

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 20 August 2022 10:46 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Sat, 20/08/2022 - 10:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Felix

Last name

Wild

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Glebe

Please provide your view on the project

I am just providing comments

Submission

Hi

I've seen the proposal, and I think the small creek running through the park at whites bay power station is genius, however, I think it would be great to further boost the marine environment by planting mangroves similar to those in Jubilee park.

Many Thanks

Felix Wild

student (2022)

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 18 August 2022 8:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 18/08/2022 - 20:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Daniel

Last name

Terry

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Wareemba

Please provide your view on the project

I support it

Submission

In general, I support the utilisation of this area of the city though I am concerned that the acoustic treatment of any residential units facing the Anzac Bridge will result in an unsightly presentation facing the city, so I would like to see a commercial / office buffer placed along the southern / eastern interface with the bridge. Additionally, the redevelopment should levy a contribution to upgrade the intersection of Victoria Road and Robert Street, with significantly improved pedestrian and cycle connectivity.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 17 August 2022 8:20 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Wed, 17/08/2022 - 20:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

William

Last name

Forster

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Rozelle 2039

Please provide your view on the project

I object to it

Submission

I object to a component of the Design. I object to the inclusion of the tall buildings within the proposal. This will minimise the essence of the precinct which is based on heritage use and structures. Tall buildings will dwarf the existing Power Station structure and hide it from view. Please don't include tall buildings and keep them to the same height or smaller than the existing buildings.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 17 August 2022 4:04 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Wed, 17/08/2022 - 16:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Peter

Last name

Donahue

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

BALMAIN EAST

Please provide your view on the project

I object to it

Submission

The precinct being considered for the Bays West zone when considered with further developments around Glebe Island, adjacent Pyrmont and Blackwattle Bay, has the potential to transform the appeal of the wider area to the local residents and also to draw other visitors in from other parts of Sydney, other parts of the country and from overseas. Such developments must not be allowed to simply be cash-cows for the state government coffers by ignoring community feedback and kowtowing to developer and other commercial interests. Reasonable people realise that the whole zone cannot be made into one large green space park - although that would be fantastic - and agree that some scale of commercial and residential development is to be expected but all too often when communities disapprove of excessive development, their voices are ignored. The zone under current consideration as well as the adjacent zones referred to above need to primarily consider the amenity value to the community and not the vested interests primarily motivated by money. One only has to look at the debacle of the appalling over-development at Barangaroo. Despite a community-approved and well-balanced development plan being accepted by the planning authorities, the developers and commercial users pushed through, or were allowed to push through, the excessive development we can now all see. What, I wonder, community value is there in the Crown tower and casino? Well, we all now it's zero community value and should never have been approved and neither should the land-grab by Lend-Lease to develop the area which had been set aside for parkland. Hopefully we are not in for a repeat at Bays West.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 17 August 2022 1:39 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Wed, 17/08/2022 - 13:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Eric

Last name

Teuben

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

[REDACTED]

Please provide your view on the project

I am just providing comments

Submission

Hi,
Consideration should be made in placing New large battery power bank for the city providing sustainable power and Electric vehicle charging stations.

Thanks,
Eric Teuben

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Saturday, 13 August 2022 12:09 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Sat, 13/08/2022 - 12:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Roy

Last name

Green

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Glebe

Please provide your view on the project

I object to it

Submission

While many aspects of the project are laudable, I repeat my previous comments to effect that proposed building heights are unacceptable to extent they impede sight lines of White Bay Power Station from Glebe foreshore. No use of the words 'vibrant' and 'diverse' or referencing NYC etc will distract attention from the fact that oversized development will ruin the context and visual attraction of this unique piece of Sydney's industrial architecture. We know how this works from the disgrace that is Barangaroo. By contrast look at the care that went into the Battersea project in London. I would implore those involved in the planning process to reflect on how this otherwise welcome restoration of an unloved space will be regarded by future generations - a successful realisation of the desire to highlight an architectural icon, or yet another travesty of developer-driven mission creep.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 12 August 2022 11:44 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Fri, 12/08/2022 - 11:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Tony

Last name

Simons

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2041

Please provide your view on the project

I support it

Submission

I am maintaining a native planting in Grafton St Balmain directly above the Cruise Ship Terminal in conjunction with the Inner West Council Urban Ecology Unit. I would like to see a green corridor from Grafton St to link to Birrung Park to White Bay and the Rozelle Parklands. I would like to see this incorporated in Stage 1 green areas. The Port Authority should commence native plantings along Robert St to Booth St.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 12 August 2022 11:30 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Fri, 12/08/2022 - 11:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Antonia

Last name

Powers

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2039

Please provide your view on the project

I am just providing comments

Submission

Why bother with a consultation process? We know from past experience that your master plans are little more than suggestions.

We suspect you've already signed contracts to develop the site with 1000s of (hopefully, not shoddily built) apartments. Is the local infrastructure (schools, roads, hospitals etc) running at over capacity of no consequence to the NSW government?

And where is all the local light industrial going? For example, do you expect people to drive to Liverpool to get their car serviced?

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 26 August 2022 10:01 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Fri, 26/08/2022 - 22:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jonathan

Last name

Ross

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Carlingford

Please provide your view on the project

I support it

Submission

I feel the project needs better transport integration with the local area as the current plan seems better connected to the rest of the city than the local suburbs. Annandale Balmain, Glebe and Rozelle are all currently lacking in significant or viable cycling infrastructure so it would be good to see these extended beyond the parks and current development. Also, it would be nice to plan for more frequent, reliable and quieter public transport than busses for the local area.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Friday, 2 September 2022 4:35 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Fri, 02/09/2022 - 16:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

J

Last name

McLachlan

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Annandale 2038

Please provide your view on the project

I object to it

Submission

While there are some good ideas here I really don't think that the proposition is viable. While the area needs both residential zoning as well as business - the idea of 20 and 18 storey buildings in that area is ridiculous. This will detract from the best feature of the area which is the power station, making it virtually impossible to see from the Harbour side. The shade created by these buildings would make the area cold during most of the day and the breezes from the water would be amplified. More consideration needs to be made for the people who already live in the Balmain area and those who will move into the new Bays West area. This area should be a living area and could be amazing - you've taken pictures from the re-development of Kings Cross in London but there is no 20 storey buildings there in fact if you look on their website its full of family friendly guides for wellbeing and food and markets . Coal drops is the feature and the buildings around are all low rise. Please take a real lesson from such redevelopments. A lot of mention is made of Google buying into the area, but they have just bought into Pymont which they plan to develop for the people in the area as well as the workers. Google would not buy into multi story buildings - look at all their major offices around the world - Kings Cross is only 11 stories high and the roof is green. <https://www.kingscross.co.uk/google> I realise that money is always at the core of such developments but one day you will realise that more money will come when you think of the people first. NO HIGH RISE BUILDINGS. There should be nothing above 10 storeys in that area. Please look at the links provided. <https://www.kingscross.co.uk>

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Sunday, 4 September 2022 10:45 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: relocation-prposal-bays-west.pdf

Submitted on Sun, 04/09/2022 - 20:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Erin

Last name

Lolback

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Leichhardt

Please provide your view on the project

I support it

Submission file

[relocation-prposal-bays-west.pdf](#)

Submission

The Bays West Precinct is an opportunity for NSW Planning and Environment to provide Sydney and the Inner West a significant cultural, social and green space. The site offers an excellent opportunity to revitalise the historic White Bay Power Station and, we hope, provide valuable arts and recreation infrastructure as proposed..

With the Inner West a prominent hub for NSW's creative industries, we hope the Bays West precinct will provide space for small business in the community arts sector - currently in dire need. In particular we hope that NSW Placemaking might consider the role circus, as a community art, would play in the health, well-being and connectedness of the area's residents, visitors and workers.

Circus offers a broad range of activities that:

- support health and fitness as a recreational activity,
- build social capital as connection point,
- provide an avenue for cultural capital through artistic expression, and,
- align with the planned outcomes of the rezoning proposal.

Please see attached a relocation proposal for Sydney Trapeze School.

I agree to the above statement

Yes



RELOCATION PROPOSAL

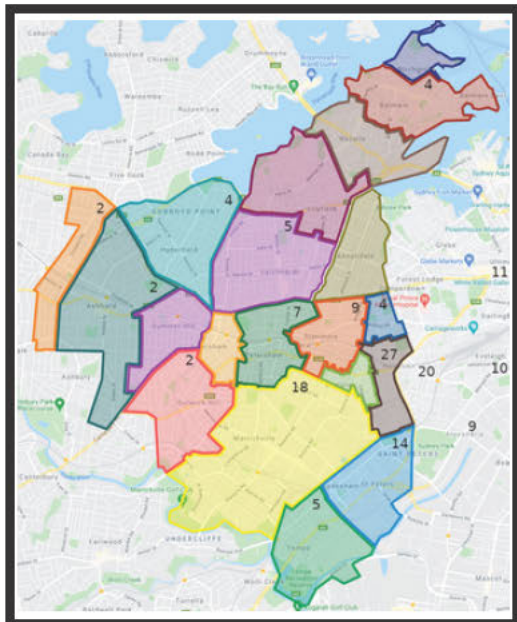
SYDNEY TRAPEZE SCHOOL

Circus is no longer lions, tigers and bears. **Sydney Trapeze School (STS)** delivers community arts and recreation through the art-forms of flying trapeze and circus skills to develop a rich healthy environment supportive of community health and wellbeing.

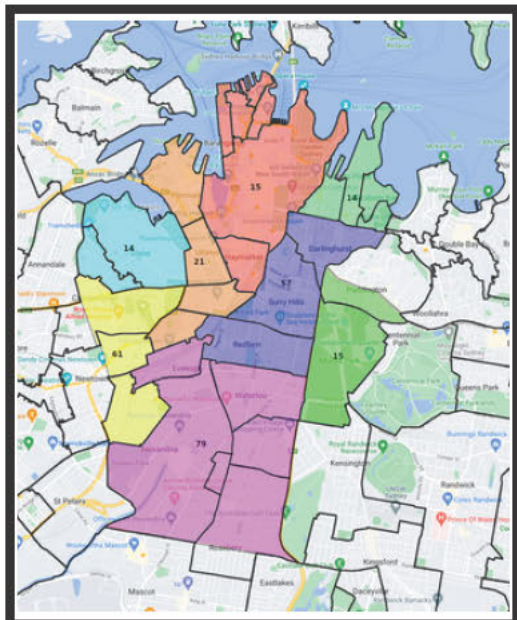
In operation for over 13 years, circus at Sydney Trapeze School offers programs for all ages, all abilities and all demographics inviting everyone to experience the magic of circus and its ability to develop physical literacy, in-still values and create a strong sense of community.

WHAT WE BRING TO THE BAYS WEST PRECINCT

PEOPLE FROM FAR AND WIDE



Students who travelled from Inner West Suburbs to Sydney Trapeze School over 30 times a year)



Return customers from City of Sydney suburbs to Sydney Trapeze School in one year

With a wide customer base from all around Sydney and the local area, the relocation of Sydney Trapeze School has much to offer the Bays West precinct.

As an icon of the Inner West, Sydney Trapeze School's presence would provide community facilities for the Inner West community, draw in return students from near by City of Sydney to the planned community spaces and offer an engaging opportunity for visitors to Sydney.

As a community space we would offer the community valuable and unique infrastructure that is simultaneously artistic, recreational and social.

Unique Visitors: 3340+

Over 13 years our customer base grown substantially with over 3300 different individuals joining us in the last year from all across Sydney, Wollongong, Newcastle, interstate and even overseas.

Return students*: 1850+

Our classes and facilities draw individuals back time and time again. Indeed, of the 3300 people who attended last year 1850 people, from over 237 different post codes, decided to come back and give it a go again.

Regular Students*: 210+

We have a strong community. Many of our students participate weekly with many attending over 30+ times annually. These 21+ "regular" students are part of the thriving Inner West community (100+ students) or travel to STS from all parts of Sydney bringing their business to the local area.

“**DA H**

First-time Student & Online Reviewer - Google

FANTASTIC! Took my niece along for a day out. while in Sydney. They were so professional and encouraging. I felt very safe in their hands and had no concerns with putting my niece on a crazy high trapeze! Really great experience and will go again for sure.

“**PETA MORRIS**

Teacher & Mother

Our daughter Edie has been attending Sydney Trapeze School for the last 4 years. We drive from the Northern Beaches (there is a local class) but STS is the school that goes above and beyond. It would be devastating if the school could not continue.

“**ALLIE HAGAN**

Recreational Circus Student & Ex-Pat

As an expat who hasn't lived in the same place for longer than 2 years, deciding to stay in Sydney, and live in the Inner West, was almost entirely the direct result of the wonderful community I was accepted into at STS.



A BUDDING COMMUNITY

Circus Industry Professionals: 35-45

Amateur Circus Artists: 150-200

Emerging Youth Artists: 25

Sydney Trapeze School has become a hub for circus in Sydney drawing in creatives from all around Sydney calling it 'home'. With the Inner West housing the largest number of creatives of any Sydney local government area, the Bays West would offer a connection point and support the arts sectors' economic growth.

INDUSTRY PROFESSIONALS

Sydney Trapeze School supports circus artists from local areas, interstate and those who travel the globe. We provide a greatly subsidised rate and a 'freedom' for artists to train how and when they need.

We are the only Sydney circus space with access to a high-speed winch with operational capacity to 10m. This provides artists with the unique ability to experience, train and create at a height similar to the experience in large theatres, statement spaces (e.g. The Star) or circus tents (e.g. Cirque Du Soleil)



EMERGING ARTISTS

Sydney Trapeze School creates opportunities for young people to become performers, producers, directors, technicians and instructors. We create a space for young people to further their career in performing arts.

Our Youth Performance Troupe consists of 25 emerging artists with diverse abilities from the ages of 8-18. An inclusive group, it allows emerging artists to hone their skills in a safe and trusted community.

Many graduates have become performers in their own right, developing and creating works of their own with in-kind supports: affordable space hire, equipment, technical advice and production knowledge.



“ LIL TULLOCH

Sydney-based circus performer, teacher, facilitator and agent for 15 years

*Sydney Trapeze School has been such a necessary and positive hub for Circus in Sydney for the last decade. The energy, professionalism and enthusiasm that is given by the staff is unfaltering and provides a safe space for any walk of circus life to train, perform and make strong connections. In an incredibly competitive world, Sydney Trapeze School manages to run a successful business without sacrificing the personal connection that any community would strive for. **A future for Sydney Trapeze School will see this ever evolving art-form secure a home in Sydney.***

WHAT WE BRING TO THE BAYS WEST PRECINCT

CLASSES FOR EVERYONE

We run programs for all ages, all abilities and all demographics of the Sydney community through 61 individual classes a week across 13 different circus disciplines.

All Ages

Our kids classes cater to those 4 years+ with after-school and holiday classes offering a non-competitive environment with a wide variety of skills for everyone to find their strength and passion. Circus is for 'Big Kids' too! The average age of our students is 34 years old, many parents have begun classes at 40 or 50-years-old, and our longest running regular student is in her 60s. We've even run a birthday party for a group of 70-year-olds!

All Abilities

Our classes are all accessible, adaptable and disability-friendly. We have taught circus to individuals with physical, intellectual and sensory disabilities. For example; we have taught flying trapeze (the most demanding of our activities) to those with visual impairment, members of the deaf community, individuals with cerebral palsy, epilepsy, autism and limb neuropathy. Students struggling with PTSD have also used circus to overcome fear and regain control. We offer classes to disability support groups and one-on-one classes for NDIS funding recipients.

All Demographics

We are proudly a welcoming home for all individuals who walk through into Sydney Trapeze School. Circus brings an eclectic mix of individuals from diverse and unique backgrounds and it is our strong ethos that you are welcome regardless of sexuality, gender, culture, religion, education or physical difference.



CURRENT CREATIVE COMMUNITY CONNECTIONS

School Workshops & School Curriculum

- Queenwood School for Girls
- Northern Beaches Christian School
- Kaleen High School
- Cranbrook School
- The Scot's College
- Reddham House
- Rivendell School
- Ascham School
- Woolahra Primary School
- Holy Trinity School

Youth Programmers & Not-For-Profit Community Groups

- Sunnyfield Disability Services
- Youth Off The Streets
- Little Dreamers NSW
- Life Changing Experiences Foundation
- Ways Youth & Family
- Westmead Children's Hospital
- Ronald McDonald House
- Avalon on the Green

Child Care & School Holiday Programs

- Eaton Street Centre
- OOSH Enmore
- Newtown Kids Cottage
- Australia Street Infants School
- OOSH Randwick
- Ascham School

Small Businesses

- Gracie Barra Jujitsu
- Dance Domain
- A&L Dance Academy
- Industrial Lunchbox

EXPERTISE

The directors of Sydney Trapeze School have owned and managed the school for over 4 years. They bring to the school extraordinary expertise that enables the school's every success as a community, business and circus space.

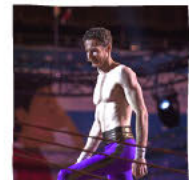
Having toured together across Australia, Japan, Europe and the UK, their performance experience on the flying trapeze and trampoline wall includes many accolades.



Alex Mannering

A multidisciplinary circus artist with 14 years experience teaching and performing internationally, he is a qualified PE Teacher. Having been Club-Med's South-East Asia Regional Circus Manager Alex has been an advanced rigger for 10 years renown for his work specialising in circus rigging.

He is the only Australian flying trapeze artist to have caught the triple somersault half twist.



Craig Litherland

An acclaimed circus artist who has been touring professionally since 2008, he owns and manages the professional troupe; The Flying Aces. With a B. Accounting and A B. Information Systems Craig held a 5 year position at Ernst & Young before running away to the circus.

He is one of only ten Australians to have caught the triple somersault.

WHY CIRCUS WORKS

Sydney Trapeze School aims to bring the 'magic' of circus to the local community with the hope it inspires any number of extraordinary things from ordinary people, be they big or small. As a platform for personal growth circus is void of competitiveness, and instead born from camaraderie. It is the coming together of unique abilities, personalities and quirks that allows people of all ages, abilities and demographics the space to be, grow and become - both as individuals and a community. **Indeed, the benefits of circus are evidence-based:**

REG BOLTON'S CIRCUS WORKS

Reg Bolton, a pioneer of social circus, asserted that in circus, you achieve the impossible, defining **circus as a medium to explore risk, experience trust, hard work, aspiration, self-individuation, and fun** (Bolton, 2004). Bolton asserts that circus is a connection point for identity development, risk-taking, teamwork, divergent thinking, problem-solving, aspiration, physical literacy, goal-setting, hard work, consensual touch, sensitivity and laughter.



21s CENTURY SKILLS

21st Century skills encapsulate the necessary skills for our next generation of thinkers to be successful. **The arts, and circus, develop 21st century skills through fun engaging environments that young people want to come back to.** With high numbers of young people disengaging from formal education, circus arts programs develop these necessary skills:

- Creativity & Innovation
- Problem solving
- Critical thinking
- Team work
- Collaboration
- Leadership skills
- Life-long learning
- Self- Direction
- Professionalism & Work Ethic
- Ethics & Social Responsibility

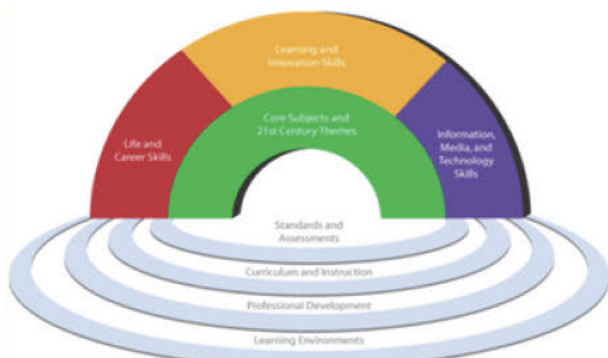


Figure : The 21st-century learning framework (Image adapted from <http://www.p21.org/>).

PSYCHOLOGICAL BENEFITS

Uni SA found significant value of investment in circus arts for community health, with profoundly positive impacts in the mental health of young people.

It found that **for every \$1 invested, \$7 of savings is generated via improvements in children's health and wellbeing** due to participation in circus programs (McGrath & Stevens, 2019).



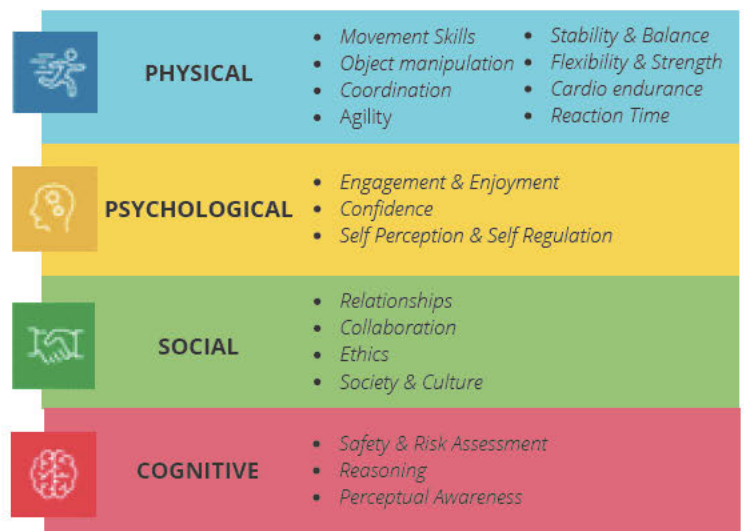
Further, research from Brazil and the UK identifies that circus offers positive, non-competitive and socially supportive environments that appeals to those disenfranchised with traditional sports and education while still generating the same social benefits (Neave, Johnson, Whelan & McKenzie, 2020)

PHYSICAL LITERACY

Physical literacy comprises the skills, knowledge and behaviours supportive of active lives. Developing physical literacy involves holistic learning across; physical, psychological, social and cognitive domains (Sport Australia, 2019).

Circus is one of the few activities with the ability to develop physical literacy across all four domains and in doing so supports life-long health with greater gender equity that typical sports programs. (Kriellaars et al., 2019)

Circus develops the following attributes of physical literacy:



Bolton, R. (2004). Why circus works: how the values and structures of circus make it a significant development experience for young people. [Doctorate from Murdoch University]. Available from: <https://circsocial.cat/storage/app/media/uploaded/files/Recursos/Why%20Circus%20Works.pdf>

Kriellaars, Dean & Cairney, John & Bortoleto, Marco & Kiez, Tia & Dudley, Dean & Aubertin, Patrice. (2019). The Impact of Circus Arts Instruction in Physical Education on the Physical Literacy of Children in Grades 4 and 5. *Journal of Teaching in Physical Education*. 38. 1-9. DOI:[10.1123/jtpe.2018-0269](https://doi.org/10.1123/jtpe.2018-0269).

McGrath, R., & Stevens, K (2019). Forecasting the social return on investment associated with children's participation in circus-arts training on their mental health and well-being. *Annals of Leisure Research*, 22:3, 305-322, DOI: [10.1080/11745398.2018.1537854](https://doi.org/10.1080/11745398.2018.1537854)

Neave, N., Johnson, A., Whelan, K., & McKenzie, K (2020) The psychological benefits of circus skills training (CST) in schoolchildren, *Theatre, Dance and Performance Training*, 11:4, 488-497, DOI: [10.1080/19443927.2019.1666027](https://doi.org/10.1080/19443927.2019.1666027)

Sport Australia (2019) Physical Literacy: Physical literacy is about building the skills, knowledge and behaviours that give us the confidence and motivation to lead active lives. Available at: <https://www.sportaus.gov.au/physical-literacy>

The Integration of 21st-Century Learning Framework in the ASIE Instructional Design Model - Scientific Figure on ResearchGate. Available from: https://www.researchgate.net/figure/The-21st-Century-learning-framework-Image-adapted-from-http-wwwp21org_fig1_310438436 [accessed 10 Aug, 2022]



PH: (02) 9557 9668

www.sydneytrapezeschool.com

info@sydneytrapezeschool.com

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Monday, 5 September 2022 10:07 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: bays-west-stage-1-rezoning-sept-2022.docx

Submitted on Mon, 05/09/2022 - 10:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Elizabeth

Last name

Elenius

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Pymont 2009

Please provide your view on the project

I support it

Submission file

[bays-west-stage-1-rezoning-sept-2022.docx](#)

Submission

File uploaded

I agree to the above statement

Yes



5 September, 2022

Submission to NSW Department of Planning and Environment – Bays West Stage 1 Rezoning Proposal

Pymont Action Inc provided comments on the draft *Bays West Place Strategy* in April 2021, and on the final Strategy in a submission dated 1 December, 2021. We also provided input to the draft Master Plan for *Bays West Stage 1* in a submission dated 30 May, 2022. Unfortunately, given the number of major development projects currently on exhibition, all of which comprise thousands of pages of data, we are unable to provide a detailed response to the invitation to comment on this latest Bays West proposal. Whilst we generally have supported the Strategy and Stage 1 proposals, our comments below again emphasise matters which should be taken into account when finalizing plans for Bays West Stage 1.

