

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 12:39 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-strategy-ba.pdf

Submitted on Tue, 31/05/2022 - 12:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Duncan

Last name

MacAuslan

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Birchgrove

Please provide your view on the project

I object to it

Submission file

[bays-west-strategy-ba.pdf](#)

Submission

see attachment

I agree to the above statement

Yes



31 May 20022

The Balmain Association and has long been calling for the revitalisation of the Bays West precincts, especially the White Bay Power Station and the land around White Bay.

We make the following objections and comments in relation to the Bays West Stage 1 draft Master Plan and Urban Design Framework proposal.

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 strategy seems to be a compromise resulting from the siting of a metro station where there is currently neither a source of passengers nor a destination for them. The nearest residences are several hundred metres from the station entrances (Buchanan Street and Mullens Street) and there are only few small businesses near it in Roberts Street.

The Strategy solution appears to be to allow the construction of inappropriately sized office buildings along the southern border in the process completely destroying the views west from the Anzac Bridge and north from Glebe. We object to this as being out of scale and character with anything in the surrounding suburbs of Rozelle, Balmain, Lilyfield Glebe, and Annadale. The buildings should be no higher than the main roofs of the White Bay Power Station. The artists impressions depict soulless glass towers. The strategy ignores the present trend away from working in offices.

The BA is pleased to see the iconic White Bay Power Station being retained as 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, the transformation of London's Battersea Power Station is one model. Another could include a first nation's museum to reflect on the total loss of country in the area.

We are concerned at the predicted increases in traffic to the area with 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 strategy is still vague about the potential bus network, the diagram goes no further than the site boundary. It will take a significant incentive for peninsular residents to transfer from the existing direct to buses to the metro. It is certainly not a transfer point from Victoria Road services.

Whilst we are pleased to see the focus given to public space, including the park, open spaces and the foreshore walk. Not only should the area provide sufficient space for recreation but should also encourage transitory walking and bike riding from Balmain to the Anzac Bridge. There is no mention of access other than the existing detour by Victoria Road.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 12:33 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 12:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Ian

Last name

Stephenson

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2037

Please provide your view on the project

I object to it

Submission

The Glebe Society has over 450 members. Over the years we have been leaders in working for improved access to Sydney Harbour, especially in respect of extending park land at Rozelle Bay and the creation of the Blackwattle Bay Foreshore walk. The Bays Plan has some good aspects including the provision of open space and the foreshore walk. We strongly recommend that the restoration of the Glebe Island Bridge for pedestrian and cyclists be part of the scheme in order to increase access and connectivity to the harbour. We would also like to see improved pedestrian connections from the the Glebe foreshore parks in Rozelle Bay. It is important that the former White Bay Power Station remain a dominant element in the landscape and be viewed in the round. This means reducing the scale of the proposed towers so that they do not dominate the power station.

Ian Stephenson

President

The Glebe Society

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 12:29 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 12:28

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lachlan

Last name

Wilcox

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2038

Please provide your view on the project

I object to it

Submission

Horrible horrible stuff, this cannot go ahead and where have we been asked?

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 12:28 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 12:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

douglas

Last name

Jackson

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I object to it

Submission

I think that the scale of the proposed residential and other towers is too great for the area and will dwarf the significant heritage value that is vital in this location. The increase in traffic volumes will cause further delays for Balmain residents trying to exit the area.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 12:20 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 12:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Tim

Last name

Usherwood

I would like my submission to remain confidential

No

Info

Email

ultimovillagevoice@gmail.com

Suburb/Town & Postcode

ULTIMO NSW 2007

Please provide your view on the project

I am just providing comments

Submission

Ultimo Village Voice (UVV) is a community group that for almost 20 years has supported local residents, providing an avenue to address important issues that impact the local area. UVV seeks to work constructively with others to drive positive community and local business outcomes.

UVV has been instrumental in developing improved safety and design outcomes in many recent developments in the local area that have potential to impact on the local residents of Ultimo and Pyrmont. We welcome the opportunity to provide this feedback.

Consultation

Feedback from local residents, community, businesses and councils will play a vital role in the more detailed planning required to inform the finalization of the Stage 1 Master Plan and Urban Design Framework. As such, we support the plan to be included in community two-way engagement for the draft implementation plans and phases for these sub-precincts. Not just an opportunity to comment once the plan is placed on exhibition.

Proposed Site Layout

The layout is relatively open with provision of significant areas of open space. Sightlines are preserved to much of the historic White Bay Power Station. A vast and welcome difference to the draft plans for the redevelopment of Blackwattle Bay Precinct with bulky podiums or towers up to 46 floors.

Built Form

The Ports Authority has had to commit substantial funding to retrofit up to 100 homes in Balmain with sound-proof materials and air conditioning units to protect residents from the impacts of the cruise ships docking at the White Bay CPT. The use of exterior materials which absorb rather than amplify noise, needs to be including. Plus, the use of Cross Laminate Timber or glue laminated timber cladding exoskeleton and/or green walls to soften noise impacts from the operation of the new, enlarged structures is recommended.

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

Public and Affordable Housing

It is imperative that at least 10% of residential development be allocated to Public and Affordable Housing. These sub-precincts provide a great opportunity to help reduce the shortfall of such housing and, at the same time, enable social integration with private residential development.

Heritage

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

We look forward to further consultation with regard to the uses of the White Bay Power Station which can provide space for the celebration of both First Nations and industrial history of this important locale. It can also be a place for cultural, artistic and commercial innovation and should incorporate affordable studio and incubator space for those engaged in such enterprises.

Precinct-scale Activation

We note that the plan proposes to ensure that there are a number of attractions and activations from Day 1 of the Metro station opening including in parks and public spaces, places to eat and drink and community facilities. Care needs to be taken to ensure that such activation does not compromise residential amenity.

We recommend wide community consultation during the development of Local Environment Plans during the Implementation phase of Bays West Planning which will determine zonings and permitted uses of the proposed developments. It is also recommended that the plans include the positioning of permanent noise pollution monitors and CCTV cameras in the vicinity of any spaces proposed for late night activation.

Public parks are essential, with natural grass and groups of trees that provide cool shade and receive good sunlight. Access to fresh drinking water and the harbour foreshores for recreational purposes should also be provided.

Social and Community Infrastructure

It is essential, in planning the uses for the sub-precinct developments, that there is a balance between social infrastructure (community and cultural spaces, sports and recreation, health, education and childcare facilities) and that these be rolled out as the residential and commercial development proceeds, not provided as an afterthought. Community infrastructure should be accessible to the public, not just for the private use of the occupants of individual residential or business strata's.

Ideally, a centrally located community centre will be incorporated into the plan, staffed and run by the Inner West Council, to build and enhance the social cohesion of those who live and work in the Bays West precincts. Consideration should be given to provision of indoor multi-purpose courts, adjacent to the community centre, possibly located in close proximity to the Metro station. We have previously promoted the provision of a new local secondary school (Years 7 – 12) to serve the current and proposed increase in population in our submissions on the PPPS Implementation plans, so far without success. There will be an inevitable rise in demand for more public secondary school facilities to serve both the Pyrmont/Ultimo Peninsula and the Bays West residential population.

In addition to a new secondary school, and possibly primary school, we recommend 2-3 childcare centres, appropriately spaced, to provide residents and workers with accessible care for their children.

We also draw attention to the old Blackwattle Bay Studios which were in a former warehouse housing more than 100 studios and employed more than 250 people including artists, craftspeople, furniture makers, filmmakers etc. We strongly advocate for a similar facility to provide opportunities for small creative businesses and to contribute to the cultural development of the area.

Tim Usherwood

Chair, Ultimo Village Voice

ultimovillagevoice@gmail.com

We acknowledge the Gadigal people of the Eora Nation, traditional owners and carers for the land we now call Ultimo, whose sovereignty has never been ceded.

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 12:11 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 - 12:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Paul

Last name

Andrews

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Glebe 2037

Please provide your view on the project

I support it

Submission

I support the activation of White Bay Power Station and the brownfield redevelopment of this land.

I would strongly encourage early delivery of an active transport link between Glebe and Rozelle across the bay.

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 11:37 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 - 11:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Francis

Last name

Breen

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Birchgrove 2041

Please provide your view on the project

I object to it

Submission

Bays West Draft Master Plan

My concerns are the proposed building heights and biodiversity and natural systems.

The Bays West Urban Design Framework discusses the place principles in Part 2.

Biodiversity and natural systems are discussed in section 3.3 of the Bay West Draft Sustainability Framework.

The application of the place principles for urban design conflict with the place based concepts in the sustainability framework.

The urban density that results from multiple high rise towers between eight storeys and 22 Storeys will have a very limiting impact on the restoration of biodiversity and natural systems such that any net increase in biodiversity and natural systems will be minimal and tokenistic and not sustainable in the long term.

Relying on biodiversity offsets to obtain a net increase in biodiversity and natural systems is not appropriate because this will not lead to an increase in these in the Bays West area and such increases in other areas can be achieved regardless of the development at Bays West.

The high rise developments should be scaled back to create a more modest increase in urban density and provide the opportunity for longer term survival of an increase in biodiversity and natural systems in the Bay West Area.

A scientific approach is required for ascertaining an appropriate level of urban density that is compatible with the increase in biodiversity and natural systems discussed in the draft Sustainability Framework.

Subject to such scientific analysis I suggest a maximum height of six storeys for developments on the site.

The terms biodiversity and natural systems do not seem to be defined as local native flora and fauna. It is imperative that these terms are defined as flora and fauna that is the natural heritage of the Bays West area.

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 1:55 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: 220531_shelter-submission-bays-west-masterplan_sm.pdf

Submitted on Tue, 31/05/2022 - 13:53

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Stacey

Last name

Miers

I would like my submission to remain confidential

No

Info

Email

admin@sheltersw.org.au

Suburb/Town & Postcode

2010

Please provide your view on the project

I am just providing comments

Submission file

[220531_shelter-submission-bays-west-masterplan_sm.pdf](#)

Submission

See pdf attached.

I agree to the above statement

Yes

May 2022

SUBMISSION

Bays West Stage 1 Draft Master Plan and Urban Design Framework (White Bay Power Station & Metro) and Robert Street Sub Precincts

About Shelter NSW

Shelter NSW (Shelter) has operated since 1975 as the NSW State peak housing policy and advocacy body.

Shelter is concerned about the current housing crisis in NSW - the rising homelessness, increased rental stress, limited access to affordable housing options, impacts of poor-quality housing, and the growing disconnect between low-income households and viable employment opportunities.

What we see across our urban redevelopment areas is that low-cost properties are being steadily replaced with new ones at higher rents. This situation has seen lower income households being consistently displaced - forced to move away from their traditional economic, social and cultural connections into areas with higher levels of social and economic disadvantage.

We advocate for solutions that make the housing system fairer for all. Our vision is to support the creation of a sustainable housing system that can deliver a secure and affordable home for all NSW residents.

About our submission

Shelter appreciates the opportunity to comment on the Bays West Stage 1 draft Master Plan (May 2022) which builds on the vision of the Bays West Place Strategy in 2021. We have reviewed the Bays West Stage 1 draft Master Plan May from the perspective of lower-paid workers who may be employed on the site in the future and need access to secure affordable housing that suits their needs ¹.

Shelter's ongoing review of the planning system has presented evidence that the majority of these planning strategies fail to deliver solutions that address the supply of affordability housing in or around redevelopment precincts. This is especially true for those redevelopment precincts on

¹ Rent or mortgage payments are set at no more than 30% of household income before tax for the lowest 40% of income households.



Level 1 241 Castlereagh Street SYDNEY NSW 2000

www.shelternsw.org.au | 02 9267 5733 | admin@shelternsw.org.au

Sydney's waterfront. These projects facilitate gentrification and result in the dislocation of lower-income workers. We take the position that for this redevelopment precinct to be a viable and sustainable community in the future, this Plan needs to adequately address the future housing supply needs of residents and the entire workforce, including cleaners, service industry, child and aged care workers and security services just to name a few. As such, Shelter NSW's comments and recommendations aim to readdress the failure of the strategy to support the housing supply needs of key workers. We noted this in our previous submission on this redevelopment, as well as the plan's failure to address the main vision of the 'Greater Sydney Regional Plan' – providing housing within thirty minutes' travel of employment sites.

The need for Affordable Housing in the Bays West Stage 1 draft Master Plan

Shelter does not accept the premise that housing supply alone will deliver affordable housing, as evidenced in recent research by Cameron Murray called 'The Australian Housing Supply Myth' 2019. Therefore, Shelter sees the redevelopment of Government-owned land as an important opportunity for the Government to deliver affordable housing options through joint venture arrangements with the NSW Land and Housing Corporation (LAHC) and community housing organisations. This would provide housing safety for lower -income key workers, older renters, first nations people and those with special needs.

The draft Bays West Stage 1 draft Master Plan gives effect to the Eastern City District Plan's (ECDP) strategic directions - supporting the delivery of infrastructure, liveability, productivity, and sustainability. However, it does not align with the ECDP requirement for a 10% Affordable Housing levy on all Government-owned sites.

The Bays West Stage 1 Master Plan also sits within the Inner West Council Local Government Area (LGA) which has a 15% affordable housing levy in its Affordable Housing Policy Background Paper and Position Paper: 'Best Practice in Value Capture March 2017'. The Plan also falls short by not including any affordable housing target.

Although 39.5% of first nations people own their homes, the other 60%+ rent. A high percentage of these rental properties are owned/managed by both public and community housing authorities due to discriminatory practices in the private rental market ². While the draft Bays West Stage 1 Master Plan states that 'Connecting with Country' underpins the themes and directions of the Plan, it is not linked to any requirement for affordable housing and therefore lacks what we see as an important

² ABS Housing Statistics for Aboriginal and Torres Strait Islander Peoples. Collation of housing and household characteristics statistics from ABS collections. 2018-19 financial year.

safety net for first nations' people. It instead seems to indicate a tokenistic approach whereby the art and design themes of first nations people are emphasised, while their true need and primary safety net for a healthier life - access to secure affordable housing - is ignored.

The draft Bays West Stage 1 Master Plan also states that the direction in the Plan was drawn from previous stakeholder and community engagement. It indicates that this included providing greater clarity around affordable housing provision on the site. From our perspective however, no clarity has been provided.

The NSW Government Planning Authority³ also has an inconsistent approach regarding these large Government-owned master planned sites and affordable housing targets and Shelter has become increasingly aware of these contradictions. One example is the comparison of the Department's inclusion of an affordable housing target of up to 15% in the town centre and 10% in surrounding areas for the Frenchs Forest Place Strategy 2041 (December 2021), to the Bays West Stage 1 draft Master Plan which does not refer to any target. However, it includes clear targets for social infrastructure, heritage, open and play space. It also has clear targets for the gross floor areas (GFA) for residential, commercial, community and retail land use.

This approach by the Department seems to contradict its own messaging that developers require a consistent approach on land use matters. Furthermore, Shelter would argue that the broader community too require a consistent approach.

The lack of consistency here displayed will ensure that the key vision in the 'Greater Sydney Regional Plan' - for all residents in the Greater Sydney Metropolitan area to live within 30 minutes of a job, education, or health service – will not be realised. It seems that instead, with the exclusion of any affordable housing target, this vision is possible only for high-income households and that the current growing inequality across our cities will continue to increase.

Shelter would like to see the inclusion of a clear affordable housing target that is at least equivalent to those outlined in the ECDP and the Inner West Council Affordable Housing Policy Background Paper and Position Paper: 'Best Practice in Value Capture March 2017'.

Recommended Actions

Shelter recommends that a minimum 15% affordable housing levy be required on all residential, commercial and retail gross floor areas (GFA) within the Bays West Master Plan precinct.

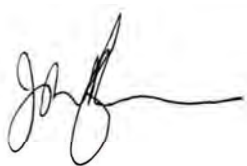
³ NSW Department of Planning, Industry and Environment. '

Thank you

Shelter NSW appreciates the opportunity to comment on the Bays West Stage 1 draft Master Plan. We hope that the comments and insights we have provided bring some value to considerations in the housing policy space. We are also happy to engage on the issues raised in our submission.

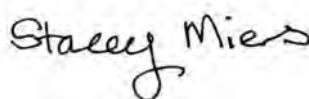
If you wish to discuss our submission in more detail, please contact **Stacey Miers** on [REDACTED] or by email at [REDACTED]

Sincerely Yours,

A handwritten signature in black ink, appearing to read "John Engeler".

John Engeler

Chief Executive Officer, Shelter NSW

A handwritten signature in black ink, appearing to read "Stacey Miers".

Stacey Miers

Principal Policy Officer, Shelter NSW

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 2:10 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 14:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Claire

Last name

Edwards

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Drummoyne

Please provide your view on the project

I support it

Submission

The Bays West Stage 1 Draft Master Plan presents a great vision for the future of Bays West. The opportunities presented aiming to integrate and respect maritime and industrial histories as part of the future of Bays West are undoubtedly important. 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 Glebe Island Bridge. This dormant infrastructure has incredible potential in serving as a successful active transport link for pedestrians, cyclists and the wider public and it proves to be integral that the Government renew and re-use this.

It is hoped that the community, its representatives and the Government bodies will work together to improve our beautiful home in a way that is considerate of it's existing surroundings and benefits the wider community.

I agree to the above statement

Yes

From: Anna Keohan <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

re: Draft Master Plan for White Bay - OBJECTION

Although I am a resident of Marrickville, I frequent Rozelle/Annandale/Balmain very regularly, used to a student at the old SCA Balmain/Rozelle campus, I walk along the Blackwattle Bay to Fish Markets path very often, and wholeheartedly love and feel connected to all our inner west neighbourhoods, and believe that changes in one suburb can affect more than the people that live in that postcode.

The White Bay precinct is a unique opportunity to revitalise in to an inclusive (and not an exclusive-to-only-those-that-can-afford-it) space, with lots of free open access to the shoreline, enhanced with great green spaces. This is PUBLICALLY OWNED land and as such the primary objective should be to ensure its redevelopment puts the public interest and benefit first.

As custodians of our public assets, I expect my state government to

It is wonderful that the area is finally going to be revitalised, but the current draft plan needs to be modified, specifically: DENSITY reduced; TRAFFIC issues addressed; and HEIGHT set at appropriate limits, that is no higher than the current power station (c. 8 storeys) and certainly NOT as high as the stacks (c. 22 storeys).

For my own convenience, I have used the following prepared points to include in my submission of OBJECTION. Please accept this as a personal expression of my opinion and concerns.

- 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,
Anna Keohan
MARRICKVILLE, 2204

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

[REDACTED]

From: Aisling Kelly <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

Attn: Department of Planning and Infrastructure

I write to express my concern regarding elements of the *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy.

While I support revitalisation and development of the White Bay Power Station precinct I have several concerns with the current plan:

1. The plan does not adequately take advantage of the site's potential as a **public green space**. There should be public access to the waterfront and additional green space. The precinct could be an important **biodiversity corridor** with sufficient attention to this area. This would also make the White Bay Power Station precinct a great place for the people of Sydney and visitors to enjoy.
2. I fully support the **conservation of the White Bay Power Station**. It is an important heritage asset for Sydney. I support historical interpretation, adaptive re-use, and public access to this asset.
3. I **object to the scale of proposed development** in the south-western corner of the precinct. This will reduce the heritage value of the site and causes concern for traffic in the peninsula.
4. The increased **traffic** is particularly of concern given other developments e.g. the Bunnings Warehouse currently under construction. Balmain can be difficult to get in/out of during peak hour even without the Bunnings traffic which will be an additional load on the limited access points.
5. I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.

Thank you for reviewing this submission.

Yours sincerely,
Aisling Kelly
BIRCHGROVE, 2041

This email was sent by Aisling Kelly via campaignnow.co and www.jamieparker.org

From: Alason Gibson <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Alason Gibson
Birchgrove, 2041

This email was sent by Alason Gibson via campaignnow.co and www.jamieparker.org

From: Darien Midwinter <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

Re plans for the revitalisation of the Bays West precincts and White Bay Power Station:

Any redevelopment of this publically owned land should benefit the public and increase public opportunity for enjoyment of the waterfront and parkland. It should absolutely not be sold off to private developers to create habitat for a wealthy elite.

Opportunities for the public to improve physical and mental health and well-being should be prioritised. Active (eg walking, cycling) and more passive (eg picnicking, plein air painting) recreational spaces should be included.

For walking the provision of a sufficiently wide, waterfront pathway is very important. Some existing waterfront pathways in neighbouring areas, eg in the Blackwattle/Rozelle Bay area, have proved uncomfortably, and oftentimes, dangerously narrow for the huge numbers of people using them on a daily basis, especially on week-ends and holidays. Ideally bicycle tracks would be separated from walkways.

Plenty of shade trees are vital for safe and pleasant active and passive recreational pursuits, for greening and for visual amenity.

The whole development must be environmentally friendly, should include native revegetation and should provide significant habitat that nurtures local wildlife. Strengthening biodiversity corridors along the entire bayside area should be a priority.

The historic White Bay Power Station should be retained and conserved for public use and culturally appropriate public uses should be explored.

Tall buildings that would dominate the Power Station should not be included as they would be a visual eyesore and of inappropriate scale for this heritage site.

Yours faithfully,
Dr Darien Midwinter

From: [REDACTED]
Sent: Floyd Gibson <action@campaignnow.co>
To: Tuesday, 31 May 2022 3:52 PM
Subject: DPIE PDPS Bayswest Mailbox
[REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Floyd Gibson
BALMAIN EAST, 2041

This email was sent by Floyd Gibson via campaignnow.co and www.jamieparker.org

[REDACTED]

From: Greg Hampton <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

Re: Bays West Stage 1 draft Master Plan and Urban Design Framework

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. Buildings should be limited to 8 stories.
- public spaces for recreation should be maximised and pathways be constructed to be at least 5 metres.
- 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.

Yours sincerely,
Greg Hampton
Forest Lodge, 2037

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

From: Hannah Tatam <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

Since I was a little girl, our community has been waiting on the Bays West precincts to be improved

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. I **ADORE THIS BUILDING**
- 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 **TOTALLY 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** - as it is now.
- 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.
- A light rail / metro inclusion doesn't fix this.
- 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,
 Hannah Tatam
 Annandale, 2038

This email was sent by Hannah Tatam via campaignnow.co and www.jamieparker.org

From: Holly Kelsall <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
 Holly Kelsall
 Birchgrove, 2041

This email was sent by Holly Kelsall via campaignnow.co and www.jamieparker.org

From: Helen Colman <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: I would like to suggest that not too high rise housing for poor people be
 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. Please ensure the loquat trees remain.

Yours sincerely,
 Helen Colman

Balmain, 2041

This email was sent by Helen Colman via campaignnow.co and www.jamieparker.org

From: Janine Haran <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Janine Haran
Glebe, 2037

This email was sent by Janine Haran via campaignnow.co and www.jamieparkers.org

From: Kimm Oconnell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Kimm Oconnell
ROZELLE, 2039

This email was sent by Kimm Oconnell via campaignnow.co and www.jamieparker.org

From: Katie Stackhouse <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:22 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- 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,
 Katie Stackhouse
 Ashfield, 2131

This email was sent by Katie Stackhouse via campaignnow.co and www.jamieparker.org

From: Barbara Adams <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Let the ICON SHINE - the White Bay Power Station

White Bay Power Station 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 . These in part are adapted from the circular at the public meeting in addition to my own:

- 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.
- **The Power Station buildings should not be dwarfed by surrounding 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.**
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk.**
- **Places for residents and visitors to relax and enjoy must be prioritised for the area,** with spaces to allow for and encourage both active and passive recreation.
- I am 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 well as visitors from the **Cruise Terminal**, and **The Bays Station/Sydney Metro**.
- All efforts should be made to ensure planning for the **Bays Metro Station is coordinated with the planning for the White Bay precinct.** At the moment it appears to be two separate and parallel exercises.
- 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.

- FROM AN URBAN DESIGN PERSPECTIVE:
- **No building in Bays West should be taller than the ANZAC Bridge, another icon of the area.**
- The starting point for design should not be how many people can we get on the site, or how much return can be made from it, but what IS the best use of this PUBLICLY owned land, not just for the local community but for all of Sydney. This is an opportunity for visionary development, and not a piecemeal, bit by bit approach.
- **The main feature of the site is the White Bay Power Station building.** Let that guide other decisions about the kind of, and size and shape of, other development on the site.

Yours sincerely,
Barbara Adams
Rozelle, 2039

This email was sent by Barbara Adams via campaignnow.co and www.jamieparker.org

From: Victoria Eustace <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Personal submission on the Bays West Master Plan

NB: while the below email is a prefilled submission, I back every comment 100%. The area needs to be revitalised, but sympathetically and with particular focus on the biodiversity of the area. I look forward to seeing further plans for development in the area being considered that won't compromise the significance of the Power Station or the enjoyment of the area by its current residents.

Victoria

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,
Victoria Eustace
Sydney, 2050

This email was sent by Victoria Eustace via campaignnow.co and www.jamieparker.org

From: Christine Pearce <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Plea for a dynamic and forward looking Bays west masterplan

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.

Bays West Stage 1 draft Master Plan

I applaud the retaining of the White Bay Power Station. A magnificent iconic building so infused with character. I encourage redevelopment of Rozelle Bay, and there are many excellent aspects to the Master Plan. However, it could be a fantastic opportunity to really develop the area into something of National and State significance.

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 and will only add to the displeasure and frustration of all motorists.
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. 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. It has been mentioned in every plan for decades yet it goes no further. Lets get it done.

Yours sincerely,
 Christine Pearce
 Balmain, 2041

This email was sent by Christine Pearce via [campaignnow.co](mailto:action@campaignnow.co) and www.jamieparkers.org

From: Mark O'Connor <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Reject overbearing highrise in Bays West Master Plan

I would like to object to any proposed over development of the white bay precinct with high rise residential buildings and support the development of buildings below the size of the White bay power station and develop the area as an arts/cultural centre

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.

Mark O'Connor

From: Robyn Chapman <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:22 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Residents 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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- 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 Chapman
Balmain, 2041

This email was sent by Robyn Chapman via campaignnow.co and www.jamieparker.org

From: Robert Trease <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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Yours sincerely,
Robert Trease
glebe, 2037

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

From: Tony Shelton <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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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- 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,
Tony Shelton
Annandale, 2038

This email was sent by Tony Shelton via campaignnow.co and www.jamieparker.org

From: Simon Rush <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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Yours sincerely,
Simon Rush
Balmain, 2041

This email was sent by Simon Rush via campaignnow.co and www.jamieparker.org

From: Frank Hazzlewood <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on bays west master plan

The NSW Government has prepared a *Bays West Stage 1 draft Master Plan*.

I have the following concerns.

I object to the **scale of proposed development** in the south-western corner. I don't see adequate provision for infrastructure to cope with the massive influx of people coupled with the already massive development to pay for the nearby new fish markets.

im very concerned with potential traffic issues for this proposal.

Only one road entry and exit that is already under great pressure from the new Bunnings and other sites close by it woefully inadequate and I fear will lead to huge congestion problems. I urge you to consider a second independent traffic management study to try and find better acces to the site for the inevitable increase in traffic levels. Also adequate provision must be made for public transport and cycleways. I urge you to consider renovating the Glebe island bridge for this purpose.

There are some very exciting proposals for this vital public space but I fear you are ploughing ahead without adequate consideration of the impacts on local people and the wider populace of Sydney.

We need to get this right.

Yours sincerely,
Frank Hazzlewood
Rozelle, 2039

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

From: Sarah Baskett <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan in

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,
Sarah Baskett
Balmain, 2041

This email was sent by Sarah Baskett via campaignnow.co and www.jamieparker.org

From: James Cranney <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 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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Yours sincerely,
James Cranney
Rozelle, 2039

This email was sent by James Cranney via campaignnow.co and www.jamieparker.org

From: Katrina Knight <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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Yours sincerely,
Katrina Knight
Glebe, 2037

This email was sent by Katrina Knight via campaignnow.co and www.jamieparker.org

From: Doug Kujovic <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
 Doug Kujovic
 Sydney, 2038

This email was sent by Doug Kujovic via campaignnow.co and www.jamieparker.org

From: Dianne Smith <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Dianne Smith
Sydney, 2039

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Sent: Tuesday, 31 May 2022 4:42 PM
To: DPIE PDPS Bayswest Mailbox
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- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
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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,
Joe Bone
Rozelle, 2039

This email was sent by Joe Bone via campaignnow.co and www.jamieparker.org

From: Margaret Hoban <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

* Further to the comments Below:

SCHOOLS; HOSPITALS; PLAYING FIELDS.

The government's plan for multistoreyed residential unit development totally IGNORES the fact that residents in those mutli storeyed buildings wil include PEOPLE...people who need hospital services, and outdoor playing fields for adult sporting competitions

...and "People" includes families with children.

Children NEED SCHOOLS, access to hospital./medical facilities and outdoor playing fields.

There isNO PROVISION for any these basic infrastructures in the proposed plans.

ALL SCHOOLS within the catchment area of the proposed multistoreyed residential units are at MAXIMUM CAPACITY.

HOSPITALS -eg RPAH is at maximum capaitiy. Balmian hospital inpatients is the aged care unit for RPAH.

ALL PLAYING FIELDS within a large radius are fully booked at weekends.

WHY is the govenrment perniteed even to make such planning proposals WITHOUT any commitment to meeting the infrastrutres needs of proposed residents ??

- 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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- 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,
Margaret Hoban
Sydney, 2039

This email was sent by Margaret Hoban via campaignnow.co and www.jamieparker.org

From: Michael O'Donnell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 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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Yours sincerely,
Michael O'Donnell
Annandale, 2038

This email was sent by Michael O'Donnell via campaignnow.co and www.jamieparkers.org

From: Lindsey Hunt <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 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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Yours sincerely,
Lindsey Hunt
Sydney, 2038

This email was sent by Lindsey Hunt via campaignnow.co and www.jamieparker.org

From: Kathy O'Donnell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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Yours sincerely,
Kathy O'Donnell
Annandale, 2038

This email was sent by Kathy O'Donnell via campaignnow.co and www.jamieparker.org

From: Rochelle Bolitho <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

Regarding the Bays West Stage 1 draft Master Plan and Urban Design Framework.

I think there needs to be a better solution for traffic access. This road is already severely backed up in peak hour and this will make Balmain completely inaccessible during peak times, but will also slow the area generally. There needs to be a traffic study undertaken and reported on, then decisions should be made around that.

The buildings themselves are ugly. While it's pleading the actual station has been retained, the new structures should contribute in a similar surrounding. This design neither blends in with the pre-existing buildings and adds a bleak and intrusive structure, which obscures both the Anzac Bridge and power station.

Regards , Rochelle Bolitho

From: Samantha Rolfe <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 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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Yours sincerely,
Samantha Rolfe
Sydney, 2011

This email was sent by Samantha Rolfe via campaignnow.co and www.jamieparker.org

From: Flynn Bartter <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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Yours sincerely,
Flynn Bartter
Sydney, 2041

This email was sent by Flynn Bartter via campaignnow.co and www.jamieparker.org

From: Bendeguz Devenyi-Botos <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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Yours sincerely,
Bendeguz Devenyi-Botos
Lane Cove, 2066

This email was sent by Bendeguz Devenyi-Botos via campaignnow.co and www.jamieparker.org

From: Sarah Vallance <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Sarah Vallance
Annandale, 2038

This email was sent by Sarah Vallance via campaignnow.co and www.jamieparker.org

From: Lynne Halpin <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:38 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,
Lynne Halpin
Annandale, 2038

This email was sent by Lynne Halpin via campaignnow.co and www.jamieparker.org

From: Marea Martlew <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Marea Martlew
Leichhardt, 2040

This email was sent by Marea Martlew via campaignnow.co and www.jamieparker.org

From: Shirley Yang <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:32 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.
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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,
Shirley Yang
Annandale, 2038

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

From: Jude Alexander <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Jude Alexander
Annandale, 2038

This email was sent by Jude Alexander via campaignnow.co and www.jamieparker.org

From: Judy Croucher <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:32 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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Yours sincerely,
Judy Croucher
Annandale, 2038

This email was sent by Judy Croucher via campaignnow.co and www.jamieparker.org

From: Will Francisco <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:32 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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Yours sincerely,
Will Francisco
Annandale, 2038

This email was sent by Will Francisco via campaignnow.co and www.jamieparker.org

From: Leah Virzi <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Leah Virzi
Sydney, 2039

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

From: Georgina Bitcon <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
 Georgina Bitcon
 Annandale, 2038

This email was sent by Georgina Bitcon via campaignnow.co and www.jamieparker.org

From: M Whittome <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:28 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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Yours sincerely,
M Whittome
Sydney, 2041

This email was sent by M Whittome via campaignnow.co and www.jamieparker.org

From: Ramona Batchelor <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Ramona Batchelor
Annandale, 2038

This email was sent by Ramona Batchelor via campaignnow.co and www.jamieparker.org

From: Stephen Foster <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:28 PM
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Yours sincerely,
Stephen Foster
Forest Lodge, 2037

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

From: David Anderson <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

This Master Plan needs to act in the interests of the local community and the people of nsw, not the developer lobby. Sensible development integrating the existing power station, limiting height and density. Housing needs to include 5% affordable and 20% social housing. Open spaces and Pedestrian Activation of foreshore and surrounds should be the rule of thumb in the plan. Public transport over cars should predominant.

Yours sincerely,
David Anderson
Rozelle , 2039

This email was sent by David Anderson via campaignnow.co and www.jamieparker.org

From: Margaret Hoban <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:22 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Margaret Hoban
Sydney, 2039

This email was sent by Margaret Hoban via campaignnow.co and www.jamieparker.org

From: Maggie Pressnell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:22 PM
To: DPIE PDPS Bayswest Mailbox
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I make the following comments in relation to the proposal:

- i would like the development to include 20% social housing and at the very minimum 5% affordable housing on the precinct. Developers will make substantial profit in this development and need to collaborate with state govt to increase the range of housing options for all residents.
- 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,
Maggie Pressnell
Rozelle, 2039

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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 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,
Anne Saymontry
Annandale, 2038

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

From: Judith Martich-Osterman <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:18 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.

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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,
Judith Martich-Osterman
Sydney, 2037

This email was sent by Judith Martich-Osterman via campaignnow.co and www.jamieparker.org

From: Will Williams <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Will Williams
Balmain, 2041

This email was sent by Will Williams via campaignnow.co and www.jamieparker.org

From: Katrina Lewis <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:18 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.

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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,
Katrina Lewis
Glebe, 2037

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

From: Max Theodore <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Max Theodore
Rozelle, 2039

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

From: philippa baker <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
philippa baker
drummoyne, 2047

This email was sent by philippa baker via campaignnow.co and www.jamieparker.org

From: patrick harte <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
patrick harte
Annandale, 2038

This email was sent by patrick harte via campaignnow.co and www.jamieparker.org

From: Roisin O'Reilly <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Roisin O'Reilly
Annandale, 2038

This email was sent by Roisin O'Reilly via campaignnow.co and www.jamieparker.org

From: Priscilla Decker <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Priscilla Decker
Leichhardt, 2040

This email was sent by Priscilla Decker via campaignnow.co and www.jamieparker.org

From: Helen Rooney <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Helen Rooney
Balmain, 2041

This email was sent by Helen Rooney via campaignnow.co and www.jamieparker.org

From: Catherine Gemmell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Don't ruin it like you did with Barangaroo and Darling Harbour.

I make the following comments in relation to the proposal:

- There should be good transport including cycling and pedestrian links from Leichhardt and Lilyfield to the Bays West. Also from Rozelle light rail station. Should be safe to walk through at night and not off the beaten track.
- Can we call it something else. Please select a place name associated with the original inhabitants.
- 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,
Catherine Gemmell
Leichhardt , 2040

This email was sent by Catherine Gemmell via campaignnow.co and www.jamieparker.org

From: Michael Dale <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:58 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 walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I am concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points. A further traffic study is needed, accounting for the cumulative impacts of this proposal along with further plans for Bays West and existing development such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.
- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
 Michael Dale
 Rozelle, 2039

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

From: Cameron Brawn <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:58 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,
Cameron Brawn
Balmain, 2041

This email was sent by Cameron Brawn via campaignnow.co and www.jamieparker.org

From: Paul Sharpe <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:52 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.
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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,
Paul Sharpe
Sydney, 2038

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

From: Wendy Dorph <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:52 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.
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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,
Wendy Dorph
Birchgrove, 2041

This email was sent by Wendy Dorph via campaignnow.co and www.jamieparker.org

From: Pip Griffin <action@campaignnow.co>
Sent: Tuesday, 31 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.

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Pip Griffin
Leichhardt, 2040

This email was sent by Pip Griffin via campaignnow.co and www.jamieparker.org

From: Samantha Curtis <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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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,
 Samantha Curtis
 Annandale , 2038

This email was sent by Samantha Curtis via campaignnow.co and www.jamieparker.org

From: Robyn Plaister <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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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,
Robyn Plaister
Rozelle, 2039

This email was sent by Robyn Plaister via campaignnow.co and www.jamieparker.org

From: Anne Scrutton <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Anne Scrutton
Sydney, 2037

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

From: Michelle Cohn <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:38 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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- 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 Cohn
Stanmore, 2048

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

From: Mehreen Chaudry <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:38 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.
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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,
Mehreen Chaudry
Sydney , 2037

This email was sent by Mehreen Chaudry via campaignnow.co and www.jamieparker.org

From: Bradley Watson <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:38 PM
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 buildings are too bulky, too high, and too close to the Power Station. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building and not crowd so closely to it.

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.

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

I would prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.

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

Yours sincerely,
Bradley Watson

Birchgrove, 2041

This email was sent by Bradley Watson via campaignnow.co and www.jamieparker.org

From: Sophie Hartigan <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:32 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:

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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 Hartigan
Annandale, 2038

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

From: Dane Laboyrie <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:28 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,
Dane Laboyrie
Kareela, 2037

This email was sent by Dane Laboyrie via campaignnow.co and www.jamieparker.org

From: Jan Robertson <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:28 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:

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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 Robertson
Balmain, 2041

This email was sent by Jan Robertson via campaignnow.co and www.jamieparker.org

From: Karen Harvey <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:18 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.
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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,
Karen Harvey
Sydney, 2037

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

From: Craig Klapdor <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:12 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.
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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,
Craig Klapdor
BALMAIN, 2041

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

From: Julia Ryall <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:09 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.

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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.
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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,
Julia Ryall
Sydney, 2038

This email was sent by Julia Ryall via campaignnow.co and www.jamieparker.org

From: Lillian Kristall <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:03 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.
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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,
Lillian Kristall
Sydney, 2039

This email was sent by Lillian Kristall via campaignnow.co and www.jamieparker.org

From: Annette Ferris <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:02 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

Please see all of my comments below

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces.
- Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active link for pedestrians NOT VEHICULAR TRAFFIC.
- Efforts must be made to ensure pedestrian traffic and cycling traffic is separated and pathways are wide enough to meet the demands of on foot traffic and cycling.
- footpaths need to be wide to give room for walkers, joggers, runners and remembering that people will walk dogs here too and paths need to very wide.
- if there is off leash areas it must not be where pedestrians and cyclists are, runners or cyclists cannot stop when a dog runs at them or darts across the path, which has been witnessed locally currently.
- 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,
Annette Ferris
Annandale , 2038

This email was sent by Annette Ferris via campaignnow.co and www.jamieparker.org

From: Melissa Carlson <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:03 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 object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain. The proposed building heights should be lowered enabling better views from existing residences but also managing the traffic and density of the area
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I think there should be more 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.
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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 Carlson
Lilyfield , 2040

This email was sent by Melissa Carlson via campaignnow.co and www.jamieparker.org

From: Jason Bell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:58 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 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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- 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,
Jason Bell
Glebe, 2037

This email was sent by Jason Bell via campaignnow.co and www.jamieparker.org

From: Wendy A. Twaddell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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Yours sincerely,
Wendy A. Twaddell
Glebe, 2037

This email was sent by Wendy A. Twaddell via campaignnow.co and www.jamieparker.org

From: Todd Skeels <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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- 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,
Todd Skeels
Annandale, 2038

This email was sent by Todd Skeels via campaignnow.co and www.jamieparker.org

From: Manning Charles <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:48 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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I make the following comments in relation to the proposal:

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

Yours sincerely,
Manning Charles
Summer Hill, 2130

This email was sent by Manning Charles via campaignnow.co and www.jamieparker.org

From: Stavros Patsalos <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:48 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,
Stavros Patsalos
Sydney , 2037

This email was sent by Stavros Patsalos via campaignnow.co and www.jamieparker.org

From: Emily Harmer <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:48 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,
Emily Harmer
Sydney, 2038

This email was sent by Emily Harmer via campaignnow.co and www.jamieparker.org

From: Jason Coyle <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:48 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,
Jason Coyle
Sydney , 2040

This email was sent by Jason Coyle via campaignnow.co and www.jamieparker.org

From: Kathryn Sabel Brown <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building. *I encourage its use for arts, culture, sustainable design and would like to see it become iconic like Tate Modern...a landmark on Sydney harbour for arriving international and domestic visitors.*
- 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. *The overscale development blocks significant views for those exiting Balmain and coming down Victoria Road and is not in keeping with the area's industrial past.*
- 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. *If COVID showed us anything, it is the lack of green space around the Balmain peninsular and the competition for what is available to the community, it is essential the Master Plan addresses this deficit before adding more residents.*
- 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. *Cumulative traffic survey definitely needed, based on real own car expectations, not those in the current study. It already takes 20mins to get off the peninsular at peak hours and longer on Saturday mornings sometimes!*
- 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. *Agree, road density still makes it dangerous to cycle around most of the Peninsular and we've seen cyclists fall into oncoming traffic on Vic Road at the Roberts St crossing.*

- 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.
- *If we're forced to look at those horrendous exhaust stacks near WestConnex rail yards, then at least make them good for bio diversity/dwellings - but ideally, knock them back down and filter the tunnel system and give the space back to parkland. The planning drawings intentionally downplayed these aspects, which makes us very sceptical - we'll be watching the detail in Bays West development.*

Yours sincerely,
Kathryn Sabel Brown
Birchgrove, 2041

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

From: eve peel <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:38 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.
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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,
eve peel
Sydney, 2039

This email was sent by eve peel via campaignnow.co and www.jamieparker.org

From: Fiona McLain <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:38 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.
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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,
Fiona McLain
Balmain, 2041

This email was sent by Fiona McLain via campaignnow.co and www.jamieparker.org

From: David Ireland <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:22 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,
David Ireland
BALMAIN, 2041

This email was sent by David Ireland via campaignnow.co and www.jamieparker.org

From: Nancy Hottinger <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:58 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,
Nancy Hottinger
Balmain East, 2041

This email was sent by Nancy Hottinger via campaignnow.co and www.jamieparker.org

From: Anne Walden <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission 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,
Anne Walden
Balmain East, 2041

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

From: Chloe Ottaviano <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 3:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: URGENT 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,
Chloe Ottaviano
Sydney , 2008

This email was sent by Chloe Ottaviano via campaignnow.co and www.jamieparker.org

From: Virginia McGill <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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,
Virginia McGill
Balmain, 20414

This email was sent by Virginia McGill 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 4:45 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-am-31-5-22.docx

Submitted on Tue, 31/05/2022 - 16:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Angela

Last name

Michaelis

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I am just providing comments

Submission file

[bays-west-submission-am-31-5-22.docx](#)

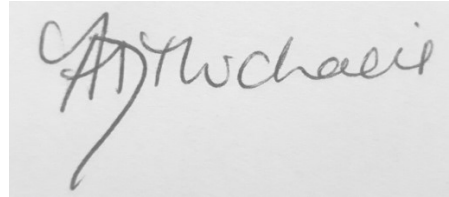
Submission

Please see attached

I agree to the above statement

Yes

I am a resident of the Balmain peninsula. Thank you for the opportunity to comment on the **Bays West Stage 1 Master Plan**.



31 May, 2022

Angela Michaelis
Balmain, NSW 2041

I support:

- retention of the White Bay Power Station as a heritage building, and urge creative use so that it becomes a cultural centre as well (see below)
- direction of Primary Street to the south of the metro station (Option 2) to allow civic space to the North to connect with the bay, the green space, and the rest of the peninsula. [However, in Option 2, pedestrian access between metro station and White Bay Power Station requires an innovative solution, such as direct underground access]
- provision of residences within Stage 1, including affordable housing within those residential buildings
- provision of open space to the north of the power station and metro
- any opportunities to link green space in a corridor to increase biodiversity in the area.

I do not support:

- the height of buildings near the Power Station, as they are out of proportion to the station itself, which should be the key feature of the zone
- the likely number of residences in those towers (up to 22 storey) without adequate infrastructure to support them (see below)
- the traffic effects on access to the peninsula by such a large increase in resident numbers.

Further notes

Traffic projections and other infrastructure

- Traffic is going to increase greatly with development – the Master Plan notes that it is not only the Metro that will serve the area, but WestConnex and the future Western Harbour Tunnel, both of which are designed for car traffic.
- A number of existing residents of the peninsula, including myself, rely on public and active transport for almost all our trips. Longer delays accessing Victoria Rd by bus disadvantage those using public transport, with only a limited value added by the Metro.
- The traffic projections are I understand based on only 5-15% of journeys to be undertaken by new residents by private vehicle, which is unreasonably optimistic without a major change in behaviour of Sydney residents. If Planning NSW were to announce now that the towers *would not include private car spaces* (instead offering a modest number of spaces for car share electric vehicles), I would support that with enthusiasm. Without an approach like that, there is no evidence that residents would limit their private vehicle use to the extent modelled.
- The traffic projections do not appear to take into account further development outside the Stage 1 area, on the other side of Robert St, such as access to the Bunnings Warehouse under construction or future development of the very large block to its north east.
- Without knowing what is planned for other stages of the Bays West precinct, it is impossible to assess the adequacy of infrastructure (schools, waste facilities, open space, community power storage, for example, as well as traffic flows).

Cultural uses of the Power Station

- A suggestion for an Indigenous cultural centre within the Power Station would support the goal of “Connecting with Country”.
- Alternatively, a museum devoted to the evolution of energy, with emphasis on our transition to clean renewable energy, would be very compatible with both heritage values and future visions for the site (how about situating a functioning community battery within a Power Station museum?)

Use of open space

- Areas shown as open space do not necessarily equate to green space, and certainly not to natural areas. The opportunity for humans housed in apartment blocks to connect with nature should be regarded as a priority. The opportunity for biodiversity corridors, comprising dense plantings of native bushland, should not be ignored in favour of open lawns, playgrounds, pathways and a few trees.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 4:06 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 - 16:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

JANE

Last name

FARQUHARSON

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I object to it

Submission

Hi,

Please include the following into the final master plan:

>Permenant (rather than occasional) public access to the foreshore along the international cruise terminal/working port along White Bay. This can be facilitated via clear and segregated access further from the foreshore for persons working on the port and utilising the cruise terminal.

> Park and parkland upgrade to 'Birrang Park', including multiple easy and permenant access points to the White Bay (and through access to the Sydney Metro train and STA bus interchange). I note there is currently only one such access point on the western side of Birrang Park. Please include one on the eastern side to enable Balmain East and Birchgrove residents access.

>Priority of public, open spaces, especially parkland over industrial spaces i.e. Allocation of parks and pulic spaces take priority over commercial and residential spaces.

>Limit international cruise terminal precinct building heights at 4 stories rather than 4-6 stories.

>Please include a large childcare facility somewhere within the WBP/whole princinct

>Please include at least one, large supermarket. There is a current supermarket monopoly on the Balmain penninsular, with residents paying excessively high prices comparatively speaking.

>Please include the highest of building standards for all public spaces. Benchmark standards iclude the recently completed glebe foreshore parklands and its seamless interactions with private soaces (Harold Park and the Tramsheds).

Please clarify:

>There is a green active transport line across Rozelle Bay to Bicentennial Park: Is an active transport bridge going to be built across Rozelle Bay to facilitate access to Bicentennial Park?

>Will there be a comprehensive library as part of the culture and community precinct. A 'library hub' has been included in the description.

>Will there be a primary or high school included anywhere in the precinct?

Grateful if you could respond to the above.

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 3:50 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 15:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Adrienne

Last name

Shilling

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Petersham, 2049

Submission

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

באנגלית Bays West Stage 1 draft Master Plan and Urban Design Framework

I live in the Inner West Council area (previously in Leichhardt for 30 years and Petersham for the last 10). As an engaged community member who frequently visits this area, I have joined with many others in previous submissions to call for the revitalisation of the Bays West precincts, most notably White Bay Power Station precinct and surrounds.

My overriding belief is that as this area is prime publicly-owned waterfront land, public benefit should be the absolute priority for the redevelopment of this site. This means taking a visionary approach to the adaptive re-use of the White Bay Power Station (WBPS) including prioritising public access to the waterfront, promoting increased green space to improve and expand local ecology, and minimising private vehicular traffic through promoting public transport, walking and cycling.

Specifically in relation to this proposal:

1. I am relieved the WBPS is retained. I support this and the plans to make it a key focal point of the precinct. From here I hope there will be clear, costed plans fully disclosed to our community regarding proposals for the WBPS's adaptive re-use. I trust such plans will include a significant cultural centre and at each step of the way, we the people (and voters) will be consulted and our suggestions invited. And where possible, acted upon.
2. Beyond the WBPS however, I object to the scale of proposed development in the south-western corner of the precinct. It is clearly out of sync with general Rozelle and Balmain building heights and if allowed to proceed as depicted, would dominate the WBPS building which should be the key visual element. The proposed building heights would be taller even than the chimneys of the WBPS and would block views from Glebe Point Road. The WBPS should remain the main landmark here and all new buildings

should be lower than that building. The growing impact of high rise buildings in the CBD and moving westwards is appalling – creating heat islands and blocking visual and access amenity. Given what is already known about the impacts on environment of high rise buildings, why does this current proposal include so many? Where is the imagination and creativity to provide residential and commercial accommodation at lower scale?

3. I am concerned about the predicted increases in traffic to the area particularly as development appears to be serviced by only a single road with two entry/exit points. Clearly, more detailed traffic studies are required to take into account 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 results of such traffic studies must be made public in a timely manner and feedback sought from local residents as well as potential commercial users of the site. As noted above, there should be a focus on minimising private vehicular use while acknowledging that some commercial vehicles will need access to the site.

4. Associated with the above point, I would prefer the primary road to be next to the Anzac Bridge approach to encourage greater pedestrian activity across the residential precinct, the Metro Station and the proposed open spaces. Car use should be discouraged as much as possible and instead, pedestrians and cyclists given priority. Active transport is surely what is required in this area rather than easing the possibility of yet more car parks and traffic jams (with associated emissions) which are already a scourge in this area. Re-opening the Glebe Island Bridge would assist as an active transport link and provide both local residents and visitors with an exciting entry to/exit from WBPS.

5. To offset the impacts associated with vehicular emissions, the Master Plan presents a crucial opportunity to strengthen biodiversity corridors along the Harbour foreshore and adjacent precincts. The deleterious impacts of nearby WestConnex-induced traffic including four (4) unfiltered emissions stacks will be felt in this area (and beyond) in the very near future. Already compromised air quality will be further negatively impacted upon. In this context it is all the more essential for the health and wellbeing of local residents, and visitors, that every effort be made to consult with associated authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure that biodiversity corridors are given priority and are broadened and strengthened. The loss of the Rozelle freight line with its associated urban bushland and bird/reptile habitat must be compensated for if this Government is serious about preserving what is left of our diminishing local native bushland and its biodiversity. This will mean not only planting more native species of trees but complex mid-storeys and ground covers endemic to the area. And such work will require good soil, dedicated planning and continuing work by experienced, qualified people. It will also mean using far less concrete and fewer or narrower paved paths such as those depicted in the artists' impressions.

6. I support the focus on open public space including the park, open spaces and foreshore walk. However, I understand the proposed park will be situated on a flood plain that would not accommodate more intensive use. Recent continuous rain events have demonstrated how quickly floods can occur and on current global warming trends, will occur more frequently and harshly, including in this area. I trust therefore that the planners and designers will take this vital issue into account when finalising the details. Overall, 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. As noted above, these areas should contain as little hard concrete surfaces as possible and as many natural surfaces as practical and adaptive to changing climate impacts.

Finally, the Bays Precinct planning documents contain beguiling descriptions of the intentions and visions of the designers, architects and other contributors. However from previous experience of Departmental consultations and invitations to comment on proposed developments, I remain to be convinced as to how seriously the feedback of local residents and potential business owners (in particular) will be taken, and how much fine-tuning of the proposed designs will be made available to the public for final input.

As a long- time resident of the Inner West who has given feedback on various projects in good faith only to see the considered views and concerns of the majority ignored, I am very wary of the "have your say" tag.

