From: Nicole Swanson <action@campaignnow.co>

Sent: Monday, 30 May 2022 1:38 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.
- I would like to request plans for the entire Bays West precinct be release to the public now to ensure clarity
  and transparency of the actual plans and not just one small piece of the plan for the White Bay Power
  Station site. The traffic management plans clearly identify further work which is not included in the current
  documents available.

Yours sincerely, Nicole Swanson Bichgrove, 2041

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This email was sent by Nicole Swanson via campaignnow.co and <a href="https://www.jamieparker.org">www.jamieparker.org</a>

From: Gay Skarratt <action@campaignnow.co>

Sent: Monday, 30 May 2022 1:58 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.

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  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, Gay Skarratt Balmain, 2042

This email was sent by Gay Skarratt via campaignnow.co and <u>www.jamieparker.org</u>

From: Gia Jenkins <action@campaignnow.co>

Sent: Monday, 30 May 2022 2:12 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

I would like to see more interesting design in the buildings. It should be a competition to get the best outcome. At the moment it looks very oversized and crowded. 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 precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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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, Gia Jenkins Sydney, 2039

This email was sent by Gia Jenkins via campaignnow.co and <u>www.jamieparker.org</u>

From: JO Karabin <action@campaignnow.co>

**Sent:** Monday, 30 May 2022 2:18 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.

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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, JO Karabin Balmain, 2041

This email was sent by JO Karabin via campaignnow.co and <u>www.jamieparker.org</u>

From: Ken Gooding <action@campaignnow.co>

Sent: Monday, 30 May 2022 3:48 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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- 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, Ken Gooding Sydney, 2039

This email was sent by Ken Gooding via campaignnow.co and www.jamieparker.org

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Monday, 30 May 2022 11:09 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 - 11:09

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Rozhia

Last name Tabnak

I would like my submission to remain confidential

No

# Info

**Email** 

Suburb/Town & Postcode

Please provide your view on the project I object to it

#### Submission

White Bay Power Station is of great heritage both visually and historically and will be lost behind tall towers that do not add any cultural significance to the city of Sydney let alone the history of Australia. Please do not hide the Power Station.

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Monday, 30 May 2022 11:01 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 - 11:00

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Hanieh

Last name Tabnak

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 historic White Bay Power Station is an aesthetic necessity to Black Wattle Bay. This development will fully block it's visibility. what is the point of conserving part of Australian building history if it can no longer be seen amongst the lanscape of the bay. We are losing our heritage. Please don not block the Power Station.

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

Sent: Sunday, 29 May 2022 10:49 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 Sun, 29/05/2022 - 22:48

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

Ann

Last name

Thomas

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

1.I object to the proposed building heights near the power station. They will detract from what should be a magnificent focal point. Buildings of 22 storeys will mean an enormous increase in population in the area, an area which is already a nightmare as regards traffic movement and access onto and off the peninsula. When Bunnings is completed on the corner of Mullens and Roberts Sts, it will be worse

2.I am very concerned about traffic rat runs occurring through the back streets of Balmain from people in the proposed development. I am also concerned about lack of pedestrian access from East Balmain down to the Metro. I don't want residents trying to drive to the metro and parking in Roberts St and surrounding streets. I would like to see a waterfront walkway from Ewenton Park East Balmain along the length of Roberts St to the Metro. It needs to be open 24/7.

### I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Friday, 27 May 2022 5:20 PM

To: DPE PS ePlanning Exhibitions Mailbox

Cc: DPIE PDPS Bayswest Mailbox

**Subject:** Webform submission from: Bays West Stage 1 draft Master Plan

Attachments: afl-nsw-bays-west-masterplan-submission\_0.pdf

Submitted on Fri, 27/05/2022 - 17:19

Submitted by: Anonymous

Submitted values are:

### **Submission Type**

I am submitting on behalf of my organisation

# Name

#### First name

Samuel

#### Last name

Thomson

I would like my submission to remain confidential

Yes

# Info

#### **Email**

## Suburb/Town & Postcode

Moore Park 2021

## Please provide your view on the project

I support it

#### **Submission file**

afl-nsw-bays-west-masterplan-submission 0.pdf

### Submission

Submission as attached

### I agree to the above statement

SID 309

27 May 2022

Department of Planning and Environment 4 Parramatta Square 12 Darcy St PARRAMATTA NSW 2124

To whom it may concern,

### Bays West Stage 1 Masterplan

AFL NSW/ACT welcomes the opportunity to provide feedback to the Bays West Stage 1 Master Plan.

We are supportive of the measures outlined in the masterplan and the vision to create a publicly accessible space that services the Balmain/Rozelle peninsula.

While recognising that there are preliminary intentions for playing fields to be developed in the Rozelle Rail Yards sub precinct of Bays West, we would recommend that the Stage 1 Masterplan consider the provision of a multi purpose sporting field as part of the planned open space offering.

AFL has a strong and continually growing presence in the Greater Sydney Eastern City District. There are over 2,500 registered club participants in the City of Sydney and Inner West Local Government Areas. Our forecasts project continued growth of the game at a community level, led predominantly by the increasing number of women and girls to our sport with one in four Australian Football participants in New South Wales being women.

This increase in participation leads to an increase in demand for appropriate facilities. In the suburbs immediately surrounding the Bays West precinct (Balmain, Rozelle, Glebe, Lilyfield, Annandale and Leichhardt) there are two venues that, while inadequate, support community junior football, and no senior offerings. The nearest senior club – Balmain Tigers AFC are currently homeless and travel to Marrickville to play home games. The provision of a quality sporting field as part of the open space in this masterplan could serve as a centrally located training and match venue that delivers outcomes for multiple sports and the broader community.

Recognising the changing trends that influence physical activity, AFL NSW/ACT now offers a variety of flexible participation options, including mid week Auskick, AFLX and AFL9's – all of which enjoy strong support in the Eastern City District. As a result, AFL NSW/ACT are no longer just using 165m x 135m ovals, but also utilising rectangular sporting fields and 'pocket parks' for modified versions of Australian Football. Such a facility could be considered in the masterplan.

Thank you for providing the opportunity to contribute to the Bays West Stage 1 Masterplan. Please do not hesitate to contact me should you have any queries or wish to discuss further.

Yours sincerely.

Samuel Thomson

Infrastructure Manager - Greater Sydney

CC: John Egan, Director, Infrastructure Strategy, Planning and Delivery Policy and Planning, Office of Sport



<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 - 12:27

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

Steve

Last name

Townsend

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

This plan would lead to serious overcrowding. It would look bad and lead to terrible traffic problems.

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Monday, 30 May 2022 11:32 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-draft-master-plan-subnmission.pdf

Submitted on Mon, 30/05/2022 - 11:29

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Cath

Last name

Walker

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-draft-master-plan-subnmission.pdf

Submission

Please see attached document.

I agree to the above statement Yes

## **Bays West Stage 1 draft Master Plan**

I encourage redevelopment of Rozelle Bay, and there are many excellent aspects to the Master Plan.

However, I wish to object to the current plan on the following grounds:

- 1. The predicted increases in traffic are absolutely unrealistic. With no changes from what we have currently, ingress and egress to and from the peninsula are heavily congested. With the proposed development with only a single road with two entry/exit points is woefully inadequate.
- 2. **The scale of the proposed development** in the south-western corner of the precinct is excessive. It will dominate the iconic Balmain Power Station, which should be the dominating landmark.

I also have several comments/suggestions:

- 1. Might the marvellous Light Rail be incorporated into the Master Plan? It would be immensely helpful to have a "spur" of stations heading down Roberts Street, along past the cruise-ship terminal.
- 2. Allocate *all* of the Balmain Power Station to be The National Indigenous Museum and Cultural Centre. All of it. No residential or otherwise commercial development. Make it an iconic "go to" place for visitors to Sydney and locals alike.
- 3. In the same spirit, change the name of the project to reflect the area's indigenous origins, as was done with Barangaroo.
- 4. Ensure a walkway/bicycle path is established along the total shoreline, providing easier access to the Anzac Bridge.
- 5. Open the Glebe Island Bridge sooner rather than later.

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Monday, 30 May 2022 2:05 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 - 14:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

# Name

First name Suzanne

Last name Waters

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

While I approve of the metro station and restoration work of power station I am horrified at the proposed height of some of the development around power station. All buildings should be below the height of the chimneys or lower to maintain a feeling of community and reduce traffic and visual pollution - no more than 8 storeys. The height of some of the buildings would completely overpower and shade the surroundings and make it an eyesore and unwelcoming.

The traffic congestion at the intersection of Victoria Rd and Roberts Rd will become unusable - this needs addressing.

I also support a bio diversity corridor linking new and existing parks in the are to provide wildlife with the environment they need - this will benefit everybody.

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Monday, 30 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 Mon, 30/05/2022 - 11:27

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

Julie

Last name

Waters

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 scale of the proposed development in the south west 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 buildings should be lower than the power station building.

## I agree to the above statement

From: John WILLIAMS <action@campaignnow.co>

**Sent:** Monday, 30 May 2022 9:58 PM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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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- 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 WILLIAMS Balmain, 2041

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

From: Amanda Burns <action@campaignnow.co>

Sent:Monday, 30 May 2022 9:28 PMTo:DPIE PDPS Bayswest Mailbox

Subject:

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  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, Amanda Burns Balmain , 2041

This email was sent by Amanda Burns via campaignnow.co and www.jamieparker.org

From: Anne Sweet <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:18 PM
To: DPIE PDPS Bayswest Mailbox

Subject:

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, Anne Sweet Rozelle, Sydney, 2039 ----

This email was sent by Anne Sweet via campaignnow.co and <u>www.jamieparker.org</u>

From: Lisa Healy <action@campaignnow.co>
Sent: Monday, 30 May 2022 10:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Bays West Master Plan

I write regarding the NSW Government's Bays West Stage 1 draft Master Plan and Urban Design Framework.

The revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds is something I completely support.

I also feel this is a prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. This includes 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.

### 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.
- However 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, Lisa Healy Birchgrove, 2041 \_\_\_\_

This email was sent by Lisa Healy via campaignnow.co and <u>www.jamieparker.org</u>

From: Rogerio Blanc-Ramos <action@campaignnow.co>

Sent:Monday, 30 May 2022 9:52 PMTo:DPIE PDPS Bayswest MailboxSubject:Bays West Stage 1 draft 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, Rogerio Blanc-Ramos Balmain, 2041

This email was sent by Rogerio Blanc-Ramos via campaignnow.co and <u>www.jamieparker.org</u>

From: Dale Osborne <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:09 PM
To: DPIE PDPS Bayswest Mailbox

Subject:

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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  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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  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, Dale Osborne Rozelle, 2039

This email was sent by Dale Osborne via campaignnow.co and <u>www.jamieparker.org</u>

From: Therese Blakemore <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:48 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Don't create another Cahill Expressway...

And by that I mean this is the chance to show Sydney's newest poster child - just as we shouldn't have built the Cahill expressway, nor the toaster buildings at Circular Quay we must please keep the site lines of the Power Station - a heritage building in Balmain/Rozelle can't be cut off at its front...there are issues with any renovation changing its frontage...this plan will essentially cover the Power Station in a way it's not currently covered - by tall buildings. The whole point of Bays West is the power station - don't blight it, please be responsible.

And if you can't be responsible then create it as reduced cost accommodation for our nurses and ambos - guaranteed to remain for the next 99 years. They deserve a pay rise and that's an easy win - the community would be happy.

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, Therese Blakemore Balmain, 2041

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This email was sent by Therese Blakemore via campaignnow.co and www.jamieparker.org

From: Freya Hadley <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:52 PM
To: DPIE PDPS Bayswest Mailbox

Subject:

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, Freya Hadley Birchgrove, 2041

This email was sent by Freya Hadley via campaignnow.co and <u>www.jamieparker.org</u>

From: Jenny Gavigan <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:48 PM
To: DPIE PDPS Bayswest Mailbox

Subject:

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, Jenny Gavigan Balmain East, 2041 ----

This email was sent by Jenny Gavigan via campaignnow.co and www.jamieparker.org

From: Katena Tsouroulla <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject:

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, Katena Tsouroulla Sydney, 2041

This email was sent by Katena Tsouroulla via campaignnow.co and <u>www.jamieparker.org</u>

From: Viiu Jaaniste <action@campaignnow.co>

**Sent:** Monday, 30 May 2022 10:18 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Listen to the People - Submission on the Bays West Master Plan

To whom it may concern.

Please listen to whe residents and be guided by the submission prepared by them, with all the points contained in the submission being considered.

We have the chance to create world -class architecture here. We don't want mediocrity or the self-interest of developers to dominate. The height of the proppsed residential towers will dominate the area.

I include for your possible interest some examples of recent architectural prizes awarded in the small country of Estonia.

There are many beeautiful designs shown in this 57min program from Estono, videos of award winning architecture in range of categories, buildings, interiors, landscaping, cafes, houses, etc.

Please create something beautiful, of which we shall be proud, and a design which will not alienate the community.

https://jupiter.err.ee/1608572626/aasta-arhitektuuripreemiad-2021

Yours sincerely, Viiu Jaaniste Sydney, 2040

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This email was sent by Viiu Jaaniste via campaignnow.co and www.jamieparker.org

From: Yulia Lai <action@campaignnow.co>
Sent: Monday, 30 May 2022 9:28 PM
To: DPIE PDPS Bayswest Mailbox

Subject: Submission on the Bays West Master Plan - no to private 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.
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  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
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  road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of
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  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, Yulia Lai Sydney, 2041

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

From: ken woods <action@campaignnow.co>

**Sent:** Monday, 30 May 2022 9:12 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
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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, ken woods rozelle, 2039

This email was sent by ken woods via campaignnow.co and www.jamieparker.org

From: Sophie Boswell <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:12 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
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- I object to the scale of proposed development in the south-western corner of the precinct, which is out of
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  element. The proposed building heights will be taller even than the chimneys of the Power Station and will
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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, Sophie Boswell Leichhardt, 2040 ----

This email was sent by Sophie Boswell via campaignnow.co and www.jamieparker.org

From: Sandy Jenkins <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:09 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.

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Yours sincerely, Sandy Jenkins Sydney, 2041

This email was sent by Sandy Jenkins via campaignnow.co and <a href="https://www.jamieparker.org">www.jamieparker.org</a>

From: Nick Graham <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:09 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Nick Graham Sydney, 2040

This email was sent by Nick Graham via campaignnow.co and www.jamieparker.org

From: Jason Langley <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:18 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.

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Yours sincerely, Jason Langley Sydney, 2039

This email was sent by Jason Langley via campaignnow.co and <u>www.jamieparker.org</u>

From: Rhonda ZOEF <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:18 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Rhonda ZOEF Sydney, 2041

This email was sent by Rhonda ZOEF via campaignnow.co and www.jamieparker.org

From: Belinda Drew <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:28 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.

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Yours sincerely, Belinda Drew Balmain , 2041

This email was sent by Belinda Drew via campaignnow.co and <u>www.jamieparker.org</u>

From: Gary Nicklin <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:28 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

To whomever it might concern,

Below are my comments on the NSW Government's 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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Yours sincerely, Gary Nicklin Rozelle, 2039

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This email was sent by Gary Nicklin via campaignnow.co and www.jamieparker.org

From: Thorunn Arnadottir <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:38 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.

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Yours sincerely, Thorunn Arnadottir Forest Lodge, 2037

This email was sent by Thorunn Arnadottir via campaignnow.co and <u>www.jamieparker.org</u>

From: Anna Miller <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:48 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Anna Miller Rozelle, 2039

This email was sent by Anna Miller via campaignnow.co and www.jamieparker.org

From: Paula Scholfield <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:48 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Paula Scholfield Rozelle, 2039

This email was sent by Paula Scholfield via campaignnow.co and <u>www.jamieparker.org</u>

From: Jenny Fitzell <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:48 PM
To: DPIE PDPS Bayswest Mailbox

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  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, Jenny Fitzell Balmain, 2120

This email was sent by Jenny Fitzell via campaignnow.co and <u>www.jamieparker.org</u>

Yours sincerely,

From: Jenny Fitzell <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:48 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, Jenny Fitzell Balmain, 2120

This email was sent by Jenny Fitzell via campaignnow.co and www.jamieparker.org

From: Phillip Colley <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:48 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, Phillip Colley Birchgrove , 2041

This email was sent by Phillip Colley via campaignnow.co and www.jamieparker.org

From: Maggie Meyer <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:52 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.

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, Maggie Meyer Olinda , 3788

This email was sent by Maggie Meyer via campaignnow.co and www.jamieparker.org

From: Cettina Borg-Musin <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:58 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; which have been an eyesore for decades.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. By this I mean; 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:

- The retention of the White Bay Power Station must be the key focal point of the precinct. I am very pleased
  to see that finally, some restoring is being done to this historic and iconic building.
- The scale of the proposed development in the south-western corner of the precinct is out of scale with
  Rozelle and Balmain. The proposed buildings are taller than the chimneys of the Power Station, hence, their
  height will overshadow the heritage Power Station. All new buildings should be lower than the power
  station as it must always remain the key focal point of the precient.
- I am happy to see in the proposal plans for open public space; including a park and a foreshore walk. Imperative for these public spaces to be enjoyed to the utmost is a foot/bike overhead bridge linking The Cresent/Western Distributor to Victoria Road at Robert Street. I do not see this on the proposal. An over head bridge could easily be built across the intersection of Robert Street and the west side of Victoria Road. This will also give pedestrians easy access to the Rozelle Interchange proposed open space, and will give the residents of Annandale, Glebe, Lilyfield, Balmain and Rozelle a larger recreational area for them to relax and enjoy, which will nodoubt promote and encourage more active and passive recreation that will benefit their wellbeing.
- 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.
- I fear that all the planned high rises will make the Bays West look like Hong Kong. I will like all developments
  to not exceed 12 stories. If half the occupants of these proposed apartments decide to come to the
  recreational areas at once they will not have space to sit down.