Zoning - We note the removal of the Robert Street sub-precinct from the Stage 1 Master Plan, but it is not clear why that decision was taken. This excision has, in turn, resulted in changes to the number of homes, offices and retail spaces and social and physical infrastructure to be delivered. There appears to be a reasonable balance between these uses, but it is difficult to understand whether a similar balance will be achieved when the other 9 sub-precincts are delivered.

Social Infrastructure - Our experience, having lived through the first redevelopment of Pymont, is that the provision of social and physical infrastructure has not kept pace with the needs of the community. In Pymont at the last census around half of the 12,658 residents are below the age of 39, with 4.8% under the age of 4. There is a significant deficit of public open space and sporting facilities and only now is the City of Sydney undertaking a partial redevelopment of the Pymont Community Centre. All efforts to achieve provision of an indoor community sports and recreation centre to cater for the large population of young people in the Pymont Peninsula Place Strategy have fallen on deaf ears so far.

We applaud the proposed provision of a library and community centre but it is important to ensure that these facilities can also cater for the residents in the 9 other sub-precincts proposed in the Strategy.

We are also concerned that there is a reliance on Schools Infrastructure NSW advice when it comes to ensuring that local schools are able to cater for the increased populations moving to the Bays West Precinct. SINSW has so far refused to plan for provision of a new Yrs 7 – 12 Secondary School to cater for existing demand and the future demand that will arise from the implementation of the Pymont Peninsula Place Strategy. The Pymont community has been proposing the demolition of the Yrs 11 – 12 Blackwattle Bay campus and the construction of a new school similar to the new Inner City High School in Cleveland Street from which students from Pymont and Ultimo are excluded. Recent inspection of both the Blackwattle Bay and Balmain Yrs 7 - 10 campuses have revealed the installation of a number of demountables on both sites, resulting in a reduction of open space for students. These temporary installations cannot be considered as permanent solutions to excess demand for places. Consideration will also need to be given to provision of a new Primary School to cater for an anticipated rise in demand associated with the roll-out of the BW Strategy. It should be noted that the Ultimo Primary School had to be demolished and rebuilt twice in the space of around 10 years as the Department of Education failed to acknowledge that families with young children DO live in apartments.

We also recommend provision of a general health centre to provide services for the residential and worker population proposed for the Precinct.



Transport – We note the proposed provision of a bus interchange in the vicinity of the Metro Station. In making decisions about the route it will take within the sub-precinct, it will be important to consult with local residents in surrounding areas, as to the route and location of bus stops along it. From our experience of living in Pyrmont where we have suffered from removal of bus services and stops and imposition of inconvenient changes to the route of the only form of public transport taking residents and workers to and from the centre of the CBD, consultation will be required to ensure the same doesn't happen in Bays West. It should be noted that the CBD Metro station will be at the corner of Hunter and George Streets, and that the George Street Light Rail service has only one stop, at the QVB, between Town Hall and Wynyard stops, so many of the 4,954 workers forecast to come to the White Bay/Metro Sub-Precinct may not be able to access convenient and reliable public transport to their workplaces. There will also be a challenge for buses exiting and entering the sub-precinct from Roberts St and measures such as traffic lights will need to be explored.

Public Spaces – Drawing from our experiences in the more than 25 year period of Pyrmont's redevelopment, it is important to ensure that public parks, roads and other facilities are placed under one ownership at the conclusion of the development of the sub-precinct. At present, such spaces in Pyrmont are variously owned by: Department of Transport, Property NSW (or whatever it's called these days), Department of Planning, Office of Strategic Lands, and the City of Sydney. We are still waiting for the promised transfer of ownership of parks to the City of Sydney, nearly 15 years after the completion of the Jacksons Landing development. As a consequence, several of these spaces are totally neglected and unsightly.

Street Activation – We strongly support the requirement for ground floors of residential apartment buildings be allocated for retail purposes, thus generating street activation.

Sustainability – We note that buildings must achieve a 5-star sustainability rating but recommend that this should be raised to a 6-star rating and all buildings should be required to be powered by solar panels with battery storage. Stormwater should be collected and used to water green spaces. Noting that car parking spaces are to be limited, it is still imperative that appropriate numbers of EV charging stations be installed, not only within buildings but in local streets.

Affordable Housing – We support the principles outlined in *Bays West Strategy Implementation*, especially that it is only to be provided and managed within a 5km radius of the Bays West Precinct. We also support the concept of a socially diverse residential population such as was implemented successfully in the first redevelopment of the Pyrmont Peninsula. We are fortunate that we have been able to develop a socially cohesive community which comes together to celebrate, entertain, learn and to assist when our friends and neighbours are experiencing a tough time.

Implementation – Once the planning is finalized for the Bays West Precinct, it is vital that future governments are unable to make major changes to the plans, in particular those relating to parks and public spaces near the foreshore, and to building heights. We are faced with major changes to zonings and building heights and footprints in Pyrmont, and what's already happened and proposed at Barangaroo makes a mockery of what should be a planning system that provides certainty to the communities who live and work in areas that have already been through successful redevelopment of former industrial precincts.

Thank you for this further opportunity to comment on what looks to be a successful transformation of the area around the impressive White Bay Power Station, now to become a major arts and cultural centre. We look forward to further opportunities to comment on plans for the other 9 sub-precincts all of which can be viewed from Pyrmont.

Elizabeth Elenius, Convenor



From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Tuesday, 6 September 2022 8:11 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Tue, 06/09/2022 - 20:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Rory

Last name

Steinle-Davies

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I object to it

Submission

I object, As there is insufficient access to the Balmain peninsula in this large scale proposal at the entrance to our community. The proposal only illustrates a longwinded report of nothing regarding access to our community. The community requires and demands a new road into Balmain to service the community and Buses to East Balmain and ferry. Building a bike path for others to enter our community is ridiculous, we cannot even get in and out of our own suburb at the moment.

It is insufficient to provide,

“the green lines for active transport will be walking and cycling paths, providing a city-bound connection from Lilyfield Rd through to either the Glebe island Bridge or past the light rail stop towards Jubilee Park”

When buses are stuck (not moving), on Roberts Rd, Montague St, and Darling St, it causes traffic chaos. Nobody can get in or out. This development has direct access to two main road of Sydney and need to provided access to existing residence (peninsula) before creating additional residents to this overpopulated area. We need key infrastructure.

The design for the Bays West road network has not been finalised but must include active transport links through the new metro precinct to accommodate heavier vehicles Public transport for the community as well.

I agree to the above statement
Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 September 2022 8:39 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Wed, 07/09/2022 - 08:38

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Claudia

Last name

Crosariol

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Glebe

Please provide your view on the project

I support it

Submission

Thankyou for requesting feedback:

*General

Noting the recent research indicating a significantly accelerated and multi-various impact of Climate Change on all areas of society and environment, plans should be assessed with a worst-case scenario future in mind so the development is future-proofed and a positively responsive site.

-Scale of Development

The response isn't adequate. It is unsatisfactory to link multiple and significant concerns regarding scale and density to 'supporting' investment in the Metro - particularly when so much is sold off to private industry. Public transport is a present and given requirement for the area, current traffic and activation, the environment and the future, scale being regarded as 'appropriate and balanced' linked to paying for that investment, density and heights should be at the forefront of social good when assessing the quality of this plan

-Traffic and Transport

I can't see reference to uplifting sea transport to support this development (and current needs) - can that be highlighted please

-Public domain, community and social infrastructure

It's unclear if open and public space percentages are at a world's best standard. With so few sites of such significance in the city, that should be an obligation well and audaciously exercised

-Housing

With the numbers of homeless, at-danger-of-homelessness and those in insecure housing, as well as the impact of economics on those working in essential services on limited salaries, 5-10% (7.5%) affordable housing appears inadequate, especially if only

linked to an existing District Plan failing to meet current objectives
-Sustainability

The Response doesn't appear to reply to the request for clarification regarding how the development will be monitored, maintained and assessed to ensure sustainability targets are delivered and maintained for the long term. I reiterate my General point at the top of my Submission.

I appreciate and value attentions to Heritage and am comforted to see the scale of direct and meaningful engagement with stakeholders especially local First Nations' groups and individuals.

Thank you for reviewing and considering this position.

Kind regards
Claudia

I agree to the above statement
Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 September 2022 4:27 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Wed, 07/09/2022 - 16:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mark

Last name

Bartter

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Birchgrove 2041

Please provide your view on the project

I am just providing comments

Submission

The overall vibe I get from the Stage 1 Draft Master Plan and UDF is that Bays West will become a somewhat isolated power station historical theme park which is not well-integrated with the surrounding community.

I would feel trapped in this space by the no-go zones created by the port operations of White Bay and Glebe Island, and by the barrier of the Anzac Bridge/Victoria Road roadways.

The information at 4.17.5 does not explain how anyone other than the visitors and residents of the development will use the new Metro Station. It seems to be a public transport dead-end rather than an interchange. The bus routes and kiss & ride access is likely to create traffic chaos where these meet Robert Street and, in turn, Mullens Street.

To restate my overall opinion - it appears to be disconnected and claustrophobic, and reminds me of the synthetic town of Seaside, Florida in "The Truman Show".

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 September 2022 4:19 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: 220907-bays-west-fou-submission.pdf

Submitted on Wed, 07/09/2022 - 16:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

jean-pierre

Last name

alexandre

I would like my submission to remain confidential

No

Info

Email

friendsofucc@gmail.com

Suburb/Town & Postcode

ultimo

Please provide your view on the project

I object to it

Submission file

[220907-bays-west-fou-submission.pdf](#)

Submission

Please find attached the Friends of Ultimo submission

I agree to the above statement

Yes



FRIENDS OF ULTIMO

friendsofucc@gmail.com

To: NSW Planning Portal

<https://pp.planningportal.nsw.gov.au/bays-west-stage-1>

Ultimo, 07 September, 2022

SUBMISSION BAYS WEST STAGE 1 REZONING PROPOSAL

Friends of Ultimo (FoU) is a community group, founded ten years ago, which aims to address local Ultimo issues. We communicate with our 300 members through regular emails friendsofucc@gmail.com and a Facebook page <https://www.facebook.com/ultimofriends>.

The Bays West Stage 1 (*White Bay Power Station and Metro and Robert Street Sub-precincts*) Master Plan was placed on exhibition in May and attracted 911 submissions. Refer to:

- Consultation Summary https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Keelie+Drupal+Documents/CONSUL~1.PDF
- FoU's submission <http://tiny.cc/buzyuz>

DPIE has now produced a new set of "finalised" plans

<https://www.planningportal.nsw.gov.au/bays-west-stage-1>.

They exclude the Robert St sub-precinct from Stage 1 but **do not address any of our previous objections** including:

- Built forms remain unchanged. Buildings of up to 22-storeys in height would dwarf a restored White Bay Power Station and hide it from Rozelle Bay.

- A target of 5-10% for affordable housing (and no target for public housing) is not acceptable

- The "repurposed" White Bay Power Station which was to become "a **cultural and creative destination**" in the draft Master Plan (Big Move 1) will now to be used for "Community, Cultural and Commercial" purposes (Figure 160) with no indication of **how much of it will be commercial**.

- A restored Pyrmont Island Bridge which "would retain its functions as an intersection between vessels passing underneath and active travel passing across" (Big Move 2) has been replaced by "a crossing from Bays West to Pyrmont" with **no guarantee that the NSW heritage-listed bridge will be retained**.

For the reasons above we **OBJECT** to the proposed rezoning

Two handwritten signatures in blue ink. The first signature is 'Paj' and the second is 'Jean-Pierre Alexandre'.

Patricia JOHNSON & Jean-Pierre ALEXANDRE

Friends of Ultimo

 FriendsofUltimo@ultimofriends

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 September 2022 4:29 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Wed, 07/09/2022 - 16:28

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kevin

Last name

Eadie

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Drummoyne 2047

Please provide your view on the project

I object to it

Submission

Regarding public transport connections -

The Bays West Stage 1 draft Master Plan mentions connections between the Bays Metro West station (planned) and LOCAL buses (page 6).

This seems no improvement on the detail in the earlier planning document.

Convenient interchange needs to be provided between Metro Trains and TRUNK buses (on Victoria Road), NOT "local" buses.

See my letter in the Sydney Morning Herald of 6.9.22 -

"The Premier's plans for "shorter wait times and quicker trips" in Sydney's distant future should start right now at White Bay (Trials to begin on "one-stop shops", Herald, September 5).

The Bays Metro-West station is being built right next to the \$16 Billion motorway ramps, but there is no sign of any plan for convenient public transport transfers with the intense Victoria Road buses serving Sydney's north-western suburbs.

Will we still have to bus all the way east to Town Hall, just to train west toward Parramatta?"

I agree to the above statement
Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Wednesday, 7 September 2022 7:14 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Wed, 07/09/2022 - 19:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Bronwen

Last name

Griffin

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2039

Please provide your view on the project

I object to it

Submission

Overall I support the proposal as the Heritage, public housing, business hub and open space uses are really important. However, the maximum building heights should be lowered significantly.

The buildings in your illustrations dwarf the Heritage listed White Bay Power station and the Silos and are completely out of scale with the suburban landscapes in the surrounding streets. It looks as though Pymont is making an incursion into Rozelle and Balmain.

I would like to see the maximum height for the project in line with the height of the White Bay Power Station.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 1:05 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: bays_west_stage_1_rezoning_objection.pdf

Submitted on Thu, 08/09/2022 - 00:45

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 2040

Please provide your view on the project

I object to it

Submission file

[bays_west_stage_1_rezoning_objection.pdf](#)

Submission

See my full submission PDF. Summary here: The repurposed power station is great, as is the park, but the site is still grossly overdeveloped. The 81-89m tall towers are far too high next to the powerstation and traffic will be a nightmare.

DPE have completely ignored the number one complaint about excessive height from the community consultation on the masterplan report.

Why ask us if you are not planning to do anything about it? The whole process comes across as cynical notification not consultation.

It is really is quite depressing writing these submissions when it is likely that nothing significant will change.

Prove me wrong and drop the mixed use buildings to max 40m. Leave a real legacy for Rozelle with an appropriately scaled urban development, not one that seeks to maximise revenue.

I agree to the above statement
Yes

Dear NSW Department of Planning and Environment

OBJECTION TO BAYS WEST STAGE 1 RESONING PROPOSAL

The repurposed power station is great, as is the park, but the site is still grossly overdeveloped. The 81-89m tall towers are far too high next to the powerstation and traffic will be a nightmare. DPE have completely ignored the number one complaint about excessive height from the community consultation on the masterplan report. Why ask us if you are not planning to do anything about it? The whole process comes across as cynical notification not consultation. It is really is quite depressing writing these submissions when it is likely that nothing significant will change. Prove me wrong and drop the mixed use buildings to max 40m. Leave a real legacy for Rozelle with an appropriately scaled urban development, not one that seeks to maximise revenue.

89m high is grossly over height in residential Rozelle. The White Bay Power station should be the hero piece.

Can anyone at DPE or Cox architects explain how on earth you still think an 89m high building in Rozelle, higher than the 74m high* power station stacks, is in anyway remotely good urban design? The mixed use block, also completely ignores your own view shed analysis from the Glebe side.

**74.1m is the stack height from the section on page 19 of the Cox report. 89m is from page 202 of the Cox report. Other sections show it differently on pages 240-241. I measure the stacks as 77m high in nearmap.*

There is nothing acceptable around towers higher than gutter line let alone the stacks. Has anybody questioned the Governments brief? Why not a low scale development? This appears to be about maximising yield and not good urban design. The Metro is poor justification for the height massing next to the powerstation when it could be 400m away beside the grain stores. Still would be bad – but would be substantially better than the current massing.

The bulk and scale and location of the towers is just plain wrong, and the report is an attempt to justify this overdevelopment. The report is filled with pretty pictures, precedents, and poetic connection to country aspirations, but still slams 89m high buildings in here.

Give the Premier some frank and fearless advice that the 89-81m high mixed use development 70m from the Powerstation is in the wrong place, is over developed, and will be a traffic nightmare.

Maximum height throughout the entire site should be nom 5-10 floors RL 24-RL40 and sit below the power station gutter line. You have a whole peninsula that no doubt will eventually be filled with even more towers.

The power station should be the hero.

Cut the building heights to 40m

Misleading information to disguise the true impacts.

Despite having a 3D model for the initial masterplan report, you didn't have the courage to be honest with the community and put actual RL's on any of the buildings. At least this time you have – but tucked away on page 202. But you still show rendered perspective that disguise the true impact of the towers. For example the rendered view on page 207 uses a high bird's eye view with the 89m tall building bleeding into the background.

Cox's Storey heights have seemingly dropped from 22 to 20 but that appears to be from a new 2 storey basement that has lifted the "ground" floor. The height doesn't appear to have been dropped.

An honest report, like you might have to do for a visual impact assessment would be required to show the worst views.

Have the courage to make a live 3D model available to all residents in google earth or other on line interactive model and let them see for themselves. Curated misleading special views to minimise visual impact are no longer acceptable.

Not a balanced design – only a balanced budget.

This all seems to be just driven by revenue return and not good urban design, response to sense of Place, or sustainable, livable communities. The revised design is not a "balanced" urban or community solution as claimed in the DPE consultation summary report. Yes metro's cost money, but the only metric that appears to have been used here seems to be a balanced budget, as noted in the cynical justification on page 6 for not changing anything.

I would question how are you going to fill a 20 storey commercial tower when there is 50% vacancy rates in the CBD? Why not reduce the towers by 50% height so they might actually have tenants.

Traffic will be a nightmare.

Traffic is still going to be an absolute nightmare for new residents and existing locals. It will take an hour to get out of there in peak hour - guaranteed. There won't be a letter in the alphabet to describe how bad the traffic level of service will be.

Meeting the Paris Agreement and NSW Government 50% emission reductions by 2030.

The sustainability technical report stated:

Energy & emissions is considered within the ambition of Net Zero Emissions in construction and operation.

Really? What measures are being taken to meet net zero construction (not operational) emissions? How will this be achieved? These are high intensity embodied emissions

buildings. More than 50% of the buildings lifecycle emissions will be already there the day they open the doors.

Car free Utopia, but will it work in reality?

I understand from the community presentation that there will only be 5% car parking spaces. Yes, it would be wonderful if everybody caught public transport. All well and good if we are in the heart of Paris. But the reality is people have cars, tradie's need trucks etc.

This is notification not consultation

Public consultation in NSW for projects like this has become a complete farce. You will do another expensive consultation outcomes report, and NOTHING WILL CHANGE.

We are sick of it. Rozelle Interchange, Modification 2 on Rozelle Interchange, now this.

The Astrolabe consultations report on page 5 identified "*concern about the scale of the development and the building heights*" as the number one key and recurring issue.

They further outline on page 29 "*A reconsideration of the scale of the development and building heights is required to match it with the capacity of the proposed road network, public transport, social infrastructure, and open spaces*"

Despite height being the single largest complaint, this recommendation has clearly not been actioned by the architectural team. In item 1.3.2 "Directions" from consultation on Page 9 of the COX revised report makes absolutely no mention of height. Conveniently ignored.

The DPE consultation summary report on page 6 had this to explain why the heights were not changing.

"The further work undertaken to inform the Stage 1 Rezoning Proposal found the scale of development is appropriate and balances the need to protect the character of the area whilst also ensuring sufficient activation and development to support the significant investment in metro infrastructure".

What a load of condescending tripe to the community. It may as well have said "The Premier wants the budget to stack up and given that is the primary consideration we have been asked to achieve on this project, along with maxing out residential and commercial floor space nothing is going to change. It has been really great to have your comments but we don't give a rats"

Will the DPE summary report this time have the courage to over-rule the government's instructions to get this through and say it how it is, rather than justify the excessive heights? See also previous page comments on "balanced" outcomes.

There are still people in Balmain / Rozelle who don't even know about this, and yet there will be a brag page in the report about how many page views and "engagements" were made. A simple example - my hairdresser who is a local Balmain resident and talks to all her clients had not heard about it. She was horrified at the size of the buildings.

As a local we want real outcomes from consultation not notification.

Can you please come back with a revised low storey option that chops 12 storeys off the towers, keeps the power station as the hero, by sitting buildings below the gutter line, with a quarter the population. Then you could perhaps honestly say that you have “listened to the community”.

Anything else is just a complete farce to justify the cost of the metro station.

Leave a real legacy for Rozelle with a considered response.

