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. Traffic in the area is already deeply problematic. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
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Yours sincerely,
Alexandra Chappell
Balmain, 2041

This email was sent by Alexandra Chappell via [campaignnow.co](mailto:action@campaignnow.co) and www.jamieparker.org

From: Evelyn Lynch <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

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Yours sincerely,
Evelyn Lynch
Lilyfield, 2040

This email was sent by Evelyn Lynch via campaignnow.co and www.jamieparker.org

From: Peter Hupfauf <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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I make the following comments in relation to the proposal:

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Yours sincerely,
Peter Hupfauf
Balmain, 2041

This email was sent by Peter Hupfauf via campaignnow.co and www.jamieparker.org

From: Maria Soria <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

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Yours sincerely,
Maria Soria
Leichhardt, 2040

This email was sent by Maria Soria via campaignnow.co and www.jamieparker.org

From: martyn raab <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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Yours sincerely,
martyn raab
lilyfield, 2040

This email was sent by martyn raab via campaignnow.co and www.jamieparker.org

From: Mran-Maree Laing <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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Yours sincerely,
Mran-Maree Laing
Birchgrove, 2041

This email was sent by Mran-Maree Laing via campaignnow.co and www.jamieparker.org

From: Philippa Karmel <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Protest Fatigue

Please consider the following submission. It is essential that local residents like myself keep having to express dismay at the inhuman scale of such developments that will have detrimental impacts on our community, both aesthetically and practically.

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

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- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Philippa Karmel
Rozelle, 2039

This email was sent by Philippa Karmel via campaignnow.co and www.jamieparkers.org

From: Laura Miles <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Re: White Bay Development

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Laura Miles
Leichhardt, 2040

This email was sent by Laura Miles via campaignnow.co and www.jamieparker.org

From: Romano Lai <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Romano Lai
BALMAIN, 2041

This email was sent by Romano Lai via campaignnow.co and www.jamieparker.org

From: Stephen Lambeth <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Stephen Lambeth
Drummoynes, 2047

This email was sent by Stephen Lambeth via campaignnow.co and www.jamieparker.org

From: Sophia Arnolda <action@campaignnow.co>
Sent: Monday, 30 May 2022 6:02 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Sophia Arnolda
Balmain, 2041

This email was sent by Sophia Arnolda via campaignnow.co and www.jamieparker.org

From: Ann Burleigh <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Ann Burleigh
Sydney, 2039

This email was sent by Ann Burleigh via campaignnow.co and www.jamieparker.org

From: Peter Nyvlt <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission - Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I strongly object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am very concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.

Yours sincerely,
Peter Nyvlt
Rozelle, 2039

This email was sent by Peter Nyvlt via campaignnow.co and www.jamieparker.org

From: Frieda Lee <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

In addition to the below submission which I heartily agree with as a local resident with a family who will make use of the public space. I also encourage the government to consider the conclusion of arts spaces. The area would support a children's theatre. Please consider that for Sydney to be a liveable city - art and green spaces are crucial. Please also consider planting trees.

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Frieda Lee
Rozelle, 2039

This email was sent by Frieda Lee via campaignnow.co and www.jamieparker.org

From: Patrik Seibel <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Patrik Seibel
Balmain, 2041

This email was sent by Patrik Seibel via campaignnow.co and www.jamieparker.org

From: Frank Portegys <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Frank Portegys
Birchgrove, 2041

This email was sent by Frank Portegys via campaignnow.co and www.jamieparker.org

From: Jessica Delaney <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Jessica Delaney
Sydney , 2040

This email was sent by Jessica Delaney via campaignnow.co and www.jamieparker.org

From: Paul McCarthy <action@campaignnow.co>
Sent: Monday, 30 May 2022 9:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

I am in favour of the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

In particular, I am keen to see public access to the waterfront from near the start of the Anzac Bridge around to the White Bay passenger terminal and beyond.

However, I am concerned about the scale of the proposed development in the south-western corner of the precinct. I am not opposed to the erection of buildings in this area that harmonise with the architecture of the Anzac Bridge and the redeveloped Power Station. But the current plan looks to me like a mini-city, which is out of character with the nearby areas of Balmain and Rozelle, which have distinctive heritage and village-like characteristics.

I also have some concerns about traffic flows, as access to Balmain from the Anzac Bridge is already difficult at times. Additional development will require careful attention to traffic management in a way that does not impose major road development through existing residential areas in Balmain or along the waterfront, which should be the preserve of open space and pedestrian activity.

In particular, I am concerned that Robert Street does not become a major thoroughfare.

Yours sincerely,
Paul McCarthy
BALMAIN, 2041

This email was sent by Paul McCarthy via campaignnow.co and www.jamieparker.org

From: Katherine Bull <action@campaignnow.co>
Sent: Monday, 30 May 2022 9:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Katherine Bull
Sydney, 2040

This email was sent by Katherine Bull via campaignnow.co and www.jamieparker.org

From: Andrew Heather <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link. This is critical.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Andrew Heather
Balmain, 2041

This email was sent by Andrew Heather via campaignnow.co and www.jamieparker.org

From: Anastasia Adamedes <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Anastasia Adamedes
Sydney , 2040

This email was sent by Anastasia Adamedes via campaignnow.co and www.jamieparker.org

From: Jennifer McNamara <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: White Bay Power Station

In addition to supporting the general comments made below which are thoroughly valid and important to me, I also propose that the site would make an exceptional location for an Inner West Regional Gallery which is sorely lacking our LGA. This should form the hub of the new cultural centre a White's Bay Power Station.

Revitalise the existing historic building and don't dwarf it with private housing towers.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Jennifer McNamara
Leichhardt, 2040

This email was sent by Jennifer McNamara via campaignnow.co and www.jamieparker.org

From: Timothy Stork <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Timothy Stork
Sydney, 203[

This email was sent by Timothy Stork via campaignnow.co and www.jamieparker.org

From: Michael Stevenson <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Michael Stevenson
Rozelle, 2039

This email was sent by Michael Stevenson via campaignnow.co and www.jamieparker.org

From: John Stamolis <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

A key focus should be to respect the foreshores of Sydney Harbour and to open up the foreshores to recreation, open space, fitness and community use.

Greening this space is essential. Trees, bush and lawn are vital to offset the harsh surfaces and built environment.

Environmental sustainability should be a priority.

Opportunity for biodiversity should be a priority.

Opportunity to decontaminate the foreshore and water should be considered to return harbour life.

Design excellent pedestrian and cycle links and to include the opening of the Glebe Island Bridge.

To note that the Balmain Peninsula is a high density area which already has a range of pressures. Any new development must not create adverse impacts.

Access for persons with disability is vital to ensure full access to the foreshores by all.

Playing spaces for children should be included to encourage diverse foreshore amenity.

Seating and lighting are essential.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.

- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
John Stamolis
Balmain, 2041

This email was sent by John Stamolis via campaignnow.co and www.jamieparker.org

From: Alison Lockhart <action@campaignnow.co>
Sent: Monday, 30 May 2022 5:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

Thank you for the opportunity to comment on the *Bays West Stage 1 draft Master Plan and Urban Design Framework*.

I am very pleased that the areas defined as the Bays West precincts will finally be revitalised, especially White Bay Power Station precinct and surrounds. I know the community has been calling for these important areas of public space to be rejuvenated for many years.

I stress that this is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am very pleased to see White Bay Power Station is to be kept with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building. This offers a superb opportunity for the NSW government to make a lasting major contribution to Sydney's cultural life.
- I strongly object to the **scale of proposed development** in the south-western corner of the precinct. It is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am very concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Alison Lockhart
Balmain East, 2041

This email was sent by Alison Lockhart via campaignnow.co and www.jamieparker.org

From: Pauline Lee <action@campaignnow.co>
Sent: Monday, 30 May 2022 5:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Pauline Lee
Sydney, 2041

This email was sent by Pauline Lee via campaignnow.co and www.jamieparker.org

From: Neil Waters <action@campaignnow.co>
Sent: Monday, 30 May 2022 6:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I strongly object to the **scale of the proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. It is an absolute priority for the local community that The Power Station should remain the main landmark, in this precinct, and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- **The model predicting the increases in traffic woefully falls short of the likely outcomes.** On a good day vehicular traffic into and out of the Balmain peninsula at the intersection of Robert Rd and Victoria Rd is seriously problematic. Any increase in this, which will certainly arise as a result of this redevelopment, will generate far greater traffic issues that require detailed further study. This traffic chaos will be exacerbated by the opening of the new Bunnings warehouse and the future new fish markets. All of which should be considered and modeled in this future review.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.

Yours sincerely,
 Neil Waters
 Balmain, 2041

This email was sent by Neil Waters via campaignnow.co and www.jamieparker.org

From: Sarah Kable <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Sarah Kable
Balmain, 2041

This email was sent by Sarah Kable via campaignnow.co and www.jamieparker.org

From: Susan Trousdale <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Susan Trousdale
Rozelle, 2039

This email was sent by Susan Trousdale via campaignnow.co and www.jamieparker.org

From: Patrick Medley <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

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Yours sincerely,
Patrick Medley
Birchgrove, 2041

This email was sent by Patrick Medley via campaignnow.co and www.jamieparker.org

From: Kate Roy <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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Yours sincerely,
Kate Roy
Rozelle, 2039

This email was sent by Kate Roy via campaignnow.co and www.jamieparker.org

From: Metin Kozan <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

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Yours sincerely,
Metin Kozan
Rozelle, 2039

This email was sent by Metin Kozan via campaignnow.co and www.jamieparker.org

From: Roslyn Childs <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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Yours sincerely,
Roslyn Childs
Sydney, 2041

This email was sent by Roslyn Childs via campaignnow.co and www.jamieparker.org

From: Fred R <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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Yours sincerely,
Fred R
Leichhardt, 2040

This email was sent by Fred R via campaignnow.co and www.jamieparker.org

From: Lauraine Flachs <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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Yours sincerely,
Lauraine Flachs
Balmain.sydney, 2041

This email was sent by Lauraine Flachs via campaignnow.co and www.jamieparker.org

From: Joy Oliver <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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Yours sincerely,
Joy Oliver
Sydney, 2041

This email was sent by Joy Oliver via campaignnow.co and www.jamieparker.org

From: John Flachs <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
John Flachs
Balmain.sydney, 2041

This email was sent by John Flachs via campaignnow.co and www.jamieparker.org

From: Kerry Thomas <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Kerry Thomas
Leichhardt, 2040

This email was sent by Kerry Thomas via campaignnow.co and www.jamieparker.org

From: Naomi Stairmand <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Naomi Stairmand
Sydney , 2039

This email was sent by Naomi Stairmand via campaignnow.co and www.jamieparker.org

Yours sincerely,

From: Rod Robinson <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Rod Robinson
Balmain, 2041

This email was sent by Rod Robinson via campaignnow.co and www.jamieparker.org

From: Steven Bryanton <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Steven Bryanton
Leichhardt, 2040

This email was sent by Steven Bryanton via campaignnow.co and www.jamieparker.org

From: Sue Tronser <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Sue Tronser
Rozelle, 2039

This email was sent by Sue Tronser via campaignnow.co and www.jamieparker.org

From: Brooke Richards <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Brooke Richards
Sydney, 2040

This email was sent by Brooke Richards via campaignnow.co and www.jamieparker.org

From: Brigid Holroyf <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Brigid Holroyf
Sydney, 2042

This email was sent by Brigid Holroyf via campaignnow.co and www.jamieparker.org

From: Jim French <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Jim French
Rozelle, 2039

This email was sent by Jim French via campaignnow.co and www.jamieparker.org

From: Ann Vodicka <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Ann Vodicka
Leichhardt, 2040

This email was sent by Ann Vodicka via campaignnow.co and www.jamieparker.org

From: Alan and Marion Taylor <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Alan and Marion Taylor
Balmain, 2041

This email was sent by Alan and Marion Taylor via campaignnow.co and www.jamieparker.org

From: Amelia Kelaher <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I completely support all of the responses above. Our family has lived in the area for many years. We care deeply about our local area and want open spaces for all, not high rise accommodation for few.

Yours sincerely,
Amelia Kelahe
Birchgrove, 2041

This email was sent by Amelia Kelahe via campaignnow.co and www.jamieparkers.org

From: David & Ruth Harvey <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds but in a properly controlled manner.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, seeking to not over populate and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct however believe that the retention of the chimneys with their potential health risks could be of concern. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building providing that sufficient parking is also incorporated.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building. No building within this precinct should be over 8 stories and these only between the power station and the ANZAC bridge and no building along Roberts Street should be over 3 stories.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation. There should be a requirement to expand further to what is shown on this plan.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further significant traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets. The proposed parking for residential properties is simply far less than required and this will cause further parking congestion to already overcrowded streets. The assumptions we feel are wrong and the traffic will be far far greater thus hugely detracting from what is trying to be achieved.
- We prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link providing marine access can still be achieved as is currently possible. It may mean a different more permanent higher link in place of the current disused bridge.

- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised. It is critical that there is a proper corridor of sufficient size for its entire length to encourage biodiversity.

Yours sincerely,
David & Ruth Harvey
Balmain, 2041

This email was sent by David & Ruth Harvey via campaignnow.co and www.jamieparker.org

From: Margaret Wallace <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct.
- However, new buildings in the area should be no taller than the Powerhouse, for visual effect AND to
- prevent overcrowding in an already congested area. Traffic and associated pollution is already excessive around White Bay, and as well as reducing the size of buildings, priority should be given to pedestrian and cycle ways, as well as public transport.
- Glebe Island Bridge should be reopened for pedestrians and cyclists.
- There should be a waterfront walkway round Rozelle Bay to Jubilee Park, and across the Glebe Island Bridge to the new fish markets.