Adrienne Shilling
[REDACTED]
Petersham 2049

31 May 2022

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

NO reportable political/other donations made in the last 2 years.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 3:45 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-stage-draft-master-plan-submission---final-310522.pdf

Submitted on Tue, 31/05/2022 - 15:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

John

Last name

Wynne

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2000

Please provide your view on the project

I object to it

Submission file

[bays-west-stage-draft-master-plan-submission---final-310522.pdf](#)

Submission

Please see attached submission provided on behalf of The Paul Family, owners of land located at 2-26 Mansfield Street, Rozelle.

Thank you.

I agree to the above statement

Yes



**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

31 May 2022

NSW Department of Planning and Environment
Via Planning Portal

To whom it may concern,

BAYS WEST STAGE 1 DRAFT MASTER PLAN

This submission to the Bays West Stage 1 Draft Master Plan is made on behalf of the Paul Family, owners of the 'White Bay Steel Works' property located **at 2-26 Mansfield Street, Rozelle**.

The 'White Bay Steel Works' site is a large landholding located adjacent to the proposed renewal area and presents an opportunity to complement and support the success of this future use and development of this area. This submission identifies a number of key issues that require further consideration to ensure the Stage 1 Master Plan achieves the desired objectives.

1. WHITE BAY STEEL WORKS

The 'White Bay Steel Works' is a 2.2 hectare landholding located directly adjacent to the Robert Street precinct and to the White Bay Power Station within the proposed Bays West Master Plan area. The 'White Bay Steel Works' property is one the largest privately owned sites abutting the renewal area – refer image below:



The 'White Bay Steel Works' site has been held in single ownership by the Paul family for over 40 years. As long-term landowners, the Paul Family are committed to contributing positively to achievement of the Bays West transformation and have provided a long and constructive contribution to the planning of the Bays West renewal.

From the early 2000s they have been involved in advocacy to government about the significant potential of government lands around White Bay Power Station and what is now known as the Bays Precinct. John Paul was a member of the 2010 Bays Precinct Community Reference Group - a key step in the recognition of the Bays Precinct and a precursor to the Bays Precinct Taskforce established by former Planning Minister Brad Hazard. He was also co-author of the Future of The Bays Precinct Submission included in the Bays Sydney Document Library.

The large, older style former industrial buildings on the site are ripe for redevelopment. The Paul family is seeking to continue to work constructively with the NSW State Government and Inner West Council to align the planning and future development of the White Bay Steel Works in a manner reflecting the traditional character of the area but aligned to the strategic direction for the Bays West precinct.

White Bay Steel Works



The Paul family is advancing the activation of the White Bay Steel Works site through the gradual introduction of creative workplaces and service outlets catering for the changing needs of the local community. Early master planning has commenced exploring potential further evolution of the use and development of the site aligned with the mixed use direction for the broader Bays West renewal.

A document providing an overview of the 'White Bay Steel Works' and its relationship to the draft Bays West Place Strategy is attached to this submission.

2. SUBMISSION

This submission relates primarily to the *Bays West Stage 1 Draft Master Plan and Urban Design Framework – White Bay Power Station (and Metro) and Robert Street Sub Precincts* document dated May 2022 and exhibited for public comment by the Department of Planning and Environment.

This submission is presented focusing on the following three key points:

1. Strong support for the overall vision and strategic direction expressed in the Bays West Stage 1 Master Plan.
2. Necessity for further recognition in the draft Master Plan to the integration of the White Bay Steel Works, adjoining industrial zoned lands and the broader Rozelle area to support the success of the renewal precinct.
3. Necessity for further review of the function and design of Robert Street and the Robert Street sub-precinct.

Details of each of these submissions is provided below.

2.1. VISION AND STRATEGIC DIRECTION

Strong support is expressed for the overall vision and strategic direction expressed in the Bays West Stage 1 Master Plan.

We support the key initiatives and outcomes identified in the draft Strategy including:

- A scale of development (both built form and land use intensity) appropriate to the significance of the Bays West precinct and reflective of the character of the area.
- Delivery of key transport infrastructure in the form of a Metro Station to unlock development, renewal, and investment in this well positioned and high-amenity inner city location.
- Acknowledgement of the strategic role and function of the precinct as a mixed-use precinct integrated with enhanced port and working harbour activities.
- Investment and transformation of the heritage-listed White Bay Power Station as a focal point of the precinct.
- Acknowledgment of the opportunity to create a new kind of Urbanism that respects and celebrates Country, drawing on stories of past histories to shape an innovative and sustainable new place for living, recreation and working.

2.2. INTEGRATION WITH ADJOINING LANDS

There is a necessity for further recognition and detail to be provided regarding the integration of the White Bay Steel Works, adjoining industrial zoned lands and the broader Rozelle area to support the success of the renewal precinct.

The Stage 1 Master Plan presents an exciting and innovative direction for the transformation of this part of the Bays West precinct. However much of the success of the planned renewal and achieving the ambitions set out in the Place Strategy is contingent upon establishing an effective integration with the existing Rozelle and Balmain community.

Access to and connection from existing communities to the Bays West Stage 1 area is physically constrained by inaccessible barriers presented by Victoria Road, Anzac Bridge and White Bay. Connection of the renewal area to existing communities is provided almost entirely from the north through the Mullen Street and Robert Street connections into Rozelle and Balmain.

While new urban development proposed in the Bays West precinct will generate activity, connecting the renewal area effectively to Rozelle and Balmain peninsula is essential to generate significant 'local community' use and support (especially supportive out of normal office hours including the night time economy and weekends) of the significant transport and other infrastructure being invested into the area.

The Bays West Place Strategy (November 2021) recognises the critical need to foster effective connections between the Bays West Precinct and the existing community:

Planning Framework

Transport and movement: These directions recognise the constrained nature of Bays West and establish how the precinct will move people and goods to, from and through Bays West.

Bay West Strategy directions

8. *Improve the precinct's connectivity and integration into its locality and surrounding areas.*
9. *Provide for new connections to existing places by removing existing barriers to allow connections through the site and convenient access to the new metro station.*

(Bays West Place Strategy, Page 28).

Despite the recognition of these important considerations, we submit that insufficient detail is provided in the draft Stage 1 Master Plan regarding the integration of the White Bay Steel Works, adjoining industrial zoned lands and the broader Rozelle area to support the success and 'place making' of the renewal precinct. The draft Master Plan is insular: it focuses inward on the Stage 1 area with almost no regard for the surrounding areas other than identification of arbitrary through site links.

Reflecting this we request the following:

1. That the Master Plan recognise that due to the transformational impact of the renewal and providing of a Metro Station within 200 metre walking catchment along with high levels of open space facilities adjacent to the site, it is highly likely that the White Bay Steel Works site will evolve to respond to the built form and land use changes in the area. The draft Masterplan should be reviewed to specifically identify the White Bay Steel Works as a 'transition site' and explore the opportunities the site offers to enhance activity and movement in this area beyond their current industrial and urban services characterisation.
2. Further information and design consideration be provided regarding the integration of the White Bay Steel Works, adjoining industrial zoned lands and the broader Rozelle area to support the success of the renewal precinct. The White Bay Steel Works Robert Street is located at the 'gateway' into the Stage 1 Master Plan area which together with the adjoining industrial land to the west, comprises one half of the critical first impressions for people entering the precinct from the north.
3. White Bay Steel Works is located on the doorstep of the proposed Bays West Metro Station, unlocking connectivity and accessibility to the precinct and forming the catalyst for the long-awaited renewal of the area. Details of the proposed pedestrian connections linking the Rozelle

and Balmain community to the renewal area through the White Bay Steel Works site and the new Metro need to be developed further.

4. Recognition of the opportunities arising from the future evolution of the White Bay Steel Works in a mixed use manner complementing and enhancing the night time economy in close proximity to the precinct be recognised.

2.3. ROBERT STREET AND ROBERT STREET SUB-PRECINCT

There is necessity for further consideration and detail on the future function and design of Robert Street and Robert Street sub-precinct.

Robert Street plays a critical role currently in serving the needs of existing residents and businesses and will play an even more important role in supporting future activity planned in the draft Stage 1 Master Plan. The draft Plan identifies several options for the role and function of Robert Street but is inconclusive in many important details.

Given the extensive 350 metre frontage of the White Bay Steel Works site to Robert Street, we submit there is a necessity for further consideration and detail on the future function and design of this road and we request the following:

1. There is an opportunity to better 'celebrate' Robert Street as a key connector of the renewal area to the existing community with appropriate land use, built form and streetscape characteristics on both sides of the street. The draft Plan does not recognise the need for and desire for active street frontages along the full length of the White Bay Steel Works site. The north side of Robert Street frontage will be highly visible and connected to the precinct as the critical entry point. This frontage should not be assumed as a barrier between the northern community and Bays West Precinct area. The draft Master Plan should be extended to consider future land use and built form details on the north site of Robert Street to ensure a holistic vision for this critical street is established.
2. The draft Master Plan should be reviewed to ensure the proposed three 'pavilions' located on the south side of Robert Street opposite the White Bay Steel Works site contribute to the activation of Robert Street. Amongst other things, activation of this significant frontage is an important opportunity to improve passive surveillance and people's sense of safety using the new Station and the White Bay Park. The draft Plan currently indicates active frontages only to the south side of these 'pavilions'. This should be changed to ensure they equally address and contribute to the character and function of Robert Street and also include activation on the north side of Robert Street.
3. The proposed location of the new road connecting the Stage 1 area to Robert Street (refer to plan below) must be reviewed. This road plays a critical role in connecting the renewal area to existing adjoining development and along with Robert Street, will carry significant traffic volumes. The proposed road is illustrated in the Master Plan being located at one of the most active parts of the precinct where large movement of pedestrians between existing development to the north and the new Metro station and other attractors in the renewal area are anticipated.
4. More detailed analysis of the location of the new connecting road is needed to ensure it minimises conflicts between pedestrians and vehicles while optimising vehicle movements. Consideration should be given to the benefits of relocating this major new road to the west to create a four way, signalised intersection with Roberts and Mullens Street complemented by a secondary new road connection to Robert Street located east of the proposed pavilion buildings.



Intersection location
to be reviewed

- 5.
6. Changed traffic movements and car parking demands arising from the proposed Master Plan will have a significant impact on the existing and planned future use of the White Bay Steel Works site. Multiple vehicle access points are currently used to provide access to the White Bay Steel Works site with on street parking on both sides of Robert Street supporting long established site operations. The significance of these impacts must be recognised and reinforces the requirement for much more consideration to be provided to the future character and function of both the north and south sides of Robert Street.
7. The information in the draft Masterplan on the Robert Street sub-precinct is insufficient however the available details are problematic. Unlike the WBPS sub-precinct, there is no 3D massing or modelling. If the 4-6 storey massing proposed for the Robert St Sub-Precinct were included in the modelling shown in Section 4.22 Massing, Siting and Separation, it would be clear that the location and height of the built form proposed for the Robert Street Sub-Precinct is inappropriate. The proposed building footprint and heights will adversely impact:
 - a. View lines between the WBPS & the international cruise terminal – which is recognised as a very significant 'international gateway' as outlined in the Place Strategy (Page 59).
 - b. Significant view lines from the northern forecourt to the power station along Robert St, and from the northern parts of the new 'White Bay Park' to the Sydney Harbour Bridge.
 - c. The character and appearance of Robert Street streetscape by narrowing the width along Robert Street sub-precinct buildings. This will obscure and crowd out the sandstone escarpment on the north side of Robert St which represents part of the original shoreline and an important opportunity for 'connection to country'.
8. Section 4.17.1 Street Hierarchy references 'utilising Robert Street' for access to the White Bay Cruise Terminal to 'avoid duplicating road infrastructure' in the Robert St sub-precinct. The details of this are unclear and not provided on any of the diagrams in the Masterplan and as such not consistent with that statement. This detailed information should be provided and clarified before the adoption of the Master Plan.

3. SUMMARY

The Paul family supports the planned renewal of the Bay's Precinct and as the owner of a key landholding located immediately adjacent to the Stage 1 area, seeks an active contribution to the finalisation of the Master Plan. We request further consideration of significant issues relating to land use, built form, vehicle and pedestrian movement, and the relationship and impact on adjoining lands are required prior to the adoption of the Master Plan.

We summarise our specific requests as follows:

1. The draft Masterplan should be reviewed to specifically identify the White Bay Steel Works as a 'transition site' and explore the mixed use opportunities the site offers to enhance activity and movement in this area beyond their current industrial and urban services characterisation.
2. Further information and design consideration be provided in the Master Plan regarding the integration of the White Bay Steel Works, adjoining industrial zoned lands and the broader Rozelle area to support the success of the renewal precinct.
3. Details of the proposed pedestrian connections linking the Rozelle and Balmain community to the renewal area through the White Bay Steel Works site and to the new Metro need to be developed further in conjunction with the White Bay Steel Works owners.
4. The draft Master Plan should be extended to consider future land use and built form details on the north site of Robert Street to ensure a holistic vision for this critical street is established.
5. More detailed plans of the proposed built form location and massing in the Robert Street sub-precinct is required to ensure that view lines and the future character of this area, Robert Street and adjoining lands is optimised.
6. The draft Master Plan should be reviewed to ensure the proposed three proposed 'pavilions' located on the south side of Robert Street opposite the White Bay Steel Works site contribute to the activation of Robert Street.
7. More detailed analysis of the proposed location of the new road connecting the renewal area to Robert Street is needed to ensure it is located and designed to minimise conflicts between pedestrians and vehicles while optimising vehicle movements.
8. The significance of traffic impacts on existing adjoining development must be recognised and reinforces the requirement for much more consideration to be provided to the future character and function of both the north and south sides of Robert Street.
9. More details of proposed road design and impacts on Robert Street relating to the White Bay Cruise Terminal are required.

We request the opportunity to meet with the Dept to discuss the issues raised in this submission.



Please contact me if you have any questions.

Yours sincerely,

A handwritten signature in black ink, appearing to read "John Wynne". The signature is fluid and cursive, with a long horizontal stroke at the end.

John Wynne
Director



Attachments:

- White Bay Steel Works Document

An aerial photograph of the White Bay Steel Works in Sydney, Australia. The image shows the industrial complex with its large buildings and smokestacks, situated along the water. In the background, the Sydney city skyline is visible across the water, with the Sydney Harbour Bridge and other bridges in the distance. The foreground shows a large, multi-story industrial building with a complex roof structure and several tall smokestacks.

WHITE BAY STEEL WORKS

SEEDING INNOVATION
FOR THE FUTURE

SUBMISSION TO THE DRAFT BAYS WEST
PLACE STRATEGY

29TH APRIL 2020

ABOUT WHITE BAY STEEL WORKS

ROZELLE HAS A LONG HISTORY OF PRODUCTION AND CREATIVITY. ITS LEGACY OF INDUSTRIALISATION HAS TRANSFORMED THE FORESHORE LANDSCAPE AND IMPARTED THE ECLECTIC RESIDENTIAL NEIGHBOURHOODS WITH AN INDUSTRIAL SCALE INTERFACE. THIS SCALE CREATES A UNIQUE BUILT ENVIRONMENT WITH AN AUTHENTIC STORY EMBEDDED WITH OPPORTUNITY FOR INVESTMENT AND RENEWAL.

Once powered by the iconic White Bay Power Station, the 2.2 hectare White Bay Steel Works is one of the last remaining, privately owned sites of significant scale on the peninsula. Occupying an entire urban block, the physical conditions of the White Bay Steel Works site - as an agglomeration of 20th century industrial sheds - reflect the area's varied past and ongoing evolution.

The essentially abandoned waterfront lands of Bays West have remained vacant and inaccessible since the closure of the White Bay Power Station in 1983. This, along with a lack of public transport and to some degree, the imposition of planning overlays which restrict a range of uses and redevelopment, have hindered investment in the longer term potential of the site. However, despite the physical fabric remaining relatively unchanged, the occupancy of the building has evolved - adapting and responding to the changing needs of the community.

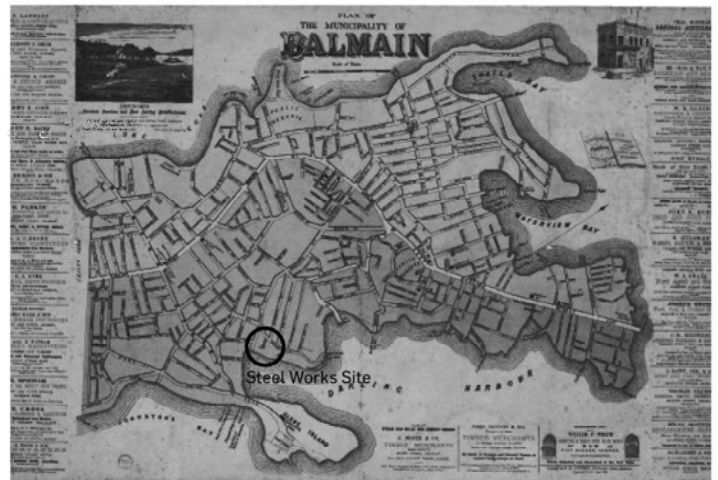
This context is about to change. The transformation of Bays West - including the proposed renewal of the waterfront land and White Bay Power Station, along with the delivery of new Metro services - will have an immediate impact and influence on this site and surrounding context. Steel Works presents opportunity for the success of renewal at Bays West through access, integration, and urban character. The site occupies the most significant interface between Sydney's future global knowledge hub, an important port and working harbour, activated harbour front amenity, and the eclectic character neighbourhoods of Rozelle and Balmain.



EVOLUTION OVER TIME

A FORESHORE SITE

Rozelle was part of the original land grant of 550 acres made to colonial surgeon William Balmain in 1800 by Governor Hunter. Rozelle was sparsely developed until 1860 when land subdivision commenced on a larger scale in response to a population surge. Industry soon followed and the site of the White Bay Steel Works, originally sitting immediately adjacent to the waterfront, gradually saw reclamation and industrialisation of the foreshore.



Atlas of the Suburbs of Sydney - Balmain circa 1886-1888

MARTIN BRIGHT STEEL WORKS

Once powered by the iconic White Bay Power Station, the site's original tenant was Martin Bright Steel Works, operating from the mid 1930's to the mid 1970's. During this time, the built form evolved through the addition of large shed structures and workshop spaces to create the current urban condition - an agglomeration of largely intact and unchanged 20th century industrial buildings.



White Bay Power Station and surrounds c1930

A CREATIVE INCUBATOR

From the mid-1970's onwards the tenancy mix on the site has gradually become more varied. For a time the Sydney College of the Arts Design School Studios occupied several spaces until the 1990's. More recently, One Plus Two Art Association have taken over former spaces of the Sydney College of the Arts and now also house a number of individual artist's studios. Today, the site is continuing its creative past with an emerging maker precinct including new artisan and start-up businesses with greater employee numbers.



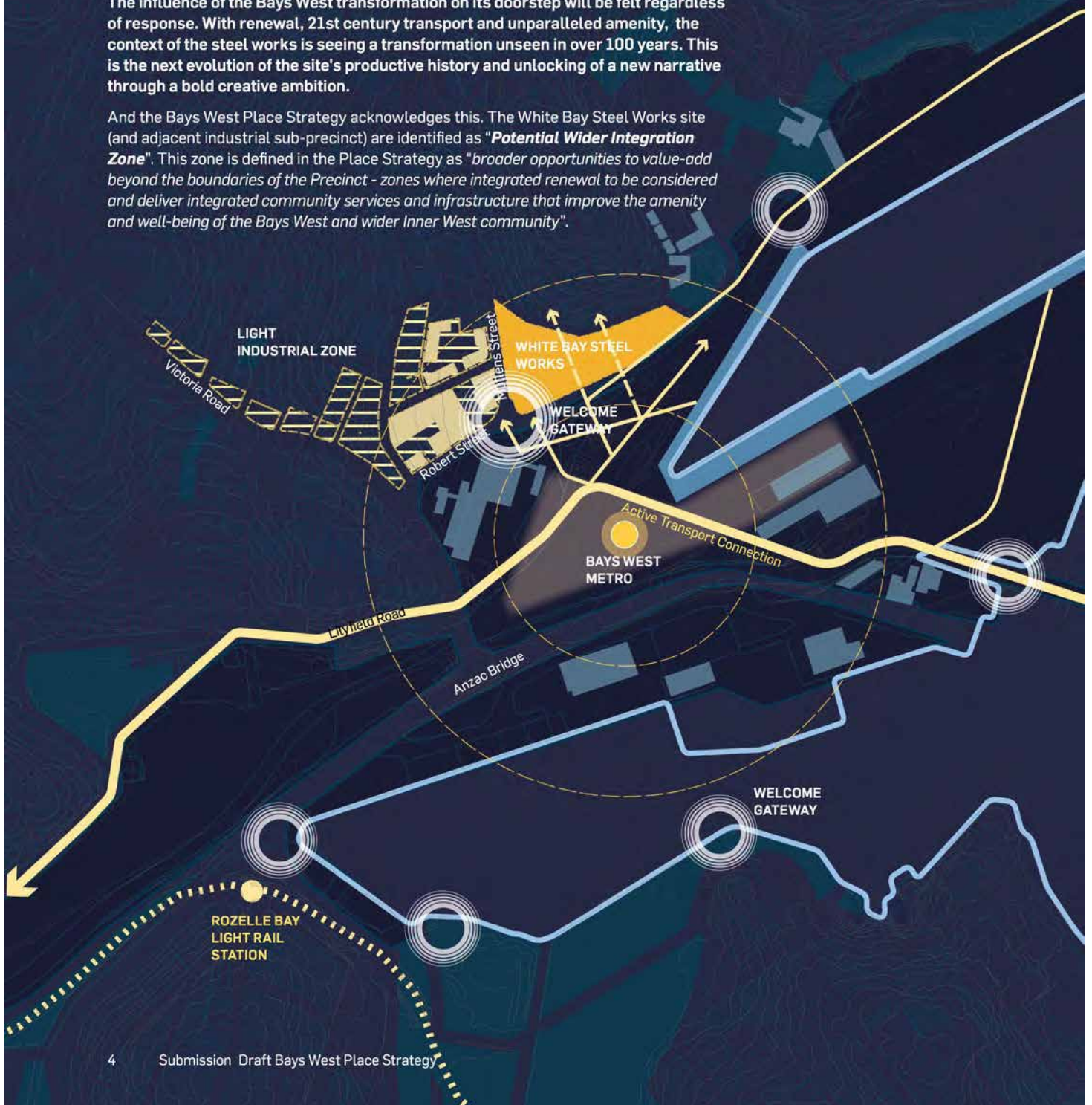
Steel Works site today from Robert Street

THE OPPORTUNITY

WHITE BAY STEEL WORKS PRESENTS THE SINGLE MOST SIGNIFICANT OPPORTUNITY TO COMBINE PRESERVATION WITH RE-INVENTION.

The influence of the Bays West transformation on its doorstep will be felt regardless of response. With renewal, 21st century transport and unparalleled amenity, the context of the steel works is seeing a transformation unseen in over 100 years. This is the next evolution of the site's productive history and unlocking of a new narrative through a bold creative ambition.

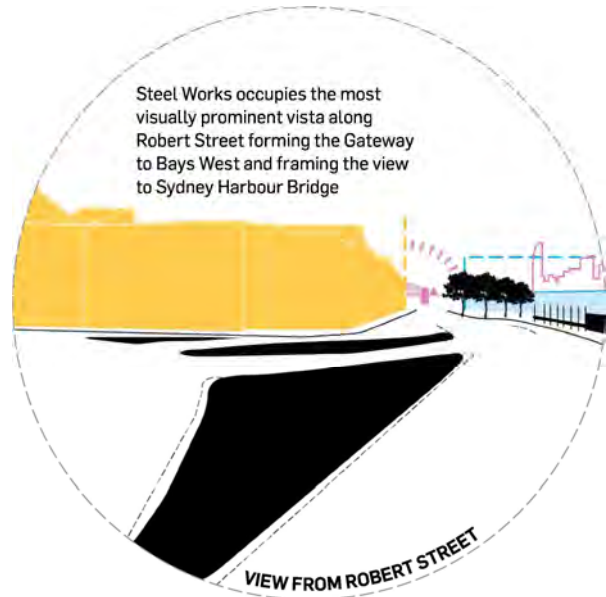
And the Bays West Place Strategy acknowledges this. The White Bay Steel Works site (and adjacent industrial sub-precinct) are identified as "**Potential Wider Integration Zone**". This zone is defined in the Place Strategy as "*broader opportunities to value-add beyond the boundaries of the Precinct - zones where integrated renewal to be considered and deliver integrated community services and infrastructure that improve the amenity and well-being of the Bays West and wider Inner West community*".



1

A WELCOME GATEWAY

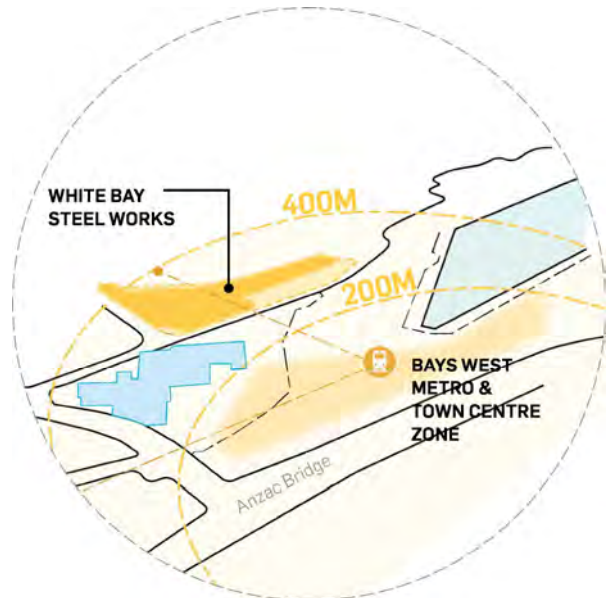
White Bay Steel Works is located directly opposite the White Bay Power Station, the focal point of the Bays West Precinct. Located along the Robert Street axis, it occupies the most prominent vista along this arrival journey to Bays West and the surrounding established neighbourhoods of Balmain and Rozelle. Furthermore, Steel Works' Robert Street frontage sits opposite the Bays West Welcome Gateway identified within the Place Strategy, terminating vistas from within the precinct back into the peninsula. Together with the adjoining industrial precincts to the west, it comprises one half of the ever important first impressions of this global knowledge precinct.



2

SCALE AND ACCESS

White Bay Steel Works is located on the doorstep of the proposed Bays West Metro Station, unlocking connectivity and accessibility to the precinct and forming the catalyst for the long-awaited renewal of the area. The White Bay Steel Works site, along with other adjacent industrial landowners, will be impacted by this investment regardless of land use re-zonings and development parameters. This proximity to transport, combined with its scale (as the largest site in single private ownership adjacent to Bays West) presents the opportunity to deliver a coordinated and integrated vision.

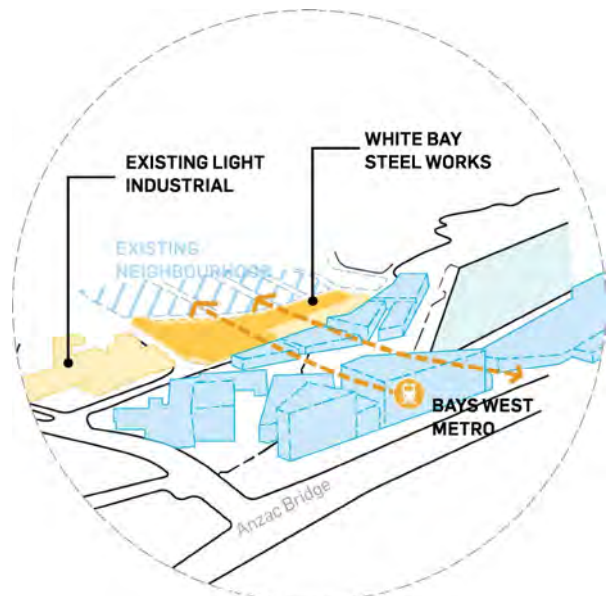


3

RENEWAL TO FACILITATE INTEGRATION

Nestled between old (adjoining Rozelle Character Area) and new (Bays West Precinct) the industrial sites will form the key interface, stitching the waterfront back to the heart of the peninsula. Key to its success will be integration, coordination and holistic thinking, meaning these sites need to be planned as part of the overall transformation. Key considerations for integrating the Steel Works site includes:

- Through site connections will need to navigate the significant change in levels across the site's topography as well as permeate the existing large format building footprint.
- The existing building fabric requires investment to maintain and restore it into the future as well as upgrades to bring it in line with BCA requirements.
- Existing market forces are seeing new tenancy interest and investment through renewal is needed to realise this.



A PARTNER IN TRANSFORMATION

We have reviewed the Bays West Place Strategy and commend DPIE on the thoroughness of the analysis, technical investigations and strategic positioning undertaken to inform the outcomes. In particular, we support the following initiatives and outcomes identified by Government within the Place Strategy:



A COMPELLING VISION

We commend the Place Strategy as a visionary document informed by detailed technical investigations and best practice methodologies. It presents a clear and compelling **principles-based framework** for landowners, stakeholders and industry to operate within.

We support the identification of the White Bay Steel Works site as a "Potential Wider Integration Zone" in the Place Strategy.



PLACE CREATION

We endorse the Bays West vision to create a *"new kind of urbanism for Sydney"* - one that respects and celebrates Country, drawing on stories of past histories to shape an **innovative and sustainable place** for living, recreation and working.

Our values align with the objectives to bring sustainability, history and community to the forefront of place creation.



ACKNOWLEDGMENT OF SCALE

We support acknowledgement of the **unprecedented scale** of the opportunity presented by the Bays West precinct – at 77 hectares it is three and a half times the scale of Barangaroo.

We recognise that the Steel Works is on the doorstep to major transformational change and the scale of this influence will not leave the site untouched.



VALUING HERITAGE ASSETS

We believe **heritage items are valued assets** to a city as they are fundamental in creating a 'sense of place' for the community. We thus support investment and transformation of the heritage-listed White Bay Power Station as a focal point of Bays West.

We recognise revitalisation of heritage items is no simple feat and Steel Works will require investment to maintain and restore it into the future.



STRATEGIC ROLE AND FUNCTION

We endorse the strategic role and function objectives of the precinct within the wider context of Sydney – to support knowledge intensive industries within a **world class mixed-use waterfront precinct**.

We have a significant role to play in terms of integration sitting at the threshold of Bay West and existing fine-grain residential neighbourhoods.



CONNECTING WITH COUNTRY AND PLACE

We support acknowledgement that **place and country are not static**, and that each wave of investment and evolution needs to respond to both new opportunities and its enduring spirit.

We will embrace our role in this evolution and are committed to the renewal of the built environment through re-invention and investment.



NEW TRANSPORT INFRASTRUCTURE

We support the **delivery of key transport infrastructure** in the form of a Metro Station to unlock development, renewal and investment in this well positioned and high-amenity inner city location which has lay vacant and inactivated for almost 50 years.

Located within 400 meters of this new city-shaping transport service, investment and intensification is needed to leverage this investment.

AN ONGOING JOURNEY

The White Bay Steel Works site has been in single ownership by the Paul family for over forty years. We are long-term land owners who are genuinely committed and invested in being a part of the Bays West transformation. We have demonstrated our commitment through involvement and leadership in bringing together existing landowners and the community in early discussions for transformation and investment throughout the past 20 years.

WE ARE ALIGNED

ABOUT US:

The Paul family business is driven by an ethos of sustainable development, ethical investment and values-driven decision making.

OUR VALUES:

- **Environmental sustainability** - is core to our ethos and business practices. We believe renewal needs to stabilise and co-exist with the natural systems, and in doing so we can enable significant health and well-being benefits to the local population.
- **Heritage assets** - to us create significant place value for communities. We support their reactivation in the case of White Bay Power Station and Steel Works to enhance Rozelle and Sydney's cultural identity.
- **Creating places for people** - means balancing new development, amenity and infrastructure without undermining existing beloved neighbourhoods. We believe our site has a role to play in this for Bays West.

TO FINALISE THE PLACE STRATEGY

Reflecting the critical relationship of the 'White Bay Steel Works' site to the transformation of the precinct, we request the following:

1. **Acknowledgement** in the final Bays West Place Strategy of the strategic importance of the White Bay Steel Works site.
2. The opportunity for **active engagement and participation** with DPIE and other stakeholders in shaping the detailed place outcomes for the 'White Bay Steel Works' and the broader area.
3. **Recognition** of the importance of reviewing the approach to transforming existing industrial zoned land in the area to support achievement of the objectives of the Strategy.
4. Consideration of the **opportunities** provided by the 'White Bay Steel Works' site to complement and facilitate achievement of the objectives of the draft Strategy.

WE ARE COMMITTED

OUR LONG HISTORY OF ENGAGEMENT

- The Paul's family have had early involvement in seeding Bays West renewal. From the early 2000s they have been involved in advocacy to government about the significant potential of government lands around White Bay Power Station and what is now known as the Bays Precinct. Including meetings with previous NSW Premiers - Morris Iemma, Kristina Keneally and Barry O'Farrell.
- The Paul's family are committed to being a part of the process, contributing to the overall vision. John Paul was a member of the 2010 Bays Precinct Community Reference Group - a key step in the recognition of the Bays Precinct and a precursor to the Bays Precinct Taskforce established by former Planning Minister Brad Hazard. He was also co-author of the *Future of The Bays Precinct Submission* included in the Bays Sydney Document Library.

NEXT STEPS

We are committed to realising the potential of the "Potential Wider Integration Zone" identified by Government in the Place Strategy.

As owners of the largest site in this precinct in single ownership, the Paul Family understand the critical role they will play in leading the conversation and engagement processes with Government to enable a co-ordinated, shared and holistic approach to renewal, including the White Bay Steel Works site.

We welcome the opportunity to meet with DPIE in the near future to discuss the preferred approach and proposed time frames for landowner engagement on the next phases of development of the strategy.

URBIS



From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 3:43 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-precinct---walking-and-cycling-corridors-to-balmain.pdf

Submitted on Tue, 31/05/2022 - 15:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Will

Last name

Atkins

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I support it

Submission file

[bays-precinct---walking-and-cycling-corridors-to-balmain.pdf](#)

Submission

31 May 2022

Thank you for the opportunity to make a submission to the Bays West Stage 1 draft Master Plan.

Context: I am a resident of postcode area 2041 with interests in: sustainable urban amenity and design, modal public transport and passive transport (walking and cycling to get to destinations).

Submission:

1. The name of this area: This could be improved. What about 'Anzac Bay' (adjacent to Anzac Bridge), 'Gari Gurad-Nura' (an acknowledgement to salt water country - but requiring First Nations advice/consultation) or plain old 'White Bay'. 'Bays West' is an unappealing, generic descriptor that lacks historical meaning or civil engagement.

2. Linkages to Balmain and Balmain East. Passive transport corridors need to be established early in planning, lest car and port use trample over the potential benefits. The plan needs walking/cycling corridors and pathways from the Robert Street sub-precinct around Penstock Plaza to the higher side of Balmain (linking at both Stephen Street and Booth Street, adjacent to Birrung Park). See attached image. Because of the quarried cliff face to the north of Robert Street, elevated ramps and access points need to be planned now. In addition, the White Bay Cruise Ship terminal end of the precinct should have walking/cycling links to Balmain at Ewenton Street, Grafton Street and Ewenton Park. Without these links, the White Bay Cruise Ship terminal will be a dead-end cul-de-sac and a lost opportunity to open up the foreshore to Balmain and Balmain East.

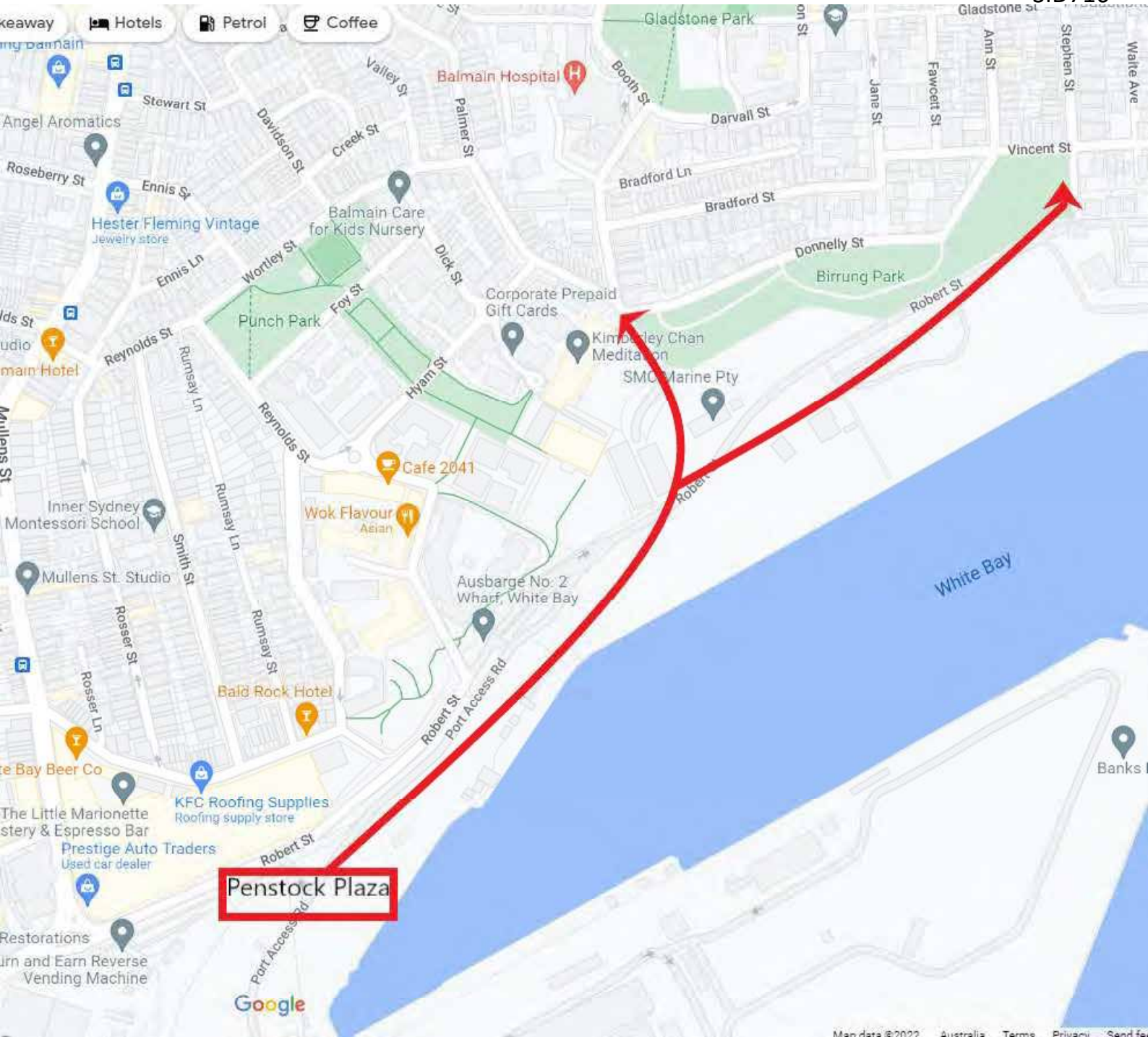
3. Bus links from Bays Metro Station to Balmain, Balmain East and Birchgrove: The Metro station is a great opportunity to recalibrate the types of bus vehicles used in this high-density area and service frequencies. The small streets and tight turning circles demand a nimbler, more agile fleet for the area that can safely use the narrow streets. Current services running from QVB (442, 441) and Central (433) will pass by Bays Metro - and it's likely that many passengers will make the Sydney CBD part of their journey by Metro rather than bus. This should allow 'mini-bus' services to operate rather than the large, standard Sydney buses that not well suited to the streets on the Balmain peninsula. Mini buses were used to replace the 442 from Balmain (Gladstone Park) to Balmain East Wharf some time around 2014 (to allow development of the Balmain East bus turning circle). These frequent mini buses were a boon to amenity and customer service. Please use this as an opportunity to reintroduce them.

4. Reduced private car traffic. Robert Street and Buchanan Street already are a rat-run from White Bay to Balmain and Balmain East with fast-moving and frequent traffic. While vehicle access needs of residents need to be taken into account, the safety and amenity of the area will suffer without better traffic management and street softening. Better public transport links (see 3 above) is one way to lower local road use by private cars.

5. Sequencing of Master Plan stages: It is important that the White Bay Cruise ship terminal precinct is not left as afterthought in the planning.. There is a risk that 'Port use' priorities will lead to this high-potential foreshore being underutilised and inaccessible. Priorities in the public interest are (1) foreshore access to the very eastern tip of the precinct at the end of Robert Street and (2) integrated pedestrian and cycle access from the precinct to the residential and recreational areas of Balmain and Balmain East - potentially at Ewenton Street, Grafton Street and Ewenton Park.

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 3:36 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-30-may-2020.docx

Submitted on Tue, 31/05/2022 - 15:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Robert

Last name

Moore

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2040

Please provide your view on the project

I am just providing comments

Submission file

[bays-west-submission-30-may-2020.docx](#)

Submission

Submission from Inner West Bicycle Coalition, by file.

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 3:35 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 - 15:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Phil

Last name

Hermesen

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

Infrastructure

Current plan only shows two access points to the site and traffic forecast makes a completely unrealistic projections that 85% of traffic will be by public transport, no where in the world is this forecast being used. There will be large numbers of people in the area driving, plan does not make clear where they would park, which will have an impact on local streets. In addition, plan does not make clear what will happen in the clearance and building phase when multiple tradies (who will all be driving) will need access to the site. Where will they park during construction?

Traffic projections are looking at the site in isolation and not including the development 1/2 km away at the old fish markets site making the projections unrealistic.

Best practice around the world is to create multi-modal transport hubs, so the plan needs to incorporate a light-rail extension, buses and ferry wharf.

Commercial Property

The plan was developed pre-Covid and does not reflect the change in working patterns that were introduced and are still in place, with an increasing number of people either working fully or part-time from home. How is the plan going to finance itself with empty office blocks?

Power Station

There is a massive opportunity to create a landmark and world-class museum/art gallery in this space and use the whole building for this purpose. There is a lack of a prestigious First Nations museum, perhaps this could be the site?

Green Space

The green space is liable to flooding and with rising sea levels is likely to spend more time underwater, perhaps the green space should be extended.

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 3:31 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: 220531_architectus_draftbayswestmpsubmission.pdf

Submitted on Tue, 31/05/2022 - 15:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Michele

Last name

McSharry

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I am just providing comments

Submission file

[220531_architectus_draftbayswestmpsubmission.pdf](#)

Submission

Please refer to uploaded file.

I agree to the above statement

Yes

31 May 2022

NSW Department of Planning, Industry and Environment
By electronic submission

Architecture
Urban Design
Planning
Interior Architecture

Exhibition of the Bays West Stage 1 Draft Master Plan
Re: Questions and recommendations on the draft master plan

To whom it may concern,

The Draft Master Plan currently on public exhibition represents a vision for what is one of Sydney's last significant Government owned sites and should become a world-class exemplar: an extension of the Eastern City CBD centered around Metro and the working harbour.

The vision lays a strong foundation for a precinct that responds to Country, and is sensitive to the natural ecology on the harbour's edge. We congratulate the NSW Government for the 6 big moves established in the draft master plan, the Connecting with Country framework, and the modern interpretation of the sweet and salty water to capture and filter stormwater and reduce flooding.

Architectus Sydney
Level 18, 25 Martin Place
Sydney NSW 2000 Australia
T +61 2 8252 8400
sydney@architectus.com.au
www.architectus.com.au

We have read the suite of documents on exhibition as part of the on the Draft Master Plan and urban design framework, and have identified a number of questions and recommendations which are outlined below. We have structured our comments around the '6 big moves' outlined in the Bay West Master Plan summary and urban design framework.

Adelaide
Auckland
Brisbane
Christchurch
Melbourne
Perth
Sydney

Big Move 1:

Repurpose White Bay Power Station to become a focal point of the precinct.

We strongly support this objective, however a number of elements in the current master plan could be enhanced to achieve this big move more successfully. They include:

Recommendation:

Rotate the street grid to align with both the coal-loader geometry and Power Station geometry. While this would shift the street grid and built form off the metro alignment, the metro interface can be managed in detailed design, and the place making outcomes would be vastly improved.

By shifting the street grid:

- The Power Station would be connected visually with the harbour and with metro.
- A significant civic space could be created in front of the power station and would be a true heart and focal point for the precinct.
- The development blocks would be more regular orthogonal shapes, more attractive to development partners.
- An entry point can be provided from Robert Street closer to the Power Station and adjacent to the gatehouse.

Architectus Australia Pty Ltd
ABN 90 131 245 684

Nominated Architect
CEO
Ray Brown
NSWARB 6359



Image: Recommended reconfiguration of streets, open space and development blocks (diagrammatic overlay by Architectus over master plan)

Big Move 2:

Reinstate a crossing from Bays West to Pyrmont to create more convenient and direct active transport connections

Proposed crossings to Pyrmont are not evident anywhere in the master plan. Although some connections to adjacent precincts are suggested in diagrams, these are not translated into the master plan.

Recommendation:

It is essential to the long-term success and adoption of the master plan that the entire plan be considered holistically. It is recommended that the entire precinct be master planned, and only after the full master plan is established that it be split into staged parcels. The overall master plan should consider connections to the wider setting including:

- A clearly defined connection to Rozelle parklands. Currently this is only indicated by a vague arrow.
- Minimum of one connection to Rozelle Bay on the southern side of Victoria Road. These connections should link into the proposed street grid in the metro precinct.
- A connection from Rozelle Bay to Glebe. A potential bridge to Glebe Point Road is recommended.
- An active transport connection from the metro precinct to the old Pyrmont bridge.

Big Move 3:

Connect community to water, while recognising and supporting the working harbour and port operational requirements.

We strongly support this big move. Sadly none of the public domain drawings or renders indicate any means for the general public to access the water.

Recommendation:

The foreshore edge should be modified to include access to the water with:

- Tidal steps to the water's edge
- Places to store and launch kayaks
- The Lord Mayor's idea for city beaches should be considered with a beach at the head of the bay to provide harbour swimming opportunities.
- There should be a ferry stop to be located at the precinct.



Image: Section (left) and render (right) of proposed foreshore with minimal opportunities for engagement with the water's edge (Public Domain Concept Plan)

Big Move 4:

Deliver a significant, connected, activated public open space near the water at an early stage.

We support the large open space and the water management and public benefit that it provides, however the quantum of open space throughout the precinct needs to be managed with development outcomes to achieve feasibility. This should not only be an excellent place for local residents to use, but also a world class destination, with appropriately programmed public domain.

Recommendation:

The proportion of open space to development is very high and risks being inactive and unfeasible. We recommend that the following be considered:

- Reduce the size of peripheral open spaces including White Bay Power Station West Gardens, Southern Entry Plaza and the open space facing Robert Street. These open spaces risk feeling like 'left-over spaces' with little activation or surveillance.
- Reduce the number of roads in the precinct. These currently occupy a disproportionate area of the master plan. We note the ambition to reduce cars in the precinct- this is supported and should be translated into the master plan.
- The roundabout shown at the eastern end of the precinct is an unacceptable outcome for pedestrians in what should be a pedestrian focused precinct and should be reconsidered.

Big Move 5:

Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through development that has a strong dependence on public and active transport.

Precincts served by metro need to deliver significant jobs, housing, education and amenity to justify the expenditure. Metro precincts have been identified by Government as the appropriate location for density to support Sydney's future growth.

Recommendation:

This is the area of the draft master plan where we have the most concerns. We believe that the detailed design approach is too prescriptive at this stage of the process and that future flexibility should be built in to enable the market to contribute to built form and land use outcomes.

The approach to development in the draft master plan falls short of delivering on realistic development potential in a number of ways. The following questions and recommendations are identified:

- **Density:** It will be difficult for the proposed 130,000sqm of GFA to fund the open space and power station renewal. In the first stage it will also be difficult to create sufficient critical mass to generate excitement and investment in the precinct. It is recommended that the density be reconsidered upwards, or possibly the stage one boundary extended to deliver more GFA in the first stage. Bays West will be one of Australia's most significant redevelopments in a highly accessible location, and the level of development is below similar more compromised precincts (e.g. other precincts along Sydney Metro North West and Sydney Metro Western Sydney Airport) and we would expect it can do more to accommodate the major growth in capacity required by Central Sydney to support the NSW economy into the future.
- **Height:** The proposed height control is arbitrary in relation to the power station chimneys. It is recommended that height be reconsidered upwards. In light of the precedent set by Pyrmont and the ambition for this precinct to be a critical extension of the eastern harbour city CBD and one of Australia's most significant renewal precincts, the height could be a lot more significant. This is particularly appropriate for the southern part of the site where shadows will fall over Victoria Road.



Image above: Proposed building heights (Urban Design Framework)

- **Land use:** Although the draft master plan is intentionally vague on land uses it is noted that a predominantly commercial precinct is proposed with some residential facing south along busy Victoria Road. How will a commercial precinct generate 18-hour activity, and why is residential located with the worst amenity? We recommend that land-uses be given flexibility to be determined in collaboration with the market.



Image above: Proposed land use (Urban Design Framework)

- **Social and affordable housing:** We note that the draft master plan is intentionally ambiguous about social and affordable housing ratios. Bays West as a Government owned site is a significant opportunity to address the growing housing crisis. It is recommended that in terms of affordable housing the total target for an LGA should be 7.5% for affordable housing and 7.5% for social housing based on extensive analysis by City of Sydney. The Government should provide the social housing. Developers should provide 10% of their developments over 20 apartments as affordable housing and excluded from FSR. Any shortfall in total numbers should be provided by the Government.
- **Built form:** An analysis of the built form raises a number of questions including:
 - a. The suitability of 24m deep buildings for commercial use, and the impact of the 100m unbroken building length on permeability and bulk.
 - b. The large triangular building footprint at the southern edge of the precinct which is broken into 6 height control zones is ambiguous in its intended outcome, yet very prescriptive. It is unclear how this would be resolved architecturally. In the renders it is shown as a residential building, however it is clearly unable to satisfy the apartment design guideline building separation. As a commercial footprint it could potentially be broken into two buildings, but the multiple height controls are confusing and unrealistic. It is recommended that this be reconsidered with simple height and FSR controls with sufficient flexibility to enable a realistic built form outcome.
 - c. The one and two storey buildings proposed along Robert Street are a lost opportunity to provide an active and engaging edge to the precinct. With this insignificant amount of height and GFA the buildings do not have capacity to

contribute to the edge of the parkland or generate activity. Considering the rezoning on the northern side of Robert Street it is recommend that these be reconsidered as 3-6 storey buildings framing the northern edge of the site.



Image above: Approximate built form dimensions



Image above: Concept render

Big Move 6:

Enable a world-class harbour foreshore walk.

We strongly support this move as an essential part of delivering the precinct.

Recommendation:

Whilst the ambition is good, a number of factors that need be considered to enable success of the foreshore walk, including:

- **Harbour's edge:** As discussed in big move 3, access to the water should be enabled to create variety along the water's edge and recreational activities beyond just walking.
- **Built edge:** It appears from the draft master plan that a number of metro service buildings are proposed along this significant foreshore walk. It is essential that the edges of the walk be lined with completely active frontages. It is therefore recommended that metro consider locating services at L1 or above to enable the ground floor to be entirely public.

6. Conclusion

We commend Government on the significant amount of work undertaken to date. We recommend however that the issues outlined in this letter be seriously considered in order to ensure a master plan that is not only feasible but that is truly exemplary and fitting for this significant remaining Government landholding on the harbour's edge.

We look forward to discussing our submission in more detail in further stages.

Yours sincerely,



Michele McSharry
BScArch BArch
Senior Associate, Urban Designer



Ray Brown
BArch, Registered Architect NSW 6359
CEO, Architectus

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 3:18 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: to-department-of-planning.pdf

Submitted on Tue, 31/05/2022 - 15:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Julie

Last name

Shed

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 file

[to-department-of-planning.pdf](#)

Submission

See attachment

I agree to the above statement

Yes

To Department of Planning & Environment

RE: BLACKWATTLE BAY – WHITE BAY – BAYS WEST PLANS

I object to the NSW government proposal to allow more than 1,500 apartments in 12 towers up to 45 storeys high, taller than the Anzac Bridge pylons, and I object to the stealth of dividing the proposal into 10 different precincts rather than one proposal to cover all those precincts. If it goes ahead, the development will monster the foreshore, cast a shadow on the solar panels of the planned new fish market, and limit public access to Blackwattle Bay forever.

In particular I object to

- size and scale of the proposed development in the south west corner of the precinct which is out of scale with Rozelle and Balmain;
 - the proposed height of the buildings will be higher than the chimneys stacks of the Power Station;
 - new buildings should be lower than the Power Station building;
- and
- most concerning is the increased traffic as the developments will have only a single road with two entry/exit points – the detailed 1.29km traffic que to exit is totally unacceptable.