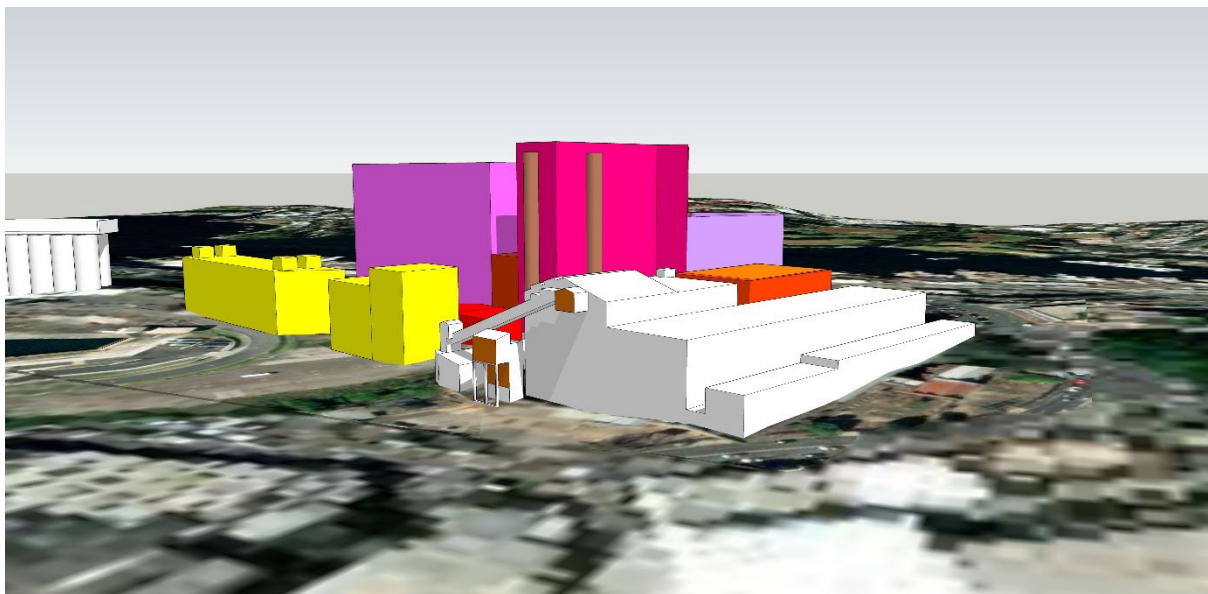
Call me anytime to discuss. [REDACTED]

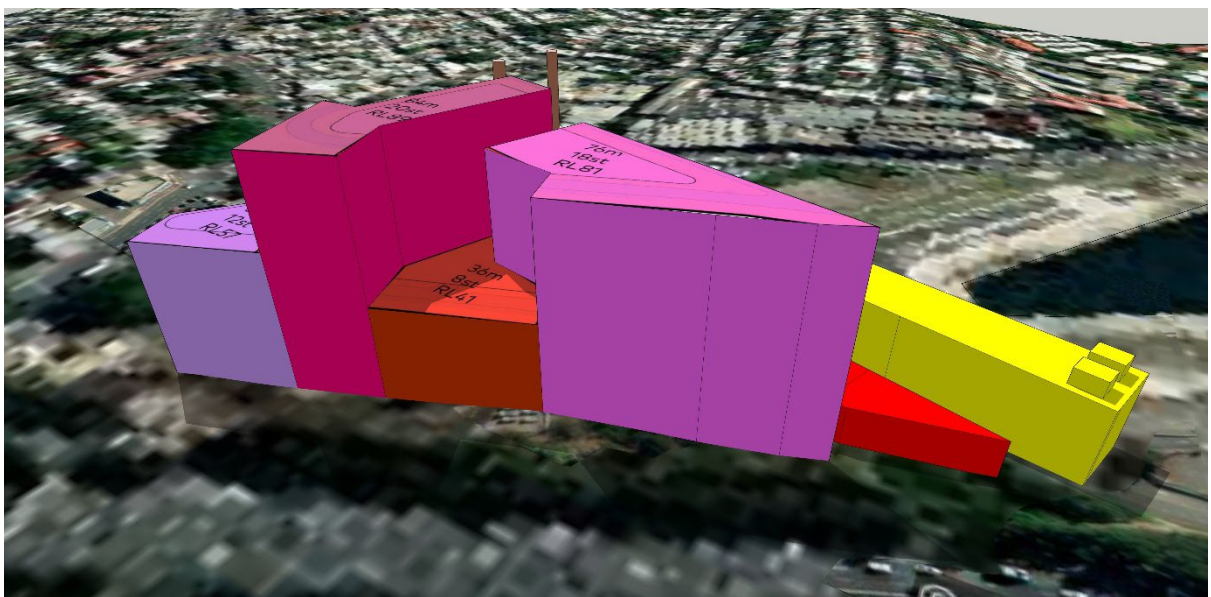
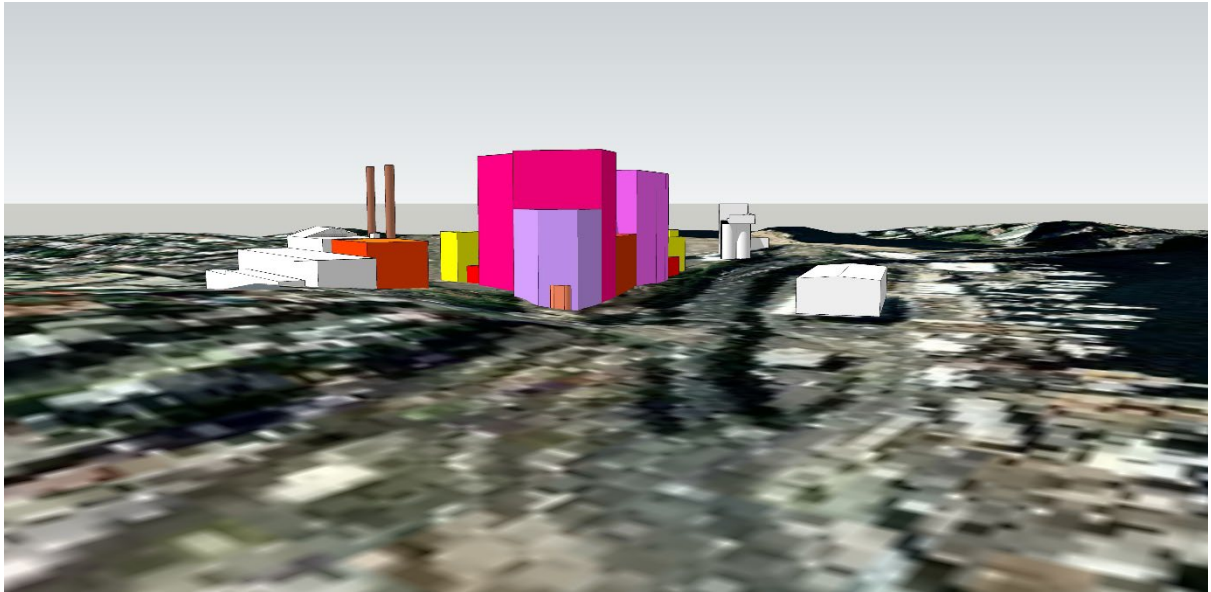
Regards

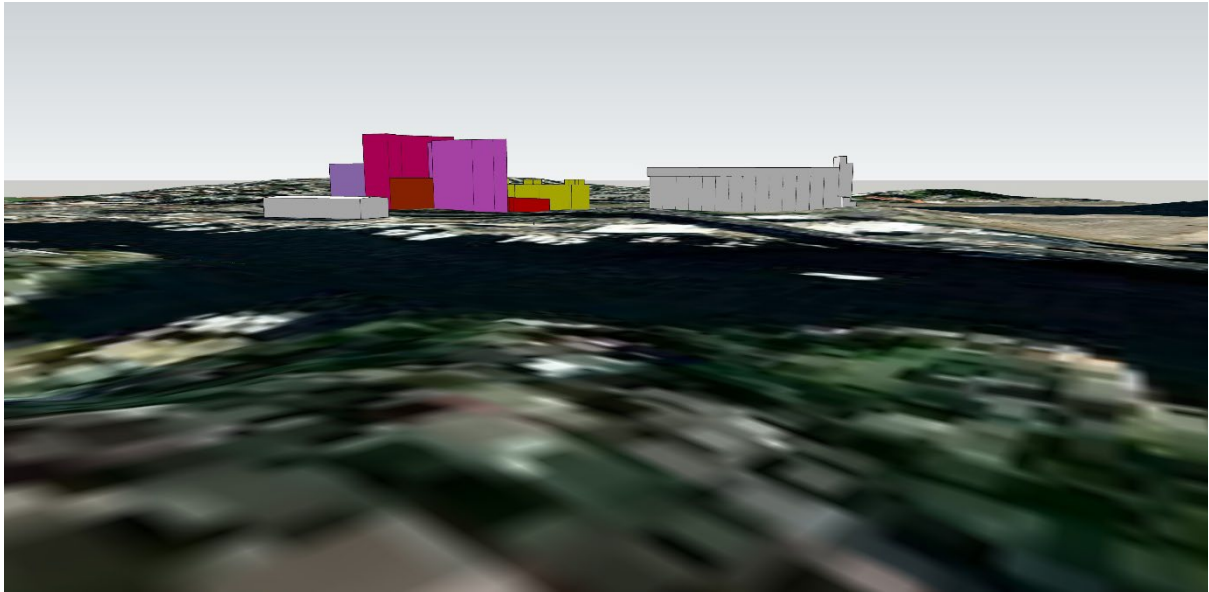
Martin O’Dea

Lilyfield NSW

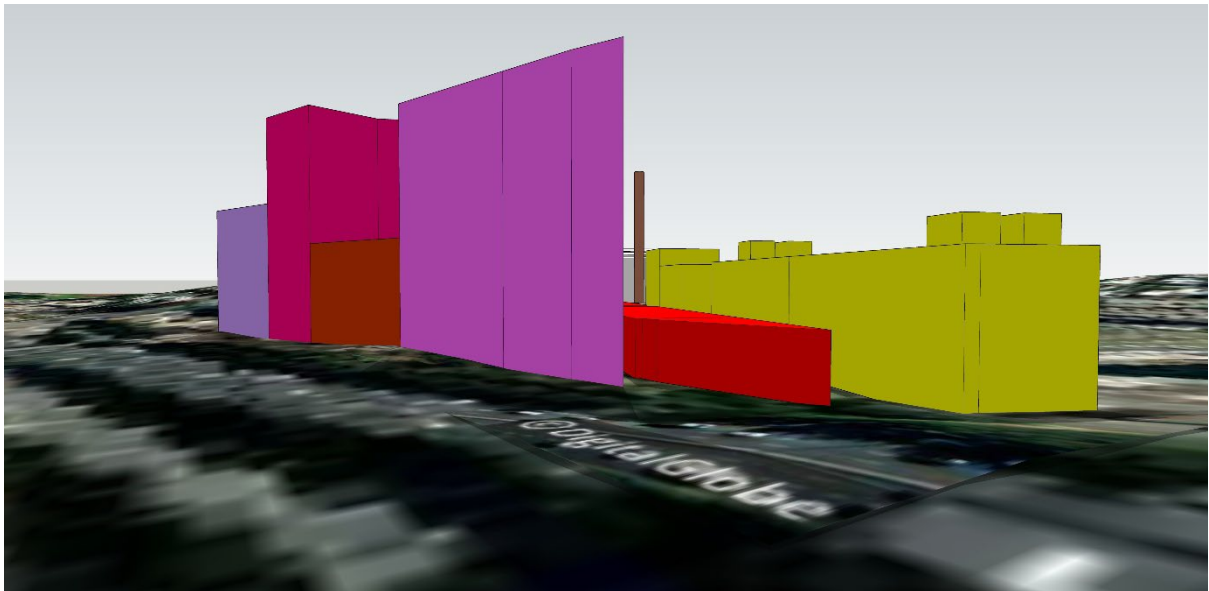
*Fellow of the Australian Institute of Landscape Architects
Registered Landscape Architect*







From Glebe



View north over Anzac Bridge approach

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 1:33 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: sergeant-response.pdf

Submitted on Thu, 08/09/2022 - 13:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

John

Last name

Sergeant

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Glebe 2037

Please provide your view on the project

I object to it

Submission file

[sergeant-response.pdf](#)

Submission

When a proposed development is this complex, it is unhelpful to ask respondents to indicate support or otherwise in such a simplistic way.

I agree to the above statement

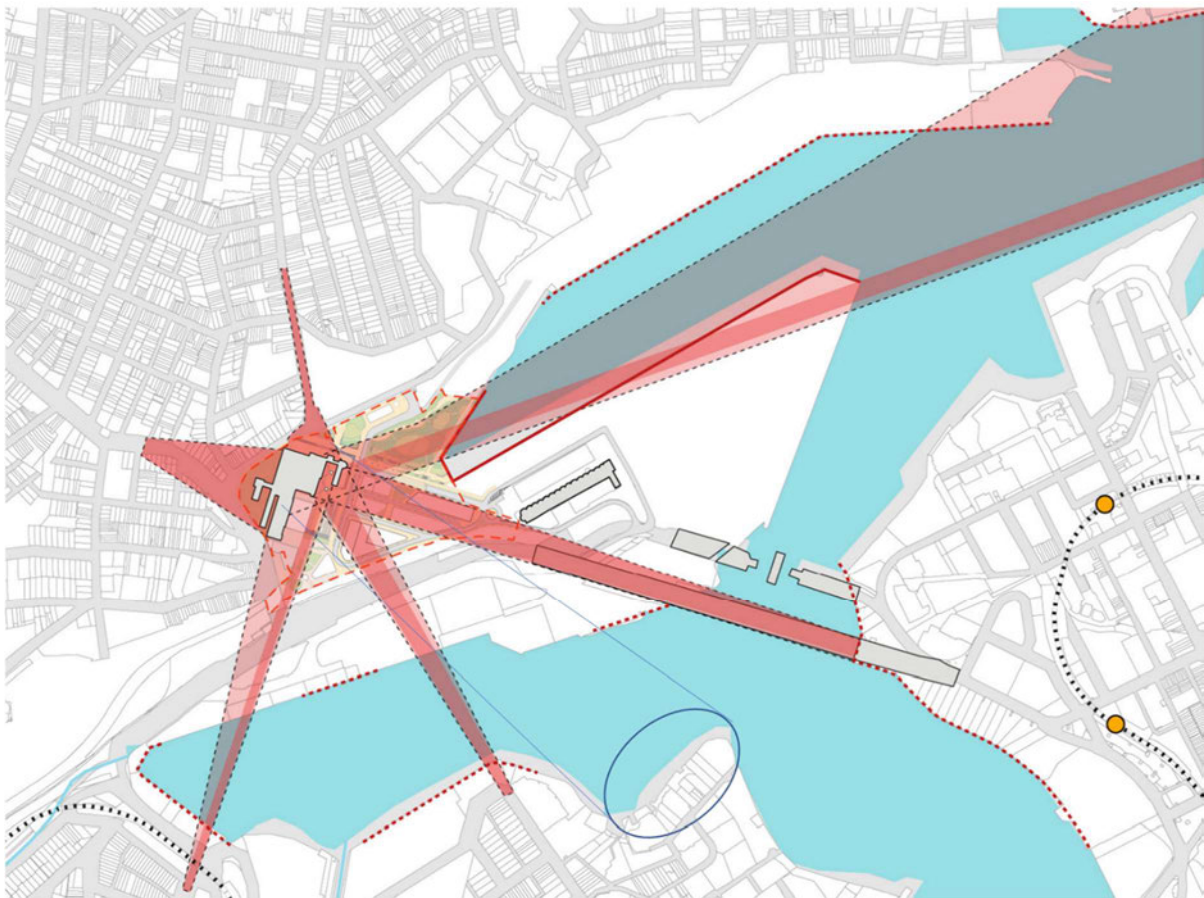
Yes

Thank you for the opportunity to comment on the Bays West Stage 1 Draft Master Plan and Urban Design Framework. This responses concerns the height of the proposed building envelopes and their effect on views of the White Bay Power Station.

It is argued in this submission that, insofar as they concern views from Glebe Point, the assertions made in Section 4.2 View Corridors are unsubstantiated, self-serving, arbitrary and, by any objective standard, simply incorrect. These incorrect assertions are then used to justify a 20 storey building envelope that obstructs an iconic view that is valued by the community.

To explain, Section 4.2 of the Draft Master Plan identifies Glebe Point Road as the only significant view point on the Glebe shore, then notes that this particular view is already compromised by the massive boatshed that partially obscures the White Bay Power Station when viewed from this direction. An interposing high building envelope is then justified on the basis that this view is already compromised and that, providing that the Power Station's smokestacks can still be seen, at least some visual connection is maintained.

Whatever else one might say about this line of reasoning (some eggs are already broken, therefore make an enormous omelette), it is based on a false premise. In fact, the most significant and important views of White Bay Power Station from the southern shore are those that are not already compromised. I refer to the views from that section of the hugely popular Glebe foreshore walk that are not obstructed by the massive boatshed. The approximate area is indicated below with a blue ellipse.



The Draft Master Plan, by arbitrarily ignoring views from this popular area, for which the community, led by the Glebe Society, fought so hard for so long, justifies an over-sized interposing development, as if these remaining unobstructed views from Glebe are unimportant.

Indeed, looking at the Draft Master Plan, and the diagram above, one would have to conclude that only glimpses of the Power Station seen through motor vehicle windscreens were relevant for planning purposes – only roads and bridges are deemed to have views of significance – and that views enjoyed by many thousands of pedestrians, cyclists and residents like me were so unimportant as to be disregarded. This is a value judgement that is clearly insupportable. Driving, one must concentrate on the task at hand. Walking, one can look around, pause and enjoy the view, as so many do.



The above photo was taken beside the old crane at 11am on 24th August 2022, using an Android phone.

The height of any building envelope between this section of the Glebe foreshore walk and the White Bay Power Station should be limited to a level commensurate with the preservation of the existing unobstructed iconic view. A key feature of the Power Station is its relationship to the water. It is a glaring omission in the master plan to pretend that this view does not exist or that it is unimportant. A twenty storey building in this iconic view line is simply too massive and at odds with sound planning principles in relation to iconic views of heritage items. Any built form in this view line should not exceed the height of the interposing roadway.

One additional comment

I am otherwise supportive of the development but note that any shared pedestrian and cycle ways should be marked with a centreline and directional arrows. In the absence of these markings, many overseas visitors and first generation migrants instinctively move rightwards to avoid collisions, thereby making them considerably more likely.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 11:51 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: wbsc-rezoning-bays-west-submission.pdf

Submitted on Thu, 08/09/2022 - 11:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Katrina

Last name

Mann

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain 2041

Please provide your view on the project

I am just providing comments

Submission file

[wbsc-rezoning-bays-west-submission.pdf](#)

Submission

Stage 1 is a welcome step forward for the area. As representatives for the some 2000 Lot Owners and Residents of the four strata schemes adjacent to the White Bay & Glebe Island, we have outlined the points we support, and those we have concerns about. Our views are given constructively in order to see it shaped in a way that will make the precinct a source of pride for all of us. We hope you will take our concerns/comments into account, and welcome any further discussion.

I agree to the above statement

Yes



White Bay Stratas Committee

PO Box 197
Rozelle NSW 2039

08 September 2022

BAYS WEST STAGE 1 DRAFT MASTER PLAN & REZONING PROPOSAL

Summary of Position

The White Bay Stratas Committee (WBSC) represents some 2000 Lot Owners and Residents of the four strata schemes adjacent to the White Bay & Glebe Island. Our Committee has been a major contributor to the overall planning of the Bays Precinct. Based on our contribution, Committee Member Professor Jane Marceau (now deceased) was the only Community Member invited onto the Bays Precinct Taskforce by the Baird Government. We are well acquainted with the enormity of planning that has already taken place with these lands owned by the people of NSW.

WBSC has reviewed the NSW Government's Bays West Stage 1 Draft Master Plan and Rezoning Proposal and, in general, support the proposed urban renewal process. We are encouraged to see the government focussing on a long-forgotten area of Sydney. We appreciate a lot of work has gone into the Masterplan and are happy to participate in helping shape the future of Bays West.

In respect to the rezoning and amended master plan of the Bays West area, a summary of our stance is as below. **Further explanation on our concerns is outlined later in this document.**

We support:

- The revitalisation of area and addition of new transport services and roads to accommodate it
- The intended focus within the precinct on public and active transport
- The new White Bay Park and opening up of the foreshore for public access
- Public connections with other sub-precincts including other significant areas including the Glebe Island Silos and the Glebe Island Bridge
- Redirection of the flow of traffic away from the Robert St / Mullens St intersection
- The focus of the sub precinct on being an ultra low car environment

We partially support:

- Inclusion of residential housing in the area, with the provision that more is done to make the precinct more friendly to housing, and that new buildings are respectful to the significant heritage of the area and WBPS
- The continued use of the port in the precinct, with the conditions that 24/7 bulk handling activities be wound down, and further into the future, more consideration be given to

maximising the social benefit of the port and priority given to public access to the land and waterfront.

- The new Metro station, with the condition that its size and footprint are appropriate to the heritage of the WBPS
- Intended use of the White Bay Power Station (WBPS), with the condition that there is clearer outline provided for how it will be utilised, and business involvement

We oppose:

- The height of the residential buildings, their number, and the lack of regard given to community opposition on this matter
- The size of the footprint of the Metro station
- The removal of the Robert St sub precinct from the master plan
- The lack of acknowledgement of heritage in the Masterplan

The Stage 1 Master Plan and Rezoning is seen as a step forward, and our views are given constructively in order to help the planning process and to bring about something special for all local residents. We hope you will take our concerns/comments into account and we look forward to working with the government in the future.

Concerns of WBSC

Usage of the port

WBSC status: environmental impact of the ongoing port operations should be investigated, and priority given to maximising the social benefit of the port

It is our stance that the bulk handling operations on White Bay / Glebe Island are incongruous, out of date, and out of place in modern Sydney Harbour - including in the new Bays West precinct. We note that there is a technical analysis planned for the area (that includes air quality, aviation, biodiversity, contamination, noise, non-Indigenous heritage, transport and wind) that will inform built form controls. To ensure that Bays West Stage 1 is a desirable place to live and work, this technical analysis should take into consideration the 24/7 port operations along with the truck movements along James Craig Road. The analysis must also include Environmental Impact Statements for proposed developments at the Port in order to accurately assess the cumulative effect of associated air, noise and light pollution of the whole site together with that of Victoria Road/Anzac Bridge. These port operations, along with the precinct's proximity to Anzac Bridge and Victoria Road have the potential to create too much noise and pollution to make Bays West a desirable place to live or visit, and could result in parts of Bays West becoming a 'dead zone'. Further investigation work should be explored. 24/7 bulk handling operations should be wound down, however smaller scale and ancillary harbour operations and facilities could continue. Particularly considering Balmain's rich history in port and industrial usage, these smaller operations may fit with an imaginative future strategic plan for better utilisation of the White Bay / Glebe Island port. Further into the future, more consideration should be given to maximising the social benefit of the port (which is currently perceived as low when weighed against the opportunity cost of the foreshore land they occupy), and public access to the land and waterfront prioritised.

Residential housing

WBSC status: partially support the inclusion of residential housing in the area, with the provision that more is done to make the precinct friendly to housing, and that new buildings are respectful to the significant heritage of the area and WBPS. Oppose the height of the residential buildings, their number, and the lack of regard given to community opposition on this matter

Housing standards

WBSC is pleased to see the inclusion of residential housing in the new Bays West precinct. New residents help to activate and bring life to the new area, and support upgraded facilities like the Metro station. However as local residents ourselves, it is our stance that the current plans for the precinct would not make for an enjoyable living experience, and that the proposed building heights are inappropriate for the area.

As outlined above, the bulk handling operations at the port and proximity of the precinct to Anzac Bridge / Victoria Road create too much noise, air and light pollution to make these new planned residential buildings a desirable place to live. High vacancies in these buildings threatens to devalue neighbouring property or turn the zone into largely short-term accommodation that would put undue pressure on the local property market. These buildings should be re-situated further away from the Anzac Bridge, perhaps delivered in a later stage of the precinct development. In the technical analysis, we encourage consideration for how the impact of surrounding industrial operations and infrastructure can be mitigated to enhance the living experience for these new residents.

Height of buildings

We note in the first round of community feedback, many residents opposed to the number and height of the proposed residential buildings, however *“the further work undertaken to inform the Stage 1 Rezoning Proposal found the scale of development is appropriate and balances the need to protect the character of the area whilst also ensuring sufficient activation and development to support the significant investment in metro infrastructure”*¹. We object to this statement, as the community continues to see the scale of these residential buildings in particular as inappropriate for the area.

Our stance on this has matter has not changed - the proposed size of the buildings does not protect the character of the area. The WBPS is identified as an anchor for the new precinct, but surrounded by buildings much taller than it threatens to devalue this piece of history as a focal point. We note the largest building to be around 20 storeys, which is similar to the height of the smoke stacks, and higher than the main body of the powerstation itself. The height of these buildings and their proximity to the power station does not pay respect or give room to the WBPS to be immediately identified for its historical significance.

We believe the suggested building heights for the whole of Bays West are too high and could seriously impede the intended innovative design of the area.

¹ Source: *Consultation Summary for the Bays West Stage 1 draft Master Plan*, [Planning & Environment](#)

Metro Station

WBSC status: Support the new Metro station. Oppose the current size and footprint.

As members of WBSC, we are excited to see more public transport come to the area, and understand the need for upgraded transport facilities to bring life to the new precinct. However, the metro building should not dominate the waterfront, or take visual appeal away from the WBPS. This is the first new structure in Bays West for a very long time and the design will set the precedent for future new builds. The station is a critical point within the precinct - being how many will arrive, it sets the tone for how they experience the remainder of the area. Currently, it's our view that its height and footprint is too large for the area, and doesn't help visitors grasp the significance of the WBPS.

While a metro station is a welcome addition to the precinct, it should be of creative design that draws reference to the heritage of the WBPS, is no higher than 2 storeys, and with a much smaller footprint than is currently planned.