Yours sincerely,
Margaret Wallace
Balmain, 2041

This email was sent by Margaret Wallace via campaignnow.co and www.jamieparker.org

From: Enid Morrison <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Enid Morrison
ROZELLE, 2039

This email was sent by Enid Morrison via campaignnow.co and www.jamieparker.org

From: Donatella Donadio <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Donatella Donadio
Balmain, 2041

This email was sent by Donatella Donadio via campaignnow.co and www.jamieparker.org

From: Gwenda McLaughlin <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Gwenda McLaughlin
Sydney, 2039

This email was sent by Gwenda McLaughlin via campaignnow.co and www.jamieparker.org

From: Darren Chau <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

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I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Darren Chau
Balmain, 2041

This email was sent by Darren Chau via campaignnow.co and www.jamieparker.org

From: Kate Hughes <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Kate Hughes
Sydney, 2040

This email was sent by Kate Hughes via campaignnow.co and www.jamieparker.org

From: Ralph Warburton <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

I make the following comments in relation to the proposal which similar to those proposed by our local minister, are personal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I have minor concerns with the **scale of proposed development** in the south-western corner of the precinct, unless there is representative payback in terms of transport improvements and community spaces. If such scale can create a commercial return to invest into such outcomes then progress is progress, but such scale requires radical enhancements to transport links to cover the increased population they bring and other NSE infrastructure projects.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation. Support for seniors living, affordable housing and community infrastructure need to be key outcomes from the proposed scale.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Ralph Warburton
Balmain, 2041

This email was sent by Ralph Warburton via campaignnow.co and www.jamieparker.org

From: Andrea Williams <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Andrea Williams
Balmain, 2041

This email was sent by Andrea Williams via campaignnow.co and www.jamieparker.org

From: Megan Cutcliffe <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Megan Cutcliffe
Sydney , 2040

This email was sent by Megan Cutcliffe via campaignnow.co and www.jamieparker.org

From: Bruno Giuffre <action@campaignnow.co>
Sent: Monday, 30 May 2022 8:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Overall I agree with the sentiments of the protests led by Jamie Parker about these developments. I am not against the development per se and I applaud the re-purposing of the White Bay Power Station rather than treating it as a brownfield development. The scale of the development is excessive, partly for aesthetic reasons but even more significantly because it seems yet again the development is not fully thought through. Issues of undersupply of green space as well as schools and other public facilities, but also because of the failure to fully evaluate and compensate for transport overcrowding and under supply.

The recent major development of the Rozelle exchange will probably be a useful addition but what arrogance and neglect is the basis for the three large unfiltered stacks looming over the landscape.

It seems that full town planning for Sydney is just a pipe-dream. I despair of this Government and public service's approach.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

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- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Bruno Giuffre
Balmain, 2041

This email was sent by Bruno Giuffre via campaignnow.co and www.jamieparker.org

From: Jennifer Fletcher <action@campaignnow.co>
Sent: Monday, 30 May 2022 9:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Jennifer Fletcher
Sydney , 2041

This email was sent by Jennifer Fletcher via campaignnow.co and www.jamieparker.org

From: Warren Allsopp <action@campaignnow.co>
Sent: Monday, 30 May 2022 7:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Warren Allsopp
Lilyfield, 2040

This email was sent by Warren Allsopp via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 8:51 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 20:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Marzena

Last name

Kiera

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle 2039

Please provide your view on the project

I support it

Submission

I'm excited by the proposal in general but would like to raise the following considerations:

- 1) New residential high rise towers will generate dramatic increase in traffic and demand for parking. It's not clear in the strategic plan how these changes will be accommodated without a major disruption to the daily life of current residents. It's critical that these changes be resolved without adversely affecting current and future residents..
- 2) It's great that the old Power station will be restored and adapted for mix of uses. It's not clear though what is that mix. It's critical that the Power Station provides uses which are currently lacking in the Peninsula and the region: cultural uses (cinema, theatre, art exhibitions, community spaces) and mix of commercial uses. It should not be converted into flats and/or offices. The wharves and foreshore in general should be upgraded as public amenity spaces and be freely accessible even if some industrial uses remain.
- 3) The concept of the 'green' corridor is fantastic and should be implemented to the fullest capacity of the existing parks and more green spaces.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 5:19 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 17:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Helen

Last name

Carter

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

BIRCHGROVE NSW 2041

Please provide your view on the project

I object to it

Submission

Precinct - White Bay Power Station and Rozelle Goods Yard. THE FACTS- valuable real estate that has been left to languish for over 100 years. The drip feeding by your Department in releasing this strategy plan without being transparent for the other precincts is scandalous. The incorrect traffic modelling statistics for this area amounts to deceptive conduct. THE PRESENT - Balmain's Member Jamie Parker is to be admired - he is not espousing the nimby tenet but has held a meeting to present the inaccuracies of your Strategy. He supports the Metro proposal - but is it "put up a parking lot" for residents of Balmain to use. Minister you talk of the integrity of the site - the name "White Bay" says it all - and an Acknowledgement goes nowhere to address "the wrong". THE FUTURE - turn the Power Station into an Indigenous Museum of Australia - Chimney 1- a totemic design representing the didgeridoo (music-celebration), Chimney 2 - a painted lorrikon (death) that the white people have carried out, with Indigenous language labs, art spaces, accommodation for indigenous students, welfare and health recipients. Fly the indigenous flag on the top of the building - let the people of the Gadigal and Wangal land look over Sydney Cove and once again be the welcoming vision that they were.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 6:30 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 18:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Judyth

Last name

Sachs

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I object to it

Submission

Access to the Balmain peninsular is already congested. Adding a 22 floor apartment building will add to this. Secondly, the height will be intrusive on the landscape and will have shadow implications and create 'wind tunnels'.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 7:10 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 19:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Abigail

Last name

Thomas

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2039

Please provide your view on the project

I am just providing comments

Submission

I think there are a lot of great elements to the plan.

I do have a few concerns and a few suggestions:

Appreciation:

- I think the parklands are great, the waterway walk is good and the active transport over the Glebe Island Bridge will all be fantastic in the long term

Suggestions:

- it would be nice to include a community garden or maybe allotments to create a sense of community and green space

- I think Option 2 is better for road safety so there's not direct traffic in front of the metro

- it would be good to open up access to Ewerton park with a pedestrian and cycle link to connect the precinct with the peninsula for access to the metro and other facilities. Otherwise it's going to be a very long way round

- I think James Craig road should be the only car access point to the precinct to avoid putting additional pressure on Robert St and overall access to the peninsula especially with the additional traffic projected to occur with the opening of Bunning's

- with WestConnex our pedestrian and cycling access from Rozelle to Annandale/Glebe has been severely restricted and it's now almost impossible to reach. I note in the plans there is a 'potential active transport' link to make this connection - can I strongly suggest you do keep this in

Concerns:

- I live in Rosser St and am concerned about experiencing construction noise and disruption for 8 years-10 years if not longer, especially as we have suffered through the WestConnex noise and disruption and roadworks for several years already. What measures are you taking to minimise this for local residents? Also are you able to offer some value back to the community in the meantime, maybe by prioritising the park first and planting trees. We often take morning and evening walks down by the cruise terminal - will all this area be shut off and producing noise and pollution? How can we start to enjoy some of the benefits of this project earlier?

- from a sustainability and climate change perspective, what measures are you taking to ensure you minimise greenhouse gas emissions from this project? Had an audit been completed to assess this? How many trees are you planting and how many will be removed in the project?

- with the timing of the works, it looks like the Metro will be open with nothing around it - how will this be managed?

- the apartment blocks being higher than the power station chimney blocks seem too high for the area and are likely to block water views and put too much pressure on this precinct for transport, pollution etc - they should be lower

Kind regards, Abigail Thomas

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 7:39 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 19:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Renee

Last name

Wilson

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I object to it

Submission

I think the height for the buildings is WAY too high! The traffic issues will be shocking! Having the new Bunnings is going to cause chaos & having so many units is insane. I have 4 kids so like the open space ideas. I also like the food options although we already have SO many empty tenancies on darling st we don't actually need more retail we just need to support who we have. I do shop local.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 4:15 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: 220530-bays-west-fou-submission.pdf

Submitted on Mon, 30/05/2022 - 16:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

jean-pierre

Last name

alexandre

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

ultimo

Please provide your view on the project

I object to it

Submission file

[220530-bays-west-fou-submission.pdf](#)

Submission

Please find attached our submission

Friends of Ultimo

I agree to the above statement

Yes



FRIENDS OF ULTIMO
friendsofucc@gmail.com

To: The Department of Planning, Industry and Environment
<https://www.planningportal.nsw.gov.au/bays-west-stage-1>

Ultimo, 30 May, 2022

SUBMISSION BAYS WEST STAGE 1 MASTER PLAN White Bay Power Station (and Metro) and Robert Street Sub-precincts

Friends of Ultimo (FoU) is a community group, founded ten years ago, which aims to address local Ultimo issues. We communicate with our 300 members through regular emails friendsofucc@gmail.com and a Facebook page <https://www.facebook.com/ultimofriends>.

In our submission to the Bays West Draft Place Strategy in April 2021 we stated

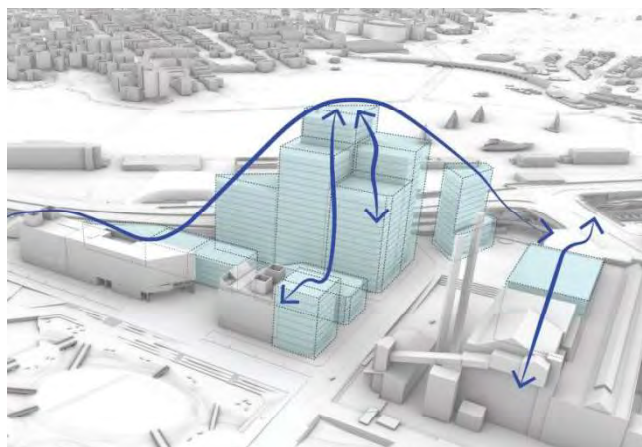
- That *"the Bays West Place Strategy is a unique opportunity to creatively re-develop an area of 77ha only 2km from the Sydney CBD, from which it was cut off when the Glebe Island Bridge was closed in the 90s"* and
- That *"FoU acknowledges and supports a number of positive aspects of the draft strategy including*
 - *A proposal to restore the White Bay Power Station with a focus on **cultural use**.*
 - *The reopening of the Glebe Island Bridge to **pedestrians and cyclists**.*
 - *A metro station*
 - *A foreshore promenade around the Sydney Harbour."*

but

- That *"we remain sceptical however, since, despite the plan's considerable potential, the "place" could too easily become yet another over-developed piece of real estate with promised public amenities postponed - indefinitely? - to "a later stage."*

Predictably, the picture becomes bleaker as the details of the Stage 1 Master Plan unfold. Although the planned Bays Metro Station and Foreshore Park are welcome

- Buildings of up to 22-storeys in height would dwarf a restored White Bay Power Station and hide from Rozelle Bay.



Moreover, the draft master plan does not include a minimum percentage for Affordable Housing and no Public Housing is proposed.

- The “repurposed” White Bay Power Station which was to become “a **cultural and creative destination**” in the draft Master Plan (Big Move 1) will now to be used for “Community, Cultural and Commercial” purposes (Figure 160) with no indication of **how much of it will be commercial**.

- A reinstated Pyrmont Island Bridge which “would retain its functions as an intersection between vessels passing underneath and active travel passing across” (Big Move No2) has been replaced by “a crossing from Bays West to Pyrmont” with **no guarantee that the NSW heritage-listed bridge will be retained**.

Finally we take the opportunity of this submission to voice our disapproval of the way the entire online community consultation webinar we attended on 23 May was conducted with

- no possibility for attendees to know who the other participants were or read their questions on the chat facility.

- participants’ questions being selected and re-interpreted by the host before being answered by the panel.

Community consultations are an essential part of precinct re-developments and should be conducted in an open and interactive way. **The consultation we attended made a mockery of these principles.**

Two handwritten signatures in blue ink. The first signature on the left is 'Paj' and the second signature on the right is 'Jean-Pierre Alexandre'.

Patricia JOHNSON & Jean-Pierre ALEXANDRE

Friends of Ultimo

 FriendsofUltimo@ultimofriends

From: Anne Burley <action@campaignnow.co>
Sent: Monday, 30 May 2022 1:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

My primary concern about this project is the huge scale of the building developments - with only one sixth of the proposed floor space shared with the community; the first part is already vast, horribly out-of-keeping with the surrounding buildings, and will put huge pressure on infrastructure (schools, medical care, transport) - how on earth can a development five-six times larger be feasible?

The NSW Govt has always prioritised roads over improved public transport and with only one road leading to, and on, the Balmain Peninsula, these developments will cause a huge and very costly saga of traffic jams and congestion.

There has been little mention of cycle-lanes, or increased walking pavements - just one road in, and one road out, of what seems to be a development akin to central New York. We need green areas, buildings powered by sustainable energy, increased public transport and cycle/walkways to manage a development of one quarter of the proposed size.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am very concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.

- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Please consider the future of the White Bay area, this city, this country and the planet when considering this huge project.

Yours sincerely,
Anne Burley
Balmain, 2041

This email was sent by Anne Burley via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 4:17 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 16:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Con

Last name

Asvestas

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I object to it

Submission

The proposed development raises serious concerns for the local area. The proposed towers are oversized and dwarf any existing development in the area. The towers will also dominate the landscape and create all sorts of issues for local areas including substantial impacts to road traffic, shadowing, no new schools for additional kids in the area, etc...

The public space allocation in the current development is underwhelming and only uses land that can't be developed. Any space that can be developed for private use has been. It's very disappointing

Local member Parker presented elements of the traffic report to locals and highlighted very alarming and unrealistic assumptions used in government estimates and the substantial impacts to traffic on Victoria road.

The land is amazing and rare opportunity for the government to provide an amazing public space for Sydney and support tourism yet the NSW government has clearly prioritised generating a financial gain from the land and for developers rather than putting the people first. This area has suffered already from an unwanted westconnex and we're being penalized again.

Stokes, have a good look at yourself in the mirror and ask yourself why you entered in politics. If it's for the benefit of the people, you should amend this proposed development and create public space rather than build big resi towers.

I agree to the above statement
Yes

From: Meron Wilson <action@campaignnow.co>
Sent: Monday, 30 May 2022 4:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Bays West Master Plan Submission

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

I commend the Government for preparing a strategy for revitalising this important part of Sydney Harbour, an area that has a long history as part of the working harbour and the development of the city.