Yours sincerely, Cettina Borg-Musin Balmain, 2041

This email was sent by Cettina Borg-Musin via campaignnow.co and www.jamieparker.org

From: Douglas Connor <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:58 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, Douglas Connor LEICHHARDT, 2040 ----

This email was sent by Douglas Connor via campaignnow.co and www.jamieparker.org

From: Trees Dhuyvetter <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:03 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, Trees Dhuyvetter Rozelle, 2039

This email was sent by Trees Dhuyvetter via campaignnow.co and <a href="www.jamieparker.org">www.jamieparker.org</a>

From: DAVID GALAFASSI <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:09 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, DAVID GALAFASSI Birchgrove, 2041

This email was sent by DAVID GALAFASSI via campaignnow.co and www.jamieparker.org

From: Grania Hickley <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:09 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. Greater space should be made between the
  powerhouse to other buildings.
- 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. You need to consider cycle paths
  depart from walkers. More public spaces.
- 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, Grania Hickley Lilyfield, 2040

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This email was sent by Grania Hickley via campaignnow.co and www.jamieparker.org

From: Amanda Dukesmith <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:09 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, Amanda Dukesmith Sydney , 2041

This email was sent by Amanda Dukesmith via campaignnow.co and www.jamieparker.org

From: leonard sestito <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:12 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, leonard sestito lillyfield, 2040

This email was sent by leonard sestito via campaignnow.co and www.jamieparker.org

From: Mary Liberty <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:18 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, Mary Liberty Sydney, 2039

This email was sent by Mary Liberty via campaignnow.co and <u>www.jamieparker.org</u>

From: Glenda Clark <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:18 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, Glenda Clark Sydney, 2041

This email was sent by Glenda Clark via campaignnow.co and www.jamieparker.org

From: Melanie Hawcroft <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:18 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, Melanie Hawcroft Balmain, 2041

This email was sent by Melanie Hawcroft via campaignnow.co and <u>www.jamieparker.org</u>

From: Marian Walker <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:22 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, Marian Walker Sydney, 2041 ----

This email was sent by Marian Walker via campaignnow.co and <u>www.jamieparker.org</u>

From: Emily Abalos <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:28 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, Emily Abalos Annandale, 2038

This email was sent by Emily Abalos via campaignnow.co and <u>www.jamieparker.org</u>

From: Therese Blakemore <action@campaignnow.co>

Sent: Monday, 30 May 2022 10:38 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, Therese Blakemore Balmain, 2041

This email was sent by Therese Blakemore via campaignnow.co and www.jamieparker.org

From: E'Van Lau <action@campaignnow.co>
Sent: Monday, 30 May 2022 10:52 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.

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. Additionally, integrated public transport needs to be factored
  in to the plan to encourage greater use of public transport, linking with existing bus services to ensure
  congestion is reduced or minimised.
- 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, E'Van Lau Birchgrove, 2041

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This email was sent by E'Van Lau via campaignnow.co and www.jamieparker.org

From: Christine Read <action@campaignnow.co>

Sent: Monday, 30 May 2022 11:03 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, Christine Read Balmain , 2041 ----

This email was sent by Christine Read via campaignnow.co and www.jamieparker.org

From: Howard Lovatt <action@campaignnow.co>

Sent: Monday, 30 May 2022 11:03 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, Howard Lovatt Balmain, 2041

This email was sent by Howard Lovatt via campaignnow.co and <u>www.jamieparker.org</u>

From: Peter Hehir <action@campaignnow.co>
Sent: Monday, 30 May 2022 11:18 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 massive 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.
- A Foreshore preservation Zone restricting the height of buildings visible from the harbour to 7.2 metres
  was established as part of the 1979 Leichhardt Town Plan, following a strident resident campaign, led by
  the Rozelle Lilyfield Resident Action Group. This needs to be enshrined in new legislation and not wiped
  out by a LEP or SSI.
- 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 extremely 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. Mullins/Robert Street is at gridlock in peak hours and this will
  only worsen the situation. A further traffic study is needed, accounting for the cumulative impacts of this
  proposal, the Bunnings store, the concrete batching plant along with further plans for Bays West and
  existing development such as the nearby Bunnings Warehouse under construction 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.
- This proposal permits ugly high rise to cross the harbour onto the historic peninsula and sounds the death knell for the history, heritage, culture, environment and amenity of the area. It is the very definition of the worst kind of inappropriate, undesirable, ugly and regressive development.
- Residents of this proposed ugly high rise will be poisoned by the carcinogenic fumes released from the three unfiltered, adjacent Westconnex stacks. Just how much is a human life worth? Or don't you care?
- I say NO WAY!!!

Yours sincerely, Peter Hehir Sydney, 2039

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

From: Kim Gerard <action@campaignnow.co>
Sent: Monday, 30 May 2022 11:32 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, Kim Gerard Rozelle, 2039 -----

This email was sent by Kim Gerard via campaignnow.co and www.jamieparker.org

From: Anne Gerard <action@campaignnow.co>

Sent: Monday, 30 May 2022 11:32 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.

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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
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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, Anne Gerard Kirribilli, 2061 ----

This email was sent by Anne Gerard via campaignnow.co and <u>www.jamieparker.org</u>

From: Joseph Komoroski <action@campaignnow.co>

Sent: Monday, 30 May 2022 11:33 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, Joseph Komoroski Rozelle, 2039 -----

This email was sent by Joseph Komoroski via campaignnow.co and <u>www.jamieparker.org</u>

From: veronica Newman <action@campaignnow.co>

Sent: Monday, 30 May 2022 11:38 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, veronica Newman Leichhardt , 2040 -----

This email was sent by veronica Newman via campaignnow.co and <u>www.jamieparker.org</u>

From: Jackie Hiller-Broughton <action@campaignnow.co>

**Sent:** Monday, 30 May 2022 11:38 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

Dear Master planners,

I want a proportional development which won't impact traffic in this area. By this I mean shorter than the power station

the traffic is already bad so proper public transport is a must

all the foreshore should be easily public ally accessible and routes built to link the foreshore to new parkland over West Connec and the Glebe and TramShed parks

I would also like to see proper access for Kayaks and secure kayak storage (horizontal racking)

Yours sincerely, Jackie Hiller-Broughton Lilyfield, 2040

\_\_\_\_

This email was sent by Jackie Hiller-Broughton via campaignnow.co and www.jamieparker.org

From: Chris Davis <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:12 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Chris Davis Rozelle , Nsw 2039 -----

This email was sent by Chris Davis via campaignnow.co and <u>www.jamieparker.org</u>

From: Planning Portal - Department of Planning and Environment

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Monday, 30 May 2022 10:13 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 Mon, 30/05/2022 - 22:12

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

Philip

Last name

Whitmont

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

Personal Submission Regarding the Bays West Stage 1 Draft Master Plan

30 May 2022

I submit the following personal comments regarding the Bays West Stage 1 Draft Master Plan:

- 1) I fully support the development of the planned green spaces including 'White Bay Park', 'White Bay Power Station West Gardens' and the proposed 'Foreshore Walk'.
- 2) As a local Rozelle resident, I already experience considerable traffic congestion driving along Robert Street and Mullens St in peak periods. Soon a new Bunnings store will open at the corner of these two roads which will significantly exacerbate the existing traffic congestion in the area. The proposed development of multiple apartments on the site will cause traffic gridlock on the route along Mullens St to Victoria Rd if the proposed apartments also have associated car parking facilities. I believe such an increase in local traffic volume would be totally unacceptable.
- 3) I am NOT opposed to the high-rise apartments themselves but I believe all the new apartments should have NO CAR PARKING

SPACES. That is, the apartments should be designed to be sold only to people who do not have a car! This will minimise traffic congestion associated with the proposed new apartments. There are plenty of people who would gladly buy the apartments under such a 'no car' arrangement given the great public transport and personal active transport options which will be available.

4) With regards the two primary road options outlined in the DMP, I believe the primary road should be next to the Anzac Bridge approach (as per Option 2) 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 are critical and should also include reopening the Glebe Island Bridge as an active transport link.

Yours sincerely

Philip Whitmont

Rozelle NSW 2039

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 11:10 PM **To:** DPE PS ePlanning Exhibitions Mailbox

Cc: DPIE PDPS Bayswest Mailbox

**Subject:** Webform submission from: Bays West Stage 1 draft Master Plan

Attachments: ecotransit-sydney-submission-on-the-bays-west-stage-1-draft-master-plan\_0.docx

Submitted on Mon, 30/05/2022 - 23:08

Submitted by: Anonymous

Submitted values are:

## **Submission Type**

I am submitting on behalf of my organisation

# Name

First name

Matthew

Last name

Doherty

I would like my submission to remain confidential

No

# Info

## **Email**

## Suburb/Town & Postcode

Newtown 2042

# Please provide your view on the project

I am just providing comments

### Submission file

ecotransit-sydney-submission-on-the-bays-west-stage-1-draft-master-plan 0.docx

## Submission

Our submission is contained in the attached document.

We would like to add that while we support elements of the Masterplan, we have a fundamental objection to other elements, namely the inadequate provision of public transport. Accordingly we are not merely 'providing comments' but also some vital suggestions.

Matthew Doherty, EcoTransit Sydney

## I agree to the above statement

Yes



# EcoTransit Sydney submission on the Bays West Stage 1 Draft Master Plan (White Bay Power Station [and Metro] and Robert St sub-precincts)

### 1. Introduction

EcoTransit Sydney (ETS) welcomes the opportunity to comment on this draft plan for the White Bay Power Station and Metro, and the Robert St sub-precincts. This project holds great potential to deliver a world-class sustainable precinct that is carbon neutral.

1.1 It is the fundamental position of ETS and this submission that the precinct, and the larger project, must be made accessible to the greatest number of people in the most efficient and equitable manner. ETS is of the firm view that this involves provision of connected public transport in a cost-effective way, as well as the utilisation of existing infrastructure to its best effect. To this end, the former Rozelle Railyards must be used to connect the new White Bay with existing light rail networks, namely the Inner West Light Rail (IWLR) at Rozelle Bay and Lilyfield. This can be achieved via a simple spur line through existing open space and proposed parklands. Specific designs are for the Department although some indicative images are enclosed.





- = Shows an indicative-only suggestion for where a feasible future transit corridor could be accommodated through the future Rozelle Rail Yards parkland (imposed here on the draft UDLP proposal)...
- = Shows likely elements of supportive built structure (Green-Link and potential viaduct) that would likely be needed to accommodate a future light rail link to White Bay and a direct active link to Gordon Street and Lilyfield Road (thus Victoria Road). This would do wonders to promote active transport take-up between the Bays Precinct, the Balmain Peninsula, Drummoyne and the rest of the Inner West.
- 1.2 ETS welcomes the Bays West project as a vital opportunity to shape the future of our city

ETS believes in principles of sustainability and carefully crafted urban form that will stand the test of time as well as promoting a range of positive outcomes through proactive public transport planning.



Included among these principles that we believe the Bays project and the IWLR spur line can help to realise for Sydney is:

1.2.1 the need for flexibility and making this project responsive to evolving needs.

Utilising a Y-link at Rozelle Bay, commuters and visitors aboard the existing IWLR trams could easily access the White Bay precinct and its many attractions, including but not limited to the White Bay Power Station and the new Metro. The provision of a ready-made feeder network to the new Metro stop would be advantageous to the precinct and would cater to evolving needs. The distance from Rozelle Bay stop to the underpass under Victoria Rd is little more than 500 metres, yet this may not necessarily be an attractive proposition for many walkers. Yet under the ETS proposal an IWLR traveller from Marion St, Leichhardt could be at the Metro station in little more than 10 minutes.

Providing another public transport option for site users of the Bays is inherently flexible. Given that this spur line would act as a separate feeder line into the Rozelle Bay – Pyrmont – Central part of the existing IWLR, it would enable greater operational flexibility and system-wide resilience for the entire IWLR, as well as the potential for increased services between Rozelle Bay and the City (i.e. in addition to present trips that travel to/from Dulwich Hill).

1.2.2 the integration of this precinct with the wider inner-west and the entire city.

It is a stated aim of this project to facilitate wider connections including with the nearby communities of Rozelle, Balmain, Annandale, Glebe, and Pyrmont. Connections between the Bays and every one of these is better-served by the IWLR spur and in different respects. It is a flexible and adaptive proposal. And going beyond this, it would bring Lilyfield, Leichhardt and the Hawthorne Canal as far as Dulwich Hill readily into the sights of Bays West.

Giving public transport users from across Sydney different options for accessing the inner west would also be of benefit. The Tramsheds at Glebe and Marketplace in Leichhardt are but two of the trip attractors. It would also promote the economic sustainability of the Metro station as it could be used by more commuters/travellers. A Metro user from Parramatta could alight at White Bay and be on Norton St, Leichhardt, in short order.

1.2.3 It is the clear view of ETS that public and active transport has a prime role in making this precinct, and the larger project, *function to its optimal level*. As such the IWLR spur line is an elegant method for achieving all of the stated urban design aims of this project. These are elaborated on below.

# 2. Bays West Stage 1 and the draft master plan

## 2.1 Urban Design

The draft Urban Design Framework for the precinct states the guiding principles for the Master Plan. This submission will focus on two of these, namely "balancing the need for public and active transport with high quality places" and "demonstrating the proposed development can achieve high-quality place outcomes."

In relation to delivering high quality places while accommodating the necessary public and active transport, the ETS proposal elegantly achieves these desired outcomes. The proposed spur line provides a relatively noiseless and comfortable travelling experience for its users. It should be noted



that, notwithstanding the upheaval of recent times, the new CSELR through the city is leading the post-pandemic return to public transport for commuters in Sydney (T. Rabe and P. Singhal, 'Sydney's public transport growing back differently post-pandemic', *Sydney Morning Herald*, April 28, 2021).

The new IWLR addition would only enhance the public spaces of the Rozelle Railyards parkland, potentially via a new brick viaduct that replicates the much-loved viaducts (see image below) that traverse the nearby Glebe parklands. It is envisaged that the tram would travel at a slow pace in the vicinity of the Metro Station and other specified places, and pick up speed on the viaducts. Given that it returns rail to another disused freight corridor, it would very likely become as much-loved as the present iteration of the IWLR (whose numbers have also been burgeoning in recent years). The ability to achieve 'high-quality place outcomes' is very much consistent with the proposed IWLR spur. Delivery of patrons to the precinct [and Metro stop] via tram would for many enhance the experience of arriving at the Bays.

Through connection with the IWLR line the ETS proposal vastly expands the catchment for the new precinct and Metro stop in terms of public and active transport. This includes stations to the west and south of Rozelle Bay, and brings much of Annandale and Leichhardt into the non-car transit equation. It connects the green corridor along the Hawthorne Canal with the Bays, as well as the Inner West train stations via Lewisham West. There are a number of further active communities along the line heading down to Dulwich Hill, which opens up access to the Bays for residents living along the Bankstown line as well, regardless of whether the planned Metro conversion of the T3 line is delivered on its present timeline.

Heading east from Rozelle Bay, the residents of Glebe could easily access the Bays Precinct via the proposed IWLR spur. *And of even greater importance would be the new Fish Markets*. Assuming the users of this world-class destination would prefer to walk approximately one kilometre to the Pyrmont Metro station is a dangerous assumption, and in any case providing these users with a practical public transport alternative for travelling between these two great destinations makes sound planning sense.

This IWLR modification (critically, it is an amplification of *existing* infrastructure) effectively balances the need for public and active transport with 'high-quality places,' and helps bring about the 'high-quality place outcomes' sought by the Bays West precinct planners and the larger project.





[The brick viaducts through Bicentennial Park, Glebe]

# 2.2 'activating the area around the new metro station'

Among the principles highlighted in the draft master plan is activation of the area near the new Metro station at White Bay. The uses and yields of the Bays West project, and specifically this precinct, are supported by the ETS proposal. Whether the precinct is to be an employment-led area or more focused on residential, the value in terms of the boost to amenity entailed by the IWLR modification stands. The opportunity for day and night-time activation is significantly boosted by increased connectivity, as seen in other areas close to the CBD that are served by light rail including Surry Hills.

The aim of activation would also be facilitated if people alighting at or joining the Metro station at the Bays are aware that they can access nearby areas that would otherwise require a significant walk or cycle. Delivery of many more locals to the area, including from the Buchanan St village (half a kilometre away) would result were the IWLR spur to proceed northward beyond the precinct and alongside Roberts St. If these locals were to do their grocery or convenience shopping near the Metro station, such a walk (with shopping bags) may be a deterrent. The light rail spur would remove the need to drive this comparatively short (yet problematic) distance. The same applies to many other residents of the Balmain peninsula.

2.3 'consolidate open space ... connect with and extend the green infrastructure of Rozelle Railyards'

Another important principle is to promote the green infrastructure of the area. The IWLR spur is entirely consistent with this and indeed promotes that green space by allowing more people to move through it at a human pace. We must adjust to the needs of all in enjoying fantastic new green spaces such as the Rozelle Railyards and recognise those among us who are mobility-impaired.

# 2.4 'active multi-modal interchange'

The new Metro station at the Bays has tremendous potential to be a vital multi-modal interchange. However the project is selling itself, and the wider metropolitan area, short by not looking to



capitalise on the opportunities for as wide a modal interchange as possible. This would encourage still more people to move through the area and in a sustainable way.

To this end, adding light rail (via the spur line contemplated) to the other modes, including [Victoria Rd] buses, local cyclists and walkers, and the MetroWest trains would result in a thriving transit hub in this area. Absent this proposal and the opportunity for significant interchange would be limited.

# 2.5 'key heritage considerations'

The Draft Master Plan also contains among its principles respect for important heritage items. ETS does not have a view on the indigenous heritage implications/possibilities of this project, beyond being generally supportive, and also notes that none of these possibilities are precluded by the proposed IWLR modification and its human-scale movement.

We also note that, very importantly, the new line would be covering area that was formerly served by freight rail lines. Interpretive plaques recognising this as important to the development of Sydney industry could be located around potential stops on the new tram line, and allow for people to go beyond the White Bay Power Station in understanding the Bays' industrial heritage.