I would also like to see:

- White Bay Power House exclusive use for community and culture and the arts;
- expansion of the waterfront promenade from 10m to 30m;
- fewer, lower residential, office and commercial towers;
- some social and low cost housing;
- planning that incorporates knowledge-intensive jobs;
- a redesign of parklands to increase sunlight and vegetation;
- curved layout to prevent wind tunnels; and
- better planned accessible access, facilities including toilets.

Regards

Julie A Shead,

Julie A Shead MA Dip Law (SAB) CTA
 [REDACTED] BALMAIN NSW 2041
 E [REDACTED]

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 2:59 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: akerr-pdf-submission-on-the-bays-west-stage-1-draft-master-plan_0.pdf

Submitted on Tue, 31/05/2022 - 14:58

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Andrew

Last name

Kerr

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain East

Please provide your view on the project

I support it

Submission file

[akerr-pdf-submission-on-the-bays-west-stage-1-draft-master-plan_0.pdf](#)

Submission

Submission on the Bays West State 1 Draft Master Plan by Andrew Kerr Balmain East Resident attached

I agree to the above statement

Yes

**Andrew Kerr Submission on the Bays West Stage 1 Draft Master Plan
(BWS-1DMP)**

I very much support the concepts outlined in the Master Plan documentation. The proposal is a long overdue redevelopment of this somewhat derelict and barren area around White Bay.

The proposed new and redeveloped buildings, together with new parklands and improved rail and pedestrian/cycling facilities will significantly enhance the utility and presentation of the area from the Cruise Terminal around the Bay to the western end of the old grain silos. It will provide a great recreation facility for Sydney residents plus create a welcoming gateway for travellers arriving by ship.

It is important that the Stage 2 planning process consider the integration of the historic Glebe Island Bridge into these developments. The re-activation of this unique bridge will enable the creation of a ground level pedestrian/cycling capability that will extend around Rozelle and Blackwattle Bays as a continuous circuit with links to other such walking/cycling tracks around Sydney harbor, which defines this city.

I look forward to the realisation of this Master Plan and the improvement in appearance and facility that it will enable.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 2:55 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-stage-1-master-plan-sub.docx

Submitted on Tue, 31/05/2022 - 14:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

michele

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

[bays-west-stage-1-master-plan-sub.docx](#)

Submission

Problem with wording about my "view". There are points I support /others object to.

"Just" providing comments suggests no real commitment to the process and that is far from accurate.

I agree to the above statement

Yes

Bays West Stage 1 Master Plan – Submission to Dept Planning and Environment

1. *The Power Station*

Current restoration / preservation work on White Bay Power House is welcome activity after many years of neglect. This building and its precinct are valuable heritage aspects in the Inner West. Demolition of Pyrmont and Balmain Power stations means that this complex must be respected and honoured. The Master Plan reveals promise for the future but also signals a need for caution and stringent guidelines based on public benefit.

- a) **Scale** of the main building should be retained with sensitive refurbishment of the internal spaces for community use. Infrastructure needs include health, childcare, education & cultural space. External facades need to dominate the environment as they have since 1917. Planning for the future needs to include The Bays Precinct Destination stated objective : **To unlock the potential of the White Bay Power Station and recognize its history in an authentic way.** To be authentic, there must not be any crowding, overlooking or overshadowing from new development. The Master Plan has a reference to 22 storey buildings. That height is too great on this site when surrounding development is considered. The Power Station needs to continue as a skyline reference point in the area. Views to and from the building need to be maintained.
- b) **Proximity** to the Cruise Terminal and future Metro station suggests that a research / education / cultural hub could be the best use for repurposing this building.

2. *Connectivity*

Surrounding development is dense. To make greatest use of this site, an extension of the light rail would achieve at least two benefits. It would reduce the traffic related to extra bus journeys from and to the Metro line. Also, it would provide a link to stations and areas that the Metro will not serve.

3. *Biodiversity*

Various studies have been undertaken into the loss of species in the Inner West and there are recommendations about returning viable habitat that would support their return. An eco-corridor suggestion is available for this precinct. General loss of tree canopy and shrubs has been exacerbated when in addition, a small park was removed due to West Connex work at Rozelle rail yards. Such devastation has had a dramatic impact on wildlife. This precinct could and should provide refuge for a diverse range of species through links in an eco- corridor.

4. *Open Space*

As this is public land, its development needs to prioritise public benefit. There will never be another opportunity to legislate for public access to the foreshore. As well as a promenade concept, there should be areas to enjoy harbour views and space for both active and passive recreation.

The dedicated green space is not a viable component of the Master Plan. It is part of a well-known water course which will always be damp and unsuitable for most uses and users.

5. *Traffic*

As a long term local resident, I feel qualified to address questions about traffic management and lack of success to date. Long delays are experienced now in efforts to access Anzac Bridge, the Crescent and Victoria Rd from all directions. Peak hour commutes are the worst. Previous developments have based attitudes to car use and ownership on faulty criteria eg new residents and visitors would only use public transport.

This Master Plan did not seem to include:

- a) the increased Port activity with a new batching plant on Glebe Island increasing truck movements onto City West link and the Crescent which has a delay impact on all other routes.
- b) Bunnings opening on Parsons St Rozelle with limited options for access
- c) Revitalised Fish Market precinct with its additional traffic for residential and commercial users
- d) Redirected traffic for Anzac Bridge due to the WestConnex tunnel links to and from the West and South.

In conclusion, although Glebe Island Bridge is mentioned as being outside the scope of this Master Plan, it is an essential aspect of the heritage conservation and connectivity on the site. Therefore, it needs to be included as a vital link.

Thank you for the opportunity to contribute ideas for this important redevelopment.

Michele Hacking

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 2:46 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 14:46

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Peter

Last name

Murray

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

Comments on the planning proposal of the Bays West Stage 1 Draft Master Plan:

The overall site is public land, owned by the citizens of New South Wales. Any development should be designed to create a physical environment that benefits the health, wellbeing, and quality of life of the public using the site.

1: Overall Planning: The currently available proposal deals only with a small section of the overall Bays West site. It is very difficult to make well considered comments on Stage 1 without knowing the basic intentions for the total Bays West site. Decisions made across the whole site and adjoining areas along Robert Street, not part of the planning area, will inevitably have significant impact on the credibility of decisions made for Stage 1.

Similarly, any change to the current port activity and the associated grain silos will have a major impact on any Stage 1 development.

2: Building Scale: The Power Station needs to be the physically dominant focus of the area. New buildings should not rise above the Power Station and its steel flues.

The proposed building heights are totally out of scale with the surrounding areas. They will destroy the suburban character of the area and surrounding suburb, presenting yet another wall of impenetrable tall buildings.

Heights need to be limited to six to eight storeys consistent with the successful, recently completed, development of the Harold Park site in Glebe.

3: Vehicle/transport generation and movement: The site has very limited road access, restricted to Robert Street and the meandering James Craig Road. The existing road infrastructure of Robert and Mullens Streets barely copes with the current traffic levels. The proposed Stage 1 development will overwhelm the existing road system. A consequence clearly indicated in the Traffic and Transport Master Plan intersection figures even with the highly improbable modelled 5% and 15% private vehicle share. A public transport system needs to be an integral part of the initial planning for the Bays West site with capacity and diversity well beyond the Metro link. A branch extension of the Dulwich Hill light rail and ferry can provide effective links to and from the site. Street hierarchy Options 1 & 2: It is very unclear how the proposed path of the main road through the site will work. At best a convoluted, restricted access route. Just how it connects to the sites south-eastern side is unclear. What the need for such a main road through is equally unclear. For the site and pedestrians neither option is good but Option 2 probably the better of two poor choices.

4: The Power Station: The full volume and available floor space of the Heritage listed Power Station building must be retained for public cultural and civic use. The proposed new eight storey building, shown on the site of a demolished boiler house, attached to the existing building should not be included.. Both to preserve the integrity of all facades of the existing building and to create a significant public forecourt to the building.

Peter Murray
31 May 2022

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 2:36 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 14:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alec

Last name

Sewell

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Stanmore

Please provide your view on the project

I support it

Submission

I write in support of the plan.

I live in Stanmore and frequently travel through the area by bike, on foot and by car. Ever since I've lived in the area I've been shocked that such a large area so close to the CBD and with such excellent amenity and accessibility is so poorly utilised.

In my opinion the single biggest thing Sydney has going against it is the cost of housing. Anything that can be done to increase housing density close to amenities and with good access to transport should be done.

I commend the proposal.

Alec

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 2:27 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 Tue, 31/05/2022 - 14:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Patrick

Last name

Armstrong

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Glebe 2037

Please provide your view on the project

I support it

Submission

I support the construction of high-density residential and commercial buildings close to the CBD, provided a corresponding uplift in public and active transport facilities is provided.

Having lived just off Victoria Rd, I know how bad traffic around there can get during peak hour. The development should account for this by providing:

- Providing well-designed separated cycle links to the city and surrounding neighbourhoods (Glebe, Rozelle, etc), and sufficient end-of-trip facilities and bicycle parking
- Providing high-quality accessible pedestrian infrastructure (crossings, underpasses, overpasses etc) to encourage people to enter and exit the precinct easily
- Limiting parking spaces, to encourage residents and visitors to use public and active transport options
- Accordingly, increasing the frequency of buses and other transport options that service the area, including considering a ferry shuttle service, similar to the F10 Blackwattle Bay service.
- Reinstating the Glebe Island Bridge as a key pedestrian and cycleway link to the site

- Critically, ensuring good site access and through site links to neighbouring streets (including crossings and other pedestrian infrastructure) so that nearby residents can take advantage of improved transport facilities, and so that the site feels integrated into the neighbourhood, and is not an insular development like Darling Harbour or Barangaroo.

Additionally, the public space element of the development should be accessible and generous, so that the whole neighbourhood benefits from this development, not just the residents. Consider public facilities like playgrounds, sports & exercise equipment, BBQ and picnic facilities, and a harbour walk.

I agree to the above statement

Yes

From: Roger Parkes <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 4:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: White Bay 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,
Roger Parkes
Sydney, 2041

This email was sent by Roger Parkes via campaignnow.co and www.jamieparker.org

From: Michael Read <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 2:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Michael Read
FOREST LODGE, 2037

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

From: Ivo Walne <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: A Plea for Sanity

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,
Ivo Walne
Sydney, 2040

This email was sent by Ivo Walne via campaignnow.co and www.jamieparker.org

From: Amy Knibbs <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Bays West Master Plan - Submission

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

This is publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site: particularly public access to the waterfront and green space supporting local ecology.

My view is:

- I am pleased to see the retention of the **White Bay Power Station** which is an 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,
Amy Knibbs
Chippendale, 2008

This email was sent by Amy Knibbs via campaignnow.co and www.jamieparker.org

From: Jennifer O'Brien <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Jennifer O'Brien
LILYFIELD, 2040

This email was sent by Jennifer O'Brien via campaignnow.co and www.jamieparker.org

From: Peter Owen <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: I love the 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. **We should be building as many apartments as possible here in order to take advantage of the prime location.**

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 approve of the **scale of proposed development** in the south-western corner of the precinct. The proposed building heights should if anything be even taller to help improve density and reduce sprawl.
- 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 not concerned at the **predicted increases in traffic** to the area. Public transport to the area should be vastly improved with the proposed metro station
- I prefer the primary road to be next to the Anzac Bridge approach as this will **encourage greater pedestrian activity** across the residential precinct, the Metro Station and the proposed open spaces. Further efforts to prioritise pedestrian activity and cycling across the precinct will be critical, including reopening the Glebe Island Bridge as an active transport link.

Yours sincerely,
Peter Owen
Balmain, 2041

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

From: katerina stepovikov <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
katerina stepovikov
GLEBE, 2037

This email was sent by katerina stepovikov via campaignnow.co and www.jamieparker.org

From: Lai Heng Foong <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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,
Lai Heng Foong
Glebe, 2037

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

From: Mary O'Dwyer <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:02 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
- I 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 green space is sorely lacking in the Inner West this is a golden opportunity to ensure this precinct is of world class quality.... think Paris, Rome... low rise buildings behind the Power Station and wide green welcoming foreshores - let's keep our harbour spacious and beautiful not like the puddle Barrangaroo has inflicted on The Rocks and Pyrmont.

Yours sincerely,
 Mary O'Dwyer
 Balmain, 2041

This email was sent by Mary O'Dwyer via campaignnow.co and www.jamieparker.org

From: Georg Grawatsch <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: No to the current 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,
 Georg Grawatsch
 Leichhardt, 2040

This email was sent by Georg Grawatsch via campaignnow.co and www.jamieparker.org

From: Nicholas Russell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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,
Nicholas Russell
Sydney , 2041

This email was sent by Nicholas Russell via campaignnow.co and www.jamieparker.org

From: Lesley Speer <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Over development of Bays West and traffic congestion

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 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 seriously 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,
Lesley Speer
Balmain, 2041

This email was sent by Lesley Speer via campaignnow.co and www.iamieparker.org

From: Lara Watchirs Connolly <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:22 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Overdevelopment - 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.

while happy to see interest in re development of the area, I would like more of a focus on public green spaces and smaller structures.

Yours sincerely,
Lara Watchirs Connolly
Sydney , 2037

This email was sent by Lara Watchirs Connolly via campaignnow.co and www.jamieparker.org

From: michelle French <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Overdevelopment concern for 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,
michelle French
Sydney, 2-41

This email was sent by michelle French via campaignnow.co and www.jamieparker.org

From: Rod Bryant-King <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Rod Bryant-King
Balmain, 2041

This email was sent by Rod Bryant-King via campaignnow.co and www.jamieparker.org

From: Annette Hamilton <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Save our heritage and secure a future for White Bay which will benefit local people

I am a resident of nearby Rozelle for over 40 years. I love the existence of the White Bay Power Station and want it to be a central creative space with dedicated studio space for artists and facilities for filmmakers, theatrical performance and residential space for same. Part of the area should also be developed for aged care and public as well as private retirement occupation which is sorely lacking in the inner west. I oppose all out of scale tower style development and private exploitation of public property.

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 general thrust of the current proposals put forward by Jamie Parker and others but think they should go further. I am especially concerned about traffic and waterfront amenity.

- 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,
 Annette Hamilton
 Sydney, 2039

This email was sent by Annette Hamilton via campaignnow.co and www.jamieparker.org

From: Mark Harley <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission for Phase 1 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 also want to register my objection to the State Government's determination to transform Glebe Island into an industrial hub. This involves the construction of a large Multi User Facility and the largest concrete plant in Australia despite the objections evidenced by a 900 signature petition furnished by the local community.

Yours sincerely,
Mark Harley
Sydney, 2009

This email was sent by Mark Harley via campaignnow.co and www.jamieparker.org

From: Lorraine Harley <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on Stage 1 - Bays West

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.
- The re-industrialisation of Glebe Island is a missed opportunity. I support a working harbour but putting heavy industry in the middle of such a densely populated area is not acceptable.

Yours sincerely,
Lorraine Harley
Sydney, 2009

This email was sent by Lorraine Harley via campaignnow.co and www.jamieparker.org

From: Prashant Jain <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:02 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

OBJECTION TO DRAFT MASTER PLAN FOR WHITE BAY.

I live in Marrickville but frequently walk, cycle, picnic, shop, eat etc in the Rozelle and Annandale areas. The White Bay power station has always been a fascinating site and I'm glad it's going to be revitalised.

I'm aware that it is publically owned land with water frontage, making it very valuable for redevelopment, but I would point out that as public land any development must prioritise public interest over developer corporate profits. As such I present my submission, which for convenience sake, is a prepared document that articulates my concerns.

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Prashant Jain
Marrickville, 2204

This email was sent by Prashant Jain via campaignnow.co and www.jamieparker.org

From: Jane Cameron <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:18 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.
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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,
Jane Cameron
Lily field , 2040

This email was sent by Jane Cameron via campaignnow.co and www.jamieparker.org

From: Suzanne McColl <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:22 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.
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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,
Suzanne McColl
Glebe, 2037

This email was sent by Suzanne McColl via campaignnow.co and www.jamieparker.org

From: Deborah Sandars <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:28 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.
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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,
Deborah Sandars
Annandale , 3038

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

From: Hannah Darwin <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:28 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:

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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,
 Hannah Darwin
 Glebe, 2037

This email was sent by Hannah Darwin via campaignnow.co and www.jamieparker.org

From: Eva Engelaer <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:32 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.
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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,
Eva Engelaer
Balmain , 2041

This email was sent by Eva Engelaer via campaignnow.co and www.jamieparker.org

From: Jacqui Mikulasev <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:38 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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- 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,
Jacqui Mikulasev
Drummoynes, 2047

This email was sent by Jacqui Mikulasev via campaignnow.co and www.jamieparker.org

From: DONNA SAKER <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:38 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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- 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,
DONNA SAKER
Leichhardt, 2040

This email was sent by DONNA SAKER via campaignnow.co and www.jamieparker.org

From: Denne Dempsey <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:02 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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- 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.
- I really need the cycling overpass reinstalled so i can get across the road to Glebe park quicker and more safely like we used to.
- 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,
 Denne Dempsey

Balmain , 2041

This email was sent by Denne Dempsey via campaignnow.co and www.jamieparker.org

From: Mark Fraser <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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Yours sincerely,
 Mark Fraser
 Annandale, 2038

This email was sent by Mark Fraser via campaignnow.co and www.jamieparker.org

From: Janet Beaumont <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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I make the following comments in relation to the proposal:

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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,
Janet Beaumont
Balmain, 2041

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

From: Jana Stojanova <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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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,
Jana Stojanova
Sydney, 2037

This email was sent by Jana Stojanova via campaignnow.co and www.jamieparker.org

From: Michelle Kam <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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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,
Michelle Kam
Forest Lodge, 2037

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

From: Brett Norris <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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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,
Brett Norris
Stanmore, 2048

This email was sent by Brett Norris via campaignnow.co and www.jamieparker.org

From: Daniel Sandral <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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Yours sincerely,
Daniel Sandral
Annandale , 2038

This email was sent by Daniel Sandral via campaignnow.co and www.jamieparker.org

From: Julie Unsworth <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:52 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.
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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,
Julie Unsworth
Glebe, 2037

This email was sent by Julie Unsworth via campaignnow.co and www.jamieparker.org

From: Mari Rhydwen <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

Our community has long been calling for the revitalisation of the area around the White Bay Power Station.

This is prime publicly-owned waterfront land and public benefit should be the absolute priority for the redevelopment of this site in an area where many of us have little access to green space and trees. . 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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- 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,
 Mari Rhydwen
 Balmain East, 2041

This email was sent by Mari Rhydwen via campaignnow.co and www.jamieparker.org

From: Ryan O' <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:02 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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- 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 O'
Sydenham , 2044

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

Yours sincerely,

Yours sincerely,

From: Felicity Andreasen <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:58 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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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,
Felicity Andreasen
Sydney, 2037

This email was sent by Felicity Andreasen via campaignnow.co and www.jamieparker.org

From: amanpreet singh <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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Yours sincerely,
amanpreet singh
forest lodge, 2037

This email was sent by amanpreet singh via campaignnow.co and www.jamieparker.org

From: Dana Rathova <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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Yours sincerely,
Dana Rathova
Sydney, 2038

This email was sent by Dana Rathova via campaignnow.co and www.jamieparker.org

From: Martin dunlop <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:58 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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Yours sincerely,
Martin dunlop
Sydney, 2021

This email was sent by Martin dunlop via campaignnow.co and www.jamieparker.org

From: Jane Michael <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:09 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.
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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,
Jane Michael
Sydney, 2038

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

From: Julie Morgan <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:22 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:

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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,
Julie Morgan
Rozelle, 2039

This email was sent by Julie Morgan via campaignnow.co and www.jamieparker.org

From: Arina Konstantinova <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:22 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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Yours sincerely,
Arina Konstantinova
Camperdown, 2050

This email was sent by Arina Konstantinova via campaignnow.co and www.jamieparker.org

From: Stephanie Goldsmith <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:02 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,
 Stephanie Goldsmith
 Sydney, 2039

This email was sent by Stephanie Goldsmith via campaignnow.co and www.jamieparker.org

From: Nangle Peter <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:22 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.

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Yours sincerely,
Nangle Peter
Annandale, 2038

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

From: Kelly De St Jeor <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:28 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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Yours sincerely,
Kelly De St Jeor
Stanmore, 2048

This email was sent by Kelly De St Jeor via campaignnow.co and www.jamieparker.org

From: Sian Nicol <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:32 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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Yours sincerely,
Sian Nicol
Rozelle, 2039

This email was sent by Sian Nicol via campaignnow.co and www.jamieparker.org

From: Julia Steele <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:28 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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Yours sincerely,
 Julia Steele
 Birchgrove , 2041

This email was sent by Julia Steele via campaignnow.co and www.jamieparker.org

From: Louise Denver <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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Yours sincerely,
Louise Denver
Glebe, 2037

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

From: Lee Field <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 6:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Lee Field
Annandale , 2038

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

From: Laura Barron <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:02 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Laura Barron
Wareemba , 2046

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

Yours sincerely,

From: Electra Aitchison <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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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 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,
Electra Aitchison
Sydney, 2038

This email was sent by Electra Aitchison via campaignnow.co and www.jamieparker.org

From: Drew Spring <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:18 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.
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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,
Drew Spring
Glebe, 2037

This email was sent by Drew Spring via campaignnow.co and www.jamieparker.org

From: Georgia Spring <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:22 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.
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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,
Georgia Spring
Glebe, 2037

This email was sent by Georgia Spring via campaignnow.co and www.jamieparker.org

From: Ursula Sullivan <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:28 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.
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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,
Ursula Sullivan
Glebe, 2037

This email was sent by Ursula Sullivan via campaignnow.co and www.jamieparker.org

From: Alexandra Moody <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:28 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.
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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,
Alexandra Moody
Camperdown, 2050

This email was sent by Alexandra Moody via campaignnow.co and www.jamieparker.org

From: Arthur Klioufis <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:32 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.
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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,
Arthur Klioufis
Pyrmont, 2009

This email was sent by Arthur Klioufis via campaignnow.co and www.jamieparker.org

From: Tamara Dodd <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:38 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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- 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,
Tamara Dodd
Sydney, 2050

This email was sent by Tamara Dodd via campaignnow.co and www.jamieparker.org

From: Lesley McFadzean <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:38 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.
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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,
Lesley McFadzean
Sydney, 2041

This email was sent by Lesley McFadzean via campaignnow.co and www.jamieparker.org

From: Erin Wright <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:42 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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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,
Erin Wright
Rozelle, 2039

This email was sent by Erin Wright via campaignnow.co and www.jamieparker.org

From: Sallie Beaumont <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:02 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

To Whom It May Concern:

In response to the *Bays West Stage 1 draft Master Plan and Urban Design Framework* prepared by the NSW Government, I would like to make the following points:

As prime publicly-owned waterfront land, public benefit needs to 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.

In the current draft plan, the buildings in the south-western corner of the precinct are way too high and will completely overshadow anything currently in the neighbourhood, including the chimneys of the old power station itself. These absolutely must not be allowed to become so big that they dominate the landscape. The power station, as the iconic building it is, must remain the focal point of the development. Hopefully this can be adapted for cultural use.

Green open space is vital and this has been addressed in the draft plan. However, how will the increased traffic in the area be managed? A traffic study is needed to work this out. Plus greater opportunities for biking and pedestrian access and a focus on increasing biodiversity.

Yours sincerely,
Sallie Beaumont
Lilyfield, 2040

This email was sent by Sallie Beaumont via campaignnow.co and www.jamieparker.org

From: Deborah Young <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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- I 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 Young
Forest Lodge, 2037

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

From: Christine McDonald <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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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,
 Christine McDonald
 Leichhardt, 2040

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

From: Antonio Dormio <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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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,
Antonio Dormio
Sydney, 2040

This email was sent by Antonio Dormio via campaignnow.co and www.jamieparker.org

[REDACTED]

From: Grant Knoetze
Sent: Friday, 3 June 2022 12:11 PM
To: [REDACTED]
Subject: FW: Property Council submission - Bays West Stage 1 Draft Master Plan Exhibition
Attachments: 2022-05 Bays West Submission FINAL (signed).pdf

FYI

From: Lauren Conceicao [REDACTED]
Sent: Friday, 3 June 2022 12:07 PM
To: Grant Knoetze [REDACTED]
Cc: [REDACTED]
Subject: Property Council submission - Bays West Stage 1 Draft Master Plan Exhibition

Hi Grant

Thank you for agreeing to a short extension for our submission to the *Bays West Stage 1 Draft Master Plan Exhibition*.

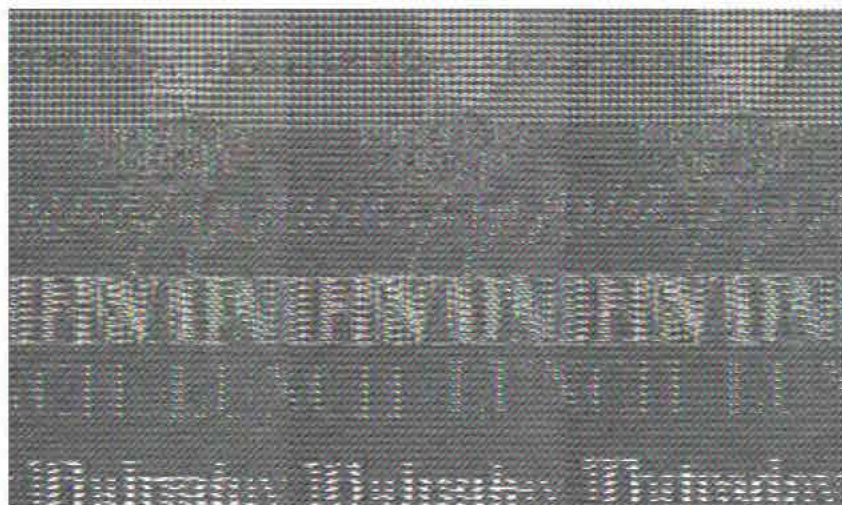
Please find attached the Property Council of Australia's submission response.

Kind regards,

Lauren Conceicao | NSW Deputy Executive Director

Property Council of Australia
Level 1, 11 Barrack Street, Sydney NSW 2000
M [REDACTED]
E [REDACTED]
W [propertycouncil.com.au](https://www.propertycouncil.com.au) | [propertycouncilawards.com.au](https://www.propertycouncilawards.com.au)
T [@propertycouncil](https://twitter.com/propertycouncil)

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3 June 2022

Mr Michael Cassel
Secretary - Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124
Sent via [REDACTED]

Dear Mr Cassel

Bays West Stage 1 Draft Master Plan Exhibition

The Property Council of Australia welcomes the opportunity to provide comments on the Bays West Stage 1 Draft Master Plan Exhibition.

As Australia's peak representative of the property and construction industry, the Property Council's members include investors, owners, managers and developers of property across all asset classes. This submission has considered the views of many of our members feedback and provides comments for consideration.

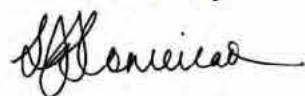
The Property Council is supportive of the NSW Government's intention to unlock the development potential the Bays West Precinct, however the Draft Master Plan falls short of realising the precinct's potential. The current proposal requires substantial amendment to maximise the commercial and residential opportunities presented by the NSW Government's investment in Bays West as a destination along the Sydney Metro West.

Further emphasis should be on ensuring the White Bay Power Station becomes a global icon, amplifies density to support station development and activation, delivers housing outcomes appropriate for a metro investment of this scale, expectations on delivery scale is set for community through a bold first stage, and governance is defined to maximise commercial and delivery capability.

With the right planning, this precinct has the capacity to utilise its unique heritage, location and maritime links to create a global attraction, and we encourage the Government to continue to consult on each stage of delivery to ensure success.

Should you have any questions regarding this submission please contact Lauren Conceicao, NSW Deputy Executive Director, on [REDACTED] or [REDACTED]

Yours sincerely



Lauren Conceicao
NSW Deputy Executive Director
Property Council of Australia

Submission to Department of Planning and Environment

Bays West Stage 1 Draft Master Plan Exhibition

3 June 2022

1.0 Introduction - Bays West Stage 1 Draft Master Plan

The Property Council welcomes the opportunity to provide comments to the Department of Planning and Environment (the Department) on the Bays West Stage 1 Draft Master Plan.

The Property Council acknowledges the work of the NSW Government in preparing a framework for the Bays West Precinct, noting the planned opening of the Metro Station in 2030 at The Bays, located near the White Bay Power Station. Following attempts to revitalise this area in 2016/17, it is pleasing to see this precinct once again on the agenda of government.

While we recognise that the previously exhibited draft strategy covers a broader 30–40-year span, it is critically important that there is primarily a focus on Stage 1 of the project and the first 10 years of development to set the framework and anchors for future development.

Investment to renew this precinct needs to provide a commercially viable value proposition to ensure the right parties collectively and collaboratively buy-in to make the precinct enlivened and appropriate amenity is provided. This relies on key design and delivery successes in particular for Stage 1 Master Plan, such as:

- A world-class, adaptive redevelopment of the White Bay Power Station with appropriate anchor institutions and a complementary cluster of assets to truly define the precinct,
- the right transport modes and pathways delivered to make it an attractive precinct to visit, work and live,
- the right balance of asset types to appropriately fund the infrastructure and amenity needed to provide community assets and places,
- the governance of the project requires the appointment of the right lead agency to oversee the precinct development.

The proposed Draft Master plan is a fabulous plan for a precinct of a smaller scale but fails to generate economic development yields that are proportionate to what is reasonably expected for a new Metro station. More ambitious housing, commercial and aggressive global attraction are required to activate and to get the most of out this precinct.

2.0 Previous recommendations

Previous recommendations from the Property Council in relation the broader Bays West Strategy included:

1. For procurement process for Sydney Metro West early industry engagement is required to ensure it is designed for success.
2. A 200,000+ sqm development gross floor area (GFA) should be leveraged to a sufficient scale around the Metro station to create the 'place' envisioned for the precinct.
3. Development should be brought forward in line with the metro delivery dates to provide funding for infrastructure and to ensure the metro precinct is activated when the station opens.
4. Government need to nominate the function (profitable, cultural etc) and then allow for consortia to bring global partners to the table. This will require incentivisation or contribution by government.
5. A singular counter party in government with ownership or control over the land needs to be appointed and empowered to release 2-300,000sqm of GFA to take to market.
6. The agency must also have the capacity for global procurement and attraction, and the remit to deliver on the vision of the strategy.
7. A clear implementation and procurement plan is required to supplement the high-level Place Strategy. This should involve specific dates and timeframes for procurement and industry engagement.

8. Clear areas for residential development will need to be clearly outlined, with medium to high density considered in key areas such as surrounding key transport links.
9. Responsibility for the preparation and implementation of new planning controls, including housing strategies, should rest with the State Government.
10. Provide an outline of how existing sub-precincts and suburbs bordering on the proposed White Bay precincts will integrate.
11. Outline proposed areas for residential development, and commitment to a varied residential density mix to maximise developable area, support the economy of the region and provide the surrounding infrastructure required.
12. Clarify proposed dwelling yield for the precinct, and which sub-precincts will be allocated residential development.
13. Provide clarity on what costs will be associated with the delivery of affordable housing.
14. Prioritise the infrastructure strategy and associated funding and contributions plans to give confidence to investors considering Bays West.

3.0 The highlights of the Stage 1 Draft Master Plan

3.1 Retention of the Power station

The Property Council commends the NSW Government on committing to the retention and restoration of the White Bay Power Station, recognising its significance to the precinct, the embodied carbon savings in the reuse and the opportunity this provides to the state. Please see notes under 4.1 in relation to further considerations for the power station.

3.2 Open space

The plan for consolidated open space as part of the public waterfront, centred on the Power Station is a great use of space and will seek to meet the desired of the public for greater greening of the city and inner city urban areas.

3.3 Metro investment

The delivery of the Metro Station by 2030 is a critical and applauded step in connecting the precinct and opening it up to development, public and private use.

The *Sydney Metro 'Transforming Sydney' paper (April 2021)* explains that Sydney Metro has formal responsibility for the delivery of great places around metro stations so that precincts are designed, developed and activated in alignment with the metro system to ensure the best outcomes for customers and communities. Suggestions on how this can be strengthened are included in section 4.0.

4.0 Strengthening the Stage 1 Master Plan

4.1 Strengthening the definition of the precinct

The White Bay Power Station is an important asset and provides an anchor to the precinct. The strategy broadly refers to the Power Station asset as a community facility. Further emphasis on the attraction of a key anchor tenant of global significance is encouraged to ensure that this facility fulfils its capacity to house a global icon, in the same vein that the Tate Modern in London asset was repurposed.

Landmark redevelopments of iconic buildings present a significant economic and precinct-branding opportunity but also come at a significant cost, which is why the incentive-drivers of the surrounding precinct must be proportionate to the challenges on-site.

Previous Property Council recommendations that remain relevant:

Government need to nominate the function (profitable, cultural etc) and then allow for consortia to bring global partners to the table. This will require incentivisation or contribution by government.

Further development of an economic development strategy would strengthen the purpose and intent for the commercial GFA. In the absence of an economic development strategy, the considerable size of this is potentially difficult to lease.

Recommendation:

The Property Council recommends that details on the future of the White Bay Power Station be further clarified, with a specific focus on ensuring key tenants of global significance are secured for the facility.

The Property Council recommends that an economic development strategy be developed to strengthen the purpose and intent for the commercial GFA to support targeted tenant leasing for the new precinct.

4.2 Maximising the opportunity provided by the Metro investment

The Metro investment by state government is a significant opportunity to harness infrastructure to deliver on ambitious housing and commercial opportunities in this waterfront location. In order to support the development and activation of the precinct surrounding the station, increased height and density is encouraged in order to achieve the objectives of this sub-precinct being the “key activity centre for the broader Bays West precinct, providing for employment, recreation, retailing, civic, cultural and living opportunities for new and existing communities” (p18-19 of the *Draft Bays West Stage 1 Master Plan*).

The current urban design principles for Bays West are not sufficiently flexible to ensure the Metro station precinct is activated, well patronised and there is sufficient funding for public domain, remediation and infrastructure. Specifically, the requirements to preserve view corridors to the Power Station and to limit surrounding development to the height of the smokestacks may have been subjectively appropriate before a Metro station was incorporated into the precinct. However with the inclusion of a Metro station at Bays West, we believe these urban design principles should be relaxed in favour of supporting greater density and mixed-use outcomes. There are many examples in other global cities where heritage assets have been sympathetically surrounded by taller buildings. This is certainly possible at Bays West.

The Bays West precinct heights and density is likely to set a planning precedent for community expectations towards future stages of the precinct. Exhibiting this low-density scheme sets unfeasible community expectations which makes the task of consulting on amended plans more challenging in the future.

By way of comparison, Stage 1 of the Parramatta Light Rail has seen the preparation of a Place Strategy for the Camelia precinct that enables buildings up to 40 storeys. This precinct does not have the benefit of a Metro station, yet it has higher buildings and more density. See comparative images below:



Source: DPE Place Strategy for Camellia

Recommendation:

The Property Council recommends that the heights, densities and land-uses surrounding the Power Station be reviewed to ensure the Metro station precinct is activated, well patronised and there are adequate commercial offsets to pay for public domain, infrastructure and remediation. This may require a relaxation of the subjective urban design principles relating to view corridors and building heights. We note there are many examples in other global cities where heritage assets have been sympathetically surrounded by taller buildings.

4.3 Opportunity to maximise commercial offsets

Maximising height and density will provide an increase in commercial offsets that will in turn assist in funding infrastructure and remediation needs.

In addition to maximising heights and density, consideration should be given to the allocation of assets mixes within the precinct, with a preference for the mixed-use allocations to sit with the commercial decision makers, reflecting the market preferences.

In terms of land release, we also believe there is a need to review the **Working Harbour Strategy** and use of land for ports activity after time. Transitioning the use of ports land to support future development will be important. Greater certainty is required to ensure there is a clear program for land-release and future development around the Metro station, and that the precinct has access and connections through to Pyrmont and Rozelle Bay from the outset. Further consultation with industry to finalise heights, scale, land-use and massing is required to ensure the opportunity for successful public-private procurement.

Recommendation:

The Property Council recommends that the breakdown of uses within the allocated height and density be flexible to respond to market demands.

The Property Council recommends further consultation with industry to finalise heights, scale, land-use and massing to maximise the opportunity for successful public-private procurement.

The Property Council recommends reviewing the **Working Harbour Strategy** and providing certainty regarding the program for land-release and future development to support a 'rolling program' of urban renewal that is kick-started by the investment in the Metro station.

4.4 Housing outcomes should be a priority

Housing supply and affordability continue to be a major challenge for the people of New South Wales. The Bays West precinct provides a unique opportunity for government to maximise the land potential and provide housing supply through a genuine mixed-use precinct. Residential living brings a 24-hour presence to the precinct, bringing vibrancy and safety to the region and providing for the envisioned 18-hour economy.

The current target of 250 homes is insufficient for a mixed-use precinct that provides the benefits of off-peak activation and casual surveillance. An increase in density will directly result in greater capacity to provide greater diversity in the mix of housing solutions. More specifically, we believe that a greater proportion of residential is required to activate the precinct after hours. Without more residential, there is a risk that the precinct will be unsafe and unwelcoming after hours. This will have implications for the success of the public domain and for the patronage of the Metro station.

The housing target also falls short of meeting a direction within the *Draft Bays West Place Strategy*, namely to "Deliver a range of housing, including affordable housing, to support the jobs created in the precinct and the ongoing growth of the Eastern Harbour City."

This precinct should also seek to utilise modern housing solutions such as Build-to-Rent and co-living to build out the precinct. By increasing the diversity and density of housing, a genuine opportunity to open inner city living options to the people of New South Wales exists.

Within the *Draft Bays West Place Strategy*, exhibited in April 2021, was the including of 'Enabling theme 1: Land and use function, that address further land uses of Bays West and the role it will play in Sydney's future' citing *Direction 2: Deliver a range of housing, including affordable housing, to support the jobs created in the precinct and the ongoing growth of the Eastern Harbour City* within the Strategy. The 250 home target in this stage is not reflective of this ambition.

Sydney is currently experiencing a deterioration in the affordability of housing. There are many factors that contribute to this issue including declining supply and rising costs.

At this time, Inner West Council has not implemented an affordable housing contribution scheme within its local environment plan and it is not clear if there is an intention to impose a levy on future development within the LGA.

As the Bays West precinct is being delivered on government land, industry requests that further clarity is provided in terms of what is expected by way of requirements for the provision of affordable housing throughout the precinct and how it will be administered.

Previous recommendations from the Property Council (that are still relevant):

Provide an outline of how existing sub-precincts and suburbs bordering on the proposed White Bay precincts will integrate.

Outline proposed areas for residential development, and commitment to a varied residential density mix to maximise developable area, support the economy of the region and provide the surrounding infrastructure required.

Clarify proposed dwelling yield for the precinct, and which sub-precincts will be allocated residential development.

Provide clarity on what costs will be associated with the delivery of affordable housing.

Clear areas for residential development will need to be clearly outlined, with medium to high density considered in key areas such as surrounding key transport links.

Recommendation:

The Property Council recommends the target of 250 homes for Stage 1 of the Bays West precinct be significantly increased to reflect the current housing supply needs of the state. Consideration for diverse housing options to support affordable and social housing, co-living and Build-to-Rent should be prioritised to maximise the public transport hub connection.

4.5 Connections through and around the site

Within the *Draft Bays West Place Strategy*, exhibited in April 2021, was the inclusion of 'Enabling theme 3: Transport and movement that recognise the constrained nature of Bays West and establish how the precinct will move people and goods to, from and through Bays West.' citing *Direction 9: Provide for new connections to existing places by removing existing barriers to allow connections through the site and convenient access to the new Metro station* and *Direction 10: Prioritise walking, cycling and public transport, by capitalising on the new Metro station, creating more convenient and direct active transport connections and investigate the reinstatement of a crossing from Bays West to Pyrmont.*

Connections through the site and to surrounding areas will be critical. The Roberts Road access into the site is required as an alternate to James Craig Road. Considered connections from the Metro to Rozelle Bay, Pyrmont and The Rozelle Railyards will promote active transport connections.

Recommendation:

The Property Council recommends that access to the site be made available through Roberts Road as an alternative to James Craig Road.

4.6 Governance

Within the *Draft Bays West Place Strategy*, exhibited in April 2021, was the inclusion of 'Enabling theme 5: Infrastructure delivery and governance that recognise that the precinct will evolve over time and that multiple stakeholders are required to ensure that Bays West is

successfully delivered' citing *Direction 13: Use a whole-of-government approach to deliver strong and coordinated place outcomes for Bays West over time*.

Within this Stage 1 Strategy there is a lack of clarity as to how the development will be delivered. The exhibited governance appears to lack commercial and delivery capability, as evidenced through the restricted land-use and density plans.

5.0 Recommendations list

1. The Property Council recommends that details on the future of the White Bay Power Station be further clarified, with a specific focus on ensuring key tenants of global significance are secured for the facility.
2. The Property Council recommends that an economic development strategy be developed to strengthen the purpose and intent for the commercial GFA to support targeted tenant leasing for the new precinct.
3. The Property Council recommends that the heights, densities and land-uses surrounding the Power Station be reviewed to ensure the Metro station precinct is activated, well patronised and there are adequate commercial offsets to pay for public domain, infrastructure and remediation. This may require a relaxation of the subjective urban design principles relating to view corridors and building heights. We note there are many examples in other global cities where heritage assets have been sympathetically surrounded by taller buildings.
4. The Property Council recommends that the breakdown of uses within the allocated height and density be flexible to respond to market demands.
5. The Property Council recommends further consultation with industry to finalise heights, scale, land-use and massing to maximise the opportunity for successful public-private procurement.
6. The Property Council recommends reviewing the **Working Harbour Strategy** and providing certainty regarding the program for land-release and future development to support a 'rolling program' of urban renewal that is kick-started by the investment in the Metro station.
7. The Property Council recommends the target of 250 homes for Stage 1 of the Bays West precinct be significantly increased to reflect the current housing supply needs of the state. Consideration for diverse housing options to support affordable and social housing, co-living and Build-to-Rent should be prioritised to maximise the public transport hub connection.
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Previous recommendations that remain relevant:

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6. Clear areas for residential development will need to be clearly outlined, with medium to high density considered in key areas such as surrounding key transport links.

From: Marina Pozzi <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

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Yours sincerely,
Marina Pozzi
Guildford, 2161

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

From: Emily Evans <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Emily Evans
Annandale, 2038

This email was sent by Emily Evans via campaignnow.co and www.jamieparker.org

From: Ran Chai <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Ran Chai
Glebe, 2037

This email was sent by Ran Chai via campaignnow.co and www.jamieparker.org

From: Natalie Keon <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:09 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 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,
 Natalie Keon
 Annandale, 2038

This email was sent by Natalie Keon via campaignnow.co and www.jamieparker.org

From: Justin Clark <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
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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,
Justin Clark
Lilyfield, 2040

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

From: Rosie Paton <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:09 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,
Rosie Paton
Sydney, 2038

This email was sent by Rosie Paton via campaignnow.co and www.jamieparker.org

From: Ray Lloyd <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Ray Lloyd
Balmain, 2041

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

From: Sally Horwood <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
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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.
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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,
Sally Horwood
Glebe, 2037

This email was sent by Sally Horwood via campaignnow.co and www.jamieparker.org

From: amy mancell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
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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,
amy mancell
Balmain, 2041

This email was sent by amy mancell via campaignnow.co and www.jamieparker.org

From: Charlotte Wright <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Charlotte Wright
Balmain, 2041

This email was sent by Charlotte Wright via campaignnow.co and www.jamieparker.org

From: Shital Kotecha <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Shital Kotecha
Glebe, 2037

This email was sent by Shital Kotecha via campaignnow.co and www.jamieparker.org

From: Katherine Delaney <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

The revitalisation of the Bays West precincts, especially White Bay Power Station precinct and surrounds, are very welcome by me but with public amenity at the centre not to the side.

This publicly-owned waterfront land should have public ownership at the heart of its redesign. Public access to the waterfront should be a top priority along with promoting greenspace designed to boost local ecology. The iconic White Bay Power Station should be recast as bold public space with its design unique enough to attract both local and international visitors.

My comments re the proposal are:

- Wonderful to see the **retention of the White Bay Power Station** and plans to make it a key focus. Adaptive re-use of the power station as a significant cultural centre has already attracted many ideas, and the public can enjoy exploring these as restoration takes place.
- I belived the **scale of proposed development** in the south-western corner of the precinct is completely at odds with the surrounding suburbs and will overshadow what should be the dominant key element - the heritage Power Station. The proposed building heights will overshadow the Power Station chimneys 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 it is great to see the inclusion of open public space, including the park, open spaces and foreshore walk, it is nit ideal that the proposed park be situated on a flood plain as this limits more intensive use of this space. The space should prioritise the encouragement of public open space for active participation for both sports and relaxation.
- With only a single road serving the new precinct, predicted increases in traffic to the area are a real concern. A further traffic study is needed, accounting not only for the cumulative impacts of this proposal but other local plans such as the nearby Bunnings Warehouse and the new Sydney Fish Markets.
- My strong preference is for the primary road to be next to the Anzac Bridge approach because this will encourage greater pedestrian activity across the residential precinct, the Metro Station and the proposed open spaces. Pedestrian activity and cycling across the precinct needs to be thoughtfully and thoroughly embedded in the design and should include reopening the Glebe Island Bridge for pedestrians and cyclists.
- One of the most exciting opportunities presented by this Master Plan is its ability to strengthen biodiversity corridors along the harbour foreshore and adjacent precincts. Strong liaison with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council needs to happen so this critical aspect is given the priority it deserves.

Yours sincerely,
 Katherine Delaney
 Sydney , 2008

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

From: Jan Mannix <action@campaignnow.co>
Sent: Tuesday, 31 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.

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,
Jan Mannix
Glebe, 2037

This email was sent by Jan Mannix via campaignnow.co and www.jamieparker.org

From: Dolan Sheema <action@campaignnow.co>
Sent: Tuesday, 31 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.

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,
Dolan Sheema
Sydney, 2037

This email was sent by Dolan Sheema via campaignnow.co and www.jamieparker.org

From: Fergus Fricke <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:09 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,

Fergus Fricke

Balmain doesn't deserve this, 2041

This email was sent by Fergus Fricke via campaignnow.co and www.jamieparker.org

From: Gordon Hartwright <action@campaignnow.co>
Sent: Tuesday, 31 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.

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 over major and out of place high-rise residential development.

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; as has been the case for many years. The proposed building heights will be taller than the chimneys of the Power Station and will diminish its outstanding position in the local area. 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, in line with the expected major increase of traffic from Westconnex across the ANZAC bridge, 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,
Gordon Hartwright
Lilyfield , 2040

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

From: Mary Wark <action@campaignnow.co>
Sent: Tuesday, 31 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.

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 Wark
Annandale, 2038

This email was sent by Mary Wark via campaignnow.co and www.jamieparker.org

From: Glenda Laurence <action@campaignnow.co>
Sent: Tuesday, 31 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.

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 Laurence
Sydney, 2041

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

From: Apryl Repole <action@campaignnow.co>
Sent: Tuesday, 31 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.

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
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- 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,
 Apryl Repole
 Glebe, 2037

This email was sent by Apryl Repole via campaignnow.co and www.jamieparker.org

From: Carolyn Hare <action@campaignnow.co>
Sent: Tuesday, 31 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.

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,
Carolyn Hare
Annandale , 2038

This email was sent by Carolyn Hare via campaignnow.co and www.jamieparker.org

From: Stephen Hare <action@campaignnow.co>
Sent: Tuesday, 31 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.

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
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- 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 Hare
Annandale , 2038

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

From: Karen Strudwick <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:22 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.
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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,
Karen Strudwick
Forest Lodge, 2037

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

From: Jennifer Lloyd <action@campaignnow.co>
Sent: Tuesday, 31 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.

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Jennifer Lloyd
Annandale, 2038

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

From: Greg Smith <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:32 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.
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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,
Greg Smith
Rozelle, 2039

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

From: Lisa Noonan <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 6:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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

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

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

I make the following comments in relation to the proposal:

- I am pleased to see the **retention of the White Bay Power Station** with plans to make it a key focal point of the precinct. There are many ambitious proposals for adaptive re-use of the power station as a significant cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
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- 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 Noonan
Balmain, 2041

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

From: Eloise Carpenter <action@campaignnow.co>
Sent: Tuesday, 31 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.

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Eloise Carpenter
Sydney, 2038

This email was sent by Eloise Carpenter via campaignnow.co and www.jamieparker.org

From: krishnan borthwick <action@campaignnow.co>
Sent: Tuesday, 31 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.

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,
krishnan borthwick
glebe, 2037

This email was sent by krishnan borthwick via campaignnow.co and www.jamieparker.org

From: Jen Hsieh <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

Dear Madam or Sir,

With regards to the *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy, I have few concerns.

1. **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.
2. I am concerned at the **predicted increases in traffic** to the area. The study for the delay on Victoria Road is shocking and unacceptable.

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.

3. 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.

Yours sincerely,
Jen Hsieh
Lilyfield, 2040

This email was sent by Jen Hsieh via campaignnow.co and www.jamieparker.org

From: Tim Fung <action@campaignnow.co>
Sent: Tuesday, 31 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,
Tim Fung
Rozelle, 2039

This email was sent by Tim Fung via campaignnow.co and www.jamieparker.org

From: Alvin Lau <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 9:58 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

Dear Madam or Sir,

With regards to the *Bays West Stage 1 draft Master Plan and Urban Design Framework* that aims to progress the Bays West Place Strategy, I have few concerns.

1. 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.

2. I am concerned at the predicted increases in traffic to the area. The study for the delay on Victoria Road is shocking and unacceptable.

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.

3. 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.

Best Regards,

Alvin Lau

From: Susan Roll <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:02 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,
Susan Roll
Balmain East, 2041

This email was sent by Susan Roll via campaignnow.co and www.jamieparker.org

From: Francoise Fombertaux <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 7:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the White Bay 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,
Francoise Fombertaux
Balmain, 2041

This email was sent by Francoise Fombertaux via campaignnow.co and www.jamieparker.org

From: Catherine Bateson <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 5:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission regarding creating something special and unique in 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 absolutely **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. The inner west is already over populated and cannot sustain further increases in population!
- 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,
Catherine Bateson

Annandale, 2038

This email was sent by Catherine Bateson via campaignnow.co and www.jamieparker.org

From: Richard Gould <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 8:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: WHITE BAY DRAFT MASTER PLAN

Why does a government play second fiddle to developers self interested tune - why allow the a jewel in the inner Harbour crown to be lost through oversized shadowing development?

White Bay Power station should be the focus and high point in the areas vista - not some overshadowed 'historical' relic.

Don't blow this ONE chance to bring a vista flow that welcomes all who come into this unique space.

Just over 100 years ago White Bay was the 'leading innovativce supplier in DC electrical energy'.

No person alive then could have predicted, imagined or believed todays innovations and creative ways we are changing energy production and use. Greater Solar energy yields, longer life batteries, Global decarbonising and High yield - low power innovations await us.

We owe it to the next generations to deliver a 'safe future' not one destroyed by our current and past greed.

The use of White Bay Power station for community services is very welcomed and offers a great future as a public asset.

It can also be a powerhouse and a driver for social acceptance and positive attitude change.

What massive changes are in store for us community space' where the future - yet to be created energy breakthroughs are seen and promoted against the backdrop of a hundred years past tactile energy generating technology.

Today's Innovations of renewable energy only just beginning –White Bay Power Station is in the right place at the right time – if you care to look and give it the space to shine.

Thank you for the opportunity to present my view on the '*White Bay Renewable Energy Centre' education and innovation hub.*

Richard Gould - Former Balmain resident and with a long time love and appreciation of the White Bay Power Station.

Yours sincerely,
 Richard Gould
 South Hobart, 7004

 This email was sent by Richard Gould 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 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: submission---bays-west.docx

Submitted on Tue, 31/05/2022 - 17:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Zabell

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain East

Please provide your view on the project

I am just providing comments

Submission file

[submission---bays-west.docx](#)

Submission

See attachment

I agree to the above statement

Yes

Biodiversity and sustainable development

- Development controls should be embedded that ensure improved terrestrial and aquatic biodiversity through diverse and substantive revegetation and water sensitive urban design.
- All development should be required to achieve the highest standards of BASIX, Green Star and/or other relevant sustainable development standards. All roof spaces should be accessible and contribute to mitigating urban heat island through greenery. I refer to the successful trial of combined green roof and solar panels at the WeWork building at Barangaroo.