However I am concerned that only a small portion of the 77 hectares has been scoped. Plans for the whole area need to be made public so the detail for White Bay Power Station 'precinct' and immediate surrounds can be commented on in context.

Bearing in mind that this is public land with priceless waterfrontage, it is incumbent upon the government of the day to make sure its redevelopment maximises benefit to the public, and not compromise decisions to satisfy developers. Whatever property is built here will assuredly increase in value.

The waterfront and re-purposing of the power house need to be designed around public access and enrichment. Active and passive green spaces need to be plentiful and mindfully designed, not just located where building is inappropriate.

The proposed scale of the buildings in this precinct is inconsistent with the plan to make the Power House the focal point of the area. The Power House chimneys should be visible from all angles and this should determine the maximum height of the buildings around it. The Power Station is the main skyline feature.

There is a major issue with increases in vehicle traffic to the area. More realistic traffic studies need to be carried out, ones that account for cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets. The overall size of the development should be constrained by traffic flow predictions based on 40% car use by 2040.

I prefer the primary road to be next to the Anzac Bridge approach as this will encourage greater pedestrian activity across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link. Plans to link the light rail with the Metro should also be made real.

The Master Plan presents a critical opportunity to strengthen biodiversity corridors along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Meron Wilson
Leichhardt, 2040

This email was sent by Meron Wilson via campaignnow.co and www.jamieparker.org

31 May 2022

Department of Planning
and Environment
Locked Bag 5022
Parramatta NSW 2124

Via planning portal

UDIA NSW submission on the Bays West Stage 1 Masterplan

UDIA welcomes this opportunity to comment on the Bays West Stage 1 Masterplan. As the peak industry body representing the leading participants in urban development in NSW, Urban Development Institute of Australia (UDIA) advocates for the creation of Liveable, Affordable and Connected Smart Cities.

Bays West is the last significant urban renewal site on Sydney Harbour. A stones throw to the Sydney CBD, the emerging Pyrmont Peninsula, new fish market redevelopment site and easy access to the inner west suburbs of Broadway, Glebe, Annandale, Lilyfield and Balmain. It represents an immense opportunity for our city and state to create an aspirational destination that rivals those of the great harbours of the world.

UDIA NSW have been extremely disappointed with the lack of ambition demonstrated in precinct and master plans across Sydney and NSW. This Government has made a record investment in infrastructure to improve accessibility and provide the opportunity for revitalisation of our urban areas. The time is now to seize this opportunity and make a lasting beneficial improvement to our city.

The Bays West Stage 1 Sub Precinct Master Plan will set the tone, ambition and opportunity for the remaining Bays West. The precinct benefits from significant investment in infrastructure, including WestConnex, Metro and Second Harbour Crossing. This will continue to enhance the connectivity to, from and around the site and broader Sydney.

UDIA are supportive of the Government's commitment to the renewal of Bays West, in addition to the mix of uses, extension of the foreshore walk, enhanced connections around the site, access to Roberts Road and the pursuit of precinct scale infrastructure opportunities. We contend however that the master plan must be more ambitious to achieve the desired principles and deliver on the once in a generation opportunity that the site holds.

UDIA recommends:

- 1. The scale of development be increased onsite given the location and access to a Metro Station which is two stops from the Sydney CBD.**
- 2. Define the purpose of the Commercial space onsite given the unresolved use of the White Bay Power Station and the existing and emerging precincts of Tech Central, Barangaroo and Central City.**
- 3. Coordinate the delivery of the Metro with development onsite. Ensuring when the station opens there is activation, patronage and safety immediately.**
- 4. Enhance the connections to Glebe Island, Rozelle Parklands and Rozelle Bay.**

Greater ambition is needed for Bays West to realise this once in a generation opportunity

The masterplan rightly acknowledges the unique heritage value of the power station and the importance of sight lines to ensure this unique structure does not lose its connection to the broader city. However, sight lines must be considered in reasonable way, retaining connection to the surrounding areas, while acknowledging that broader connections across the city are not stagnant and change, as the city does.

The wish to create a desirable, vibrant and safe place and leverage the investment already made in transport infrastructure would be bolstered through greater density. Including a higher component of mixed-use and residential development. This brings many advantages. It provides a residential population to patronise transport, food and retail, and cultural events. Creates a sense of community and place, through ownership and activation. Provides safety through passive surveillance. Provides an employment base for future business and helps support increased housing supply and affordability which Sydney so greatly needs.

UDIA recommends:

- 1. The scale of development be increased onsite given the location and access to a Metro Station which is two stops from the Sydney CBD.**

Planning for employment lands has undergone a drastic evolution over the past few decades. Moving away from outdated concepts of business parks and unviable ground floor retail requirements. Promoting greater flexibility, recognising the way people wish to work and business wish to operate. The pandemic further bolstered this evolution through the acceleration of technology and flexible working. From a land use planning perspective, it has made it more important for precincts to define their purpose to attract and retain businesses and ensure they complement the functioning of the city rather than compete with existing employment centres.

The Master Plan makes no comment on the purpose or function of the commercial premises in the precinct. This is concerning due to the close proximity to existing employment centres and future ability to attract and retain businesses. Defining a purpose will enable supporting government programs to be developed as well as place making programs.

UDIA recommends:

- 2. Define the purpose of the Commercial space onsite given the unresolved use of the White Bay Power Station and the existing and emerging precincts of Tech Central, Barangaroo and Central City.**

Work programs for the Metro and development should be timed to ensure they are finished concurrently. Creating a sense vibrancy and place for Bays West from day one. Completing the Metro with development, or development without the Metro jeopardises the success of the precinct. It reduces the productivity of the site and return on investment from both components. It also runs the risk of negative connotations being associated with the sense of place, making the precinct less desirable to live, work or visit.

UDIA recommends:

- 3. Coordinate the delivery of the Metro with development onsite. Ensuring when the station opens there is activation, patronage and safety immediately.**

Bays West encompasses more than just the Stage 1 masterplan boundaries. The success of the site will ultimately be measured by the success of the broader precinct outcomes. With this in regard it is important that the connectivity between the broader site is strengthened, improving accessibility and permeability. This includes walking, cycle, public transport and road connections enabling the free flow of people, goods and ideas throughout the precinct and beyond. Improving connectivity also enables strategic trade-offs between one site and another, potentially maintaining sight lines while delivering increased density on another site.

UDIA recommends:

4. Enhance the connections to Glebe Island, Rozelle Parklands and Rozelle Bay.

Conclusion

UDIA is supportive of the government's commitment to the revitalisation of Bays West and ongoing investment in supporting infrastructure. Bays West truly represents the last significant urban renewal site on Sydney Harbour. As such we implore government to not squander this opportunity, to think bold and to be ambitious. There is an opportunity to deliver a generational place, full of vibrancy and activity, strengthened through increased mixed use and residential density and with a focused and defined purpose.

Thank you again for the opportunity to comment on the Bays West Stage 1 draft Master Plan, should you have any further questions on the recommendations in this submission or to arrange a meeting, please contact Michael Murrell, Planning Policy Manager at [REDACTED]

Kind Regards,

Steve Mann
Chief Executive
UDIA NSW

From: Brian Gorman <action@campaignnow.co>
Sent: Monday, 30 May 2022 2:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Brian Gorman
Rozelle, 2039

This email was sent by Brian Gorman via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 12:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-submission-stage-1-master-plan.docx

Submitted on Mon, 30/05/2022 - 12:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jenny

Last name

Brigg

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I object to it

Submission file

[bays-west-submission-stage-1-master-plan.docx](#)

Submission

Please see attached submission.

I agree to the above statement

Yes

Submission to the Department of Planning and Environment regarding the Bays West Sage One Master Plan

I wish to object to the current Bays West Stage One Master Plan. My objections relate to the following:

1. predicted increased traffic and primary access to the site
2. inappropriate scale of the development and building height and the absence of commitment to social housing in the development
3. failure to include plans for new public schools
4. failure to provide a Master Plan for all 10 of the sub-precincts, and
5. the proposed name of the development.

1. Predicted increased traffic and primary access to site

I am concerned that the current transport study (Table 13 Yield Studies) predicts significant traffic congestion based on an unrealistic model of 5% of trips being by private car in 2040. I understand the City of London has modelled 20% for 2041.

I would like to see significant additional investment in transport infrastructure to the area, in addition to the proposed Metro for Bays West, and the inclusion of other proposed behavioral change incentives planned over the next 18 years to achieve such an ambitious target. For example, I would also like to see an accompanying link between the light rail and the Bays West Metro station.

- i. *I would like to see significant additional investment in transport infrastructure* to the area.
- ii. *I would like to see more realistic traffic modelling* based on at least 20% of all trips being by private car.
- iii. *I also support your proposed Option 2*, accessing the development from the primary road next to the Anzac Bridge, as this will encourage greater pedestrian activity.

2. Inappropriate scale of the proposed development and building height, and the absence of commitment to social housing

I am concerned at the current inappropriate scale of the proposed development and the proposed building heights.

My preference would be that the building height does not exceed the height of the heritage Power Station which is currently a key visual element, and a distinct feature of the cityscape. That said, I would be willing to entertain some increase in building height level if there was a corresponding commitment that at least 30% of all residential accommodation on the site and other Bays West sub-precincts was for social and affordable housing (for essential workers and public housing).

- I. ***I would like to see a commitment to 30% of all residential accommodation being for social and affordable housing*** on the proposed residential sites before the building height is increased above the height of the White Bay Power Station.

3. Failure to include plans for new public schools

The scale of the proposed development will significantly increase the population in the Bays West precinct area but it is not clear what, if any, plans have been made for new public schools to accommodate this increase.

- !! ***I would like to see plans for new public schools in the Bays West precinct area*** to accommodate the increased population.

4. Failure to provide a Master Plan for all 10 of the sub-precincts

I understand transport studies and traffic modelling have been undertaken for all 10 of the Bays West sub-precincts. It is therefore disappointing that you have not provided master plans for all the sub-precincts at the same time. Judging from the transport modelling of 829,918 square metres of built space, the sum of the whole is likely to be significantly greater than the parts and very concerning.

- I. ***I would like to see the master plans for all 10 sub-precincts*** before you finalise plans for these two Bays West sub-precincts (the Power Station and Roberts Street).

5. First Nations consultation and the proposed name of the development

Given the significance of this site on the Sydney foreshores, First Nations people, the original owners of the land, should be consulted on the development of the site and, at the very least, the name of the site.

- !! ***I would like to the name of the development site 'Bays West' to be determined by First Nations people*** who are the original owners of the land.

I support the proposed retention of White Bay Power Station and the focus given to open public space, including the park, open spaces, and the foreshore walk.

Yours sincerely,

Jenny Brigg

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 12:27 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 12:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Anne

Last name

Connolly

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I object to it

Submission

I have read the Master Plan and I am appalled at the proposed overdevelopment of the small area. The proposed residential towers are typically an attempt by the NSW government to work with developers to over use the limited space with tower blocks that will overshadow the only green space left on the precinct site. The towers will block sun and light from early afternoon especially to the tidal land on the site, leading to algae formation both on the proposed grass and draining into the bay and waters nearby. This will have an impact on the surrounding waterways including the Glebe foreshores and it will create a vortex alongside the proposed Blackwattle Bay that will be windy and damaging to the ecosystem. This is a great opportunity for the government to do the right thing for the community in the area, a community that has suffered for years from the massacre of the WestConnex. But what is proposed in the Master Plan could not be worse. If you want people to use the site, rather than just cram people into the towers at the end of their day, then limit the height of the towers to a civilised level of no more than five to eight stories. That will match the surrounding areas of Harold Park and the Rozelle development between Buchanan and Hyam streets. If the Department of Planning actually made an attempt to speak to the local residents in surrounding areas, of Lilyfield, Rozelle and Glebe, they would come some way to understanding the impact of their proposal. There are similar proposals in the huge over populated cities of China, but we are not there yet. I would suggest the Minister take heed of the recent election as the people who live in these areas are already opposed to the infrastructure overdevelopment that this government has supported. The only beneficiaries at present are the developers. The Metro Station would be used by the Balmain peninsular residents and the Lilyfield and Annandale residents if the area has a more balanced residential to open area plan. At present it is merely a train station and tower blocks, with almost no space for people to gather in the sun and by the foreshore. Surely the Department of Planning can do more for the community than that. My understanding is that large business has withdrawn its support for the area in the past, and I

can't see them using the area if these issues aren't addressed.

The answer is to provide more open space, by at least double the proposed area and drop the height of the residential towers by more than half.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 27 May 2022 5:24 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 27/05/2022 - 17:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Cox

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Annandale 2038

Please provide your view on the project

I am just providing comments

Submission

I am a long term resident, having lived here continuously since 1992. I'm concerned with the apparent contradiction in the strategy between preserving the working harbour and the reactivation of Pyrmont Bridge as the means of providing access between Pyrmont and the new precinct.

Blackwattle Bay is one of the few areas left in the harbour which has a dominant feel of a working harbour. It is home to charter fleets, fishing boats, marine engineers, marinas and the Multihull Cruising Yacht Club – the only cruising catamaran club in Sydney. My concern is that if the bridge is reactivated a slow process of attrition will occur whereby each of the businesses currently in the Bay will be slowly squeezed out and the working harbour culture and jobs will be lost forever.

The strategy is focused, quite rightly, on providing good access for pedestrians and cyclists between Pyrmont and the new precinct. However there is no need to look for new solutions as this already exists using the Anzac bridge. A more cost effective solution for the new precinct would be to focus on how to improve the current situation rather than looking to a very expensive solution such as reactivating ageing machinery.

Improvements could include providing an additional ramp at the eastern end that mates it up with the rising ground to the north, providing a less steep access. At the western end, the focus could be on providing really good access into the new precinct. Lifts could be provided at either end to assist with access.

I would also suggest that improvements to the Anzac bridge would be cheap enough to be included in the first stage of the Plan so that the precinct benefits from improved access from the beginning. That should relieve the pressure for reactivation of the old bridge as people see that the Anzac bridge can be made to work without having to put at risk the working harbour.