Finally, the White Bay Power Station presents tremendous opportunities as it acts as a 'key anchor' for the precinct. As noted above (at 2.1), a simple light rail connection between the iconic [redeveloped] Fish Markets and the arguably still more iconic White Bay Power Station would facilitate fantastic connectivity between these two great destinations of the inner west. This in no way precludes other infrastructure initiatives such as investigation of the reopening of the Glebe Island Bridge.

# 3. Transport planning principles: capitalising on opportunities presented by this project

- 3.1 "The renewal of Bays West will connect the surrounding communities of Rozelle, Balmain, Annandale, Glebe, and Pyrmont. This will encourage broader connectivity of these communities to the rest of Sydney, including connecting with 'Tech Central' (around Central Station), Sydney CBD, Sydney Olympic Park, Parramatta and Westmead"
- ~ The proposed IWLR spur line goes well beyond the connectivity that is proposed in the Draft Masterplan should it proceed without the light rail line. Its ability to plug residents of nearby suburbs into the wider Sydney network via the Metro at White Bay is unrivalled. Every one of the inner-west locations cited would benefit from connectivity between the Metro at White Bay and the IWLR.
- 3.2 The "approach [of the Bays West Place Strategy] is to deliver an ultra-low car environment with reduced private parking rates and a focus on active and public transport."
- ~ The ambition to achieve an ultra low-car environment may not be easily achieved without the public transport connectivity that this ETS proposal entails.
- 3.3 A 'Place-Based Transport Strategy' acknowledging the "known traffic and transport constraints to, through and within the precinct. These include limited access points, a constrained road network and poor connectivity and permeability." Also noted is the need to maintain freight and ports traffic, and White Bay as a 'key cruise destination.'
- ~ The ETS proposal elegantly achieves the aims of the Place-Based Transport Strategy through acknowledging the known transport constraints yet seeking to work with planners to achieve the positive outcomes we know are within our grasp. The connectivity and permeability advantages of the IWLR spur line are tremendous. It is also noted that, via an extension along



Roberts St, the line could also achieve the Department's aims in terms of the maintenance of freight and ports traffic, together with White Bay's continued role as a key cruise destination (with visiting travellers being able to access Sydney's wider transport network).

3.4 The Master Plan explicitly states that '[t]he staged delivery of the broader Bays West precinct over the coming decades needs to ensure that future connectivity options and opportunities are not discounted at this stage [and ... r]etaining options will allow flexibility within the precinct as it grows.'

~ If the planning for the Bays Precinct is to achieve its goals, future infrastructure needs must not be discounted through ignoring (or foreclosing!) the opportunities that presently exist. Foremost among these is the possibility for returning rail via the Rozelle Railyards to White Bay.



## Conclusion -

The Draft Master Plan and documents associated with this specific component of the Bays West precinct also explicitly make reference to the "wider Bays West precinct." It is imperative that the planners behind this project make reference to this and to the critical need for connectivity with th broader area that this proposal can facilitate. This proposal from ETS, both in the sense of the necessary reservation being set aside for it as well as its realisation as an active transport initiative, makes real the connections for the broader inner West and satisfies (indeed it frequently goes well beyond) all of these requirements.

EcoTransit Sydney commends to the NSW government the idea of a modification to the IWLR from Rozelle Bay that will connect directly into the Bays Precinct and the new Metro station.

Matthew Doherty, on behalf of EcoTransit Sydney

Monday 30 May 2022

From: Planning Portal - Department of Planning and Environment

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Monday, 30 May 2022 9:53 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 - 21:53

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Jennifer

Last name Gavigan

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

Stop over commercialising public land. Restore it like Battersea Power Station and make it a beautiful iconic area of Balmain Peninsula. You've done a good job destroying Barangaroo, get it right this time. No towers on the Balmain Peninsula..

I agree to the above statement

Yes

From: Lindsay Egan <action@campaignnow.co>

Sent: Monday, 30 May 2022 9:58 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** White Bay Power Station Draft Master Plan Objection

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
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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
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- 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, Lindsay Egan Balmain , 2041 -----

This email was sent by Lindsay Egan via campaignnow.co and <u>www.jamieparker.org</u>

From: Andy Munns <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:58 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

I am concerned about the level of traffic generated by this proposal and ask that traffic studies for the proposed residential towers on the old Fishmarkets site plus traffic for the new Fishmarkets site plus existing Sydney city traffic plus International Cruiseship Terminal be considered.

A whole region traffic study needs to look at the impact of all developments combined, and not as individual projects.

Already James Craig Road experiences heavy traffic when cruise ships are berthed, plus ANZAC Bridge traffic is already heavy.

This development will also funnel traffic i=via Glebe foreshore on other side of Rozelle Bay and Blackwattle Bay.

Yours sincerely, Andy Munns Glebe, 2037

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This email was sent by Andy Munns via campaignnow.co and www.jamieparker.org

From: Paul Conroy <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 7:52 AMTo:DPIE PDPS Bayswest MailboxSubject:Bays West Less is More

The Bays West is publicly-owned waterfront land and public access and benefit to the social environment of the city 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 the adaptive re-use of the White Bay Power Station buildings.

The NSW Government's *Bays West Stage 1 draft Master Plan and Urban Design Framework* that includes overdevelopment of buildingds and high rise!

I make the following comments in relation to the proposal:

- I am pleased to see plans 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. 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 oprn public space and foreshore walk though remain concerned about the close proximity of the three unfitered pollution stacks from the Rozelle Bay interchange on the air quality and health of people using the area.
- I am also concerned at the resulting increase in traffic from the proposed overdevelopment. Which I note will be serviced by only a single road with two entry/exit points.
- Also 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
- Clearly the Glebe Island bridge should be reopened to pedestrian / bicycle and limited public transport.
- 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, Paul Conroy Lilyfield, 2040

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

From: Karen Kaye <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:28 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Bays West Master Plan - submission

Having reviewed the 'Bays West Stage 1 Draft Master Plan and Urban Design Framework' released by the NSW Government, I make the following comments.

I welcome the proposal to revitalise the Bays West precincts, especially the White Bay Power Station precinct and its surrounds.

In implementing that revitalisation, any redevelopment must recognise that this land is publicly-owned waterfront land. As such, any and all redevelopment must prioritise public benefit. This includes providing public access to the waterfront, ensuring publicly-usable green open spaces and prioritising public amenity in the redeveloped Power Station and surrounding precincts. It also means ensuring minimal impact on public views and ensuing that the heritage White Bay Power Station remains the focal point of any redevelopment.

In particular, I object to the scale of the proposed development in the south-western corner of the precinct. This is completely out of scale and style with Rozelle and Balmain and will dominate the Power Station and its important heritage. While I am not opposed to new residential accommodation in the precincts, particularly if this includes new public housing options, any new development should be sympathetic to the heritage of Rozelle and Balmain. The proposed building heights are therefore completely unacceptable. Any and all new buildings must be smaller in scale than the power station building and sympathetic to its heritage and the heritage of the area.

I am also concerned about the predicted increases in traffic in the area and inadequate proposals for traffic management. Traffic in and around the area is already grid-locked at peak times, and even at non-peak times, getting into and out of the peninsula is already problematic. This will be multiplied significantly by the proposed redevelopment and therefore must be addressed now. Potential solutions should allow not only better car and bus access, but also better pedestrian and bike activity across the whole precinct. Consideration should be given to reopening the Glebe Island Bridge as an active transport link.

This is a once in a lifetime opportunity to develop an outstanding heritage redevelopment and public amenity on the harbour foreshores close to the city. If land in these precincts is sold off or given over to developers, it will never be recovered and the people of Sydney and visitors to our city will be deprived of this land forever.

This will be your legacy to Sydney and it is important to get it right. I would rather pay more tax to pay for a good redevelopment than have you sell off land to redevelopers to pay for a bad redevelopment.

Please do not waste this opoortunity!

Yours sincerely, Karen Kaye Balmain, 2041

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This email was sent by Karen Kaye via campaignnow.co and www.jamieparker.org

From: Neil Kaye <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:09 AM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Bays West Precinct Master Plan- Submission

This is publicly-owned waterfront land which is an increasingly rare thing. Public benefit should be the absolute priority for the redevelopment of this site.

If any of this area is sold off or given over to private use, it will be lost forever for any public use.

any development should prioritise 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 which is a landmark iconic site in the
  area. Re-use of the power station as a cultural centre should be a priority. I support the restoration of this
  iconic building.
- I object to the scale of proposed housing development in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain
- Any housing in this development should be low impact on the visual aspect and the traffic in the area.
- If this private housing goes ahead on this site it will be lost forever.
- Small scale good quality public housing would be ideal
- The Power Station should remain the main landmark here and any new buildings should be much lower than the power station building and sympatheic with it.
- The proposal should be designed with the first prioriies of pleasing visual aspect, providing public open space and good access to use that public space.
- Only if the above points are maintained should any housing on the site be considered
- I am concerned at the predicted increases in traffic to the area, which is already bad
- existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets will make the current traffic problems worse.
- The area cannot accommodate the increased traffic from the propsed housing development.
- I support plans to encourage greater pedestrian activity and 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 Kaye
Balmain 2041

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This email was sent by Neil Kaye via campaignnow.co and www.jamieparker.org

From: Craig McInnes <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:42 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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, Craig McInnes Balmain East, 2041 ----

This email was sent by Craig McInnes via campaignnow.co and www.jamieparker.org

From: David Owens <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 9:38 AMTo:DPIE PDPS Bayswest Mailbox

Subject:

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 Owens Leichhardt, 2040 ----

This email was sent by David Owens via campaignnow.co and <u>www.jamieparker.org</u>

From: Michael Perroux <action@campaignnow.co>

Sent: Tuesday, 31 May 2022 10:48 AM
To: DPIE PDPS Bayswest Mailbox

Subject:

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.

Further a sustainable products cente could be put in there as these businesses are crippled by ever increasing rents. Ecocern is the only manufacturer of real recycled copy paper, bags and packaging in Australia. There products are only made from the paper we put out for recycling and could also operate a recycling centre there. There are numerous other sustainable product businesses crippled bu rediculous rents that could also be accommodated.

Yours sincerely, Michael Perroux Leichhardt, 2040

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This email was sent by Michael Perroux via campaignnow.co and <u>www.jamieparker.org</u>

From: Celia Morris <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Ferry , Walking Tracks and International Competition

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 Thrilled that we are keeping and restoring the White Bay Powerstation, (i phototgraphed inside in 1991, and have wonderful images of its peaceful abandonment, as well as the Balmain and Pyrmont Powerstations) After having already demolished the Balmain and Pyrmont Powerstations, we are so lucky to still have this Relic from our very special Industrial Heritage, and i would love to see this grand building become a cultural, Educational Artistic and Semi commercial hub. think Power house Museum meets Carrriage works meets the Cutaway. Hosting Art exhibitions, Makers markets, Trade shows in the Exhibition Hall, and offices for Art based NFP in the old office areas.
- 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 must remain the main landmark here and all new
  buildings should be much lower than the power station building.
- This very special area is part of our fast disappearing Industrial Heritage, and should be mainly open space
  with minimal high rise, we need this area to be developed into something Sydney can be proud of, in the
  future, and a Tourist Attraction with boat access. It is important we do not just relying on Acess by Cars,
  Busses and Trains. A Ferry service that will bring locals and travelers would be a boon for tourismand get
  many cars off the road.
- 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. A ferry service is essential
- Walking to the city from Balmain should be easy and one of the Top Walks on ALL TRAILS APP and it must
  incoroperate many interesting elements from our interseting industrial history, stories of the area,
  decommissioned power station machinery, play and excersise equipment with an Industrial heritage theme,
  this would give it a point of difference
- Planning Tracks and Paths There are recent walks around the harbour that are overshadowed by private
  housing units that overlook paths, This comes off as developer greed, and poor planning ill considered

design. Walkers should not be able to peer into peoples living areas, and tennants should not be able to see walkers. This is **Too Close** for an enjoyable walk, and creates an US and THEM situation. The walking tracks, if badly designed, feel like an after thought. This is the perfect **opportunity** of having **Time** and access to masses of Public Space to get the mix right!! Its soo exciting to think what can be achieved here

- Paths and tracks and water front access could be a great opportunity for planting out a large section of the space with appropriate foliage to keep temperatures down and encourage biodiversity ,linking the water to the path, with sandstone stairs, to encourage people to picnic, and play by the water, and children to engage with water play, boating and swimming. opportunuities are here for water play fountains , like in Darling Harbour, sandstone Stairs , like at Barangangaroo, wharves and bridges, like top harbour side developments the world over.
- Why not hold a World Wide Competiton for first class Water Front Public Space Design Competition. Dont look back on this design process and hear "this is such a missed opportunity"

Yours sincerely, Celia Morris Leichhardt, 2040

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This email was sent by Celia Morris via campaignnow.co and www.jamieparker.org

From: Janny Grant <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:12 AM DPIE PDPS Bayswest Mailbox

Subject:

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, Janny Grant Leichhardt, 2040 ----

This email was sent by Janny Grant via campaignnow.co and www.jamieparker.org

From: Jenny Buchan <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:52 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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.
- We need additional ferry access.
- As a keen kayaker I suggest including a gentle ramp that kayays can be launched from by older people. It is
  difficult to launch and land a kayak from a concrete wall or a jetty. There are very few genuinely accessible
  kayak launching spots in the inner harbour.

Yours sincerely, Jenny Buchan Birchgrove, 2041

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This email was sent by Jenny Buchan via campaignnow.co and <u>www.jamieparker.org</u>

From: Kym Halpin <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:38 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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 want to make the following comments in relation to the proposal:

- The retention of the White Bay Power Station with plans to make it a key focal point of the precinct are
  good. 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 most 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, 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 extremely 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. This single entry makes no sense to me as it will not be enough
  to accommodation the volume of traffic. (and if I can see an issue surely the planners can?) 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, Kym Halpin ROZELLE, 2039 \_\_\_\_

This email was sent by Kym Halpin via campaignnow.co and <u>www.jamieparker.org</u>

From: Leah Lynn <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:09 AM
To: DPIE PDPS Bayswest Mailbox

Subject: Make white bay beautiful and practical

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 <u>out of</u> scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual <u>element</u>. 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, Leah Lynn Rozelle, 2939

This email was sent by Leah Lynn via campaignnow.co and www.jamieparker.org

From: Maureen Beglinger <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 8:38 AMTo:DPIE PDPS Bayswest Mailbox

Subject:

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.
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  element. The proposed building heights will be taller even than the chimneys of the Power Station and will
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  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, Maureen Beglinger sydney, 2041

This email was sent by Maureen Beglinger via campaignnow.co and <u>www.jamieparker.org</u>

From: Milton Jackson <action@campaignnow.co>

Sent: Tuesday, 31 May 2022 9:52 AM
To: DPIE PDPS Bayswest Mailbox

Subject:

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.
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  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
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  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, Milton Jackson Leichhardt, 2040 ----

This email was sent by Milton Jackson via campaignnow.co and www.jamieparker.org

From: Olga Azar <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:18 AM
To: DPIE PDPS Bayswest Mailbox
Subject: No Zetland in White Bay please!

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.
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  element. The proposed building heights will be taller even than the chimneys of the Power Station and will
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  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, Olga Azar Sydney , 2039

This email was sent by Olga Azar via campaignnow.co and www.jamieparker.org

From: Philip Reed <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:52 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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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- 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, Philip Reed Balmain, 2041

This email was sent by Philip Reed via campaignnow.co and <u>www.jamieparker.org</u>

From: Rebecca Wamsteker <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:09 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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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  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, Rebecca Wamsteker Lilyfield, 2040

This email was sent by Rebecca Wamsteker via campaignnow.co and <u>www.jamieparker.org</u>

From: Jemma Meecham <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 7:52 AMTo:DPIE PDPS Bayswest MailboxSubject:Save White Bay Power Station

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
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  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, Jemma Meecham Southport, 4215

This email was sent by Jemma Meecham via campaignnow.co and <u>www.jamieparker.org</u>

From: Stephen Moore <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 6:48 AMTo:DPIE PDPS Bayswest Mailbox

Subject:

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
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  buildings should be lower than the power station building.
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  intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with
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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, Stephen Moore Balmain, 2041

This email was sent by Stephen Moore via campaignnow.co and <u>www.jamieparker.org</u>

From: Jan Spencer <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:09 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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 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
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  this proposal along with further plans for Bays West and existing development such as the nearby Bunnings
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  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, Jan Spencer Rozelle, 2039 ----

This email was sent by Jan Spencer via campaignnow.co and <u>www.jamieparker.org</u>

From: Mihajlo Starcevic <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:02 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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
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  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, Mihajlo Starcevic LEICHHARDT, 2040 ----

This email was sent by Mihajlo Starcevic via campaignnow.co and www.jamieparker.org

From: Alena Maher <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Stop overdevelopment and disrespect for our environment and history: Submission

on the Bays West Master Plan

Whilst our community is very keen to have the White Bay Power station area revitalised, the *Bays West Stage 1* draft Master Plan and Urban Design Framework hoes completely against what our community wants. We've already had Pyrmont and the fish market precinct over-developed, and Rozelle Bay is an absolute mess thanks to WestConnex overdevelopment. Now we again see prioritisation of high rise and commercial gain rather than taking the opportunity to restore the natural waterline and make a useable space for all to enjoy.

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:

- retention of the White Bay Power Station is a great starting point. 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 <u>flood plain</u>. This is true of so much of the green
  space on the area and means the space can't be used to full potential. 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 is already almost unusable due to
  WestConnex works. I note it 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, Alena Maher Glebe , 2037

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This email was sent by Alena Maher via campaignnow.co and www.jamieparker.org

From: Jo Lewis <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:32 AM
To: DPIE PDPS Bayswest Mailbox

Subject:

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
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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, Jo Lewis Birchgrove, 2041 ----

This email was sent by Jo Lewis via campaignnow.co and www.jamieparker.org

From: Nadia Warne <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 8:08 AMTo:DPIE PDPS Bayswest MailboxSubject:Submission Bays West Master Plan

This submission is in relation to the Bays West Stage 1 draft Master Plan and Urban Design Framework.