Connecting with Country

- I commend DPE for seeking Designing for Country principles in the Design and Place SEPP, and hope that early and ongoing engagement with the Wangal and Gadigal people will help shape this precinct. It is important that their guidance is sought in any design guides.

Retention of the power station.

- I support the retention of the White Bay Power Station and 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. Strict development standards should be implemented to ensure that the power station is used primarily (80% floor area, for example) for community and cultural purposes.

The towers

- While I commend DPE on protecting views between the power station, silos and ANZAC bridge, the height of the towers is excessive. At 22 storeys, the towers compete with and obstruct views of these iconic structures, particularly the power station from Glebe Point. These will be the tallest mixed use buildings in the region and detract from the historic low-scale industrial and residential character that makes the peninsula so interesting and desirable.
- The building separation and setbacks provided within the tower cluster are inadequate to provide sufficient direct sunlight, daylight, privacy and mitigate wind impacts at street level. Minimum setbacks between buildings should be provided in accordance with the Apartment Design Guide, whilst a minimum 8 metre setback should be provided between the edges of the podium and the towers. Further wind tunnel testing should be conducted to ensure wind conditions at street level achieve industry standards for pedestrian comfort.
- I note that residential uses are proposed within the tower cluster. It is imperative that mistakes seen at Green Square, Pyrmont, Parramatta Road and more are not repeated, by locating residential uses on top of a freeway and thereby subjecting future residents to adverse noise and air pollution.

- A minimum 10% of apartments should be for affordable housing, and a further 5% for social housing. It is imperative that these apartments, if provided, receive good internal amenity.
- The design of the towers, if supported, should connect with the character of the area through form and materials, and avoid creating bland and identity confused districts like at Green Square, Darling Quarter, Redfern, Barangaroo – really, anywhere. Stronger design controls than have previously been committed in other precincts are required to ensure this area is a seamless extension of Rozelle and not separate to it.

The metro box and surrounding low-scale buildings

- I support the commitment to primarily commercial uses in this precinct, and ask that residential uses be expressly prohibited.
- Eight storeys above the metro box is unnecessarily tall and will overwhelm pedestrians at street level. High streets throughout the inner west are traditionally two storeys with some three and four storey landmark buildings. The eight storey buildings also threaten to overshadow the street to the south. It is recommended that not more than four storeys are provided to the two northern blocks of buildings.
- Commercial buildings in inner west high streets tend to follow a narrow subdivision pattern, which should be adopted here. This will allow for a greater number and diversity of tenants, particularly independent and smaller retailers. Floor to ceiling glazed shopfronts should also be avoided which have no architectural merit. Reference is made to the high streets in Rozelle and Balmain.

Open space

- I support the provision of the large harbour front park and encourage significant street tree planting, particularly in existing surrounding streets, to provide shade and improve biodiversity.

Traffic and transport

- Rozelle, particularly Roberts Street and Victoria Road, experience crippling traffic which could be exacerbated by the development, threatening its success and connection to the peninsula. The development should achieve a new benchmark in Transit Oriented Development, improving on the shortcomings at Waterloo Metro, by minimising car parking drastically. Only spaces for service vehicles, carshare and rideshare services should be provided. The bus (and future light rail) corridor should connect to the Glebe Island Bridge and wrap around the southern road to improve the pedestrian experience around the metro station.
- The proposed internal road connecting the precinct to the cruise terminal is redundant and takes land away from the harbourfront park. Traffic should be directed onto Roberts Street instead.
- A ferry stop should be provided at the head of the bay to provide easy connection to the metro and power station cultural precinct.
- The proposed street between the metro station and the park should be pedestrianised, ensuring a seamless connection for pedestrians. A bus/light rail stop could be provided in front of the power station.

- Significant public and private enclosed bike parking should be provided in the precinct to encourage local and end-of-mile trips for locals and people using the metro.
- I support the future connection between the cruise terminal and Ewenton Park/Grafton Street. Greater pedestrian permeability between Rozelle, Balmain and White Bay is desirable.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 5:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 17:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Zabell

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain East

Please provide your view on the project

I am just providing comments

Submission

Further to my submission, I would like to add the following:

- A transparent, competitive design process should be undertaken to determine the character, form and materiality of the precinct.
- Development assessment should be undertaken by Inner West Council for all buildings.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 5:38 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 17:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Carole

Last name

Pertwee

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2041

Please provide your view on the project

I am just providing comments

Submission

I would like the space to be used for some recreational use such as a theatre and cinema restaurants and public space

I would also love it at some stage the light rail to be extended to Balmain to reduce the congestion on our very narrow roads

And use green energy to run it

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 5:42 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: lendlease-bays-west-sub-precinct-master-plan-submission.pdf

Submitted on Tue, 31/05/2022 - 14:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Kate

Last name

Romano

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Sydney 2000

Please provide your view on the project

I support it

Submission file

[lendlease-bays-west-sub-precinct-master-plan-submission.pdf](#)

Submission

Hi,

Please find attached a submission on behalf of Lendlease.

Thank you,

Kate

I agree to the above statement

Yes

31st May 2022

Online Submission

Bays West Stage 1 Sub Precinct Master Plan



We appreciate that Bays West is the last significant renewal area in Inner Sydney that is located on Sydney Harbour and in close proximity to the Sydney CBD. Significant infrastructure is currently being delivered in the Bays West area and with the introduction of the Bays Precinct Metro Station at White Bay, transport connectivity to the Sydney CBD and Western Sydney will be further enhanced.

As the first sub precinct to be master planned under The Bays West Place Strategy, the White Bay Power Station (and Metro) and Roberts Street Sub-precincts will set the tone for the remaining sub precinct master plans.

We welcome and support the release of these sub-precincts master plan, reaffirming Government's intention to redevelop Bays West into a vibrant and activated precinct.

Specifically, we support:

- The extension of the Harbour Foreshore Walk from Woolloomooloo to White Bay which will be a significant contribution back to the public, particularly the local community who have been impacted by infrastructure construction over a number of years.
- The connections throughout Bays West and into surrounding areas will be of critical importance to unlocking the future potential of this site, and we support Government's intention to ensure that Bays West is well connected to Pyrmont, the Sydney CBD, Paramatta and Westmead and the Inner West suburbs through both transport and active transport connections.
- The introduction and extension of a range of uses being commercial, community, retail, and residential that can be further extended across the broader Bays West delivering a true mixed-use precinct, creating jobs growth for Sydney and the required housing to supports jobs growth and housing targets.
- A significant public domain contribution that provides open green space and water access to the local community.
- The infrastructure ambitions to deliver precinct infrastructure across Bays West that enable economies of scale and are aligned to more sustainable long-term utility solutions.
- The consideration of a second access road into Bays West through Roberts Street. Due to the scale of built form ultimately forecast to be onsite it will be important to have two main access roads into Bays West.

Further to the above, we provide commentary on the opportunity.

Ambition & Purpose

- The White Bay Power Station (and Metro) and Roberts Street Sub-precincts fall short of delivering the density worthy of this site.
- Global precedents illustrate that density above and adjacent to transport hubs provides numerous benefits including jobs and housing close to transport, the ability to provide active transport connections into transport hubs, the ability to deliver better place making outcomes, enhances the return on investment on the transport infrastructure and increases land values.
- A clear economic strategy or purpose for the site has not been stated. Determining the broad purpose and identity of a place ensures a fit within the existing ecosystem and provides a framework for scale, built form typology and complementary uses.

- The resolution of the White Bay Power Station use will be a key determinant for purpose and identity of the precinct and Government should be ambitious in resolving this challenge.
- Having regard to the above we believe that the sub-precinct master plan does not realise the full potential of this site nor provide a purposeful vision for the site within the broader Sydney landscape.

Metro Opening

- The timing of Metro opening and the delivery of scale and activation at White Bay appear misaligned. Without a clear and early delivery program for adjacent development, the Metro Station will open with little built form supporting it, presenting numerous challenges including the attraction of patrons to the site, the provision of a safe and welcoming user experience and leveraging of the Metro to attract complementary users to site.
- Ensuring scale and density around the station will ensure the customer arrival experience is not a construction site but rather a welcoming activated and attractive experience which can further leverage the existing investment from Government to provide enhanced economic and place making outcomes.

Connections

- The introduction of a Metro Station to site is transformative to the place and opportunity for connections. The Metro should be designed for a future state where renewal across The Bays is occurring and or delivered.
- As a minimum a dual portal design which enables connections into White Bay and Glebe Island should be considered with further provision for a connection into Rozelle Bay.

The Bays West Stage 1 Sub Precinct Master Plan follows on from the Bays West Place Strategy released in 2021. This Master Plan captures some of the exciting opportunities of maintaining, restoring and reimaging the Power Station, opening up the Harbour Foreshore Walk and delivering large public domain space on Sydney Harbour's doorstep.

However, to make the most of the investment in surrounding infrastructure and use of this limited and scarce resource, issues of opportunity, purpose, momentum and connections should be further considered in the evolution of this work.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 5:48 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 17:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Ojerholm

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 am just providing comments

Submission

Dear Sir/Madam, it is exciting that the remediation of the White Bay Power Station has commenced and that plans are afoot to develop the Bays West area and return publicly owned land to public use.

A number of comments:

- The Bays West strategy splits the area into 10 sub precincts, with the power station and Robert St plans only relating to 2 precincts. This calls for vigilance when considering controls for each precinct - each has to be tightly controlled to avoid inappropriate development "by stealth".. Please take our submissions seriously.
- The proposed scale and building height dwarfs / diminishes the presence of the power station, It should be the focus/highlight, the "jewel" of the precinct. Just take a look at the view line of the proposed development from the Anzac Bridge. Without reducing the number of buildings, footprint and height can be reduced - the 8 storey height for the metro station would be more appropriate
- The SIDRA traffic modelling only shows that traffic queuing is acceptable at unachievable private vehicle mode shares (i.e. 5%). Won't work.
- The 2040 floorspace yield is 829,918sqm vs 2030 130,600sqm. What's this all about?
- In addition the same table shows zero cultural infrastructure. Where is this? What is the Power Station to be used for? The redevelopment of the Bankside Power Station (now the Tate Modern on the Thames river) is an example of what might be achieved. It is just wrong that the design specs just don't match the rhetoric.
- Greening the precinct is more than tree canopy. Please ensure that the development recognises that eco-rejuvenation needs to recognise the co-dependence of flora and fauna at all levels, not just above our heads
- Determine the indigenous name for the area and start using it. Goat Island will shortly become Me-Mel, Peacock Point is Illoura

Reserve, the end of Louisa Rd is Yurulbin Point. Start the process and the education now - it's the least we can do.

Please do not hesitate to get in touch as required. Best, David.

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 5:56 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 - 17:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Adam

Last name

Gwynne

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2031

Please provide your view on the project

I support it

Submission

This project is a model for future development in the inner West encouraging first home buyers and providing exciting job opportunities for future young adults. An active recreation zone is a must and the integration with Metro, light rail and city orbital roads plus extensive buses is perfect.

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 6:17 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 18:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Adam

Last name

Trev

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2213

Please provide your view on the project

I support it

Submission

I support the provision of more housing in central Sydney. If anything, the proposal is too dull and not ambitious enough. There should be a greater focus on providing more housing that is close to transit, to help ease the pressure on the western suburbs. The proposed buildings are too short and the space could be better utilised.

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 6:18 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 18:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Walid

Last name

Rahmani

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Campbelltown 2560

Please provide your view on the project

I support it

Submission

High density construction projects such as this one are necessary for providing housing in an environmentally friendly manner. We cannot keep expanding Sydney outward and must invest in upward expansion closer to the Sydney CBD.

On a side note, please reconsider the postponement of railway projects as they will be vital for supporting these developments.

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 6:26 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 18:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Chris

Last name

Whittle

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Glebe, NSW 2037

Please provide your view on the project

I object to it

Submission

I am a long term resident of Glebe (circa 35 years), an investor in White Bay Beer Co at Rozelle and a marina berth lessee in Blackwattle Bay

I have two concerns with regard to the plans.

1. The permanent closure of Glebe Island Bridge.

This will significantly restrict the movement of boats. The height of the bridge is very low (part of the reason for Anzac Bridge) and very few vessels of any size would be able to pass under. This does not seem consistent with the artist's impressions of the new Fish Markets which show many vessels which would not be able to access and a desire to provide recreational access. This area of the harbour is one of the few offering free anchorage to travelling boats (overwhelmingly yachts). It would also preclude the movements of many vessels currently in the bay eg trawlers, catamarans (hire and sales at the Crescent), party boats and other recreational and commercial vessels like mine a 35 foot Caribbean. I also suspect our current ferry service wouldn't fit. I personally walk the circumference of the bay frequently via the Anzac Bridge. I think a direct link could be easily achieved with better pedestrian and cyclist access to the current bridge or an elevated walkway/cycleway over the old bridge whilst still allowing fair access to vessels.

2. The proposed height of Residential Towers

22 storeys of residential apartments is not in anyway featuring the old power station, it is merely overshadowing it. If there was a genuine desire to make it a feature you would expect the heights to fall away from it. I also find it disturbing that the weight of

residential seems to be closest to the unfiltered West Connex stacks.

In summary I feel a better solution for pedestrian/cyclist access which does not take away existing maritime access needs to be considered and building heights should show respect to the stated intent of this project.

Regards

Chris Whittle

[REDACTED]

Glebe 2037

[REDACTED]

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 6:49 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: national-trust-submission_-31-may-2022.pdf

Submitted on Tue, 31/05/2022 - 18:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

David

Last name

Burdon

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I object to it

Submission file

[national-trust-submission_-31-may-2022.pdf](#)

Submission

Please see attached submission from the National Trust of Australia (NSW)

I agree to the above statement

Yes

Upper Fort Street, Observatory Hill
Millers Point, NSW 2000
GPO BOX 518
Sydney NSW 2001
T +61 2 9258 0123 F +61 2 9251 1110
www.nationaltrust.org.au/NSW

31 May 2022

NSW Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

By email: bayswest@dpie.nsw.gov.au

**National Trust submission relating to the Bays West Stage 1 Draft Master Plan and Urban Design Framework
White Bay Power Station (and Metro) and Robert Street Sub-precincts**

The National Trust of Australia (NSW) thanks the Department of Planning and Environment for the opportunity to comment on the Bays West Stage 1 Draft Master Plan and Urban Design Framework White Bay Power Station (and Metro) and Robert Street Sub-precincts.

We commend DPIE for including the protection and enhancement of the area's cultural heritage as a key focus of the Master Plan and the Trust is in full support of this approach. Cultural heritage is often sidelined in broad scale redevelopment and we are heartened to see the area's heritage protection and value thoroughly considered in the draft Heritage Interpretation Strategy, and in the stated aims of the Master Plan.

There are several aspects of the Plan that we support and several aspects that we do not support. This letter sets out our feedback into the draft documents.

Background to the Master Plan and Urban Design Framework

The Bays West Place Strategy (finalised in November 2021) identified 10 sub-precincts that will all be subject to a future master planning process and potential rezoning as the NSW Government delivers a staged approach for the 77-hectare precinct known as Bays West. The White Bay Power Station (and Metro) and Robert Street Sub-precinct is the first sub-precinct to undergo master planning.

We understand that the Department of Planning and Environment has prepared the Bays West Stage 1 Draft Master Plan and Urban Design Framework for the White Bay Power Station (and Metro) and Robert Street Sub-precincts to enable the implementation of the Bays West Place Strategy for this Sub-precinct and inform requirements for rezoning, development controls and supporting infrastructure for the Sub-precincts.

The UDF and Masterplan seek to:

- Identify urban design principles and parameters that will underpin the proposed development including how Country has been embedded;
- Provide a site and context analysis that identifies opportunities to be considered;
- Demonstrate that potential future uses, built form and landscape can achieve high quality place outcomes;
- Propose building heights, building envelopes, and draft development principles to be incorporated into future planning controls at a later stage;
- Assess impacts on views to significant spaces and landmark structures such as the key view corridors associated with the state heritage listed White Bay Power Station (WBPS).



Significance of the Sub-Precinct

The Trust has long advocated for the protection, retention and sympathetic adaptive re-use of the highly significant White Bay Power Station. It was listed by the Trust in April 1994.

The Statement of Cultural Significance in the Conservation Management Plan (CMP) for White Bay Power Station notes (National Trust emphasis in bold) that:

*White Bay Power Station is of exceptional aesthetic and social significance to Sydney residents as **a prominent and widely recognised harbourside industrial landmark**, signaling the entry point to the Balmain peninsula from the south and east, and is **highly visible** from major approach roads, streets and surrounding areas. The form and arrangement of the buildings, and in particular the two chimney stacks, are visible from many parts of the inner west and are a constant reference point.*

White Bay Power Station is of exceptional social significance for both local residents and former employees as an important landmark, one of few surviving industrial structures that were once the signature of this locality. It is a potent symbol of the area's industrial origins and working traditions which have influenced domestic and community life, and is associated with a 'working class' character.

The CMP also notes:

As an assemblage of structures the White Bay Power Station retains exceptional aesthetic value as an icon of early to mid-20th century industry, an important component of a rare group of harbourside industrial structures, and a prominent marker in the cityscape signifying the entry point from the west. In particular the two chimney stacks are visible from many parts of the inner west and are a constant point of reference.

*White Bay Power Station is of exceptional social significance for both local residents and former employees as an important landmark, one of few surviving industrial structures that were once the signature of this locality. **As a landmark it is a highly visible and widely recognised.***

White Bay Power Station is of exceptional social significance for local residents as the most prominent entry marker to the Balmain peninsula; it signifies the transition from the inner city to the suburbs.

Significant Views

The Trust has deep concern that significant views to White Bay Power Station and ANZAC Bridge will be obscured by the proposed tall buildings, and that the Plan is inconsistent with the CMP and the Bays West Strategic Framework (2021).

The Plan should ensure that key views to and from the Power Station, as identified in the endorsed CMP, are protected to ensure that this building can be a key historic focal point. The Trust are concerned that the Plan allows for substantial obscuring of significant viewlines to, from and within the precinct. White Bay Power Station should always remain a prominent feature of the area and should not be dominated by other larger structures.

For example, the Plan (Section 2.4) importantly notes that any development in the precinct must:

- **Respect the site's iconic heritage structures** and working harbour experiences in four-dimensions, by considering the shifting vistas from actual movement networks such as views towards the White Bay Power Station. These include views from travelling along the Anzac Bridge, or to the Harbour Bridge from within the Sub-precincts.
- For any new buildings adjoining or in the vicinity of the WBPS, **respect the scale, presence and curtilage of the White Bay Power Station and the Conservation Management Plan.**
- **Protect district and local views and vistas, maintaining prominence and significance of the WBPS,** the silos and Glebe Island Bridge as key heritage landmark structures.



However, it then states in Section 4.7 that the key heritage views to and from the White Bay Power Station are to be retained **where possible**. The views and requirements are:

- Mullens Street View - Any built form and landscape interventions in this viewshed must consider the strength of White Bay Power Station industrial facade and energy generation process from coal to electricity
- Harbour views - The chimneys are a silhouette landmark from afar and must be protected as a visual connection to the Sub-precincts from the Harbour Bridge and Observatory Hill
- Anzac Bridge - White Bay Power Station is a long-time landmark industrial building viewed in combination with the silos. This is a changing view as one moves along Anzac bridge and any built form that encroaches on this view must consider the significance of the view and the cumulative impact upon the changing nature of the view.
- Glebe Point Road - this view is already impacted by the existing boat sheds in Rozelle Bay, however, any additional built form impacts should consider that the chimneys should still be visible (see Figure 138)
- Johnston Street - The view of the chimneys from Johnston Street and coal loader should not be impacted
- Victoria Road - a gateway view with a sense of layer with stepping rooflines and parapets which should not be impacted
- The views to the White Bay Power Station are preserved **where possible** in the proposed Built Form Composition Strategy and Building Heights.
- The 4 storey built form south of the Metro Station acknowledges the “**changing**” view of the White Bay Power Station from the Anzac Bridge as one moves from east to west as a driver, passenger, pedestrian or cyclist.

The use of the phrase “changing view” is incredibly misleading – the significant views are not changing, they are being obliterated by the insertion of 8-22 story buildings in important viewsheds. Additionally, the new use of the phrase “where possible” in relation to retaining significant views is not consistent with earlier statements that the Plan **will** preserve these viewsheds. The Trust has significant concerns, for example, with claims that the view of the Power Station from Glebe Point Road toward the power station is “already impacted” by the boat storage facility, when clearly this impact is minor and does not impact the view of the chimneys, while the proposal will create a new massive termination point to this important Sydney Street.

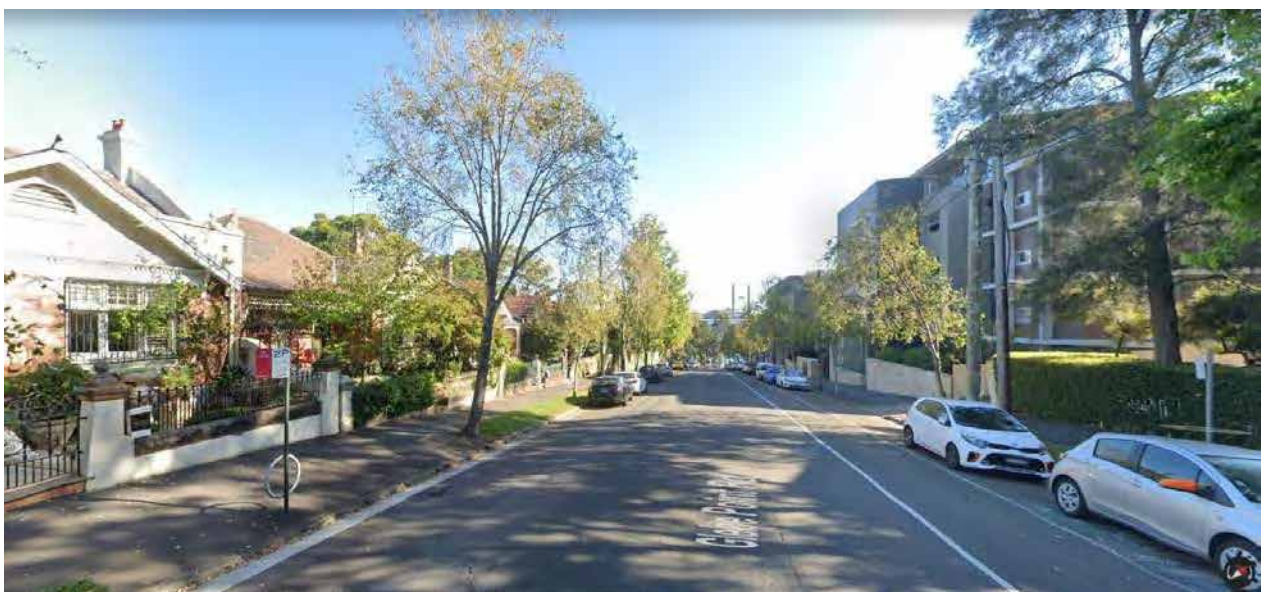


Figure 1: The view of the Power Station as a landmark termination to Glebe Point Road is readily appreciated, and will be immediately lost through this proposal.

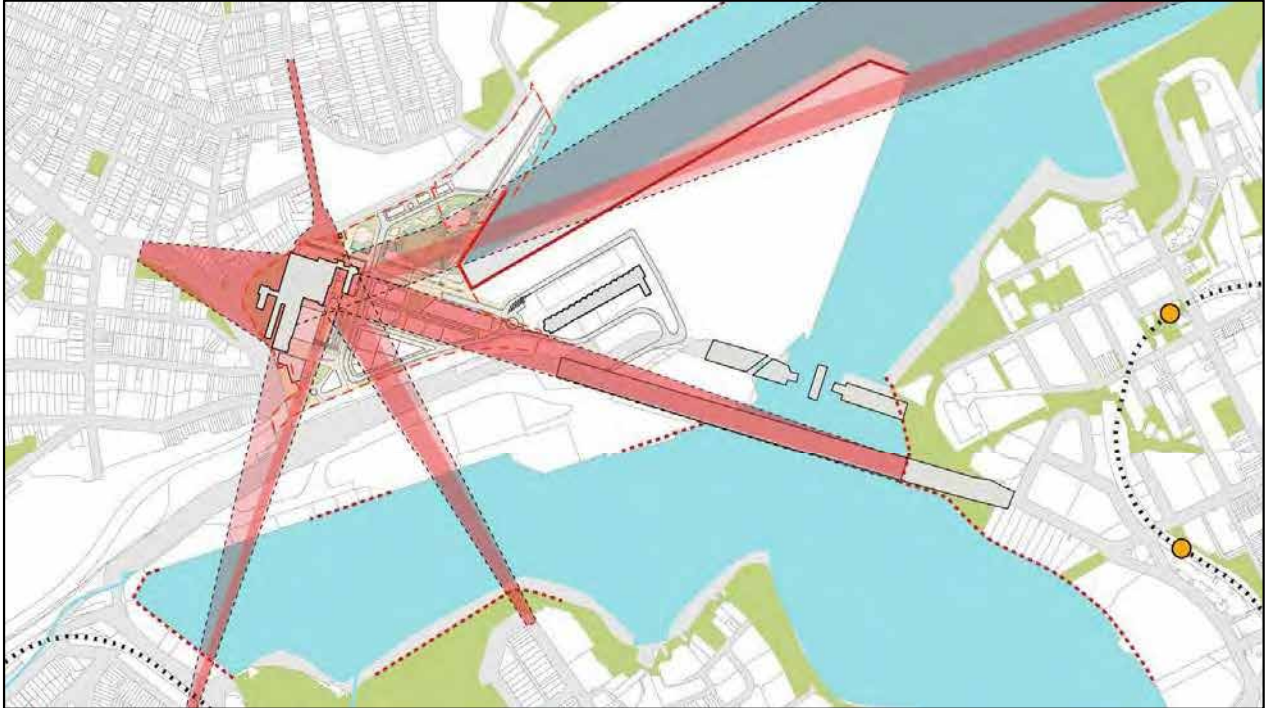


Figure 2: Plan showing 6 significant “viewsheds” to the White Bay Power Station. The proposed new tall buildings will obscure the clarity of 4 of these 6 viewsheds.

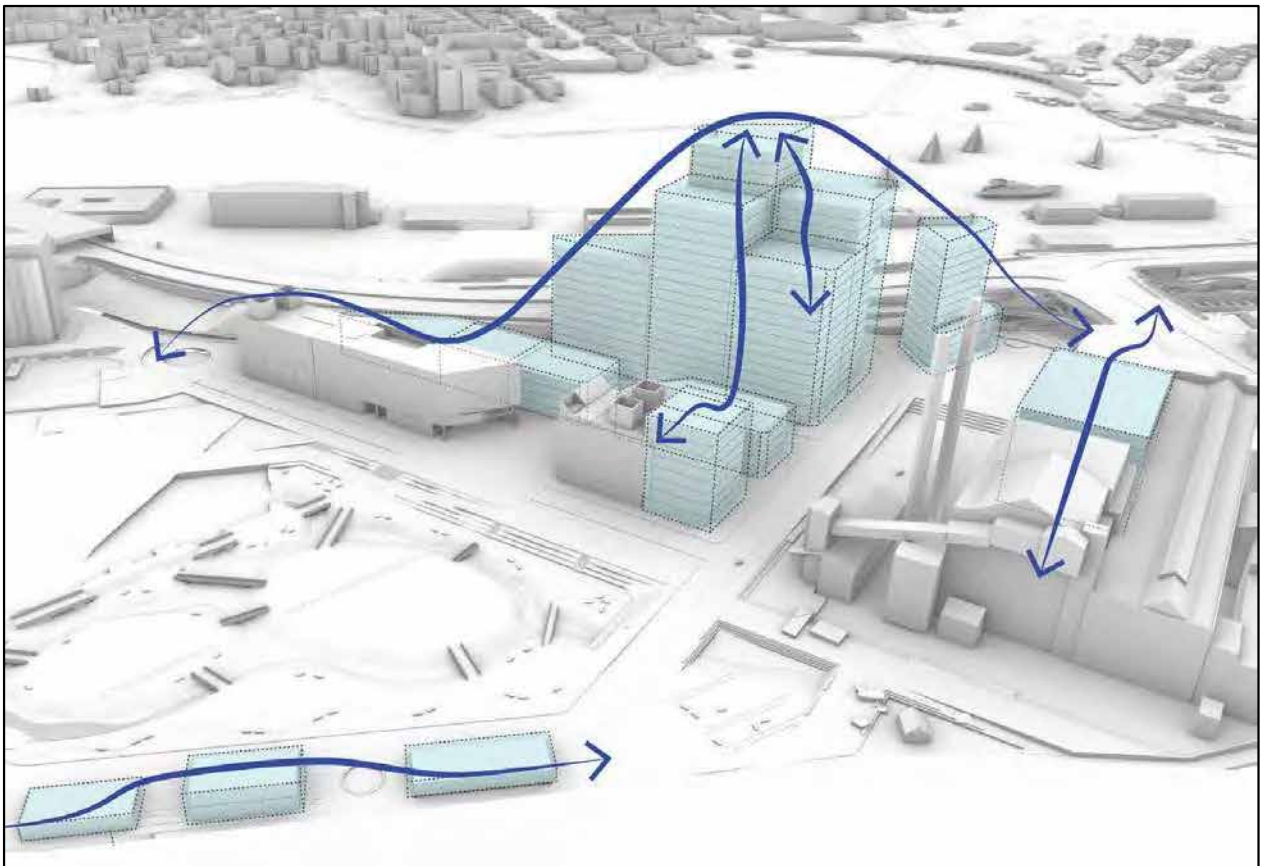


Figure 3: Illustration showing the tall buildings that will obscure views from Anzac Bridge, Glebe, Rozelle Bay and Balmain.



Figure 4: The new Metro buildings shown in this image should be limited to four storeys to make them the same height as the adjacent buildings to the south-east, and to ensure that the important view is retained from Anzac Bridge. Other buildings must be drastically reduced in height to maintain other qualities of the site.



Figure 5: The view of the White Bay Power Station from Anzac Bridge is highly significant and an identifiable landmark for many Sydney residents. In the future, the view from the reimagined Power Station building will also gain prominence. This view should be maintained as far as possible. The height of the Metro buildings in front of the power station should be limited to 4 storeys to maintain this important view.



A local landmark... lost

Recent developments in London (coincidentally, old power stations by the waterside) have shown how major redevelopments can be reasonably accommodated yet while still maintaining the prominence of the historic buildings that in fact provide the landmark qualities of the place and provide a place with its identity.

The scale of the proposed towers at White Bay will forever erase the prominence of White Bay Power Station within the harbour and bays setting.

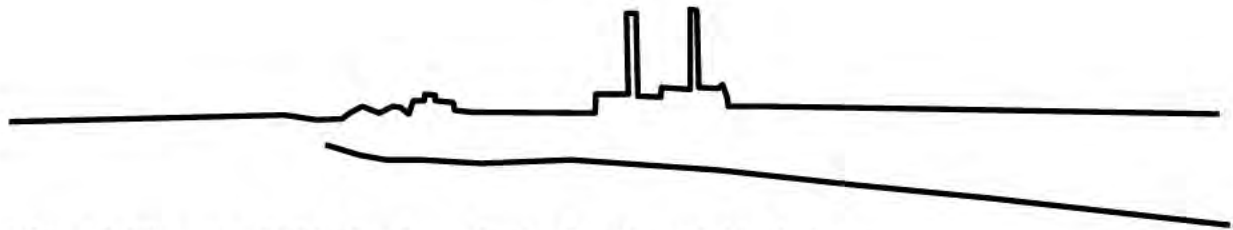


Figure 6: *Silhouette of White Bay Power Station from Anzac bridge before....*

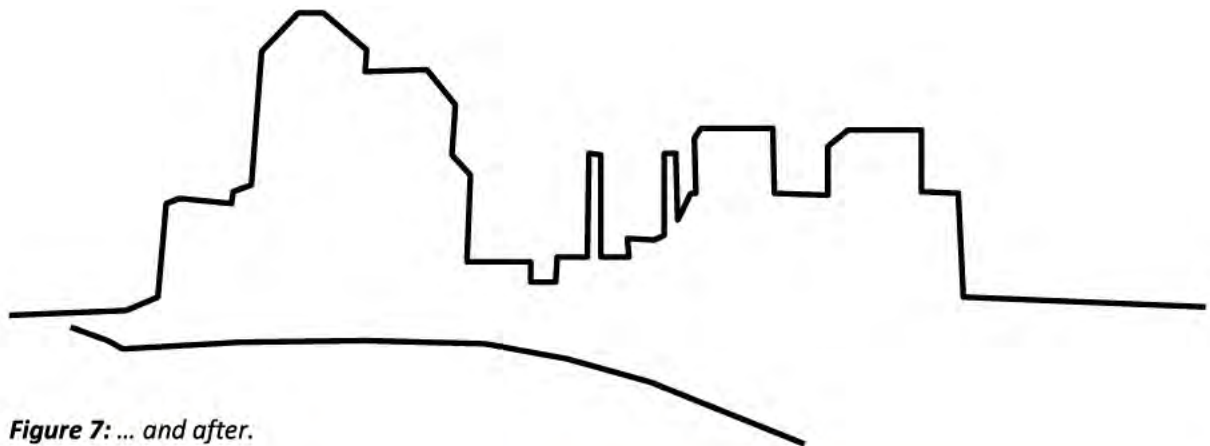


Figure 7: *... and after.*



Figure 8: *The chimneys of the former Bankside (left) and Battersea (right) Power Stations in London remain distinguishable city landmarks, yet have allowed major redevelopment. Indeed, these former industrial structures have defined the new neighbourhoods that have arisen around them. White Bay Power Station could do this for this long-neglected area of Sydney, but the present proposal reduces all of its landmark qualities.*



Inconsistency with CMP Policies

The National Trust have reviewed the Master Plan against the endorsed CMP policies for White Bay. It is simply inconsistent with many of the sensible policies contained in that document, which aim to preserve the significance of the place. The CMP states:

- In order to retain the visibility and prominence of the White Bay Power Station as a harbourside landmark, it should not be substantially obscured by any development on nearby sites. All too often those landmarks which define an area or have for a long time formed the focus of views and axis along major roads and from major public spaces are diminished by inappropriately placed or scaled development in their vicinity. Thus any development being proposed in the vicinity of the White Bay Power Station must carefully consider its bulk, scale and placement in order to respect its landmark values.
- Any development being proposed in the vicinity of the White Bay Power Station must carefully consider its bulk, scale and placement in order to respect the visibility and prominence of the power station as a harbourside landmark.
- Those views from major axial approaches such as Anzac Bridge, Glebe Point Road, Johnston Street Annandale, City West Link, Victoria Road (from north west) Mullens Street and Robert Street must be maintained as substantially unobstructed views. Any new structures in the vicinity of the White Bay Power Station must not substantially mask the visibility of the power station or threaten its landmark qualities as the major focal element in these views.
- General and changing views towards White Bay Power Station from the harbour, major parks and public areas of the southern edge of Balmain and Rozelle, Glebe Point, Pyrmont Point, Observatory Hill and Darling Harbour, as well as from the Harbour Bridge, Anzac Bridge, City West Link road, The Crescent and Victoria Road, should be retained substantially unobstructed by other large elements, existing or future. Such elements should be sited, so as to be seen as part of its industrial context, framing the power station and strengthening its maritime related industrial character.

Whilst the Plan and its supporting Heritage Interpretation Plan state that they are consistent with the CMP, it is clear that the proposed placement and height of new buildings will substantially impact and obscure a huge number of these significant views.



Figure 9: Photo illustrating Bays West subject precinct as it currently stands (left) and after the implementation of the Plan (right).



Conclusion

Last year, the NSW Government released the Bays West Place Strategy. At its core, this document was about understanding what made this place special. It noted the rich history of the site, its strategic position, and the endless opportunities for renewal. As the then Minister for Planning and Public Spaces, Rob Stokes, said in the foreword to that document, *“For me, the towering, rusted, disused power station could be the centrepiece of this new harbourside precinct; one that will draw new business and entertainment and cultural opportunities.”*

For decades, since listing the White Bay Power Station on our Register, the National Trust has shared this same ambition for this important component of our city – for it to be the centrepiece of a fantastic new precinct. The delivery of the new Metro will assure this is the case, and the opportunities are endless.



Figure 10: The promise for White Bay Power Station as outlined on page 43 of the November 2021 Bays West Place Strategy (left), and the disappointing vision as shown on page 130 of the May 2022 Concept Master Plan (right).

The 2021 Place Strategy identified BIG MOVE 1 as “Repurpos(ing) White Bay Power Station to become a focal point of the precinct.” The document noted the “non-negotiables” (p.47) as:

- Maintain the historic view lines to and from the building.
- Respect the heritage and scale of the built form by maintaining curtilage where appropriate.
- Retain and respect the prominence and landmark qualities of the White Bay Power Station.

The Master Plan Concept does not achieve any of these non-negotiable outcomes. As the first sub-precinct to be announced, this does not bode well for the remainder of the sites.

The National Trust of Australia (NSW) has long advocated for the protection and adaptive reuse of this area, and the extensive planning and many other components of the Master Plan Concept document will go a long way to ensuring this is successful. What is a key concern however is the height and bulk of the buildings proposed and the way in which they will in fact destroy the very things that can bring such a unique identity to a place, both in its immediate context and in the wider City of Sydney.

We urge the Department to review this proposal to ensure White Bay Power Station is a true focal point in the final Master Plan and Urban Design Framework.

Yours sincerely,

Jane Alexander
Manager, Advocacy

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 7:00 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 - 18:59

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Sarah

Last name

Stevens

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

While development of the area would be welcome, I have some concerns with the current master plan and the impact it will have on me as a local resident.

In particular, the volume of traffic that would come with the current proposal is unacceptable and will increase the danger to local residents getting around by foot or bicycle, and frankly is already very unsafe around Robert St.

The continued prioritisation of cars over people is very high on my "what's wrong with Sydney list", and it would sadden me to see this mistake repeated with the development of the White Bay precinct. I live in the area and while I sometimes drive, I cover many more kilometres on foot, so I can say without any doubt from much experience that the safety of pedestrians has not been given sufficient priority and this desperately needs to be turned around.

With the proposed train station and waterfront access for ferries, and proposed cycle and pedestrian access, and other public transport options, there is a tremendous opportunity to make the White Bay precinct practically car free, and this should be what you are aiming for.

Please put people first and take every step possible to make White Bay a destination that people want to travel to by foot, bicycle, or public transport.

I also don't think monstrously high towers will add to the appeal of the area and the development should be kept to low rise buildings with lots of open public green spaces.

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 7:08 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 - 19:07

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Brian

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

The proposal for the Bays West Stage 1 is clearly an over development of the site based on existing developments, the colonial road network of Balmain and the historic precinct. White Bay Power Station is the last of Sydney's many power stations. The others were demolished and developed and the profits taken, so this one could be the reference point.

OVERDEVELOPMENT: The size of the proposal will dwarf the historic site and the resultant vehicular traffic will swamp the proposed two entry points.

TRAFFIC: The existing traffic is at a pinch point at White Bay and a development of the proposed magnitude will be unworkable. The NSW Government's own evaluation (SIDRA Modelling) describes this proposal as unsatisfactory. It states, that even if only 5% of the future residents drive a car, the road system fails. A plan should be developed, so that all vehicular traffic needs to enter and leave via James Craig Rd. At the James Craig Rd point, all traffic will have the immediate option of a meaningful road selection (viz: M4, M5, the Anzac Bridge, City-West Link, Victoria Rd and the future Second Harbour Tunnel crossing).

ACTIVE PEDESTRIAN/CYCLIST USAGE: This can assist with the development of the site, but only if it is operational from the opening of the Bays West Stage 1 project. The suggestion of future/possible/potential solutions are not solutions. If they are to be solutions, they need to be implemented simultaneously with the first openings of the Bays West Stage 1 developments. Simultaneously, with the opening of the Metro Station, there needs to be a pedestrian and cycle way built along the wharf frontage to East Balmain (Ewenton Park) that is open 24 hours / 7 days each week. When the Cruise Terminal is in use, there remains

pedestrian and cycling access to the rear of the terminal. Commuters rely on a constant pathway.

BUS/METRO EXCHANGE: When the current roadworks are completed, there will be a bus-stop reinstated where the Power Station meets Victoria Road. This bus stop needs to be the primary point for the Bus/Metro exchange. It will exist and it will allow easy access to:

(1)the Bays West Development,

(2)Victoria Rd-CBD City buses,

(3) safe access under Victoria Rd to the buses heading out of the city and

(4)White Bay parklands and beyond (with their access to transport for Sydney University & Glebe).

Further, the existing bus-stop on the approach to the Anzac Bridge (near the silos) needs to be utilised. It exists, but is not used because there previously had been no development in the area.

As it stands, this proposal (the Bays West Stage 1 Master Plan) is an overdevelopment. This is the last of the Sydney Coal-Fired Power Stations and is intended to be preserved for all of Sydney/NSW. The other power stations were demolished and sold off with the provision that White Bay would be protected. This existing overdevelopment is not the solution.

There is a solution.

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 7:18 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 19:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Benjamin

Last name

Strang

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Marrickville

Please provide your view on the project

I support it

Submission

Anything we can do to provide more housing close to employment and transit can't be supported enough.. Very positive community building.

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 8:16 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays-west-stage-1-draft-master-plan-submission-d-beecroft.pdf

Submitted on Tue, 31/05/2022 - 20:15

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Denise

Last name

Beecroft

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I object to it

Submission file

[bays-west-stage-1-draft-master-plan-submission-d-beecroft.pdf](#)

Submission

Please see my attached pdf submission.

I agree to the above statement

Yes

31/5/22

SUBMISSION: OBJECTION TO BAYS WEST STAGE 1 draft Master Plan

Dear NSW Dept. of Planning and Environment,

I would like to object to aspects of the NSW Government's Bays West Stage 1 draft Master Plan.

While it's great to see something happening on the site of the White Bay Power Station, and I love the idea of having more open public space close to the water, **the scale of the proposed 22 storey development is totally outrageous**. It dwarfs all buildings nearby and is quite out of scale with any other building or landmark nearby (except the Crown building across the water – and that's another travesty).

If the whole idea of this redevelopment is to make the most of this historic site, it fails miserably.

From what I can see, the proposed building is even taller than the Power Station's chimneys. Not only will **views be blocked from Glebe Point Road**, the idea that **the area can handle the extra traffic is laughable**.

In fact, I believe the traffic study that's been done shows that. I mean, you hardly need to do a study to show that this area in the inner west is an extremely busy area for traffic and **already difficult for pedestrians and cyclists to navigate**.

In regards to this last point, **street option 2 preferable** as it gives people access to the waterfront and park.

I do hope this call for community input will be of some use. The usual approach is to call for submissions, say you've done 'community consultation' and then ignore it (as it happened with many aspects of the WestConnex development).

It would be great to have the area developed in an intelligent, sensitive way, rather than kowtow to the demands of developers. I would say they're doing quite well given the Government's latest approach to planning laws in this state.

Yours sincerely

Denise Beecroft

Lilyfield NSW 2040

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 8:59 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 - 20:58

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Graeme

Last name

Milton

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Newtown 2042

Please provide your view on the project

I support it

Submission

I agree that the government needs to revitalise the bays of Sydney Harbour. Bays West is key component however the piecemeal release of individual but very related components like new Sydney Fish Markets, old Fish Markets re-development and just 2 precincts within Bays West - where's the rest?

Clearly as a community we are moving away from fossil fuels so Bays West as future focused project needs to ensure that private transport is reduced and active transport and public transport options are maximised including metro, buses, light rail and ferries.

Light rail should be continued into the Balmain peninsula with a line running beneath and to Gladstone Park / Darling Street, Balmain.

The initial precinct should be focused towards the creative arts including fine arts and performance. There needs to be premier art gallery, a premier performance space (2,000 seater) plus a range of smaller practice and performance spaces.

The project needs to make a commitment that all larger commercial and public buildings (including the Metro station) incorporate artist-in-residence spaces, and a strong and long term commitment to supporting artists - painters, sculptors and print makers which would link into the history of the area.

Open space is important, and with the current moves to remove the Cahill Expressway then option 2 with the primary street next to

the Anzac Bridge is the obvious choice.

The government needs to ensure that noise from cruise ships is minimised and that ship to shore power options are mandatory.

All buildings should be built using passive systems (structures whose design, placement, or materials optimise the use of heat or light directly from the sun). This would provide a direct contrast to the historical uses of the site, i.e. power station.

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 9:18 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: antipoverty_centre-bays_west_stage_1-submission.pdf

Submitted on Tue, 31/05/2022 - 21:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Kristin

Last name

O'Connell

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2037

Please provide your view on the project

I object to it

Submission file

[antipoverty_centre-bays_west_stage_1-submission.pdf](#)

Submission

See submission attached.

I agree to the above statement

Yes

Public housing for the public good

Antipoverty Centre submission to the New South Wales Department of Planning and Environment on the Bays West Stage 1 draft Master Plan

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Acknowledgement of Country

We live and work on unceded Gadigal country and acknowledge Elders across this continent, and the sovereignty of all First Peoples. The ramifications of violent colonisation and dispossession meant that Indigenous people are those most harmed by displacement and housing inequality in Sydney.

About the Antipoverty Centre

The Antipoverty Centre is an organisation established to counter problems with academics, bureaucrats and others in the political class making harmful decisions on behalf of people they purport to serve.

We are activists, advocates and researchers with lived experience of poverty and disadvantage. We defend and fight for the rights of people like ourselves to participate fully in society and have our basic needs met, including our right to a safe place to live. Our goal is to help ensure the voices and rights of people living in poverty are at the centre of social policy development and discourse. We believe there should be no decision made about us without us.

The Antipoverty Centre is not aligned with any political party and does not accept funding that places political constraints on our work.

Introduction

As noted in the *Greater Sydney region plan: A metropolis of three cities*, Sydney is one of the most expensive cities in the world – in fact, only two cities are worse.¹ Our housing is less affordable than New York, London, Singapore or Paris.

In the major cities we like to compare ourselves to such as London and Paris it is the norm to have upwards of 20% public housing. These cities have recognised the need to redress housing inequality and are investing billions in building new public and affordable homes for their residents. For example, London is building 10,000 new public homes over four years.²

Prioritising private profit over public good is a disaster for the community and bad economic management. There is dire need for our government to do better by us and dramatically increase investment in public housing at every opportunity. Our position is that all housing developments on public land must be 100% public housing, and that other residential development as part of State Significant Precincts must include a minimum 50% public housing. Without this substantial increase in ambition there is little hope that Sydney will ever increase affordable housing stock enough to meet the needs of people on low incomes.

Context

We note the following facts drawn from the Blackwattle Bay SPP study and associated technical studies, which cover similar issues as this site:³

- People on low or very low incomes cannot afford to rent a 1 or 2 bedroom apartment in the City of Sydney. People on moderate income can afford a 1 bedroom but not a 2 bedroom apartment (p. 141-2, referring to *Housing Diversity and Affordability Report* by HillPDA).
- The *Aboriginal Cultural Advice and Engagement* report by Murawin recommends Aboriginal housing be included in the new development (p. 92).
- Community consultation conducted by Elton Consulting received recommendations from Hands Off Glebe that 50% of all new housing should be public housing (p. 61). Community members variously called for 20–30% of new development to be social housing (p. 16) and

¹ See: <https://www.greater.sydney/metropolis-of-three-cities> and <http://demographia.com/>

² See: <https://www.london.gov.uk/what-we-do/housing-and-land/council-and-social-housing/what-mayor-doing-increase-council-housing-londoners>

³ See: <https://www.planningportal.nsw.gov.au/blackwattlebay>

100% to be public housing (p. 81). 18% of unique submissions to the community consultation identified that affordable housing targets should be above the minimum mandates (p. 59).

Regarding housing affordability in New South Wales and Australia more generally:

- According to the Community Housing Industry Association there are more than 50,000 households on the waiting list for social housing in New South Wales.⁴
- 2019 research by the UNSW City Futures Research Centre estimated unmet need of 437,000 social homes.⁵
- AIHW analysis of Household, Income and Labour Dynamics in Australia survey data found people with disability aged 25–64 were more likely to live in unaffordable housing than people without disability (11% compared to 7.6%), with this being higher for people with intellectual disability (19%) and psychosocial disability (17%).⁶
- 1 in 5 homeless people in Australia is Indigenous.⁷
- Anglicare Australia's 2022 rental affordability snapshot found that just 1 property in Greater Sydney was affordable for a person living on the Jobseeker payment and only 8 were affordable for a person on the DSP. Only 5% of properties were affordable people on the minimum wage.⁸

⁴ CHIA, 'Budget fails 50,000 families in social housing queue', 22 June 2021,

<https://communityhousing.org.au/media-releases/budget-fails-50000-families-in-social-housing-queue/>

⁵ Troy, van den Nouwelant, and Randolph, 'Estimating needs and costs of social and affordable housing delivery', March 2019,

https://cityfutures.be.unsw.edu.au/documents/522/Modelling_costs_of_housing_provision_FINAL.pdf

⁶ Australian Institute of Health and Welfare (AIHW), 'Living arrangements', People with disability in Australia, 2 October 2020, <https://www.aihw.gov.au/reports/disability/people-with-disability-in-australia/contents/housing/living-arrangements#Tenure-type>.

⁷ AIHW, 'Aboriginal and Torres Strait Islander people: a focus report on housing and homelessness', accessed 18 August 2021, <https://www.aihw.gov.au/reports/housing-assistance/indigenous-people-focus-housing-homelessness/contents/summary>

⁸ Anglicare Australia, 'Regional Reports', Rental Affordability Snapshot, April 2022, Anglicare Australia, Canberra, <https://www.anglicare.asn.au/research-advocacy/rental-affordability/>

In consideration of the above, the Antipoverty Centre wishes to emphasise:

- The extreme inadequacy of the lack of any clear plan to include any public or community housing in this Bays West precinct.
- Given the extreme housing unaffordability in inner Sydney, there is an especially acute need to substantially increase the amount of public and community housing within the area.
- The NSW government has a duty to provide housing for people who cannot afford it.
- There is a statewide shortage of social housing, which could be substantially addressed by the construction of new public housing.
- The NSW government therefore has an obligation to make major investments in public housing as the opportunity arises, rather than exacerbating the problem by fuelling inequality with massive expansion of luxury private dwellings.

Shortcomings of “very low income” definition

The definition of “very low income” used in the *Greater Sydney region plan* report is inadequate and excludes those who rely on income support to live, as well as essential workers in low paid and insecure jobs, such as people who work in supermarkets, logistics, transport and warehouses.

This definition does not account for the fact that people on low incomes do not have more money than their counterparts in other cities; it is the concentration of high income earners in Sydney that results in the higher median income, not higher incomes across the board. Our incomes are based on national payments and EBAs that do not account for higher housing costs in Sydney. This means that the housing strategy laid out in the reports is based on a false premise that has no plan to include the people who are most in need of genuinely affordable housing.

Recommendations

The Antipoverty Centre recommends:

- Planning for new residential floorspace at Bays West should start from a position that 100% of housing constructed on public land should be publicly owned social housing, and at least 50% of housing constructed on other land should be publicly owned and run social housing.⁹
- Planning for Bays West should be reconsidered to provide a greater emphasis on residential floor space (public housing), while still retaining the proposed workplace, community and retail uses.
- At least 10% of the new social housing should be reserved in the first instance for Aboriginal and Torres Strait Islander people on the waiting list and be managed by Aboriginal-controlled organisations, in line with calls from the Redfern Waterloo Alliance of Aboriginal Community Controlled Organisations.¹⁰
- All new dwellings in New South Wales, including private and social housing, should comply with Liveable Housing Design Guidelines (LHDG) gold standard.

Conclusion

Sydney is in a housing affordability crisis. House prices have risen rapidly from already historic highs in recent years.¹¹

We urgently need a solution that will make a meaningful improvement.

To achieve the NSW government's objective of more diverse and affordable housing in Sydney¹² requires a dramatic expansion in public social housing stock. This development has the potential to deliver hundreds of social housing properties if the government chooses to prioritise the community over property developers and investors.

⁹ Shaw, K., 'Why should the State wriggle out of providing public housing?', 20 June 2017, accessed 18 August 2021, <https://theconversation.com/why-should-the-state-wriggle-out-of-providing-public-housing-79581>

¹⁰ Redfern Legal Centre, 'Push for more social and affordable housing for Aboriginal people in inner Sydney', accessed 27 August 2021, <https://rlc.org.au/article/push-for-more-social-and-affordable-housing-for-aboriginal-people-inner-sydney>

¹¹ See: <https://www.abc.net.au/news/2021-08-26/fact-check-are-house-prices-rising-by-1200-a-day/100405218>

¹² See: <https://www.greater.sydney/metropolis-of-three-cities>

NSW must use its significant financial assets to reverse the trend of housing inequality.

New public housing on this site would be a significant first step in addressing the enormous public housing waiting list.