The culture of the working harbour is a very delicate thing. The history of the last 100 plus years has seen steady reduction in work on the harbour and its replacement with a monoculture of accommodation and entertainment. I would urge the planners thinking about the master plan to be very cautious about taking steps that would put at risk one of the last remaining working harbour precincts and the jobs that this provides. I believe that the twin goals of preserving the working harbour and providing access between Pyrmont and the new precinct can be resolved by careful attention to improving the links across the Anzac bridge. This would be more cost effective than the expensive option of activating the bridge and could be provided from the beginning of the project rather than at later stages.

I agree to the above statement

Yes

From: David Cater <action@campaignnow.co>
Sent: Monday, 30 May 2022 3:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

As a local resident I am very concerned that this major development be undertaken in a strategic manner that benefits the local populace and results in a integrated experience for all levels and types of interaction.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I support these elements of the proposal:

- **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. I seek for adaptive re-use of the power station as a significant cultural centre. Please consider semi-industrial developments such as a brewery, distillery, re-manufacturing (clothing, recycling, cottage industries) and small scale manufacturing (align with the federal intent to bring some manufacturing back onshore) as well as an exhibition space (local artists as well as overflow from our bigger museums - Powerhouse, MCA, Art, etc).
- **focus on open public space, including the park, open spaces and foreshore walk**, but consider impacts of likely future flooding as Climate change delivers raised water levels. Ensure there are places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- **Integration with existing public transport is critical.** In the short term there must be a regular ferry service to/from Circular Quay, Barangaroo and Milson's Point. It could include Goat Island on the weekends. The bus routes should have a significant interchange around the power station. The future metro is also key to the success of the Bays West precinct. And, of course the old Glebe Island bridge should be re-opened for pedestrian and cycle access to the city.
- **Please engage with Sydney Council & Inner West Council about establishing a 'regional/cultural' walk** from Barangaroo to Ballast Point/Birchgrove Point.

There are aspects of the proposal that I do not support or have strong concerns about:

- **I object to the scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station. The proposed building heights should NOT be taller than the chimneys of the Power Station.
- **I am concerned at the predicted increases in traffic** to the area especially with existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets. Please make alternatives to private car access the priority (ferry/cycle/bus/walk). Some parking is essential and all residential apartments should offer a minimum of 60% car parking spaces (within the building footprint) based on projected adult occupancy. At least 4 coach bays should be established to allow private operators to bring clients to the area so they can participate in the many events that this precinct will attract. I understand that extended parking for these coaches will be provided under the Rozelle Railyards sub-precinct.
- **I prefer the primary road to be next to the Anzac Bridge approach** as this will encourage greater pedestrian activity across the residential precinct, the Metro Station and the proposed open spaces.

- Private vehicle access via Robert Street into the precinct should NOT be provided as this will encourage through traffic and further degrade of area as a passive pedestrian-friendly environment. Consider having Route 441 divert into the precinct and return towards the city via James Craig Road.

I look forward to your response and further opportunities to contribute to this major development.

Yours sincerely,
David Cater
BIRCHGROVE, 2041

This email was sent by David Cater via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 7:19 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: wilma-edwards_-bays-west_draft_master_plan_submission.docx

Submitted on Mon, 30/05/2022 - 07:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Wilma

Last name

Edwards

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Falls Creek NSW 2540

Please provide your view on the project

I support it

Submission file

[wilma-edwards_-bays-west_draft_master_plan_submission.docx](#)

Submission

Submission from Wilma Edwards for

The Bays West Stage 1 Draft Master Plan 30th May 2022

An exciting vision for the future is presented in the The Bays West Stage 1 Draft Master Plan (The Plan). The Plan focuses on opportunities and visions that integrate and respect maritime and industrial histories (which have had a significant role in shaping this area and the local economies) These characteristics and assets are what make Sydney a unique and attractive city for local residents, domestic travellers and visitors from abroad.

The integration of mixed-use development, a Metro Station connecting the precinct with broader Sydney, new parklands, and a repurposed White Bay Power Station will combine to make this precinct an attractive destination.

The Plan could include more emphasis on walking and cycling infrastructure to this area, rather than restricting access to the new metro station and adjacent Robert Street.

Connecting this site is the historic (but more recently dormant) 119-year-old Glebe Island Bridge. This infrastructure is one of Australia's oldest surviving electrically operated swingspan bridges and has incredible potential in serving as a successful active transport link for pedestrians, cyclists and the wider public — connecting Pyrmont and the City with the Bays West Precinct and Inner West. The Government has stated in this draft master plan that a primary active transport connection 'could include Glebe Island Bridge subject to further detailed investigations'. It is integral that the Government renew and re-use this historic bridge to provide an exceptional waterfront public space — one that engages heritage, culture, sustainability and active transport, helping to achieve core principles which drive this draft master plan of 'Connecting Community and Water', 'Celebrating Heritage Landmarks' and 'Reinforce a Layered and Evolving Heritage'.

We should look forward to the community, its representatives and the Government bodies that have the potential to make an extraordinary public space, working together to create an exceptional precinct.

I agree to the above statement

Yes

**Submission from Wilma Edwards for
The Bays West Stage 1 Draft Master Plan**

30th May 2022

An exciting vision for the future is presented in the The Bays West Stage 1 Draft Master Plan (The Plan). The Plan focuses on opportunities and visions that integrate and respect maritime and industrial histories (which have had a significant role in shaping this area and the local economies) These characteristics and assets are what make Sydney a unique and attractive city for local residents, domestic travellers and visitors from abroad.

The integration of mixed-use development, a Metro Station connecting the precinct with broader Sydney, new parklands, and a repurposed White Bay Power Station will combine to make this precinct an attractive destination.

The Plan could include more emphasis on walking and cycling infrastructure to this area, rather than restricting access to the new metro station and adjacent Robert Street.

Connecting this site is the historic (but more recently dormant) 119-year-old Glebe Island Bridge. This infrastructure is one of Australia's oldest surviving electrically operated swingspan bridges and has incredible potential in serving as a successful active transport link for pedestrians, cyclists and the wider public — connecting Pyrmont and the City with the Bays West Precinct and Inner West. The Government has stated in this draft master plan that a primary active transport connection 'could include Glebe Island Bridge subject to further detailed investigations'. It is integral that the Government renew and re-use this historic bridge to provide an exceptional waterfront public space — one that engages heritage, culture, sustainability and active transport, helping to achieve core principles which drive this draft master plan of 'Connecting Community and Water', 'Celebrating Heritage Landmarks' and 'Reinforce a Layered and Evolving Heritage'.

We should look forward to the community, its representatives and the Government bodies that have the potential to make an extraordinary public space, working together to create an exceptional precinct.

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 9:25 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 21:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Ertle

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain 2041

Please provide your view on the project

I object to it

Submission

What a joke, this could be a community hub, you've create a bland transport hub with a few trees. Why would anyone go here other than to have stroll or to get on transport. Pathetic, what a missed opportunity

I agree to the above statement

Yes

From: Fiona Jury <action@campaignnow.co>
Sent: Monday, 30 May 2022 3:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Fiona Jury
BALMAIN, 2041

This email was sent by Fiona Jury via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 3:50 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: submission-to-dept-of-planning-bays-west-stage-1-mp.pdf

Submitted on Mon, 30/05/2022 - 15:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Anne

Last name

Flanagan

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I object to it

Submission file

[submission-to-dept-of-planning-bays-west-stage-1-mp.pdf](#)

Submission

See attached file

I agree to the above statement

Yes

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29/5/22

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

1. The whole site needs an integrated masterplan not determined piecemeal.
2. Masterplanning requires more thoughtful, sustainable ideas for the future not simply traffic studies and multistoried towers for mixed use.
3. Balmain/Kogelle/Glebe precinct has a big history and a big future. It is a low scale, tightly integrated urban precinct. Precious and one not to be wrapped in tall towers!
4. It needs social infrastructure - schools, playgrounds, ~~and~~ forest and connectivity - public connectivity, medical & hospital facilities etc.
5. Cruise ship industry will continue to grow - this siting of multiple cruise ships within a low key residential precinct is unsustainable.
6. This is a unique site it needs big, creative sustainable ideas not simply tower building & a station.

Name

Address

BIKCHOROV

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

Date

29th May 2022

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- ✓ I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- ✓ I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- ✓ I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- ✓ *especially* I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets. *Sometimes it takes me 12 minutes or more to travel from my home to Victoria Rd*
- ✓ I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link. *by car. This is when I avoid peak hours*
- ✓ The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

Bay West presents a once in a lifetime opportunity. Ideally, planning for the overall site should be undertaken and presented to the public. This would enable the government to benefit from thoughtful, considered comments from the likely users and current residents, many of whom are professional, well educated, love their local community and want to see a vision for the entire site that includes space for cultural attraction, social infrastructure, open space & thoughtful consideration of easing traffic congestion (eg using the light rail & extending it). We need space for active & passive recreation & infrastructure to support additional residential units. The scale is way too big for the site and inconsistent with the expectations of the community.

Name

Address

Balmain East

Email

Signature

Declaration of any reportable political donations made in the previous 2 years

Nil

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 27 May 2022 9:18 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Fri, 27/05/2022 - 21:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Rachael

Last name

Haggett

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle NSW 2039

Please provide your view on the project

I support it

Submission

I live in Rozelle in a semi detached terrace and have been a local resident for over 45 years. I am very actively involved in the community and welcome this development as an extension to the area. In fact it may well be somewhere I would consider moving to when I am no longer able to manage my house.

My concerns are:

- the heights of the blocks - but I notice that the highest ones are close to the Anzac Bridge
- the burden on the schools, hospital and shopping in the area and what extra amenities will be provided as the Balmain/Rozelle facilities are already stretched

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 8:57 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 08:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Robyn

Last name

Harper

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Cammeray 2062

Please provide your view on the project

I object to it

Submission

It seems to me that this plan is a significant overdevelopment of the site. The traffic impact alone should suffice to suggest that too much is planned, and there is no clear indication of how you will prevent the congestion on the surrounding road network. Expecting only a fraction of the residents to own/drive a car is short sighted and "convenient" to the plan, but not likely realistic. Lower the height of the buildings, put in less apartments, at the very least. This plan should not be approved as is.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 28 May 2022 9:30 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sat, 28/05/2022 - 09:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ian

Last name

Harrison

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Glenbrook NSW 2773

Please provide your view on the project

I support it

Submission

Foreshore should include ferry terminal to link Metro station to harbour ferry services to fish market precinct, Darling Harbour and main ferry interchange.

I agree to the above statement

Yes

From: Isabel Shearman <action@campaignnow.co>
Sent: Monday, 30 May 2022 3:22 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Isabel Shearman
Lilyfield, 2040

This email was sent by Isabel Shearman via campaignnow.co and www.jamieparker.org

From: Jennifer Barron <action@campaignnow.co>
Sent: Monday, 30 May 2022 4:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Jennifer Barron
Balmain, 2041

This email was sent by Jennifer Barron via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 11:34 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-stage-1-master-plan-submission.pdf

Submitted on Mon, 30/05/2022 - 11:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Les

Last name

Johnston

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain 2041

Please provide your view on the project

I object to it

Submission file

[bays-west-stage-1-master-plan-submission.pdf](#)

Submission

See attached

I agree to the above statement

Yes

Bays West Stage 1 Master Plan Submission

I object to the Stage 1 Master Plan because of the massive over size height and scale of the proposed towers. These towers dwarf even Anzac Bridge and hide the former White Bay Power Station. I am concerned that the designers of this project have given little concern for the height and size of these towers.

The port facing land is owned by the public. It is not owned by private developers and reserved for developers to make billions of dollars at the expense of residents and the community. Where is the public benefit from the profits being collected by developers of high-rise towers? Government must reflect the concerns of the public not act in the interests of the developers of the towers.

The retention of the White Bay Power Station is supported. I am surprised that this proposal does not cite the London Power Station as a model development which has world class status. The proposed high and scale of the towers dwarfs the power station and destroys this model for site development.

The proposed increase in number of residents has not been reflected in the infrastructure required for this development. Where are the schools, pre-schools, day care, high schools? Where are the sporting facilities for these new residents? The claim that residents in units do not have children is a myth. Lifestyles have changed and so must these planning documents. They must be fit for the 21st century not the 20th century.

The flood plain is unsuitable year-round for sporting activities. Year-round public open space must be provided. The flood plain is useful as an environmental feature but not for sporting activities.

I am concerned that the proposed development does not optimize pedestrian and cycling activities fit for the 21st century. The reopening of Glebe Island bridge is essential and must be prioritized. The example of WestConnex development shows that pedestrian and cycling connections have been given no priority during construction. Instead, this development must turn construction activity around by the early establishment of connections rather than these connections being lost amongst construction work.

The Bangaroo development has seen the Government welcome and accept late applications for development which has over-ridden the site planning development. This practice is detrimental to the integrity of the planning process. It fails to adhere to proper planning processes and displays an arrogant disregard for public participation and consultation. Ad hoc planning must be prohibited.

The planning documents fail to provide a comprehensive account of all the development in Bays West. Staged development fails the test for best planning procedures. Where is the cumulative impact assessment completed? What is the combined impact of all the developments in the area including traffic from the Western Harbour Tunnel, WestConnex, Bunnings, Fish Markets and other developments yet to take place on Victoria Road? When will this cumulative impact be assessed?

Anzac Bridge is already at capacity. Traffic delays in peak hours are notorious now. Why hasn't the traffic study been updated to include the full scale of traffic generating facilities? It is a failure of planning to consider only historical traffic counts. The existing traffic modelling is a failure. This must be corrected and provided for public comment prior to these plans being accepted.

When will air pollution caused by the WHT and WestConnex exhaust stacks be considered? Air pollution by unfiltered stacks is likely to impact air quality on residents in multi-storey towers. Road

traffic noise affects residents in towers. Open balconies do not protect residents from noise and air pollution. Why haven't the air pollution stacks been required to have filters installed?

The Master Plan provides the opportunity to provide interconnected biodiversity corridors. It is an easy win for the environment to plan contiguous corridors for wildlife and which also provide significant aesthetic appeal must better than that of concrete boxes.