White Bay Power Station (WBPS)

WBSC status: partially support the intention for the WBPS to be an anchor of the area, on the condition that measures taken to protect the heritage and future community usage of the WBPS

Balmain has a rich history as a working port and industrial precinct. As one of the last pieces of undeveloped harbour foreshore land, it's an opportunity to create a precinct that is a source of pride for Sydney, and attractive for tourism. The WBPS is the heart of this history, and the redevelopment of the Bays Precinct provides the opportunity for it to become a new cultural icon within Sydney, and one that the accessibility of the metro would help bring to life. However, the height of the residential buildings and metro station threaten to make the WBPS a secondary feature of the precinct, as outlined earlier.

At this stage, there is little knowledge about how the WBPS will be used, and the involvement of businesses in this. The WBPS is the focal point of the Precinct and yet there is no diagram of it and its associated part. We would like to see more clarity around its potential uses and the types of businesses that may take up space so there is ample opportunity for community consideration.

As a focal point of the area, we'd like to see the WBPS stand out among surrounding buildings as a clear and important piece of history by reducing the size of the residential buildings and metro station. As the masterplan becomes finalised, this could also be an opportunity to bring excitement for the area by clarifying the potential uses of the WBPS.

Robert St sub-precinct

WBSC status: we oppose the sub precinct being removed from the master plan

We appreciate the difficulty in creating the masterplan and balancing the needs of surrounding businesses and residents, and understand that the ongoing port operations creates additional challenges in outlining future usage of these maritime areas. It's our view that this does not take away from the need to create a clear and cohesive strategy for the sub precinct.

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

Heritage

WBSC status: we strongly encourage more focus on the heritage of the site in the masterplan and rezoning controls

In the previous Masterplan the tall buildings near the White Bay Power Station (WBPS) were staggered in height away from the heritage site. Now, it appears the two tallest buildings are side by side with almost equal height which makes them the focal point not the WBPS. These tall buildings will dwarf the power station and be higher than the two stacks. Our understanding is that heritage guidelines recommend staggered heights away from the heritage site and therefore the original plan should be reinstated.

To date, there is virtually no acknowledgement of the Industrial or Social History of Bays West/Bays Precinct. The foreshore walk and much of the area is focussed on Aboriginal culture which is appreciated but the original documentation suggested there would be acknowledgement of industrial history too. It is understood that this is only Stage 1 but we hope industrial/social history starts to feature soon.

As well as the long gone Booths Timber Yard which operated in White Bay, there were also big names like Unilever who may be amenable to sponsoring an exhibition/foreshore walk of the industrial history of Bays Precinct.

Final comment

While we're pleased to participate in the reshaping of the Bays West precinct, the most recent round in this process has not been friendly to the community.

Without full visibility and transparency of one Master Plan for all planned development across the whole of White Bay and Glebe Island port precinct areas, it is very difficult to assess the effect of Stage 1 Rezoning on the rest of the development.

Added to that, technical information has no straightforward explanation of what it means, and we would expect community consultation to take this into consideration. The number and size of documents are overwhelming without a roadmap for moving through them in a logical manner. Overall, this round of the process was difficult to engage with, and the time given to assess the rezoning documentation was too short.

Despite the challenges in moving through the documentation, we are overall excited by what we have seen. Stage 1 is a welcome step forward for the area, and our views are given constructively in order to see it shaped in a way that will make the precinct a source of pride for all of us. We hope you will take our concerns/comments into account, and welcome any further discussion.

pp. KMann

Paul Cooper

Chairman – White Bay Stratas Committee

Email: [REDACTED]

Mobile: [REDACTED]

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 1:35 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: bays-west-rezoning-proposal_national-trust-submission_september-2022.pdf

Submitted on Thu, 08/09/2022 - 13:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

National Trust

Last name

of Australia (NSW)

I would like my submission to remain confidential

No

Info

Email

advocacy@nationaltrust.com.au

Suburb/Town & Postcode

Millers Point, 2000

Please provide your view on the project

I object to it

Submission file

[bays-west-rezoning-proposal_national-trust-submission_september-2022.pdf](#)

Submission

Please see attached submission by the National Trust of Australia (NSW) objecting to the Bays West Rezoning proposal

I agree to the above statement

Yes

8 September 2022

Department of Planning, Infrastructure and Environment
Locked Bag 5022
Parramatta NSW 2124

By via website: <https://pp.planningportal.nsw.gov.au/bays-west-stage-1>

Re: National Trust objection to the proposed Bays West Stage 1 Rezoning Proposal - White Bay Power Station (and Metro) sub-precinct.

The National Trust of Australia (NSW) [the Trust] is the state's peak body for the identification, conservation and protection of built, cultural and natural heritage.

The Trust has made earlier submissions on the *Draft Bays West Place Strategy* (May 2021) and the *Draft Bays West Masterplan* (May 2022). In reviewing the *Bays West Stage 1 Rezoning Proposal - White Bay Power Station (and Metro) sub-precinct*, we do hold some frustration at the proposed planning framework's non-response to early submissions and to heritage concerns. This rezoning proposal:

- Is not consistent with the Bays West Place Strategy (2021) or the White Bay Conservation Management Plan;
- Does not meet the intent of the exhibited Urban Design Framework to "Respect the site's iconic heritage structures";
- Reduces the landmark status of the White Bay Power Station;
- Presents a significant missed opportunity for an iconic site.

The National Trust of Australia (NSW) has long advocated for the protection and adaptive reuse of White Bay Power Station and its surrounds – indeed, White Bay was listed on the National Trust Register in 1994. The Trust celebrates the repair, conservation and opening of the site for public enjoyment. However, as a key stakeholder representing our members' interests, we have continued concern at the impact of the proposals on the landmark and visual significance of White Bay Power Station. This letter sets out our concern in more detail.

The extent of the rezoning

The documents on exhibition set out the proposed planning controls for the White Bay Power Station (and Metro) Sub Precinct. Although the future renewal of the remaining areas of the Bays West Precinct (including Rozelle Bay, Glebe Island, and White Bay) will be subject to separate staged master planning and rezoning, the Trust understands that any master planning and rezoning of the remaining land within the Bays West Precinct will need to consider and respond appropriately to the final controls and land use zones that apply to Bays West Stage 1 (as detailed in the Explanation of Intended Effects).

Accordingly, these planning controls have far-reaching consequences – indeed, we are concerned that the name of this rezoning (White Bay Power Station and Metro Sub-Precinct) is publicly misleading and contend that it has not been made publicly clear that this sub-precinct's planning controls will apply to all of the other sub precincts.

The Trust strongly recommends that the exhibited planning controls only apply to this sub-precinct and that planning controls for other sub precincts will require their own consultation and exhibition.

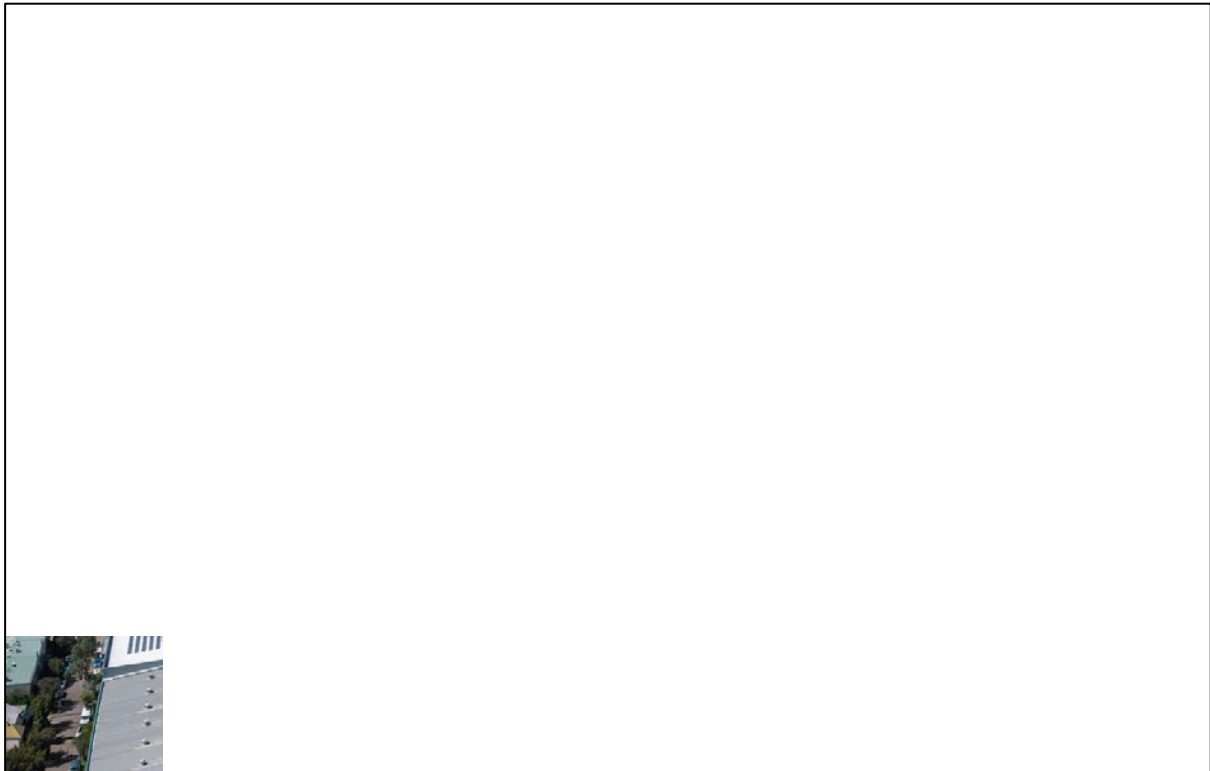


The revised Masterplan and rezoning controls

The Trust understand that revisions have been made to the Stage 1 Master Plan following its earlier exhibition, and this has also informed the new planning controls proposed to be implemented in the State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021. These SEPP amendments will also refer to the proposed draft Design Guide that will also facilitate future design outcomes for the precinct.

In essence, the proposed rezoning of the White Bay Power Station and Metro sub-precinct will enable the delivery of:

- 71,000m² commercial floor space and 4,700m² retail floor space.
- 23,900m² residential floor space (250 homes).
- 41,650sqm of new public open and green space.
- District multi-purpose community floor space including a community centre, library hub and cultural uses.
- Revitalisation and protection of heritage listed White Bay Power Station.
- Improved public and active transport including cycle ways.



Artists impression of proposed sub-precinct redevelopment

Reiteration of earlier feedback

White Bay Power Station's visual significance is well known and uncontested. 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**, signalling 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.

Despite this well-known and uncontested visual significance, the Trust has had continued concern with the Bays West proposal's impact on this significance. As stated in our submission (6 May 2021) on the draft Bays West Place Strategy:

The Strategy should ensure that key views to and from the Power Station are identified and protected to ensure that this building can be a key historic focal point.

The Trust are concerned that the Draft Strategy does not adequately address 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.

Further, feedback offered in our comments on the exhibition of the draft Masterplan noted that:

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.

The Trust continues to hold these concerns and does not support the proposed rezoning height allowances and their impact on these significant views. As reiterated on p.27 and 36 of the Revised Masterplan, the Bays West Place Strategy was very clear when it noted that new built form 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-precinct.
- 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.
- Provide appropriate urban block scale to maximise permeability especially in proximity to open space and waterfront zones.
- 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.

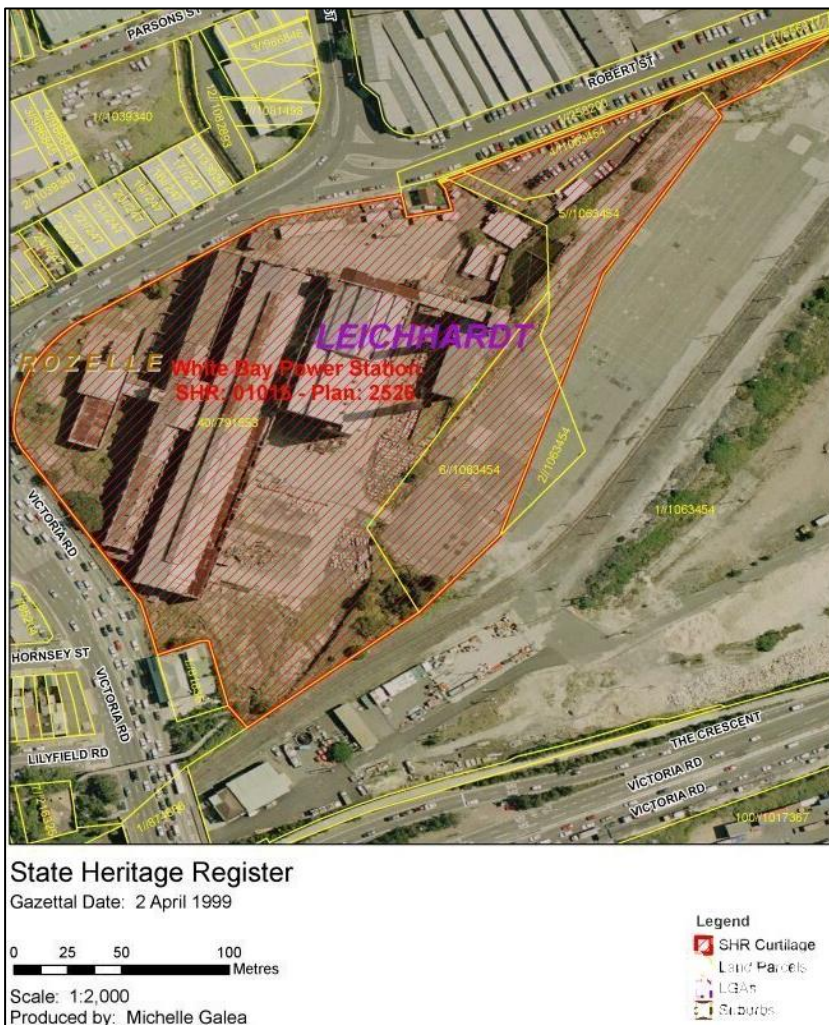
The National Trust is at a loss to understand how a proposal so inconsistent with these stated objectives and which is not supported by its own Heritage Impact Statement continues to be put forward as an acceptable solution.

Map of Heritage Places

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



Proposed curtilage as indicated in the rezoning proposal heritage map



State Heritage Register gazetted curtilage



Rezoning proposal increases building heights and further impacts significant views

As stated in the Statement of Heritage Impact for the rezoning proposal:

In relation to building form and height, the proposed height limit for the over station box for Sydney Metro West is set at relative level of forty metres (RL40) and relative level of twenty-four metres (RL24) south of the metro box.

This is an increase from maximum relative level of twenty-two metres (RL22.2) and scaling down to a relative level of eighteen metres (RL18) close to the Power Station detailed in the Bays West Urban Design Framework (page 91).

The over station development is a substantial increase in height to the Bays West Place Strategy and will have moderate heritage impact on viewsheds from the south and east and will have moderate heritage impact on viewsheds from the south and east.

The Trust is at a loss to understand how the building heights proposed in the planning controls have increased from earlier exhibited proposals, despite multiple submissions and guidelines stating that significant view lines must be retained and respected, and despite the Consultation Summary stating:

- *Further detail was requested in the draft planning controls to ensure that heritage is appropriately considered (p.8)*
- *Concerns were raised regarding the scale of the development and building heights (p.6); and*
- *The feedback noted that changes to the size, height and scale of development can help to protect the character of the precinct and its heritage values, and also improve both physical and visual connectivity across and beyond the Precinct. (p.8).*

Overall, the Consultation Summary Report was underwhelming and entirely inadequate. For a project that received 911 submissions, a response report of 11 pages (which included only 4 pages of actual response) is alarmingly tokenistic. Submissions are not publically available and the document did not even report on how many of the 911 submissions, if any, actually supported the proposal.

Proposed heights are inconsistent with the Bays West Strategy (2021) and the White Bay Power Station Conservation Management Plan

The exhibited Statement of Heritage Impact notes that the proposed heights will have unacceptable impact on the power station's views and setting, commenting:

The White Bay Power Station is a significant landmark in the area and to local communities, marking the border between the industrial waterfront areas to its east and the suburbs to its west and north.

These landmarks form the character of the place and are visible from many areas around the bays for a long time and should not be inappropriately diminished or scaled down. Views can be framed with taller buildings in the vicinity, but major axis views should be retained.

The Statement of Heritage Impact notes that views to the Power Station from the Anzac Bridge will be partially blocked by the Sydney Metro West over-station development. The over-station development will be set at relative level forty metres and will block the northern half Boiler House east elevation and completely block the east elevation of the Coal Handling Shed from Anzac Bridge approach.

Importantly, it also shows that:

The extent of blocking is more than desired under the Bays West Strategy and the Conservation Management Plan policy 1.2.5 which states:

Policy 1.2.5 Lower level structures between the Anzac Bridge (western approaches) and the White Bay Power Station could be constructed as long as they do not substantially obscure the major view of the east front of the power station. The full height of the glass curtain wall to the 1958 boiler house should be visible from the western approaches to the Bridge



The CMP policy envisages future developments to be low level structures so that views to the Power Station are “substantially unobscured” as the major view from the east. Yet, the proposed view and height of buildings essentially show approximately one-third of the curtain wall as obscured by the new structures.

With particular reference to the important views of the Power Station from Anzac Bridge, the Heritage Impact Statement is very clear (p.80) that the extent of blocking is more than desired under the Bays West Strategy and the Conservation Management Policies.

The Bays West Urban Design Framework was very clear in its restrictions that:

- *Reading of 2 no. chimneys on skyline must be maintained, uncrowded by new buildings.*
- *Reading of all existing building elements highlighted must be maintained.*

The following illustrations show the intent of these restrictions compared with what is being proposed:



Viewshed from Anzac Bridge as defined in the Heritage Impact Statement (p.80) showing that the view of the existing built elements and the chimneys in particular must be retained. The report notes that “The over-station development will block the northern half Boiler House east elevation and completely block the east elevation of the Coal Handling Shed from Anzac Bridge approach”

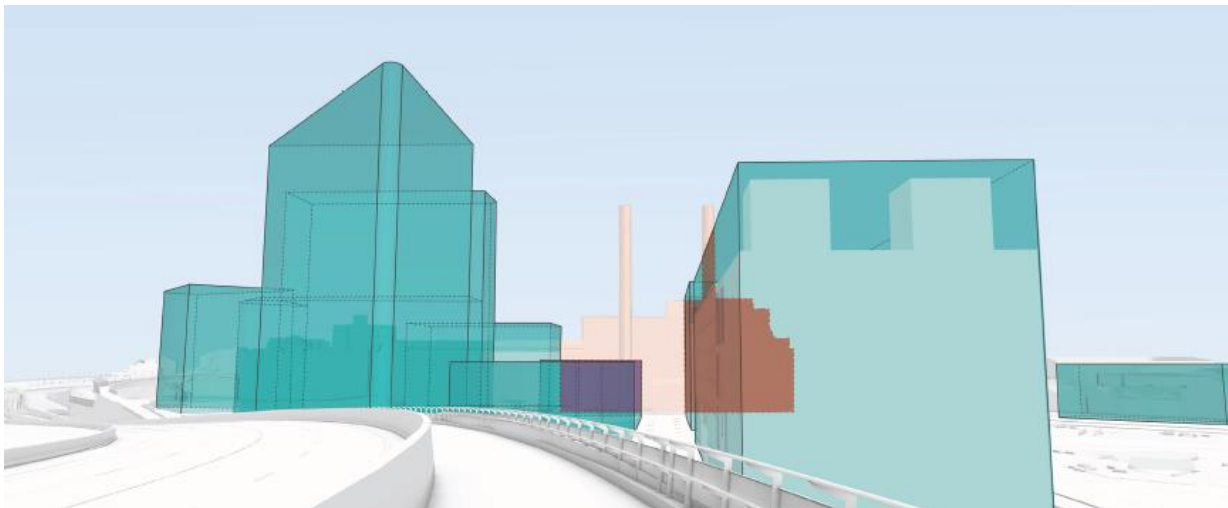


Image from Revised Masterplan (p.122) showing how the Power Station and its distinctive chimneys are almost completely obscured by the proposed development. The “landmark” status of the Power Station has been lost.

Statement of Heritage Impact Recommendations

It should be noted that the National Trust does support the following values that are expressed in the revised Masterplan:



- The White Bay Power Station must be conserved and repurposed as the focal point of the precinct. Reuse must be consistent with its Cultural Significance, as set out in the Statement of Significance and consistent with Conservation Policy detailed in the Conservation Management Plan. New uses inside the power station should be compatible, inspired and respond to the existing spaces.
- Development must retain and respect the visibility and prominence of the power station as a harbour-side landmark and industrial landmark to the local community.
- The unique industrial and maritime history should be integrated and interpreted which will underpin the future use and the character.
- The reuse of the White Bay Power Station should have a public benefit and public access strategy underpinning the core reuse.

The National Trust also supports these additional recommendations that stem from the Statement of Heritage Impact:

- The southern penstock should be heritage listed to ensure it has statutory protection as a heritage item.
- Open spaces detailed in the Master Plan are protected as part of the legislative framework.
- Below ground structures are to be identified, assessed and preferably retained. This particularly applies to the water coolant canal which runs continuous from White Bay to Rozelle Bay passing through the Turbine Hall. It should be noted that this canal is active and in part services the White Bay Power Station with stormwater runoff. Any blockage of this canal has the potential to cause stagnant water issues as well as cause unintentional physical damage to White Bay Power Station.
- Archaeological potential to be assessed and integrated with the implementation of the Master Plan.
- The Heritage Interpretation Strategy prepared as part of the Draft Master Plan is to be implemented.
- New buildings, structures or landscape modifications are to be implemented in accordance with the Master Plan and will need to be individually assessed with a Heritage Impact Statement.

However, like the Statement of Heritage Impact, the Trust believes that the “Heritage guidelines and controls expressed in the Master Plan, Design Guide and other related documents, not least the Conservation Management Plan, are viewed as minimal requirements and not maximum goals.”

Summary

In summary, the proposed planning controls as exhibited as part of the rezoning package is not supported by the National Trust. They are not consistent with the Bays West Place Strategy (2021) or the White Bay Conservation Management Plan; indeed, they do not meet the intent of the exhibited Urban Design Framework and Revised Masterplan to “**Respect the site’s iconic heritage structures**”.

The Statement of Heritage Impact notes:

The White Bay Power Station is a significant landmark in the area and to local communities, marking the border between the industrial waterfront areas to its east and the suburbs to its west and north.

These landmarks form the character of the place and are visible from many areas around the bays for a long time and should not be inappropriately diminished or scaled down.

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.*”



The impact, as detailed in the Statement of Heritage Impact, is not an acceptable outcome for this highly significant, visual Sydney landmark. For decades, since listing the White Bay Power Station on our Register in 1994, 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. But for this vision to be realised, the centrepiece needs to remain front and centre.

Yours sincerely,

Jane Alexander
Advocacy Manager

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 2:30 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: lendlease-bays-west-stage-1-rezoning-proposal-submission.pdf

Submitted on Thu, 08/09/2022 - 13:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Fiona

Last name

Jones

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

[lendlease-bays-west-stage-1-rezoning-proposal-submission.pdf](#)

Submission

Please refer to the attached document.

I agree to the above statement

Yes

8th September 2022

Online Submission

Bays West Stage 1 Rezoning Proposal



We appreciate that Bays West is the last significant renewal area in Inner Sydney that is located on Sydney Harbour and near 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.

Following the master planning of the White Bay Power Station (and Metro) and Roberts Street sub-precincts, we welcome and support the release of the rezoning proposal for the White Bay Power Station (and Metro) sub-precinct.

We acknowledge the speed with which Government has incorporated respondent feedback into the master plan post the exhibition process that was run in May 2022.