New South Wales should not make the same mistakes as the Victorian government in privatising existing social housing and failing to build the necessary new public housing. As affordable housing researcher Katrina Raynor has noted, a focus on “mixed-tenure” development has led to cherry-picking of “acceptable” tenants and destruction of communities:

Previous public housing renewal programs based on private sector involvement left a legacy of poorly integrated communities and loss of public land for negligible gains in social housing. We cannot afford to make those mistakes again.¹³

Stop ignoring community voices and respond to our needs.

Contacts for this submission

Kristin O’Connell, 

¹³ Katrina Raynor. 'Victoria's \$5.4bn Big Housing Build: it is big, but the social housing challenge is even bigger', The Conversation, 18 November 2020, accessed 27 August 2021, <https://theconversation.com/victorias-5-4bn-big-housing-build-it-is-big-but-the-social-housing-challenge-is-even-bigger-150161>

From: Stacey Kouros <action@campaignnow.co>
Sent: Wednesday, 1 June 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.

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,
Stacey Kouros
Glebe, 2037

This email was sent by Stacey Kouros 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 9:50 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: kerwin-datu---feedback-bays-west-stage-1-draft-master-plan.pdf

Submitted on Tue, 31/05/2022 - 21:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kerwin

Last name

Datu

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Camperdown 2050

Please provide your view on the project

I am just providing comments

Submission file

[kerwin-datu---feedback-bays-west-stage-1-draft-master-plan.pdf](#)

Submission

Please find my feedback in the attached PDF letter.

I agree to the above statement

Yes

Dr Kerwin Datu RAIA
NSW Architect no. 10146

Camperdown
NSW 2050

Tuesday, 31 May 2022

Feedback in response to the Bays West Stage 1 draft Master Plan

To:

NSW Department of Planning and Environment

Thank you for the opportunity to provide written feedback in response to the Bays West Stage 1 draft Master Plan (hereafter 'this Master Plan') for the White Bay Power Station sub-precinct (hereafter 'this sub-precinct').

I am a practising architect specialising in transport architecture and urban design, a resident of Camperdown in the Inner West and a frequent user of the many recreational facilities of the wider Bays precinct. I am employed in a large architectural practice which will likely be engaged to design and deliver various components of the Bays West development in the future. However, I am providing this feedback entirely in a personal capacity, and my opinions are my own, albeit opinions enlightened by my professional understanding of the development and its elaboration.

I previously provided feedback to the 2021 draft Bays West Place Strategy in the form of an extended design report entitled 'Connecting Rozelle Bay' (CRB), which I submitted under my sole trader business name Datu Architecture & Urbanism. I will refer occasionally to my recommendations there by number, e.g. 'my CRB recommendation 7'. I would reattach it to this submission were it not for what appear to be more restrictive file size limits on this round of feedback.

I also took up the invitation to consult with your staff over Microsoft Teams, who I met with at 1:00pm – 1:15pm, Monday, 9 May 2022. That meeting was very collegiate and constructive, and your staff reiterated their hope that I capture my verbal comments in a written response. Due to a lack of time owing to international travel in the intervening weeks, I have restricted this written response to just reiterating those comments in bullet-point form.

1 A Master Plan disconnected from its wider precinct

1.1 A master plan that doesn't look beyond its own site

The overall impression of this Master Plan is that while it is internally coherent—much more so than the fragmented triangular blocks presented in last year's draft Place Strategy—it seems to have been developed only with reference to the features of its own site (predominantly the White Bay Power Station), and without reference to adjoining sub-precincts or the long-term development of the Bays West precinct overall.

1.2 Weak relationship with the Rozelle Bay sub-precincts

In particular, this Master Plan appears to turn its back on the Rozelle Bay sub-precincts which will be developed at the same time as this sub-precinct, with no significant elements ensuring pedestrian and cycling connectivity through (under or over) the Anzac Bridge on-ramp to the Rozelle Bay Central sub-precinct. The opportunities for pedestrian and cycling routes from the Metro Station towards the Rozelle Bay Central sub-precinct look like they will all end up being afterthoughts, which risks making them mundane, and even possibly unsafe. Last year's Urban Design Framework (by Terroir, see page 77) included a wide tunnel under the Anzac Bridge on-ramp which would have enabled a very comfortable, direct, and, significantly, at-grade pedestrian and cycling connection between the precincts. There is also an opportunity to provide a second pedestrian connection in the form of a pedestrian bridge over the low point of the on-ramp (roughly due south of the chimneys). At least one and preferably both of these opportunities should be secured in the detail of the urban form of this Master Plan, not indicated merely as a dashed line on a page buried in the detailed report. See also my CRB recommendations 9 'Build a grand avenue from cove to cove' and 12 'Another bridge over the arterial road'.

1.3 Undermining of the Metro station and development potential

As a result of neglecting the pedestrian connections between the Metro Station and the Rozelle Bay Central sub-precinct, both elements will be less effective. Consider the conventional 400m walking radius around the Metro Station. Without these connections, a large area of this walking catchment will be severed from access to the station, making the station less impactful than it should be. And without these connections, much less development will be feasible in the Rozelle Bay Central sub-precinct, and by extension on the Rozelle Bay West sub-precinct.

1.4 Loss of a unique placemaking opportunity

An at-grade pedestrian connection where the Urban Design Framework had placed its tunnel is not merely functional; it has the opportunity to be one of the great placemaking elements of the Bays West Precinct. Can you think of anywhere else in

Sydney where there is the possibility of creating a street, 300m long, with a cove of the harbour at both ends? I can think of only two: the Corso in Manly (which is longer), and Argyle Street in the Rocks (which is even longer).

There deserves to be a major public place at the head of White Bay, which has the Metro Station entrance immediately to its rear, startlingly generous views of the Sydney Harbour Bridge directly in front of it, and an avenue leading directly to the Rozelle Bay foreshore to the south. Instead, this Master Plan treats the head of White Bay as a residual space, while the western foreshore of Glebe Island (the eastern shore of White Bay) is forgotten about almost entirely. See also my CRB recommendations 9 and 10 'Anticipate two great waterfront spaces, not just one'.

1.5 Loss of the precinct's most important north-south axis

An at-grade connection running north-south from the Metro Station to the Rozelle Bay foreshore would be the centrepiece of a larger north-south axis that will run down Mullens Street, across the face of the Metro Station entrance and the head of White Bay, through to the Rozelle Bay foreshore, over a future pedestrian and cycling bridge to Glebe Point, and up Glebe Point Road. This is the precinct's most important north-south axis in the long term, and this deserves much more recognition in this Master Plan. See also my CRB recommendation 11 'Yes to a Glebe Point Bridge'.

2 A weak appreciation of view corridors

2.1 A confusion of viewsheds

Last year's Urban Design Framework contained some viewsheds that were poorly set out, and missed other important viewsheds. As a result it is regrettably a flawed basis for the urban design responses that have flowed from it.

The UDF identified that people on Observatory Hill have a view of the White Bay Power Station that should be preserved. However it failed to appreciate how many places there are within the Bays West precinct that enjoy significant views specifically of the Sydney Harbour Bridge. Some of these were photographed in my previous submission (page 25). The most significant of these is the grand uninterrupted view of the SHB from the head of White Bay all along the 'gunbarrel' of its eastern shore. Partly as a result of this, the head of White Bay ought to have pride of place as one of the most significant ceremonial/festive places in the whole precinct, as I have already argued above. See also my CRB recommendation 14 'Preserve the viewsheds to Sydney Harbour Bridge'.

Instead of giving the head of White Bay pride of place, the Master Plan has instead retained a number of viewshed 'fragments' carving rather arbitrary shapes out of the three parallel blocks of development. These fragmentary shapes no longer serve much purpose—they are now just lines on a plan rather than planes framing vistas that will

be visible to users within the precinct. It would be much more purposeful to continue to cut the line of the 'gunbarrel' of the eastern shore of the White Bay into the new development blocks, so that the cut through these blocks clearly frames the distant view of the SHB for observers within the development. See also my CRB recommendation 15 'Use viewsheds to locate secondary streets'.

2.2 The Glebe Point Road viewshed

The relationship between this site and the visual relationships between the Glebe foreshore and the White Bay Power Station have been neglected or misunderstood in this Master Plan.

First, the historical significance of these relationships must be understood. The White Bay Power Station has a highly formal relationship with two of the most important streets in the area, standing almost precisely at the intersection of the projections of Johnston Street (Annandale) and Glebe Point Road. Thus the viewsheds from both of these streets should be preserved. The Johnston Street viewshed is easily preserved since the Rozelle Bay West sub-precinct is difficult to build height on. Whereas the Glebe Point Road viewshed is highly susceptible to being blocked by development if its location is not carefully planned. So it is strange and alarming to see that this Master Plan proposes to place its highest 22-storey towers right in the middle of the Glebe Point Road viewshed.

The Master Plan argues that the viewshed from Glebe Point Road is 'compromised' by the Sydney Boathouse and therefore is not degraded further if blocked by additional development. This is an error in judgement. As far as the Bays West Place Strategy is concerned, the Sydney Boathouse is a temporary building that will be demolished by the time the Rozelle Bay sub-precincts are being redeveloped, fully restoring the viewshed from Glebe Point Road. The Master Plan should not undermine the restoration of this viewshed.

Even if the Sydney Boathouse were to remain, or be replaced with a building of similar height in the future, at least the viewshed from Glebe Point Road to the power station chimneys should be preserved.

It should be very easy to simply move the 22-storey building further to the east to keep it out of the way of this viewshed from Glebe Point Road. See also my CRB recommendation 13 'Recognise the most important viewsheds' and 16 'Concentrate taller buildings around the grand avenue'.

2.3 The view from Bicentennial Park

That is not the only visual relationship between Glebe and the White Bay Power Station that should be taken into consideration in this Master Plan. Currently there exists a very powerful visual connection between the Power Station and the whole pedestrian

promenade foreshore of Bicentennial Park. When it comes time for the Rozelle Bay sub-precincts to be developed, it is likely that the height strategy will cluster towers towards the eastern reaches of the bay. The western reaches of Rozelle Bay are likely to have lower-rise development. This means that it should be easy for the Rozelle Bay sub-precincts to preserve a generous visual relationship with White Bay Power Station along the length of the Bicentennial Park foreshore. The White Bay Power Station sub-precinct Master Plan should do the same.

Sincerely,

A handwritten signature in black ink that reads "Kerwin Datu". The script is fluid and cursive, with the first letters of each name being capitalized and prominent.

Kerwin Datu

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 5:07 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: committee-for-sydney-submission_bays-west-stage-1-draft-masterplan.pdf

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

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Gabriel

Last name

Metcalf

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2000

Please provide your view on the project

I am just providing comments

Submission file

[committee-for-sydney-submission_bays-west-stage-1-draft-masterplan.pdf](#)

Submission

Please see uploaded doc

I agree to the above statement

Yes



T: + 61 2 8320 6750
 E: committee@sydney.org.au
 Level 33 200 George Street
 Sydney NSW 2000
 ABN: 30 332 295 773

Re: Bays West Stage 1 draft Masterplan

31/05/22

To whom it concerns,

Bays West presents an exciting and significant opportunity for Sydney.

As one of the largest remaining regeneration sites on Government owned land, linking the CBD with the emerging Bays precinct and inner-city suburbs, Bays West has all the potential to become a global destination.

Surrounding a new Metro station, the redevelopment of Bays West will concentrate more of Sydney's growth within walking distance of Metro West. This type of development is critical for Sydney to shift away from urban sprawl.

We commend various aspects of the Stage 1 draft Masterplan, in particular the strong emphasis on public access to the foreshore, preservation of White Bay Power Station, and the overarching connection to country.

However, given the massive potential of this site, we would like to see the ambition elevated.

For the Committee, the key opportunities for the project include:

1. **Create a global destination at the power station.** Reimagine White Bay Power Station and create an iconic use that is as significant as the site deserves.
2. **Optimise Metro investment.** Enable large numbers of people to live and work within walking distance of a Sydney Metro station.
3. **Activate the precinct.** Create a complex, interesting and dense precinct to drive day and night patronage through a mix of uses that includes residential and affordable housing.
4. **Provide open space and foreshore access.** Increase public access to the Harbour foreshore. Work toward the vision of a continuous harbour foreshore – slowly fill in the gaps as sites get redeveloped.
5. **Strengthen active transport and connectivity.** Ensure the precinct is well connected to both the city and surrounds, including Glebe Island, Blackwattle Bay, Sydney Fishmarkets, Pyrmont, Rozelle, Lilyfield, and Glebe.
6. **Strengthen connections to/from the Metro station.** Current plans show one entrance and exit which does not account for the future redevelopment of the precinct. Portals at either end of the Station Box should be considered coupled for options for future connections to Rozelle Bay (with the potential to connect to a Glebe Point Road pedestrian connection).



7. **Fund infrastructure and remediation** – ensure there is sufficient private sector capital to remediate the legacy of industrial pollution. Generate sufficient financial return to Sydney Metro and Treasury.

We make four suggestions on how the draft Masterplan could be strengthened to deliver these objectives:

Increase the scale of development – to get the critical mass necessary for an active precinct and to fully utilise the opportunity of Sydney Metro. We do not think it is justifiable to limit building heights to the height of the smokestacks of the power station. Cities all over the world, including Sydney, have successfully placed taller buildings next to important heritage assets.

Be open to all possible land uses – to ensure the precinct is activated during the day and at night and to increase the financial viability of the redevelopment. Currently, the plan is very controlling about the mix of uses and is over prescriptive about where commercial and residential development can go. Instead, Government should define a public realm plan and overall goals for the site, and then invite the private sector to propose development program and mix of uses that will work best in the market.

Be more sophisticated about the working harbour – to integrate different uses. We don't have to keep the working harbour separate and hidden from the public. Through careful planning, we can allow residential uses to be near industrial uses by relying on designs that address noise issues. Embracing and keeping the working harbour visible will maintain a connection to the site's industrial history. We need to acknowledge that this is an area in transition.

Unify the precinct – so that better outcomes can be achieved for a broader area. The current Master Plan is only taking in a small part of the Bays Precinct. We believe it will be more successful if a single delivery authority has purview over:

- Rozelle Rail Yards (requires Westconnex to finish)
- Robert St & Cruise Terminal (requires cruise terminal to vacate)
- Glebe Island (when/if the Port relocates or consolidates)
- Rozelle Bay

Key infrastructure that would be part of this larger precinct includes:

- The Metro station
- Glebe Island Bridge (to be repurposed for active transport)
- Pedestrian links from the new Metro to Rozelle Bay and potential pedestrian bridge to Glebe Point Road

Finally, we would like to make a brief comment on the financial viability of Bays West.

We have not been privy to the business case and do not know the financial returns Government needs from the precinct to justify a Metro station. What we do know, based



Committee
for
Sydney

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E: committee@sydney.org.au
Level 33 200 George Street
Sydney NSW 2000
ABN: 30 332 296 773

on similar projects, is that the scale and prescribed uses are unlikely to generate a residual land value large enough to pay for the enabling costs, much less to help fund the continued development of Sydney's transport system.

While our above recommendations are primarily on urbanistic grounds, for those who care about the economics we believe there is a strong case for more ambition.

Thank you for the opportunity to give feedback on the Bays West Stage 1 draft Masterplan.

Kind regards,

Gabriel Metcalf
CEO
The Committee for Sydney

From: Anastasia Keros <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 7:03 AM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Anastasia Keros
ANNANDALE, 2038

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

From: Matthew Hart <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Bays West 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.

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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,
Matthew Hart
Annandale, 2038

This email was sent by Matthew Hart via campaignnow.co and www.jamieparker.org

[REDACTED]

From: ElectorateOffice Balmain <ElectorateOffice.Balmain@parliament.nsw.gov.au>
Sent: Wednesday, 1 June 2022 4:54 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Bays West Master Plan Submission
Attachments: Bays West Stage 1 Master Plan Submission - Renate Barnett.pdf

From: Renate Barnett [REDACTED]
Sent: Wednesday, 1 June 2022 3:15 PM
To: Jamie Parker MP <jamie@jamieparker.org>
Subject: Re: Thank you

Hello Jamie,

I am late getting this in, and perhaps it is not appropriate whatsoever. Whether or not you do anything with it is up to you. My husband Craig sent his conventional submission in on time via the portal.

Thank you for all you are doing for us. It is so important to get this right.

All the very best.

Warm regards

Renate

From: Jamie Parker MP [REDACTED]
Date: Monday, 30 May 2022 at 1:01 pm
To: Renate Barnett [REDACTED]
Subject: Thank you

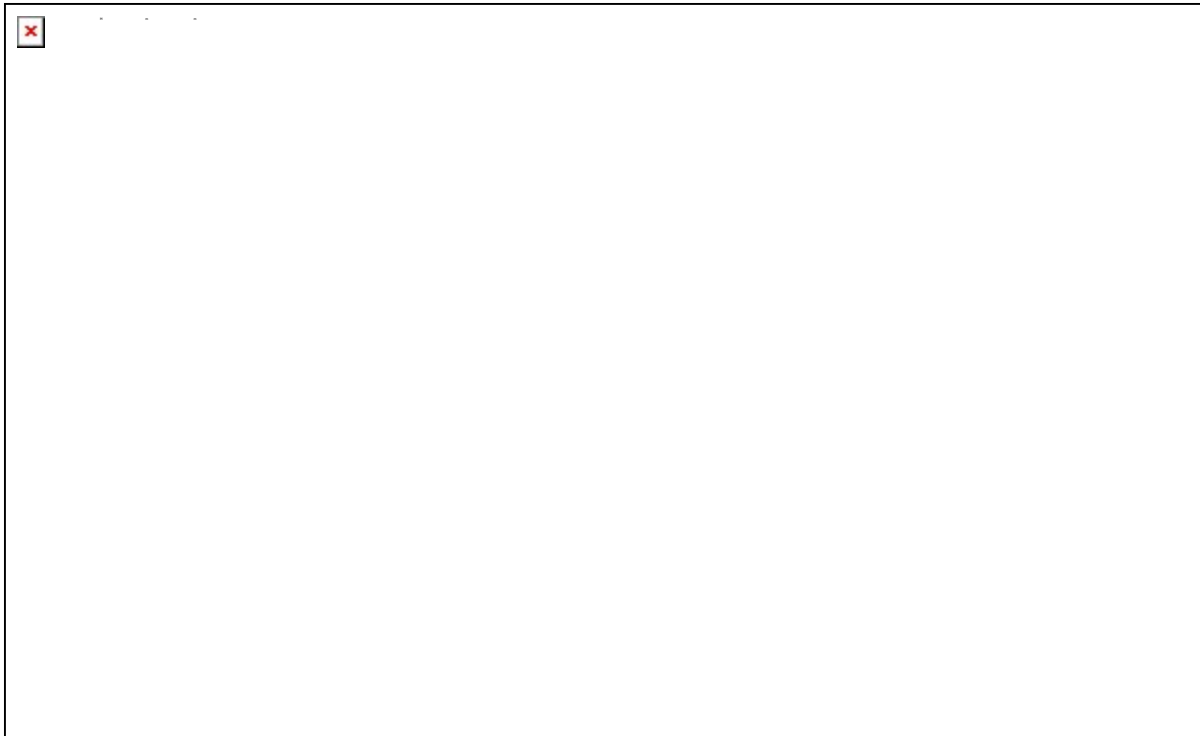


Dear Renate,

Thank you for attending our Bays West Public Meeting

Thank you to everyone who attended my public meeting on the Bays West Stage 1 Master Plan yesterday at Balmain Town Hall.

We had such a strong turnout with hundreds of residents attending. This sends such a strong message that people in our local area care about the future of this site and want to see a world class renewal of the site that focuses on public benefit.



The slides from the meeting are available for download by [clicking here](#).

I also want to thank all the local volunteers who helped on the day and a special thanks to Councillor Kobi Shetty for her support and hard work.

[Make a submission](#)

If you haven't already, please make a submission to the draft Master Plan before close of business tomorrow by:

1. **[Using my online template submission here](#)**
2. **[Submitting your own unique submission here](#)**

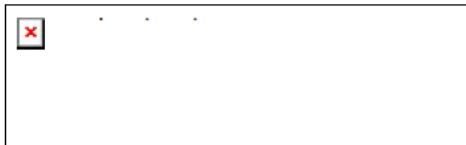
I was grateful to hear feedback from residents on all aspects of the proposal yesterday. While it's difficult to include every issue, you may want to include a request for light rail to service the area, to mention

view loss for local residents, the need for additional sporting fields, and to consider the adoption of an Indigenous place name.

I'm grateful for your support and I am absolutely committed to ensuring a positive outcome for this special part of our community.

I'll keep you updated on the progress of this campaign and if my office can be of further assistance on this or any other local matter, please do not hesitate to be in touch on 9660 7586 or balmain@parliament.nsw.gov.au

Yours sincerely,



Jamie Parker MP
Member for Balmain



GET IN TOUCH



Electorate Office 112a Glebe Point Road, Glebe. The Balmain Electorate is on the land of the Gadigal and Wangal people of the Eora Nation.

[Unsubscribe](#)

Renate Barnett
 [REDACTED]
 Balmain NSW 2041
 [REDACTED]
 [REDACTED]

31st May 2022

To Whom it May Concern

Re: The White Bay Precinct Development – Draft 1

Dear Madams/Sirs

There are pros and cons, ups and downs, ins and outs in the Stage 1 Master Plan. I will concentrate on a couple of issues only in this submission.

Our Community Overview from my Point of View

The Balmain/Rozelle/Birchgrove peninsula is home to an egalitarian multifarious collectivist community living in ramshackle suburbs, made up from scraps. Our streets are mostly narrow labyrinthine dunny lanes designed for a single horse and sulky. We live cheek by jowl with our neighbours, our cars lining every available inch of curb and even footpath. It is jam packed, high density living without the planning or infrastructure to support its burgeoning citizenry. We must wend cautiously around street corners, awkwardly retreating to allow approaching vehicles to proceed on two-way streets that are barely wide enough for one. We understand that our relative peace is not a static reality. It has to be defended and fought for.

White Bay Power Station

With great trepidation we have watched for decades, the creeping decrepitude of the historic White Bay Power Station, with its commanding views of the harbour and city, bracing ourselves for the uncoiling forces of the state's money men. Intuitively, we braced ourselves for the fight to protect this priceless treasure from vitiation, fearing that it would be torn from the public breast.

It is a tremendous relief that the building will be retained, but there is scepticism about the usage of the bulk of the space. Never has Sydney had such a tremendous blank canvas to create a destination of historical and cultural significance to narrate our country's story on the world's stage in an innovative and elegant manner. Every square inch should be utilised to render us to ourselves and to others. Sydney is replete with activities when the sun shines but there is a pitiful dearth of options during inclement weather.

The Power Station must sit proudly as the focal point on the bank, not dominated by overwhelming high-rise towers that would punch like fists plunged upwards from belly to throat. Any development must be subservient to the Power Station - and without any sly encroachments of the water space as per the fish market redevelopment.

The naming of the precinct must strike a chord. Bays West misses completely. The name should connect us with our history/culture.

Traffic

We who inhabit the architecture of the peninsula can tell plainly that there are glaring inconsistencies in the narrative of the Draft Plan's traffic numbers. We are rubbed red raw by regular gridlocks. And this is before the impending tumult is unleashed, when the Bunnings Warehouse starts operation, when incoming White Bay families share our orbit and join the local schools, or the vast neighbouring spaces are redeveloped.

The picture painted in the Traffic Plan does not mirror reality in any way. Wishing our cars away is simply blotting out reason. I submit that a utilitarian design solution is needed to solve our dire road and transport issues. We cannot allow the current unacceptable levels of congestion to be further inflamed by filling our choked streets with even more buses. Perhaps a light rail line could disperse residents and visitors to and from the ferries to Balmain village and to Victoria Road bus stops and to the light rail station at White Bay to remove moving and parked vehicles from the road and curbs. There are four - only four - exits off the peninsula: Terry Street, Darling Street, Evans Street and Robert Street. There is no getting away from the utility of the private motor vehicle in Sydney while our public transport system remains so inadequate. The citizenry of the Balmain peninsula is growing grim about the mouth about the disdainful way we have been ignored throughout history. It's time we received some decent investment in infrastructure.

Summary

We are planting our feet firmly to resist as well as we can, the power asymmetries that exist in the wolfish world that schemes behind closed boardroom and cabinet room doors. The White Bay Power Station is NOT the purview of the wealthy. It belongs to ALL the citizens of this state. We accept that mercantile materialism makes the world go around and can make life more interesting and brighter if it is tastefully and appropriately considered. However, the historical significance of what has existed for ages piled upon ages can be vitiated in a finger snap if particular care is not taken. I appeal to your better reason to eschew the extreme toxic elements of this plan. Please know that we do not "confuse shit with chocolate".

Yours sincerely

Renate Barnett

From: Tess Shorney <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:22 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Bays West Master Plan submission

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

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 support the big moves in the plan. The large scale apartment buildings are a big part of the plan but the document seemingly tries to downplay their impact to the streetscape, views and impact on transport and required infrastructure - eg. schools.

- 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.
- 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. The proposed building heights are excessive. The Power Station should remain the main landmark 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.**
- I am very concerned at the **predicted increases in traffic** to the area, which I note will be serviced by only a single road with two entry/exit points.
- Sydney's public transport is slow, disjointed and overly dependant on buses which means that cars are still a necessity - especially on weekends. To really turn the dial, public transport needs to be mass - trains / underground metro. This certainly appears to put more pressure on Anzac bridge and Robert st and Victoria road which are already bottlenecks. The case studies in the plan, I think are not comparable in terms of those cities' public transport capabilities.
- 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 and needs to ensure they are contiguous.

Yours sincerely,
 Tess Shorney
 Balmain, 2041

This email was sent by Tess Shorney via campaignnow.co and www.iamieparker.org

From: Martin Christmas <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 5:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: 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,
Martin Christmas
Rozelle, 2039

This email was sent by Martin Christmas via campaignnow.co and www.jamieparker.org

From: Diana Dunlop <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 9:38 AM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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- 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,
Diana Dunlop
Leichhardt, 2040

This email was sent by Diana Dunlop via campaignnow.co and www.jamieparker.org

From: Nicholas Castiglio <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 1:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Draft master plan -precinct 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.

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Yours sincerely,
 Nicholas Castiglio
 Balmain, 2041

This email was sent by Nicholas Castiglio via campaignnow.co and www.jamieparker.org

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]
Attachments: [REDACTED]

ElectorateOffice Balmain <ElectorateOffice.Balmain@parliament.nsw.gov.au>
Wednesday, 1 June 2022 5:59 PM
DPIE PDPS Bayswest Mailbox
FW: Thank you HERE IS MY SUBMISSION - don't think the planning portal is uploading properly - could you send it on or me?
H Gilbert Sub re Bays West Stage 1 31 May 2022.pdf

From: Helen Gilbert [REDACTED]
Sent: Tuesday, 31 May 2022 10:18 PM
To: Jamie Parker MP <jamie@jamieparker.org>
Subject: Re: Thank you HERE IS MY SUBMISSION - don't think the planning portal is uploading properly - could you send it on or me?

Hi Jamie. I am not sure my submission was actually uplifted to the planning portal today. After 20 minutes it said it was still uploading. At your meeting, you did say that if we sent you our submissions you would be able to submit them, so I am attaching my submission in the hope that you can send it on to the right agency that is receiving them. Many thanks for doing this (it is not late – submissions are due today).
Helen Gilbert

From: Jamie Parker MP <jamie@jamieparker.org>
Date: Monday, 30 May 2022 at 1:01 pm
To: Helen Gilbert [REDACTED]
Subject: Thank you



Dear Helen,

Thank you for attending our Bays West Public Meeting

Thank you to everyone who attended my public meeting on the Bays West Stage 1 Master Plan yesterday at Balmain Town Hall.

We had such a strong turnout with hundreds of residents attending. This sends such a strong message that people in our local

area care about the future of this site and want to see a world class renewal of the site that focuses on public benefit.



The slides from the meeting are available for download by [clicking here](#).

I also want to thank all the local volunteers who helped on the day and a special thanks to Councillor Kobi Shetty for her support and hard work.

[Make a submission](#)

If you haven't already, please make a submission to the draft Master Plan before close of business tomorrow by:

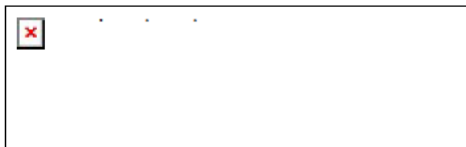
1. **[Using my online template submission here](#)**
2. **[Submitting your own unique submission here](#)**

I was grateful to hear feedback from residents on all aspects of the proposal yesterday. While it's difficult to include every issue, you may want to include a request for light rail to service the area, to mention view loss for local residents, the need for additional sporting fields, and to consider the adoption of an Indigenous place name.

I'm grateful for your support and I am absolutely committed to ensuring a positive outcome for this special part of our community.

I'll keep you updated on the progress of this campaign and if my office can be of further assistance on this or any other local matter, please do not hesitate to be in touch on 9660 7586 or balmain@parliament.nsw.gov.au

Yours sincerely,



Jamie Parker MP
Member for Balmain



GET IN TOUCH



Electorate Office 112a Glebe Point Road, Glebe. The Balmain Electorate is on the land of the Gadigal and Wangal people of the Eora Nation.

[Unsubscribe](#)

31 May 2022

**Submission re: Bays West Stage 1 Draft Master Plan Strategy
(White Bay Power Station, Metro Station and Robert Street Precinct), Rozelle**

Thank you for providing the interactive room of resources on this stage of the above project and for the opportunity to provide a submission on the planning of this important precinct. Although I would like to point out that one or more face to face community meetings would have been the least the relevant planning agency should have done for this community at this master-planning stage of the process. We have participated in numerous Bays redevelopment planning meetings with various agencies over recent decades. Yet now, when masterplans are being finalised, we are offered a webinar (information style) presentation, which only answered some questions (as long as they were submitted before the audience actually saw the presentation). This online webinar would have a very low ranking on Sherry Arnstein's ladder of Citizen Participation. Meanwhile, Jamie Parker's meeting at Balmain Town Hall (29/5/22) was standing room only and provided the chance for numerous questions and comments from a very engaged community keen to participate in this important project.

I would like to make the following points about the draft Master Plan:

Inappropriate building heights

Proper urban planning does not take building height precedents from tall, skinny industrial chimneys, wheat silos or the towering heights of bridge pylons. SERIOUSLY? Claims by Minister Stokes (p4 *Bays West Place Strategy*) to make White Bay Power Station the 'centrepiece of this new harbourside precinct' seem lame when one views the proposed building heights (eg 22 storey towers) right next to the significant heritage item that provides the hub of the precinct. Even our rusty power station needs respect. People across the rest of the redeveloped Bays area and parts of Pyrmont will look across at a sea of towers, not the power station; and views from the Balmain peninsula will obliterate the power station (which has so long provided an impressive silhouette on the horizon) once massive towers are developed beside and behind it.

Building heights and FSR need to be settled early (not fiddled with at the rezoning then DA stages as we all know occurred in the corrupted process at Barangaroo). This is all PUBLIC LAND so there even less reason to hand over our land plus extra development rights so that private profits can be maximised through increased building heights seeking views (which obliterate the views of more appropriate development behind). While the whole Pyrmont/Ultimo peninsula was planned for that kind of density, there are no other buildings on the Balmain peninsula anything like this height. The Power Station should not be overshadowed by neighbouring towering buildings. It is inappropriate to have towers squashed in here for all these reasons.

In terms of the public deciphering the Masterplan, the colour scheme on Figure 15 *Proposed Building Heights* (BW Stage 1 draft Master Plan, p27) uses 3-4 different shades of beige for lower rise and 3-4 different shades of red for the high towers. Some of these shades are

impossible to distinguish between the height categories. Close shades may look artistic but for clarity and transparency, different colours are needed to depict different heights. Transparency also requires that graphics like the *Built Form Height Comparison* (BW Stage 1 draft Master Plan, p17), also show any towers planned around the bay behind the bridge, for example at Glebe. Good planning means planning precincts in context with each other and honesty in depicting the extent of proposed building heights in the whole area under redevelopment.

Transport and Traffic Issues and the Need for Strong Linkages

Good planning also requires transport linkages and considerations to be clarified early in the planning process. This Master Plan includes traffic modelling that clearly demonstrates that intersections like Robert Street and Victoria Road will be totally oversaturated. This is the case despite the amazingly small percentages assumed for car usage (versus public transport) in the traffic study, which we all know are quite unrealistic. The traffic study also takes no account of traffic from the Bunnings development (already underway) and the likely redevelopment of the warehouses in Robert Street (both these traffic generating facilities are directly across the road from White Bay Power Station). How is it justified that they have been excluded from any traffic analysis?

Meanwhile the Master Plan suggests that this sustainable precinct will be 'an ultra-low car environment' without suggesting how this will ever be achieved. Specifically:

- No Ferry Connection is Mentioned: There is no mention of any ferries coming to this (last remaining) deep waterfrontage harbour area – which would certainly make linkages to the area much better and less car based and cause no issues with congestion on the surrounding streets.
- Light Rail is Ignored: The only mention of the rail lines running through the area is to have the 'remnant rail line' left as a design feature – presumably for people to walk over and lament the lost opportunities for extending a light rail spur line into this area – bringing people in from the Pyrmont/Ultimo peninsula, the rest of the Bays area and the inner western suburbs that run all the way to Dulwich Hill (and perhaps linkages into Balmain and Rozelle as well). The inner west light rail is always packed full of commuters, tourists and school children – it is well loved and well used; it needs to be extended and this is a site it should run through to really ensure this location is a true 'transport hub'. Amazingly part of the goods line through the site to the White Bay wharves still remains and the section that has been torn up by WestConnex was promised to be retained as a corridor for possible future rail use.
- Reuse of the old Glebe Island Bridge Needs to be Locked In: Vague statements discussing a 'harbourside frontage linking to a foreshore walk that *could* connect Bays West to the city...' are frankly, meaningless. Connections and linkages need to be locked in before any buildings and other major infrastructure are discussed. We have long been assured that the Glebe Island Bridge would be part of any redevelopment of the bays area.

- The reuse of the old Glebe Island Bridge should be locked in at this masterplan stage as low carbon transport options totally depend on having this significant link reactivated. Pedestrians and cyclists are far more likely to make a trip to and from this area if they have a real alternative to traveling on the Anzac bridge with all the other heavy road traffic there. The two heritage items of the old bridge and the Power Station should be absolutely linked both physically and visually as a significant core feature of this precinct. The Pyrmont Bridge performs a central function in that area as a crucial link between the city and the Pyrmont Peninsula. The large silence and occasional wishful statements about the role of this important transport and heritage icon in making this precinct redevelopment a major success is inexplicable. WE NEED TO HEAR HOW THE OLD GLEBE ISLAND BRIDGE WILL BE INTEGRATED INTO THIS AREA – not motherhood statements about this possibility being investigated.
- Waterfront Walkway: Why is the opportunity for a proper waterfront walk all the way to Cameron Cove and the Tom Uren Walk at Balmain East being squandered? Historically there were steps down the cliff at Stephen Street (and a ferry wharf at the bottom) that was accessible to residents on the White Bay side of Balmain. At Birchgrove, there is a lift (and steps) down a steep incline to a waterfront park behind Birchgrove Public School, so in this day and age, altitude differences can be overcome where there is a will. It is totally unclear from this Masterplan how far the waterfront walk planned here will actually go, however it is clear that so far, its planned length falls far short of really connecting this precinct to the eastern half of Balmain and the walks in that part of the peninsula. Given that the land right up to that area is in public hands and forms part of the Bays West precinct, this is a glaring missed opportunity. More detailed information on extending the public waterfront walk needs to be provided.

Shore Power is Essential at White Bay 4

The overriding need for Shore Power to be installed at White Bay 4 – especially given the redevelopment of this Stage 1 precinct seems to have been overlooked in planning for this area. The recent announcement of Shore Power for all the major berths around this precinct apparently excluded White Bay 4 (WB4) yet massive ships (working boats, navy vessels and cruise ships) are berthed at WB4 (right next to this precinct) for weeks on end. Meanwhile the Stage 1 Bays West Masterplan mentions bringing in hundreds of new dwellings and tall towers of commercial space and other landuses into the precinct right next to WB4. Are all these new residents, workers and visitors also to be subjected to the acrid air pollution that the Balmain peninsula has been subjected to over the last decade – in such a newly developed apparently sustainable precinct in the only 100% sustainable port in the southern hemisphere (as claimed will happen by 2030)? Infrastructure NSW needs to sort this out with Sydney Ports early on.

Impacts on the Working Harbour

The strategy suggests that ‘Bays West is the last remaining piece of inner harbour land available for urban renewal’ in Sydney. More importantly, it is the last remaining piece of deep-water harbour in the inner harbour that has been left for working harbour activities.

Any development in this precinct must be fully compatible with the continuing use of the harbour. This means that some community and waterfront tourism land-use may be more compatible with bulk shipping. However shipping and concrete batching for example would likely be in stark conflict with bringing in hundreds of new residents and workers as we have seen at Barangaroo (where cruise shipping was moved to White Bay). Residential development is certainly in conflict with the noise and pollution impacts of working harbours (particularly the degree of air pollution caused by cruise ships) so more residential development in proximity to a working harbour needs to be considered carefully. It is critically important to keep the land immediately surrounding working harbourfronts in public hands and not allow it to be transferred to private ownership – which occurs in most residential development. The public private ownership outcomes of the land in this redevelopment precinct land remain vague.

An Eco Corridor

A local expert in engineering and environmental management, Keith Stallard, along with the Bays Eco Futures Alliance, has prepared a White Bay Eco-Corridor Prefeasibility Study Report. This shows how green linkages can provide natural wildlife corridors throughout the wider region using the old rail lines that run directly through the Rozelle Rail Yards, White Bay Power Station site and onto White Bay and existing natural greenspace (eg Birrung Park). While the 30% tree canopy mentioned in the Masterplan sounds like a good initiative, in addition, it is crucial that trees, bushes and layers of green space provide an unbroken link for the survival of species native to the area. This redevelopment project has the potential to incorporate such linkages and actually become the sustainable precinct the masterplan claims. However, I cannot find any mention of the Eco-Corridor in the Masterplan documents. An eco-corridor needs to be incorporated here – this is one of the few chances we have left to retrofit such an important linkage into what we hope will become a more sustainable city through such initiatives.

Appropriate Future Use of the White Bay Power Station

It is great that the one remaining power station left on Sydney Harbour (at one time there was almost one on every inlet) will remain in place to demonstrate to current and future generations how we powered our trams and rail systems up until about 50-60 years ago.

It is such a significant heritage site (and now such a rarity) that an ideas forum for future uses for this historic facility should be canvassed. For example, at the recent Balmain Town Hall meeting (29/5/22) run by local MP Jamie Parker, one suggestion raised was for a one-stop Indigenous centre. Currently tourists to Sydney seeking an indigenous experience are directed to different institutions or art galleries for bits of exhibitions or experiences. It is probably time that Sydney had such a collective experience destination that would truly give meaning to the local country and water lines in this area. It could be an amazing immersive experience to travel through time on this one site and see the changes that have occurred here over 1000s of years and more recently over the last two hundred years. An ideas forum might canvass other great ideas but this one was popular at the Town Hall meeting and is one of the better ones to be presented. It is certainly better than 30% community uses and the rest probably unrelated commercial/retail.

The need for proper Community Consultation

Face-to-face meetings should have occurred at this (planning) stage where ideas are being canvassed – and draft masterplans presented – especially since various significant aspects of this redevelopment project have not yet been finalised. These include:

- The future use of the White Bay Power Station
- The reuse of the old Glebe Island Bridge
- The proportion and form of ‘affordable housing’ to be provided
- Traffic generation issues are far from resolved and street layout is problematic
- Little information is provided on how this stage links to the rest of the Bays redevelopment precincts
- No mention of ferries or light rail spur lines, yet the masterplan claims the area will be ‘a transport hub’ and an ‘ultra-low car environment’.
- No clarity on whether and when the berth at White Bay 4 will have Shore Power like the other docks in this area will apparently have by 2024 (yet WB 4 is right next to this future precinct.)

This lack of full public participation has been disappointing and community meetings need to occur in future planning stages – especially since it was not provided at this critical stage of the planning process.


Conclusion

Thank you again for the opportunity to provide comment at this stage. The community is excited about the redevelopment of the precinct and it is important to do it properly, ensuring that the Power Station is provided with the status and curtilage it deserves as a focal point and icon in this area. It is also critical to make sure that future landuses do not conflict with the overriding concern to retain working harbour options at all costs. Finally it is crucial to ensure that the precinct enjoys appropriate linkages into and out into neighbouring suburbs including walkways, cycle paths and the full range of public transport options (metro, bus, ferry, light rail) to ensure that the precinct becomes the vibrant hub it has the potential to be.

Regards

Helen Gilbert (MPlan), PIA (Retired)

[Redacted signature]



From: Julie Fidler <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:22 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Input on the Bays West Master Plan

I would love to see mixed use of this amazing mammoth facility - low-rise, community housing for teachers and support workers living in the inner west and surrounding. Parks, playgrounds (splash pad?), parking (OMG parking!), great public transit in and out. Maybe ferry service to really dissuade cars...? Very concerned about traffic if no additional infrastructure is proposed.

From: Max Ramsay <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 9:42 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Prioritise Public Space in Bays West 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,
Max Ramsay
Balmain, 2041

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

[REDACTED]

From: Scott Parker <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 10:58 AM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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I make the following comments in relation to the proposal:

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Yours sincerely,
Scott Parker
Balmain, 2041

This email was sent by Scott Parker via campaignnow.co and www.jamieparker.org

From: Jodie Duggan <action@campaignnow.co>
Sent: Tuesday, 31 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.

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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,
Jodie Duggan
Annandale, 2038

This email was sent by Jodie Duggan via campaignnow.co and www.jamieparker.org

From: Tristen Hilmer <action@campaignnow.co>
Sent: Tuesday, 31 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.

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Yours sincerely,
Tristen Hilmer
Annandale, 2038

This email was sent by Tristen Hilmer via campaignnow.co and www.jamieparker.org

From: Kelly Parkins <action@campaignnow.co>
Sent: Tuesday, 31 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.

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Yours sincerely,
Kelly Parkins
Annandale , 2038

This email was sent by Kelly Parkins via campaignnow.co and www.jamieparker.org

From: Oliver Lovell <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:12 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.

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Yours sincerely,
Oliver Lovell
Sydney, 2038

This email was sent by Oliver Lovell via campaignnow.co and www.jamieparker.org

From: Sean Wotton <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:28 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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Yours sincerely,
Sean Wotton
Sydney, 2038

This email was sent by Sean Wotton via campaignnow.co and www.jamieparker.org

From: Jonathan Symons <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:32 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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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 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,
Jonathan Symons
Sydney , 2041

This email was sent by Jonathan Symons via campaignnow.co and www.jamieparker.org

From: Gracie Mathams <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:52 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.

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Yours sincerely,
Gracie Mathams
North Sydney, 2060

This email was sent by Gracie Mathams via campaignnow.co and www.jamieparker.org

From: Niki Bern <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 12:09 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.

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I make the following comments in relation to the proposal:

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Yours sincerely,
Niki Bern
Marrickville , 2204

This email was sent by Niki Bern via campaignnow.co and www.jamieparker.org

From: Lee-Anne Garcia <action@campaignnow.co>
Sent: Tuesday, 31 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.

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I make the following comments in relation to the proposal:

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Yours sincerely,
Lee-Anne Garcia
Glebe, 2037

This email was sent by Lee-Anne Garcia via campaignnow.co and www.jamieparker.org

From: Stella Hinchliffe <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 2:03 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,
Stella Hinchliffe
Sydney, 2041

This email was sent by Stella Hinchliffe via campaignnow.co and www.jamieparker.org

From: Tertia Harry <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 2:38 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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- Rozelle has no sun as it is and people are miserable because of a lack of sun here please say NO to this development

Yours sincerely,
Tertia Harry
Rozelle, 2039

This email was sent by Tertia Harry via campaignnow.co and www.jamieparker.org

From: Brigitte McLean <action@campaignnow.co>
Sent: Wednesday, 1 June 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.

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Yours sincerely,
Brigitte McLean
Lilyfield, 2040

This email was sent by Brigitte McLean via campaignnow.co and www.jamieparker.org

From: Benedicte Zurstrassen <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 8:58 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
 Benedicte Zurstrassen
 Glebe, 2037

This email was sent by Benedicte Zurstrassen via campaignnow.co and www.jamieparker.org

From: Jill Foust <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 9:32 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
 Jill Foust
 Rozelle, 2039

This email was sent by Jill Foust via campaignnow.co and www.jamieparker.org

From: Matthew Foust <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 9:38 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Matthew Foust
Rozelle, 2039

This email was sent by Matthew Foust via campaignnow.co and www.jamieparker.org

From: Liv Foust <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 9:38 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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Yours sincerely,
Liv Foust
Rozelle, 2039

This email was sent by Liv Foust via campaignnow.co and www.jamieparker.org

From: Gwyndolen Powe <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 9:42 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,
Gwyndolen Powe
Lilyfield, 2040

This email was sent by Gwyndolen Powe via campaignnow.co and www.jamieparker.org

From: Rachel Freeman <action@campaignnow.co>
Sent: Wednesday, 1 June 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 cultural centre, and our community looks forward to exploring the opportunities presented as we restore this iconic building.
- I object to the **scale of proposed development** in the south-western corner of the precinct, which is out of scale with Rozelle and Balmain and will dominate the heritage Power Station which should be the key visual element. The proposed building heights will be taller even than the chimneys of the Power Station and will block views from Glebe Point Road. The Power Station should remain the main landmark here and all new buildings should be lower than the power station building.
- I am pleased to see the focus given to **open public space, including the park, open spaces and foreshore walk**, although I note the proposed park will be situated on a flood plain that would not accommodate more intensive use. Places for residents and visitors to relax and enjoy must be prioritised for the area, with spaces to allow for and encourage both active and passive recreation.
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- The Master Plan presents a critical opportunity to **strengthen biodiversity corridors** along the harbour foreshore and adjacent precincts. All efforts should be made to liaise with neighbouring authorities such as the Port Authority, Transport for NSW and Inner West Council to ensure this work is prioritised.

Yours sincerely,
Rachel Freeman
Balmain, 2041

This email was sent by Rachel Freeman via campaignnow.co and www.jamieparker.org

From: Kirsty Galpin <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 10:18 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.
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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,
Kirsty Galpin
Sydney, 2041

This email was sent by Kirsty Galpin via campaignnow.co and www.jamieparker.org

From: marion rae <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 10:22 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.

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 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,
marion rae
sydney, 2040

This email was sent by marion rae via campaignnow.co and www.jamieparker.org

From: Wendy Jones <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 11:03 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,
Wendy Jones
Sydney , 2041

This email was sent by Wendy Jones via campaignnow.co and www.jamieparker.org

From: Wendy Jones <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 11:03 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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I make the following comments in relation to the proposal:

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Yours sincerely,
Wendy Jones
Sydney , 2041

This email was sent by Wendy Jones via campaignnow.co and www.jamieparker.org

From: Jenny Rayner <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 12:03 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.

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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.
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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,
Jenny Rayner
Annandale , 2038

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

From: Martyn Wilson <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 3:32 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 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,
Martyn Wilson
Lilyfield, 2040

This email was sent by Martyn Wilson via campaignnow.co and www.jamieparker.org

From: Taylor Owynns <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 3:38 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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Yours sincerely,
Taylor Owynns
Lilyfield, 2040

This email was sent by Taylor Owynns via campaignnow.co and www.jamieparker.org

From: James Waller <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 4:18 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,
James Waller
Lilyfield, 2040

This email was sent by James Waller via campaignnow.co and www.jamieparker.org

From: Andrew Milne <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 4:28 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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Yours sincerely,
 Andrew Milne
 Glebe, 2037

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

From: Patrick Talbott <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 5:12 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.

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Yours sincerely,
Patrick Talbott
Glebe, 2037

This email was sent by Patrick Talbott via campaignnow.co and www.jamieparker.org

From: Charlotte Manning-Tudge <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 5:12 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on the Bays West Master Plan

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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,
Charlotte Manning-Tudge
Sydney , 2039

This email was sent by Charlotte Manning-Tudge via campaignnow.co and www.jamieparker.org

From: Neil Campbell <action@campaignnow.co>
Sent: Tuesday, 31 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,
Neil Campbell
Annandale , 2038

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

From: Skye Reekie <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 11:09 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,
Skye Reekie
Rozelle, 2039

This email was sent by Skye Reekie via campaignnow.co and www.jamieparker.org

From: Victoria Murphie <action@campaignnow.co>
Sent: Tuesday, 31 May 2022 10:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission regarding 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:

- It is excellent 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 do however 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 inappropriately taller than the chimneys of the Power Station and will thus block views from Glebe Point Road. The Power Station should remain the main significant landmark, with new buildings be less height than the power station building.
- It is great 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 which is ridiculous for such a densely populated area. A further traffic study is needed, realistically 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.
- It is preferable that 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,
 Victoria Murphie
 Lilyfield , 2040

 This email was sent by Victoria Murphie via [campaignnow.co](mailto:action@campaignnow.co) and www.iamieparker.org

Yours sincerely,

Yours sincerely,

From: Laura Arnott <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 8:28 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission with concerns about the Bays West Master Plan

To whom it may concern

i am writing to you today regarding the *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 all have a unique opportunity here to create something wonderful and I urge the government to ensure the balance is right between public space, commercial and residential with appropriate traffic measures.

Yours sincerely,
Laura Arnott
Lilyfield, 2040

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

From: Gemma Manning <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 5:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission: Bays West Stage 1 draft Master Plan and Urban Design Framework

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,
 Gemma Manning
 Sydney, 2039

This email was sent by Gemma Manning via campaignnow.co and www.jamieparker.org

From: Teresa O'Mara <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 5:18 AM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Teresa O'Mara
Balmain, 2041

This email was sent by Teresa O'Mara via campaignnow.co and www.jamieparker.org

From: Sandra Curnow <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 7:09 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,
Sandra Curnow
Sydney, 2049

This email was sent by Sandra Curnow 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 11:34 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: 220531-bays-west-stage-1-draft-masterplan-submission---bicycle-nsw.pdf

Submitted on Tue, 31/05/2022 - 23:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Sarah

Last name

Bickford

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Sydney

Please provide your view on the project

I support it

Submission file

[220531-bays-west-stage-1-draft-masterplan-submission---bicycle-nsw.pdf](#)

Submission

Thank you for the opportunity to provide feedback on the draft masterplan for the White Bay Power Station and Roberts St sub-precincts at Bays West.

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

We support the overall vision and objectives of the draft masterplan. It is fantastic to see that the provision of active transport links for both regional and local journeys has remained a focus for the planning work, as it was for the wider Bays West Place Strategy.

The locations for the new cycling routes have been indicated and appear to fit into a logical local and regional network. Bicycle NSW looks forward to commenting further as plans are developed in more detail. It will be essential to keep the wider network in mind as each sub-precinct is masterplanned and rezoned.

Please note that the active transport proposals are now underlined by a very significant new strategy released by the NSW Government in April 2022 which commits to 30 strategic cycleway corridors in the Eastern Harbour City in the short- and medium-term. The corridors will connect key centres and form the backbone of the Principal Bicycle Network.

The Bays West precinct sits at the junction of two corridors. Their delivery is a priority for the Government and should occur well before the White Bay Power Station and Roberts Street sub-precincts are complete:

The east-west route from Iron Cove to the centre of Sydney is critical and a long-overdue piece of bike infrastructure. The paths in the Rozelle Parklands will contribute to the route, as will the underpass under Victoria Road. However, heading east, the current shared user path on the ANZAC Bridge is insufficient to handle future demand, and involves steep gradients and pinch points that reduce accessibility and amenity for bicycle riders, especially those carrying passengers and goods, riders with disabilities and adaptive or cargo bicycles.

The reinstatement or replacement of the Glebe Island Bridge for active transport use is a key move for the Bays West Place Strategy and we would like to see this project brought forward to begin as soon as possible. It cannot be left on a shelf until the Glebe Island sub-precincts go through the masterplanning process.

Another strategic cycleway corridor heads north from Bays West along Victoria Road. There are some topographical challenges to creating active travel link from Bays West Metro and the White Bay Power Station area up to Victoria Road but this is a priority cycleway and the NSW Government has a mandate to find a suitable solution.

Bicycle NSW also requests that options for moving south from the Bays West precinct towards Annandale and Glebe are considered at this stage to ensure the best possible connections. Although not identified as a strategic cycleway corridor, routes to link Johnson Street and the Crescent to Balmain and Bays West are critical for local and regional connectivity.