While the Government decision to provide ship to shore power infrastructure for some of the shipping, this infrastructure must be extended to include White Bay Berth 4. Noise and air pollution from the overnight operation of ship generators and boilers can easily be reduced. The technology exists and has been available for almost 40 years. It is time that the Government made this simple decision to insist on the use of ship to shore power for all shipping using Glebe Island and White Bay facilities.

Finally, the use on non-indigenous titling of this project is confronting. If this is to be a project fit for the 21st century, then it must adopt an appropriate indigenous name in its identification.

I have reflected upon my previous submission and can conclude that the parties who prepared these documents have largely ignored comments made in my previous submission. Ignorance of the issues I have detailed above is no excuse.

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 28 May 2022 8:51 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-stage-1-draft-master-plan---submission.pdf

Submitted on Sat, 28/05/2022 - 20:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Christopher

Last name

Kerr

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

BALMAIN EAST

Please provide your view on the project

I support it

Submission file

[bays-west-stage-1-draft-master-plan---submission.pdf](#)

Submission

To whom it may concern,

The Bays West Stage 1 Draft Master Plan presents an exciting vision for the future of Bays West. The opportunities and visions presented aiming to integrate and respect maritime and industrial histories (histories which have had a significant role in shaping this area and the local economies) as part of the future of Bays West are important, as these characteristics and assets are what make Sydney such a unique and attractive city for local residents, domestic travellers and visitors from abroad. The integration of mixed use development, a Metro Station connecting the precinct with broader Sydney, new parklands, and a repurposed White Bay Power Station are important in making this precinct an attractive destination.

Whilst the plan outlines access to this precinct through the new metro station and adjacent Robert Street, there is a lack of emphasis on walking and cycling infrastructure to this site.

Adjoining this site is the historic 119-year-old Glebe Island Bridge. This historic dormant infrastructure is one of Australia's oldest surviving electrically operated swingspan bridges and has incredible potential in serving as a successful active transport link for pedestrians, cyclists and the wider public — connecting Pyrmont and the City with the Bays West Precinct and Inner West.

The Government has stated in this draft master plan that a primary active transport connection 'could include Glebe Island Bridge subject to further detailed investigations'. It is integral that the Government renew and re-use this historic bridge to provide an exceptional waterfront public space — one that engages heritage, culture, sustainability and active transport, helping to achieve core principles which drive this Draft Master Plan of 'Connecting Community and Water', 'Celebrating Heritage Landmarks' and 'Reinforce a Layered and Evolving Heritage'.

Please find attached my submission letter outlining the importance of renewed and re-integrated Glebe Island Bridge.

It is hoped that the community, its representatives and the Government bodies that have the potential to make an extraordinary public space are able to work together in achieving something exceptional.

Kind regards,

Christopher Kerr

I agree to the above statement

Yes

Bays West Stage 1 Draft Master Plan - The Importance of a Renewed and Reintegrated Glebe Island Bridge

The Bays West Stage 1 Draft Master Plan presents an exciting and inclusive vision for the future, one that places value on local communities, heritage items, active transport and innovation.

It is recognised that the White Bay Power Station will be adaptively reused in the development of the Bays West; a significant heritage asset that contributes to the unique skyline that has helped define this area for over 100 years. Similarly, the historic Glebe Island Bridge has intrigued Sydney siders for over 119 years and contributes positively to the historical presence that Bays West presents.

This response considers the immensely valuable potential this historic bridge offers to the spatial quality of the proposed Bays West precinct. We have additionally created a petition for a renewed and activated Glebe Island Bridge and attached the signatures and comments (provided by the public) on the necessity for the reintegration of this important dormant infrastructure in providing a unique active transport connection between Pyrmont and Bays West.

Architectural Value

- Scale.
 - The Glebe Island Bridge holds an immense amount of embodied architectural value, which through retaining and returning it to full operation would have significantly positive effects on the urban fabric of the Bays West Precinct.
 - Learning from Sydney's previous approaches to urban planning which unfortunately transformed valuable, inner-city foreshore space into large-scale infrastructural (Cahill Expressway + Western Distributor) projects, the Glebe Island Bridge offers the possibility of a human-scale connection between Pyrmont and the City with Bays West and the Inner West. This valuable bridge is the optimum scale for active-transport connections, cultural richness, social infrastructures and human liveability. Simply put, the Glebe Island Bridge has incredible potential in becoming a vibrant, efficient and culturally rich feature of the new Bays West precinct.
- Heritage.
 - The Glebe Island Bridge was added to the State Heritage Register in 2013, conveying its assignment as a significant heritage item that should be maintained and upheld as an important asset of Sydney's infrastructural and maritime heritage. The Glebe Island Bridge was designed by Percy Allen in 1896 and is one of only two large electrically-operated steel swing span bridges in Australia. Being able to swing open in just 44 seconds, the Glebe Island Bridge displays efficiencies that are highly competitive with contemporary swing span bridges, solidifying its presence as an exemplary feat of engineering and an important asset of NSW's maritime and infrastructural achievements at the turn of the 20th century.
 - Sydney siders around Johnstons Bay, Pyrmont, Black Wattle Bay and the foreshore suburbs of Annandale, Glebe, Balmain, Rozelle and Lilyfield have campaigned continually over the past to have this important piece of our history renewed and actively used as a unique waterfront public space and support an efficient active transport connection between the Inner West, Pyrmont and the City. In the re-use of this important infrastructure, timed openings would be required to allow for the maritime operation of vessels entering and exiting Black Wattle Bay. This approach would allow for a broader diversity of users able to engage with this historic asset. Families taking their children to see the swing bridge in operation can quite easily be foreseen, as it is an exceptional example of maritime and infrastructural engineering.

Precinct Perception

- A contemporary, liveable, active and green precinct, which places significance on important heritage assets, demands a sustainable approach to the Glebe Island Bridge. The perception of this precinct is critical to the desirability of Bays West for potential international business, investment and recognition.
- Pritzker-prize winning architects and University of Sydney Rothwell Chair holders Lacaton-Vassal's approach "Never Demolish, Never Remove Or Replace. Always Add, Transform and Re-Use." is the direction Bays West planning should follow in its approach to the Glebe Island Bridge.
- This approach to urban planning and architecture is what garners international recognition, wins Pritzker Prizes¹, and attracts 21st century business, innovation and investment. The Bays West *must* be perceived as a contemporary, progressive precinct in order to achieve the key principles as outlined in the Draft Master Plan of 'Connecting Community and Water', 'Celebrating Heritage Landmarks' and 'Reinforce a Layered and Evolving Heritage'. The Glebe Island Bridge has significant potential to anchor the precinct as a leading, internationally recognized innovation corridor.

International Precedents

Attached are precedents of highly-developed, global cities which have successfully approached similar, infrastructural reuse issues through a "Never Demolish, Never Remove Or Replace. Always Add, Transform and Re-Use." approach. The outcome is an ecologically sustainable, historically sensitive urban fabric attracting global recognition, tourism, investment and development. In order to accomplish the vastly exciting goals outlined in the Bays West draft Place Strategy, we believe following the success of these global projects² and their approach to heritage is the most suitable direction forward.

1. New York High Line, NYC, 2009.

A similar project of renewal that involved the adaptation of a historic disused structure into a successful public space is the New York High Line. The High Line is a public park built on a historic freight rail line. Saved from demolition by neighbourhood residents and the City of New York, the High Line opened in 2009 and acts as a public space where visitors experience nature, art and design.

This unique historic asset attracts over 8 million visitors per year, and was named one of the top ten Instagrammed places in the world in 2013². Due to its successful design and accessibility, the high line has caused a growing interest in real estate along the route.

Info:

¹<https://www.thehighline.org/>

²<https://www.nbcnewyork.com/news/local/nycs-high-line-park-marks-10-years-of-transformation/1646268/>

2. *Radbahn, Berlin, TBC.*

The Radbahn is soon to be Berlin's newest cycle path; a path that is over nine kilometres long and along one of Berlin's main arterial roads that passes through three districts and numerous lively neighbourhoods. The whole route is succinctly separated from the road and also equipped with a green wave specially designed for cyclists. Alongside its entire length, the cycle path is lined with green spaces, bike service stations and recreational facilities such as small cafés and food trucks. The Radbahn is essentially a transformation project initiated on a civic basis, aiming to convert the underutilised space under and along the iconic railway viaduct of Berlin's subway line U1 into a high-quality, urban environment by means of a roofed cycleway.

Info:

¹<https://radbahn.berlin/en>

3. *Paris-Plages, Paris, 2016.*

Seeing over four million visitors in its first year and now an annual fixture open to the public, Paris Plages is a temporary transformation of the Georges Pompidou Expressway that wraps along the North end of the Seine. A 3km stretch in the heart of the city is closed to traffic for two months in the summer, while the foreshore is reclaimed from the automobile as a series of beaches with pop-up fixtures including swimming pools, kayak stations, a library and free evening concerts. Run by the office of the Mayor of Paris, the scheme has since expanded to several other locations across the city.

Info:

¹<https://en.parisinfo.com/discovering-paris/major-events/paris-plages>

4. *Binjiang Avenue, Shanghai, 2016.*

Similar to Sydney, Shanghai is a city quickly expanding with its fast-growing population. Like Sydney, it is also a city with rich industrial maritime history and cultural heritage. The architects *Original Design Studio* decided to keep the structures, scratches, and textures as the most genuine, vivid, and sensitive reflection of the site's history, introducing "specialization" and "materialization" of memory, reflected throughout this project. This enables an appreciation of the past industrial maritime history, a history which has supported the development of the city.

Info:

¹<https://www.archdaily.com/930494/demonstration-section-of-yangpu-riverside-public-space-original-design-studio>

Conclusion

It is considered that a renewed and reactivated Glebe Island Bridge would serve as an exceptional historic infrastructure in providing a unique active transport connection between Pyrmont and Bays West. We believe that this historic item in its reintegration with the public realm would greatly fulfil the principles and visions for Bays West, signifying the arrival at an innovative and vibrant precinct through a re-engagement with a unique industrial maritime history. This active integration with such a significant asset would be valued by Sydneyiders and visitors from afar, allowing this precinct to achieve international recognition for its successful approach towards public space, innovation, sustainability, heritage and culture.

Link to the petition for a renewed and reintegrated Glebe Island Bridge:

<https://www.change.org/p/transport-for-nsw-glebe-island-bridge-renewal-gibr-project>

Thank you for your consideration of this submission. It is hoped that the community, its representatives and the Government bodies that have the potential to make an extraordinary public space are able to work together in achieving something exceptional.

Kind regards,

A handwritten signature in black ink that reads "Christopher Kerr". The script is cursive and fluid, with the first name "Christopher" and the last name "Kerr" clearly distinguishable.

Christopher Kerr

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 4:29 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 16:28

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lyn

Last name

Latella

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I am just providing comments

Submission

1. In my view the buildings up to 22 storey are inappropriate height for the area and sets a precedent for future high rise developments similar to existing buildings opposite at Pyrmont. Maximum height I believe should be 6 storey.. Some images are concerning as it could simply resemble another shopping mall surrounded by tall buildings as seen in Chatswood. Also Currently the iconic Sydney Harbour Bridge can be viewed from most points in this area from Robert Street through to Anzac Bridge. This should remain the case and the Bridge should not be blocked by high rise buildings. The Eiffel Tower is seen in Paris from almost every location and Sydney Harbour Bridge should be no exception .

2. The Glebe Island area has the potential to be an eco 'island' hosting an oasis of palm trees/rainforest canopies accommodating a boutique low rise eco hotel, similar to Park Hyatt Circular Quay. Like the Burje in Dubai there could be a fee to access the exclusive oasis. I support more greenery in the city environment and believe that aesthetics are extremely important for our future generations. thank you

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 27 May 2022 5:43 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-submission.docx

Submitted on Fri, 27/05/2022 - 17:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lyn

Last name

Latella

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I am just providing comments

Submission file

[bays-west-submission.docx](#)

Submission

1. Provide more ferry stops by smaller commuter ferries (eg Glebe ferry) around the inner harbour to alleviate traffic congestion on Victoria Rd.
2. Cycling and pedestrian must be separated areas not shared zones.
3. Incorporate Electric vehicle recharging designated areas.
4. Having lived in Balmain for over 30 years I know this area is very exposed to high cold southerly winds. If the area is to be sustainable, perhaps a few wind turbines could be incorporated to power the area if positioned towards the sandstone cliff edge away from residential areas.
5. Aesthetics are essential to create a great vibe for the city. Gum trees have proven to be dangerous in high winds, are high maintenance for Council and usually look scraggy and evergreen therefore blocking the all important working harbour views. The proposed Tree canopy should instead include avenues of deciduous attractive tress eg Jacaranda with purple Agapanthus at their base. The landscaping must be more aesthetic and will become a popular tourist attraction for Sydney as it is in Grafton. Frangipani deciduous species are also elegant, low maintenance & fragrant that epitomises Australia. If trees are bud lit (eg

Champs Elysée Paris) using solar power the area will entice promenading at night, attracting patronage to services and restaurants.

6. New York's "highline" provides seating amongst edible produce and herb gardens, together with spectacular vertical gardens which I think could be visually appealing. community gardens promote wellbeing and conversation both of which are great for mental health.

7. Rooftop edible gardens bordered by topiary lemon trees etc should be encouraged to create more greenery and oxygen. To continue the cultural water theme 'sweet / sour' , aquaponic gardens could become an educational public / student 'hands on' project with fish/carp in underwater aquariums viewed from platforms beneath.

8. The Mullen Street and Robert Street intersection (at Prestige Autos) MUST become a roundabout turning area. Almost every day I see cars stop then turn and immediately reverse to turn back to Victoria Rd. This is already a dangerous intersection with lost pedestrians walking to the cruise ship or crossing the road from the gym or from Prestige cars. Council should survey this area immediately especially with the Bunnings new building imminent I believe this is an accident to happen.