Specifically, we support the following amendments that have been made:

- The amendment to the Inner West Council's LEP to include a Bays West Affordable Housing Contribution at 7.5% of total floor area and the inclusion of the Affordable Housing Program. It is important that Bays West provides a significant contribution to affordable housing due to its proximity to public transport and Sydney's CBD and the scale of urban renewal.
- The confirmation of primary, secondary and future connections and active transport links throughout Bays West and into surrounding areas that will be of critical importance to unlocking the future potential of this site. 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 inclusion of an economic impact assessment that supports the Gross Floor Areas included within the rezoning proposal.
- The identified use for the White Bay Power Station as a centre of cultural activity defines a clear purpose for its reinvention. We support the focus by Government to continue to work towards narrowing down to an exact use for this important asset and promote that the usage should provide a destination and attraction that supports a 24 hour economy at Bays West.
- The inclusion of an Infrastructure Delivery Plan that outlines the transport, open space, flooding and stormwater, and social infrastructure required as well as cost estimates to deliver these. The IDP also outlines the mechanisms that will be used to fund the delivery of the infrastructure providing greater guidance to the private sector.
- The confirmation of the street hierarchy that promotes pedestrian activity by localising the roads within White Bay.
- An increase in the usages that will provide destinations and attractions to the precinct when the Metro opens which will improve the customer arrival experience.

Further to the above, we provide commentary on the opportunity.

- The White Bay Power Station (and Metro) sub-precinct falls short of delivering the density appropriate for this site, particularly the opportunity to deliver diverse housing has been missed. The Economic Impact Assessment outlines the requirement to deliver housing on Bays West to meet the Inner West Council Housing Targets over the 2026 to 2036 period of 10,000 new dwellings. The delivery of 250 dwellings is well short of the supply that is required. The quantum of housing should be increased to address housing supply and affordability challenges.

- With regards to housing diversity, Government owned land should be utilised for the delivery of onsite affordable housing. Whilst an affordable housing contribution has been introduced, this provides the capital but not the land for these new homes, solving only part of the affordable housing challenge.
- The NSW Government should consider a minimum 15% affordable housing target across the Bays West precinct to ensure housing is provided to key workers who underpin our economy. Given the government has identified a new use for the White Bay Power Station as a centre of cultural activity, there is an even greater imperative to ensure affordable housing is provided for the diverse range of key workers employed in our cultural sector.
- The removal of the second access road into Bays West through Roberts Road will put considerable pressure on James Craig Road and creates a precinct with one road in and one road out. The connection to Roberts Road should be reinstated in the strategic planning.
- The introduction of a Metro Station to site is transformative to the place and enhances the opportunity to create greater 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. This will ensure the greatest number of people can easily access the Metro station which avoids the need to invest in a costly upgrade in the future.

Overall, the revised master plan and rezoning proposal 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, the opportunity to deliver much needed housing, particularly the delivery of affordable housing on Government land has been missed.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:17 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 15:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

howard

Last name

adams

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2040

Please provide your view on the project

I object to it

Submission

This is grotesquely out of scale with surroundings

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:28 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: 220815-bays-west-rezoning-final.pdf

Submitted on Thu, 08/09/2022 - 15:26

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Tom

Last name

Forrest

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

[220815-bays-west-rezoning-final.pdf](#)

Submission

Submission from the CEO of the Urban Taskforce Australia.

I agree to the above statement

Yes

8 September 2022

The Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Electronic submission

To whom it may concern

Bays West Stage 1 Rezoning Proposal

The Bays West Stage 1 rezoning proposal is an important step in transforming a disused precinct into a vibrant place to live work and play immediately adjacent to a Metro Station.

According to the Plan, the proposed will enable the delivery of:

- 71,000 sqm commercial floor space and 4,700 sqm retail floor space (4,954 jobs)
- 23,900 sqm residential floor space (250 homes)
- 41,650 sqm of new public open and green space.

The Government has consistently stated that the Bays West precinct is one of the most significant urban renewal projects in the inner city.

Contrary to the recommendations of the NSW Productivity Commission White Paper 2021 and the Flood Inquiry 2022, this urban renewal proposal has ignored the need to deliver significant housing numbers where many people desire to live and when there is available transport infrastructure capacity.

Leadership is more than appeasing a vocal minority whose interests are to prevent housing supply for our growing population.

Insufficient residential development

Given the precinct's strategic location, complete with a Metro station minutes from the Sydney CBD, this important opportunity for the NSW Government to take the lead on housing supply is missed if this proposal prevails.

The proposal envisages a meagre 250 homes, with a total of around 500 residents planned for the precinct. That is not enough to create a natural market for ground floor activation. Nor does it realize the government's stated desire to take advantage of metro infrastructure investment.

The NSW Productivity Commission's 2021 White Paper, *Rebooting the Economy*, recommends that the Government maximises residential opportunities stemming from large investments in transport infrastructure.

Recommendation 8.1 of the NSW Productivity Commission 2021 White Paper calls on the Government to deliver housing where there is transport capacity, allowing "more housing and business activity within reasonable walking distance of transport hubs on underutilised corridors."¹

The NSW taxpayer is spending billions of dollars on the new metro, yet the current proposal, for a precinct minutes to the Sydney CBD and home to almost 5,000 jobs, only envisaging a residential target more befitting of a village rather than a centrally located site equipped with a modern metro system.

Further, the recent Flood Inquiry 2022 chaired by Professor Mary O'Kane and Mick Fuller, foreshadowed the need to identify locations for housing within the Sydney basin not subject to flooding. Whilst it is expected that the implementation of the Report's 28 recommendations will take considerable time, the potential for Government controlled sites like Bays West to help carry the weight and share the responsibility for meeting the growing demand for residential housing is not reflected in this plan.

Sydney is failing to build sufficient homes to meet existing and future demand. Opportunities presented by the Bays West precinct are rare and the Government must capitalise on the strategic site and the public investment in transport infrastructure and deliver more housing.

Proposed residential heights and FSR's (p.19 of EIE document) with maximum height of 89 metres) are far too conservative. Again, a maximum FSR of 4.4:1 lacks ambition and fails to embrace the potential of the site for residential purposes. The document is overly and unnecessarily prescriptive. In being so, it limits the design options available. There should be less emphasis on FSR and the focus should instead be on allowable GFA targets to allow greater flexibility in delivering appropriate residential development.

Recommendation 1: There should be less emphasis on FSR and the focus should instead be on allowable GFA targets to allow greater flexibility in delivering appropriate residential development.

More ambitious heights have been proposed at the Sydney Tech Central precinct, which itself has some wonderful examples of public buildings from the 19th and early 20th centuries, including Mortuary Station. The White Bay Power Station, while an important reminder of the precinct's past, is hardly an

¹ NSW Productivity Commission White Paper 2021, p. 311

aesthetic nor engineering marvel that should dominate the skyline (a view shared by many others in the community, including the NSW Premier).

While it is noted that the broader Bays West Precinct “may have higher amounts of housing” (p.26 of EIE), this is not guaranteed, and we are left in a situation of hoping that further housing opportunities are presented.

The opportunities that present themselves in this precinct must be captured and higher housing components realised.

Inner city sites like Bays West, with all its locational and amenity advantages and public funding commitments to a world class Metro, must be fully exploited.

Recommendation 2: That DPE consider greater height and yield for the residential component of the precinct Plan in recognition of its proximity to the new Metro station

Recommendation 3: The Government outline clear residential targets for the broader Bays Precinct as a matter of urgency

MU1 zoning

The Urban Taskforce is concerned the new MU1 zone appears to generally fulfil the purpose of the existing ‘B4 mixed use’ zone – but has an added objective that specifically says the zone is to encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

Within the Bays West precinct, there is already considerable provision of commercial and retail floor space. As such the residential component of this precinct should allow for purely residential apartment buildings, to maximise the number of dwellings possible within this strategic site.

Give the strategic value of the precinct and the amount of public investment in its transport infrastructure, Urban Taskforce is generally concerned over any move that would lead to a down zoning of the site. Of course, these concerns may be allayed if there were much more bold residential targets for the site.

Recommendation 4: That DPE ensure the zoning objectives do not encourage downzoning of the site and that the rezoning proposal allows for residential development within the MU1 zone from the ground floor up.

Residential zoning in former industrial lands

The Urban Taskforce strongly supports great density and residential yield in such sites. More residents will only help transform the site and create a vibrant precinct that comprises with residents, workers and the broader public.

The White Bay site should be an example of how the Government will use these sites to revitalise former industrial lands and deliver the housing that Sydney desperately needs.

Urban Taskforce notes that including residential sites in industrial lands should extend to other industrial lands in Sydney and other parts of the State. This was a key recommendation (7.4) of the NSW Productivity Commission's 2021 White Paper.

Recommendation 5: That the NSW Government abandon its Retain and Manage Industrial Land Policy and replace it with a more flexible approach that retains national and state significant infrastructure areas, but other areas are examined for rezoning potential subject to a merit test.

Affordable housing

The plan sets an affordable housing contribution equivalent to 7.5% of the total floor area of the development. The Urban Taskforce notes that given the meagre residential component, the proposed contribution is very small in the context of the overall unaffordability in the Greater Sydney Metropolitan Area. Increasing housing supply will not only address unmet demand but place downward pressure on houses prices and improve affordability.

While affordable housing components may be appropriate for Government land, should not be seen to set a precedent for private landholders, who face additional acquisition cost of land. The Government must ensure such targets do not work against the provision of housing more broadly.

Recommendation 6: That the NSW Government do not set affordable housing targets on developments on Government-owned land as a precedence for private developers facing higher acquisition costs

Parking

While not capturing the opportunities offered by the site in terms helping meet Sydney's growing population and the high demand for residential in an area of high amenity and immediately adjacent to a Metro station, the draft appears to use the location to justify very prescriptive measures when it comes to car parking and active transport usage.

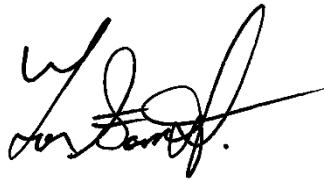
The Government seems to justify low parking rates as a consequence of the site's proximity to a Metro station, then does not use the Metro to deliver and justify the housing that was one of the key recommendations of the NSW Productivity Commission's White Paper.

Parking strategies on Government-owned land should not be used to set a precedent for private developments in the future, which, unlike Government owned sites face additional costs such as land acquisition and must market a product that meets their economic and financial imperatives.

Recommendation 7: That the NSW Government do not use vehicle parking strategies on developments on Government-owned land as a precedence for private developers who face additional costs such as land acquisition and must market a product that meets their economic and financial imperatives.

Should you wish to discuss this submission, please contact the Urban Taskforce's Head of Policy, Planning and Research, Mr Stephen Fenn, on [REDACTED] or by email [REDACTED]

Yours sincerely



Tom Forrest
Chief Executive Officer

Urban Taskforce Recommendations

Recommendation 1:

There should be less emphasis on FSR and the focus should instead be on allowable GFA targets to allow greater flexibility in delivering appropriate residential development.

Recommendation 2:

That DPE consider greater height and yield for the residential component of the precinct Plan in recognition of its proximity to the new Metro station

Recommendation 3:

The Government publicly commit clear residential housing targets for the broader Bays Precinct as a matter of urgency.

Recommendation 4:

That DPE ensure the zoning objectives do not encourage downzoning of the site and that the rezoning proposal allows for residential development within the MU1 zone from the ground floor up.

Recommendation 5:

That the NSW Government abandon its Retain and Manage Industrial Land Policy and replace it with a more flexible approach that retains national and state significant infrastructure areas, but other areas are examined for rezoning potential subject to a merit test.

Recommendation 6:

That the NSW Government do not set affordable housing targets on developments on Government-owned land as a precedence for private developers facing higher acquisition costs

Recommendation 7:

That the NSW Government do not use vehicle parking strategies on development on Government- owned land as a precedence for private developers who face additional costs such as land acquisition and must market a product that meets their economic and financial imperatives.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:51 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: 20220907-ltr-srl-to-nsw-dpe-re-bays-west-rezoning-proposal.pdf

Submitted on Thu, 08/09/2022 - 15:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Shaw Reynolds Lawyers on behalf of JRNN Pty Ltd

Last name

.

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2000

Please provide your view on the project

I support it

Submission file

[20220907-ltr-srl-to-nsw-dpe-re-bays-west-rezoning-proposal.pdf](#)

Submission

Refer to electronic submission file

I agree to the above statement

Yes



Our Ref: AK:JDK:210139

7 September 2022

Department of Planning and Environment
4 Parramatta Square
Parramatta NSW 2150

By email: information@planning.nsw.gov.au

To whom it may concern,

Re: Submission in support of Bays West Stage 1 Rezoning Proposal

1. We write to you on behalf of our client, JRNN Pty Ltd (**JRNN**). Our client has instructed us to prepare this submission setting out their support of the Bays West Stage 1 – White Bay Power Station and Metro Sub-Precinct rezoning proposal.
2. This submission is accompanied by a letter in support of the proposal prepared by APP on behalf of JRNN, which is enclosed at **Annexure A**.

Background

3. We are instructed that our client has spent over a decade advocating for increased housing stock and additional job creation at sites with strategic merit throughout the Inner West. Our client believes that such sites should be utilised in a manner which promotes social and economic growth for local communities, whether that be through increased commercial floor space, increased housing stock or other means.
4. Our client is the landowner of 36 Lonsdale Street and 64-66 Brenan Street, Lilyfield. Our client's site is located on the City West Link approximately 1.4km southwest of the Bays West precinct and is shown in Figure 1 below.



Figure 1: Map showing proximity of our client's site in yellow to the Bays West Precinct in blue.
(Source: SIX Maps)

5. Our client's site was the subject of a planning proposal which was gazetted on 26 November 2021 pursuant to the Leichhardt Local Environmental Plan 2013 (Amendment No 20). This planning proposal increased the height and floorspace of our client's site (subject to a development control plan being prepared). On 19 April 2022, our client lodged a development application (DA/2022/0266) to develop the site in accordance with the planning proposal.

Submission

6. The Explanation of Intended Effect for the "Bays West Stage 1 – White Bay Power Station and Metro Sub-Precinct" dated August 2022 outlines the following objectives:

- a. *To support development of Bays West, in a manner that is consistent with the Place Strategy that balances growth and change with the character, heritage and amenity of the Precinct.*
- b. *To reinforce Bays West into a mixed-use precinct integrated with enhanced port and working harbour activities, supported by the adaptive re-use of the White Bay Power Station and more convenient and direct active transport connections through the new Metro.*
- c. *To support the revitalisation of critical heritage assets, and create an international gateway at the Cruise Terminal, capitalising on the innovation corridor to adapt to new technologies and sustainable port operations, and building a world-class foreshore walk with walking and cycling connection.*
- d. *To ensure the ongoing growth of employment floor space and residential accommodation in Sydney to meet NSW government forecasts and anticipated demand.*
- e. *Ensure future land uses within the Power Station can deliver a viable development outcome that enhances and celebrates the building's heritage, whilst also supporting a vibrant nighttime economy and innovative cultural and creative uses.*
- f. *Ensure future development acknowledges and embeds Country, reflect Indigenous design principles and opportunities to connect with Country*

7. Our client is supportive of these objectives and of the proposed density set out in the exhibition material. Further, our client is supportive of the Bays West Stage 1 – White Bay Power Station and Metro Sub-Precinct being developed in such a manner that may also facilitate growth along the major transport corridors which surround it, notably the City West Link and the Inner West Light Rail.

8. Please contact the writer if you have any questions about this letter, or require further information.

Yours faithfully,



per Alyce Kliese

Partner

for **SHAW REYNOLDS LAWYERS**

James Kingston

Associate

Mobile: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

ANNEXURE A – SUBMISSION IN SUPPORT PREPARED BY APP

NSW Department of Planning and Environment
4 Parramatta Square
Parramatta NSW 2150

E: info@service.nsw.gov.au

Attn: Peter Gainsford
General Manager
Inner West Council

Attn: Katerina Lianos
Development Assessment Town Planner
CC: [REDACTED]

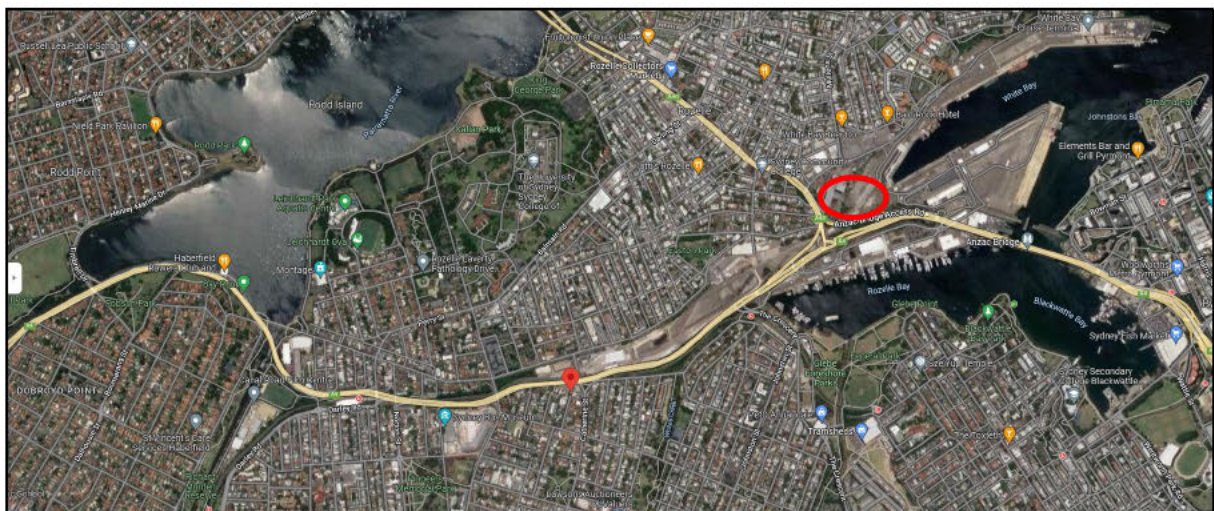
SUBMISSION IN SUPPORT OF BAYS WEST STAGE 1 REZONING PROPOSAL

This submission has been prepared in support of the Bays West Stage 1 - White Bay Power Station and Metro Sub-Precinct rezoning proposal. It has been prepared on behalf of JRRN Pty Ltd by APP Corporation, JRRN's urban planning consultant.

JRNN has lodged a Development Application (DA) with Inner West Council for the redevelopment of residential land at 36 Lonsdale Street and 64-66 Brenan Street, Lilyfield. The site benefits from a site specific DCP and the DA seeks to establish a mixed-use development comprising a four-story building with ground floor retail space.

Whilst this submission responds to the exhibited plans for the Bays West Precinct, its context is also relevant to JRNN's proposal for a mixed-use development at Lilyfield due to the proximity of the sites – i.e., they are less than 2km apart.

The location of JRNN's land in relation to the Bays West Precinct is depicted below.



JRNN site location in relation to Bays West Precinct in red.

The Bays West Stage 1 rezoning proposal forms part of the wider Bays West Place Strategy and seeks to redevelop the current industrial site into a mixed-use, pedestrian centric precinct. There is a clear intention from State Government to repurpose the site to create a walkable community and to facilitate appropriate new forms of development that are serviced by transport infrastructure.

Although of a different scale to Bays West Stage 1, JRNN's DA seeks to respond to similar market drivers. The JRNN site currently houses an ageing, isolated warehouse facility that is out-of-place in its local surrounds. Like Bays West, JRNN's proposed mixed-use development leverages the site's proximity to transport infrastructure (it is adjacent to the Lilyfield light rail station) and provides for a new form of land use that strengthens the neighborhood's walkable characteristics and its current commercial offerings (it is directly opposite the small IGA supermarket on the other side of Lonsdale Street).

The key differentiating factor is that JRRN's site is served by existing transport infrastructure and is shovel ready. The proposed redevelopment meets current demand for small-scaled mixed-use tenancies in the area and is welcomed by the community it serves. The site is capable of being developed upon final approval being granted by Council.

JRNN welcomes the Bays West rezoning proposal as an exciting opportunity for the provision of an appropriate urban form that responds to the site's significant location. In a similar vein, JRNN looks forward to working with Inner West Council to also deliver new and appropriate development that best serves local needs.

Peter Gainsford
General Manager
Inner West Council
Attn: Katerina Lianos

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:44 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 15:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

christine

Last name

Newton

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

GLEBE

Please provide your view on the project

I object to it

Submission

The plan is concentrating on new built towers of units. The Power station been overshadowed by new builds. the powerhouse is the focus here.

This is still a working harbour and a noisy one.

Accomodation not the right fit. Whole area should be a creative centre for artists and small buisness or theatre workshops or fashion museum

need to open the glebe island bridge as a link to fish market and Pymont

the White Bay Cruise terminal seems to be forgotten.

No room for real open space just walkways. closest playing fields in Glebe!!

Restart the design

Too many centres being established-Eveilgh, Central, Pymont Powerhouse.

Killed the CBD.

Back to drawing board.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:41 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: ntia-submission_bays-west-precinct.pdf

Submitted on Thu, 08/09/2022 - 15:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Mick

Last name

Gibb

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

[ntia-submission_bays-west-precinct.pdf](#)

Submission

To whom it may concern,

The Night Time Industries Association appreciates the opportunity to provide a submission to the public consultation for the Bays West Stage 1 Rezoning Proposal.

The redevelopment of the Bays West precinct is a terrific opportunity to incorporate night time industries, varied sizes of cultural spaces and creative infrastructure into the planning foundations of the precinct.

Night time industries are a vital component of the vibrancy, culture and overall appeal of a precinct. Considering how night time industries can foster a resilient night time economy must be done at the initial planning stages.

Thank you for considering the NTIA's submission.

Yours sincerely,

Mick Gibb
Chief Executive Officer

I agree to the above statement
Yes

8 September 2022

Night Time Industries Association
C/O BTC PO Box 121, Liverpool NSW 2170
comms@ntia.org.au

To whom it may concern,

The Night Time Industries Association appreciates the opportunity to provide a submission to the public consultation for the Bays West Stage 1 Rezoning Proposal.

The redevelopment of the Bays West precinct is a terrific opportunity to incorporate night time industries, varied sizes of cultural spaces and creative infrastructure into the planning foundations of the precinct.

Night time industries are a vital component of the vibrancy, culture and overall appeal of a precinct. Considering how night time industries can foster a resilient night time economy must be done at the initial planning stages.

Thank you for considering the NTIA's submission.

Yours sincerely,



Mick Gibb
Chief Executive Officer



Night Time Industries Association | Bays West Stage One Rezoning Proposal

- | | |
|---|--------|
| 1. Background on the Night Time Industries Association | Page 3 |
| a. About the Night Time Industries Association | |
| b. The value of night time economies | |
| 2. Creative Infrastructure | Page 4 |
| a. Creative infrastructure reflecting the community | |
| b. Noise considerations in planning | |
| 3. Commercial Infrastructure | Page 7 |
| a. Hospitality, food and beverage | |
| 4. Recommendations list | Page 9 |

1. Background on the Night Time Industries Association (NTIA)

1.1 About the Night Time Industries Association

The Night Time Industries Association's (NTIA) mission is to rebuild, protect and grow night time experiences and industries - encompassing providers and supporters of hospitality, arts and culture, events, and performance. We represent these industries collectively - we advocate, we educate, and we collaborate to support growth and innovation in the night time economy. We embrace the voice of our younger audiences. We cover the entire night out.

The NTIA membership comprises stakeholders in the night time economy from multiple sectors, including hospitality, entertainment venues, festivals, arts, music, culture, precincts, comedy and the visitor economy. Our membership grew rapidly following the pandemic as a new generation of business owners entrusted us to represent their interests.

In mid-2022 the NTIA formed a Youth Advisory Council to provide people between 18 to 30 years of age with a voice to industry and decision makers. This group has shared its insights and views on Sydney's nightlife and the opportunities that exist to strengthen the night even more.

1.2 The value of night time economies

The night time industries make a huge contribution to the economy. According to research undertaken by Deloitte¹, the value of the night time economy in greater Sydney alone in 2017 was \$27.2 billion, supporting 234,000 jobs, and with an estimated \$16 billion in potential economic uplift and associated jobs creation. However, after more than two years of shut downs, restrictions, major adverse weather events and an increasingly unstable economic environment, the night time industries face great challenges.