We are particularly keen for DPIE to explore the provision of an underpass of the Anzac Bridge approach as shown in structure plan for the Bays West Place Strategy. This would provide a flat link between the Bays West precinct and Metro station to James Craig Road, the waterfront and the future bridge mooted for crossing Rozelle Bay towards Glebe.

This underpass is missing from the active transport plan shown in Section 4.17.3 of the Urban Design Framework but should be investigated urgently as major construction work is underway to create the Rozelle Interchange and it may be easier to build an underpass now.

We don't have a particular preference for the location of the main road within the White Bay Power Station sub-precinct and see pros and cons with each of the two options. However, it will be essential to limit through traffic and impose very low speed limits to reduce the impact of the road in either location.

I agree to the above statement

Yes

Department of Planning, Industry and Environment
Locked Bag 5022,
Parramatta NSW 2124

31st May 2022

Dear Sir or Madam,

Re: Bays West Stage 1 draft masterplan

Thank you for the opportunity to provide feedback on the draft masterplan for the White Bay Power Station and Roberts St sub-precincts at Bays West.

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

We support the overall vision and objectives of the draft masterplan. It is fantastic to see that the provision of active transport links for both regional and local journeys has remained a focus of the planning process, as it was for the wider Bays West Place Strategy.

The locations for new cycling routes have been indicated and appear to fit into a logical local and regional network. Bicycle NSW looks forward to commenting further as plans are developed in more detail. It will be essential to keep the wider network in mind as each sub-precinct is masterplanned and rezoned.

Please note that the active transport proposals are now underlined by a very significant new strategy released by the NSW Government in April 2022 which commits to **30 strategic cycleway corridors**¹ in the Eastern Harbour City in the short- and medium-term. The corridors will connect key centres and form the backbone of the Principal Bicycle Network.

The Bays West precinct sits at the junction of two corridors (Figure 1). Their delivery is a priority for the Government and should occur well before the White Bay Power Station and Roberts Street sub-precincts are complete:

The east-west route from Iron Cove to the centre of Sydney is critical and a long-overdue piece of bike infrastructure. The paths in the Rozelle Parklands will contribute to the route, as will the underpass under Victoria Road. However, heading east, the current shared user path on the Anzac Bridge is insufficient to handle future demand, and involves steep gradients and pinch points that reduce accessibility and amenity for bicycle riders, especially those carrying passengers and goods, riders with disabilities and adaptive or cargo bicycles.

The reinstatement or replacement of the Glebe Island Bridge for active transport use is a key move for the Bays West Place Strategy and we would like to see this project brought forward to begin as soon as possible. It cannot be left on a shelf until the Glebe Island sub-precincts go through the masterplanning process.

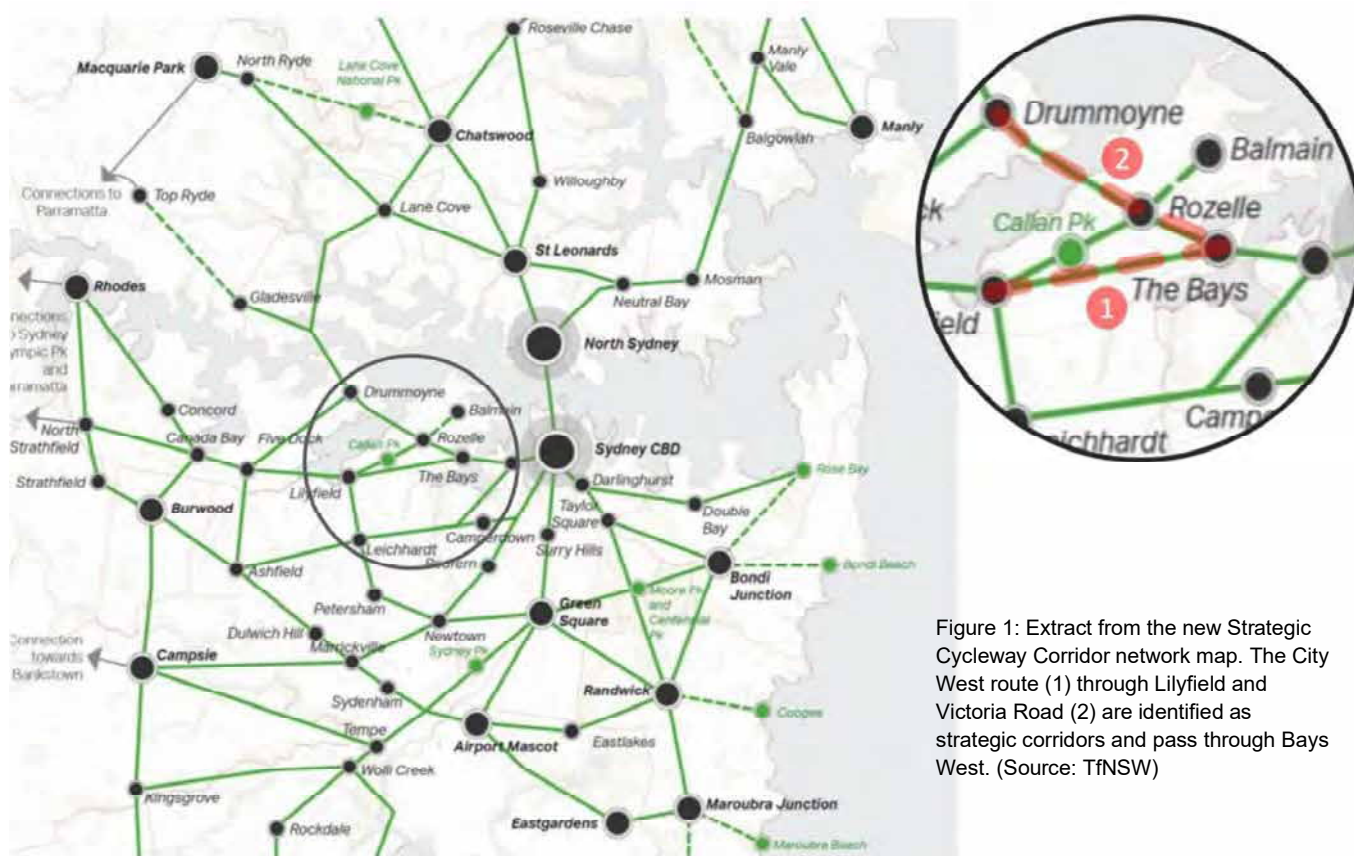


Figure 1: Extract from the new Strategic Cycleway Corridor network map. The City West route (1) through Lilyfield and Victoria Road (2) are identified as strategic corridors and pass through Bays West. (Source: TfNSW)

Another strategic cycleway corridor heads north-west from Bays West along Victoria Road. There are some topographical challenges to creating active travel link from Bays West Metro and the White Bay Power Station area up to Victoria Road but this is a priority cycleway and the NSW Government has a mandate to find a suitable solution.

Bicycle NSW also requests that options for moving south from the Bays West precinct towards Annandale and Glebe are considered at this stage to ensure the best possible connections. Although not identified as a strategic cycleway corridor, routes to link Johnson Street and the Crescent to Balmain and Bays West are critical for local and regional connectivity.

We are particularly keen for DPIE to explore the provision of an underpass of the Anzac Bridge approach as shown in structure plan for the Bays West Place Strategy. This would provide a flat link between the Bays West precinct and Metro station to James Craig Road, the waterfront and the future bridge mooted for crossing Rozelle Bay towards Glebe.

This underpass is missing from the active transport plan shown in Section 4.17.3 of the Urban Design Framework but should be investigated urgently as major construction work is underway to create the Rozelle Interchange and it may be easier to build an underpass now.

We don't have a particular preference for the location of the main road within the White Bay sub-precinct and recognise the pros and cons with each of the two options set out in the draft masterplan. Of course, it will be essential to limit through traffic and impose very low speed limits to reduce the impact of the road in either location.

Bicycle NSW looks forward to working with all stakeholders to progress the delivery of a high-quality and future-proof integrated cycle network for the Bays West precinct.

Please reach out with any questions or help needed. If requested, we would be delighted to assist with advocating for new bicycle infrastructure through our connections with politicians, Transport for NSW and local councils.

Yours faithfully,



Sarah Bickford

Active Transport Planner
Bicycle NSW



Peter McLean

Chief Executive Officer
Bicycle NSW

ⁱ Transport for NSW. 2022, April. Eastern Harbour City Strategic Cycleway Corridors.

<https://www.transport.nsw.gov.au/system/files/media/documents/2022/strategic-cycleway-corridor-eastern-harbour-city-program-update.pdf>

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 1 June 2022 12:03 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: white-bay-tage-1-draft-submission---nathan-english.pdf

Submitted on Wed, 01/06/2022 - 00:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nathan

Last name

English

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I am just providing comments

Submission file

[white-bay-tage-1-draft-submission---nathan-english.pdf](#)

Submission

Please see attached file and contact me for further details if required.

I agree to the above statement

Yes

31 May, 2022

SUBMISSION BY NATHAN ENGLISH, LILYFIELD - [REDACTED]**Opening Remarks:**

Dear Department of Planning and Environment (Bays West Team),

Thank you for the opportunity to lodge this submission on the Bays West Stage-1 draft Master Plan and Urban Design Framework.

A re-purposing of these long dormant port lands is welcomed by myself and most others across the nearby communities of Balmain, Rozelle, Lilyfield and the Glebe Foreshore – but a successful Master Plan always requires quality community input to help tighten-up it's otherwise missed deficiencies and likelihood of success, so I appreciate the opportunity to present such input.

I have a Master's in Planning from UNSW and I've been a local advocate for future developments in the Bays Precinct over the last 12 years – especially in terms of extending sustainable transport into Bays West and across the Glebe Island Bridge, that can reduce car-dependency of not only the new subject precinct, but more importantly, the entire Balmain Peninsula which lies adjacent.

This advocacy focus has not been dampened by the NSW Government's commitment to build the Bays Metro Station - on the contrary, that only compliments my original intentions. A single Metro Station is certainly a great improvement in rail connections for the local area – but the station location is still a long walk away from most living on the adjacent peninsula who may wish to use it, especially when the local topography and busy roads are taken into account.

With evermore affordable e-bikes and e-scooters, I'm now extending my previous transport focus of light rail through the precinct to include a grander vision for better cycling access in and out of the Balmain Peninsula as a whole. The combined improvements in infrastructure for both modes (light rail and active) for Balmain could largely reduce the likelihood of hazardous interactions between cyclists and motorists in the established suburbs of Rozelle, Balmain, Birchgrove and Balmain East – but also greatly reduce the need for car-dependence in and out of the new White Bay precinct itself. This of course could also mitigate the unnecessary creation of large-scale car parks on already scarce waterfront public lands.

The future harmonious existence of residents and workers in both White Bay and Balmain (as neighbours) depends on their ability to share their amenities with one another in an elegant way, that lacks stress and traffic congestion. In short, car-free connectivity is key to ensuring livability and a sense of ongoing sustainability for the White Bay and Robert Street Precincts, if not the rest of Bays West.

Submission Structure:

For the purpose of this submission, feedback will be presented under the following headings:

- Strategic framework
- Precinct Personas?
- Planned street-grid
- Re-purposing of the Power Station
- Transport provisions

- View-lines
- Integration with established suburbs
- Necessary considerations beyond the scope of Stage 1

Strategic framework

The presented strategic framework for Stage 1, ie. both the White Bay Power Station (or Metro) and Robert Street Precincts offers a somewhat ambiguous approach, which I (and many others whom I've participated with in webinar consultations recently) feel needs greater clarification.

While the 30-page summary document shared during such webinar consultations may deliberately provide broad brushstroke statements in relation to the Stage 1 Precincts, as the 'catalyst' for all else that is to occur in the Bays West area, such ambiguities should really (at this early stage) be replaced with key certainties.

For example:

- *Prior to the release of this Stage 1 draft Strategy, locals were asked to comment on the Sydney Metro West - Rail infrastructure, stations, precincts and operations plan – which directly dictated (to an extent) the future urban options and street layouts for this draft Bays West Precinct Stage 1. Because of this, in relation to the Bays Metro Station, no above ground structure plans should be set in stone while the broader Stage 1 Precinct is still being decided.*
- *Can we have all motor-vehicle passage through this new precinct reduced to a bare minimum, ie. Loading vehicles, electric buses and very little else – an area so transport-oriented shouldn't require taxis and other private vehicles being catered for on such a busy street-grid. Communal carshare spaces could replace most garage spaces in Stage 1 if you commit to transit-oriented development up-front.*
- *What is the desired future function of the White Bay Power Station – given it is so enormous, will there be more than one? If so, what could they be?*
- *What is the desired future of the Robert Street Precinct?*
- *Can we confirm the overall ratios of social, affordable and executive living the Government is willing to commit to in this Stage 1 precinct now?*
- *Can a commitment be given to restoring the Glebe Island Bridge to full-swivel operation and if so, when will it be re-opened to the surrounding communities as a long-desired active crossing between Bays West, Blackwattle Bay/Pymont and vice versa?*
- *Will there be a reserved corridor for light rail through this new precinct as it's developed? Will it be protected, so it can't be built over – one that allows for transfer of LRT passengers to Metro but also serves the Balmain Peninsula (via White Bay) and perhaps even the Cruise Terminal? This would reduce the need for traffic along James Craig Road.*

- *Could any potential light rail extension (ie. from Lilyfield or Rozelle Bay into Pyrmont as hinted in no less than three State Government Strategies in 2018) be fast-tracked to complement the opening of the Metro West in 2030? If not, when would you imagine such a light rail extension into The Bays will occur? Surely the strategies that spoke of it are still relevant...(?)*
- *What sort of business procurement is the State Government looking to entice into this precinct? Example: Will it involve the health, education and high-tech industries, much like the previous Baird Government suggested might occur at the 2014 Bays Summit?*
- *How much of this precinct (including 'blue space') needs to be shared with nearby Port Operations – how much can become exclusive to the public (not industrial) realm?*
- *Will you adopt design excellence controls like those we see in the City of Sydney, for all future architecture across Bays West - and especially for this Stage 1 area?*

Personally, I would like to see an upfront commitment to social housing in this precinct – one with a bold ratio not seen in Sydney previously (ie. 25% of residential development). As this is Government-held land, such a ratio could be enforced from the beginning.

As a way of saving the Government money, perhaps an innovative architectural style could be adopted for social housing using recycled shipping containers. Such simple construction has been seen on TV shows like 'Grand Designs'. The shipping containers (which come in all different sizes) can be quite effective in the creation of fast but affordable accommodation. Their structural integrity can lead to unusual but also elegant housing outcomes once welded together, clad and dressed up inside. The use of shipping containers (fully air-conditioned of course) would also provide a firm nod to the stevedoring heritage of the area, where social housing is concerned.

The existing and future ability of residents in this location to rely fully on active or public transport to move about Sydney (bearing in mind that the Metro is not only a connection to Sydney CBD but also Parramatta) should justify a rejection of the normal ratios for car-parking otherwise common across the rest of Sydney. Stage 1 could be a golden opportunity to offer housing to those most in need, while also reducing the need for a full-time private vehicle. There could also be clear mental health benefits for those living in such a connected environment, especially if it lends itself to walking and cycling through the surrounding scenic vistas to reach nearby, well-established, people-friendly suburbs like Balmain/Rozelle, Pyrmont and Glebe. Again, I would reduce carparking in this precinct to almost nothing.

Precinct Personas?

What is the 'Precinct persona' you're hoping to achieve with this Stage 1 precinct? Surely it is beyond dispute that it must serve as both a transport hub and destination. But what sort of destination? It should not be one that seeks to invent an entirely new neighborhood – rather, it should be a place of clear focus and amenity, for surrounding neighborhoods (ie. Balmain/Rozelle, Annandale, Glebe and Pyrmont) to tap into and invigorate alongside new residents to Stage 1. This will mean a requirement to offer customers more than transport – many nearby suburbs already have that option - so what will the persona of White Bay become?

I note in the (Indigenous) Acknowledgement statement on Page 2 of the Department's 30-page document 'Summary of the Bays West Stage 1 draft Master Plan and Urban Design Framework', it is stated:

"Aboriginal people take a holistic view of land, water and culture and see them as one, not in isolation from each other."

In sync with this, I would like to suggest you focus on four things for this Precinct's persona:

Recreation, Culture, Learning and Blue Space.

The last of these four elements appears to be the most overlooked in the Stage 1 plan. Perhaps that is because INSW have not seen fit to dedicate White Bay wharves 1 & 2 entirely to community use. We know there will be a future for a working port – that is sensible, but I would like to suggest that the triangular area of White Bay (at its most inward point) could and should be surrendered to rehabilitation and community recreation. This would allow it to serve both the incoming population and those surrounding The Bays as a whole – it would also enhance the area as a destination. The Harbour redevelopment in Darwin provides locals with a wave pool - Personally, I believe this area should be made swimmable, like Dawn Fraser Baths – requiring some serious remediation work, a draining of this triangular part of White Bay and removing industrial contamination or capping its floor with concrete. The benefits could be immense longer-term.

Planned street-grid

In response to the vision and directions of the Bays West Place Strategy, the draft master plan includes options for the street and road networks. The two options provided are wasteful of the precinct's potential as a largely car-free destination and should be reconsidered.

My first take on the two proposed street-grids, are that there are too many reserved possibilities for vehicle passage into the future. The Stage 1 zone should remain++ a very walkable precinct given its relatively small size and a Metro station at its core. It simply does not need an excess of streets around the Metro designed for motor-vehicles. Buses could drop their customers around the periphery arterials of the Stage 1 precinct.

If all these streets are built, the motor-vehicles *will* come. They will use the precinct as a dog-leg route into and out of the Balmain Peninsula. If not this, the streets will be used by heavy vehicles wanting to reach deeper into White Bay as a working port.

This will create noise and exhaust pollution from diesel vehicles and reduce the overall appeal for vibrant human activity in White Bay. Given you suggest this will be a destination and catalyst for further urban renewal across Bays West – surely that's not how you hope to start off. The proposed street grid is partly a legacy from the scale of work being done to shape the future Metro station.

My suggestion would be to ignore this legacy and layout a new street-grid so the subject precinct can be developed ultimately as a transit-oriented precinct in most every respect. That most if not all new streets across Bays West beyond this Stage 1 precinct should be reserved purely for loading and service vehicles. If people living in the precinct need a motor-vehicle, car share spaces could be provided.

Streets in the emerging Stage 1 precinct will be highly pedestrianized with people coming to and from the Metro. They should therefore have a blanket speed limit of 20km/hr for all vehicles entering – the one exception could be emergency vehicles with sirens.

A way of changing the street grid might be to consider a design like that I'm showing in Figure ZA

The elephant in the room regarding the proposed street grid is the working port through-traffic and the inefficiency of the proposed bus route. We have no indication as to where the bus route will start or finish, but entering from Robert Street, the City West Link or Glebe Island Bridge all seem to be quite ill-defined.

For a start, I would like to see the working port's traffic completely isolated from the two subject precincts – and the bus connections servicing them need only be on Robert Street, Victoria Road or the CityWest Link. This is such a small, flat precinct, it really shouldn't require buses circulating throughout it – they could just as easily work around its periphery.

I'd encourage INSW to consider building a causeway between Wharves 2 and the 'working harbour' areas of Glebe Island. This could be used to divert all large vehicles directly into the working port areas of White Bay, rather than circulating through the subject precinct and the future Metro Station with so many pedestrians. If this truly is being encouraged as a placemaking project, there's no justifiable excuse for still allowing noisy, polluting industrial trucks roaring through the subject precinct once it's been established – it is time to surrender the White Bay Power Station (Metro) and Robert Street Precinct's entirely to future renewal purposes, see Fig.

Re-purposing of the Power Station

The report suggests that the refurbished Power Station could have cultural or public uses – but this seems deliberately vague. It would appear that this building, of such a size – could serve a number of public uses, and should. We already have a Powerhouse Museum in Ultimo – we have performance centers in the CBD – we have art galleries galore... What we are not hearing about in this plan – and what will be needed for the whole future population of Bays West – its residents and its workers – is an increase in schooling, childcare and medical facilities. These should be given priority before any further duplication of (as yet) undefined 'cultural' pursuits.

Transport provisions

The Metro is an excellent start for renewing this precinct – and buses will no doubt provide excellent feeder services into it, but it's not enough. There is a major flaw in the existing Metro West plan that immediately needs to be addressed if the State Government is to ensure there is a well-coordinated commitment to public transport adoption in and out of these emerging Stage 1 precincts...

The Inner West LGA, with a population of 190,000+ has only been provided with one, lone Metro West station and in White Bay. In reality, this means very few Inner West residents will ever benefit

or bother to board this multi-billion dollar Metro West service, that could otherwise reduce the obvious car-dependence. This is a serious failure of public transport planning.

White Bay is simply too hard for most Inner Westies, even those living in Balmain, to reach in a timely manner. Most bus routes are indirect and subject to local congestion. If Inner West residents attempt to drive to White Bay, they face gridlocked approaches and a struggle for parking on arrival. Only the most confident and able active commuters will see reaching the future Metro Station as appealing. There is a lack of quiet serene approaches – and cyclists know the risks, again, only the most confident will bother. This means vulnerable pedestrians like the aged, the frail, children, mothers with prams – most will feel it a challenge to enter this waterside location and take up the benefits of the Metro West once there.

The closest Inner West light rail stop to the Metro is at Rozelle Bay (or geographically in north Annandale). This sits 750m away (as the crow flies) from the Metro Station box currently being built. This ‘closeness’ however, has been made artificially worse thanks to an over-prioritising of road traffic across the Rozelle Interchange and the creation of barriers that could have been avoided. By 2030, the community will be left without a direct walking path between the light rail and Metro modes. This will not promote a cross-pollination of services by commuters and only those who feel confident walking to the Bays West Metro Station will use it.

The shortest walk confirmed to White Bay from the Rozelle Bay light rail stop that doesn’t involve crossing noisy roads or interaction with Port traffic is the so-called ‘land bridge’ over the City West Link – this forces pedestrians to then walk around the ‘village green’ oval currently being built before linking into the planned pathways of the Rozelle Parklands to White Bay via the Victoria Road underpass. This winding pathway turns the 750m distance (as the crow flies) into a 1.1km journey between rail modes.

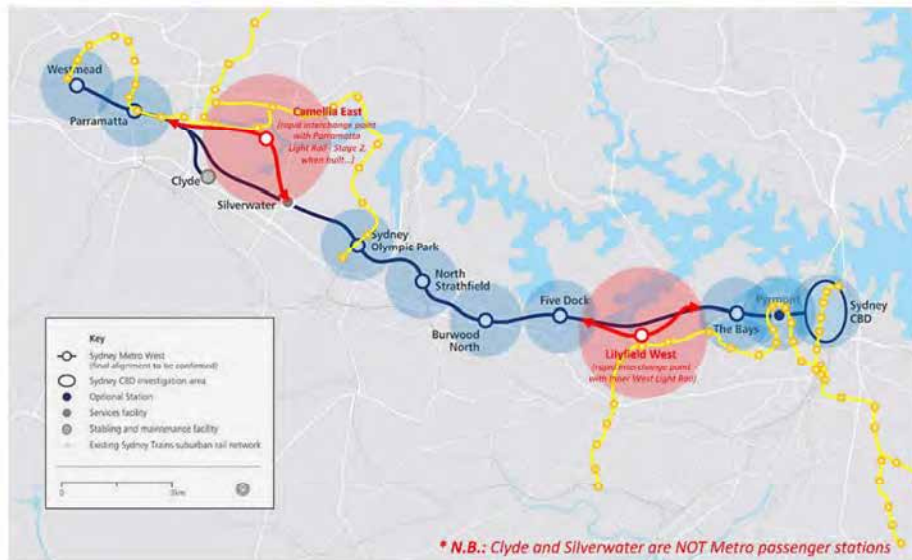


Above: Distance ‘as the crow-flies’ (in red) between Rozelle Bay LRT and the Bays Metro

This inefficient ‘transfer point’ between rail modes must be addressed by the time the Bays Metro opens in 2030. Either TfNSW sees fit to make good on its 2018 strategies suggesting it could extend light rail into White Bay (see options in Fig) or it should change the current alignment of the Metro

West so it can have a highly efficient transfer point in West Lilyfield with the existing Leichhardt North stop – this would greatly enhance the appeal of the existing light rail and feed many more passengers on the Metro West. This really would go a long way to alleviating car-dependency in Leichhardt, Lilyfield, Haberfield, south Annandale and across the broader Inner West - but especially within the subject precincts.

N.B. Sydney Metro West basemap (in blue) with its 1-km radial walking catchments to planned stations plus two additional much-needed stations (not planned but in red), with 2-km radial cycling catchments to plug gaps and how these might best interchange with nearby light rail services (in yellow) to slash travel times.



If the State Government truly wants the Metro West to become a congestion-busting success, it will address this lack of foresight in the Cabinet room over the next few months...

View-lines

For the most part, I understand why most of INSW's proposed high-rise development has been placed where it has... INSW doesn't wish to spook the locals too quickly and spark protests, so what's being proposed in Stage 1 represents the least likely offering that would upset locals in established and surrounding areas. That said, the proposed footprints of the new buildings seem very densely packed together. Perhaps it would be worth reducing the amount of space reserved for roads in this clearly walkable Stage 1 precinct and therefore spacing them out more? You could also potentially plan for less buildings – but with greater height limits, to ensure you achieve the same yield of return...

One key view-line, which I (as a local) feel would be a real shame to lose, is the one from Victoria Road's north side bus-stop on approach the city and adjacent to the Powe Station. Currently, it is possible from here to see both White Bay and the Harbour Bridge – but it looks like the proposed plans for Stage 1 will build this view-line out entirely. I would have preferred this water-glimpse to remain visible. On New Year's Eve, residents from Rozelle west of Victoria Road have gathered to watch the Bridge fireworks from this area - and it has always provided a visual connection for those

who live around Victoria Road with the working harbour. It also invokes a natural curiosity for passers-by to want to explore the White Bay Precinct based on those same 'water glimpses'. From a place-making perspective, I really don't feel this appeal should be underestimated.

Perhaps if a nice pedestrian bridge was built above Victoria Road to rapidly link the two bus stops servicing the Power Station (say from the risen cul-de-sac of Hornsey Street to the Power Station itself) this view-line to both White Bay and the Harbour Bridge could be regained preserved, provided other new buildings in White Bay don't infringe upon it.

Integration with established suburbs

The Stage 1 Precincts should not be built in isolation from the suburbs surrounding, amenities shared can enhance the liveability of both sides. See the sub-headings below.

Eventual replacement of the lost Victoria Road footbridge

As stated in the above section. I've hinted at a need to replace the lost pedestrian crossing of Victoria Road. This was regionally significant but was lost as part of the reconstruction of Victoria Road within the Rozelle Interchange.

The bus stops on either side of Victoria Road adjacent to the Power Station (which this footbridge once served) no longer share a direct line-of-sight connection which is both fast and efficient. In fact, bus users of the future will be forced to walk up to 400m extra through the Rozelle Parklands beneath Victoria Road, just to reach bus-stops that were once 50m apart - there is nothing intuitive about that!

A new active bridge between these still regionally important bus stops would no doubt be created to serve both the Power Station and those who are now disconnected residents living west of Victoria Road – it's only a matter of time.

Such an important footbridge might then take one of two forms:

1. A simple active bridge between the risen cul-de-sac of Hornsey Street to the other side of the Power Station; or
2. A much grander T-shaped active bridge, that could launch off the natural elevation of Quirk Street, pass through the established fig trees to Robert Street. This same structure could then serve as an active seamless crossing of Robert Street, running parallel to Victoria Road. Such a structure would help iron-out challenging topography across this busy intersection for active commuters while allowing them to completely avoid traffic interactions (see Fig).

I am not in favour of the proposed 'substation' structure as the entrance into the Stage 1 precinct next to the Victoria Road underpass. This should be placed somewhere far less public and if it can't be - it should be built and hidden beneath a green roof that is publicly accessible but doesn't block the view of White Bay from Victoria Road - this would also be an ideal place for an elevator. I think an elevator or stairs would be a very good option to link Lilyfield Road with the underpass from the cliff face pocket park next to 6 Lilyfield Road. The elevated pocket park could also house a large number of bike racks attached with 24hr surveillance cameras to encourage people to ride to the site before catching public transport.

Light rail through the Precinct to Balmain

A potential light rail extension into this Stage 1 area of Bays West really should be granted a reserved corridor now, from the very beginning of this urban renewal process. Creating a light rail link from Bays West that runs into the established Inner West service allow all those between Glebe and Dulwich Hill to tap into the Metro West at White Bay and significantly decrease their commute times. It will provide them for the first time with further west-bound options like Burwood North, North Strathfield, Sydney Olympic Park and Parramatta. What this would do for transforming how people across the Inner West LGA commute cannot be underestimated. This will take significant traffic off the CityWest Link and if a potential light rail extends to Balmain, it would play a significant role in reducing local car-dependency onto Victoria Road too.

Necessary considerations now, beyond the scope of Stage 1

Extending Birrung Park over Port Facilities to White Bay Wharf 4

A light rail into these Stage 1 Precincts could connect with the rest of the Balmain Peninsula via an integrated urban design concept that could preserve the 'working harbour' areas while also creating a satisfying outcome for residents and other stakeholders (schools, etc.) in the established suburbs of the Balmain Peninsula above – and this should be considered now as part of long-term strategic planning...

If Birrung Park in Balmain were to be extended out over the port lands at the current height of Donnelly Street in Balmain, almost to White Bay Wharf 4 - it could sit atop a purpose-built Port facility as a green roof sports field. The new ports facility building could also carry light rail and off-road active transport corridors up higher into Balmain, around the edge of this sports field with a far gentler gradient to reach Donnelly Street (currently at the edge of Birrung Park). From this location, a short 200m pedestrian tunnel could be dug into the hillside adjacent to Donnelly Street. This could tap into the decommissioned Balmain Reservoir that sits beneath Gladstone Park, right next to Balmain Hospital. Balmain Reservoir could be refurbished as a public facility, like a performance hall, sunken garden – or subterranean extension of the hospital, as well as offering an impressive entry point into Balmain's established high street (ie. Darling Street). This part of Darling Street also hosts two key local schools and the Gladstone Park bus terminus with services to the rest of the peninsula on established ridgelines. (See Fig X) In this regard, one light rail stop at Birrung Park allows light rail to connect with the majority of the Balmain Peninsula's 28,000 residents, car-free, to not only the Metro West but the entire Inner West LGA.

Adopt e-bike and e-scooter schemes

Micro-mobility schemes for e-bikes and e-scooters have become popular in many parts of the world but Sydney has been slow to start, particularly with e-scooters. With only one Metro station for the entire Bays Precinct, this type of transport could become excellent for covering the so-called 'last mile' of journeys. NSW should welcome them in and maybe have a local precinct-wide fleet of affordable e-scooters that run off one's Opal card...

Keeping industrial traffic out of Stage 1 long term

An additional causeway or road viaduct should be built to White Bay 3 from Glebe Island, catering exclusively to industrial port vehicles and Cruise Terminal traffic only (See Fig Y)

Integration with Balmain and it's ferry services as part of an extended shoreline promenade

Elevated boardwalks around the shoreline into Balmain, linking existing green spaces could lead to the creation of a second 'Cremorne Point' styled walk for Sydney around the Balmain Peninsula – and also allow for easy access to existing ferry services from White Bay. An additional ferry wharf at Wharf 3 (Buchanan Street) would be appreciated by locals into Barangaroo also.

Restore Glebe Island Bridge for active transport and possibly an exclusive transit lane for either electric buses or light rail

Glebe Island Bridge can and should be restored as a unique heritage item. This could be achieved using the sale of land on its embankments to fund its mechanical and heritage refurbishment. The embankments would be re-built as an approaching high-street on both sides of the original swing bridge mechanism. This in turn, will promote the use of the Glebe Island Bridge - not just as an active corridor, but a place in its own right (See Fig Z)

Final thoughts:

I am not in favour of the apparent 'substation' suggested for the entrance to the precinct next to the Victoria Road underpass - this should be placed somewhere less public and if it can't be - it should be built and hidden beneath a green roof that is publicly accessible, providing a gentle walk down to the White Bay Power Station and Metro from Victoria Road - perhaps this would be an ideal place for an elevator. I think also that an elevator may be a good option to link Lilyfield Road with the underpass from the cliff face pocket park next to 6 Lilyfield Road - this could also have a large number of bike racks attached with 24hr surveillance cameras to encourage people to ride to the site before catching public transport. The stairs at the southern end of Quirk Street should become an extension of the ramp that links with Throsby Street from the Victoria Road bus stop - this is a question of equity for those using wheeled transport and would be a simple addition to get rid of the stairs and improve safety for vulnerable pedestrians and cyclists up into Rozelle. Trees should be grown in advance of urban structures.

On approach from Jacksons Landing (Pyrmont), the White Bay Memorial at Glebe Island to the US forces who unloaded their personnel and armaments there in WWII, this is a significant landmark and should be protected as such, much like the ANZAC soldiers on the bridge above - thus far, I've never seen it promoted in discussions around the Bays Precinct. There should not only be a generous and safe tree-lined walk to the Metro site from the Glebe Island Bridge - there should also be a separated cycleway. I also think there should be an underpass tunnel bored beneath the City West Link coming off the ANZAC bridge, that would allow for very direct access to the Bays Metro from the potential active bridge across Rozelle Bay from Glebe Point Road (as suggested by Terroir design on the Bays West Place Strategy for 2040). This bridge, I would encourage you to have in

place by 2030. The largest private motor yachts at the Rozelle Bay Marina could still moor to the north of it, the smaller ones could moor deeper to the south and pass under it to reach Sydney Harbour.

I believe there should also be a footbridge from the Bald Rock cliff (Mansfield Street) across Robert Street and if possible, continue it over water to Glebe Island Bridge to promote direct, safe and appealing access into The Bays from Balmain/Rozelle that doesn't force residents to cross busy trafficked roads.

Light rail MUST be extended for the Metro West to reach its full potential.

Thanks for the opportunity to comment,

Nathan English

Lilyfield.



From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 1 June 2022 12:11 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: potential-lilyfield-west-metro-station_pdf.pdf

Submitted on Wed, 01/06/2022 - 00:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nathan

Last name

English

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I am just providing comments

Submission file

[potential-lilyfield-west-metro-station_pdf.pdf](#)

Submission

If light rail can't be extended into the Bays to interchange with the Metro West, another way to bring the entire Inner West LRT catchment into Bays West would be to re-align the Metro West slightly (decision would need to be urgent) to provide one extra station at West Lilyfield as image attached suggests as a hypothetical.

This would greatly reduce the amount of cars needing to drive to Bays West.

All the best,

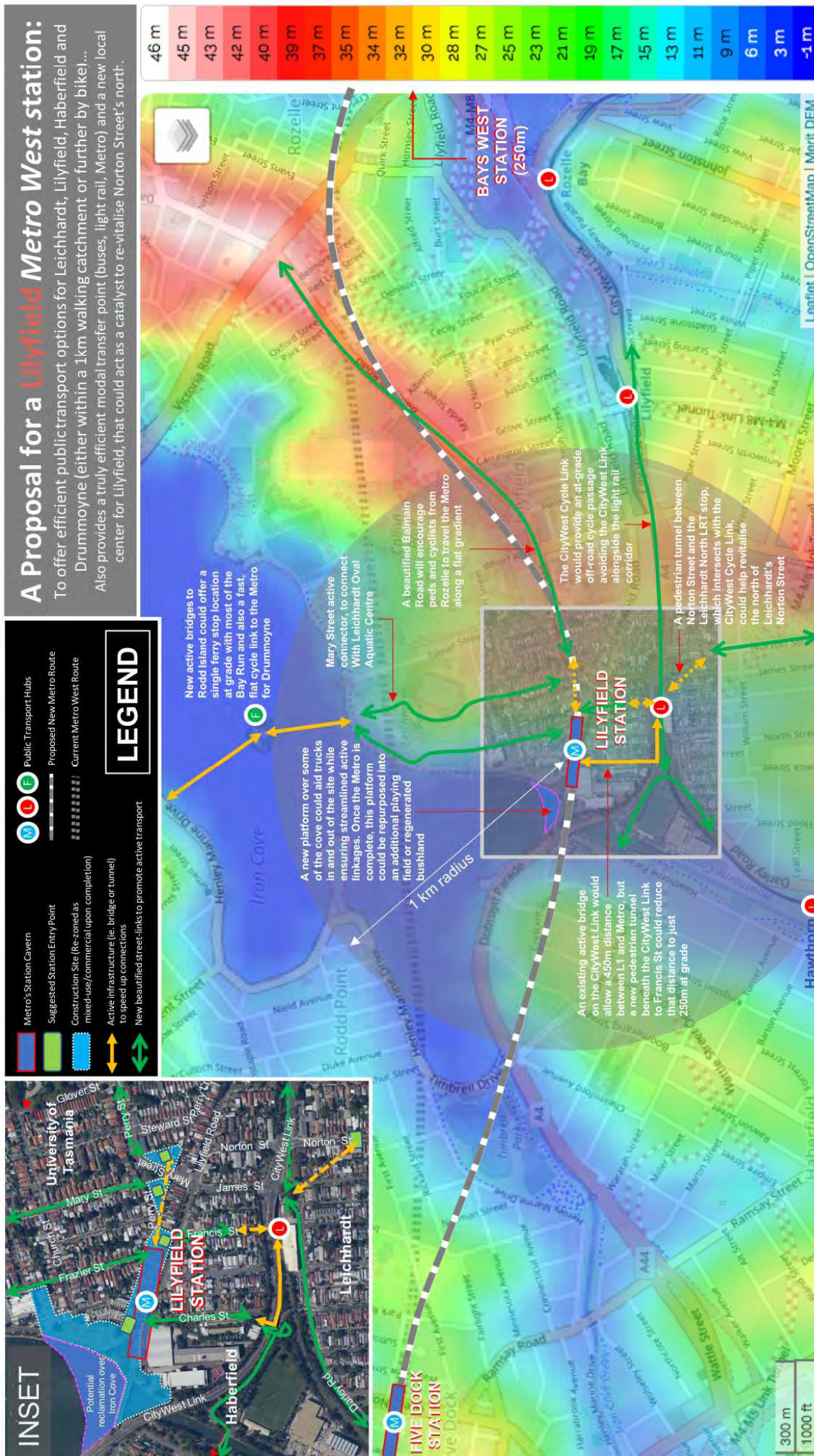
Nathan English
Lilyfield.

I agree to the above statement
Yes

A Proposal for a **Lillyfield** Metro West station:

To offer efficient public transport options for Leichhardt, Lilyfield, Haberfield and Drummoyne (either within a 1km walking catchment or further by bike)...

provides a truly efficient modal transfer point (buses, light rail, Metro) and a new local center for Lilyfield, that could act as a catalyst to re-vitalise Norton Street's north.



From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 1 June 2022 12:21 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: draft-udlp-feedback-submission-by-nathan-english-of-balmain-final.pdf

Submitted on Wed, 01/06/2022 - 00:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nathan

Last name

English

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I am just providing comments

Submission file

[draft-udlp-feedback-submission-by-nathan-english-of-balmain-final.pdf](#)

Submission

A spur line light rail should really be considered into The Bays Stage 1 precinct from the Inner West Light Rail line to interchange with the Metro West and also service Balmain. This would greatly alleviate car-dependency across the greater Inner West as it will transform the efficiency and appeal of public transport as a whole.

This would also greatly reduce the amount of cars needing to drive to Bays West. Please see my attached Rozelle Parklands UDLF feedback submission (for a previous but relevant project) which details how this could all work amongst other things,

All the best,

Nathan English

Lilyfield.

I agree to the above statement
Yes

ATT: Submission on the Draft UDLP for the Rozelle Interchange.

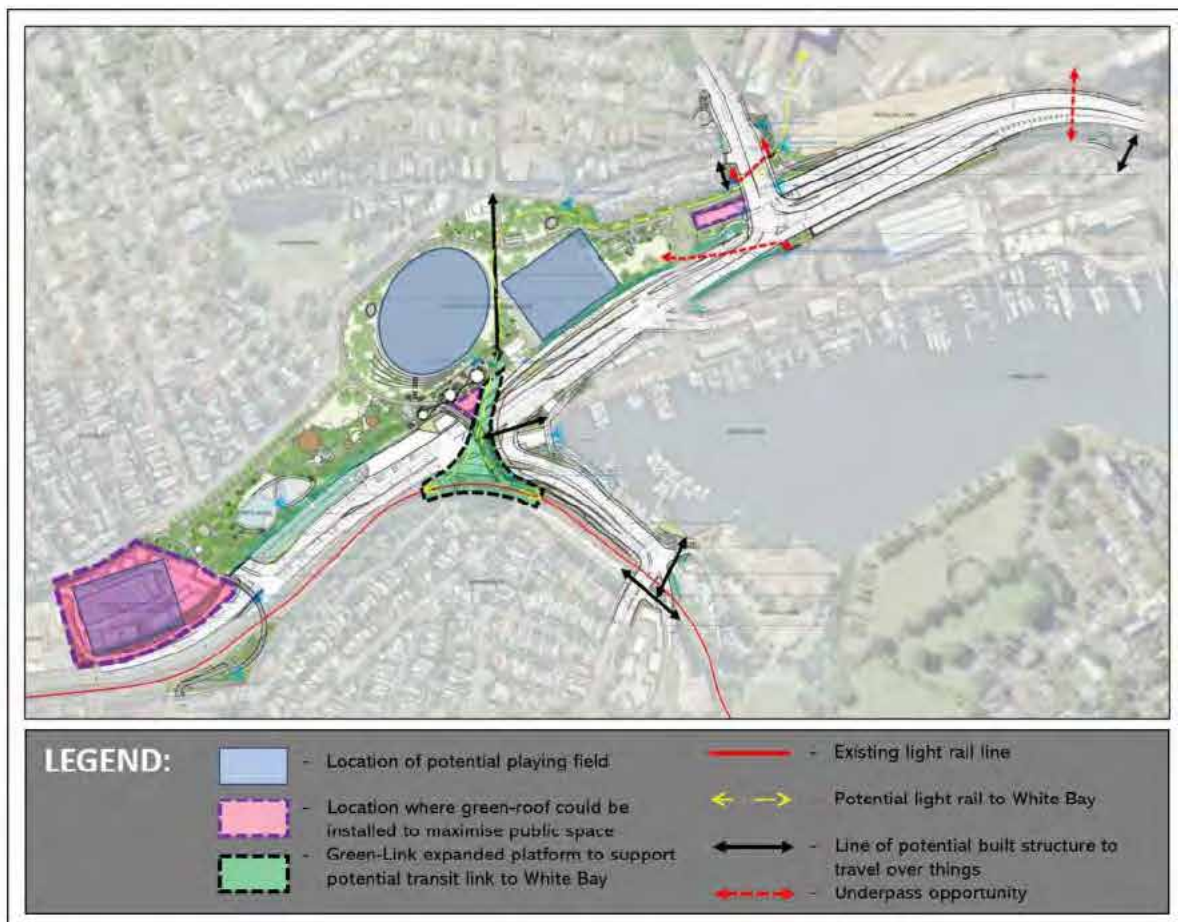
Author: Nathan English MPlan / GradCert (Jour) / BComms (Media)

Lives: Balmain East (knows area thoroughly, former resident of 6 Lilyfield Road)

Dear designers,

Thank you for this opportunity to provide feedback on the Draft Urban Design and Landscape Plan **[the Draft UDLP]** for the Rozelle Interchange.

I would largely approve of your Draft UDLP, but it would be remiss of me as both a local and engaged citizen not to point out a few key elements which I know (as a trained urban planner), would benefit all greatly if you allow for some 'tweaking' of your designs (see below).



Above: A visual summary of all I am proposing, superimposed on the existing draft UDLP.

There are also two critical elements which I feel must be added to the final UDLP, these are:

1. A land reservation on the surface over the park, that can one day host light rail between the existing Rozelle Bay light rail stop and The Bays Metro West Station. This could go a long way to supporting future developments in the

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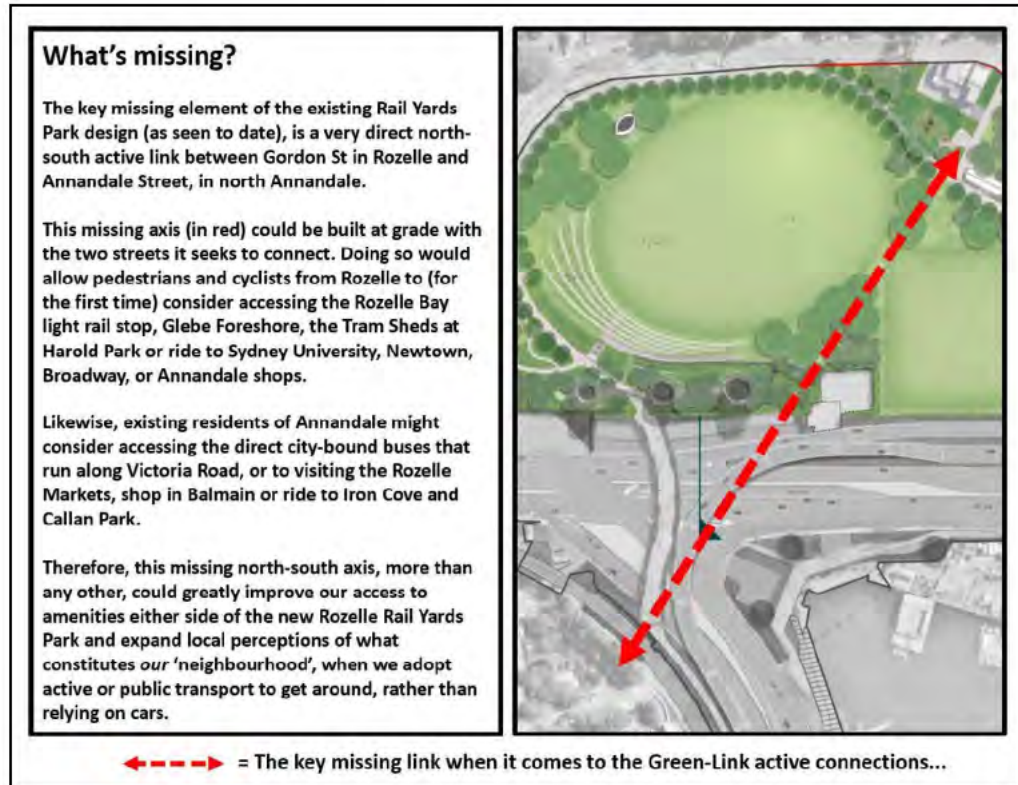
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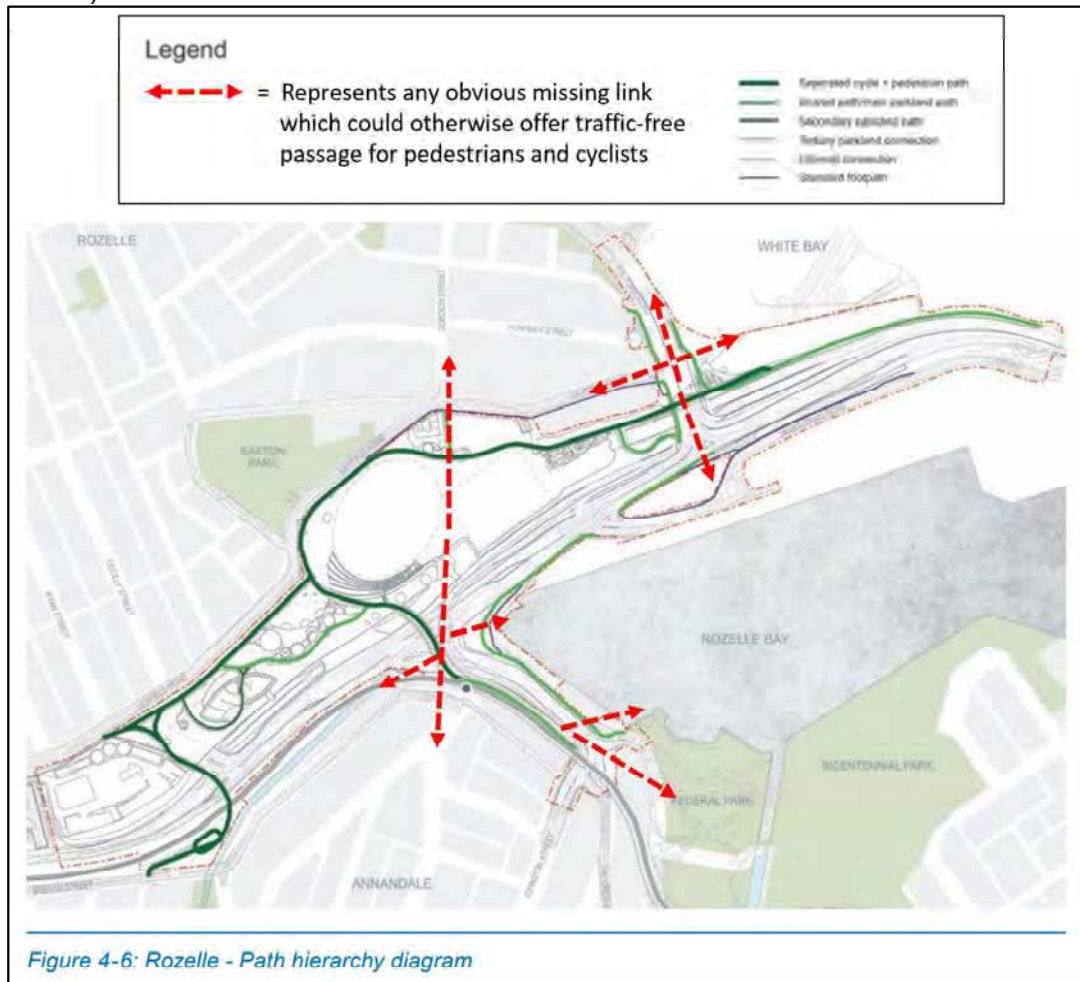
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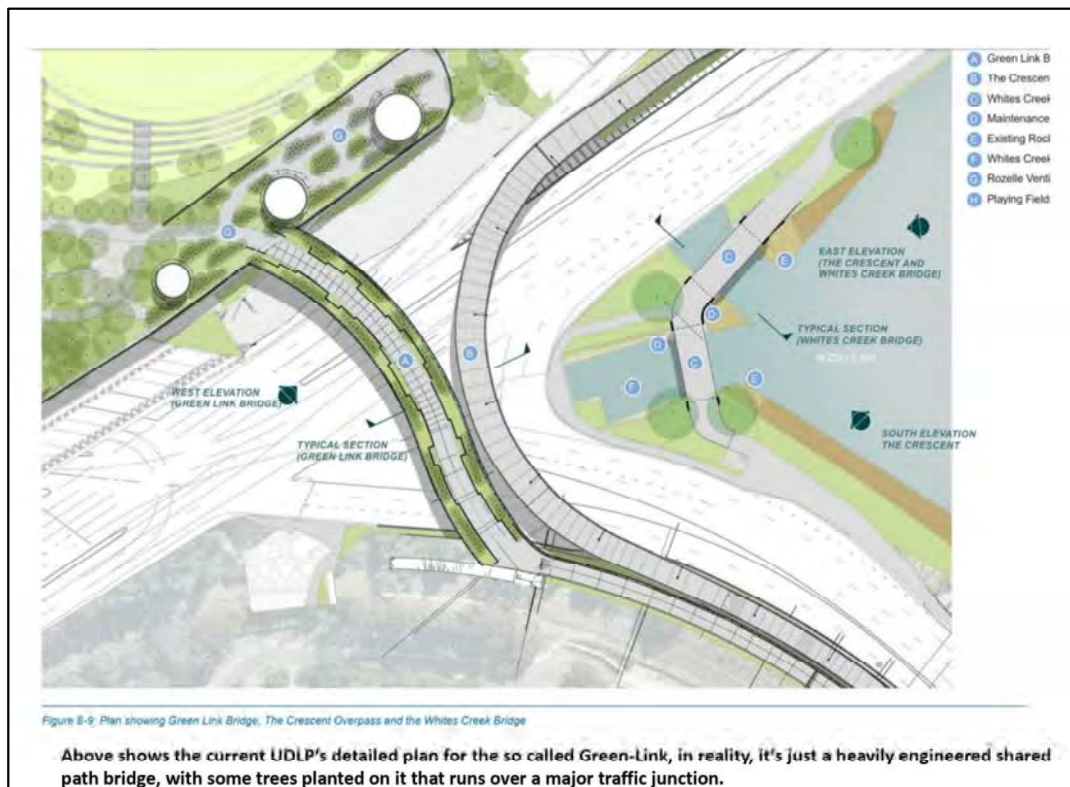
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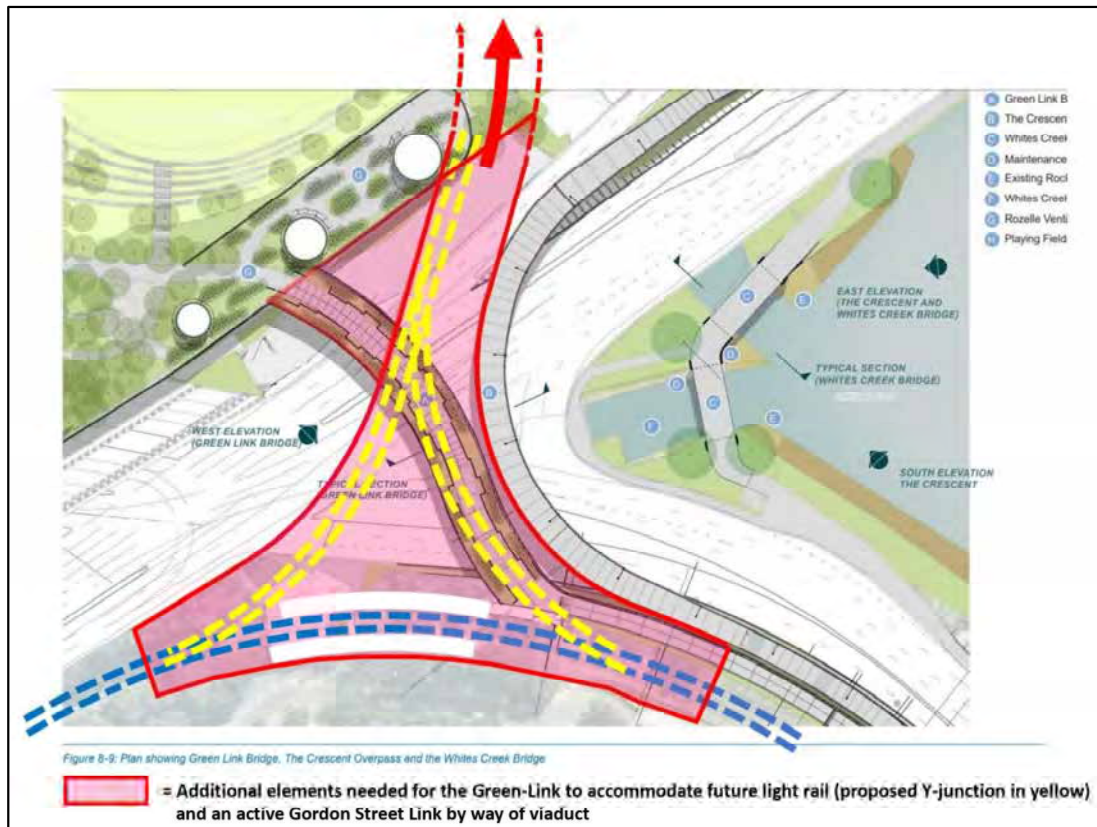
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Above: What the 'Village Green' will look like as planned in the draft UDLP (eastbound POV).