9. Google maps and others give misleading directions and do not give clear instructions to get to the White Bay Cruise Terminal. Many passengers end up walking on Grafton street above the terminal, ask for direction then must walk with baggage and children for a kilometre to return to Robert Street. Clearer signage and direction around Robert Street and Victoria Rd to the cruise ship departure area must be given priority.

Thank you for considering the above suggestions.

I agree to the above statement

Yes

BAYS WEST STAGE 1 DRAFT MASTER PLAN

Suggestions from Lyn Latella, Balmain resident, 27 May 2022

1. Provide more ferry stops by smaller commuter ferries (eg Glebe ferry) around the inner harbour to alleviate traffic congestion on Victoria Rd.
2. Cycling and pedestrian must be separated areas not shared zones.
3. Incorporate Electric vehicle recharging designated areas.
4. Having lived in Balmain for over 30 years I know this area is very exposed to high cold southerly winds. If the area is to be sustainable, perhaps a few wind turbines could be incorporated to power the area if positioned towards the sandstone cliff edge away from residential areas.
5. Aesthetics are essential to create a great vibe for the city. Gum trees have proven to be dangerous in high winds, are high maintenance for Council and usually look scraggy and evergreen therefore blocking the all important working harbour views. The proposed Tree canopy should instead include avenues of deciduous attractive trees eg Jacaranda with purple Agapanthus at their base. The landscaping must be more aesthetic and will become a popular tourist attraction for Sydney as it is in Grafton. Frangipani deciduous species are also elegant, low maintenance & fragrant that epitomises Australia. If trees are bud lit (eg Champs Elysée Paris) using solar power the area will entice promenading at night, attracting patronage to services and restaurants.
6. New York's "highline" provides seating amongst edible produce and herb gardens, together with spectacular vertical gardens which I think could be visually appealing. community gardens promote wellbeing and conversation both of which are great for mental health.
7. Rooftop edible gardens bordered by topiary lemon trees etc should be encouraged to create more greenery and oxygen. To continue the cultural water theme 'sweet / sour', aquaponic gardens could become an educational public / student 'hands on' project with fish/carp in underwater aquariums viewed from platforms beneath.
8. The Mullen Street and Robert Street intersection (at Prestige Autos) MUST become a roundabout turning area. Almost every day I see cars stop then turn and immediately reverse to turn back to Victoria Rd. This is already a dangerous intersection with lost pedestrians walking to the cruise ship or crossing the road from the gym or from Prestige cars. Council should survey this area immediately especially with the Bunnings new building imminent I believe this is an accident to happen.
9. Google maps and others give misleading directions and do not give clear instructions to get to the White Bay Cruise Terminal. Many passengers end up walking on Grafton street above the terminal, ask for direction then must walk with baggage and children for a kilometre to return to Robert Street. Clearer signage and direction around Robert Street and Victoria Rd to the cruise ship departure area must be given priority.

Thank you for considering the above suggestions.

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 2:39 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 14:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kay

Last name

Leah

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle Sydney 2039

Please provide your view on the project

I am just providing comments

Submission

The White Bay powerhouse is a fantastic building and really represents the last chance for the State Government to get it right in terms of Harbour foreshore development. Based upon the proposed plans this is a major fail.

Sydney Harbour is a unique setting -one that has lost a lot of chracter and diversity in recent decades. Many developments that have taken place in harbourside locations are largely generic in nature, lacking diversity and visual interest. This denegrates the fact that Sydney is an international city - one that deserves to have its natural and historical interest preserved and enhanced, rather than being subject to over inappropriate, souless over development.

The number and height of the proposed residential towers in current master plan is horrendous and is no doubt just a taste of what is planned for the remaining areas in the Bays prescinct, for which no details are yet forthcoming. Having said that there may be some scope for higher developments fronting the water at Glebe Island, provided they did not derogate from the vista of the Powerhouse and its surrounds.

The location of a number of the towers is between the eight lanes of traffic on Victoria Road as well as eight lanes of traffic flowing over the Anzac Bridge. Exposing people to this level of noise and pollution in their domicile is unconscionable (substantive take up of electric vehicle is decades away). In addition, there are three, three storey unfiltered exhaust stacks for the WestConex development located nearby and pollution fand noise from the flight path and unloading facillies next to the silos must also be taken into account.

While there is certainly a need for more residential accommodation in Sydney it should not be at the expense of livability and reasonable development. Buildings should be no higher than the Powerhouse building itself and really kept at lower height to preserve the amenity of the area and the aesthetics of the that building. The State government needs to take note of developments overseas where building heights are kept at a human scale and not turned into developer driven, bemouths.

The Powerhouse precinct has the potential to replicate successful sites like the Tate Modern in London and designed to attract tourism. For example the foreshore area in front of Roberst Street could be turned into a sculpture garden to showcase the work of Australian sculptors, with exceptional works being added as appropriate. The availability of ferry and train services nearby would make it an attractive tourist destination. The additional of native gardens would also be a good alternaive to the standard fig and paving option along the foreshore.

With regard to any development along Robert Street, it is not clear why there needs to be any change. The current commercial use of the warehouses is in keeping with the semi industrial character of the area in the imediate area of the Powerhouse - or is this a ploy to promote further development nearby -

There is a proposal for an eight storey residential development on Mansfield Street, which runs along the cliff above Roberts Street and runs parallel to that street. Some of the warehouse reach up to the height of Mansfield Street and it is conceivable that these buildings could be extended upwards to the same height as that proposed for the eight storey development on Mansfield Street.

An eight storey development on Mansfield Street is entirely inappropriate. The buildings fronting this street are no higher than two storeys and are residential on one side and small business type warehouses on the other. An eight storey building would loom over the historic 1876 Bald Rock Hotel and would be totally out of keeping with the historic character the area.

While there are some apartments on Buchanan Street at the eastern end of MansfieldSstreet, these are no higher than four storeys and are substantially set back from the footpath with parkland in front. This would not be possible with the proposed new development.

How unfortunate if the character and amenity of White Bay is lost to the pressure for development at any cost. How unfortunate if this opportuntiy to create something wonderful if subsumed by a lack of vision.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 5:55 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 17:54

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Finlay

Last name

MacKenzie

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I am just providing comments

Submission

The NSW Government has prepared a Bays West Stage 1 draft Master Plan and Urban Design Framework that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land, and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I am specifically concerned with ensuring that this adaptive re-use is sensitive to the heritage values of the site. Whilst the draft master plan specifies that the White Bay Power Station will be retained as a focal point of the Bays West precinct, the size of the proposed surrounding buildings significantly overshadows the power station. As sightlines and the character of the surrounding area are widely recognised as crucial aspects of maintaining heritage significance, the scale of the proposed development poses a threat to the value of the Bays West site.

Furthermore, the draft master plan does not appear to propose heritage interpretation as a potential use for the White Bay Power Station. Whilst the suggestion that the site could incorporate facilities such as a community hub or artistic spaces is a positive one,

I am concerned that the plan restricts its discussion of engaging with the heritage value of the site to merely preserving the physical structure of the building. This would not only be insufficient to retain heritage values, but would severely underutilise the site's significance. In order to fully engage with the site's heritage, a robust and concerted effort should be made to preserve both tangible and intangible characteristics. As observed in the site's draft heritage interpretation strategy:

"White Bay Power Station was the longest serving Sydney power station and is the only one to retain a representative set of machinery and items associated with the generation of electricity in the early and mid-twentieth century. It retains within its fabric, and in the body of associated pictorial, written archives and reports and oral history recordings, evidence for the development of technology and work practices for the generation of electrical power from coal and water. This development of power generation at White Bay contributed to the expansion of the economy of Sydney and New South Wales." (Gasparini et al, 2022, p. 28).

The industrial heritage of not only the Balmain area but the City of Sydney as a whole is critically underrepresented in heritage interpretation, and the adaptive re-use of the White Bay Power Station and its surrounding buildings provides a unique opportunity to address this deficiency. Additionally, an implementation of heritage interpretation need not conflict with alternative uses for the site and its surrounding area. The heritage interpretation strategy itself proposes that the 1927 Entertainment Hall could be both restored to its historical character and reused as a modern community space.

On a global scale, industrial heritage is increasingly being recognised and explored, and a precedent has been set for the adaptive reuse of industrial sites as locations in which alternative histories may be told. Many of these sites have been groundbreaking in their recontextualisation of local, national, and international history through a variety of lenses, such as several of the venues under National Museums Liverpool, UK. With its proximity to the established cruise terminal and the new Sydney Metro station, the White Bay Power Station provides a unique opportunity to reveal the industrial heritage of Sydney to visitors on a scale which ranges from the local to the international.

The Bays West site has the potential to host a cultural attraction unlike any other offered in Sydney, and which could draw unprecedented attention to an underutilised aspect of Sydney's rich heritage. I strongly encourage the Department of Planning and Environment to take into account both the tangible and intangible heritage values of the site, and ensure that these values are developed to their full potential.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 6:20 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 18:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alison

Last name

MacKenzie

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain 2041

Please provide your view on the project

I am just providing comments

Submission

The NSW Government has prepared a Bays West Stage 1 draft Master Plan and Urban Design Framework that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, respecting the indigenous and industrial heritage of the site, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

I am pleased that the White Bay Power Station will be retained with plans to make it a focal point of the precinct and re-used as a significant cultural centre. The iconic nature of the Power Station, along with its industrial past and central location provides an opportunity to explore the significance of Sydney's industrial heritage through appropriate interpretation which could incorporate a museum devoted to Sydney's industrial heritage and its relationship to Sydney Harbour. An indigenous space which interprets the site from an first nations perspective and an art gallery could also be included, resulting in a cultural centre similar to the Liverpool

Royal Albert Dock precinct in the UK.

I object to the scale of the proposed redevelopment of the south-western corner of the precinct, which is out of scale with the surrounding suburbs and will dominate the heritage Power Station which as a focal point should be the key visual element. The Power Station should be the primary landmark with all new buildings remaining lower than the Power Station itself.

I am concerned about the increased density of residential accommodation in the West Bays precinct and its impact on local schools, hospitals, police and other essential services.

I am pleased to see the focus given to open public space, including the park and foreshore walk, although I note that that proposed park will be situated on a flood plain the would not accommodate more intensive use, Places for visitors and residents to relax and enjoy the precinct should be prioritised, with spaces to encourage a variety of recreational activities.

I am concerned about the predicted increases in traffic in the area, which I note will be serviced by only a single road with two entry/exit points.. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing developments such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.

I would prefer the primary road to be next to the Anzac Bridge approach as this will encourage greater pedestrian activity across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.

The Master Plan presents a critical opportunity to strengthen biodiversity corridors along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 6:29 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 18:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Graham

Last name

MacKenzie

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain, 2041

Please provide your view on the project

I object to it

Submission

The NSW Government has prepared a Bays West Stage 1 draft Master Plan and Urban Design Framework that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace within the precinct as well as adjacent areas to boost local ecology, respecting the indigenous and industrial heritage of the site, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

I support that the White Bay Power Station will be retained with plans to make it a focal point of the precinct and re-used as a significant cultural centre. The iconic nature of the Power Station, along with its industrial past and central location provides an opportunity to explore Sydney's industrial heritage, of which the White Bay Power Station is an excellent example, through appropriate interpretation and a museum. Given the size of the site, this significant cultural centre could also include an indigenous space which interprets the site from an first nations perspective. This could be achieved through multiple museums and art

galleries within the Bays West precinct in a similar manner to the Liverpool Royal Albert Dock precinct in the UK.

I object to the scale of the proposed redevelopment of the south-western corner of the precinct, which is out of scale with the surrounding suburbs and will dominate the heritage Power Station which should be the key visual element. The Power Station should be the primary landmark with all new buildings remaining lower than the Power Station itself.

I am concerned about the increased density of residential accommodation and its impact on local schools, hospitals, police and other essential services.

I am pleased to see the focus given to open public space, including the park and foreshore walk, although I note that that proposed park will be situated on a flood plain the would not accommodate more intensive use, Places for visitors and residents to relax and enjoy the precinct should be prioritised, with spaces to encourage a variety of recreational activities.

I am concerned about the predicted increases in traffic in the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed which accurately accounts for the personal use of cars by residents and visitors and incorporates the impact of the broader plans for Bays West and existing developments such as the nearby Bunnings Warehouse and the new Sydney Fish Markets. The advent of affordable electric cars which are available now and will be even more so within the timeframe of this development will mean that there will not be a change to Australia's car culture and the same number of personal vehicles will be on the road as there is now.

I prefer the primary road to be next to the Anzac Bridge approach as this will encourage greater pedestrian activity across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.

The Master Plan presents a critical opportunity to strengthen biodiversity corridors along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 12:19 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 12:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ross

Last name

Mackenzie

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I object to it

Submission

Looking at the project overall there are some good objectives. The Metro station for sorely needed public transport is a plus as are the green spaces. The preservation of the White Bay Power station is also to be applauded.

There is nothing detailed for the area along the platform parallel to Robert Street leading up to the cruise terminal. Why?

Nothing wrong with flats and units for people to live in or even office space BUT the bulk of the proposed buildings at the corner of Victoria Road and approach to the Anzac Bridge is out of proportion to the surrounds.. Also the amount of sunlight would seem to be extremely limited for the units in the middle of this conglomeration.

I think you should hire a new architect to design a reduced height and stepped design for this area.

I agree to the above statement

Yes

From: Mark Railston <action@campaignnow.co>
Sent: Monday, 30 May 2022 3:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Mark Railston
Rozelle, 2039

This email was sent by Mark Railston via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 5:39 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 17:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jocelyn

Last name

Morris

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I object to it

Submission

I object to the Master Plan for the following reasons;

1. this is public land and must be developed in a realistic way in the interests of the public and not for large scale residential and commercial development as at Barangaroo.
2. The height of buildings must be limited in accordance with the height of the White Bay Power Station which should be a unique feature of the development and not buried among high towers.
3. There should be enlarged areas of open space which should provide for surrounding views and it should be linked to provide a corridor for wildlife.
4. Traffic flow projections are not realistic having regard to the large developments projected in the future for surrounding area.
5. Primary access should be next to Anzac Bridge to encourage greater pedestrian activity to the site including opening Glebe Island Bridge.
- 6 Sufficient open area should be retained around the White Bay Power Station, the use of which should be the subject of extensive public consultation.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 28 May 2022 12:34 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sat, 28/05/2022 - 12:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

christine

Last name

Newton

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

GLEBE

Please provide your view on the project

I object to it

Submission

The Glebe Island Bridge seems to be ignored. This is a vital link to the area, a historical component to a blown overdevelopment. Also a vital link to the most populated area Pyrmont.