I applaud the desire to reinvigorate and honour the Bays West precincts, and most importantly White Bay Power Station, however am completely and utterly distressed and opposed to the inclusion of 22 storey towers in this area. I oppose buildings of this height as they would completely dwarf the surrounding area and neighbourhood and are not in keeping with the low rise buildings of our heritage village. The inclusion of such tall buildings is monstrous. Such tall buildings would increase traffic and congestion in the area which is already struggling to cope with the influx of people and cars at present. Balmain, Rozelle and Lilyfield are charming heritage areas, with low level housing. Extreme height towers such as this would leave a scar on the neighbourhood forever if approved. They would block city and bridge views from the neighbouring suburbs of Rozelle & Lilyfield, and in doing so would create yet another developers eyesore.

It is most imperative that the towers do not dwarf White Power Station, which would take all the shine and glory off its restoration. It is a Sydney and landmark and must be respected as such.

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
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  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, Nadia Warne Rozelle, 2039

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This email was sent by Nadia Warne via campaignnow.co and <u>www.jamieparker.org</u>

From: Tim Fisher <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:52 AM
To: DPIE PDPS Bayswest Mailbox

Subject: Submission on Bays West Master Plan

I would like to comment on the Bays West Stage 1 draft Master Plan and Urban Design Framework.

Because the area is prime, publicly-owned waterfront land, public benefit should be the number one priority for the redevelopment.

I make the following comments in relation to the proposal.

The good things about the project are:

- Keeping the White Bay Power Station and the plan to make it a key focal point of the precinct.
- The open public space, including the park, open spaces, and foreshore.

The bad things about the project are:

- 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 and the surrounding community. The
  proposed building heights will be taller than the chimneys of the Power Station and will block views. All new
  buildings should be lower than the power station building.
- I am concerned about the predicted increase in traffic to the area. Anyone who lives in Balmain/Rozelle will
  tell you that traffic is already a nightmare during weekdays and especially on weekends and that is even
  before the Bunnings opens.

Sincerely

Tim Fisher

From: Hakon Egekvist <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 6:48 AM **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.

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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, Hakon Egekvist Sydney, 2041

This email was sent by Hakon Egekvist via campaignnow.co and www.jamieparker.org

From: Phyllis Gorman <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 6:28 AM **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, Phyllis Gorman Rozelle , 2039

This email was sent by Phyllis Gorman via campaignnow.co and www.jamieparker.org

From: Marc Bennie <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 6:22 AM **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, Marc Bennie Birchgrove, 2041 ----

This email was sent by Marc Bennie via campaignnow.co and www.jamieparker.org

From: Marina Shine <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 6:12 AM **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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- 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, Marina Shine Balmain, 2041

This email was sent by Marina Shine via campaignnow.co and www.jamieparker.org

From: Leeanne Litton <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 6:09 AM **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, Leeanne Litton Sydney , 2041

This email was sent by Leeanne Litton via campaignnow.co and www.jamieparker.org

From: Corinne Henderson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 5:58 AM **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, Corinne Henderson Sydney, 2041

This email was sent by Corinne Henderson via campaignnow.co and www.jamieparker.org

From: Jennifer Martin <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 5:38 AM **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, Jennifer Martin Annandale, 2038

This email was sent by Jennifer Martin via campaignnow.co and <u>www.jamieparker.org</u>

From: Marion Tindall <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 5:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Marion Tindall Lilyfield , 2040

This email was sent by Marion Tindall via campaignnow.co and www.jamieparker.org

From: Gabriela McPherson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 4:28 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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- the scale of the development is not in keeping with the surrounding conservation areas and will detract
  from the heritage significance of the power station and the surrounding Balmain and rozelle heritage
  conservation areas. The new development should be sympathetic with its surroundings and encourage the
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Yours sincerely, Gabriela McPherson Sydney , 2040

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This email was sent by Gabriela McPherson via campaignnow.co and <u>www.jamieparker.org</u>

From: Christina Smith <action@campaignnow.co>

Sent: Tuesday, 31 May 2022 4:22 AM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Christina Smith Sydney, 2041

This email was sent by Christina Smith via campaignnow.co and www.jamieparker.org

From: Don Harrington <action@campaignnow.co>

Sent: Tuesday, 31 May 2022 3:28 AM
To: DPIE PDPS Bayswest Mailbox

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Yours sincerely, Don Harrington Balmain, 2041

This email was sent by Don Harrington via campaignnow.co and www.jamieparker.org

From: Stephen Shirley <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 3:03 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Stephen Shirley Lilyfield, 2040

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

From: Jennifer Richardson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:28 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Jennifer Richardson LILYFIELD, 2040

This email was sent by Jennifer Richardson via campaignnow.co and <u>www.jamieparker.org</u>

From: brian ward <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 1:18 AM

DPIE PDPS Bayswest Mailbox

To:

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, brian ward Leichhardt, 2040

This email was sent by brian ward via campaignnow.co and www.jamieparker.org

From: Susan Sharpe <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:12 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Susan Sharpe Sydney, 2041

This email was sent by Susan Sharpe via campaignnow.co and <u>www.jamieparker.org</u>



Scape Australia **Head Office:**Level 14, 275 George Street,
Sydney
NSW

01 June 2022

Mr Michael Cassel Secretary Department of Planning, Industry and Environment, Locked Bag 5022, Parramatta NSW 2124

Dear Michael,

### **Bays West Stage 1 Draft Master Plan**

Scape Australia ("Scape") welcomes the opportunity to provide the Department of Planning Industry and Environment ("DPIE") with comments on the **Bays West Stage 1 draft Master Plan**.

Scape is a best-in-class student accommodation and build-to-rent sector specialist. We are a fully-integrated developer, owner and manager of premium 'for rent' accommodation and are now Australia's largest student accommodation ("PBSA") provider. Our Scape global platform has grown to provide over 25,000 beds across the United Kingdom, Australia, Ireland and the United States by 2023.

We would like to commend the Department of Planning, Industry and Environment ("DPIE") on preparing Bays West Stage 1 Master Plan.

It provides a promising future for the Bays West Precinct with many exciting opportunities at hand, particularly surrounding innovation where new space will lead to an increase in economic and start-up activity, research and creativity – globally and locally.

Successful emerging Innovation Districts are nucleus' of knowledge-based and economic activity, offering a variety of housing options including student accommodation, together broadening the economic base for services and infrastructure within Precincts, Bays West being no different.

Housing within innovation districts brings more liveliness, attracting creative start-ups and spin-outs; helping to create a community of knowledge workers, entrepreneurs, creatives and students fostering interaction within a dynamic environment "where people unexpectedly bump into each other again and again in their daily routines'.

Including student housing within the mix of housing typologies will harness the sharing of new knowledge and city experiences, enhance student experience and stimulate research, innovation and creative activity, all while providing for a global 24-hour economy.

This interchange between residents, students, companies and knowledge institutions will stimulate day and night economy, research and creative activity overall strengthening the experience of Bays West as a vibrant, dynamic and innovative globally connected piece of Sydney.

### **TOWN PLANNING SUBMISSION**

Submission to Bays West Stage 1 Draft Masterplan Scape Australia

# **1.0 OUR RECOMMENDATIONS:**

Scape provide the following recommendations in response to the master plan advertised;

# Build-to-Rent, Co-Living and Student residential typologies should be integrated into the Master Plan:

It has been proposed that the Bays West Stage 1 Draft Masterplan envisages an employment-led precinct with limited opportunities for residential development. Residential uses are identified in the in the southern portion of the precinct and we understand that the housing typologies have not yet been defined. Given the sites strategic location and the intent to deliver an employment led precinct; we recommend that a variety of residential solutions should be included to ensure that access to affordable housing is maintained at this strategic node in Sydney.

Specific planning controls that enable this type of affordable accommodation will be key to preventing Bays West from only delivering high-end residential units and don't provide diversity beyond the standard allocation of affordable housing units.

We recommend that the future rezoning incorporate incentive or planning control pathways for build-to-rent and affordable/social housing operators to deliver meaningful, diverse accommodation solutions for the Bay West Precinct.

# 2. Scale of the Southern Precinct of the Site:

The proposed density to the southern portion of the site proposes heights of future built form at 12-22 stories. This portion of the site fronts Victoria Road/Anzac Parade bridge and has no immediate low scale neighbourhoods nearby. We would recommend that a detailed shadow analysis be undertaken to inform whether greater scale/density is achievable to this portion of the site. This would enable the delivery of more residential product in this precinct of the site.



Figure 1: Proposed review of the scale and density to the southern precinct

### **TOWN PLANNING SUBMISSION**

Submission to Bays West Stage 1 Draft Masterplan Scape Australia

# 3. Residential Delivery Partner:

We would recommend consulting with a residential specialist to inform the planning framework of the southern precinct. Scape have been delivering high-density mixed used buildings that include a diversity of residential solutions with complimentary communal zones that offer a best-in-class living environment. The Bays West Precinct provides a unique opportunity to leverage surrounding amenity and integrate new residential living concepts that will define this precinct as a forward-focussed innovation precinct.

Scape would be interested in participating in any future Expression of Interest process should DPE decide to proceed with consulting and partnering with a residential specialist.

# CONCLUSION

We appreciate DPE's consideration of the points raised above and the community consultation process undertaken to date.

Should you wish to discuss the matters outlined in this submission further, please do not hesitate to contact Scape.

Yours faithfully,

Jonathan Combley

General Manager, Development

Scape

From: Patricia Reid <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:02 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Patricia Reid Sydney, 2039

This email was sent by Patricia Reid via campaignnow.co and <u>www.jamieparker.org</u>

From: Susan Connor <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:28 AM **To:** DPIE PDPS Bayswest Mailbox

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Yours sincerely, Susan Connor Lilyfield, 2040

This email was sent by Susan Connor via campaignnow.co and <u>www.jamieparker.org</u>

From: Jan Sargent <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 12:02 AM
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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, Jan Sargent Rozelle , 2039 ----

This email was sent by Jan Sargent via campaignnow.co and <u>www.jamieparker.org</u>

From: Kate Semple <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:32 AM **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
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  element. The proposed building heights will be taller even than the chimneys of the Power Station and will
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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, Kate Semple Sydney , 2039

This email was sent by Kate Semple via campaignnow.co and <u>www.jamieparker.org</u>

From: Penelope Murphy <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:38 AM **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, Penelope Murphy Rozelle, 2039

This email was sent by Penelope Murphy via campaignnow.co and www.jamieparker.org

From: Ella DE ROOY <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Ella DE ROOY Balmain, 2041

This email was sent by Ella DE ROOY via campaignnow.co and www.jamieparker.org

From: Nicholas Tidswell <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Nicholas Tidswell Rozelle, 2039

This email was sent by Nicholas Tidswell via campaignnow.co and <u>www.jamieparker.org</u>

From: Paul Bishop <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Paul Bishop Leichhardt, 2040

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

From: Lewis Burger <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:42 AM **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,

**Lewis Burger** 

From: Elizabeth Woolnough <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:48 AM **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, Elizabeth Woolnough Balmain East, 2041

This email was sent by Elizabeth Woolnough via campaignnow.co and www.jamieparker.org

From: Eleanor Atkins <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:48 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Eleanor Atkins Sydney, 2038

This email was sent by Eleanor Atkins via campaignnow.co and www.jamieparker.org

From: Max Wilkinson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:48 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Max Wilkinson Balmain, 2041

This email was sent by Max Wilkinson via campaignnow.co and www.jamieparker.org

From: IAN WARMERDAM <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:52 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, IAN WARMERDAM ROZELLE, 2039

This email was sent by IAN WARMERDAM via campaignnow.co and www.jamieparker.org

From: Caroline Watts <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:58 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  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, Caroline Watts Balmain, 2041

This email was sent by Caroline Watts via campaignnow.co and www.jamieparker.org

From: Graham Byrne <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:58 AM **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
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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, Graham Byrne Sydney , 2039

This email was sent by Graham Byrne via campaignnow.co and www.jamieparker.org

From: Veronika Tothova <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:58 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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, Veronika Tothova Balmain, 2041

This email was sent by Veronika Tothova via campaignnow.co and <u>www.jamieparker.org</u>

From: ann valencic <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:02 AM **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.

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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, ann valencic balmain, 2041 ----

This email was sent by ann valencic via campaignnow.co and www.jamieparker.org

From: Julie Lee <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:02 AM
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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- 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.
- let's not see this turn into an episode of Utopia (if you haven't watched it yet, do so!). Sensible development
  ensuring sufficient supporting infrastructure (roads, amenities, open space) must be considered.

Yours sincerely, Julie Lee Lilyfield, 2040

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This email was sent by Julie Lee via campaignnow.co and <u>www.jamieparker.org</u>

From: Clare Fitzpatrick <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:08 AM **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:

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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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Yours sincerely, Clare Fitzpatrick Rozelle, 2039

This email was sent by Clare Fitzpatrick via campaignnow.co and <u>www.jamieparker.org</u>

From: ANITA WHITELUM <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:22 AM **To:** DPIE PDPS Bayswest Mailbox

Subject: Submission on the Bays West Master Plan

I have adopted the suggested text of Jamie Parker, MP, however please note that I have carefully read and considered this submission nad agree with all of the suggested text. This is my own submission and contains all the concerns I want to articulate.

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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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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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, ANITA WHITELUM Leichhardt, 2040

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This email was sent by ANITA WHITELUM via campaignnow.co and www.jamieparker.org

From: Godefroy Fillie <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:22 AM **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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- 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, Godefroy Fillie Sydney, 2040

This email was sent by Godefroy Fillie via campaignnow.co and www.jamieparker.org

From: Elaine Fillie <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:22 AM

DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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, Elaine Fillie Sydney, 2040

To:

This email was sent by Elaine Fillie via campaignnow.co and www.jamieparker.org

From: Gordon Fitchett <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 8:52 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  activity across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to
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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, Gordon Fitchett Rozelle, 2039 ----

This email was sent by Gordon Fitchett via campaignnow.co and www.jamieparker.org

From: lan Phillips <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:09 AM

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
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  is needed.
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Yours sincerely, Ian Phillips Leichhardt, 2040

To:

This email was sent by Ian Phillips via campaignnow.co and www.jamieparker.org

From: Rhett Muir <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:09 AM

To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  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, Rhett Muir Sydney , 2039

This email was sent by Rhett Muir via campaignnow.co and www.jamieparker.org

From: Robert D'Arcy-Irvine <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:18 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

I wish to place an objection to the proposed development surrounding the White Bay Power Station in Rozelle. This heritage building is one of Sydney's finest and should not be diminished by over-sized residential or commercial buildings. It should stand as the centre point of this area and remain the prominent building.

I make the following comments in relation to the proposal:

- I object to the scale of proposed development.
- I am pleased to see the retention of the White Bay Power Station.
- I am pleased to see the focus given to open public space.
- I am concerned at the predicted increases in traffic to the area.

Yours sincerely, Robert D'Arcy-Irvine Balmain, 2041

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This email was sent by Robert D'Arcy-Irvine via campaignnow.co and www.jamieparker.org

From: Eileen Graham <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:18 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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.

There is already the growing creation of Sydney's answer to Spaghetti Junction just opposite this site. Sydney is a creative and beautiful city do not destroy this image especially with Anzac Bridge next to the site.

- 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.

Yours sincerely, Eileen Graham Leichhardt , 2040

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This email was sent by Eileen Graham via campaignnow.co and www.jamieparker.org

From: Janet Moss <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:32 AM **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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  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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  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, Janet Moss Rozelle, 2039 ----

This email was sent by Janet Moss via campaignnow.co and <a href="https://www.jamieparker.org">www.jamieparker.org</a>

From: lan Edwards <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:32 AM **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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  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 am concerned about the potential impact that the proposed high density development will have on local welfare and services infrastructure
- 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, Ian Edwards Lilyfield, 2040

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This email was sent by Ian Edwards via campaignnow.co and www.jamieparker.org

From: Grenfell Olsen <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:32 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

We talk about Aboriginal historical and pre-historical involvement in the area. Could we give local First Nations People opportunity for direct advice on the Plan and certainly ask them to name the precinct?

The proposed development, from ground level, appears to dwarf the Powerhouse, rising above the existing chimney heights. Could not something like the Mirvac Harold Park or the adjoining Meriton developments be considered?

I am also uneasy about the sale of public land. it worries me that a government committed to capitalist principles continues to sell of prime public land which, retained, could produce rents indefinitely.

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
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  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,
Grenfell Olsen
Balmain, 2041

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This email was sent by Grenfell Olsen via campaignnow.co and www.jamieparker.org

From: Glenda Sandars <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:38 AM **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. I cannot stress too strongly that the community will be looking to see that the public interest is given priority over private profits in the redevelopment of the 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. Where private development of residential premises is involved, the community will be seeking a strong requirement for a social housing contribution and a tangible outcome in applying that contribution.

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.
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  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, Glenda Sandars Lilyfield, 2040

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This email was sent by Glenda Sandars via campaignnow.co and www.jamieparker.org

From: Klaus Allwicher <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:38 AM **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.
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  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, Klaus Allwicher Birchgrove, 2041

This email was sent by Klaus Allwicher via campaignnow.co and www.jamieparker.org

From: Cheryl Byles <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:38 AM **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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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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  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, Cheryl Byles Balmain , 2041

This email was sent by Cheryl Byles via campaignnow.co and www.jamieparker.org

From: Christine Wright <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:42 AM **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
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  activity across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to
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  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, Christine Wright Leichhardt, 2040

This email was sent by Christine Wright via campaignnow.co and <u>www.jamieparker.org</u>

From: Stephen Middis <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:42 AM **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
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  activity across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to
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  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 Middis sydney, 2039

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

From: Denis Quaintance <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:42 AM **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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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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  activity across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to
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  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, Denis Quaintance Sydney, 2041

This email was sent by Denis Quaintance via campaignnow.co and <u>www.jamieparker.org</u>

From: Deirdra Sutton <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:52 AM **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.