A vibrant NTE is an ecosystem that relies on effective planning and collaboration. It is not solely about hospitality and entertainment – as important as they are – but creating attractive and safe public spaces, providing public transport and parking, offering a diversity of activities and state and local government working in partnership with the private sector.

¹ Imagine Sydney (Play)- Deloitte, 2019

2. Creative infrastructure for Bays West

2.1 Cultural infrastructure reflecting the local community

The Bays West redevelopment is a unique opportunity to develop a new precinct with creativity, culture and the night time economy in the planning and zoning processes. As a precinct, Bays West must reflect the Inner West community and the area's strong ties to creativity and the arts. According to the Inner West Cultural Strategy 2022 -2025:

“creative and cultural industries contribute \$1.4 billion each year to the local economy and employ 6,500 people. One in ten local residents work in the creative and cultural sector, and over half of these are cultural producers, making the Inner West Australia’s cultural production capital².”

As a defining feature of the local community and the local economy it is important that creative and cultural matters are taken into consideration when zoning the Bays West redevelopment.

The NTIA welcomes plans to incorporate social infrastructure to the development of the Bays Precinct through the inclusion of district cultural spaces³. The inclusion of a local cultural and theatre space is a positive addition but should not be the sole performance space in the precinct. Creative and performing arts require a multitude of different spaces of different sizes to cater to an artist’s career progression. This progression typically sees an artist perform in a venue for 50 to 100 people before progressing further to perform in front of more people in larger and larger venues. There is an absence of smaller to mid-sized venues that can bridge the gap for emerged artists from a 50 person venue to a 300 person venue and upwards. Introducing performance spaces that cater to a mid-sized (300 - 500 pax) audience is an effective way to alleviate the pressures on Sydney’s creative nightlife caused by this missing infrastructure.

The NTIA also notes the expected population brackets of 16.1 per cent of residents aged 18 to 24 years of age and 27.2 per cent aged 25 to 34 years of age⁴. This age bracket coincides with the NTIA’s Youth Advisory Council membership whose input has featured in the *Night Time Industries Recovery Roadmap*. Youth stakeholders have articulated that Sydney’s night time economy requires more cultural and performance spaces, more diversity of night time offerings and more affordable options for night time entertainment⁵. This sentiment has been echoed in findings which show nine in ten young people are attending cultural events and many are eager to support the arts⁶. As the precinct undergoes further

² Creative Inner West Cultural Strategy 2022-2025, Inner West Council, 2022.

³ Bays West Stage 1 - Infrastructure Delivery Plan - DRAFT, GLN Consulting, August 2022.

⁴ As above.

⁵ Night Time Industries Recovery Roadmap, Night Time Industries Association, 2022.

⁶ Audience Outlook Monitor | The time is now: Young audiences National Fact Sheet 2022 Australia Council and Patternmakers

planning the NTIA recommends that simple creative infrastructure be implemented into public spaces to allow for mixed use performance spaces. This style of creative infrastructure can include simple amphitheatre styled outdoor amenities with three phase power that allows for more creative events to be held more frequently and at a lower cost.

Recommendation 1

Include scope for multiple performance spaces of varying capacity sizes to address missing pieces in Sydney’s creative infrastructure. These spaces should bridge the gap from small sized venues (50 to 100 pax) to mid-sized venues (350+ pax).

Recommendation 2

Incorporate mixed use creative infrastructure to enable affordable and community organised events to occur in public spaces. This can include indoor and outdoor performance spaces of varying sizes including ‘plug and play’ styled infrastructure that enables events to be held with minimal approvals and capital investment.

2.2 Noise considerations in planning

The NTIA notes initial provisions for, “Noise Management Plans to be required for all noise-generating developments adjacent to residential uses to ensure compatibility of late night premises uses and residential uses⁷.” The mixed-use nature of the Bays West precinct presents great opportunities for nightlife but also the possibility of misunderstandings between residents and sources of sound if a balance between the parties isn’t struck during the zoning process.

Much work has been done to ameliorate sound related issues in NSW including the introduction of a Special Entertainment Precinct (SEP) designation. SEPs amend the management of sound and noise complaints through channels managed by local councils. The purpose is to enable entertainment precincts to be developed and managed by council to foster robust and diverse night time economies. While ultimately a decision for council, the NTIA recommends that zoning and planning recognises the welcome possibility of an SEP being introduced for the Bays West precinct and plans accordingly to mitigate tensions between venues, residents and local council. This can be achieved by:

⁷ Bays West Stage 1 - White Bay Power Station (and Metro) Draft Design Guide, Department of Planning and Environment, August 2022.



1. ensuring that noise attenuation measures are required for residential developments adjacent to commercial and creative infrastructure, and
2. notifying new residents about the prospect of noise in the precinct as part of the planning certificates for the land.

Recommendation 3

Recognise and plan for the prospect of parts of the Bays West precinct being designated as Special Entertainment Precinct by local council. Planning could include direct engagement with residents to notify of the prospect of the area being designated an SEP and by requiring residential properties to adopt sound attenuation strategies.

3. Commercial infrastructure for Bays West

3.1 Hospitality and performance

Hospitality venues are prone to changes in their operations as they consistently evolve to the changing needs of patrons. Venue operators are constantly innovating on their business models to introduce more performance, live music or other elements to their standard operations. This is an important consideration in planning the Bays West precinct and allocation commercial use areas.

Although an area may be designated as commercial or retail use, to remain competitive with consumer demands tenants may need to introduce more sound generating activities. This is particularly poignant given the growing demand for performance centric entertainment among 18 to 30 year olds⁸. This age cohort also comprises the greatest proportion of the anticipated population of the precinct. The NTIA recommends that zoning considerations take in the changing nature of nightlife and the challenges facing operators to remain locally competitive.

While creative infrastructure is being developed for performance and community engagement there is an opportunity to consider the middle ground between hospitality and cultural space. A prime example of this type of space is nightclubs and late night licensed venues. By their nature, these venues create sound while drawing the majority of their revenue from traditional food and beverage sources, akin to other hospitality venues. The expectation of large office spaces as part of the Bays West precinct has a correlating need for after-hours and late-night entertainment for office workers. To balance the needs of the residents, office workers and commercial tenants the NTIA recommends that any underground developments - such as car parks - include spaces for high volume sound generating hospitality. Below ground spaces are an untapped opportunity to create more nightclub spaces. Further, in the event these spaces are housed underground alongside car parks it means the facility can provide an avenue for taxis or rideshare services to collect patrons at the end of the night. Similarly, underground pathways can be used to connect patrons to nearby Metro stations.

Recommendation 4

Ensure the zoning process recognises the changing nature of night life and the need for commercial and retail tenants to amend their operations to include performance, live music or other noise

⁸ Night Time Industries Recovery Roadmap, Night Time Industries Association, 2022.



generating activities to remain viable and appealing to their patrons.

Recommendation 5

Consider how below ground works could be an avenue to incorporate high volume sound generating hospitality spaces such as night clubs to enable more entertainment and vibrancy to the precinct while mitigating the prospect of sound related issues arising between tenants and residents.

4. Recommendations

4.1 Recommendation 1

Include scope for multiple performance spaces of varying capacity sizes to address missing pieces in Sydney's creative infrastructure. These spaces should bridge the gap from small sized venues (50 to 100 pax) to mid-sized venues (350+ pax).

4.2 Recommendation 2

Incorporate mixed use creative infrastructure to enable affordable and community organised events to occur in public spaces. This can include performance spaces of varying sizes including 'plug and play' styled infrastructure that enables events to be held with minimal approvals and capital investment.

4.3 Recommendation 3

Recognise and plan for the prospect of parts of the Bays West precinct being designated as Special Entertainment Precinct by local council. Planning could include direct engagement with residents to notify of the prospect of the area being designated an SEP and by requiring residential properties to adopt sound attenuation strategies.

4.4 Recommendation 4

Ensure the zoning process recognises the changing nature of nightlife and the need for commercial and retail tenants to amend their operations to include performance, live music or other noise generating activities to remain viable and appealing to their patrons.

4.5 Recommendation 5

Consider how below ground works could be an avenue to incorporate high volume sound generating hospitality spaces such as night clubs to enable more entertainment and vibrancy to the precinct while mitigating the prospect of sound related issues arising between tenants and residents.

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:37 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 15:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Fiona

Last name

McLain

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

I am concerned with the access to the Balmain peninsular. We now have Bunnings on the corner of Mullens St which will add traffic pressures. The traffic assumptions are very low and unrealistic given the existing pressures. There are only 2 or 3 roads into the area and the new development will cause traffic to bank back over White Bay coming into the area and back up Mullens St. I've sat in the bus in the morning taking 20mins to from Goodsir Street out at the lights. The height of the buildings should not be higher than the old power station - I value our working heritage and do not want it to be so ished by ugly towers.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:52 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 15:52

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Micah

Last name

Burch

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Annandale 2038

Please provide your view on the project

I object to it

Submission

Puke. That whole area is already jacked up with humongous traffic interchanges and horrible exhaust stacks. Enough. Basta. Just chill a little bit and let the area be nice and not so high density.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 4:04 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 16:03

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Katherine

Last name

Delaney

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

2008

Please provide your view on the project

I object to it

Submission

I object to the size of the proposed structures which are grossly out of proportion to the site, both aesthetically and logistically. From an aesthetic point of view, the focal point of a heritage site like this should be the heritage building of the old powerstation. Putting such high buildings on the site will completely overshadow this. From a logistical point of view, with a planned single road in and out, the traffic will be unmanageable. Max height on this site should be 8 to 10 stories and green space needs to be increased. Please give this site the heritage sensitivity it deserves and give the public more green space.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 4:06 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 16:05

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

Rezoning Proposal .. Bays West Stage 1.

The rezoning proposal should be rejected unless clear conditions are placed on the development.

(1) A major section of this site is subjected to a 1 in a 100 year flood. Development of this site will cause an increased risk of flooding not only to this site, but also to surrounding areas of development that are also in the flood risk category.

(2) No rezoning until specific plans are provided that link the development into the existing bus network on Victoria Road. The bus network will provide commuter access to all personnel wishing to access the White Bay Metro System from all suburbs between the White Bay and Five Dock sites and beyond (viz: Rozelle, Balmain, Leichhardt, Drummoyne, Gladesville, Ryde, etc). This linkage into the existing bus network is essential to reduce car traffic.

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).

(3) OVERDEVELOPMENT: The size of the proposal will dwarf the historic site. 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 coal-fired power stations. The others [eg: Pyrmont, Ultimo(now Star Casino), and Bunnerong (Matraville)] were demolished and developed and the profits taken, so White Bay Power Station could be the historic reference point.

(4) No rezoning until the resultant vehicular traffic for all stages (every stage) of the Bays Site are successfully resolved.

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).

(5) A rezoning condition needs to be placed on the site to prevent occupancy of the site until all proposed active pedestrian and cycling plans are in operation.

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.

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: Thursday, 8 September 2022 4:18 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 16:18

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Richard

Last name

Tangye

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Forest Lodge 2037

Please provide your view on the project

I am just providing comments

Submission

I remain concerned on the mass of the residential/ commercial buildings for three reasons. First, access to the area is difficult enough now and I have not seen sufficient detail that will alleviate the issue with the additional traffic.. Second, the buildings will block the view of the Power Station from certain angles, while their proximity to each other could result in wind tunnels. Third, I urge you to look at the development of Battersea Power Station in London, both as a sensitive mixed use development while retaining both the iconic structure of the PS and it's home as a mixed use building. I also recommend you look at how the Tejo power station in Lisbon has been recreated as The Electricity Museum, directly connected to the new Museum of Art, Architectural and Technology.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 4:38 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: bays-west-1-revised-strategy-2022-09-08-glebe-society_0.pdf

Submitted on Thu, 08/09/2022 - 16:36

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

president@glebesociety.org.au

Suburb/Town & Postcode

Glebe 2037

Please provide your view on the project

I object to it

Submission file

[bays-west-1-revised-strategy-2022-09-08-glebe-society_0.pdf](#)

Submission

Please see the attached submission

I agree to the above statement

Yes

8 September 2022

NSDW DPE
Bays West stage 1.
Revised master plan

Dear Sir/Madam

The Glebe Society (TGS) was founded in 1969, with the aim of protecting the suburb's heritage, environment and supporting the local community. It currently has over 400 members.

The Society has a strong interest in the future development of Rozelle and Blackwattle Bays. Both are integral to the experience of Glebe, to its environment and to its heritage. Respect for the indigenous, maritime and industrial heritage of the Bays is imperative, as is care for the environment.

One of TGS's proudest achievements is the Glebe foreshore walk. This was created by decades of lobbying for shared open space, as industrial and maritime industries left the foreshore. The result is the incredibly popular Glebe foreshore walk.

Our hope is that the walk will be extended around the Bays, and that the Glebe Island Bridge will be restored for active transport – pedestrians and cyclists. TGS strongly supports the planned foreshore walk on Bays West 1, and its ambition to create a connection between Bays West and Pyrmont. Our hope is that this will be achieved through restoration of the heritage-listed Glebe Island Bridge.

TGS strongly supports Move 2: Reinstating a crossing from Bays West to Pyrmont to create more convenient and direct active transport connections.

We also strongly support Move 3: Connect community to water, while recognising and supporting the working harbour and port operational requirements; Move 4: Deliver a significant, connected, activated public open space near the water at an early stage; and Move 6: Enable a world-class harbour foreshore walk.

TGS strongly supports the process and approach of connecting with country, and we just wish such principles were embedded in the planned Blackwattle Bay development. From the Glebe perspective, the planned buildings are far less obtrusive than those of Blackwattle Bay: 20 storeys at Bays West 1, compared with 35 storeys (the revised height) at Blackwattle Bay.

But we do note the tallest, at 20 storeys, is higher than the power station's chimney. We recommend that the maximum building height be reduced so the power station remains the dominant form.

The Bays West Stage 1 Master Plan comprises one 20 storey building; one each of 18 stories and 12 stories; five eight storey buildings and four of four stories. The 20 storey and 18 storey buildings are too tall.

There will be about 4.16 hectares of public space. TGS supports the intention to reinstate the pre-colonial shoreline through the design of a shallow wetland; to introduce endemic, water sensitive species within the shallow wetland to embrace the pre- colonial planting character; and to provide a large, public, waterfront park of a minimum 1.5 Ha in size.

The planned walkway, open space and restoration of the shoreline of Rozelle Bay will all significantly enhance the heritage and environment of the Bay that we share.

Yours sincerely

A handwritten signature in black ink that reads "Ian Stephenson". The signature is written in a cursive style and is positioned above a horizontal line.

Ian Stephenson
President

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 4:59 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: bays-west-stage-1-rezoning-proposal---final.pdf

Submitted on Thu, 08/09/2022 - 16:56

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 am just providing comments

Submission file

[bays-west-stage-1-rezoning-proposal---final.pdf](#)

Submission

See attached letter

I agree to the above statement

Yes

8 September 2022

NSW Department of Planning and Environment
Via Planning Portal

To whom it may concern,

BAYS WEST STAGE 1 REZONING PROPOSAL

This submission to the Bays West Stage 1 Draft Rezoning Proposal 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 Stage 1 urban renewal area and presents an opportunity to complement and support the success of this future use and development of this important precinct.

1. WHITE BAY STEEL WORKS

The 'White Bay Steel Works' is a 2.2 hectare landholding located directly adjacent to the Stage 1 precinct of the Bays West urban renewal 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.

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.

2. SUBMISSION

The Paul Family is strongly supportive of the overall vision and strategic direction of development for the Bays West Stage 1 area expressed in the revised proposed concept plans and accompanying rezoning documents. Specifically, we support the transformation of this area into a 'new *harbourside precinct, that will draw new business, entertainment and cultural opportunities*' fostered by built form and public spaces complementing the character and culture of this area.

We support the key initiatives and outcomes identified in the proposal including:

- The scale of development (both built form and land use intensity) is appropriate to the significance of the Bays West precinct and reflective of the character of the area.
- Provision of significant areas of high quality, new public open space supporting the precinct and broader community.
- 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.
- 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.

However, we submit that there is an urgent necessity for much greater detail to be provided regarding the integration and impacts of the Stage 1 development with adjoining lands including The White Bay Steel Works.

While the Stage 1 proposal establishes a strong direction for the transformation of this part of the Bays West precinct, much of the success of the renewal is contingent upon establishing effective integration with the existing Rozelle and Balmain community. However, the proposal is insular: it focuses inward on the Stage 1 area with virtually no regard for the surrounding areas other than identification of vague and arbitrary through site links.

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. 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 existing community and landholders surrounding the Stage 1 area will be significantly impacted by development in the precinct. Impacts include both 'shorter term' effects arising from construction with associated disruption and dislocation of established business operations, and 'longer term' arising



from increased activity (people and traffic) as the renewed precinct 'comes to life'. Minimal attention is provided in the exhibited proposal to mitigating or managing these impacts.

Reflecting this we request the following:

1. Further details 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.
2. 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.
3. 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.

We submit that in the absence of the details requested above or meaningful consultation and collaboration, government is risking the success of the project and disregarding the fundamental principles of effective 'Placemaking'.

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 rezoning 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 finalisation of the rezoning.

We request the opportunity to meet with the Department 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".

John Wynne
Director



From: [REDACTED]
Sent: Thursday, 8 September 2022 5:55 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Submission on Bays West Stage 1 Rezoning proposal
Attachments: CHIA NSW Submission on Bays West Stage 1 Rezoning Proposal.pdf

Please find attached a submission from Community Housing Industry Association NSW on the Bays West Stage 1 Rezoning Proposal.

I have tried submitting through the online submissions portal, but there seems to be a technical glitch preventing uploading of documents.

Regards

Michael Carnuccio
Senior Policy Officer



Michael Carnuccio
Senior Policy Officer
T [REDACTED]
E [REDACTED]

Suite 5, 619 Elizabeth Street
Redfern NSW 2016
T 02 9690 2447 **F** 02 8399 2122
W www.communityhousing.org.au



The CHIA NSW office is located on land traditionally owned by the Gadigal Clan of the Eora Nation

Attention of:
NSW Department of Planning and Environment
Via online submission form

Submission: Bays West Stage 1 rezoning proposal

The Community Housing Industry Association NSW (CHIA NSW) welcomes the opportunity to provide a submission on the rezoning proposal for Bays West Stage 1.

CHIA NSW is the industry peak body representing registered, not-for-profit community housing providers (CHPs) in NSW. Our members currently own or manage more than 54,000 homes across NSW for individuals and families who cannot afford to rent or purchase a home on the private market. Since 2012, CHPs have delivered more than 5,300 new homes across NSW, representing an investment of over \$1.8 billion. Critically, these are new homes that the private sector cannot – or will not – deliver in response to housing need.

More than 50,000 applicants are currently waiting for social housing in NSW. This includes 2,291 applicants within the social housing allocation zones covering Rozelle, Glebe, and Pyrmont. Therefore, increasing the amount of housing available to lower income households is an urgent priority. Without significant investment in more affordable homes, some people will be left waiting for 10 years or more to be housed, forcing them to pay unaffordable rents, live in substandard housing, or, at worst, become homeless.

In this regard, CHIA NSW welcomes the recognition that affordable housing is critical infrastructure necessary to support sustainable and diverse communities and long term economic growth in the precinct and beyond. CHIA NSW supports the inclusion in the rezoning proposal of an affordable rental housing target.

The application of affordable housing contribution requirements to all floorspace in the precinct, including commercial and retail uses, is also supported. Non-residential uses such as retail, food and drink, community and cultural uses will likely generate low-income jobs. The provision of affordable accommodation for these workers will support the economic success of these uses and the broader precinct.

While the proposed affordable housing target, equivalent to 7.5% of total floorspace, is a positive step forward, it remains relatively modest in the context of the acute and growing need that exists in the area, as evidenced in the Affordable Housing Needs Study that accompanies the rezoning proposal. CHIA NSW is also concerned by provisions under section 2.4 of the draft Bays West Affordable Housing Program that appear to cap the affordable housing contribution at 15% of construction costs. No explanation or justification for imposing such a cap is provided in the rezoning proposal.

CHIA NSW's strong view is that a higher proportion of social and affordable housing can and must be delivered in the precinct, particularly given the scale of development uplift being proposed. The

precinct, being a large scale Government owned site, presents a real opportunity to maximise the delivery of social and affordable housing. This is consistent with Strategy 11.2 of the Greater Sydney Region Plan, which requires State agencies disposing or developing surplus land to include, where viable, a range of initiatives to address housing diversity and affordable rental housing. CHIA NSW notes that the 5%-10% rate outlined in the Greater Sydney Region Plan is an indicative benchmark in the context of privately owned land. It should not be used to limit provision on government-owned land, where higher targets are viable.

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

- Include an affordable housing requirement equivalent to at least 30% of total floorspace across the precinct. CHIA NSW supports the affordable housing requirements being clearly set out in a site-specific LEP provision for the precinct. This will provide certainty to stakeholders and the community.
- Update the draft Bays West Affordable Housing Program to make it clear that contribution requirements also apply to non-residential floorspace, consistent with the policy outlined in section 5.4 of the Explanation of Intended Effect. As currently drafted, the draft Program is not clear in this regard. For example, section 2.1 applies the contribution rate to residential floorspace only.
- Remove the cap limiting affordable housing contributions to 15% of 'agreed' construction costs. This is inconsistent with the stated intent of the proposed LEP clause. Such a cap undermines delivery of the affordable housing target, will create uncertainty, and add unnecessary complexity to the development assessment process.
- Maximising social and affordable housing needs to be included as a matter for consideration in assessing design excellence/FSR bonuses within the precinct.
- To ensure affordable housing requirements are consistently applied, the draft Bays West Affordable Housing Program should include worked examples of how contribution requirements are to be calculated and applied under different development scenarios.
- The planning provisions and Affordable Housing Program need to clearly outline the option for affordable housing requirements to be met through either in-kind or monetary contribution. The suitability of in-kind dedications needs to be assessed from an operational perspective, including management and maintenance costs.
- Where on-site provision as part of mixed-tenure development is considered suitable, early engagement with a CHP is essential to ensure the needs of future tenants are accounted for, operational costs are reasonable, and to consider management and maintenance arrangements.
- The Design Guideline be amended to include a requirement that any affordable housing delivered is managed and owned by a registered community housing provider. Such an approach will reduce ongoing costs to Council and maximises the impact of government investment by providing CHPs with additional capital they can leverage to deliver additional homes in the local area. The dedication of contributions to CHPs can be subject to appropriate controls to ensure the affordable housing is retained long-term.

CHIA NSW appreciates the opportunity to provide feedback on the Bays West Stage 1 rezoning proposal. We would be happy to discuss any of the recommendations further with the DPE.

Kind regards,


Michael Carnuccio
Senior Policy Officer

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 11:14 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 23:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lisbeth

Last name

Kennelly

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Annandale 2038

Please provide your view on the project

I object to it

Submission

The height and bulk of the proposed buildings is way too high and will destroy the look of the power station which it will dwarf. It is simply too high, too big.

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 9:56 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 21:55

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Tim

Last name

Vye

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

glebe

Please provide your view on the project

I object to it

Submission

My objection to this project is that the planning process fails to deliver the community facilities and open space that the incoming population will demand,

This proposal is not from some profit-driven private developer. It is a State Government PLANNING depart. Do some planning. Show us where these people are going to recreate, move around and socialise.

Under provision because it is "practical" is not acceptable. If providing facilities is unfeasible - don't build it.

The listing of existing facilities within 2km is not reasonable. As I write the ovals at Wentworth Park are bogs due to overuse.

To suggest they can support more development is trice wrong:

1. The ovals are already at capacity.
2. The deficits created by development of Jacksons Landing have not been addressed.
- 3 The deficits in the proposed new market site have yet to be addressed. The massive under provision of parking there will clog local streets making access o the ovals impractical for anyone more than walking distance away. The proposed residential on the old site will generate demand for ovals that has not been addressed,

The proposed open space delivery is just 2Ha despite the acknowledged need for 6.3. Maintaining current supply levels, then the true need (at 16 sqm per person) is more like 20ha. A ten fold shortfall.