The towers overshadow the Power Station therefore rendering it insignificant.

the power station should be the home of the fashion hub and incorporate fashion schools and art departments. Including artist studios as people always love the uncertainty and innovation that a group of artists brings to an area.

The need for far more open space which is more than the dedicated 4 metre walkway is an opportunity not to be missed.

the bays are being developed piece meal and the same as Barangaroo, Sydney is better than that.

I agree to the above statement

Yes

From: Rod O'Donnell <action@campaignnow.co>
Sent: Monday, 30 May 2022 2:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Rod O'Donnell
Balmain, 2041

This email was sent by Rod ODonnell via campaignnow.co and www.jamieparker.org

From: Patrick Crook <action@campaignnow.co>
Sent: Monday, 30 May 2022 2:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Patrick Crook
Rozelle, 2039

This email was sent by Patrick Crook via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 10:13 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 10:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Felicity

Last name

peel

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle

Please provide your view on the project

I am just providing comments

Submission

I am concerned about the increase in traffic to the area, considering it is serviced by only a single road with 2 entry/exit points. The Bunnings development is going to also increase pressure on this road. A further traffic study is needed.

The scale of proposed development in the S/W corner of the precinct will drown out the power station, which should be the main focal point and landmark of this development.

Strengthening biodiversity corridors along the harbour foreshore should be a critical aspect of this development

I agree to the above statement

Yes

From: DAVID PORTER <action@campaignnow.co>
Sent: Monday, 30 May 2022 3:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
DAVID PORTER
Balmain, 2041

This email was sent by DAVID PORTER via campaignnow.co and www.jamieparker.org

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 12:28 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Mon, 30/05/2022 - 00:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Christina

Last name

Ritchie

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Millers Point 2000

Please provide your view on the project

I am just providing comments

Submission

Bays West Place Strategy Masterplan Submission May 2022

After many years of involvement in consultation and numerous iterations of a vision for the Bays West Precinct I am hopeful that the final plan will provide an optimum outcome for the residents of Sydney, and in particular those who live in the Inner West of Sydney who have for many years been denied access to and use of the harbour foreshores of White Bay.

There are extensive stretches of harbour foreshore in the Bays West Precinct that have been denigrated and fenced off from public access with no amenity for the people of the LGA in which it resides nor for residents of surrounding areas. This must change.

Interim uses, environmental improvements and greening with public foreshore and waterfront access should be enacted as soon as possible and prior to final approval of plans. Permanent greening and public access and amenity at White Bay must be included and non-negotiable.

The area has significant Heritage items and history that can be incorporated in various ways in artistic forms, such as holograms, sculptures and artworks, and a display of industrial machinery from the White Bay Power Station within a public sculpture garden extending from the Power Station to the waterfront.

Iconic view-lines between significant heritage structures must be retained and be included in the non-negotiables list.

The Heritage listed Glebe Island Bridge is another significant and potentially valuable access route connecting to the Pymont Bridge and CBD. Pedestrians and cyclists can then proceed to the Harbour Bridge as part of a bridges walk or cycle route that will also serve to reduce traffic on our busy roadways.

Height limits need to be strictly enforced so as to not hide any part of the newly iconic Anzac Bridge from the waterways. New building at White Bay adjacent to the Power Station should not be higher than the roofs of the Heritage Power Station buildings. The Turbine Hall of the Power Station should be retained as an impressive indoor public space.

The new Metro Station will improve public transport for current and new residents of the area. I suggest that ferry transport also be provided for Cruise Ship passengers, crew and local residents with a new public ferry wharf at White Bay.

An eco-corridor for fauna should be incorporated that connects the Bays West precinct to Callan Park, Birrong Park and a new headland park at the end of Wharf 6.

Shore to ship power must be provided and be mandatory for all ships berthing anywhere in White Bay, which already is a densely populated residential precinct and will include large numbers of new residents as part of the proposed new development in the Bay.

A mix of commercial and residential accommodation is appropriate as long as necessary supporting infrastructure is provided e.g. schools, pre-schools, healthcare, small retail and recreational facilities.

Green space sufficient to provide passive recreation and relaxation places must be incorporated as part of a mental health strategy for the ever-increasing densely populated inner west areas. It must become an attractive harbourfront destination of choice in order for the Bays West Precinct to realise its potential.

Consideration must be given to existing adjacent residents so that their amenity is not adversely impacted by future development on the site.

I trust my comments will be seriously considered, incorporated in the plan for the future of this harbourfront precinct and acted upon as part of a better vision for the Bays West Precinct.

Regards
Christina Ritchie
Former Balmain Precinct Chair

I agree to the above statement
Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 30 May 2022 11:55 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: agency-cohousing-submission-to-bays-west-stage-one-master-plan.pdf

Submitted on Mon, 30/05/2022 - 11:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Louise

Last name

Silburn

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I am just providing comments

Submission file

[agency-cohousing-submission-to-bays-west-stage-one-master-plan.pdf](#)

Submission

This submission proposes that a seniors' cohousing development is included in the Stage One Masterplan..

Including cohousing in Stage 1 draft Master Plan represents a once-in-a-generation opportunity to provide an alternative and integrated housing model for seniors. Cohousing is collaborative independent living widely known in parts of Europe, UK and the United States. The concept works for people of all ages and stages but we are particularly focused on a model which works for seniors who are determined to live in a way that means they remain relevant and engaged for the whole of their lives.

We believe there is an opportunity for the State Government to take a leadership role in our critically changing demography for which there is currently a lack of visionary answers at the federal level.

The accompanying pdf explains in more detail our proposal.

I agree to the above statement
Yes



Feedback
Bays West Stage 1 Draft Master Plan
White Bay Power Station/Robert Street Precinct

Submission by Agency Cohousing and
Community

May 2022

Summary

This submission proposes that a seniors' cohousing development is included in the Stage One Masterplan.

- Cohousing is a community-based solution to the problem of an ageing population.
- It is an efficient, cost effective, people focussed alternative to current senior living options.
- The cohousing model is environmentally sustainable and through sharing options, requires far fewer resources e.g. cars.
- A pilot project in an early stage of the Bays West development would facilitate future cohousing projects on the wider site and across NSW.

Introduction

Including cohousing in Stage 1 draft Master Plan represents a once-in-a-generation opportunity to provide an alternative and integrated housing model for seniors.

Cohousing is collaborative independent living widely known in parts of Europe, UK and the United States. The concept works for people of all ages and stages but we are particularly focused on a model which works for seniors who are determined to live in a way that means they remain relevant and engaged for the whole of their lives.

We believe there is an opportunity for the State Government to take a leadership role in our critically changing demography for which there is currently a lack of visionary answers at the federal level.

The model aligns with many of your stated aims in the Stage 1 draft. It supports the existing community, offers a chance to address social needs and diversity in types of tenure and is designed in conjunction with the people who will be living there.

Residents manage cohousing developments themselves and often get involved in the design process to ensure that the type and mix of private and shared space meets their collective needs and vision.

The draft also refers to the “unprecedented challenge for transport planning”.

Seniors cohousing, relying on the Metro and car share facilities certainly meets this criteria and is consistent with an “ultra-low car environment” (4.17.6)

You have provided an illustration of cohousing in your social infrastructure needs study illustrated by a picture of 'The Nightingale Project' which is a vibrant cohousing community in Melbourne. The draft also refers to social and affordable housing and the need for a "range of housing" (2.4). We propose that the social can be broadened to include seniors housing. Seniors cohousing will also "Ensure diversity of offerings and programming to ensure community equality and affordability (2.4.8)



Figure 24a Co-housing projects such as Nightingale

Vision for seniors cohousing in stage one residential towers

Imagine the towers in the Bays West precinct next to the new Metro station. A mixed community of young knowledge workers, local families, empty nesters looking for the convenience of the Bays life and within one of the towers a set of floors dedicated to an innovative seniors cohousing community.

Clustered around an atrium of three floors with a garden area and balconies looking over it the garden area would be part of the common space used by the residents as the hub of their community. On the garden floor would be a dining room and kitchen sufficient to seat all members of the community of 40



residents. The floor would also include a lounge area for communal activities, a shared laundry and a meeting room which could be used by all tower members.

The three floors would include 25 mobility designed self-contained apartments (mix of one and two bedrooms) and one separate bookable ensuite guest bedroom, reducing the need for individual apartments each having an unused room for most of the year. Recognising that some of them will need physical support as they age

there would be one carer/nurse ensuite room and one treatment room for use by visiting therapists and doctors. The community would require no more than 5 car spaces – far fewer than normal apartment blocks.

The primary aim of the community would be to provide a home for a group of active but ageing seniors who want to be part of a wider community. The cohousing community would be self-governing in line with international experience gained from existing cohousing communities.



The residents would buy their apartments the cost of which would include a financial component of the cost of the common space. The apartments (including the allocation of common facilities in the community and common facilities in the block as a whole) would be held in a strata title. However, the community would require owners to sign up to an agreement to abide by and champion cohousing principles prior to purchase.

The existence of a community like this would provide a hub for the rest of the



building where people experienced in community building and with the time to do it would reach out and engage with other generations. We believe this could have huge benefits in connecting people in an increasingly disconnected world.

Incorporating an urban cohousing scheme in White Bay as part of the zoning for the Bays West Precinct

As you develop your strategy for the master plan and begin zoning for residential use, we request that you involve Agency Cohousing and Community and other cohousing interest groups (Sydney Cohousing for example) in scoping and understanding the cohousing model to fully appreciate the ways it could be incorporated. We understand that the Minister for Planning has indicated that a cohousing will likely be incorporated into the next NSW Housing SEPP, which would be an excellent first step in opening the door for this new model to be introduced into the revitalised area.

A site area as small as 1000 - 2000 square metres could easily accommodate a cohousing scheme (depending on height and floorspace restrictions).

A cohousing development on this site would put Sydney and NSW on the map in terms of demonstrating a new way of

accommodating a generation of seniors who will not readily accept the standard offerings available. It will be a demonstration project for intergenerational and sustainable living in the heart of the city and Agency Cohousing and Community are committed to working with DPIE as it develops the strategy for Bays West and White Bay in particular.

Bays West Structure Plan 2040 and beyond

- LEGEND**
- CCZ Bays West Area Boundary
 - Light Rail Station
 - Light Rail Route
 - Future "The Bay" Metro Station
 - Future "The Bay" Metro Station Box
 - Proposed Active Transport Connections
 - Potential Future Active Transport Connections
 - Proposed Sea Wall/Interchange
 - Key Heritage Landmarks
 - Proposed Key Public Domain
 - Key Landform
 - Proposed Promenade Connections
 - Occasional Foreshore Promenade Access (Intermittent)
 - Existing Foreshore Promenade
 - Proposed Zone of Development
 - Proposed Inter-Building Drift
 - Integrated Development: Ports & Working Harbour
 - Public Domain Interbedded into Projects
 - Integrated Ports Facility with Elevated Public Domain
 - Ports & Working Harbour Zone
 - Vessel Berthing Zone



Potential Site for cohousing development

Proven demand for Cohousing

Agency Cohousing and Community is an incorporated organisation and has been in existence since 2017. Our vision is *for all of us to live and grow old with agency in a community where everyone is valued and can contribute*. We are in regular contact with our members, have held design and development workshops with them about what cohousing would mean to them and spend time building social and supportive relationships with each

other while we live in our own homes with a view to creating community in cohousing when we can find a suitable site. In a recent survey of our members interest in cohousing we learned:



- The majority were currently aged 55-65 years and want to live on the Balmain Peninsula.
- 87% were very interested in moving into cohousing.
- 52% are looking to move into cohousing in 5-10 years with most of the others looking 10 – 15 years ahead.
- The majority of respondents would prefer a development of between 10 and 25 dwellings, including some younger residents and families.
- 81% would pay 20% or more to reduce environmental impact.

We anticipate that the first stage of the residential development of the Bays Precinct will be coming online from 2031; knowing our members as we do, we can guarantee there will be people prepared to work with you to plan, codesign, invest in it, move in, and make it work.

Issues faced by government in relation to housing and aged-care

For seniors: at present there are two primary housing choices for people as they advance in age. The first is to move into a retirement village and, later, into an aged care facility both of which are owned and managed by a third party (not for-profit organisation or for profit). This route takes away both financial and lifestyle autonomy. To retain autonomy, the only viable option currently is to remain in a home that often becomes too large, physically unsuitable and which fosters isolation and loneliness as the years go by. We refer to this as “aging in a **suitable** place”

For the wider community: the ageing population is growing, and the proportion of Australians aged 65 and over is projected to increase from 14.2% to 20% within a generation and the proportion of those over 85 will **double**. Retirement will last longer; healthcare expenses will escalate and around three quarters of this population will be eligible for the age pension. Conversely, the proportion of taxpayers to support seniors is shrinking and an increasing number of larger homes are being held onto for longer by seniors who choose to retain their independence. The financial – and real estate - burden is unsustainable for the future.

How urban cohousing for seniors provides an answer

“Cohousing has the potential to help seniors to age with dignity...” and “...can help to address policy challenges such as an ageing population, rising health care costs and housing affordability”¹

Cohousing is an alternative housing model that encompasses major benefits for all stakeholders: residents, government, and the wider community. It can provide solutions to many of the fiscal and societal problems that have emerged because of our exponentially ageing population. We believe that the available land and geographic location of White Bay make it ideal for the establishment of an urban scheme for seniors.

¹ Riedy C. et al ,2018, Advancing Cohousing for Seniors - Final Report, Institute for Sustainable Futures
University of Technology Sydney

What we envisage is an urban village tailored for the 21st century; one that offers individual privacy and autonomy in a connected, supportive, and diverse community that, most importantly, is resident-driven and managed. It is this that is the primary difference of this cohousing model to other offerings available in Australia today.