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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, Deirdra Sutton Balmain, 2041 ----

This email was sent by Deirdra Sutton via campaignnow.co and www.jamieparker.org

From: Judith Hammond <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:58 AM **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, Judith Hammond Rozelle, 2039

This email was sent by Judith Hammond via campaignnow.co and <u>www.jamieparker.org</u>

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Yours sincerely, Don Hughes Vincentia, 2540

This email was sent by Don Hughes via campaignnow.co and www.jamieparker.org

From: Kylie Buchanan <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:03 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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- Name Change from Bays West please consider an alternative name either retain White Bay or consider an authentic local Aboriginal place name
- Historical precinct / education area a booth area or museum with detailed information and displays about the natural history of the area

- Visual amenity overall this is an opportunity to have a light touch/ low impact; avoid unattractive over development that blocks sight lines.
- Transport please include light rail
- Please ban the use of 'fire pits' and encourage green energy use built into the design of each component of the development.

Yours sincerely, Kylie Buchanan Balmain, 2041

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This email was sent by Kylie Buchanan via campaignnow.co and www.jamieparker.org

From: Andrew Fairley <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:09 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Andrew Fairley Sydney, 2041

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

From: Tony Hughes <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:09 AM **To:** DPIE PDPS Bayswest Mailbox

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- please finish some of the projects the NSW government has started and take a breather. We are putting way
  too many eggs in one basket with the overdevelopment of inner Sydney. The capital expenditure on the the
  current tunnel projects could have built the bones of a new SUSTAINABLE city somewhere on the Sydney to
  Melbourne transport corridor with a view to high speed passenger rail services between.

From: John Amphlett <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:12 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

I would like to suggest that the development of the Bays West area include the beautification of Victoria Road, from the White Bay Power Station to the Iron Cove bridge. The new bypass tunnel, which is toll-free, from the Westconnex Rozelle interchange to the Iron Cove bridge, will make this section of Victoria Road a local traffic only roadway. It could become a beautiful tree-line boulevarde, pedestrian and bicycle friendly, linking the Power Station, Metro station and Bays West to Rozelle, Balmain and beyond. The road could be called "Bays West Boulevarde." Please consider this proposal.

Yours sincerely, John Amphlett Rozelle, 2039

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

From: Kevin Crawshaw <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:22 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

Understanding the need to pay for any public utilty and space, I would like to know why such over-development is being proposed?

Surely, similar development such as that used when Pyrmont was rejuvenated would be more than appropriate.

The Balmain peninsula is already extremely suffering from excess traffic (the Bunnings development will only add to this) so simply adding excessive dwellings will make a bad situation much worse.

We would expect a better thought out plan for this space - particularly from a government and organisations that prides itself on understanding the needs of a growing and vibrant world city, such as Sydney.

To this, it would also be absolute nonsense not to provide Shore Power to ALL the wharfs including WB4. It would be totally madness to expect people to visit and live in an area where cruise ships will be allowed to emit toxic fumes - this would be surely be totally neglectful?

Yours sincerely, Kevin Crawshaw Birchgrove, 2041

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This email was sent by Kevin Crawshaw via campaignnow.co and www.jamieparker.org

From: Ismet Tastan <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:28 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Ismet Tastan NSW , 2041

This email was sent by Ismet Tastan via campaignnow.co and <u>www.jamieparker.org</u>

From: Ruth Stephenson <action@campaignnow.co>

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Yours sincerely, Ruth Stephenson Birchgrove , 2041

This email was sent by Ruth Stephenson via campaignnow.co and www.jamieparker.org

From: Rudolf Hottinger <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:32 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Rudolf Hottinger Balmain , 2041

This email was sent by Rudolf Hottinger via campaignnow.co and <u>www.jamieparker.org</u>

From: Sharyn McGuire <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Sharyn McGuire Sydney, 2000

This email was sent by Sharyn McGuire via campaignnow.co and www.jamieparker.org

From: Dorothy Jackson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

### **Dear Premier Perrottet**

I am extremely interested to see the Bays West Stage 1 DRAFT Master Plan and Urban Design Framework paper.

Having lived in Balmain now for over 25 years we have come to love and appreciate the many layers of social fabric that make up our peninsula. I am very pleased that the White Bay Power Station will be retained. The White Bay Power Station has not only historical value, it is a structure that dominates our area. It should be given it's space and protection but made into an adapted, reused stand alone structure like the Tate Modern Gallery in London, itself a once thriving Power Station. A place for community art, maybe even commercial use but certainly open to the general public to marvel at it's machinery and infrastructure.

The area will obviously attract a lot of attention and needs to be accessed by light rail, Metro and safe pedestrian and bicycle ways. Let's learn from what happens in other progressive cities in Europe where access is often focused on human access without the use of cars.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site. Playing fields are in short supply in the Inner west and this is the perfect time to make it happen.

I object to the scale of the proposed development in the south-western corner of the precinct. This is out of scale with Rozelle and Balmain and will dominate the Power Station which should be visible from all sides. All the new buildings should be lower than the Power Station.

I am very pleased with the focus on open public space including the park and foreshore walk, but I do think sporting fields should be given more consideration. The pandemic made the need for open space an obvious priority in all further developments.

As I said the area will attract huge attention and with the Sydney Fish markets and the addition of the Bunnings in Robert Street, traffic will become a major problem if not thought through.

I think the position of the primary road should be next to the Anzac Bridge as it will be better for pedestrian access across the residential precinct, Metro Station and the proposed open spaces

Future flooding of low lying areas should also be considered.

This is the most critical time and opportunity to strengthen biodiversity corridors along the harbour foreshore and adjacent precincts. I am sure that your team is liasing with neighbouring authorities, particularly the Inner West Council.

I look forward to seeing more input from local members of the public and a serious consideration from your government for all the submissions that are submitted

Yours sincerely, Dorothy Jackson BALMAIN, 2041

This email was sent by Dorothy Jackson via campaignnow.co and <a href="https://www.jamieparker.org">www.jamieparker.org</a>

From: Deborah Jenks <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:38 AM **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
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- 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
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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, Deborah Jenks Leichhardt, 2040 ----

This email was sent by Deborah Jenks via campaignnow.co and www.jamieparker.org

From: Rebecca Bower <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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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. It would be a welcome change for a site earmarked for development to not be dominated by towers and overdevelopment beyond the capacity of the site and surrounding areas to support without resources, traffic and locals being disadvantaged on the basis that some people can afford a harbour view.
- 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 pandemic has already exposed how little outdoor recreation and green space there is available to residents of the inner west. I would expect a development of this size to have much more public amenity.
- I am greatly 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. As an inner west resident of many years I have already seen the vast effect that overdevelopment in Marrickville, Petersham, Summer Hill and surrounding areas has had on the traffic flow in the area. By creating yet another massive overdevelopment of a site that is serviced only by local roads this development will continue the trend of making transport in this area permanently gridlocked, not least also massively increasing the amount of pollution from so much traffic.
- 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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	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,
Rebecca Bower
Ashfield, 2131

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This email was sent by Rebecca Bower via campaignnow.co and <u>www.jamieparker.org</u>

From: ALAN WATTERS <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:48 AM **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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  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 WATTERS Sydney, 2039

This email was sent by ALAN WATTERS via campaignnow.co and www.jamieparker.org

From: Melissa Borges da Costa <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 10:48 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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, Melissa Borges da Costa Birchgrove , 2041 ----

This email was sent by Melissa Borges da Costa via campaignnow.co and <u>www.jamieparker.org</u>

From: Ray Thomas <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:52 AM

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
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Yours sincerely, Ray Thomas Leichhardt, 2040

To:

This email was sent by Ray Thomas via campaignnow.co and www.jamieparker.org

From: Bill Ryall <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:52 AM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

## Overdevelopment

The Bays West Stage 1 draft Master Plan and Urban Design Framework represents vast overdevelopment of this iconic site. The community has been presented with a fantastic opportunity to get this project to benefit the public with sweeping open spaces extending, wherever possible, to the waterfront and residential developments that do not overpower the project and result in gridlock on adjacent roads.

## Traffic gridlock

The project, as proposed, will greatly exacerbate the already serious motor traffic congestion in Mullins and Robert Streets during peak hours, which will be made even worse when the Bunnings store opens at the corner of Mullins and Parsons Streets.

The minimal entrances/exits proposed for motor vehicles are grossly inadequate. In addition, the project appears to provide grossly inadequate parking spaces for visitors to the completed project and inadequate parking in proximity to the proposed Metro station.

#### Public access to waterfront

The project must prioritise 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.

### No consideration of contamination of land

The project has made no provision for the remediation of land, much of which has been used historically for industries that are known to pollute land.

From my personal experience on much of the land within the proposed development, significant contamination of soil and groundwater is present at White Bay Power station (principally transformer oils, asbestos, carcinogenic ash, coal dust and heavy metals.

Contamination of fill materials, soil and groundwater is almost certainly present on other parts of the proposed project. For example, the environmental condition of the former Balmain gasworks has never been assessed. Contamination by wastes from other gasworks in the Sydney Metro area have been identified and remediated at very large costs.

For example, although the cost for remediation of the Barangaroo gasworks site to make the site suitable for residential and public open space uses has not been made public it is likely to have exceeded \$100 million.

The master plan must address the remediation of contamination to ensure it is undertaken to protect the health of users of specific development sites within the project and the marine environment. Very large amounts of public money will be unecessarily expended if careful consideration is not given to the planning and execution of appropriate remediation works.

In projects where significant contamination of land is expected, assessment of the nature and extent of contamination prior to design for uses of specific parts of the project site has proven to result in very large cost savings.

# **Summary**

In summary, I agree with the following comments in relation to the proposal which resulted from the public meeting convened by Jamie Parker MP at Balmain Town Hall:

- 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, Bill Ryall Birchgrove, 2041

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This email was sent by Bill Ryall via campaignnow.co and <u>www.jamieparker.org</u>

From: Janet Michie <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:09 AM **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 make the following comments in relation to the proposal:

Balmain is a unique and important part of the sydney landscape. It retains historical significance as well a social environment.

The size and scale of the proposal is not in line with the existing landscape and will dwarf the white bay power station and surrounding buildings.

I own quite close to development site and foresee that the proposal will increase traffic and parking in an already choked up suburb.

Please review and consider that this is not a high rise area.

Yours sincerely, Janet Michie Balmain, 2041

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This email was sent by Janet Michie via campaignnow.co and www.jamieparker.org

From: D Kunze <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:09 AM
To: DPIE PDPS Bayswest Mailbox

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Yours sincerely, D Kunze Balmain, 2041

This email was sent by D Kunze via campaignnow.co and www.jamieparker.org

From: Robert McCabe <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:09 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Robert McCabe ROZELLE, 2039

This email was sent by Robert McCabe via campaignnow.co and www.jamieparker.org

From: Andrew Dundas <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:18 AM **To:** DPIE PDPS Bayswest Mailbox

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Yours sincerely, Andrew Dundas Rozelle, 2039 ----

This email was sent by Andrew Dundas via campaignnow.co and <u>www.jamieparker.org</u>

From: Sarah Frost <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:18 AM
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 Frost Rozelle, 2039

This email was sent by Sarah Frost via campaignnow.co and <u>www.jamieparker.org</u>

From: Catriona Peel <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:18 AM **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, Catriona Peel Sydney, 2039

This email was sent by Catriona Peel via campaignnow.co and www.jamieparker.org

From: Marcelle Craner <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 7:28 AM **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, Marcelle Craner Rozelle, 2039 -----

This email was sent by Marcelle Craner via campaignnow.co and www.jamieparker.org

From: Sunil Aranha <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 9:58 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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 am also concerned with teh Bunnings at Robert street and plans to limiot the horrenous traffic impact

Yours sincerely, Sunil Aranha \_\_\_\_

This email was sent by Sunil Aranha via campaignnow.co and www.jamieparker.org

From: Victoria Warne <action@campaignnow.co>

Sent: Tuesday, 31 May 2022 10:52 AM
To: DPIE PDPS Bayswest Mailbox

Subject:

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 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 everyone 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, Victoria Warne Rozelle , 2039 \_\_\_\_

This email was sent by Victoria Warne via campaignnow.co and <a href="www.jamieparker.org">www.jamieparker.org</a>

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 6:31 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, 31/05/2022 - 06:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

# Name

First name

Last name Sullivan

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 so-called masterplan as it is a piece meal plan leaving the remaining seven sites until later. It needs to be a proper masterplan including all eight areas. There should be a moratorium until all eight sites can be considered together.

The proposed density is far too high and will result in a traffic nightmare. The density needs to be scaled back to allow the White Bay Power Station to be the dominant visual element on the skyline like the Tate Modern (a previous power station like White Bay's) and not swamped by 21 storey towers.

Light rail access is vital to reduce traffic congestion. Pedestrian walkways should be the priority and not vehicular access. At Jamie Parker's Sunday 29 May 2022 meeting I proposed an urgent renaming of the area to an Aboriginal/First Nations name. A competition such as the one for naming of Barangaroo is recommended. First the name was the Bays Precinct and now, it's the Bay West Place which is anonymous and could be anywhere in the world, especially California.

The recommendations of the masterplan are at odds with the various attached reports, particularly the traffic report. I repeat that there needs to be a moratorium to allow for an integrated plan of the eight sites.

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 2:58 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, 31/05/2022 - 02:57

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

Sari

Last name

Munro

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

**Dear NSW Government** 

I make the following comments in relation to the proposal:

- I'm happy that the White Bay area will be revitalised and developed. However, I object to the excessive bulk, scale and density of it.
- 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.
- The community was invited to tell their views of the draft masterplan without knowing the contents of the masterplans of the surrounding areas.. I'm concerned of this patchwork approach especially on traffic..
- 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 as part of the local community look forward to exploring the opportunities presented as we restore this iconic building.

- I object to blocking the fantastic water views from the White Bay Power Station itself by the dense development around it, thus limiting its potential future use and value as a shared community space.
- 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. Not only is the proposed development high, but it is very dense, creating an unattractive backdrop for the Power Station and an uninviting area to visit.
- The local schools and daycare centres are full. I object to the high density development without considering the local infrastructure to support the people who would live there.
- 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. Please reconsider the plant selection, stairs, fencing, shade, ground material and the usabiility of the open space for recreation.
- I am extremely 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. The traffic in the area as Robert Street is one of the only four exits from the Balmain peninsula is heavily congested already now and will get worse once the new Bunnings opens. Local buses will not be able to reach the metro station with the traffic gridlock this development will create.
- There seems to be only one entrance to the metro, in the furthest corner of the area. Another entry towards the Balmain end of the buildings would be good.
- Regarding the question about road layout: 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'm excited to see what the Power Station could be turned to. Please don't destroy the options by overwhelming the site with an oversized development.

Sincerely yours, Sari Munro

I agree to the above statement Yes

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 8:50 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, 31/05/2022 - 08:49

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Helen

Last name Fenton

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 Bays West Stage 1 Draft Master Plan presents a great vision for the future of Bays West.. The combination of a Metro Station connecting this precinct with wider Sydney, new parklands, and a reused White Bay Power Station and mixed use development, are necessary 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 necessary 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 'Celebrating Heritage Landmarks', 'Reinforce a Layered and Evolving Heritage' and 'Connecting Community and Water'. 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.

# I agree to the above statement Yes

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 8:53 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, 31/05/2022 - 08:53

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name George

Last name Clemens

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

The Public Domain plan for the precinct needs to take the surrounding area into account. Specifically - how will the precinct become part of the pedestrian and cycleway that surrounds and connects Rozelle Bay, Blackwattle Bay and the network of parks in Balmain starting with Varnardi Green.

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 9:19 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, 31/05/2022 - 09:18

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Megan

Last name

Williams

I would like my submission to remain confidential

No

# Info

### **Email**

Suburb/Town & Postcode 2038

Please provide your view on the project I object to it

Submission

I am objecting to the 22 storey planning!

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 9:25 AM **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-nsw-department-of-infrastructure---craig-barnett---30th-

may-22.pdf

Submitted on Tue, 31/05/2022 - 09:24

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

### Name

First name

Craig

Last name

Barnett

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** 

submission-to-nsw-department-of-infrastructure---craig-barnett---30th-may-22.pdf

Submission

Please find attached my submission to the White Bay Draft 1 Master Plan

I agree to the above statement



### **NSW Department of Infrastructure**

30<sup>th</sup> May 2022

Dear Sir / Madam,

### Re: Formal Submission regarding the proposed White Bay Precinct Development.

In review and consideration of the proposed plans for the White Bay Precinct Development, the initial plan as tabled raises very serious concerns regarding the traffic projections and management thereof.

- The Balmain peninsula is already traffic-stressed, and under-designed in its ability to handle
  inbound and outbound road traffic at most times of the day, with the Roberts Street
  connection to the Victoria Road (on-ramp to the Anzac Bridge) already being significantly
  overly stressed at mid and peak periods.
- 2. The projections within the plan regarding the usage percentage rates of vehicular traffic are low by any historical, or internationally accepted (comparative) benchmarking.

  The viewer can only assume that, either: -
  - A. The percentage of vehicular traffic used presumed are naïve and do not adequately consider the shortcomings of locally provided public transport (see point 2 below), or the reasonable rate at which Australians can/will convert to a lesser rate of car use.
  - B. The percentage of vehicular use has been determined by a 'working-back of the formula' from projected traffic queue-lengths to arrive at the frankly ridiculously low level of percentage usage in the base assumptions of the plan.
    - In any event, the projected traffic queues of 1.2 kms at the Robert Street / Victoria Road intersection are unacceptable for a peninsula which will continue to dense-up beyond the rate which has been anticipated in this plan.
- 3. The plan is too narrow in its considerations and doesn't consider other key factors of almost certain adjacent and nearby developments, and the flow-on impacts from them which should be seriously considered in conjunction with the White Bay precinct proposal.
  - A. Immediately adjacent to the White Bay site on the northern side of Roberts Street (extending from the Mullens Street corner east towards Buchanan Street) is a sizeable site that is ripe for re-development, almost as large as the building footprint of the White Bay proposed high rise towers. Clearly the owners of this site will be poised to apply for a re-development of their Roberts Street site at density levels consistent with that which progresses at the White Bay site, and a Land Court would be hard pressed to deny their rights to such a logical consideration. The architects of the White Bay traffic plan need to not only consider the immediate traffic impacts of their own plan, but also ALL the subsequent applications which will rapidly flow

- from the development by way of the increased development applications which will emerge because of the progressing of this plan.
- B. The Plan refers to a community-focused occupancy of around 5,000 square meters of the White Bay Power Station but is vague on the ultimate occupancy of the other 10,000 sqm of space which will be no-doubt be made available within the Power Station for subsequent residential, commercial, or retail development, all of which will place even further significant pressure on the Robert Street/ Victoria Road intersection.