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Likewise, is it possible to cover the entire motorways operations precinct at the western end of the Railyards Parkland? What I mean, is if it is to exist in a dug-out part of the railyards, why not just hide it under a big green roof? If you did, this area could indeed be large enough to host another full-size football pitch.

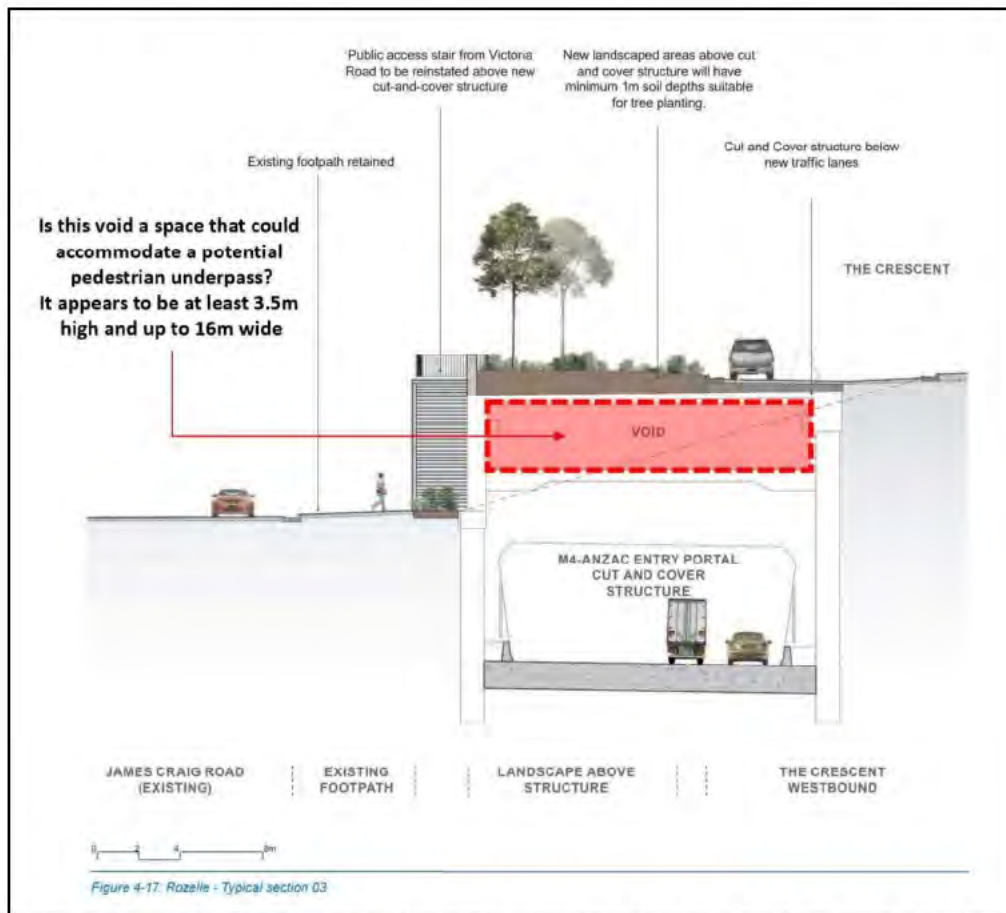


Above: Horizontal beams indicate no passing vehicles will rise above their height, so why not cover them?



Above: The Motorway Facility to the west of the project is big enough to host a potential playing field and I will possibly sit below the cliff faces around it, so why not cover it over?

9. Is it possible to have the so-called 'void' depicted in Figure 4-17: Rozelle - Typical section 03 (p4-21), above the westbound tunnel cavity which is to pass from west of the Anzac Bridge, under the CityWest Link (westbound) and then into the terrain of the rail parkland above (to Iron Cove), to serve as a potential new pedestrian tunnel linking the Parkland in the Rail Park directly with Rozelle Bay foreshore? This would potentially obviate any need to cross the CityWest Link at traffic lights where it intersects with Victoria Road (a very unpleasant experience for peds and cyclists). The void depicted (according to the legend) certainly appears to seem high enough from the cross-section shown to host human pedestrians, and if not, could it be made so?



Above: This void could perhaps offer the key for connecting Rozelle Bay with the Rail Yard Park on the other side of the CityWest Link.

10. In "Figure 4-13: Rozelle - Concept Plan - Drawing 3 of 4" (shown below), it would appear the 'pocket park' listed (ie. Point 11) at the eastern end of Lilyfield Road, this is a wasted opportunity.



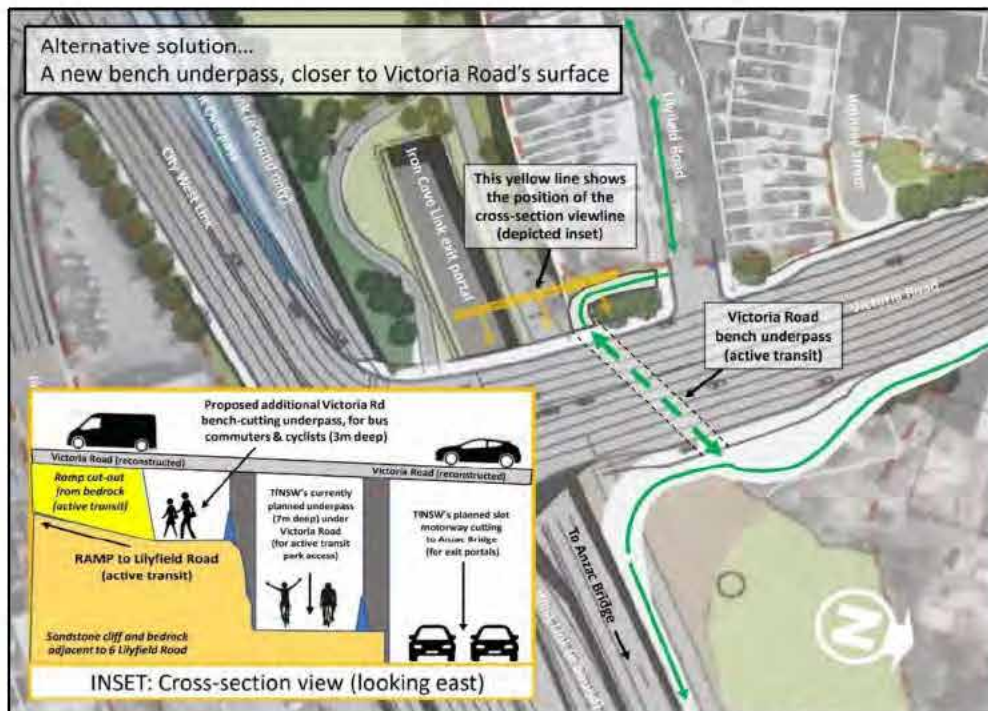
Above: Showing the position of the pocket park at the eastern end of Lilyfield Road that should offer a staircase down to Rail Yards Parkland to speed up the crossing of Victoria Road.

It truly beggars belief why the designers of the UDLP would not have grabbed the opportunity to at least provided a staircase or lift (or both!) at this location, down to the new Parklands from Victoria Road. It was at this southern end of Victoria Road where the former overpass once existed – which was incredibly important for local active movements for those living west of Victoria Road and the Anzac Bridge.

I know this better than most, because I once lived at 6 Lilyfield Road, the house immediately adjacent to this site. Why on earth would designers think to provide stairs on the eastern side of Victoria Road, but not on the western side? **It's the western side**, where the vast majority of residents wishing to cross to catch buses citybound live, so the change remains incomprehensible and will prove frustrating.

The terrain beneath your pocket park (Point 11) is solid sandstone – I know, once again I lived right next to it. To plant substantial trees or figs in that 'pocket park' would require some excavation and replacement of that sandstone with deep soil sinks – so I'm asking you to at **least** excavate some stairs as well, if that's **what you're ultimately planning to do** (like the UDLP suggests you will be doing on the eastern side of Victoria Road) to make a crossing of Victoria Road much faster for local residents who will be using it's bus services.

Ideally, you could've created a secondary bench underpass with ramps as part of the earth works around the new Victoria Road, by cutting a small amount of the existing cliff away (see below). This would have again made the crossing seem less 'out of the way' for vulnerable pedestrians wanting to cross Victoria Road, for that purpose alone – but at very least, stairs would make sense for the able-bodied users.



Above: Possible bench underpass and how it might work for faster Victoria Road crossings at White Bay.

11. Again, it beggars belief why the designers of this Draft UDLP might try so hard to suggest they've designed a 'green-link bridge' which 'improves active movements across the CityWest Link' for people in Rozelle, only to have its users then forced into crossing an amplified version of The Crescent or Johnson Street on the other side! The intersections where these pedestrians and cyclists must now cross over these roads should (in my opinion) also be provided with overhead crossings of their own – involving new shared-path bridges.

Such additions needn't be so-called 'green' or built at exorbitant in cost – they could be made affordable using lightweight but high-tech composite materials like those being manufactured in Queensland by Australian-owned Wagners¹. These could be custom designed and shipped to NSW by flatpack, before being assembled on-site and 'snapped-on' to side of existing structures.

For argument's sake, one could be snapped on to the southern side of the light rail bridge which lies east of The Crescent. In this way, a single design might cater for crossings of both Johnson Street and Chapman Road, allowing active users from all residential areas (ie. Annandale and Rozelle) to avoid traffic interactions altogether, across the amplified Crescent and Johnson Street.

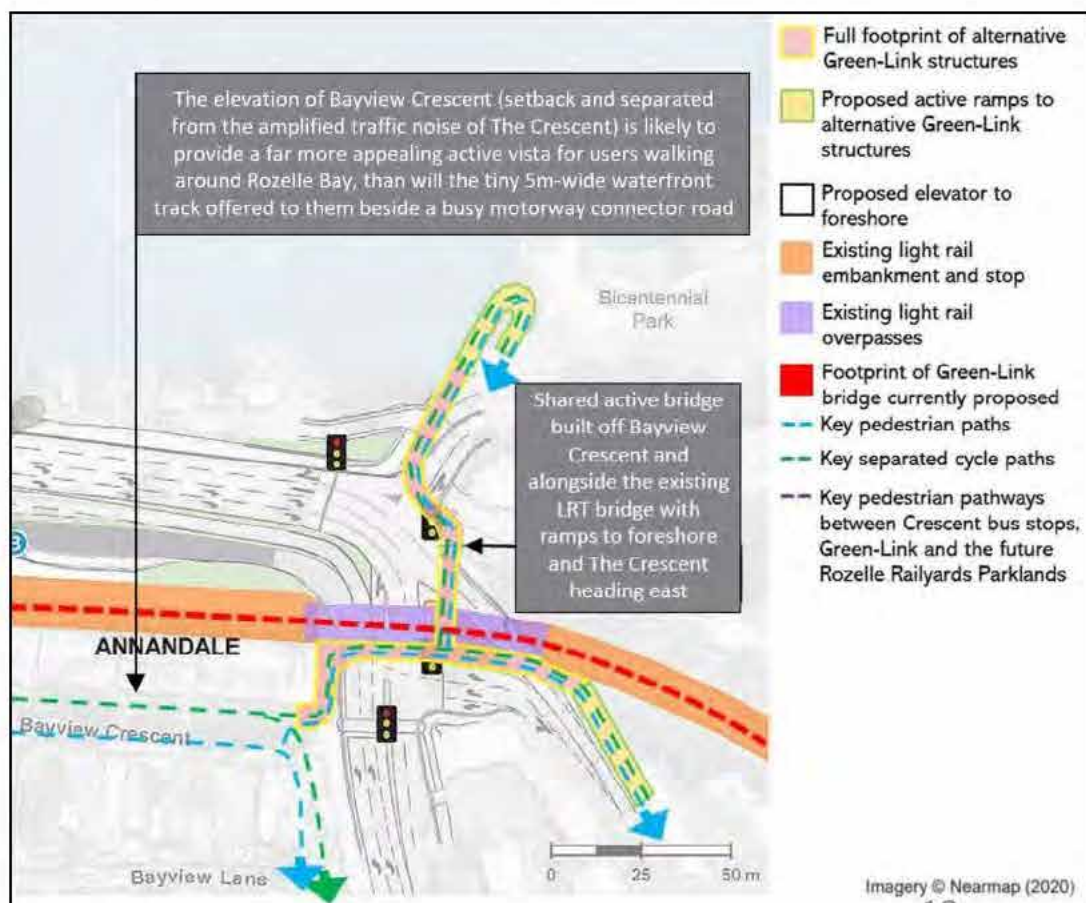
Such a bridge might ideally start at the eastern end of Bayview Road (which runs parallel to The Crescent but is already elevated. Bayview Road could become resident access only as far as parking is concerned – reducing movements and offering better vistas over The Bays and the City, compared to the lower and extremely narrow Foreshore Reserve walk currently being

¹ <https://www.wagner.com.au/main/what-we-do/composite-fibre-technologies/cft-home/>

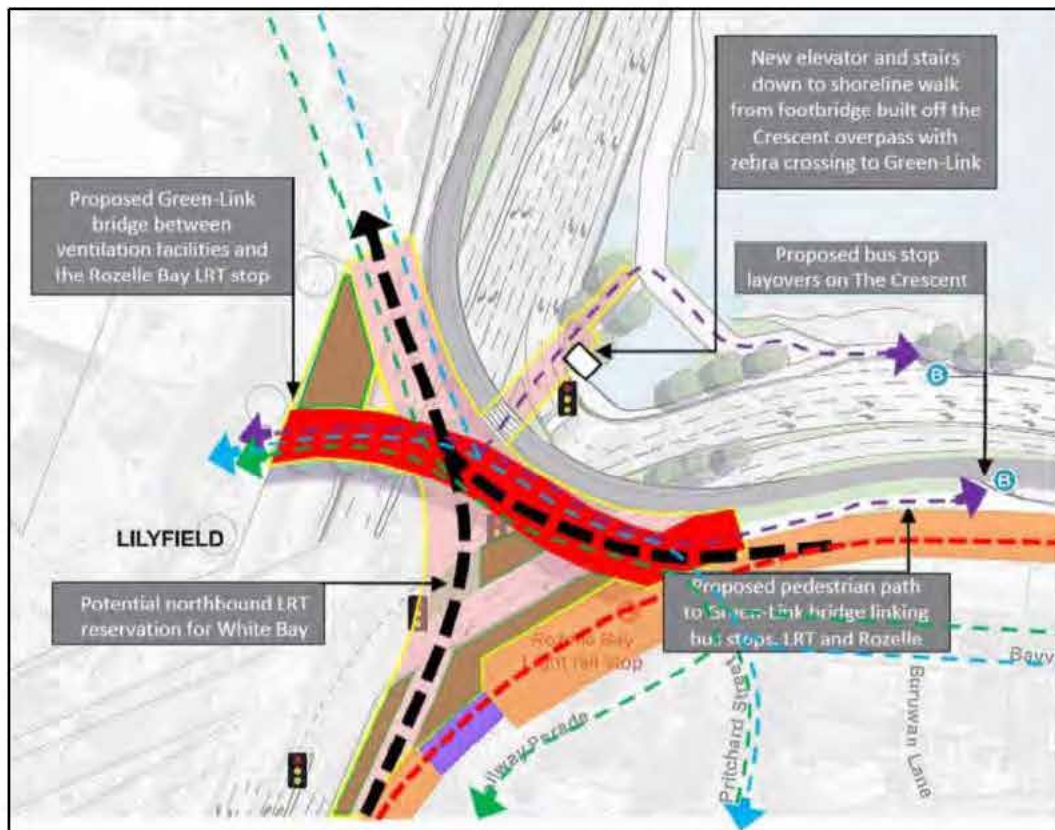
built at Rozelle Bay. The Foreshore Reserve is also likely not to be as pleasant a walk as Bayview Road, because it is so close in proximity to the intensified traffic noise of a widened Crescent.

The suggested 'snap-on bridge' could have ramps that head back to ground in an eastbound fashion, linking with Minogue Crescent on the other side of the rail bridge and the Bicentennial Parklands. It could also offer a level-crossing of the existing light rail bridge (much like those currently found at existing light rail stops). This would then allow for a crossing of Chapman Road as well, and the declining gradient down to the foreshore on the other side – again, this would be a liberating connection for users, free of all traffic (see image below).

A secondary bridge could also be built off the Crescent Overpass itself down to the Rozelle Bay foreshore, if combined with a raised zebra crossing (wombat crossing) over the carriageway, that could allow people to move directly from an expanded version of the Green-Link (built adjacent to the Crescent Overpass) to bridge safely from Rozelle to cross over safely to the Foreshore Park much more efficient.



Above: The Crescent/Johnson Street Overpass Suggestion



Above: A hypothetical Crescent pedestrian overpass to Rozelle Bay Foreshore (and surrounding links)

The combination of these bridge additions would allow for traffic-free and safe passage of peds or cyclists who wish to enter the Rozelle Bay Foreshore Park from the Green-Link – and would play a much stronger role in promoting active transport take-up by the local community around The Bays and Inner West region.

In Summary:

Thank you for the opportunity to comment on your draft UDLP. While there are opportunities to do many cosmetic things to existing draft design, there are two key additions which need to be made, and which hopefully this submission has brought to your attention, those being:

1. The need to reserve a transit corridor for a potential light rail link to White Bay for exchange with the Metro West and the surrounding suburbs in future.
2. Designs should incorporate this transit corridor now as a potential viaduct to improve not only public transport movements, but also active movement connections.

There are other changes I have suggested which could prove significant, like additional footbridges, opportune underpasses through pre-fab motorway voids and green rooves to maximise public space.

Ultimately, the outcome of this project and how well it is received by the community will depend on the thoughtfulness by which the designers put themselves in the users' shoes. How safe will I feel? What will I smell, what will I see - and most

overlooked, but probably the most important when it comes to attracting users, how much noise pollution is likely to be forced upon me?

Empathy is everything, and the pedestrian is the most sensitive to all these things.

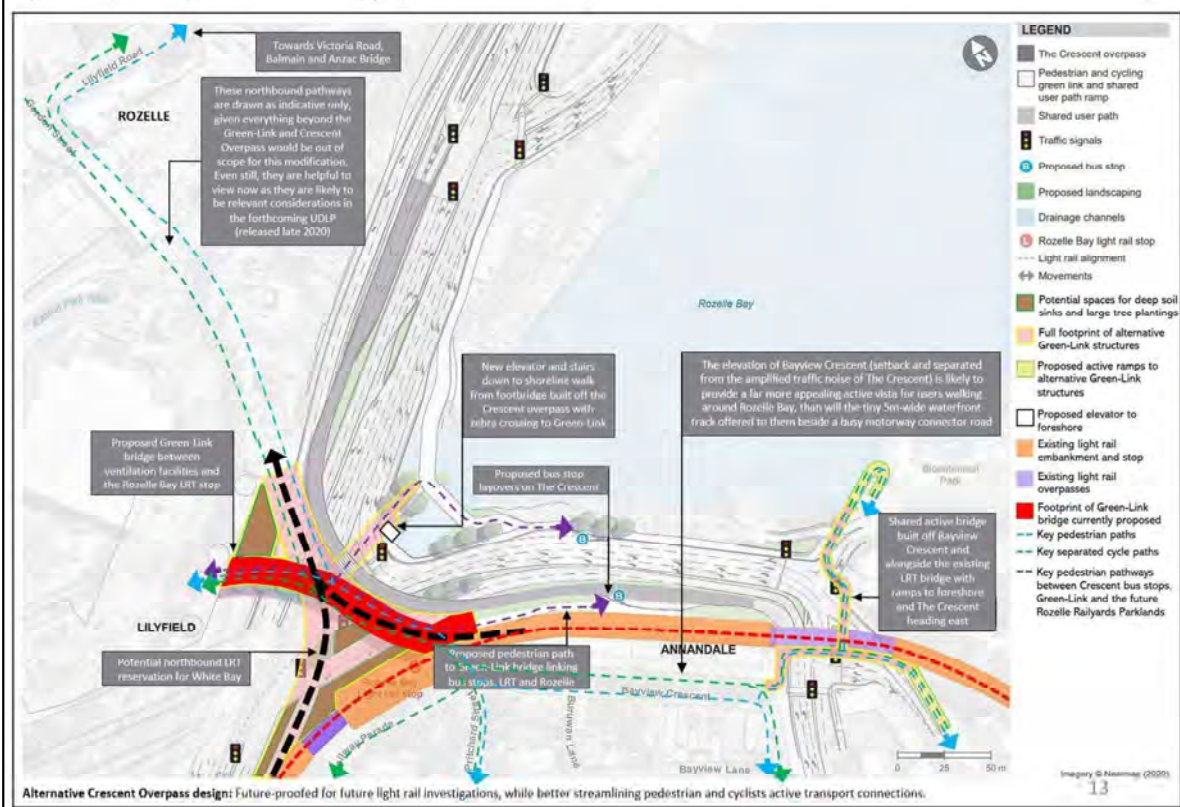
Kind regards,



Nathan English,
MPlan, GradCert (Jour) & BComms (Media)
Resident of Balmain East,
Former resident of 6 Lilyfield Road.

Email: [REDACTED]

Detailed endgame vision for the Crescent Overpass' active linkages: Achieving comprehensive, traffic-free connectivity for both peds and cyclists, beyond the plans for the currently proposed Green-Link bridge, and also a cost-effective and secured transit corridor to White Bay.



From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 1 June 2022 12:23 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: draft-udlp-feedback-submission-by-nathan-english-of-balmain-final.pdf

Submitted on Wed, 01/06/2022 - 00:21

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Nathan

Last name

English

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I am just providing comments

Submission file

[draft-udlp-feedback-submission-by-nathan-english-of-balmain-final.pdf](#)

Submission

A spur line light rail should really be considered into The Bays Stage 1 precinct from the Inner West Light Rail line to interchange with the Metro West and also service Balmain. This would greatly alleviate car-dependency across the greater Inner West as it will transform the efficiency and appeal of public transport as a whole.

This would also greatly reduce the amount of cars needing to drive to Bays West. Please see my attached Rozelle Parklands UDLF feedback submission (for a previous but relevant project) which details how this could all work amongst other things,

All the best,

Nathan English

Lilyfield.

I agree to the above statement
Yes

ATT: Submission on the Draft UDLP for the Rozelle Interchange.

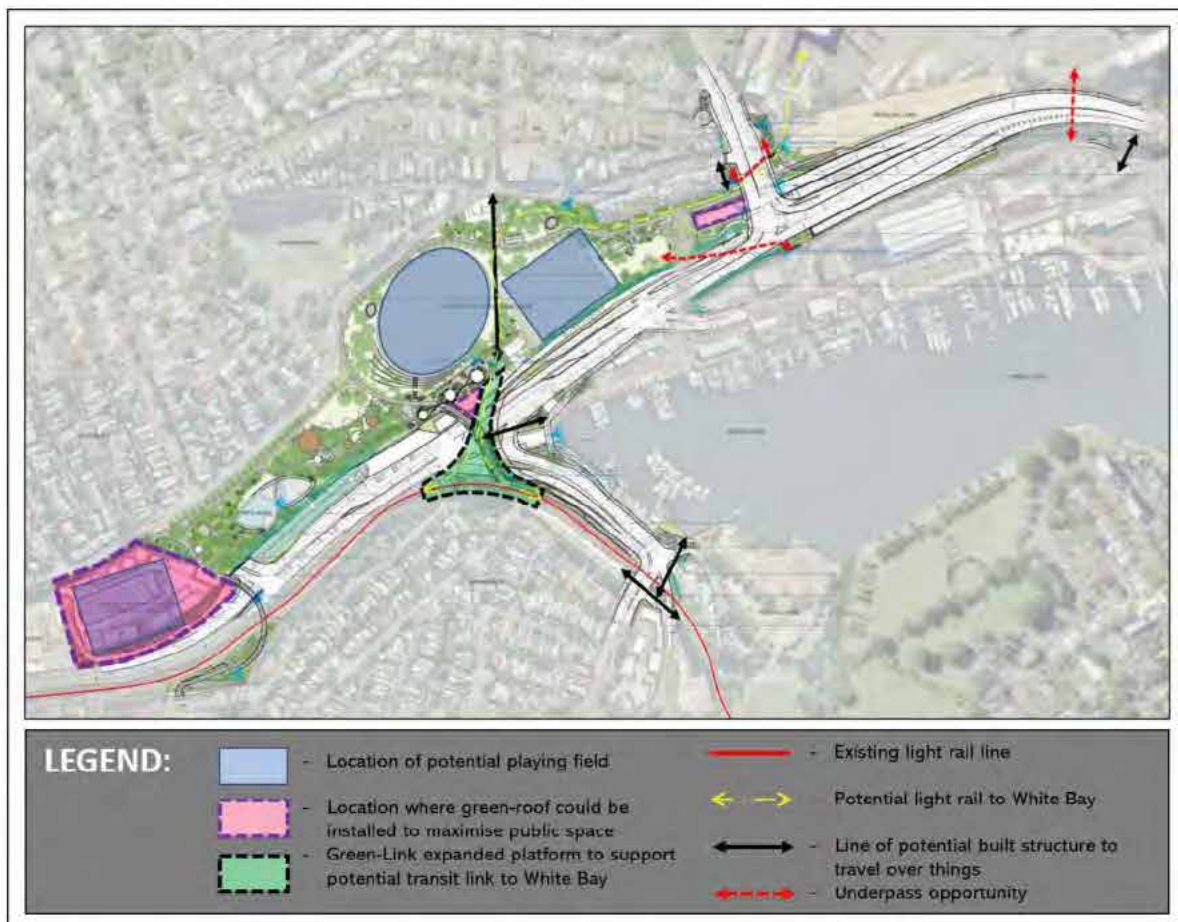
Author: Nathan English MPlan / GradCert (Jour) / BComms (Media)

Lives: Balmain East (knows area thoroughly, former resident of [REDACTED])

Dear designers,

Thank you for this opportunity to provide feedback on the Draft Urban Design and Landscape Plan **[the Draft UDLP]** for the Rozelle Interchange.

I would largely approve of your Draft UDLP, but it would be remiss of me as both a local and engaged citizen not to point out a few key elements which I know (as a trained urban planner), would benefit all greatly if you allow for some 'tweaking' of your designs (see below).



Above: A visual summary of all I am proposing, superimposed on the existing draft UDLP.

There are also two critical elements which I feel must be added to the final UDLP, these are:

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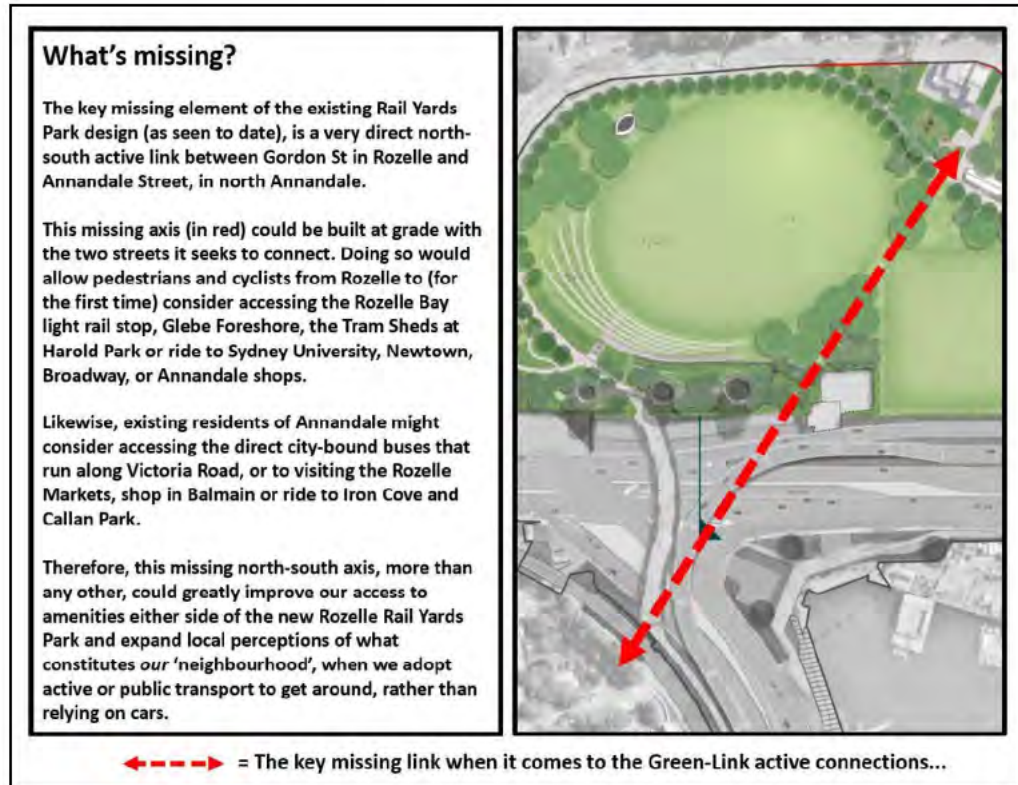
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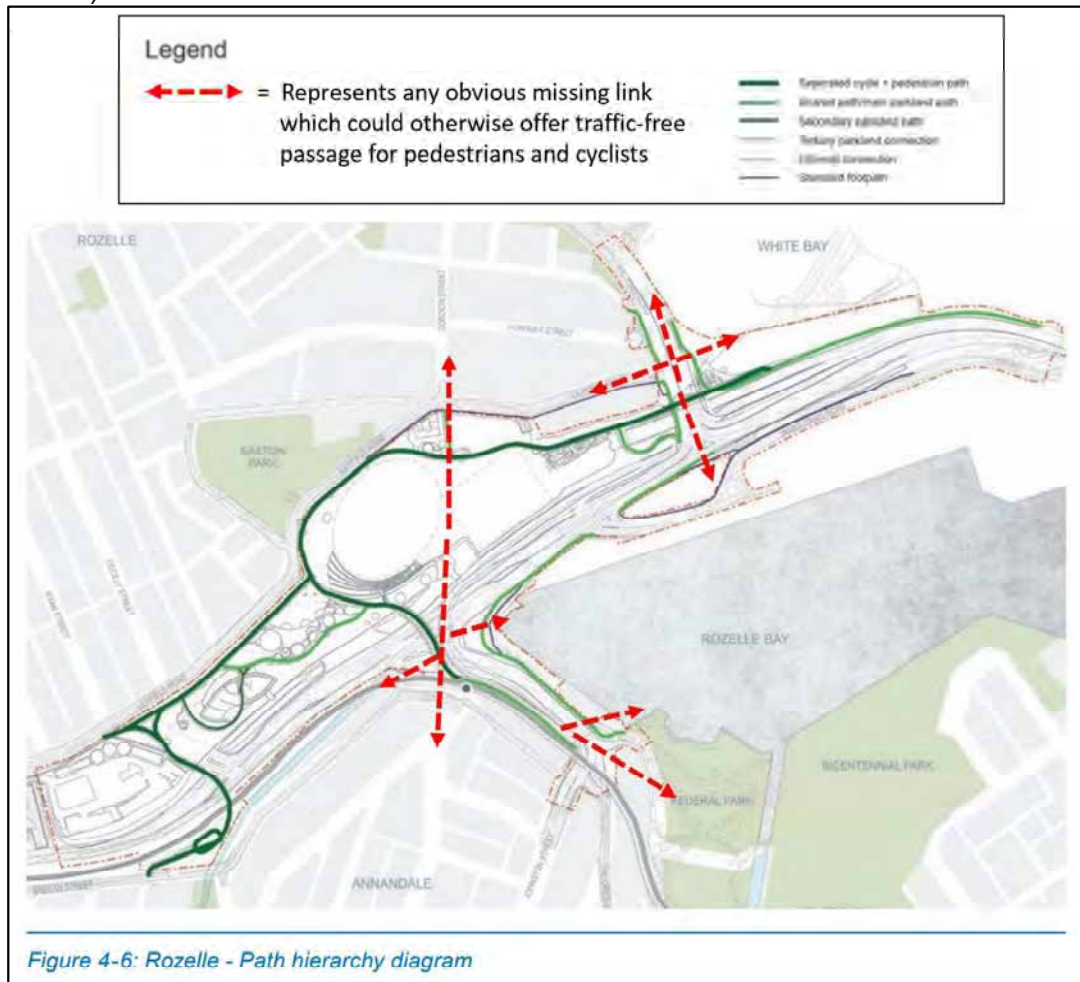
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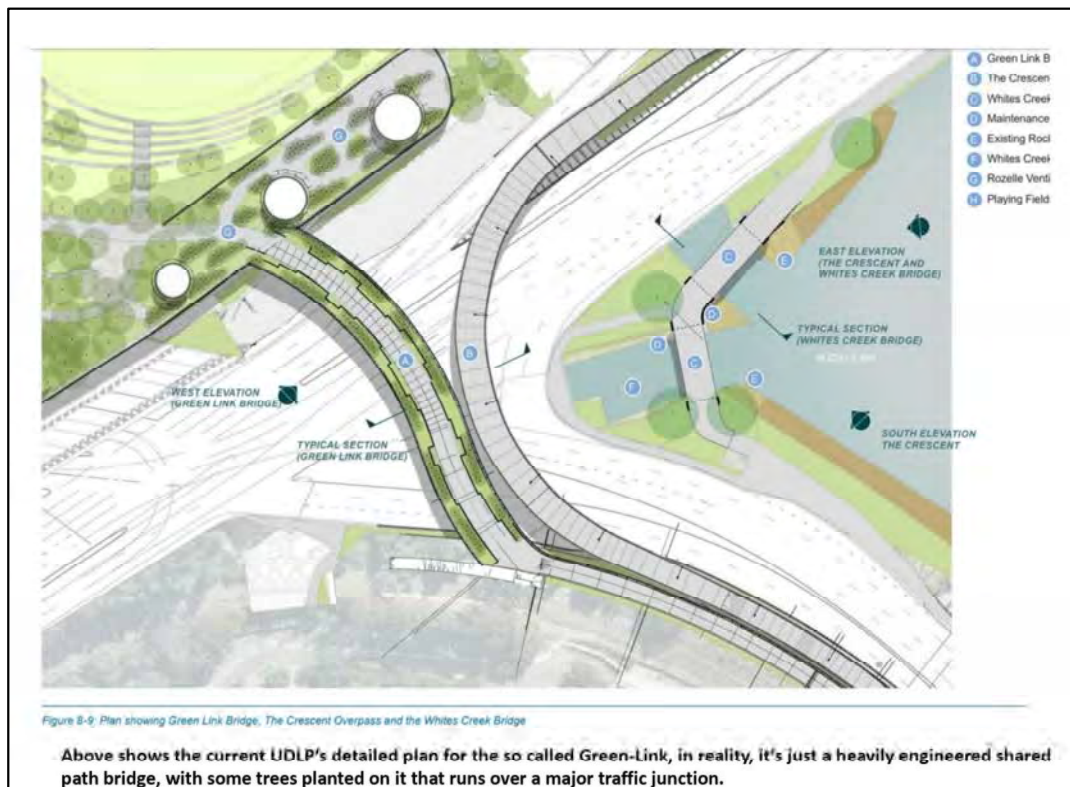
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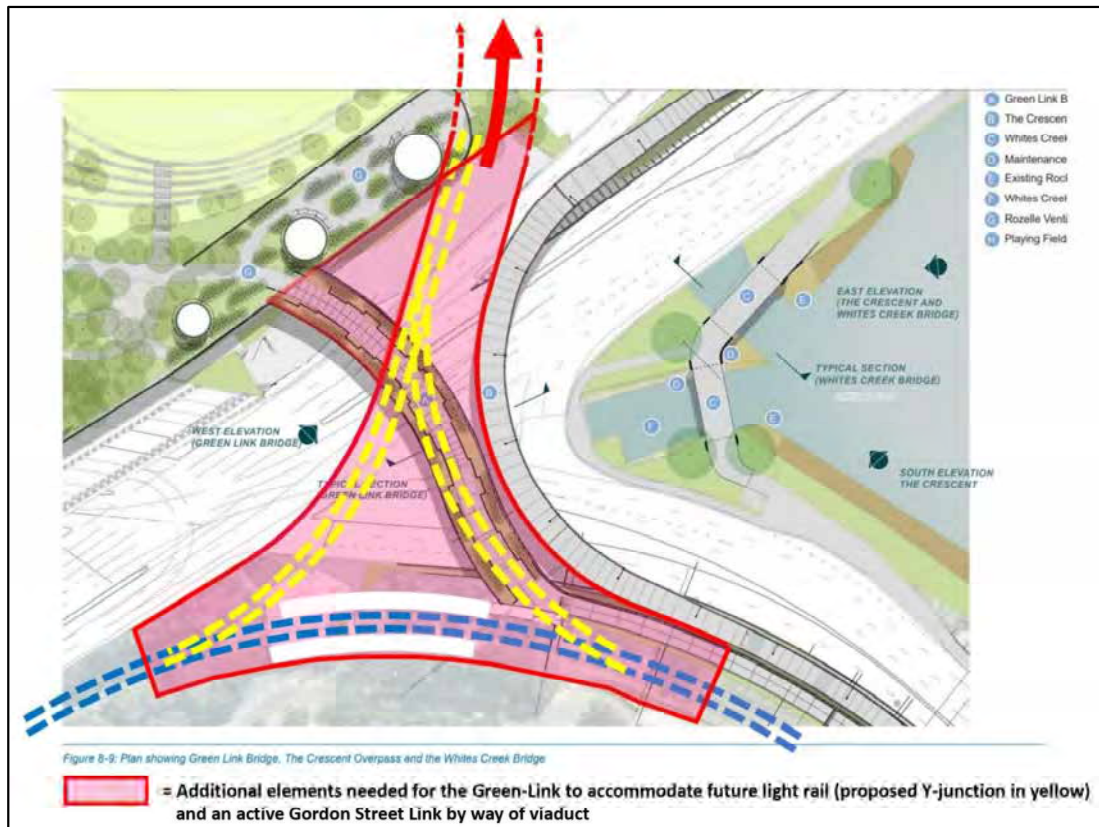
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8. Why does the exit portal for the Iron Cove-Anzac Bridge tunnel need to be 'open air' and exposed to the parkland west of Victoria Road? Please cover it over and give more surface space back to park users – it would be an ideal place for some playing courts of a children's playground. This will also reduce traffic noise within the park itself.

Likewise, is it possible to cover the entire motorways operations precinct at the western end of the Railyards Parkland? What I mean, is if it is to exist in a dug-out part of the railyards, why not just hide it under a big green roof? If you did, this area could indeed be large enough to host another full-size football pitch.

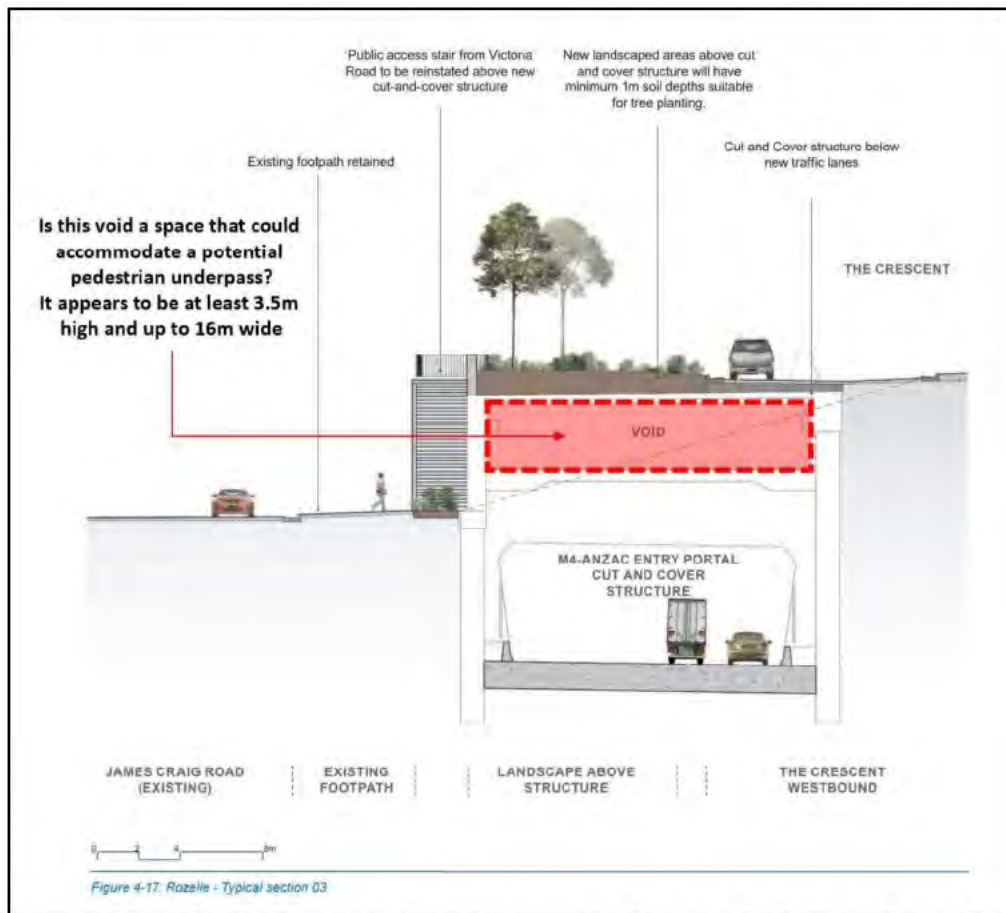


Above: Horizontal beams indicate no passing vehicles will rise above their height, so why not cover them?



Above: The Motorway Facility to the west of the project is big enough to host a potential playing field and I will possibly sit below the cliff faces around it, so why not cover it over?

9. Is it possible to have the so-called 'void' depicted in Figure 4-17: Rozelle - Typical section 03 (p4-21), above the westbound tunnel cavity which is to pass from west of the Anzac Bridge, under the CityWest Link (westbound) and then into the terrain of the rail parkland above (to Iron Cove), to serve as a potential new pedestrian tunnel linking the Parkland in the Rail Park directly with Rozelle Bay foreshore? This would potentially obviate any need to cross the CityWest Link at traffic lights where it intersects with Victoria Road (a very unpleasant experience for peds and cyclists). The void depicted (according to the legend) certainly appears to seem high enough from the cross-section shown to host human pedestrians, and if not, could it be made so?



Above: This void could perhaps offer the key for connecting Rozelle Bay with the Rail Yard Park on the other side of the CityWest Link.

10. In "Figure 4-13: Rozelle - Concept Plan - Drawing 3 of 4" (shown below), it would appear the 'pocket park' listed (ie. Point 11) at the eastern end of Lilyfield Road, this is a wasted opportunity.



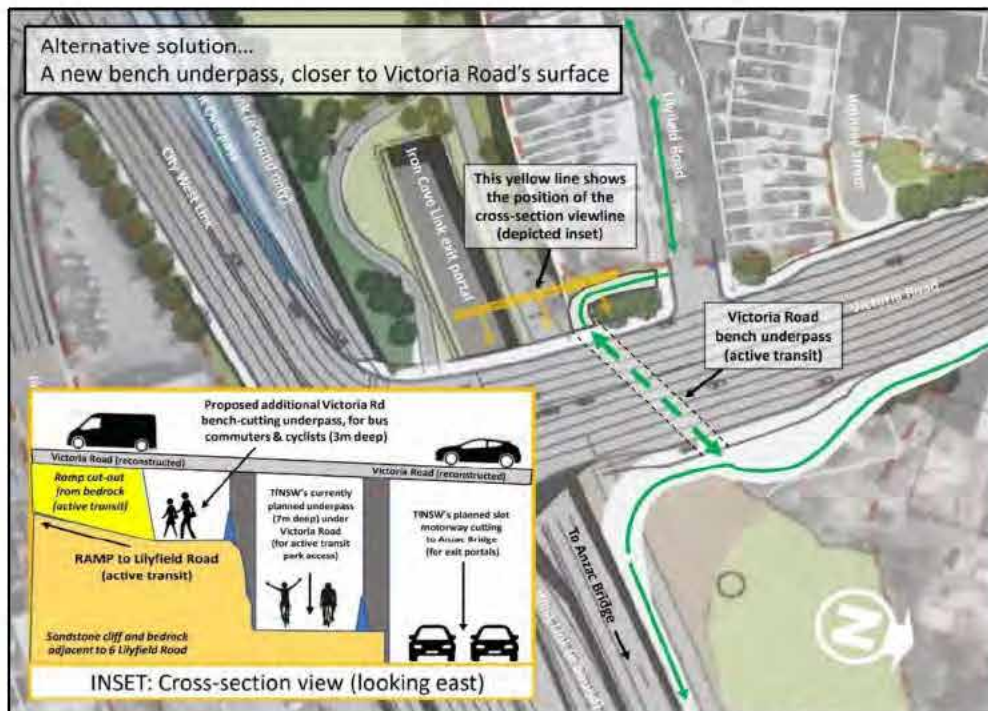
Above: Showing the position of the pocket park at the eastern end of Lilyfield Road that should offer a staircase down to Rail Yards Parkland to speed up the crossing of Victoria Road.

It truly beggars belief why the designers of the UDLP would not have grabbed the opportunity to at least provided a staircase or lift (or both!) at this location, down to the new Parklands from Victoria Road. It was at this southern end of Victoria Road where the former overpass once existed – which was incredibly important for local active movements for those living west of Victoria Road and the Anzac Bridge.

I know this better than most, because I once lived at 6 Lilyfield Road, the house immediately adjacent to this site. Why on earth would designers think to provide stairs on the eastern side of Victoria Road, but not on the western side? **It's the western side**, where the vast majority of residents wishing to cross to catch buses citybound live, so the change remains incomprehensible and will prove frustrating.

The terrain beneath your pocket park (Point 11) is solid sandstone – I know, once again I lived right next to it. To plant substantial trees or figs in that 'pocket park' would require some excavation and replacement of that sandstone with deep soil sinks – so I'm asking you to at **least** excavate some stairs as well, if that's what you're ultimately planning to do (like the UDLP suggests you will be doing on the eastern side of Victoria Road) to make a crossing of Victoria Road much faster for local residents who will be using it's bus services.

Ideally, you could've created a secondary bench underpass with ramps as part of the earth works around the new Victoria Road, by cutting a small amount of the existing cliff away (see below). This would have again made the crossing seem less 'out of the way' for vulnerable pedestrians wanting to cross Victoria Road, for that purpose alone – but at very least, stairs would make sense for the able-bodied users.



Above: Possible bench underpass and how it might work for faster Victoria Road crossings at White Bay.

11. Again, it beggars belief why the designers of this Draft UDLP might try so hard to suggest they've designed a 'green-link bridge' which 'improves active movements across the CityWest Link' for people in Rozelle, only to have its users then forced into crossing an amplified version of The Crescent or Johnson Street on the other side! The intersections where these pedestrians and cyclists must now cross over these roads should (in my opinion) also be provided with overhead crossings of their own – involving new shared-path bridges.

Such additions needn't be so-called 'green' or built at exorbitant in cost – they could be made affordable using lightweight but high-tech composite materials like those being manufactured in Queensland by Australian-owned Wagners¹. These could be custom designed and shipped to NSW by flatpack, before being assembled on-site and 'snapped-on' to side of existing structures.

For argument's sake, one could be snapped on to the southern side of the light rail bridge which lies east of The Crescent. In this way, a single design might cater for crossings of both Johnson Street and Chapman Road, allowing active users from all residential areas (ie. Annandale and Rozelle) to avoid traffic interactions altogether, across the amplified Crescent and Johnson Street.