This urban village with an emphasis on senior living typically takes the form of around 15 to 30 apartments with accessible and sustainable features built-in, with some additional space incorporated for some communal dining and other leisure activities. Residents would live in their own homes *and* would agree to the sharing of some practical things such as transport, home care and maintenance. It is a collaborative style of living that facilitates both autonomy and inter-dependence, reducing demand on council and government services and addressing the problem of loneliness and social isolation, which have been associated with increased risks of heart disease, depression, anxiety, and dementia. Most of the seniors surveyed by our organisation opt for a model which incorporates some accommodation for a younger cohort of residents including those with children.

This scheme would require no RACF-style Federal contributions, nor would it encompass unit redemptions or buy-backs. It is a model that can be entirely self-funded or co-funded so that it could incorporate an element of affordable housing, for families working in the area and perhaps for the increasing number of women in our society who have insufficient funds to retire in any degree of comfort. The housing can also be built around other community services supporting children, people with disabilities and so on for a two-way community benefit. The model is both malleable and scalable. The NSW government supporting the model would provide a demonstration that new approaches to supporting the baby boomer generation can work and can be rolled out in a variety of incarnations both state and nationwide.

Finally – the economies for government of safe, affordable, integrated housing options are incontrovertible. Seniors who receive home care cost government a third less than those in residential aged care. Research overseas where cohousing is more common demonstrates those seniors living in cohousing are healthier and less isolated, once again saving in government funded health and social services and admission to residential aged care.

For further information please contact us on:

Agencycohcom@gmail.com

Or call:

Louise Silburn 0425 202963

David Scandol 0411 374 073

Vincent Murray 0415915549

Guy Luscombe 0418 967 037

All the above are members of the steering group and are happy to speak to you further about the contents of this submission.

For further information on Agency Cohousing and Community see

<https://agencycohcom.org>

For more information on cohousing see <https://www.collaborativehousing.org.au>

Submission to the Department of Planning and Environment regarding the Bays West Stage 1 Master Plan

FROM: MICHAEL DAVIES

Date

MAY 29, 2020

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- ① I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- ② I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- ③ I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- ④ I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- ⑤ I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- ⑥ The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

I would like to make the following additional comments (optional):

Please note my attachment (one page)

Name

Address

Email

Signature

Declaration of any
reportable political
donations made in the
previous 2 years

Each month for the last 24 months
I have donated \$10 to the NSW
Greens

Addendums to the six points on page 1 of the submission of [REDACTED]:

1. (A) – The White Bay Power Station should not be a commercial space, rather it should be a cultural space. The Power Station should attract tourists (Australian & International) to the area. Many people speak highly of the adaptation of power station that now houses the Tate Modern in London, we should be considering something that kind of cultural nature.
2. (B) – I oppose the plans for 22 storey towers – the height is simply too high. Please lower the towers. The current plans mean that the towers will overwhelm the power station. The power station should be the dominant building in the area.
3. (C) The parkland should not have a road alongside it. There are two proposed options. I am in favor of option 2. Keep the roadway away from the parkland.
4. (D) I am deeply concerned about the various traffic loads that are to be brought into the area. Your forecasts seem far too benign, ie. you are under-estimating the number of cars and trucks that will come into the area. We have Bunnings going into the Mullens Street & Robert Street area, which will bring in much greater traffic volumes, but your “yields & trips” fail to acknowledge that there are other developments (e.g. Bunnings) going into the area. I think you need to go back and do some much more realistic estimates of traffic flows, especially onto Victoria Road.
5. (E) You should be doing everything possible to lessen the impacts of vehicle traffic in the area. Re-open the old Glebe Island Bridge, which operated when I first moved onto the Balmain Peninsula. Make that re-opened bridge for bicycles and pedestrians only – no vehicular traffic.
6. (F) The parkland (built on the overland flood plain) should be linked into and *eco-corridor*, for connections with Birrung Park, up the cliff-face from the parkland.

Other points to consider:

- How well (or poorly) is the site connected to the rest of Balmain Peninsula? Are there going to be stairways or ramps that will guide people up and over the cliff-face to the northern side of the parkland? One of the great failures of Melbourne's Docklands was the terrible planning which meant that the inner city of Melbourne was not adequately linked with Docklands.
- I worry about the paucity of social infra-structure. People need schools (pre-, primary, secondary), cafes, pharmacies, shops, libraries, meeting spaces, community spaces, butchers, bread shops, etc. etc. Where are these vital pieces of social infrastructure?

Bays West has the potential to be one of the greatest developments in all of Australia, but will that happen or will the avarice mean that money rules the day yet again, leaving citizens worse off? I wish you well for the sake of the community! Please do not turn the Inner West into some god-forsaken version of Hong Kong!

[REDACTED]
[REDACTED] Balmain East, 2041

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 5:52 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 17:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

jackie

Last name

Smith

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

BALMAIN

Please provide your view on the project

I object to it

Submission

I attended the public meeting today at the Town hall where Jamie Parker took residents through Stage 1 of the Bays West 'Master Plan' - how lucky are we to have him looking after our interests as NSW Planning obviously doesn't care.

My objection is specifically around

1. We cannot approve Stage 1 of a Master Plan when the rest of the plan is not disclosed. The complete plan is obviously available, as the traffic study alleges to have been completed on the whole, so why not share it with residents. A Stage 1 cannot be approved without seeing the context & impact of the whole

2. The traffic plan is seriously flawed. Current flows take no account of the new Bunnings on the corner of Robert & Mullins Street, nor the certain redevelopment of the plot currently used by Balmain Fitness/Prestige Autos - which will almost certainly be residential.

I commute to work by car every day & that junction with Victoria Rd takes 20-25 mins to get through each morning - almost half of my commute time is the time to get OUT of Balmain. The table showing the congestion in 2030 & 2040 based on only 15% of journeys being by private car is crazy. Even London, with a far better transport system & the congestion charge disincentivising car use, has more than that. The traffic study needs resubmitting and independently auditing as it is clearly wrong, Balmain will be a gridlocked suburb.

3. The tower blocks planned should still allow the power station to be seen - it's a wonderful heritage building & should be still 'pride of place' in any new development, not overshadowed by high rises.

Have these planners even been to Balmain?

I strongly object to the plans proposed & recommend developers spend time in Balmain & listen to residents.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 11:52 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Sun, 29/05/2022 - 11:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Christopher

Last name

Standen

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Erskineville

Please provide your view on the project

I am just providing comments

Submission

1. I strongly object to the proposed main road through the precinct (both options).

- It is not consistent with the vision of the Bays West Place Strategy for an ultra low-traffic environment, nor the principles of the NSW Government's Movement and Place Framework.

- The proposed main road would cut off the Robert Street sub-precinct and the Power Station from the waterfront and White Bay Park.

- The homes and food/beverage outlets in the Robert Street sub-precinct would be sandwiched between two main roads, exposing residents, staff and customers to traffic noise and air pollution. Option 1 would also cut off the Metro station from the waterfront and White Bay Park.

2. In line with the aim to create an ultra-low traffic environment, through-traffic should be restricted within the precinct.

- There is existing road access to/from the White Bay Cruise Terminal via Robert St, and to/from Glebe Island via James Craig Rd.

- Allowing unrestricted through-traffic would make it more attractive for residents to drive for short trips within the precinct (e.g., to the supermarket to buy just a bottle of milk), and less attractive to walk or cycle – thereby increasing traffic and associated impacts.

- Forcing residents to use the congested Robert St for short driving trips within the precinct would discourage driving – thereby decreasing traffic and associated impacts.

- Allowing unrestricted through-traffic would result in a high volume of truck traffic passing through the precinct on its way to/from Glebe Island.

- Access through the precinct between the Cruise Terminal and the Metro station should be limited to pedestrians, bicycles,

emergency vehicles and shuttle buses (i.e., filtered permeability).

3. The Traffic and Transport Impact Report includes modelling of motor vehicle level of service/delay at intersections, but no modelling of pedestrian and bicycle level of service/delay. This is unprofessional and inexcusable for a transport impact report developed for an ultra low-traffic environment.

4. The existing and proposed signalised intersections and crossings will impose significant delays on people walking and cycling, thereby (a) discouraging healthy, active mobility, and (b) encouraging traffic.

- This is inconsistent with the aims to create an ultra low-traffic environment and make active transport more attractive.

- Consideration should be given to redesigning intersections as protected roundabouts (i.e., with pedestrian/bicycle priority on all arms).

- In line with walkability guidelines, mid-block crossings should be located at least every 80 metres, and give priority to pedestrians (e.g., raised wombat crossings, not signalised crossings).

- To further improve walking safety and comfort, all side roads should have continuous footpath treatments.

5. I support the proposed 30 km/h speed limit and recommend that the design speed should be 30 km/h or less. This will help to limit road trauma and traffic noise generation, as well as improve amenity.

6. To minimise traffic generation, residential parking rates should be lower, ideally zero (except for car share and disability spaces).

- Off-street car parking can add approximately \$100,000 to the cost of dwellings, making them significantly less affordable.

- Only 62% of households in the adjacent suburb of Pyrmont (which has no heavy rail station) reported owning a motor vehicle in the 2016 Census, indicating strong and growing market demand for dwellings without parking. Nightingale Housing's car-free developments in Victoria are in high demand.

7. Any residential parking spaces that are provided should be unbundled from dwelling lots.

- This will provide more choice for owners/tenants who cannot afford to pay for a parking space they may not need, or whose vehicle ownership needs change over time.

- Parking space could be more efficiently utilised (e.g., a space could be used by a visitor/visiting trade during the day and by a resident overnight, rather than being empty much of the time).

- Unbundling will also make it easier to repurpose parking space in future with the continuing decline in private vehicle ownership.

- Recommendation 7.1 of the NSW Productivity Commission White Paper 2021 states: "Review apartment design regulations to ensure benefits justify costs and accommodate consumer choice".

8. To minimise traffic generation, the number of commercial and retail parking spaces should also be significantly reduced.

- The reduced construction, maintenance and operational costs would translate into lower commercial rents and lower prices for goods and services.

- All commercial and retail parking should be priced to fully recoup the cost. This will further reduce traffic generation, and ensure that customers/staff who travel by sustainable/healthy modes do not subsidise those who do not.

I agree to the above statement

Yes

From: Planning Portal – Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 29 May 2022 5:55 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: submission-to-department-of-planning-bays-west-stage-1.docx

Submitted on Sun, 29/05/2022 - 17:51

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ross

Last name

Steele

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Birchgrove 2041

Please provide your view on the project

I am just providing comments

Submission file

[submission-to-department-of-planning-bays-west-stage-1.docx](#)

Submission

SEE ATTACHED WORD FILE

I agree to the above statement

Yes

Submission to Department of Planning Bays West Stage 1

Date 29 May 2022

The following comments are made in relation to the planning proposal.

1. I am pleased that the Government has decided **to retain the White Bay Power Station**, and make its reuse an integral part of the precinct. However:

The Power Station is, as I understand it, about 15,000 sq m, yet the draft plan suggests that only 5,000 sq m will be allocated to cultural activities. What of the rest? More apartments, offices, shops? Perhaps there is a far better use which could make the entire building into an arts/cultural centre. Think Tate Modern?

2. I am pleased that there has been a **significant allocation of the site to parklands** and walkways.
3. The scale of the **proposed development is out of all proportion to the balance of the Balmain Peninsula**. The Power Station is an iconic symbol of old industrial Balmain. The height of the proposed apartment/office blocks means that the Station and its towering chimneys will be dwarfed. Surely a reduction in the size of these buildings would allow it to retain its place on the skyline.
4. The **predicted increases in traffic will be unacceptable**. Already peak-hour delays at the Roberts St/Victoria Road intersection are unacceptable. This will be exacerbated by the soon-to-open Bunnings Warehouse, and the imminent redevelopment of the old Martin Bright Steels block (now used by Prestige Car Sales et al).
 - a. The Department has modelled the traffic on 5% and 15% private usage , and acknowledges that this ultra low car mode share is essential. There is no discussion on what this will mean, nor how it will be implemented or enforced. What major cities have been able to migrate suburban residents from a high private car dependency to ultra low? How, and in what time scale? Even with these heroic assumptions, peak hour congestion at Roberts Street still rated a **RED F**, with tail-backs of over 1 km.
 - b. The assumptions of car ownership for the apartments (depending on size) of 0, 0.25, and 0.5, and visitors of 1 per 20 dwellings may be valid for CBD-type apartments, but not necessarily for fringe city. As a long-time Balmain resident, I have observed a far higher level of car ownership and usage, along with the resultant parking and congestion issues. This is notwithstanding that we have good bus and ferry services.
 - c. There is only 1 exit point out of the Peninsula proposed, via Roberts Street. There is a reference to a possible re-opening of the Glebe Island Bridge, but I understand

that this is not under active consideration at the moment. This re-opening would make both the pedestrian and cycle access far simpler, as well as allowing an alternative car access to the new precinct.

- d. The traffic study refers to 2030 occupancy of 130,600 sq m (the proposed Bays West project), but by 2040 it assumes 829,918 sq m. In other words, what we are looking at with Bay West is less than 20% of the proposed project, and therefore less than 20% of the traffic volume. How many of these vehicles will also have to negotiate Roberts Street? What is needed is an overall traffic plan that covers the entire Bays Precinct to ensure that proper allowance is made for congestion, with justifiable usage assumptions.

From: Eleanor Nurse <action@campaignnow.co>
Sent: Monday, 30 May 2022 12:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

Our community has long been calling for the revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This means prioritising public access to the waterfront, promoting greenspace designed to boost local ecology, and taking a visionary approach to the adaptive re-use of the White Bay Power Station.

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Eleanor Nurse
Marrickville, 2204

This email was sent by Eleanor Nurse via campaignnow.co and www.jamieparker.org

From: Anastasia Radievska <action@campaignnow.co>
Sent: Monday, 30 May 2022 12:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Anastasia Radievska
Stanmore, 2048

This email was sent by Anastasia Radievska via campaignnow.co and www.jamieparker.org