The traffic assumptions within the plan should be required to be amended to be based upon the upper level of potential occupancy of ALL likely surrounding future developments including both of the factors covered in 3A & 3B above.

- 4. The plan provides no pro-active plan regarding the public transport development on the Balmain peninsula which would be required to reduce vehicular traffic to anything like the levels.
  - A. The plan should be required to be expanded to include a comprehensive Balmain peninsula integrated Public Transport proposal in the full detail required for the appropriate re-projection of vehicular traffic percentage rates. The Transport Plan should include for the extension of the Light Rail from White Bay into the heart of Balmain in a manner which would genuinely provide an alternate Public Transport solution which could ultimately lead to the reduction of vehicular traffic exiting the peninsula at the Robert Street exit point to the low percentage levels required for the White Bay precinct plan to actually work.

The White Bay precinct plan should not be allowed to progress to next steps without the public transport plan solution which can practically accommodate any more significant development which places more pressure on the roads of the Balmain peninsula.

5. The height and density of the high-rise towers proposed for the White Bay Precinct development are of a height and density which are intimidating in scale, inappropriate to the footprint of land, and which will diminish the importance and stature of the historical White Bay Power Station. This approach should be deemed to be unacceptable. The Balmain community have waited long and patiently for a long-term appropriate solution to the restoration and appropriate use of the Power Station. The residents deserve the right solution of the right scale and proportion to be executed at White Bay in a manner which pays appropriate respect to the surrounding environment including the important White Bay Power Station.

In summary, the initial proposal for the White Bay precinct appears to have been designed and progressed in a manner which would justify maximum height and density building, but which has been based upon flawed and inadequate consideration for all the unique and specific factors of the Balmain peninsula upon which the development will sit, and upon the peninsula infrastructure which it will place significantly increased burden. The plan needs to anticipate not only its own impact-footprint, but all obvious additional adjacent development which will flow on as a result. It should be a base requirement of the plan that it should not be allowed to progress without a funded and executable plan for the already unsatisfied public transport needs of Balmain including the light rail extension into Balmain proper.

Sincerely

From: Geoff Broughton <action@campaignnow.co>

**Sent:** Thursday, 2 June 2022 11:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

As someone who has kayaked in and around Blackwattle Nay since 2003 when I became the rector of St Johns Anglican Church in Glebe, I would like public / kayak access to the waterfront.

The current beach access off Chapman Ave was negotiated in about 2005 with local resident and councillor Robyn Kemmis, then Deputy Lord Mayor.

I am concerned that future developments will need local champions (and not just large developed) like Robyn was.

### I also believe that

 Power Station should remain the main landmark here and all new buildings should be lower than the power station building.

Yours sincerely, Geoff Broughton Lilyfield, 2040

----

This email was sent by Geoff Broughton via campaignnow.co and www.jamieparker.org

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 10:23 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, 31/05/2022 - 10:22

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

lan

Last name

Allen

I would like my submission to remain confidential

No

# Info

**Email** 

Suburb/Town & Postcode 2039

Please provide your view on the project I object to it

#### Submission

I commend the decision to preserve the building that was the historic White Bay power station. I hope it can be repurposed in a way that delivers community value, and especially if it can become some form of cultural centre.

However I am extremely distressed at the scale of the proposed Bays West development. In particular I see no justification for the height of the proposed building envelope.

Clearly This project can be readily financed by buildings no higher than the roof of the existing power station. The proposal for a suite of towers higher than the existing chimney stacks will create a wall between Rozelle-Balmain and Blackwattle Bay and its maritime heritage. This is unnecessary destruction of the area's character and amounts to pure vandalism in the name of a short-term profit. It is not in the communities interest and it is not in the interest of the city of Sydney.

The financial sugar-hit from the proposed development will be long forgotten in 50 years when people wonder why Sydney squandered its unique history to become just another city of cookie-cutter architecture.

Please, can we seriously rethink what we are trying to achieve with this re-development?

# I agree to the above statement Yes

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 10:45 AM **To:** DPE PS ePlanning Exhibitions Mailbox

Cc: DPIE PDPS Bayswest Mailbox

**Subject:** Webform submission from: Bays West Stage 1 draft Master Plan submission-to-the-department-of-planning-and-environment.docx

Submitted on Tue, 31/05/2022 - 10:41

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Kathleen

Last name HACKING

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 file**

submission-to-the-department-of-planning-and-environment.docx

### Submission

The attached submission conveys some support for the Masterplan but also addresses its shortcomings.

### I agree to the above statement

Submission to the Department of Planning and Environment

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 eyecatching 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 standout. 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.

Kath Hacking

Rozelle NSW 2039

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 10:51 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, 31/05/2022 - 10:51

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

John

Last name

Wood

I would like my submission to remain confidential

No

# Info

### **Email**

Suburb/Town & Postcode Balmain 2041

Please provide your view on the project

I support it

### Submission

Comments:

Concerned about height of buildings adjacent to the Metro station.

Concerned about additional traffic density in Roberts street , very little additional capacity available.

Suggest ferry wharf be installed at the head of the bay could also handle cruise terminal passengers who currently use a temporary wharf during cruise season.

Suggest old power station become a TAFE college teaching trade skills that are desperately required; not a private vocation provider but a proper Government TAFE

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 11:03 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, 31/05/2022 - 11:02

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Martine

Last name

Simons-Coghill

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

Total overdevelopment with tall towers with no proper traffic or amenity planning.

I agree to the above statement

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 11:16 AM **To:** DPE PS ePlanning Exhibitions Mailbox

Cc: DPIE PDPS Bayswest Mailbox

Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Attachments: rochelle-porteous-submission-to-the-bays-west-stage-1-draft-master-plan-and-

urban-design-framework.docx

Submitted on Tue, 31/05/2022 - 11:14

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name Rochelle

Last name Porteous

I would like my submission to remain confidential No

# Info

#### **Email**

Suburb/Town & Postcode Balmain East 2041

Please provide your view on the project I object to it

**Submission file** 

rochelle-porteous-submission-to-the-bays-west-stage-1-draft-master-plan-and-urban-design-framework.docx

Submission

Please see attached file

I agree to the above statement

I wish to make a submission to the Bays West Stage 1 Draft Master Plan and Urban Design Framework. White Bay Power Station (and Metro) and Robert St Sub-Precincts.

### I do not support the above planning proposal.

In terms of process, I first want to note the very poor community consultation run by the department. The consultation has been almost entirely online. This is discriminatory and non-inclusive. It excludes wide sections of the local community. I attended the one online meeting offered on Monday 23 May and quite frankly it was terrible. Participants were limited to chat only. Questions were not adequately answered and there was no two-way communication. Presenters rushed through their presentations with no consideration as to whether the online audience was following them or not and the visuals were poor. There was no genuine attempt to consult with the community with this online meeting or the other online tools offered. Staff dismissed questions and failed to respond adequately to many of the written questions — it was very much a tick the box exercise.

Now that COVID restrictions have been lifted there should be face to face consultations. Stalls, information sessions and public meetings which enable people to ask questions, clarify and get useful answers. I rate the consultation on this planning proposal as a complete failure and ask that it be run again with full inclusive and accessible communications which make a genuine attempt to engage all community members and not just selected and privileged members of society who are digitally literate and have access to the appropriate equipment and technology.

In terms of the planning proposal itself, I object to the piecemeal approach of assessing and determining planning across the site. This proposal is only for the power station and Robert st Sub-Precincts which means it does not provide information on the cumulative impacts of the wider development on the site that is also being planned. It also does not take into consideration the impacts – particularly traffic of the Bunnings development (impacting significantly on Parsons, Booth and Robert Streets) nor developments on the Balmain (heritage) side of the Robert St precinct. We know that significant high rise development is planned for the rest of the Bays West site – we need to be looking at the proposed development now so that the capacity of the site as a whole can be assessed. To deal with development proposals in this piecemeal way puts the developer at a huge advantage – enabling developments to proceed which would not see the light of day if considered together with neighbouring developments. It is tricky and dishonest and the losers are the local residents – who are not presented with a planning proposal which shows them the impacts from all the development planned for the site.

In my opinion there is dishonesty in the way the traffic impacts are calculated and presented. We are not provided with detail on the breakdown of commercial, retail and residential uses of the site. What will be the commercial and retails uses – this is important because uses will indicate the traffic generation and parking requirements from these uses. Residential will also generate traffic and require parking provision. It seems from the figures I have seen that the development relies on almost no traffic generation from what are intense uses of the site and significant densification of residential and commercial development (and of course none of this was provided to us in the online meeting – despite specific questions being asked in the chat and prior to the meeting on commercial and retail uses and traffic impacts). One has the sense that the department is not being honest with the community.

I Chaired Leichhardt Council Traffic Committee for a number of years and I know that the intersections at Robert and Booth streets are already and beyond capacity at peak hours. Additional

traffic generation in the local areas cannot go on these local streets and to do so would result in complete traffic gridlock for the entire Balmain Peninsula. It is worth remembering that there are only for roads leading on and off the Balmain Peninsula. We cope at the moment as long as all four roads have reasonable traffic flow but if just one of those four roads is in gridlock it impacts the entire peninsula. We had this situation back in 2014 with the Darling St Rozelle fire which resulted in Darling St Rozelle being closed to traffic for 3 weeks while shops were demolished and asbestos removed. During those 3 weeks the loss of one of the four roads off the peninsula meant waits of up to an hour during peak hour to get on or get off the peninsula. You can expect the same sort of impact if you introduce more traffic to the local intersections on Robert and Booth Streets.

In terms of transport on the site. There is the issue of dispersal of passengers from the Metro once they arrive at White Bay Metro station. The current proposal is buses to transport these passengers to other parts of the peninsula and the Inner West. However buses are going to put even more traffic onto the already heavily congested road network. A much better solution would be developing the light rail corridor through the Rozelle Goods Line and also up into Balmain itself – to Gladstone Park and Balmain Bowling Club.

This is a planning proposal full of generalisations but lacking in substance. What locals want to know is what impact will this development have on their daily lives. The lack of concrete information in this document means that impact cannot be accessed. There should be more detail for example on types of commercial and retail use, types of housing, traffic modelling and the assumptions on which the modelling is based. I object to the failure to provide adequate detail to enable an assessment of impacts on the local and existing community.

This proposal leads to a rezoning planning proposal. It seeks to justify the rezoning of public lands. The rezoning proposal that will follow this proposal will enable intense commercial and retail development, buildings up to 22 storeys high and residential development. It will enable the selling off and privatisation of public lands to private developers and the income generated by these sales will be maximised if the rezoning is left as open and as generalised as possible, enabling greater density of development on the site. This is being dishonest with the local community. The rezoning needs to have built in protections for the existing local community. There are none proposed.

I strongly object to the failure of this proposal to commit to affordable and social housing as key elements of the residential development on the site. It is just not good enough to state: "the type of housing is not included at this stage but can include affordable housing". What is needed is percentages – that there will be, at minimum, this percentage of affordable housing and this percentage of social/ public housing. As this site is public land and a greenfield site these percentages need to be ambitious – 50% of the residential development should be only available for development and rezoning if the housing is affordable and social housing.

The current proposal with buildings up to 22 storeys is an over-development of the site and needs to be significantly scaled down.

The use of the White Bay Power Station should be for the benefit of the community. It should be accessible to everyone in the community and it should be making a positive social and cultural contribution to the existing local community. It is an iconic cultural building and as such it should reflect the strong art and cultural contribution that the Inner West makes to the whole of Australia in the arts, in film, in literature and in graphic arts.

Finally I am very keen on the concept of an eco-corridor across the entire site and I would like to see this prioritised.

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 6:52 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 Tue, 31/05/2022 - 06:51

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

# Name

First name

Flavia

Last name

Morello

I would like my submission to remain confidential

No

# Info

**Email** 

Suburb/Town & Postcode

Please provide your view on the project

I object to it

### Submission

It's great except for the 22 storey building. We really don't need 22 storey buildings anymore. That's just old school developer greed. It's not aesthetically pleasing, it's prone to building faults, cracks and fire issues and is completely unnecessary. Please lower it to max, 8 storeys. Even that would be huge. Kudos for the rest of the design.

I agree to the above statement

From: mike Mansfield <action@campaignnow.co>

Sent: Tuesday, 31 May 2022 6:28 AM
To: DPIE PDPS Bayswest Mailbox

Subject:

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, mike Mansfield ROZELLE, 2039 -----

This email was sent by mike Mansfield via campaignnow.co and www.jamieparker.org

From: Claire McIvor <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:58 PM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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, Claire McIvor Sydney, 2040 ----

This email was sent by Claire McIvor via campaignnow.co and www.jamieparker.org

From: Anne Collins <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:28 PM **To:** DPIE PDPS Bayswest Mailbox

Subject: Bays West Master Plan - objecting to scale and height of buildings.

It is good to know that development of this area is being progressed however the scale of the buildings are too tall for the immediate neighbourhood context as well being of too high density for this area and the rest of the bay.

Just because the metro is located here does not mean there should be very tall buildings in this precinct.

At present the Masterplan proposal doesn't appear to respect the power station. This should be the most dominant presence in this precinct, should be a visual focus for the bay and demonstrate a visionary approach to the adaptive re-use of the White Bay Power Station.

Demonstrate commitment to prioritising public access to the waterfront, promoting public domain and strengthrn local ecology.

I make the following comments:

- 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 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
- Please demonstrate traffic has been considered with a further traffic study 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
- please demonstrate you are focusing on pedestrian and cycle links. Particularly the links between residential precinct to Balmain, the Metro Station, proposed open spaces and ROZELLE Railyards/ Glebe bay circuit.
- The Masterplan should include Glebe Island Bridge reopening. It is a critical link in the active transport network and key to the success of this Masterplan.

Yours sincerely, Anne Collins Rozelle, 2039

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This email was sent by Anne Collins via campaignnow.co and www.jamieparker.ora

From: Lisa McNally <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 11:52 AMTo:DPIE PDPS Bayswest MailboxSubject:Bays West Monster 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.
- Please 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 developments 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 old Glebe Island Bridge would make a wonderful pedestrian bridge and retain the all important connection to the history of the area.
- 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, Lisa McNally Balmain, 2041

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This email was sent by Lisa McNally via campaignnow.co and www.jamieparker.org

From: Al Simpson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:28 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Bays West Stage 1 Draft 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.

The local 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 one of the main priorities for the redevelopment of this site. The other priorities being addressing housing availability, housing and development sustainability, and tackling population growth in and around the CBD. This area would ideally include public access to the waterfront, creating some greenspace which doesn't currently exist there and designed to boost local ecology, and taking a practical/sustainable 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. It should be used to maximise benefits for the local economy.
- I support the scale of the proposed development in the precinct, which is of similar scale to other areas
  near the CBD and approaching corridors. Too many urban developments are being blocked by greedy overprivileged buy-in residents of Balmain and surrounds (e.g. Leagues club). There was probably a time when
  you could see the harbour bridge from parts of Glebe Pt Road etc but guess what? Things change with the
  growth and development of our city, move on. More housing is needed close to the city, this is part of a
  solution rather than a hinderance.
- 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, Al Simpson Lilyfield, 2040

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This email was sent by Al Simpson via campaignnow.co and www.jamieparker.org

From: Kathryn Michie <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:48 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Concerns about the Bays West Master Plan

I have lived in the area for 9 years and walking the Glebe Foreshore with family and friends is my main form of exercise and recreation. When we moved house last year, maintaining proximity to the Foreshore area was one of my main criteria as I typically walk there 2-3 times a week, often buying lunch and snacks afterwards.

I love the astounding biodiversity that we have in the water there. The heron populations seems to be increasing recently. During lockdown, walking to "count the pufferfish" kept my young kids happy and helped them start to understand the basics of survey design.

The contributions that this area makes to nature and social wellbeing is immense. However, I am deeply concerned that the plans for inappropriate development will threaten both of these.

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,
Kathryn Michie
Sydney, 2040

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This email was sent by Kathryn Michie via campaignnow.co and www.jamieparker.org

From: Anne Crabb <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 1:58 PMTo:DPIE PDPS Bayswest Mailbox

Subject:

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, Anne Crabb Millers Point, 2000 ----

This email was sent by Anne Crabb via campaignnow.co and www.jamieparker.org

From: Tina Bernard <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:09 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Feedback on Draft Master Plan Stage 1 Bays West

Thank you for the opportunity to give feedback on Stage 1 Master Plan for Bays West. I support and welcome public access to the foreshore of White Bay and Glebe Island.

- The positive benefits for the local community and the Government are well established in terms of providing better amenity to an outdoor lifestyle that encourages better mental and physical health for all community members.
- I also feel the area offers great potential and opportunity to build even further on what has been presented
  in Stage 1 of the Master Plan. Fore example, the currently 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 vehemently object to the scale of development proposed and the detrimental impact it will create on current amenity for residents.

- I'm happy to support modest development but the scale of development indicated in this draft Stage 1
   Master plan and beyond, is excessive.
- The social infrastructure required to support the eventual 800,000+ sqm of development proposed at Bays West is sadly lacking in the current plan. Disturbingly, only a little over 5000sqm out of the 800000+ is currently shown as land use yield for Social Infrastructure. In my view this demonstrates appalling planning principles and destroys confidence and trust in the Government's priorities for this prime publicly-owned waterfront land. Public benefit should be the absolute priority for the redevelopment of this site. Community acceptance of new development relies on good local amenity transport connections, schools and health services, public civic and green spaces, protection of local character and access to services close to home. The Draft Master Plan for Bays West fails to deliver on almost all of these aspects.
- The traffic modelling undertaken has employed very ambitious and I would argue totally unrealistic targets for private vehicle share. Targets not achieved anywhere else in the world, and even on that basis, existing local residents will face traffic queues over 1 km long. The traffic modelling has also failed to include any cumulative impact from surrounding future developments such as the Bunnings Warehouse and the adjacent Robert St (western side) warehouses. It is clear local residents will be significantly worse off under this plan. The entry point to our community will be a choking point that is multiple orders of magnitude worse than the congestion we currently experience.
- The White Bay Power Station(WBPS) is a key and iconic landmark of our community and should be the focal point of this precinct. The bulk and scale of the development shown around the WBPS will dominate the heritage Power Station and overshadow it to the extent that it will no longer be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station. The WBPS should remain as the focal landmark of the area and all new buildings should be lower than the power station building.