For active open space (sports fields) none are proposed. Where are the 8,410 residents and 12,351 workers going to play sport ? Is it government policy to abandon field sports?

High density development needs more facilities than traditional residential development. There are so many things you can do in a garden that you cannot do in an apartment.

What to have a kids birthday party - stick them out in the yard and it does not matter if they are noisy or some food gets spilled. How do you find the space for that in an apartment?

Want to do a bit of DIY? sand down and repaint ? try doing that in an apartment.

One kid wants to practise violin while the other needs to do there maths homework? impossible,

Argue with your partner - where do you escape to?

Fancy growing a few flowers or few veges? A few pot plants is a poor substitute.

Squashing people into little boxes with a big screen TV so they know what a tree looks like. That is not 'practical' it is just poor planning.

Burdening existing and future populations with vertical slums is not "practical".

I have 3 questions I would like answers to:

1. Will the development enter into a Planning Agreement to share the value up-lift with the population that will be burdened by the under provision of Facilities.
2. Will the development pay contributions required under s7.11 or s7.12 of the EP&A Act on the dwellings as they are built?
3. Will the development pay rent on the parts of the site below the original high water mark at a rate equal to or better than the rate for over water structures as recommended by IPART?

I urge you to halt any further work on this precinct until PLANNING to provide the facilities needed by the incoming population has been addressed..

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 9:11 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 21:10

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

2040

Please provide your view on the project

I object to it

Submission

I find the statement at the beginning of this document - "May you always see the beauty of this earth" - quite ironic. There's not chance that any beauty will remain in the inner west if this government has anything to do with it.

My objections remain, building is too high (18 stories + 2 storey car park) for the area; despite the proposed metro, people will have cars and this huge increase in residences will increase the traffic and make it even more of a nightmare for locals and for people travelling to and from the city.

As a local, this development will just add to the deterioration of the area I love and our city in general.

Like the monstrosity that is WestConnex (don't mention those awful unfiltered exhaust stacks), it's over development - something that's become pretty standard for this government.

As Jackie Lambie says "It's a bloody disgrace!"

kind regards, Denise Beecroft

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 7:20 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal

Submitted on Thu, 08/09/2022 - 19:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Richard

Last name

Armitage

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Balmain

Please provide your view on the project

I support it

Submission

I support the project and the masterplan developed for the site. This project is well thought out and will significantly enhance the local area. I am very much in favor of increased access to the water front and the inclusion of shops, cafes and restaurants. The height of the residential buildings is not too high and is appropriate for this type of development.

Very much looking forward to this project getting off the ground.

Happy to speak at any public forum in support of the project!!!!

I agree to the above statement

Yes

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 11:59 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: 220908-bays-west-rezoning-proposal---stallard-submission.pdf

Submitted on Thu, 08/09/2022 - 23:56

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 2041

Please provide your view on the project

I am just providing comments

Submission file

[220908-bays-west-rezoning-proposal---stallard-submission.pdf](#)

Submission

Please see attached file in which I support, object to and provide comments on the Rezoning Proposal.

I agree to the above statement

Yes



Bays West Stage 1 revised Master Plan and Rezoning Proposal

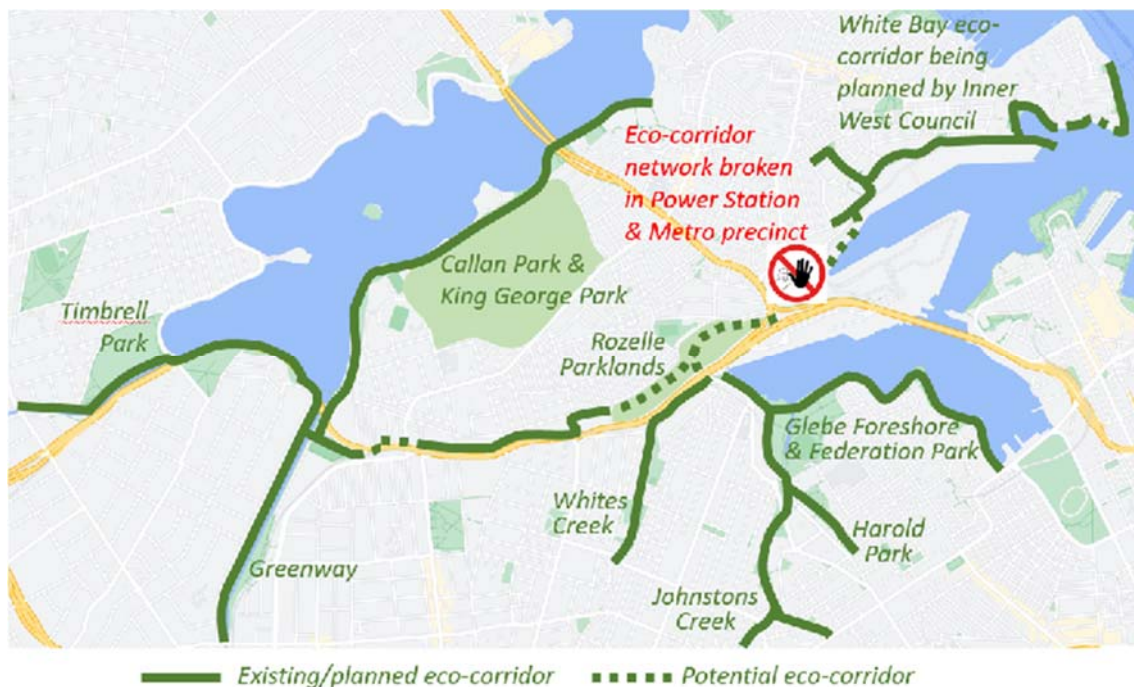
Submission to the Department of Planning and Environment

Keith Stallard 08/09/2022

Summary of position

This submission focuses on the environmental implications of the revised Stage 1 Master Plan and the Rezoning Proposal and how environmental outcomes for the area could be improved.

The area around White Bay is one of the most environmentally impoverished areas of Greater Sydney after the areas around the airport and Port Botany. The development of Bays West offers a unique opportunity to reverse this environmental impoverishment. As drafted, the revised Stage 1 Master Plan and the Rezoning Proposal would deliver appreciable environmental benefits, and we welcome these. However, these documents also have a major flaw. The development they provide for precludes the future delivery of a continuous blue/green link or eco-corridor through the sub-precinct as envisaged in relevant planning documents. This would prevent wildlife from moving through the sub-precinct to adjacent areas of habitat in search of food, shelter and mates and would undermine the ecological benefits that we hope to see from development of the Bays West.



Fortunately, we do not have to waste this major, one-off opportunity to revitalise the wildlife and increase biodiversity in White Bay. There is ample opportunity to refine the Rezoning Proposal and the Design Guide to ensure connectivity between the White Bay eco-corridor currently being planned by Inert West Council in the east through the precinct to the Rozelle Parklands to the west of the site.

These adjustments can be achieved without impacting the other development objectives by:

- Providing room in the rezoning proposal for a continuous ribbon of habitat (mostly shrubs and meadow grasses, not tall trees) between its north-eastern border with the Robert Street sub-precinct, through White Bay Park, to its south-western border at the bridge under Victoria Road. (See plan in sections below.)
- Inserting a new ‘Provision’ in section 12 *Landscape, Canopy and Biodiversity* of the Design Guide. We suggest the following: ‘Development of the precinct must ensure the continuity of a habitat pathway to effectively facilitate the movement of mobile species across the sub-precinct from its north-eastern border with the Robert Street sub-precinct to its south-western border at the bridge under Victoria Road’.

We explain the reasons behind these suggested enhancements of the Rezoning proposal and Design Guide in the following sections.

Who is this submission from?

I am a long-term resident of White Bay, with a long career working at the interface of development and the environment. I am a member of the following community organisations:

- The Strata Committee [REDACTED]
- The White Bay Stratas Committee which seeks to represent some 2000 lot owners and residents of the four strata schemes adjacent to White Bay.
- The Port Authority’s Glebe Island & White Bay Community Liaison Group.
- The Inner West Bicycle Coalition.

I also initiated and lead the Bays Eco-futures Alliance, a group of concerned residents and environmentalists that has been working with Inner West Council and the Port Authority to develop the White Bay Eco-corridor currently being planned by Inner West Council.

Although this is a personal submission, I have discussed the issues it covers with many people who live and work around White Bay so I will take the liberty of using the personal pronoun ‘we’.

The problem

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. 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.

The planned White Bay Park and Rozelle Parklands will return a small proportion of the habitat lost but most of these parks will be taken up by sports fields, infrastructure, lawn and decorative trees, not wildlife-supporting habitat.

Welcome aspects of the revised Master Plan and Rezoning Proposal

We welcome many aspects of the revised Master Plan and Rezoning Proposal including the following commitments and recommendations:

More than 50% of the sub-precinct will be public open space including White Bay Park (Explanation of Intended Effect, page 31)

The *'new site-specific provision to require the sustainability targets detailed in the draft Design Guide'* (Explanation of Intended Effect, page 31)

The recognition in the Biodiversity Technical Report (page 17) that *'There is an opportunity to create linking habitats via stepping stones from within to outside the sub-precincts. Currently habitat connectivity is absent terrestrially and mediated by the working port, bathyscape and water quality in the marine environment. Lack of habitat connectivity was identified as one of the key biodiversity threats in the City of Sydney Urban Ecology Strategic Action Plan (City of Sydney 2014). While the Bays West sub-precincts were not identified as key priority sites, inclusion of connecting habitat would contribute to the overall urban ecology targets in the City.'*

Disappointing aspects of the revised Master Plan and Rezoning Proposal

We are disappointed that the revised Master Plan and Design Guide are not consistent with the strategic planning framework in so far as they fail 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).
- Implement the statement that *'Priority will be given to green areas with high ecological value, such as native gardens and meadows.'* (Bays West Place Strategy (page 34). Although the revised Master Plan provides for green spaces, they will not have a high ecological value if implemented as indicated in the revised Master Plan.
- Support Inner West Council's Local Strategic Planning Statement which envisages a *'future blue/green link'* running through White Bay and the sub-precinct westwards through the Rozelle Parklands to the Greenway (Inner West Council's Local Strategic Planning Statement page 21)

Unless these failures to comply with the planning framework are rectified, the development of the Power Station and Metro sub-precinct will irredeemably undermine our hopes for a continuous blue/green link along White Bay that would revitalise the environment and significantly increase biodiversity.

The White Bay eco-corridor

Inner West Council is currently planning an eco-corridor¹ running from Balmain East to the boundary of the Robert Street sub-precinct. This 'White Bay Eco-corridor' is supported by Jamie Parker MP, Member for Balmain, The Friends of Callan Park, The Glebe Society, and The Inner West Bicycle Coalition. The White Bay eco-corridor will bring environmental, social and amenity benefits to our area. It will 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.



However, if the above environmental benefits are to be fully achieved, it is essential that this eco-corridor or similar continues through the Robert Street and Power Station sub-precincts to link up with the new Rozelle Parklands and beyond.

What we would like the Department to do

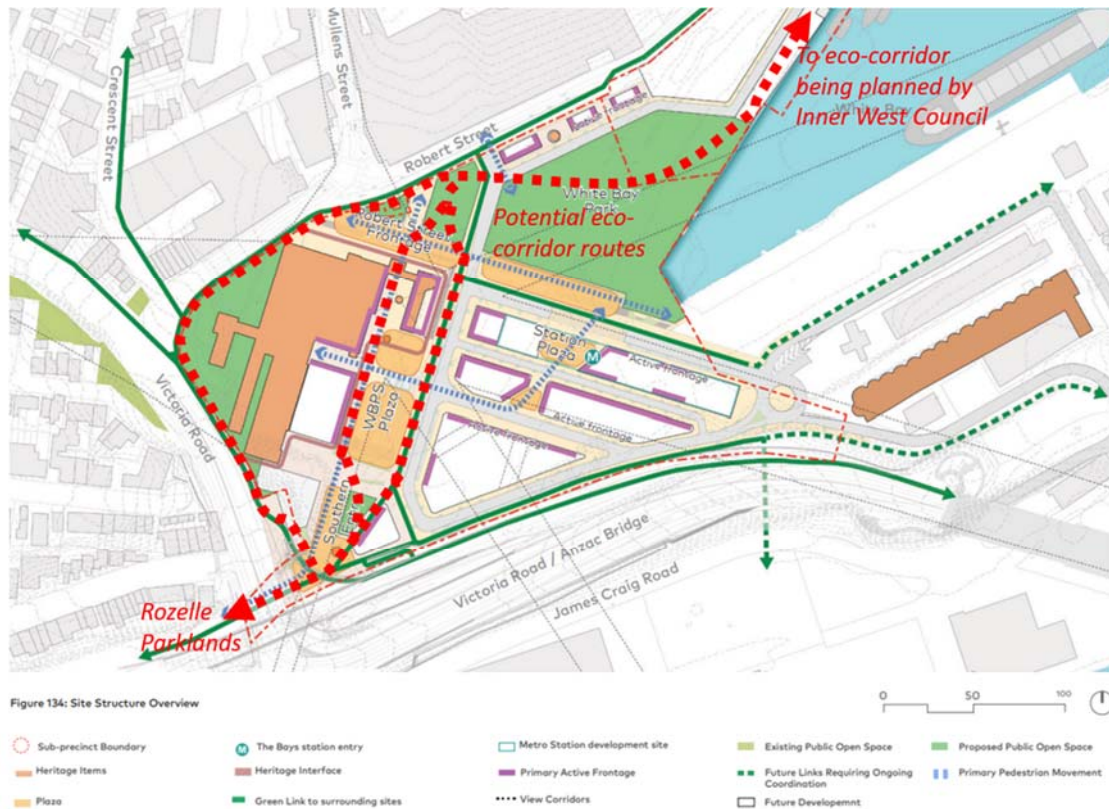
We request the Department to bring the Rezoning Proposal and the Design guide in line with its planning framework by providing for:

- Interconnection of the green spaces within the site and to surrounding Green Grid as recommended in the Bays West Strategic Place Framework (Section 2.5).
- Implementation of the statement that *'Priority will be given to green areas with high ecological value, such as native gardens and meadows.'* (Bays West Place Strategy (page 34).
- Support Inner West Council's Local Strategic Planning Statement which envisages a *'future blue/green link'* running through White Bay and the sub-precinct westwards

¹ Eco-corridors 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.

through the Rozelle Parklands to the Greenway (Inner West Council's Local Strategic Planning Statement page 21)

The plan below illustrates possible routes for connection of the Bays West Eco-corridor through the sub-precinct to the Rozelle Parklands without significantly adjusting other proposed land uses.



Conclusion

We conclude that, if the Power Station and Metro Precinct were to be developed as outlined in the revised Master Plan and Rezoning Proposal, 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 Rezoning Proposal and Design Guidelines suggested 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: Friday, 9 September 2022 1:45 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: bays-west-stage-1-rezoning-submission---final---nathan-english.pdf

Submitted on Fri, 09/09/2022 - 01:43

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

[bays-west-stage-1-rezoning-submission--final--nathan-english.pdf](#)

Submission

Overall I support the redevelopment of this precinct, but it needs to change a few things or it would lose my support. The attachment describes what my submission intends to say in this regard - please take a look - this is my FINAL version, and I would appreciate it replacing the version I put in earlier tonight...

Kind regards,

Nathan English
Lilyfield.

I agree to the above statement

Yes

SUBMISSION BY NATHAN ENGLISH, LILYFIELD: Re. Bays West Stage 1 Rezoning Review Document

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 Review and Rezoning Document.

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 its otherwise missed deficiencies and likelihood of success, so I appreciate the opportunity to present such input.

I have a Masters in Planning from UNSW and I've been a local advocate for future developments in the Bays Precinct over the last 12 years. My main focus has been an attempt to extend sustainable transport into Bays West and across the Glebe Island Bridge; that is, adopting modes that can reduce car-dependency not only within the Stage 1 precinct, but more importantly, the entire Balmain Peninsula which lies adjacent, from Lilyfield to Balmain East.

This advocacy, which focused mainly on light rail, has not been dampened by the NSW Government's commitment to build the Bays Metro Station – this only compliments my original intentions. A single Metro Station is certainly a great improvement in rail connectivity for the local area – but the selected station location remains challenging for most residents across the adjacent peninsula to reach, especially given the local topography, busyness of our narrow local roads and a lack of safe cycling corridors and facilities.

Combined improvements in light rail and cycling infrastructure alike could largely reduce the hazardous interactions otherwise likely to occur between cyclists and motorists in all four established suburbs of Rozelle, Balmain, Birchgrove and Balmain East. They would also greatly reduce the need for car-dependence in and out of the new White Bay precinct itself. A mode switch away from cars would obviate the need to create large-scale carparks on already scarce waterfront public land.

A harmonious co-existence between the residents and workers of both White Bay and Balmain depends on their ability to share future amenities with one another in an elegant fashion that is devoid of stress and traffic congestion.

In short, car-free connectivity will be the key to ensuring livability for all and a sense of ongoing sustainability across the Stage 1 Precinct of White Bay, if not the rest of Bays West and Balmain.

Thoughts on the Stage 1 Review Document:

Link to document: https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Keelie+Drupal+Documents/REVISE~1.PDF

Light Rail Corridor

A reserved corridor for light rail is *still* needed for any extension into the Stage 1 Precinct – this should simply be part of the street layout in this future precinct. Ensuring a reserved corridor now provides the option to extend the existing Inner West light rail to Balmain, and back over into Pyrmont – this means everyone using the light rail can also use the Metro West to Parramatta. All it requires at this point is a protected reservation of land, wide enough to accommodate a two-lane road, but not necessarily a commitment to the full line's infrastructure and service.

Viewlines

Many viewlines have been protected, based on the power station itself and the Anzac Bridge – but locals also appreciate other viewlines. One which clearly needs to be protected is that to the Harbour Bridge from the key Victoria Road bus stop (adjacent to the power station) this also allows people to view White Bay itself. Maintaining this viewline will prove essential for the local Rozelle community to feel they are still connected with the Bays. As a sidenote, I also believe a foot/cycle bridge should be reinstated at this point, between the two bus stops on either side of Victoria Road next to the power station – the viewline may be easier maintained from such a footbridge.

Another key viewline is that from the Victoria Road underpass to Balmain itself, which currently appears to show plans of being built out. A re-allocation of floor space and changed building heights should be considered to preserve this viewline too, and open up the plaza towards the water.

Purpose of the future Power Station

The Power Station does not appear to have a decided purpose as yet – but one which might prove very welcomed by the surrounding region could (in part at least) be a public education facility (ie. a public high school). Such a facility might best be placed in that part of the Power Station that currently faces onto Victoria Road (referenced in the review document as the *White Bay Power Station West Gardens*, pp.157-162). Buses are very easy to catch to and from this area, and the adjacent buildings could be adapted and expanded to form school facilities separated to the main harbour-facing atrium of the Power Station, which is more likely to serve as a public facility or open cultural precinct.

While some landscaped gardens in this area might have seemed like a nice idea, the constant noise pollution from Victoria Road and Robert Street combined is likely to overwhelm whatever aesthetic the architects were otherwise trying to achieve.

On street-parking and street grid plan

Firstly, why is there a road going between the Metro and the waterfront? This is potentially pedestrian realm going to waste. It's not necessary, and the Metro building to the west needs to be greatly reduced to and stepped back to not infringe on water glimpses from Victoria Road. Please have buses (if that's what we must have instead of light rail) to use the road immediately south of the Metro Buildings – the Metro building to the east could be a lot higher if floorspace ratios are needing to be preserved...

Also, there really is no reason why on-street parking in this precinct (other than loading and service vehicles) is required. Light rail, buses and go-get-styled ride share vehicles should be the only exceptions needed in this precinct, given most corners are within a few hundred meters of a metro station at best – and this will provide a service that runs east and west, every four minutes.

Port vehicles should not be permitted to pass through this Stage 1 Precinct at all. Ports should build a causeway road further out in White Bay, between Wharf 3 and Glebe Island, that allows trucks and buses into the cruise terminal, until something more elegant is implemented. Meanwhile, the waters south-west of the causeway could be reserved for ecological purification and public use (like swimming).

The long-term Bays West Vision (2040) suggests the building of an active bridge across Rozelle Bay from Glebe Point Road, so Glebe residents can also use the Metro. This is an excellent idea that I would encourage be implemented by 2030. This will allow the Innovation Corridor to spread along Glebe Point Road, connecting White Bay with the University of Sydney by bicycle and bus. The active bridge should be engineered wide enough to one-day carry light rail, buses or a traveller, alongside separated paths for both pedestrians and cyclists

Glebe Island Bridge should be reopened or re-imagined to ensure a low-rise active corridor between Bays West and Blackwattle Bay – again, this bridge should be engineered wide enough to one-day carry light rail, buses or a traveller, alongside separated paths for both pedestrians and cyclists.

Bays West as a whole should host no open-air carparks. Not in this Stage 1 precinct, the only exception should be on-street parking for loaders, service vehicles and Go-get styled ride share.

Clear separated and direct cycleways should be established, especially in relation to Balmain's connections with the Stage 1 Precinct... Shared pathways are not a REAL commitment to safe active transport because they place slower, vulnerable pedestrians at risk.

Open Space Critique

The open space reservations across the precinct are unimaginative and should be reviewed. A lot more open space could be gained, and view-lines improved by reconsidering building heights.

Open space that is currently on offer is mostly designed to manage tidal flooding and rain gardens, the so-called 'sweet-water salt water interface'... Instead, the open space being provided (I feel) be designed to ensure maximum public appeal and patronage, not merely as a way to manage water and the planting of trees. Some blue space should also be reserved for aquatic recreational use. This is why I've suggested a new causeway road be built to separate working harbour traffic and port operations from the Stage 1 precinct entirely.

All green-rooves in this precinct should be publicly accessible, and functional in their appeal so that humans want to visit the.

Building heights and footprints should be reviewed - with a longer-term consideration of what is possible in the other Staged precinct which will follow. Perhaps some buildings could be taller and others smaller to better enhance key view-lines, like that to White Bay and the Harbour Bridge currently blocked from the Victoria Road bus stops on either side near Hornsey Street.

For example, the 'old boiler house footprint' (Building 2. pp.145-147) is earmarked for rebuilding to the same height as the main Power Station building, but this could be far more imaginative, more slender and twice the height, thereby occupying half the land and offering up an inspired addition that enriches everyone's appreciation of what is already there, rather than hiding it... (see images below for example)

Transport

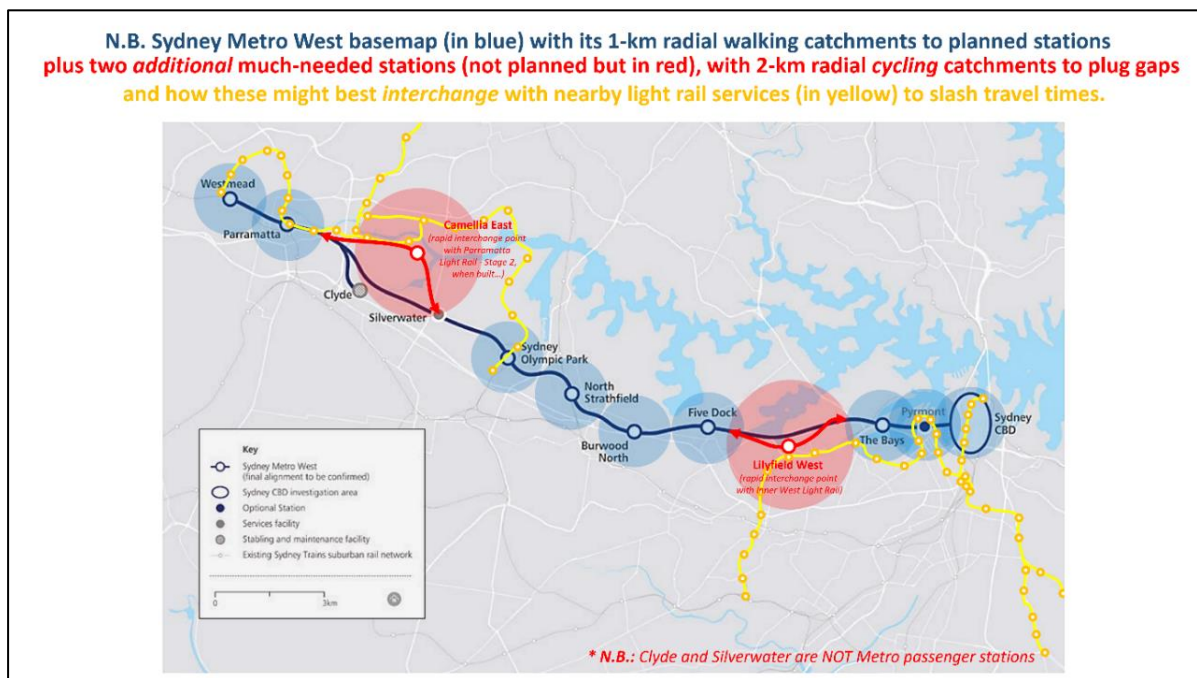
Buses are expected to roar around the street grid laid out for this Stage 1 precinct, but they could be avoided in the Stage 1 precinct altogether if light rail were simply extended from Rozelle Bay north to Balmain and/or into Pyrmont over the Glebe Island Bridge.