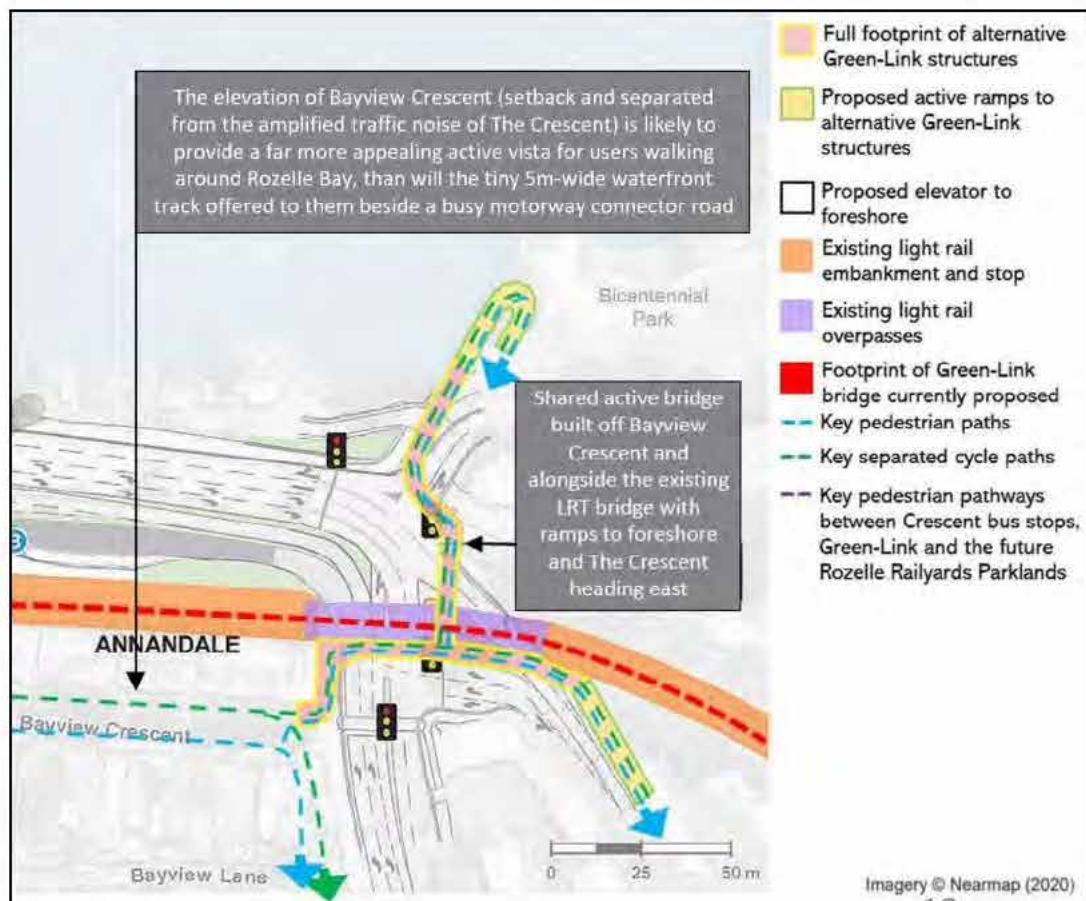
Such a bridge might ideally start at the eastern end of Bayview Road (which runs parallel to The Crescent but is already elevated. Bayview Road could become resident access only as far as parking is concerned – reducing movements and offering better vistas over The Bays and the City, compared to the lower and extremely narrow Foreshore Reserve walk currently being

¹ <https://www.wagner.com.au/main/what-we-do/composite-fibre-technologies/cft-home/>

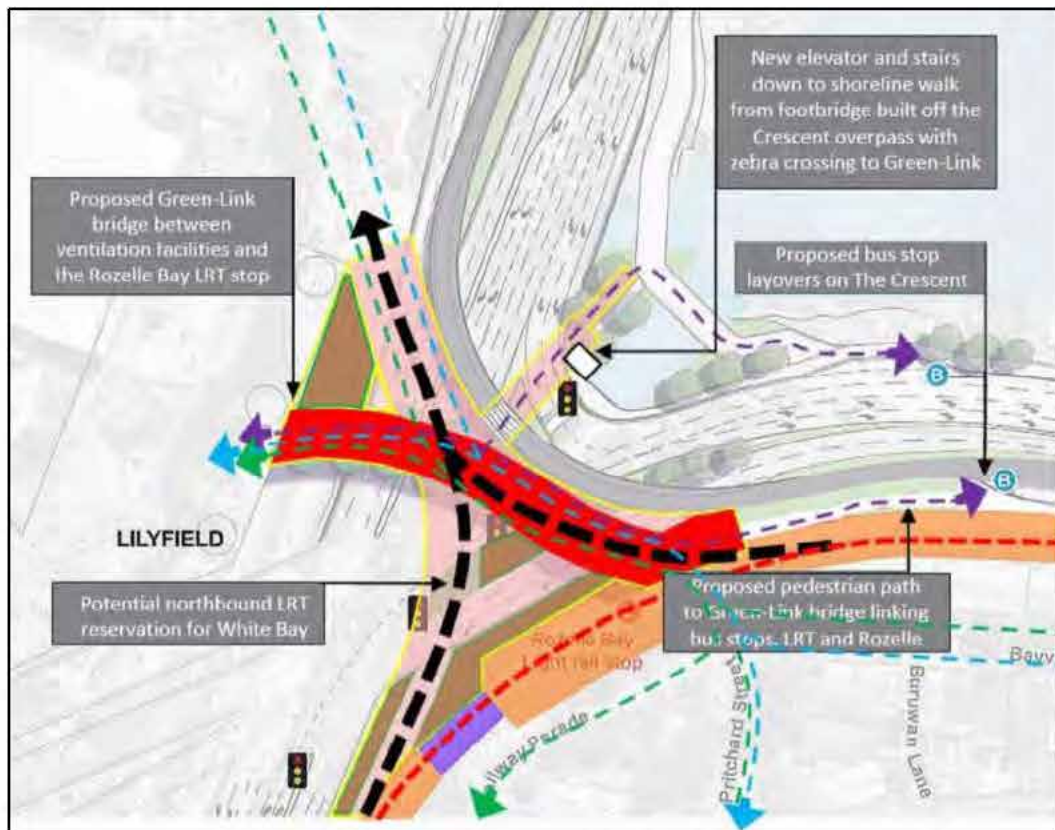
built at Rozelle Bay. The Foreshore Reserve is also likely not to be as pleasant a walk as Bayview Road, because it is so close in proximity to the intensified traffic noise of a widened Crescent.

The suggested 'snap-on bridge' could have ramps that head back to ground in an eastbound fashion, linking with Minogue Crescent on the other side of the rail bridge and the Bicentennial Parklands. It could also offer a level-crossing of the existing light rail bridge (much like those currently found at existing light rail stops). This would then allow for a crossing of Chapman Road as well, and the declining gradient down to the foreshore on the other side – again, this would be a liberating connection for users, free of all traffic (see image below).

A secondary bridge could also be built off the Crescent Overpass itself down to the Rozelle Bay foreshore, if combined with a raised zebra crossing (wombat crossing) over the carriageway, that could allow people to move directly from an expanded version of the Green-Link (built adjacent to the Crescent Overpass) to bridge safely from Rozelle to cross over safely to the Foreshore Park much more efficient.



Above: The Crescent/Johnson Street Overpass Suggestion



Above: A hypothetical Crescent pedestrian overpass to Rozelle Bay Foreshore (and surrounding links)

The combination of these bridge additions would allow for traffic-free and safe passage of peds or cyclists who wish to enter the Rozelle Bay Foreshore Park from the Green-Link – and would play a much stronger role in promoting active transport take-up by the local community around The Bays and Inner West region.

In Summary:

Thank you for the opportunity to comment on your draft UDLP. While there are opportunities to do many cosmetic things to existing draft design, there are two key additions which need to be made, and which hopefully this submission has brought to your attention, those being:

1. The need to reserve a transit corridor for a potential light rail link to White Bay for exchange with the Metro West and the surrounding suburbs in future.
2. Designs should incorporate this transit corridor now as a potential viaduct to improve not only public transport movements, but also active movement connections.

There are other changes I have suggested which could prove significant, like additional footbridges, opportune underpasses through pre-fab motorway voids and green rooves to maximise public space.

Ultimately, the outcome of this project and how well it is received by the community will depend on the thoughtfulness by which the designers put themselves in the users' shoes. How safe will I feel? What will I smell, what will I see - and most

overlooked, but probably the most important when it comes to attracting users, how much noise pollution is likely to be forced upon me?

Empathy is everything, and the pedestrian is the most sensitive to all these things.

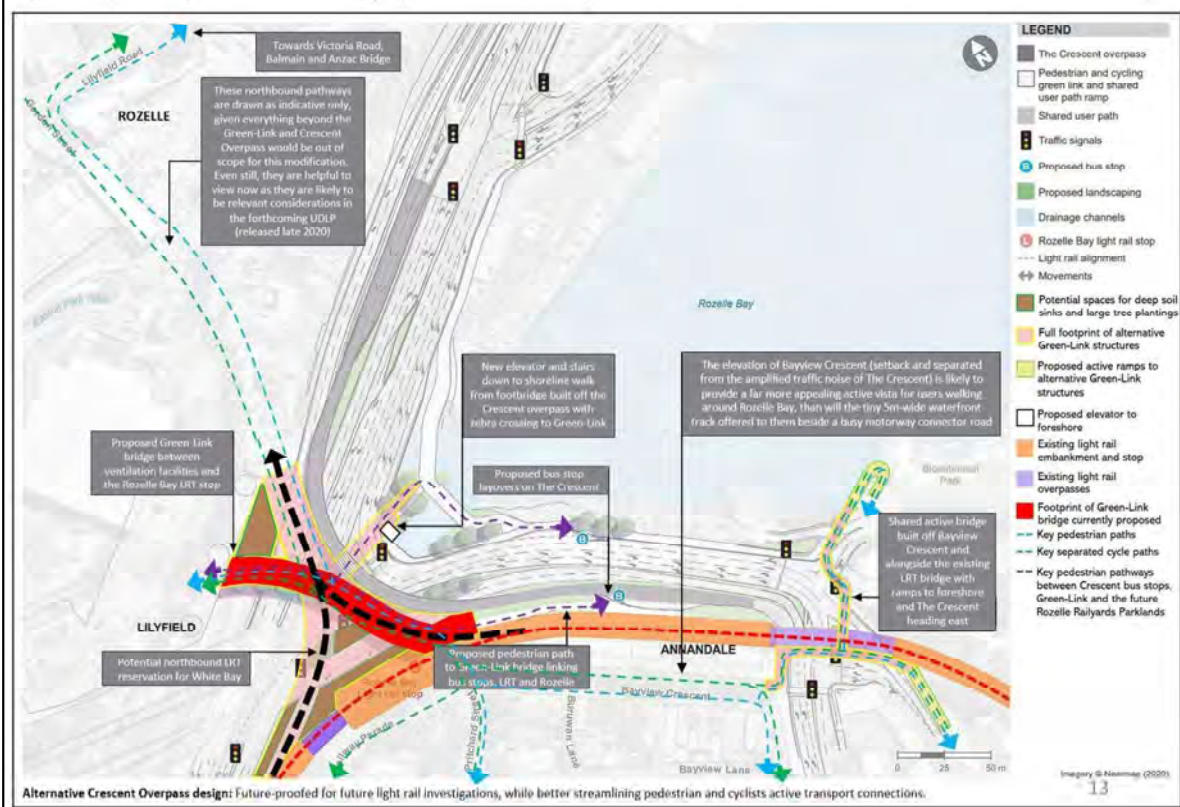
Kind regards,



Nathan English,
MPlan, GradCert (Jour) & BComms (Media)
Resident of Balmain East,
Former resident of 6 Lilyfield Road.

Email: [REDACTED]

Detailed endgame vision for the Crescent Overpass' active linkages: Achieving comprehensive, traffic-free connectivity for both peds and cyclists, beyond the plans for the currently proposed Green-Link bridge, and also a cost-effective and secured transit corridor to White Bay.



From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 10:27 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: suggestion-submission.pdf

Submitted on Tue, 31/05/2022 - 22:24

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Luke

Last name

Wilson

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Cowra

Please provide your view on the project

I am just providing comments

Submission file

[suggestion-submission.pdf](#)

Submission

Please read the attached document.

I eagerly await your response, and as such have included my contact detail which can be redacted if necessary.

I agree to the above statement

Yes

From: Figulus [REDACTED]
Sent: Wednesday, 1 June 2022 8:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Re: Thank you for making a submission
Attachments: Suggestion Submission (Fixed).pdf

To whom it may concern on the Bays West team.

My name is Luke Wilson, and yesterday I submitted a document containing my suggestions for improvements to the Bays West project plan, however, this morning I discovered that a paragraph I'd written had accidentally been covered over by one of the included reference images. Having fixed that mistake, and any other punctuation errors I spotted, you will find the revised version of that document attached to this email.

I would very much appreciate it if you would take what I have to say into serious consideration, as I have invested a good many hours into composing this submission.

Thank you for your time.

Kind regards,
Luke Wilson.

On Tue, 31 May 2022 at 22:26, Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au> wrote:

Thank you for your submission on our draft plan or policy

Thank you for taking the time to make a submission regarding the proposed changes.
We appreciate the time you have taken to read the exhibition details and provide a response.
Your feedback will be considered in our decisions.

It is our standard practice to publish all submissions on our website, including any personal information you have included in your submission, unless you have requested otherwise..
If there is information in your submission that you do not wish to have published, please contact information@planning.nsw.gov.au.

We will provide you with an update once the final plan or policy is released.
If you have any queries, contact our Information Centre on 131 450 or by email at information@planning.nsw.gov.au.

If you would like to speak with us in a language other than English, call 131 450.

Ask for an interpreter in your language and then request to be connected to our Information Centre on the number provided above.

Yours sincerely,

NSW Department of Planning and Environment



Bays West Stage 1 Draft Master Plan: A Suggestion Submission

By Luke Wilson

To whom it may concern on the Bays West team.

My name is Luke Wilson and I am a citizen of New South Wales with a casual interest in urban design (although this is not something I am pursuing professionally). I would like to offer my opinions and suggestions on how the first draft master plan of the Bays West project can be improved. Whilst I admit that I have not read every word within the master plan and urban design framework document, I dare say I have spent more time constructing my response than most feedback providers. As such, I would be appreciative if you would take what I have to say into serious consideration, having put a lot of time into this submission. In order to provide informed and constructive feedback on the master plan, I travelled to the site by bus to gain a better understanding of the space. In so doing, I have found that the existing bus links to the area are less than adequate, with a one-way trip there from the Eastern suburbs (or vice versa) taking approximately one hour. Let it be known, that whilst this was helpful, this was limited by the safety fencing, and rightly so.

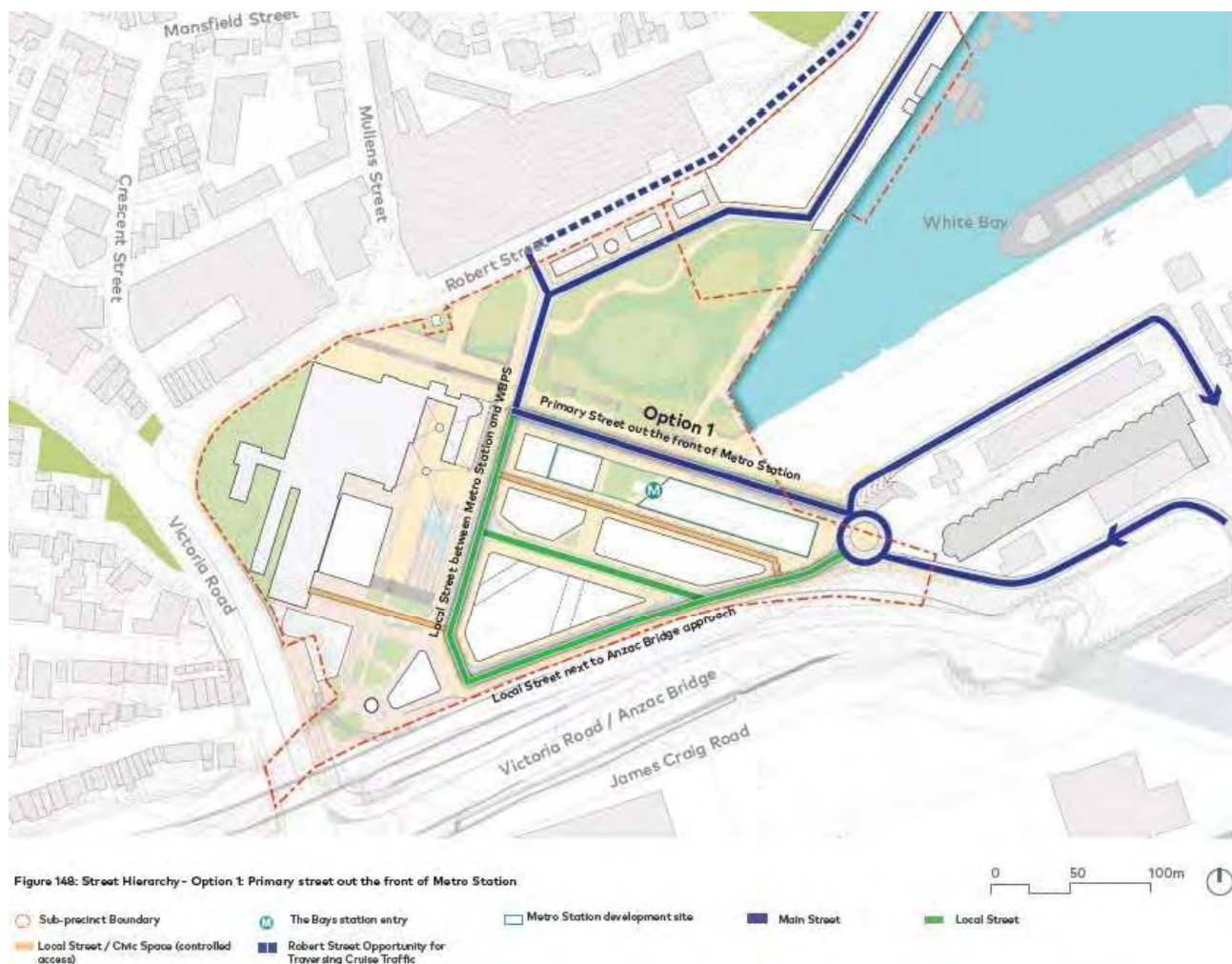
I believe that this project presents a great opportunity to expand Sydney's Light Rail network, and I think that the exclusion of this from the plan will come back to bite us in the decades to come. The use of the old Glebe Island Bridge as a Light Rail route is not an original idea, and the revitalisation and repurposing of this piece of Sydney's transport heritage have been suggested many times by the former UrbanGrowth NSW and other State Government departments many times. As I understand it, that is something that is intended to be done in the future to complement the new Bays West precinct. The utilisation of this swing bridge as a light rail link can be seen illustrated below, (sourced from <https://www.glebeislandbridge.com/sustainable-future>):



"Glebe Island Bridge – Possible Future" Artists Impression, copyright City of Sydney.

I have devised a route by which the existing light rail network could connect this new development with the CBD, Pyrmont Peninsula, and the rest of the city, to supplement the new fast-transit Metro station by bringing in people from more stations less distantly spaced than those on this new automated underground system or traditional heavy rail infrastructure. As this would largely exist in districts outside of the Bays precinct, I will not go into detail on this, but suffice it to say that it would stretch from the Glebe Island bridge and turn off Roberts St. and ascend via an incline on Booth St. (or otherwise) up to central Balmain, providing the residents there with a rail link to the city. Whilst there are bus services in this area – I have met no one who would rather travel by bus when they have the option of rail transport – and this would also go towards easing congestion over the ANZAC bridge and its surrounds by reducing the need for a frequent bus service.

This planned route I envision, as it specifically relates to your project would entail a standard twin track tramway which would follow (either co-linearly or parallel to) the direction of the road marked in dark blue (on the map below) from the Glebe Island Bridge, past the silos, to the proposed round-about. Thereafter, it would travel along the bus route proposed in *Figures 149 & 151* of the master plan document, turning along the green local road before rounding the corner into the street directly south of the civic space street marked below in orange. A station could be placed on this street, running West-North-West, within close distance of the Metro entrance, or perpendicularly on the road separating the WBPS from the new construction of that block. (The first of these options may necessitate the widening of the street beyond the 18.5 m currently proposed by reducing the block shaped like a truncated triangle.) Alternatively, the auxiliary civic space street could be switched for the shorter green street in the map below, moving the proposed location of the central row of buildings slightly Southwards, allowing the Light Rail stop to be as close to the Metro station as possible. The light rail would then continue North-North-East along the road parallel to Roberts Street and continue to central Balmain via Booth St. or otherwise.



In the image below, you can see a crude representation of the approximate route described plotted on Google Earth in amber:



Imagery dated March 2021.

Even if a light rail connection is not constructed to begin with, I urge you to plan things so that it may easily be installed at a later date without having to be *shoe-horned* into the remaining space retroactively. This city once had the largest tram network in the Southern Hemisphere, and that was destroyed by short-sightedness and a lack of forward-thinking. We are finally on our way to mending that state of affairs.

As can be inferred from my use of *Figure 148*, above, I am in favour of the Option 1 street hierarchy. Based on the information presented in the master plan, it is definitely the superior choice. If Option two were chosen, the tramway could be routed on the Eastern side of the Metro building through the pedestrian space, as has been implemented with George St. in the CBD.

Upon my visit, I thought that the existing terrain and vegetation had potential as it was, without the need for earthworks and the removal of established trees. Of course, my view of this was not the best, looking down towards the scene from the pavement at the edge of the motorway, so my impression of this may well be mistaken. Regardless, I think that positioning the Intake Substation (ISS) in this location would be suboptimal from the perspective of placemaking and that it would be better situated over near the silos, or on the opposite side of Victoria Road.

I would instead suggest that that acute triangle of land would make for a beautiful contemplative space, nestled in between the tall frontage of the power station, and the rock face atop which is built the motorway. Of course, some noise barriers would need to be installed, but depending on how effective these could be, I reckon a cool atmosphere could be created, with lots of leafy shade-loving plants, and perhaps a giant chess set in the middle of the lawn – a nice place to do a Sudoku, or read a book.

I believe that the cooling channel should be excavated to become a prominent water feature of this corner of the development – something I appreciate isn't practical at Penstock Plaza. I feel that merely indicating these on the ground plane through interpretive elements is insufficient to acknowledge the core function of the WBPS – to generate power – and that covering over infrastructure that supported that function instead of re-inventing it into a scenic detail that will (figuratively) elevate and connect that area of the development to be lacklustre. Crossed by little bridges where appropriate, it would sprout from the South-West-Southern face of the Power Station building, and flow towards the penstock, which could be hollowed out into a circular

pond enclosed by the original concrete. Its inclined edges lined with a permeable skin of reclaimed porous bricks (or other thematically appropriate industrial building material) along and through which grow native reeds and other aquatic flora, it would then continue towards the South-East to where it slips underneath the inclined road parallel to the future WestConnex, and the motorway itself.

Whilst it is pretty cool how the access ramp at the Southern entry sweeps down and around anti-clockwise the rear of the proposed ISS, I feel that the obstruction to the view of the building's concrete façade when looking from the road, as can be seen in the rendering below, is not acceptable. Whilst on the topic of this depiction, I sincerely hope that the pavement access to the door on the West-North-Western face of this end of the building isn't shown merely because of the simplified/minimalist nature of this digital model, and not because it is to be demolished. The latter scenario would be most unfortunate.



North-North-Eastward view of the WBPS and proposed ISS. Insert of aforementioned doorway.

I should also add that the proposed ten storey height of the future development to be built directly adjacent to, and butting up against the East-South-Eastern wall of the power station building is excessive if it were to have a flat roof as illustrated. I feel that more visual distinction is needed to separate the two structures, which could easily be achieved by sloping the roof down towards the shared face, or by some other means that stops the WBPS from being overshadowed in that manner.

Another feature shown in the rendering about which I am unsure is what I think might be interpretive elements of the spur lines embedded into the ground of the sunken plaza (PTO). If these are old iron rails implemented in a similar fashion to that executed along the Ultimo Goods Line, then I think that could look good, although I dare say they would be a tripping hazard. If, on the other hand, they are something like paving stones meant to symbolise the old rail lines, then I think this is a bad idea. Overall, I'm not convinced that the entire concept of a sunken plaza as an interpretive representation of the pre-colonial shoreline is a good idea, and I feel like it would need a lot of maintenance to look acceptable, but, after consideration, I am not going to argue against it.

Nevertheless, I do believe that the way in which water is being used throughout this development as a whole to promote biodiversity and ecological health is a novel and innovative strategy. It is very much an endeavour that is well worth undertaking and, I hope it proves fruitful.



Sunken Plaza.

I think the name "Penstock Plaza" is a stroke of creative genius, though be it equally functional, given its location. I would recommend that the buildings of which it is comprised be designed in a Federation style, so as to synergise with the Historic Sewer Pump Station №7. I would even say that you might be able to add another small building (perhaps the relocated ISS, etc.) on the parcel of land (currently designated as part of the WBPS Northern Frontage) in between the existing pump-house and proposed constructions, if some larger, more dominating trees were to be planted around there as well as the eponymous 'penstock'. That component might not be possible given the needed specifications of the freshwater bio-retention and fluid infiltration of the gravel plaza and beyond.



"Penstock Plaza."

I look forward to hearing back from you, and what you thought of my ideas.

Please contact me via email: [REDACTED]

Thank you, and kind regards,
Luke Wilson.

See Also:

- Pyrmont Peninsula Place Strategy, December 2020
- The Bays Precinct Transformation plan, October 2015
- Glebe Island and White Bay Master Plan, November 2000

From: Justin Burkhart <action@campaignnow.co>
Sent: Wednesday, 1 June 2022 11:03 PM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

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

I make the following comments in relation to the proposal:

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

Yours sincerely,
Justin Burkhart
ROZELLE, 2039

This email was sent by Justin Burkhardt via campaignnow.co and www.jamieparker.org

From: isla smith <action@campaignnow.co>
Sent: Thursday, 2 June 2022 9:12 AM
To: DPIE PDPS Bayswest Mailbox
Subject: [REDACTED]

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

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

Yours sincerely,
isla smith
balmain, 2041

This email was sent by isla smith via campaignnow.co and www.jamieparker.org

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 1 June 2022 1:24 AM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: 220531-masterplan-submission-stallard.pdf

Submitted on Wed, 01/06/2022 - 01:23

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Keith

Last name

Stallard

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain, NSW 2041

Please provide your view on the project

I object to it

Submission file

[220531-masterplan-submission-stallard.pdf](#)

Submission

If the Power Station and Metro Precinct were to be developed as outlined in the draft Master Plan, the environmental regeneration of White Bay and adjacent areas would be severely compromised. Fortunately, this does not have to be the case. The simple adjustments to the Master Plan outlined in the attached submission would provide a continuous corridor of rich vegetation to link the eco-corridor being planned by Inner West Council to the Rozelle Parklands and beyond.. This would support environmental regeneration and increase biodiversity in White Bay and adjacent areas for the benefit of all.

As only one attachment is possible, I will send the White Bay eco-corridor Prefeasibility Study Report in a subsequent submission.

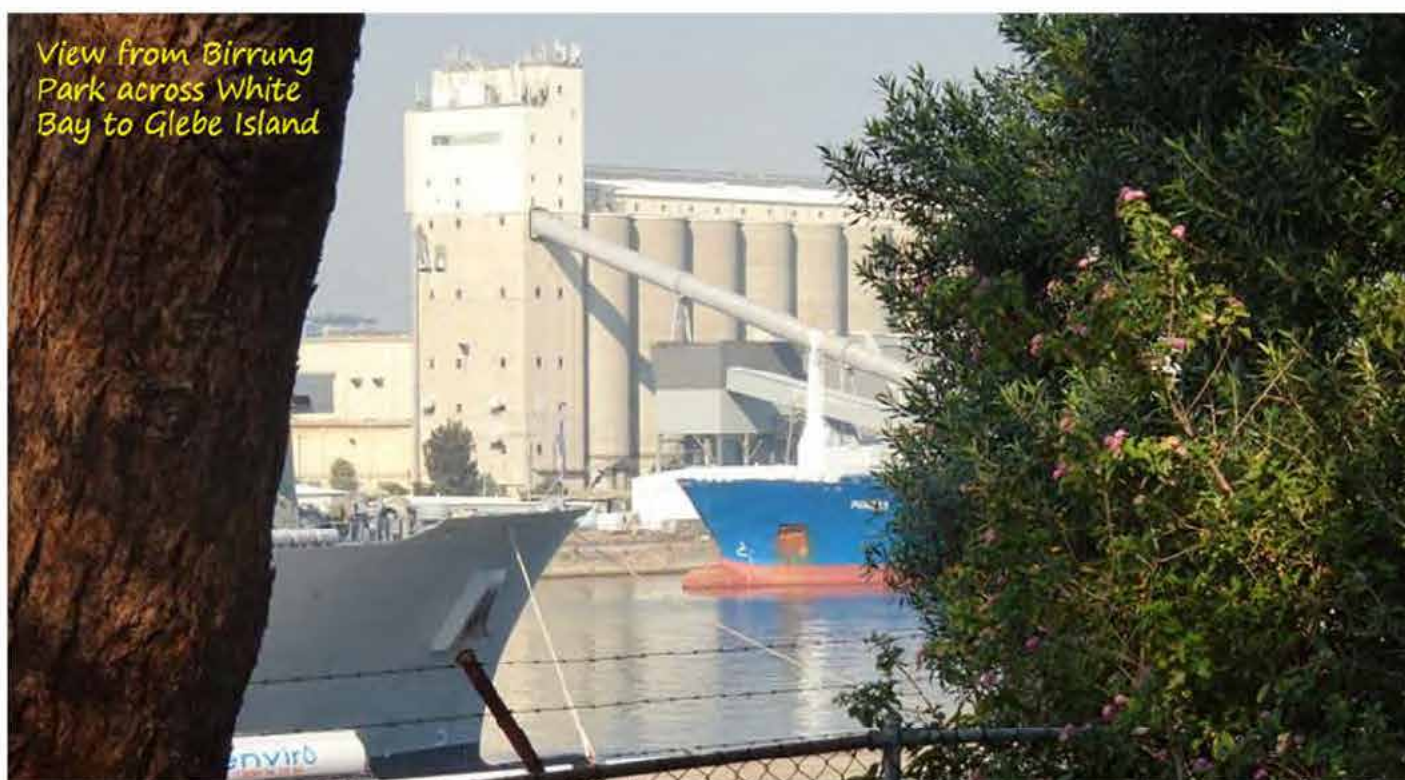
I agree to the above statement

Yes



Bays West Stage 1 draft Master Plan

Submission to the Department of Planning and Environment



Prepared by Keith Stallard and the Bays Ecofutures Alliance

May 2022



The possibility

... a new way of thinking could be used to approach the biodiversity opportunities on this site. Much in the way that a house can be renovated, the sub-precincts have 'the bones' that lend itself to adding new elements in the land- and seascapes¹.

We concur with the above text from the Department of Planning and Environment's 'Bays West Sub-precincts Masterplan Ecology and Biodiversity', a supporting document to the draft Master Plan.

The problem

We – a group of local residents and environmentalists – are concerned by the environmental impoverishment and declining biodiversity in the area around White Bay. We have drafted this submission because the development of the Power Station and Metro sub-precinct provides a unique opportunity to address this problem. However, if developed as outlined in the draft Master Plan, this opportunity would be lost. The Power Station sub-precinct would severely undermine efforts by residents and Inner West Council to reverse the environmental impoverishment of White Bay and adjacent areas².

Many years of urban development have resulted in Sydney losing most of its native fauna and flora. Natural habitat, birds and other wildlife continue to disappear in Balmain, Rozelle and around White Bay. 'Our Inner West 2036', Inner West Council's community strategic plan says that ecological sustainability is under pressure. This is an understatement!

In 1989, 56 species of birds were recorded across Callan Park and Broughton Hall. Only ten species were recorded in 2017. All species listed as endangered in 1989 have since become extinct in this area. The dawn chorus in White Bay is getting quieter and becoming less rich. The biodiversity of the area is declining.

Loss and fragmentation of habitat have and continue to drive this environmental impoverishment. The use of the formerly extensive and overgrown Rozelle rail yard and adjacent green spaces for the construction of the Rozelle Interchange led to the loss of more habitat than exists in all the parks in Balmain, Rozelle, Lilyfield and the Glebe foreshore (but excluding Callan Park and the Greenway) combined. The planned Rozelle Parklands and White Bay Park will return a small proportion of the habitat lost but most of these parks will be taken up by sports fields, infrastructure and lawn. Other causes of decline include the removal of over 900 trees enabled by a change in local regulations and the loss of gardens to house extensions, garages and multi- dwelling developments.

Vision for a sustainable future

The authors of this submission have a vision of White Bay with richer green spaces that support a wider variety of fauna, particularly small native birds. This enrichment of the environment will make White Bay a more attractive place to live, work and play. The development of an eco-corridor running the length of White Bay and beyond is the key to realising this vision.

¹ Eco Logical Australia 2022. Bays West Sub-precincts Masterplan Ecology and Biodiversity. Prepared for Department of Planning and Environment

² See 'White Bay eco-corridor – Prefeasibility Study, 2022, Keith Stallard & the Bays Ecofutures Alliance



The White Bay eco-corridor

Eco-corridors³ in urban areas are continuous, or nearly continuous, linear corridors of trees, plants, and waterways that link parks and other green spaces to form green urban networks. Eco-corridors leverage the environmental benefits of existing parks and green spaces by allowing native wildlife to move between parks and green spaces in search of food, water, mates, and nesting places. Eco-corridors help native wildlife recolonise environmentally impoverished areas such as White Bay.

With support from Jamie Parker MP, Member for Balmain, The Friends of Callan Park, The Glebe Society, and The Inner West Bicycle Coalition, we undertook a prefeasibility study for an eco-corridor running the length of White Bay. The 'White Bay eco-corridor' would bring environmental, social and amenity benefits. It would encourage recolonisation of the area by a range of animals and birds, including small native birds such as the superb 'blue' fairywren, and increase biodiversity.

It would also bring other environmental benefits including reducing the heat island effect, reducing and cleaning stormwater runoff and increasing resilience to climate change. The White Bay eco-corridor would increase the amenity and attractiveness of White Bay, for current and future residents, for those who work there, and for visitors.

Because of the benefits it would bring, an eco-corridor in White Bay has been recommended to Inner West Council several times since 2008 and is provided for in all recent planning documents, including the Bays West Place Strategy and Council's Local Strategic Planning Statement, *Our Place Inner West*. Our Place Inner West sets out Council's vision for the area in 2036 and the actions that will be

Inner West Council seeks to develop 'connected habitats for flora and fauna' by 'providing green infrastructure that supports increased ecosystem services.'

Source: Our Inner West 2036, Strategic direction 1: An ecologically sustainable Inner West, page 16

taken to achieve this vision. It states that '*Habitat for endangered vegetation communities and animal species must be protected, retained, enhanced and connected*'. Action 3.3 (short-term) requires Inner West Council to: '*Develop a Blue/Green Grid Strategy to protect and increase habitat and the urban forest*'. In this respect, we urge those responsible for drafting the Master Plan to align it with the Council's Local Strategic Planning Statement.

Inner West Council have accepted the main recommendations in the Prefeasibility Study Report and are now planning development of the White Bay eco-corridor. If the sought environmental benefits are to be achieved, it is essential that this eco-corridor continues through the Robert Street and Power Station sub-precincts to link up with the new Rozelle Parklands and beyond.

We attach our Prefeasibility Study Report as it contains information supporting this submission.

Draft Master Plan ignores recommendations in the Bays West Strategic Place Framework and Place Strategy

The Master Plan has many positive aspects including the preservation and re-use of the White Bay Power Station (WBPS), the development of a new park and 30% canopy cover. However, the draft Master Plan ignores environmental recommendations in recent planning documents,

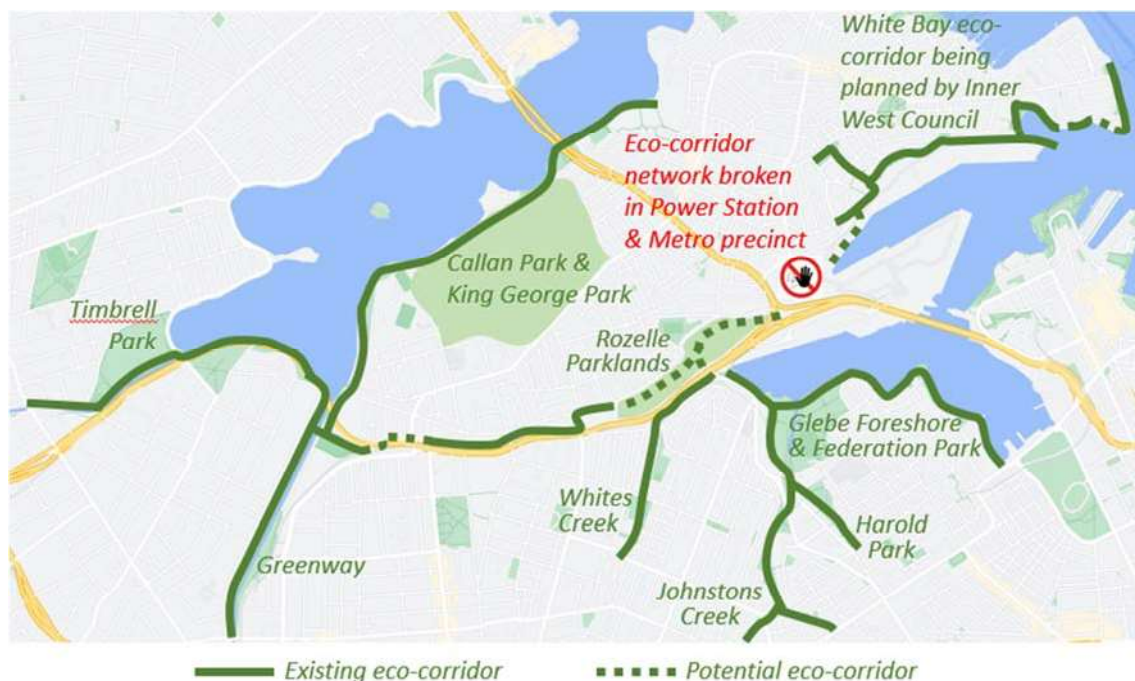
³ Eco-corridor is a contraction of 'ecological corridor'. Eco-corridors are similar to 'green corridors', 'wildlife corridors' and blue/green links



including the endorsed Bays West Strategic Place Framework and the Bays West Place Strategy which set the framework for the Master Plan:

- As currently drafted, the Master Plan fails to *'take the opportunity to 'Interconnect green spaces within the site and to surrounding Green Grid' as recommended in the Bays West Strategic Place Framework (Section 2.5).*
- The Bays West Place Strategy states that *'Priority will be given to green areas with high ecological value, such as native gardens and meadows.'* Although the Master Plan provides for green spaces, they will not have a high ecological value if implemented as per the Master Plan.

The master plan envisages a dense concentration of buildings on the southern part of the sub-precinct. This would prevent small birds and wildlife from travelling through the sub-precinct and break the continuity of the blue/green links that we and Inner West Council are developing. This is illustrated in the figure below.



Eco-corridors are transport corridors for wildlife. As railway lines or roads with missing sections are useless, a significant gap in the White Bay eco-corridor will prevent wildlife from travelling along it and undermine the environmental regeneration of White Bay.

Good news

Fortunately, the above environmentally retrogressive outcome is not inevitable. There is ample opportunity to adjust the Master Plan so that the Power Station sub-precinct enhances rather than compromises the environmental enrichment of White Bay and adjacent areas. These adjustments would be minor from a planning perspective but would bring large environmental benefits. We disagree with the statement in the Bays West Sub-precinct Masterplan Ecology and Biodiversity⁴ that 'this is not possible nor practical if other land uses are to be achieved.'

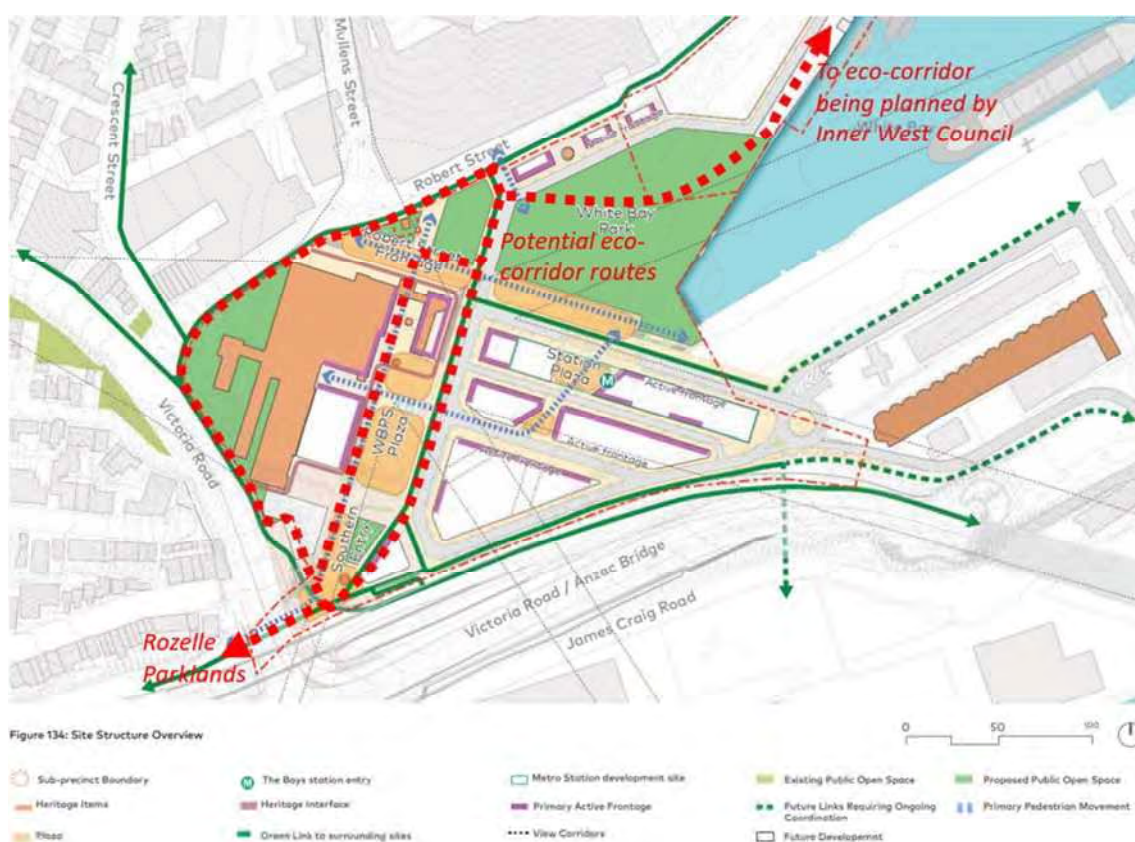
⁴ Eco Logical Australia 2022. Bays West Sub-precincts Masterplan Ecology and Biodiversity. Prepared for Department of Planning and Environment



Without significantly adjusting the draft master Plan, there are three possible routes for a blue/green link or eco-corridor through the sub-precinct:

1. From White Bay Park around the northern and western boundary of the sub-precinct. This route runs along Robert Street, round the north-western side of the power station and along the Victoria Road embankment to the Victoria Road bridge and the Rozelle Parklands.
2. From White Bay Park along the pedestrian street between the south-eastern side of the power station and the WBPS Plaza to the Victoria Road bridge and the Rozelle Parklands.
3. From White Bay Park along the street between WBPS Plaza and the tall buildings opposite it, to the Victoria Road bridge and the Rozelle Parklands.

We have indicated these potential routes by the broken red lines on the figure below.



If the second or third route is chosen – and more than one would be preferable – the cross-section of the street or walkway would need to be enlarged to include a corridor of low and mid-height vegetation that would provide habitat for small birds and animals. The image below shows an example of such vegetation from nearby Lilyfield Road.



Although 90% of biodiversity lives in the understorey, the draft Master Plan implies no such vegetation in the sub-precinct. This is a serious, environmental oversight that needs to be addressed.

Conclusion

We conclude that, if the Power Station and Metro Precinct were to be developed as outlined in the draft Master Plan, the environmental regeneration of White Bay and adjacent areas would be severely compromised. Fortunately, this does not have to be the case. The simple adjustments to the Master Plan outlined in this submission would provide a continuous corridor of rich vegetation to link the eco-corridor being planned by Inner West Council to the Rozelle Parklands and beyond. This would support environmental regeneration and increase biodiversity in White Bay and adjacent areas for the benefit of all.

We encourage you to consider our suggestions and would welcome the opportunity to discuss them with you.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 10:37 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan

Submitted on Tue, 31/05/2022 - 22:37

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Benjamin

Last name

Driver

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2010

Please provide your view on the project

I am just providing comments

Submission

The NSW government should be commended on a multi-staged process which is provided in draft format for such feedback. An equally high benchmark exists for the quality of any concepts for the city, especially one as public, strategic and unique as this. To this end the following comments are made with regard to best-practice urban design and city making in the public interest:

- The public domain structure is implied and somewhat recognizable but not entirely clear. A clear and coherent network of streets and public reservations should be the first element of the concept to be set out with clear boundaries and consistent widths, alignments and proportions. This is a first order issue which must be revised and explicitly detailed in further concept work.

The current street network is lacking rigour and clarity. Where streets change direction this should always be at an intersection and the geometry such that a clear line of site is given down the new orientation. Offsetting should not occur - where built form terminates the view within the public domain and the path ahead not easily recognizable. This works against way-finding and adds to compression which increases apparent density.

A maximum number of streets to terminate looking directly to the water - without unnecessary turns or buildings blocking these key vistas.

- Urban blocks are visible but not always appropriately proportioned. Unwarranted chamfers erode the street and block structure and should be regularised.

Blocks should be appropriately proportioned with multiple addresses to primary and secondary streets.

Blocks should contain a range of building heights and types with appropriate separations.

Current concept documents and renders depict the largest block as having 4 or more conjoined forms all well above street-wall height. This is not only bulky but implies an unhealthy built form limited light and fresh air to each built element.

This depiction also implies a lack of response to SEPP65 and ADG requirements. The sheer bulk ensures they will be bad neighbours- between themselves, to other blocks but also adjacent public domain through unnecessary overshadowing, wind tunneling and the like.

As such this and all other built form envelopes should be re-tested in 3D to provide small footprint and thin, elegant forms which allow for blue sky, sunlight and air movement between built forms.

Smaller footprints that are taller are more elegant in proportion and reduce the perception of density. Additional height in the southern blocks (south of the Anzac Bridge vista to the power station) could be allowable to smaller footprint forms to maintain GFA - with resultant improvements in amenity, view sharing and skyline.

A number of buildings also appear to have dark materials to western facades - this must be revisited and controls provided which ensure built form is environmentally responsive to this site and its orientation.

A whole-of-block substation is noted SW of the power station. This deadening and exclusionary infrastructure is poorly considered, and undervalues limited development and activation opportunities in such a place. Any such infrastructure should be integrated into blocks and sleeved with active uses which contribute to the street environment.

- it is understood further development of the public domain will occur, but in the current concept and renders a number of items are of note:

Street types are not evident. Best practice shared street sections with WSUD and full canopy cover must be developed for any future concept.

Canopy covers appears vastly under-provided in plans and renders. Public sites such as this must aim for percentages in excess of average targets and punch above their weight to contribute to the amenity of the broader city surrounding.

The ground plane appears to be dominated by hard surface - increasing urban heat absorption and limited infiltration during rain events - increasing the risk of localized flooding and adding to the cost of required storm water infrastructure.

This unique and special location must be a benchmark project which sets the standard for waterfront projects around the world - something that Barangaroo has failed to do. It's public domain must be explicitly public, donated to and maintained by Council. It's built form must be fine grain and offer variety of use and type.

And it must be a truly sustainable exemplar - economically; socially; and environmentally - using recycled products, limiting inputs and being available to all users.

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 10:24 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: submission-on-white-bay-development.docx

Submitted on Tue, 31/05/2022 - 22:22

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Christopher

Last name

Millard

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-on-white-bay-development.docx](#)

Submission

I support certain aspects of the development and object to others. Please see submission file for details.

I agree to the above statement

Yes

**SUBMISSION ON THE BAYS WEST STAGE 1 DRAFT MASTER PLAN AND URBAN DESIGN
FRAMEWORK FOR THE WHITE BAY STATION (AND METRO) AND ROBERT STREET SUB-PRECINCTS
(PROPOSED DEVELOPMENT).**

Thank you for the opportunity to provide a submission on the Proposed Development.

My partner and I have recently moved into the Rozelle area and hope that we can bring a unique and hopefully balanced perspective on the Proposed Development.

From our observations, the Proposed Development has a number of potential significant benefits to the local and broader Sydney community, but if not managed appropriately, may also have some significant adverse impacts.

We make the following comments on the Proposed Development:

1. We welcome the retention of the White Bay Power Station.
2. We welcome that the Proposed Development recognises the heritage and historical significance of the Power Station, which will be the focal point of the precinct. We look forward to receiving further information on the restoration of the Power Station and how it will contribute to the ongoing historical and cultural significance of the area.
3. We welcome that open public spaces, including parks and the foreshore walk, form a significant part of the Proposed Development.
4. However, we have significant concerns about the height and scale of the proposed commercial, retail and residential developments. The height of the proposed buildings, some as high as 22 stories, will far exceed the height of residential properties within the Rozelle and Balmain areas and will be totally out of character with the local residential areas.
5. The height of the proposed buildings will be higher than the Power Station, including its chimneys. The Power Station is described as the focal point of the precinct, but the proposed buildings will detract from the significant character and heritage aspects of the Power Station. Accordingly, we believe that the height of any new buildings should be lower than the Power Station.
6. The Master Plan notes that:

“There are 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.”

It is proposed to respond the above constraints by delivering an ultra-low environment with reduced private parking rates and focus on active and public transport. However, providing limited car spaces to new residents will only cause them to seek alternative parking areas, most likely in current residential areas, thereby impacting local residents.

7. Once completed, the Proposed Development will provide an attractive area for residents in the broader Sydney area, many of whom will seek to travel to the precinct by car. It therefore seems

likely that the Proposed Development will place additional stress on what is acknowledged to be a constrained road network.

8. The current development of a new Bunnings hardware store, directly adjacent to the precinct is also likely to place stress on the network, particularly on weekends when it is likely that most visitors will attend the precinct.
9. The land on which the development is proposed is publicly-owned waterfront land. Accordingly the public benefit – rather than the profit that might be generated by a developer in constructing commercial, retail and residential properties on public land – should be the main driver for the redevelopment of the precinct. While some property development may be appropriate, it should not adversely impact the public's enjoyment of, or access to, the precinct or place a further burden on existing local residents.
10. We believe that the proposed property developments will have a significant adverse impact on the precinct, particularly the heritage aspects of the Power Station.

We request that further consideration be given to significantly reducing the scale and height of the proposed property developments to minimise any adverse impacts on the precinct and local residential areas.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 31 May 2022 10:22 PM
To: DPE PS ePlanning Exhibitions Mailbox
Cc: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 draft Master Plan
Attachments: bays_west_stage_1_precinct_submission_martin_odea_0.pdf

Submitted on Tue, 31/05/2022 - 22:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Martin

Last name

O'Dea

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Lilyfield

Please provide your view on the project

I object to it

Submission file

[bays_west_stage_1_precinct_submission_martin_odea_0.pdf](#)

Submission

Refer to my attached PDF 6 page submission objecting to 22 storey high buildings, significant traffic and preference for street option.2

I agree to the above statement

Yes

31/05/2022

Dear NSW Department of Planning and Environment

OBJECTION TO BAYS WEST STAGE 1 DRAFT MASTER PLAN

Thank you for the opportunity to comment on the Bays West Stage 1 draft masterplan. While I look forward to the new foreshore park and seeing the adaptive reuse of the power station, I am extremely concerned about the placement of 22 storey buildings in this precinct. Traffic is also likely to be a complete nightmare.

White Bay Power station should be the hero piece

The White Bay Power station is a significant landmark in the inner west and quite spectacular inside. It should be the hero piece and really nothing should be higher than gutter line on the main boiler house building, which is approximately 39-40m high while the stacks are nominally 77m high.

22 storeys is completely out of scale and character of the precinct

The urban design strategic place framework, reflected the visual importance of the power station, including preserving sightlines from the Glebe foreshore. The massing of buildings to preserve the vista from the Anzac bridge view corridor works quite well. However views from Glebe Point road, and indeed much of the Glebe foreshore will be totally dominated by the block of 14-22 storey buildings. 22 storeys @ 3.5m floor to floor is 77m or the same height as the Power station landmark chimneys.

Much of Rozelle is 1-2 storey cottages. There are newer residential developments like Harold Park in Glebe which are 5-6 storeys, but nothing approaching 22 storeys exists in the Inner west.

Maximum building massing should be reduced to 8 storeys, comparable to that of the boiler house. The large tower massing of buildings should be scrapped and a redesign undertaken focussing on 8 story building massing. This will also reduce traffic generation.

Traffic will be a nightmare.

Peak hour traffic in the inner west driving onto the City West link is already pretty bad. When the rest of the Bay is developed, we will have the population of Lilyfield crammed onto this peninsular.

All of the traffic in this precinct (including all the future high rise and the cruise terminal) is serviced effectively by only one road with only two entries/exits. Independent traffic modelling has shown that unsurprisingly, there will be substantial peak hour delays be exiting onto Roberts Street and James Craig Drive onto Vic Road / Anzac bridge intersection. While it will be highly valuable having a metro station on site, traffic will be a nightmare, and compounded on Cruise line days when 3000 people will be getting off a cruise and another 3000 people arriving to board.

Traffic option 2 is the preferred model

Traffic option one will create significant pedestrian vehicular conflict, and will cut the future residents off from the water front park. Traffic option 2 removes that problem and creates a pedestrian friendly zone north facing space in front of the metro that links directly across to the Park. This outweighs connections to the lower intensity usage of the repurposed Power station.

Regards

Martin O'Dea

Lilyfield NSW

Fellow of the Australian Institute of Landscape Architects

Registered Landscape Architect

Following pages – supporting photomontage images

Supporting Images. – View 1 Glebe foreshore Blackwattle bay

3D Model built in Trimble sketchup based on floor to floor height of 3.5m built from plans in reports.



Glebe foreshore Blackwattle bay view existing and with 22 storey buildings



Supporting Images. – View 1A Glebe foreshore Blackwattle bay



Glebe foreshore Blackwattle bay view existing and without blue block of 12-22 storey buildings



Supporting Images. – View 2 Glebe Point Road across Blackwattle bay

3D Model built in Trimble sketchup based on floor to floor height of 3.5m built from plans in reports.



Glebe Point Road foreshore Blackwattle bay view existing (above) and with 22 storey buildings



Supporting Images. – View 2 Glebe Point Road across Blackwattle bay

3D Model built in Trimble sketchup based on floor to floor height of 3.5m built from plans in reports.



Glebe Point Road foreshore Blackwattle bay view existing (above) and without 22 storey buildings