Yours sincerely, Tina Bernard Rozelle, 2039 \_\_\_\_

This email was sent by Tina Bernard via campaignnow.co and <u>www.jamieparker.org</u>

From: Ali Hughes <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:22 PM **To:** DPIE PDPS Bayswest Mailbox

Subject: Feedback

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, Ali Hughes ROZELLE, 2039

This email was sent by Ali Hughes via campaignnow.co and <u>www.jamieparker.org</u>

From: Jonathon Twigg <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:32 PM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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 precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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  this iconic building.
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  element. The proposed building heights will be taller even than the chimneys of the Power Station and will
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  buildings should be lower than the power station building.
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  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, Jonathon Twigg BALMAIN, 2041

This email was sent by Jonathon Twigg via campaignnow.co and www.jamieparker.org

From: Diane Ross <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 12:52 PM
To: DPIE PDPS Bayswest Mailbox

Subject:

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.
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  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, Diane Ross BALMAIN, 2041

This email was sent by Diane Ross via campaignnow.co and <u>www.jamieparker.org</u>

From: Louise Pearson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:48 AM **To:** DPIE PDPS Bayswest Mailbox

Subject:

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, Louise Pearson Leichhardt, 2040

This email was sent by Louise Pearson via campaignnow.co and www.jamieparker.org

From: Stephen van der Merwe <action@campaignnow.co>

Sent:Tuesday, 31 May 2022 1:28 PMTo:DPIE PDPS Bayswest Mailbox

Subject:

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.
- Please don't exploit this area by making it a residential area filled with sad highrise apartments and empty shops occationally filled with a dodgy take away. This land should be filled with parkland, entertainment hubs and community focussed projects, markets, exibitions, Men's shed style creative workshops.
- 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. These proposed, horrible buildings block sunlight
  especially in winter. There is no need for any of them.
- 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 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, Stephen van der Merwe BALMAIN EAST, 2041

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This email was sent by Stephen van der Merwe via campaignnow.co and www.jamieparker.ora

From: Jonathan Scott <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:32 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Stop over development of another prime public space & asset!

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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  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, Jonathan Scott Rozelle, 2039 ----

This email was sent by Jonathan Scott via campaignnow.co and <a href="www.jamieparker.org">www.jamieparker.org</a>

From: Orlando Savage <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:42 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission for Bays West Master Plan

I write regarding the Bays West Stage 1 draft Master Plan and Urban Design Framework.

As a resident born in this historic area, I am happy to finally see a vision to realise a better Bays West precincts, especially the historic and uniquely designed, White Bay Power Station precinct and surrounds.

I would like to emphasise though that this is prime real estate which is publicly-owned waterfront. It should therefore envision public benefit first and foremost. History shows we cannot walk back short sighted plans that do not fully capture the value to of such incredible land and architecture for the people of Sydney.

To create a true commons (common land for the people of Sydney, this plan requires visionaries who understand the value of greenspace, the opportunity to transform the incredible White Bay Power Station and maximise the opportunity to create a world class precinct and not another Waterloo or Alexandria.

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. This view of this building should not be blocked forever from the Sydney landscape. The old power station conversion in London to the Tate Modern is an example of truly visionary use of such rare buildings.
- 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.

Yours sincerely, Orlando Savage Sydney, 2041

This email was sent by Orlando Savage via campaignnow.co and <a href="www.jamieparker.org">www.jamieparker.org</a>

From: Catherine O'Regan <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:02 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

1. 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
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  buildings should be lower than the power station building.
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  spaces to allow for and encourage both active and passive recreation.
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  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. The new fish market housing seems to be over development
  at its worst too.
- 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.

We need to have space to enjoy in an already overcrowded environment.

Yours sincerely, Catherine O'Regan \_\_\_\_

This email was sent by Catherine O'Regan via campaignnow.co and www.jamieparker.org

From: Alice Fennell <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:58 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.

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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
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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, Alice Fennell Glebe, 2007 ----

This email was sent by Alice Fennell via campaignnow.co and www.jamieparker.org

From: Marie-Ellen Jones <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:58 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
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  intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with
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  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, Marie-Ellen Jones Forest Lodge, 2037

This email was sent by Marie-Ellen Jones via campaignnow.co and <u>www.jamieparker.org</u>

From: Ryan McGregor <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:58 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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, Ryan McGregor Sydney, 2037

This email was sent by Ryan McGregor via campaignnow.co and <u>www.jamieparker.org</u>

From: Vasta Vita <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 1:58 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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- 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, Vasta Vita Birchgrove, 2041

This email was sent by Vasta Vita via campaignnow.co and www.jamieparker.org

From: Edward Benecke <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:48 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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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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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, Edward Benecke Forest lodge , 2037 ----

This email was sent by Edward Benecke via campaignnow.co and www.jamieparker.org

From: Nicole Deguchi <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:43 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, Nicole Deguchi Sydney, 2037 ----

This email was sent by Nicole Deguchi via campaignnow.co and www.jamieparker.org

From: Michelle Warren <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:43 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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, Michelle Warren Leichhardt, 2040 ----

This email was sent by Michelle Warren via campaignnow.co and www.jamieparker.org

From: Angela White <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:43 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  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, Angela White Leichhardt, 2040

This email was sent by Angela White via campaignnow.co and <u>www.jamieparker.org</u>

From: Michele McKenzie <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:42 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  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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- 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, Michele McKenzie Sydney, 2040

This email was sent by Michele McKenzie via campaignnow.co and <u>www.jamieparker.org</u>

From: Gabrielle Gathercole <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:42 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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 believe that retaining the power station as a museum or cultural centre will increase the amenities of the area but also the city generally.
- 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. While the Balmain/Rozelle area is densely populated there are few high rise towers that dominate the skyline and the area has a charm based on tis heritage cottages and homes. This should be retained. The area has historic significance in the type of housing that has been built here early in the European settlements history and that should protected and enhanced with sympathetic developement, not overpowering development.
- 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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- 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. As the area is so close to the city the pedestrian and cycling access
  is crucial for residents in surrounding areas and for ease of access from the city, particularly if the Ppwer
  Statikn is a museum or like public building this is also important for any tourists or visitors to access the site.

•	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, Gabrielle Gathercole Rozelle, 2039

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This email was sent by Gabrielle Gathercole via campaignnow.co and www.jamieparker.org

From: DANIEL BRETAG <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:38 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.

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  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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Yours sincerely, DANIEL BRETAG BALMAIN, 2041

This email was sent by DANIEL BRETAG via campaignnow.co and www.jamieparker.org

From: Rebecca Schepers <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:38 PM **To:** DPIE PDPS Bayswest Mailbox

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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, Rebecca Schepers Glebe, 2037

This email was sent by Rebecca Schepers via campaignnow.co and <u>www.jamieparker.org</u>

From: Kobi Shetty <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:32 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
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  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.

The state government also needs to consider alternative dispursement from the light rail stop to buses. It's clear that there are going to be significant issues with the traffic in the Robert St x Victoria Rd area, and buses will be caught up with it. An additional light rail stop into the peninsula would be very worth while.

Yours sincerely, Kobi Shetty Lilyfield, 2040

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This email was sent by Kobi Shetty via campaignnow.co and <u>www.jamieparker.org</u>

From: Cynthia Nadai <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:28 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 oStation precinct and surrounds.

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I make the following comments in relation to the proposal:

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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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  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, Cynthia Nadai Lilyfield, 2040 ----

This email was sent by Cynthia Nadai via campaignnow.co and www.jamieparker.org

From: Kishani Ratnayake <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:28 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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  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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  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, Kishani Ratnayake Rozelle, 2039

This email was sent by Kishani Ratnayake via campaignnow.co and www.jamieparker.org

From: William Clarke <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:22 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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I make the following comments in relation to the proposal:

- The greatest issue with the development is the cumulative impacts of traffic on the Victoria Road/Mullens street intersection. This intersection is already at capacity, a Bunnings will shortly open near the site and now with the Bays Precinct development local residents will be facing traffic queues of up to 1 KILOMETRE LONG up Mullens Street. Either the intersection should be upgraded or the only car entry and exit to this precinct should be via James Craig Road
  - 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
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  buildings should be lower than the power station building.
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  walk, although I note the proposed park will be situated on a flood plain that would not accommodate more
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  spaces to allow for and encourage both active and passive recreation.
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  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,
William Clarke
Sydney , 2041

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This email was sent by William Clarke via campaignnow.co and www.jamieparker.org

From: Ana Laudisio <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:22 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

Hi there,

I make the following comments in relation to the proposal:

- The greatest issue with the development is the cumulative impacts of traffic on the Victoria Road/Mullens street intersection. This intersection is already at capacity, a Bunnings will shortly open near the site and now with the Bays Precinct development local residents will be facing traffic queues of up to 1 KILOMETRE LONG up Mullens Street. Either the intersection should be upgraded or the only car entry and exit to this precinct should be via James Craig Road
- 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 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,			
Ana Laudisio			
Rozelle . 2039			

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This email was sent by Ana Laudisio via campaignnow.co and www.jamieparker.org

Francesca Balsamo <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:18 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, Francesca Balsamo Balmain , 2041

This email was sent by Francesca Balsamo via campaignnow.co and <u>www.jamieparker.org</u>

From: Rachael Bube <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:09 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.

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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
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  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 MOST 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
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Yours sincerely, Rachael Bube Rozelle, 2039 ----

This email was sent by Rachael Bube via campaignnow.co and <u>www.jamieparker.org</u>

From: Kerin Cox <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 1:09 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.

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  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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Yours sincerely, Kerin Cox Sydney , 2041

This email was sent by Kerin Cox via campaignnow.co and www.jamieparker.org

From: Aimee Fabian <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:09 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

I challenge any member of the proposal to try getting out the 3 exits in Balmain anytime between 7:30-9:30am.

if you took consideration of the amount of construction already taking place on the peninsula you would only need to think for one second to realise it's not going to work.

the current roads can not support the residential boom on the peninsula let alone adding high rise that not only block a view but are proposed at the worst bottle neck road in Balmain.

As I said take the challenge and see how you feel post trying to exit and enter. The west connex is already enough disturbance to the residents with actually requiring relocation. We pay premium prices to live in a premium area and are NOT subject to developers.

From: Marloes Bird <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:09 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.

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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
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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, Marloes Bird Hurlstone Park, 2193

This email was sent by Marloes Bird via campaignnow.co and <u>www.jamieparker.org</u>

From: Reece Theedam <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:09 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  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. However, it would be good to remove the chimneys as they aren't aesthetically
  pleaseing.
- 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
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  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.

Yours sincerely, Reece Theedam Rozelle, 2039

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This email was sent by Reece Theedam via campaignnow.co and www.jamieparker.org

From: Richard Hinchliffe <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:09 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, Richard Hinchliffe Birchgrove, 2041

This email was sent by Richard Hinchliffe via campaignnow.co and <u>www.jamieparker.org</u>

From: Wally Sloss <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:03 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:

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  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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  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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  road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of
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  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.
- In overview, the proposal is an unfortunate example again of gross overdevelopment, having again, similarities with the excesses proposed for the Old Fish Market site.
- This is a once in a city's lifetime project which could be a world standard success rather than the money driven deveplopment proposed.

- Additionally, it cannot be allowed for a development of this scale to proceed as a range of smaller sites rather than an detailed overview proposal for the entire site;i.e. the Bays West Precinct in it's entirety.
- Traffic considerations within the current proposal are simply improbable. There is a need to revisit the entire project realistically, rather than the current developer dream.

Yours sincerely, Wally Sloss Balmain, 2041

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This email was sent by Wally Sloss via campaignnow.co and www.jamieparker.org

From: Samuel Johnson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:58 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.

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  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
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  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, Samuel Johnson Annandale, 2038

This email was sent by Samuel Johnson via campaignnow.co and www.jamieparker.org

From: Gabriele De Celis <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:58 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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I make the following comments in relation to the proposal:

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  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
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  buildings should be lower than the power station building.
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  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
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  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, Gabriele De Celis Leichhardt, 2040 ----

This email was sent by Gabriele De Celis via campaignnow.co and www.jamieparker.org

From: Robyn Champion <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:48 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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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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  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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  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, Robyn Champion Sydney , 2041

This email was sent by Robyn Champion via campaignnow.co and www.jamieparker.org

From: Planning Portal - Department of Planning and Environment

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 1:14 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 Tue, 31/05/2022 - 13:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

## Name

First name Wallace

Last name Bruderlin

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

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 make the following comments in relation to the proposal:

- My main comment in relation to the plan is that is does not include the restoration and opening of the Glebe Island Bridge. There is a missed opportunity include the Glebe Point Bridge pedestrian & cycle link as part of the Bays West Stage 1 Development. No new roads / infrastructure is needed to open this link as the existing roads connect directly into the proposed road network of Stage 1. To open this bridge would simply require bringing forward the cost of the bridge restoration works into Stage 1 which would have negligible impact of the project's feasibility. If the restoration of the bridge is left to future stages, this will result in another 10 years + of no direct pedestrian and cycle access to Pyrmont from the area, and another 10 years + of further deterioration of the bridge which would lead to a significant increase is any future restoration cost. In short, the restoration and opening of Glebe Island Bridge as an active pedestrian and cycle route, should be included in the Stage 1 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 our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I generally support to the scale of proposed development in the south-western corner of the precinct which I believe provides a
  good mix of appropriate density and scale without negatively impacting the surrounding areas.
- 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. Given the tunnelling under Victoria Road between the ANZAC bridge and the Iron Cove Bridge, I believe the general traffic along Victoria Road will be reduced significantly. I believe however, that any traffic modelling for the area needs to also consider what the future plans for Victoria Road in Rozelle are. I am of the understanding this road will be changed into a local road of possibly 2 lanes each way with a focus on public transport and cycle ways.

- I believe a design character should be established for the area which should require buildings facades to be predominantly of brick finish. This would ensure the future character of the area is at ease with its industrial surrounds and will ensure new buildings will complement the existing White Bay Power Station. It will also ensure a decent level of building to be delivered in the area.
- I prefer Option 2 in terms of road network which has 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.

Regards, Wallace

I agree to the above statement

Yes

From: Neil blanch <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 12:48 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, Neil blanch Balmain, 2041

This email was sent by Neil blanch via campaignnow.co and www.jamieparker.org

From: Philip Lellman <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:42 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.

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I make the following comments in relation to the proposal:

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  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
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  intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with
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  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, Philip Lellman Rozelle, 2039

This email was sent by Philip Lellman via campaignnow.co and www.jamieparker.org

From: Rebecca Baiada <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:42 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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I make the following comments in relation to the proposal:

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  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
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  buildings should be lower than the power station building.
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  spaces to allow for and encourage both active and passive recreation.
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  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 do not replicate another Barangaroo which glass tower on glass tower with large areas of cold shaded areas and wind tunnels and visually unappealling.
- · Include mature trees for immediate folage cover

•	Sanction some public land for locker storage for kayaks, canoes, etc. Accessible places close to the water for
	sporting groups such as dragon boating clubs, and rowing clubs. There is a significant lack of access and
	storage points for people who want to use the water way for watercrafts.

Yours sincerely, Rebecca Baiada Sydney, 2037

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This email was sent by Rebecca Baiada via campaignnow.co and www.jamieparker.org

From: Melinda Gibson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:42 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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 strenuously 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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  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 extremely 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, Melinda Gibson Sydney , 2040

This email was sent by Melinda Gibson via campaignnow.co and www.jamieparker.org

From: James Wood <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:38 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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
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  this proposal along with further plans for Bays West and existing development such as the nearby Bunnings
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- I prefer the primary road to be next to the Anzac Bridge approach as this will encourage greater pedestrian
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  prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe
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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, James Wood Sydney, 2037 ----

This email was sent by James Wood via campaignnow.co and www.jamieparker.org

From: Michelle Brown <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:38 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.
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Yours sincerely, Michelle Brown Dulwich Hill, 2203 ----

This email was sent by Michelle Brown via campaignnow.co and www.jamieparker.org

From: Annika Postlethwaite <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:38 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

Hi there,

Please see below for my feedback on the Bays West draft plan:

Happy to see the area revitalised but I don't want it to become too commercialised and overdeveloped. I think the proposed height of the buildings is waaaaay too high. Love the idea of restuarants, community spaces and lots of trees/greenery. Happy for buildings to go in but nowhere near as high as proposed, or maybe not even as many as proposed. Don't want the area to become too overcrowded. Thanks for considering this feedback. Cheers, Annika

From: Sandy Do <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 12:38 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.

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I make the following comments in relation to the proposal:

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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, Sandy Do Glebe, 2037

This email was sent by Sandy Do via campaignnow.co and <u>www.jamieparker.org</u>

From: Maureen Lum Mow <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:32 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.

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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
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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, Maureen Lum Mow Leichhardt, 2040

This email was sent by Maureen Lum Mow via campaignnow.co and www.jamieparker.org

From: Katharine Garner <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:28 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 agree with the following comments in relation to the proposal, but would like to include this:

- A permanent undercover fresh food market on this site such as the Prahran or South Melbourne Markets in Melbourne or any of the great markets in every city in Europe would add so much to this area.
- 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
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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, Katharine Garner Balmain, 2041

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This email was sent by Katharine Garner via campaignnow.co and <u>www.jamieparker.org</u>

From: Mia wilcox <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 12:28 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
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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, Mia wilcox sydney, 2038

This email was sent by Mia wilcox via campaignnow.co and www.jamieparker.org

From: Mitchell Rosser <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:28 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:

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  the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant
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Yours sincerely, Mitchell Rosser Forest Lodge, 2037

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This email was sent by Mitchell Rosser via campaignnow.co and www.jamieparker.org

From: Charlotte Chaplin <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:28 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.