The current 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. The shortest walk confirmed to White Bay from the Rozelle Bay light rail stop which 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 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 route 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 which suggested it could extend light rail into White Bay 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 LRT stop. Placing a Metro Station there would greatly enhance the appeal of the existing Inner West light rail and feed many more passengers onto the Metro West, as it would serve people travelling to both Sydney CBD *and* Parramatta / Sydney Olympic Park in a time-efficient way. Either solution 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.



Above: A potential re-working of the Metro West to future-proof it for the century ahead (in red)

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 – and alter the Metro’s alignment so it can accommodate stations at both Lilyfield West and Camellia East...

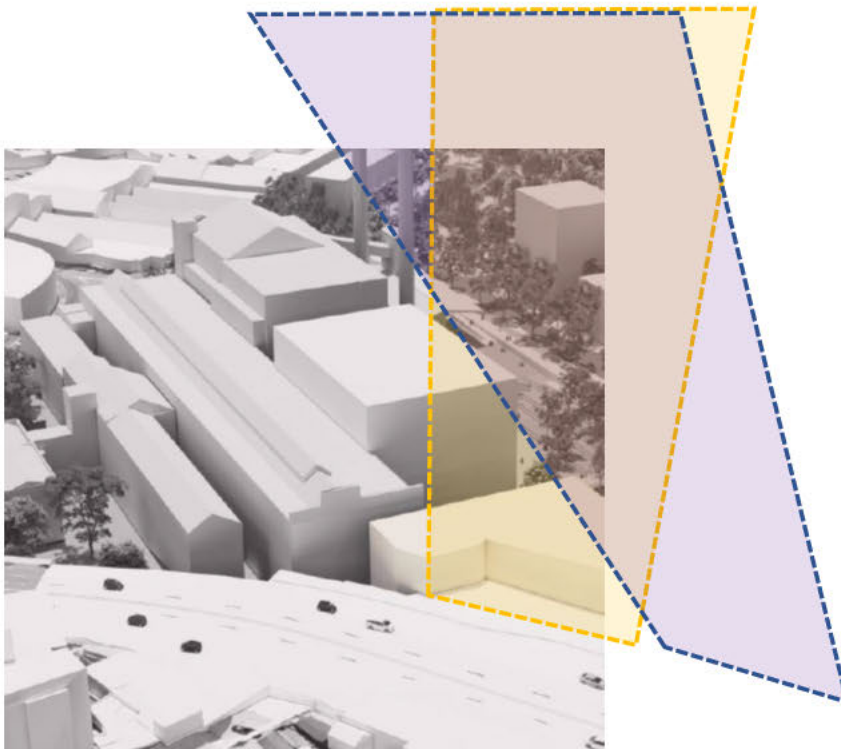
View-lines opened up by Transferrable Development Rights

The proposed footprints for 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 allow them to be more evenly spaced out? We could have pedestrian laneways rather than roads or INSW could otherwise plan for less buildings – but with greater height limits. All such options could ensure similar floor space yields, but free up more land for people.

As stated, a key view-line which I (a local) feel would be a real shame to lose, is the one from Victoria Road’s north side bus-stop on approach to the city, adjacent to the Power Station. From this location, it’s currently possible to see both White Bay and the Harbour Bridge – but the proposed

plans for Stage 1 will build this view-line out entirely, cutting Rozelle and Victoria Road off from its long-held affinity with the working harbour.

I would have preferred this water-glimpse and view of the Harbour Bridge to remain visible. On New Year's Eve, residents in Rozelle (west of Victoria Road) often gather to watch the Bridge fireworks from this part of Victoria Road. It also invokes a natural curiosity for all passers-by to consider exploring the White Bay Precinct below, based on those 'water glimpses'. From a place-making perspective, I really don't feel this appeal should be underestimated.

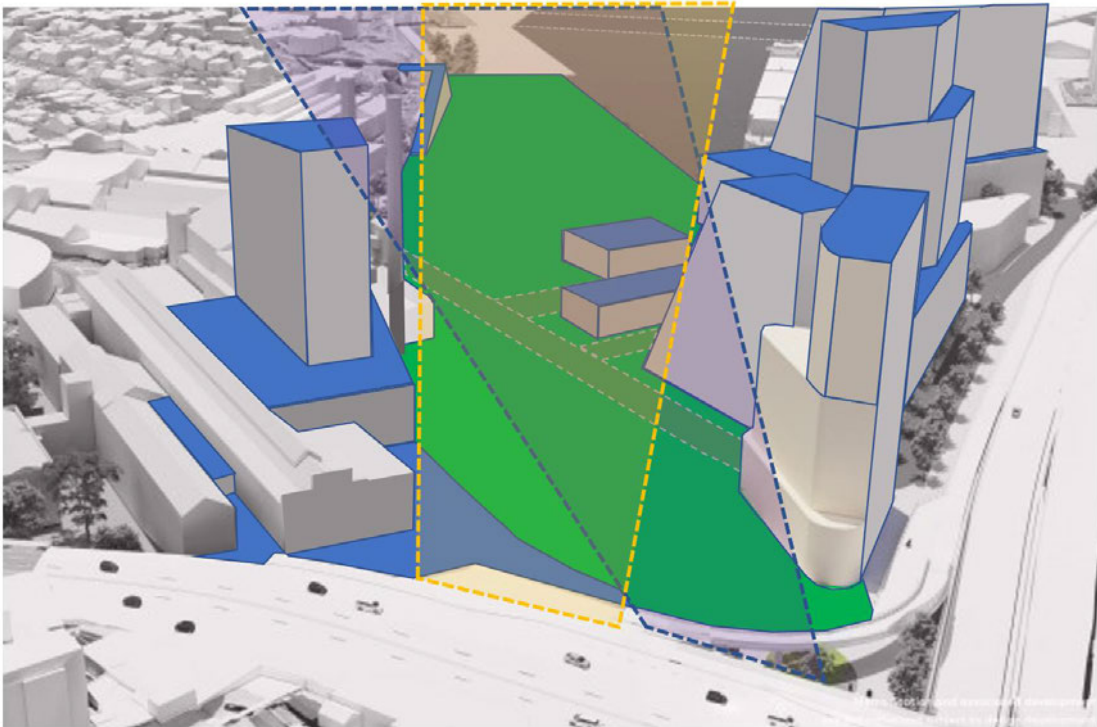


Above: The view as currently proposed looking north-east. The viewline from Victoria Road to White Bay and the Harbour Bridge (in yellow) is built out by future development. So too, is the view-line from the Victoria Road underpass to Balmain (in blue)

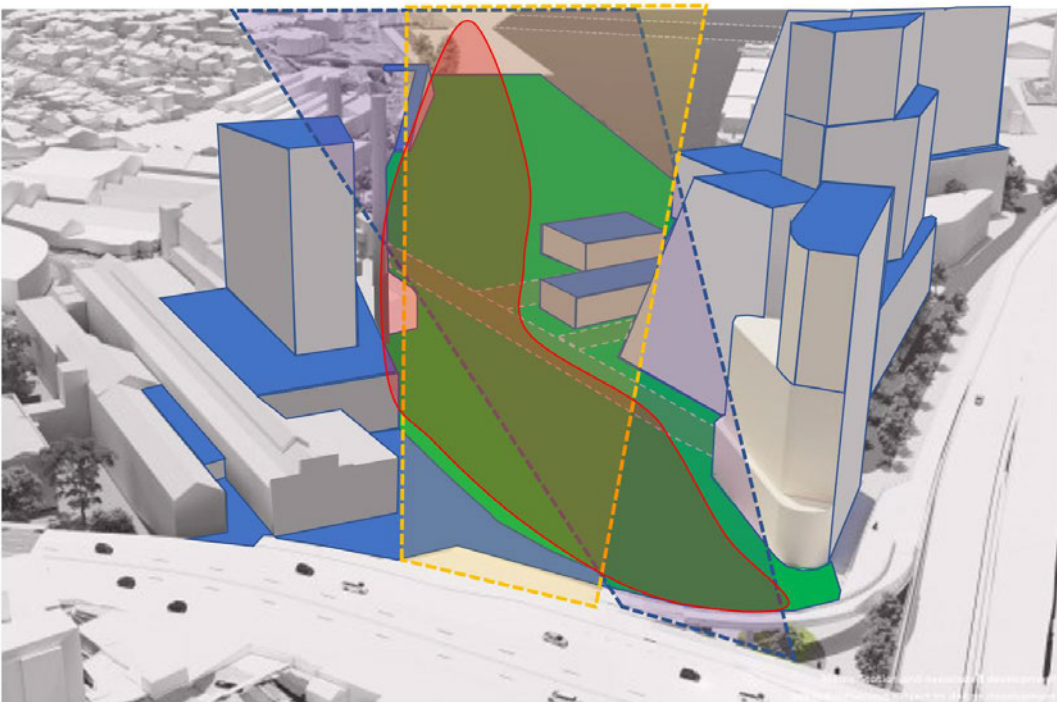
I have taken time to depict a potential change in the arrangement of new buildings across the Stage 1 precinct that won't greatly alter the proposed street grid or reduce floor-space expectations, the change will however preserve the two following view-lines which will otherwise be lost:

1. The view to White Bay and the Harbour Bridge from Victoria Road;
2. The view to Balmain from the Victoria Road Underpass.

Below: A re-alignment of new buildings to show how the key local view-lines might be kept and more open space created, without jeopardizing projected floor space ratios.



Below: The change in building footprints decongests the open space closer to Victoria Road and leaves plenty of space to reserve a future corridor for surface light rail to Balmain (in red).



I believe locals value these view lines above and would prefer to have them preserved as part of the local identity. I don't believe they're aware these could be built out if nothing in the current proposal changes.

The proposed ISS building (near Victoria Road) is not a good design and immediately blocks part of the Power Station from Victoria Road itself, not to mention most of the White Bay view line already discussed. It should be redesigned to sit below the height of Victoria Road, perhaps in a way that can extend the land around the bus stop a bit further north and providing an elevated integrated pathway/entrance into the future boiler room building.

If a nice pedestrian bridge were re-instated above Victoria Road, say to rapidly link the two bus stops servicing the Power Station (from the risen cul-de-sac of Hornsey Street to the Power Station itself) this commanding view-line to both White Bay and the Harbour Bridge could be regained and preserved, so long as other new buildings in White Bay don't infringe upon it.

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 Victoria Road, perhaps onto the Power Station; or
2. A much grander T-shaped active bridge, that could launch off the natural elevation of Quirk Street, passing through the established fig trees at elevation to Robert Street. This same structure could then serve as an active seamless crossing of Robert Street too, 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.

I am not in favour of the proposed 'substation' structure (the ISS building depicted on p.153) near the southern entrance into the Stage 1 precinct from the Victoria Road underpass. This should be either reduced in height and given a smaller footprint, or placed somewhere far less public. If nothing else, it should be hidden beneath a green roof that is publicly accessible so it doesn't block the view of White Bay from Victoria Road. Such a redesign could also become an ideal place to enter the power station or new boiler room building from Victoria Road, and to provide an elevator to the plaza below.

Light rail land reservation 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.

Additional Comments:

I think an elevator may also be a good option to link the pocket park at the eastern end of Lilyfield Road with the Victoria Road underpass more directly. The pocket park serves no purpose otherwise and could therefore also host a large number of bike racks with 24hr surveillance cameras installed to encourage people catching public transport from the area to first ride to it.

The stairs at the southern end of Quirk Street should really become an extension of the ramp that links the Hornsey Street cu de sac with the northbound Victoria Road bus stop. This is a question of equity for those using wheeled transport and could be a very simple addition to the existing ramp to reduce the otherwise risky option of entering traffic flows uphill for vulnerable pedestrians and cyclists into Quirk Street from Victoria Road.

Trees (wherever possible) should be established in advance of urban structures, with a minimum of 1m radius and 2m depth for rich soil.

Just to the left of the western entrance to the Glebe Island Bridge, sits the often over-looked memorial stone and plaque which commemorates the Landing of 1,000,000 US service personnel into Australia during WWII, who brought with them 5,000,000 tonnes of military hardware unloaded at Glebe Island to assist Australia in the battle for the South Pacific. This is a significant landmark and should be protected, much like the ANZAC soldiers on either side of the ANZAC bridge above. As yet, I've never seen it promoted in discussions regarding the Bays Activation 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 clifftop (in the dead end at the corner of Batty and Mansfield Streets) across Robert Street into the precinct, and if possible this should cross further over the water, linking directly with the Glebe Island Bridge to promote far more direct, safe and appealing access into The Bays from Balmain/Rozelle and Pyrmont, that doesn't force

residents to cross too many trafficked roads. The bridge could be connected to a ramp that also serves as the roof to a re-imagined version of the Penstock Plaza and Community Undercroft Buildings, proposed to sit adjacent to Robert Street.

Closing remarks

In summary, reserve a land corridor for light rail – even if you have *no* plans to build it at present, because things change... Recalibrate your building envelopes to protect not only viewlines to the Power Station and Anzac Bridge, but also from Victoria Road to the Harbour Bridge, White Bay and Balmain. Less roads please and more laneways. No road between the Metro and the waterfront, build a causeway for port traffic to White Bay 3 from Glebe Island instead. Better use of open space, and more of it please – even if it means taller buildings in some places. Reduce the height of the ISS building and raise the height of the new boiler room while scaling back its footprint. Do not build so much on top of the Metro station’s western entrance – this only inhibits the view from Victoria Road – but you could potentially raise the height of the eastern building closer to the silos... Build the bridge to Glebe Point Road by 2030 – and dig a pedestrian tunnel under the Western Distributor to link it with the Metro’s eastern building. Promote cycling on separated paths, e-mobility, greater incorporation with the Balmain Peninsula and re-instatement of the Glebe Island Bridge.

Thanks for the opportunity to comment on this Rezoning Proposal for Stage 1 of Bays West,

Nathan English, MPlan

Long-term resident of Lilyfield / Balmain.

Email [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, 12 September 2022 11:09 AM
To: [REDACTED]
Subject: FW: Bays West Stage 1 Rezoning Proposal - submission
Attachments: Stockland submission_Bays West Stage 1 Rezoning_Final.pdf

Hi Team,

Stockland's submission below – had come in late.

I understand [REDACTED] was providing a response to it being considered or not.

From [REDACTED] >
Sent: Monday, 12 September 2022 10:03 AM
To: [REDACTED]
Subject: FW: Bays West Stage 1 Rezoning Proposal - submission

Hi [REDACTED], as per my email on Friday here is Stockland's submission on Bays West Stage 1 rezoning.

Thanks,

[REDACTED]
Project Support Officer
Planning Concierge, Planning Delivery Unit
Delivery, Coordination, Digital and Insights | Planning Group
Department of Planning and Environment
E [REDACTED]
Parramatta Square
12 Darcy Street
Parramatta NSW 2150

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.

From: Elle Twight [REDACTED] >
Sent: Friday, 9 September 2022 7:26 AM
To: [REDACTED]
Cc: Jennie Buchanan [REDACTED] >
Subject: Bays West Stage 1 Rezoning Proposal - submission

Hi Jane,

Happy Friday and I hope you have had a good week!

I am reaching out as submissions on the Bays West Stage 1 Rezoning Proposal closed yesterday, and we have just missed the deadline.

As the portal has now closed on the website, I am hoping you may be able to advise who we could provide the attached submission to via email?

Kind regards,

Elle Twight

Regional Manager, Government Relations
Level 27, 133 Castlereagh Street, Sydney NSW 2000

T [REDACTED] | M [REDACTED] | E [REDACTED]

8 September 2022

Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Sir / Madam,

Stockland submission to the Bays West Stage 1 Rezoning Proposal

Stockland welcomes the opportunity to provide a submission in relation to the Bays West Stage 1 Rezoning Proposal.

As Australia's largest diversified property group and residential developer, Stockland is committed to supporting mixed-use urban renewal precincts across Sydney that create sustainable, inclusive and liveable places for our diverse communities.

Stockland owns, develops and manages a large portfolio of Residential/Mixed-Use precincts, Town Centres, Logistics and Workplace assets, Masterplanned and Land Lease Communities. Stockland has more than \$15.5 billion of real estate assets and a development pipeline of approximately \$41 billion.

Last year, Stockland released a new strategy which will see our business rapidly increase our footprint across office, residential, logistics and retail as well as leveraging our cross-sector capabilities to deliver mixed-use urban renewal precincts. Our ambition is to work in partnership with NSW Government to support the delivery of urban renewal precincts that drive significant economic, social, environmental and cultural value outcomes as well as helping to deliver on the NSW Government's strategic objectives.

The Rezoning Proposal

Bays West will play an important role in the continued growth and economic success of Greater Sydney and the NSW economy over the next 20 years. It will transform the White Bay Power Station and surrounding areas into a vibrant, connected and activated harbourside precinct.

Overall Stockland is supportive of the rezoning of Stage 1 of the Bays West Precinct and strategy that DPE has proposed which will ensure that there is a strong connection and innovative approach to Country and that buildings will exhibit design excellence. The development will also provide significant amounts of open space that will further enhance and provide access to the harbour foreshore.

However, as per our previous submission, we believe that there is strong justification for additional residential floor space within the precinct. The proposal currently provides for a split of 71,000sqm (71%) commercial floorspace, 4,700sqm (5%) retail floor space and 23,900sqm (24%) residential floor space. The provision of a higher proportion of residential floor space would create a stronger balance of uses to support day and night-time activation of the mixed-use precinct.

A higher proportion of residential development would also better support retail on the site, deliver a higher number of affordable housing units and better utilise the new transport infrastructure that is being delivered. We also believe there exists a strategic opportunity to further increase the scale of affordable

housing within this precinct to support local essential workers as well as those that will be connected to their place of work by the new transport infrastructure connectivity.

Stockland strongly supports the opportunity to increase the quantum of affordable housing that could be delivered within this precinct.

The provision of a higher proportion of residential floorspace on the northern portion of the precinct would also be suitable given the nature of the working harbour uses which are proposed to be retained in the southern portion of the precinct where the potential for land use conflicts is greater.

In respect of demand for commercial floorspace, the economic impact analysis acknowledges the additional commercial floorspace that is to be delivered in the Tech Central Precincts and the Blackwattle Bay Precinct. Yet it does not acknowledge that there is also a significant amount of commercial floorspace proposed in the Redfern-North Eveleigh Precinct and the new commercial floorspace that will be delivered in the City of Sydney Tower Cluster Precincts (many of which are progressing through planning proposals at the moment).

The City of Sydney has also commenced a process of reviewing the planning controls for the Pyrmont/Ultimo precinct with an objective to increase employment floorspace in that area. Given that many of these locations are more accessible and will provide better amenity for workers, this may decrease the competitive edge for Bays West in terms of the commercial floorspace on offer.

Conclusion

We would like to thank the department for the opportunity to provide a submission on the Bays West Rezoning Proposal.

The vision for Bays West celebrates Country and builds upon its natural, cultural, maritime and industrial foundations to shape an innovative and sustainable new place for living, recreation and working. The proposed design will enrich Bays West's character through built form and public spaces that embrace its natural and cultural heritage.

Overall, this will be a transformational mixed-use urban renewal development of global significance that can leverage strategic government public infrastructure investment to help position Sydney as a global city while also delivering the community with once-in-a-generation public benefits.

The Rezoning Proposal demonstrates how the Bays West Precinct will be revitalised to become a key gateway site that will create a world-class foreshore area with strong connections to the surrounding urban areas. However, we believe that there is potential to improve the place outcomes by better balancing the proposed land uses and thereby increasing the activation of the precinct.

We would be pleased to provide further information as required. Llew Gartrell, General Manager, Government Relations, (██) is the contact for your office.

Regards,



Jeheon Son
General Manager, Mixed Use
Stockland

09 SEP 2022

Michael Hersh

DEPARTMENT OF
PLANNING, INDUSTRY
AND ENVIRONMENT

Balmain N.S.W. 204
6th September, 2022.

Department of Planning & Environment
Locked Bag 5022
Parramatta N.S.W. 2124

Dear Planning Team,

I was speaking to [redacted] on the telephone on Monday and had the opportunity of sharing some of my ideas for the development of Bays West Stage 1.

I was also advised to send a letter as formal feedback for the rezoning proposal.

When I attended the community information session at White Bay Cruise Terminal on the 25th August we were informed that it was proposed that buses would turn left off Victoria Road into Robert Street and then proceed to Bays Metro station. This proposal caused some disension amongst our little discussion group. In that it was considered that this would overload Robert Street, now used by 441 + 442 buses to transport passengers from Birchgrove and Balmain to the City and return.

One gentleman at the meeting suggested that bus bays should be set up along Victoria Road for buses to load and unload passengers. It was further suggested that lifts could then take passengers down to a walkway, which passengers could walk along to the Metro station.

This was thought as a good idea by our little discussion group.

When I was thinking of buses turning left off Victoria Road on into Robert Street I called to mind a very small garden island on the top of Robert Street, which could be used as a means to separate traffic with buses turning left off Victoria Road into Robert Street, coming in on one side of the island.

I did propose the idea of a tunnel, when speaking on the phone to [redacted] on Monday, for buses from Victoria Road turning left and then with a

proposed tunnel proceeding underneath Robert Street to the Metro station; but on reflection this may require a long approach road, which would take away from already much needed road lanes along Victoria Road. This also doesn't take into consideration the route the returning buses from the Metro station would take.

Consequently, it appears to me that having bus bays along Victoria Road for in-coming buses on one side, and for out-going buses on the other, would seem the better solution.

It would mean continuing on with much the same situation as we have had in recent times, with buses stopping at White Bay bus stop, and then continuing on into the City and then return.

I mentioned also on the phone the idea of having a shopping mall underneath the Sewer Station: between the Bays Metro station and the proposed lifts that would take the passengers upstairs to Victoria Road to catch buses.

On reflection, it may not be such a good idea, so I'll leave that with you.

I used to walk quite a lot with my dog alongside the area, where the White Bay entrance boom gates are located (next to Buchanan Drive) + I appreciated and still do appreciate the beautiful breeze coming off the Bay. Accordingly, I would like to suggest that if more White Bay Cruise Terminal buildings need to be built in the future, that they be well spaced to allow that nice breeze to continue coming through.

Finally, I thought of opening the Glebe Island Bridge for pedestrians & cyclists to travel along and to then continue their journey along Pyrmont foreshore and then across Pyrmont Bridge into the City.

Thank you for the opportunity of putting forward my suggestions. I think that the beginning proposal for Bays West is a very exciting project, and wish it, and the team formulating the project, every success.

Yours faithfully
Michael Hersh.