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Yours sincerely, Charlotte Chaplin Rozelle , 2039

This email was sent by Charlotte Chaplin via campaignnow.co and www.jamieparker.org

From: Cynthia Murray <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:28 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Cynthia Murray Sydney, 2040

This email was sent by Cynthia Murray via campaignnow.co and www.jamieparker.org

From: Sandra Funnell <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:22 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Sandra Funnell Rozelle, 2039

This email was sent by Sandra Funnell via campaignnow.co and www.jamieparker.org

From: Tim Glover <action@campaignnow.co>
Sent: Tuesday, 31 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.

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I make the following comments in relation to the proposal:

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Yours sincerely, Tim Glover Sydney, 2039

This email was sent by Tim Glover via campaignnow.co and <u>www.jamieparker.org</u>

From: Ani Syal <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 12:12 PM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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  cultural centre, and our community looks forward to exploring the opportunities presented as we restore
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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, Ani Syal Sydney , 2037

This email was sent by Ani Syal via campaignnow.co and www.jamieparker.org

From: AARON PETRILLI <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:12 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.

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Yours sincerely, AARON PETRILLI BIRCHGROVE, 2041 ----

This email was sent by AARON PETRILLI via campaignnow.co and www.jamieparker.org

From: Simon Fennen <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:09 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.

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Yours sincerely, Simon Fennen Balmain East, 2041 \_\_\_\_

This email was sent by Simon Fennen via campaignnow.co and <u>www.jamieparker.org</u>

From: SIMON TOMALIN <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:09 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, SIMON TOMALIN BIRCHGROVE, 2041 ----

This email was sent by SIMON TOMALIN via campaignnow.co and www.jamieparker.org

From: Julie MacDougall <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:09 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Julie MacDougall Balmain, 2041

This email was sent by Julie MacDougall via campaignnow.co and www.jamieparker.org

From: Stephen Scholfield <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:58 AM **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, Stephen Scholfield Rozelle , 2039

This email was sent by Stephen Scholfield via campaignnow.co and <u>www.jamieparker.org</u>

From: Paddy Reynolds <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:58 AM **To:** DPIE PDPS Bayswest Mailbox

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Yours sincerely, Paddy Reynolds Balmain East, 2041

This email was sent by Paddy Reynolds via campaignnow.co and <a href="https://www.jamieparker.org">www.jamieparker.org</a>

From: Monica Bray <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:52 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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I sincerely wish my and my community's views on our foreshore to be RESPECTED.

Yours sincerely, Monica Bray ----

This email was sent by Monica Bray via campaignnow.co and <u>www.jamieparker.org</u>

From: Emma Taviani <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:52 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Emma Taviani Glebe, 2037 ----

This email was sent by Emma Taviani via campaignnow.co and www.jamieparker.org

From: Loris Thurgar <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:48 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

I am a residendent of Annandale since 1995. I have been horrified at the concrete mess created by the wesconnex and am now concerned by some elements of the Bays West plans I have viewed online.

I am happy with the retention & revamp of the power station. I am not happy with the scale of the buildings proposed to be 12 to 22 stories tall. These will completely overwhelm the area, change the shape of the landscape, blocking vision and sunlight to what should be pleasant community spaces.

I support the statements prepared below

## Loris Thurgar

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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Yours sincerely, Loris Thurgar Annandale, 2038

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This email was sent by Loris Thurgar via campaignnow.co and <u>www.jamieparker.org</u>

From: Bill Matheson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Bill Matheson Rozelle, 2039

This email was sent by Bill Matheson via campaignnow.co and www.jamieparker.org

From: Danielle Trajcevski <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:38 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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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, Danielle Trajcevski Sydney , 2039

This email was sent by Danielle Trajcevski via campaignnow.co and <u>www.jamieparker.org</u>

From: Carl Matheson <action@campaignnow.co>

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From: John Chan <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:32 AM
To: DPIE PDPS Bayswest Mailbox

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Yours sincerely, John Chan Glebe, 2037

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

From: Max Collingwood <action@campaignnow.co>

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Yours sincerely, Max Collingwood Glebe, 2037

This email was sent by Max Collingwood via campaignnow.co and www.jamieparker.org

From: Melinda King-Adams <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:32 AM **To:** DPIE PDPS Bayswest Mailbox

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Yours sincerely, Melinda King-Adams Sydney , 2040

This email was sent by Melinda King-Adams via campaignnow.co and www.jamieparker.org

From: Marlene Marinkovic <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:32 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

My additional comment -

1. Traffic modelling is unworkable. Better, more up-to-date methodologies are required in order for the development to prosper so it does not become a white elephant slum due to traffic chaos. Developer dreams must be subordinate to verifiable, world class traffic research.

The current roadway is not workable.

How is all the traffic generated in this area ever going to fit on the Anzac Bridge? It's at capacity now and will worsen when current works are completed. It will be a turn off for people to come to the city, something we have already achieved. The turn off to living in Sydney city is set to become more pronounced unless visions and objectives change to put people first.

2. There is nothing in this plan to differentiate this development from any of the other recent throw ups, construction defaults inbuilt thanks to inadequate compliance inspection by poorly trained, inexperienced fly by nighters. A frightening future looms.

We need a development with style, the Power Station as a focal point in the line of vision from most angles. The Power Station should not be dwarfed or overshadowed. It's such a great opportunity to build a stand out monument to innovation and design excellence instead of the proposed Lego monstrosities. This is harbourside land. It should not be squandered on ordinariness coming from the current stable of developers. They are not up to building for people with an eye to greatness. Tall does not make a great building. So much more design needs to go into this project. Perhaps a competition as happened with the Opera House? Use this valuable opportunity to leave a legacy of intelligent planning, design innovation, stunning sweeping views that will draw people and lift their spirits. Wow factor is just not there and on this site it should be.

## Marlene Marinkovic

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Yours sincerely, Marlene Marinkovic Rozelle, 2039

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This email was sent by Marlene Marinkovic via campaignnow.co and www.jamieparker.org

From: Sylvua Sagi <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:32 AM
To: DPIE PDPS Bayswest Mailbox

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Yours sincerely, Sylvua Sagi Sydney, 2037

This email was sent by Sylvua Sagi via campaignnow.co and www.jamieparker.org

From: Julia Fairley <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:32 AM
To: DPIE PDPS Bayswest Mailbox

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Yours sincerely, Julia Fairley Balmain East , 2041

This email was sent by Julia Fairley via campaignnow.co and www.jamieparker.org

From: Bella Collingwood <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:28 AM **To:** DPIE PDPS Bayswest Mailbox

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Yours sincerely, Bella Collingwood Glebe, 2037

This email was sent by Bella Collingwood via campaignnow.co and <u>www.jamieparker.org</u>

From: Richard Rollo <action@campaignnow.co>

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From: Dee Donovan <action@campaignnow.co>

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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, Dee Donovan Balmain, 2041

This email was sent by Dee Donovan via campaignnow.co and <u>www.jamieparker.org</u>

From: Alex Creevey <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:28 AM **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, Alex Creevey Sydney, 2039

This email was sent by Alex Creevey via campaignnow.co and <u>www.jamieparker.org</u>

From: Jillian Stevens <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:28 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Jillian Stevens Rozelle, 2039

This email was sent by Jillian Stevens via campaignnow.co and <a href="https://www.jamieparker.org">www.jamieparker.org</a>

From: Rowan Matheson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:28 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Rowan Matheson Rozelle, 2039

This email was sent by Rowan Matheson via campaignnow.co and www.jamieparker.org

From: Cigdem Cihangir <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:22 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

Dear Sir or Madam,

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, Cigdem Cihangir Balmain, 2041

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This email was sent by Cigdem Cihangir via campaignnow.co and www.jamieparker.org

From: Kathy Tribe <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:22 AM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Kathy Tribe Lilyfield, 2040 ----

This email was sent by Kathy Tribe via campaignnow.co and <u>www.jamieparker.org</u>

From: Craig Channells <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:22 AM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Craig Channells Rozelle, 2039

This email was sent by Craig Channells via campaignnow.co and www.jamieparker.org

From: Kathy Foley <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:22 AM

To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Kathy Foley Glebe, 2037

This email was sent by Kathy Foley via campaignnow.co and www.jamieparker.org

From: Michael Bartley <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 11:22 AM **To:** DPIE PDPS Bayswest Mailbox

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Yours sincerely, Michael Bartley Sydney, 2039

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

From: Dave Palmer <action@campaignnow.co>

Sent: Tuesday, 31 May 2022 11:18 AM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Dave Palmer Balmain, 2041

This email was sent by Dave Palmer via campaignnow.co and <u>www.jamieparker.org</u>

From: Alison Tom <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:18 AM
To: DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, Alison Tom Balmain, 2041

This email was sent by Alison Tom via campaignnow.co and <u>www.jamieparker.org</u>

From: Jonathan Phillips <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:03 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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- I point as an example, to globally-recognised public cultural centres that have re-purposed utility buildings such as the Tate Modern gallery at Southbank in London. Developing the site in a similar manner would add massively to the level of public engagement with the precinct and increase economic benefits from international tourism.
- 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, Jonathan Phillips Balmain, 2041

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This email was sent by Jonathan Phillips via campaignnow.co and www.jamieparker.org

From: Patricia Jones <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:09 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:

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Yours sincerely, Patricia Jones Sydney, 2041

This email was sent by Patricia Jones via campaignnow.co and <a href="https://www.jamieparker.org">www.jamieparker.org</a>

From: Deanna Fekete <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:18 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.

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Yours sincerely, Deanna Fekete Glebe, 2037 ----

This email was sent by Deanna Fekete via campaignnow.co and <u>www.jamieparker.org</u>

From: JODIE BUDDLE <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:18 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, JODIE BUDDLE Glebe, 2037

This email was sent by JODIE BUDDLE via campaignnow.co and www.jamieparker.org

From: Sarah Cowl <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:18 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.

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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, Sarah Cowl Rozelle , 2039

This email was sent by Sarah Cowl via campaignnow.co and www.jamieparker.org

From: David Lloyd <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 2:09 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Master Plan

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Yours sincerely, David Lloyd Sydney, 2039 -----

This email was sent by David Lloyd via campaignnow.co and <u>www.jamieparker.org</u>

From: Julian Peterson <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 1:18 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** Submission on the Bays West Stage 1 draft Master Plan

Dear NSW Government planning team, I live in \_\_\_\_\_\_ - close to the new development. I made an appointment and spoke with your planners.

On the whole I think the proposal looks good - the scheme \*could\* turn a wasted piece of city-centre land into something impressive.

I think Jamie Parker, our MP has valid points below so I endorse his concerns and comments:

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	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, Julian Peterson Rozelle, 2039

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This email was sent by Julian Peterson via campaignnow.co and <u>www.jamieparker.org</u>

From: Brian Burfitt <action@campaignnow.co>

**Sent:** Tuesday, 31 May 2022 12:03 PM **To:** DPIE PDPS Bayswest Mailbox

**Subject:** The community wants a space we can use at White Bay!

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, Brian Burfitt Leichhardt, 2040 ----

This email was sent by Brian Burfitt via campaignnow.co and <u>www.jamieparker.org</u>

From: Planning Portal - Department of Planning and Environment

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 1:23 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, 31/05/2022 - 13:23

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

### Name

First name

GB

Last name

Logue

I would like my submission to remain confidential

No

## Info

**Email** 

Suburb/Town & Postcode Forest Lodge

Please provide your view on the project

I object to it

#### Submission

I write to object to the height of proposed new development within and immediately adjacent to the SHR listed White Bay Power Station. The Conservation Management Plan (Design 5, 2011) provides advice for future development at the site and talks of permissible heights (4 to 5 stories) and where new volumes should be located; key views and connections must be maintained across the site etc.

I object, on heritage conservation grounds, to the grossly over sized buildings proposed in the masterplan. This is in contravention of the CMP and general urban design principles of Designing in Context.

Please revise the Masterplan in light of the highly significant historic heritage industrial landscape.

Regards

**GB** Logue

I agree to the above statement

Yes



From: Planning Portal - Department of Planning and Environment

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 1:17 PM **To:** DPE PS ePlanning Exhibitions Mailbox

Cc: DPIE PDPS Bayswest Mailbox

Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Attachments: lesley-freedman-bays-west-submission.pdf

Submitted on Tue, 31/05/2022 - 13:15

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

### Name

First name

Lesley

Last name

Freedman

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 file

lesley-freedman-bays-west-submission.pdf

Submission

My 2 page document is attached.

I agree to the above statement

Yes

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

Date 3/ 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 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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# he de with the seather at segment day

During lockdown & realized that Balwain is poorly provided for in terms of wide Open public spece. When it was allowed to have pictures every available park on the peninsular was packed bull. Also have is almost no flat open space for cycling; skatchowds, welking. I have often observed people using the with bay cruise Terminal for this kind of accounty: joggains, oleg welking, little kids being taught to ride, older ones on skate boards, basketballs, familial. I know older ones on skate boards, basketballs, familial. I know that once commercial and private buildings are excepted the sences go up and public recreation space gets creded. This has happened on the old Unilever Site rearby. This has happened on the old Unilever Site rearby. I his has happened on the old Unilever Site rearby. I live has a happened on the old Unilever Site rearby. The level with owr family on the peninsular for 35 years high rise buildings. We need to breathe

Name
Address
Email
Signature

Declaration of any reportable political

donations made in the previous 2 years

From: ElectorateOffice Balmain <ElectorateOffice.Balmain@parliament.nsw.gov.au>

Sent:Thursday, 2 June 2022 10:16 AMTo:DPIE PDPS Bayswest MailboxSubject:FW: Submission re White Bay

Subject: Submission re White Bay

Hi Jamie,

I was having trouble in making my submission re White Bay development on your other web site, so here it is:

Sorry I couldn't attend your recent public meeting at Balmain Town Hall as my health is not really up to it at my age.

However, despite the increase in open space for the public, I agree with others that the proposed 22-storey buildings are out of character and should be much less in heights, say not exceeding 3 storeys or 4 at the very most, despite whatever benefit-cost studies may dictate.

Further, I think the 2 steel chimneys at the former White Bay Power Station should be demolished. Not only will they be an on-going maintenance problem but also an on-going cost to the tax-payer. They could also be a danger to the public should the corrosion be in an advanced state. I don't know what inspections, if any, have ever been done but judging by their rusted appearances when viewed as a passer-by, I would suggest that inspections have never been done. Also, what is the condition of their interiors? People may argue that their existence complements the White Bay Power Station building, but not at the cost of safety to the people. I can remember, back in 1948, when there was a row of black chimneys on the building fronting Victoria Road which continually belching black smoke. Thank goodness those chimneys have gone.

Sincerely,

John R Newland

Birchgrove NSW 2041

From: Planning Portal - Department of Planning and Environment

<noreply@feedback.planningportal.nsw.gov.au>

**Sent:** Tuesday, 31 May 2022 1:08 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.pdf

Submitted on Tue, 31/05/2022 - 13:06

Submitted by: Anonymous

Submitted values are:

**Submission Type** 

I am making a personal submission

### Name

First name gretchen

Last name gamble

I would like my submission to remain confidential No

## Info

### **Email**

Suburb/Town & Postcode annandale

Please provide your view on the project I am just providing comments

Submission file

bays-west-submission.pdf

Submission please the attached

I agree to the above statement Yes

# Bays West Stage 1 Draft Master Plan and Urban Design Framework Submission to Dept of Planning and Environment

I have been involved since the 1990's with different NSW state governments numerous plans for this area and others around Blackwattle, Rozelle and Whites Bays. None have been undertaken and this is the furthest for the development of a Master Plan.

In all of these we, the community, have wanted the following key elements included

Public access to the foreshore -- continuous, uninterrupted by development

Green spaces—active and passive use

Adaptive re-use of the White Bay Power Station

Retention and re-activation of the Glebe Island Bridge

Acknowledgement of our area's cultural heritage included

The retention and restoration of the heritage White Bay Power Station with adaptive re-use is truly welcome. Particularly uses should include those such as a cultural centre and provide community access and facilities too.

Glebe Island Bridge has significant heritage value, as it was one of only two (Pyrmont Br is other) electrically operated steel swing span bridges constructed at the time of Federation.

It connects the actual Glebe Is. with Balmain and the city and once re-activated will provide quick access for pedestrians, cyclists, scooter riders etc to the city.

The entire Sydney Harbour foreshore, including our three bays, must provide, in any development, access to the public. This should be in the form of open spaces, cycle/pedestrian paths etc.

Large areas of otherwise unusable (too expensive as flood plain) for the development of significant buildings, to be turned into passive and active recreation areas with significant tree/green plantings.

Public transport, including the metro, to be included to lessen need for cars and to facilitate easy access for residents, the wider community and employees of any businesses.

Whilst these needs have all been addressed, which is a positive with this Draft Master Plan, I'm extremely disappointed to see the extent of the proposed high rise developments.

The scale of these in the south –west of the White Bay/Robert St Precinct is hugely out of scale with surrounding areas of Rozelle and Balmain. These will dominate the heritage White Bay

Power Station which should be the key visual, not towers above the height of the chimneys!! Currently there is a vista across from Glebe Point Rd on the south side of Rozelle Bay and this should not be obliterated by massive towers. The sky line would be nonexistent. The Power Station should be the landmark and as such all new buildings should be below its height-ie. no higher than than its roof so chimneys are clearly alone as a the focus point.

I'm also concerned that the traffic increase will be unmanageable as there is just one road with two entry/exit points. This is already a very congested traffic area without any planned increase in business or residential developments. It will be unmanageable as outlined in the draft plan.

It's extremely necessary that all stakeholders work together to get the best outcome for all parties. Inner West Council, in whose local government area this M P exists, will need to be involved in its development, along with our State M P in order to have the interests of our community at the fore of decision making.

Regards

Gretchen Gamble

