

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 25 August 2022 11:49 AM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: 22-0686-notice-to-nsw-planning-request-for-comments-on-rezoning-proposal.pdf

Submitted on Thu, 25/08/2022 - 11:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Peter

Last name

Bleasdale

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

Naremburn

Please provide your view on the project

I am just providing comments

Submission file

[22-0686-notice-to-nsw-planning-request-for-comments-on-rezoning-proposal.pdf](#)

Submission

refer attached document

I agree to the above statement

Yes



Reg No.: 22/0686

Thursday, 25 August 2022

To: NSW PLANNING & ENVIRONMENT

Request for comments on Rezoning Proposal

Dear Sir / Madam,

Request for comments on Rezoning Proposal pursuant to:

s. 183 Airports Act - Notification of decision under Reg 15A (2) of the Airports (Protection of Airspace) Reg's 1996

Proposed Activity: PROPERTY DEVELOPMENT
Location: BAYS WEST STAGE 1 REZONING PROPOSAL
Proponent: NSW PLANNING & ENVIRONMENT
Date: 15/08/2022

Sydney Airport received the above request for comments from you.

The Height of Sydney Airport's Obstacle Limitation Surface over the site is 156 metres Australian Height Datum (AHD).

In my capacity as Manager, Airfield Spatial & Technical Planning, Sydney Airport, in this instance, I have no objection to the rezoning proposal to a maximum height of 156 metres AHD.

The approved height is inclusive of all lift over-runs, vents, chimneys, aerials, TV antennae, construction cranes etc.

Any proposed structures taller than 156m AHD would be subject to the Federal Airports (Protection of Airspace) Regulations 1996.

Sydney Airport

Sydney Airport Corporation Limited ACN 082 578 809 — The Nigel Love Building, 10 Arrivals Court, Locked Bag 5000
Sydney International Airport NSW 2020 Australia — Telephone +61 2 9667 9111 — sydneyairport.com.au

SYD Classification: Confidential

Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations.

Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

Planning for Aircraft Noise and Public Safety Zones:

Current planning provisions (s.117 Direction 3.5 NSW Environmental Planning and Assessment Act 1979) for the assessment of aircraft noise for certain land uses are based on the Australian Noise Exposure Forecast (ANEF). The current ANEF for which Council may use as the land use planning tool for Sydney Airport was endorsed by Airservices in December 2012 (Sydney Airport 2033 ANEF).

Whilst there are currently no national aviation standards relating to defining public safety areas beyond the airport boundary, it is recommended that proposed land uses which have high population densities should be avoided.

Sincerely,



Peter Bleasdale
Manager, Airfield Infrastructure Technical Planning

From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 1:08 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: pp---the-bays-west-stage-1-rezoning-proposal---ehg-advice(2.pdf)

Submitted on Thu, 08/09/2022 - 13:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

David

Last name

Way

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2150

Please provide your view on the project

I am just providing comments

Submission file

[pp---the-bays-west-stage-1-rezoning-proposal---ehg-advice\(2.pdf\)](#)

Submission

Please see attached comments from the Department of Planning and Environment - Environment and Heritage Group.

I agree to the above statement

Yes

Department of Planning and Environment

Our ref: DOC22/723605

Adrian Melo

Manager

Metro East & South (City) - Planning and Land Use Strategy Division

Department of Planning and Environment

Locked Bag 5022

PARRAMATTA NSW 2124

08 September 2022

Subject: Request for agency advice – Bays West Stage 1 Rezoning Proposal

Thank you for the email of 15 August 2022 requesting advice for the above planning proposal.

Environment and Heritage Group (EHG) has reviewed:

- *Explanation of Intended Effect - Bays West Stage 1 – White Bay Power Station and Metro Sub-Precinct* dated August 2022.
- *Bays West Stage 1 Rezoning Proposal – Biodiversity*, dated 3 August 2022 (the ecological report).
- *Bays West Stormwater & Flooding Report* dated August 2022 (the flood assessment).
- *Bays West Stage 1 – White Bay Power Station (and Metro) Draft Design Guide*, dated August 2022

Detailed comments from EES can be found at **Attachment A**.

EHG advises that Heritage NSW has not been consulted and may need to be approached separately.

If you have any queries please contact David Way, Senior Conservation Planning Officer via

████████████████████ or ████████████████████.

Yours sincerely,



Susan Harrison

Senior Team Leader Planning

Greater Sydney Branch

Biodiversity and Conservation

Attachment A: The Bays West Stage 1 Rezoning Proposal

Biodiversity considerations and assessment

The ecological report states the assessment and conclusions on the biodiversity values present in the subject site were informed by a desktop review, surveys for microchiropteran bats, and a habitat assessment for the Inner West endangered population of *Perameles nasuta* (Long-nosed Bandicoot) carried out in 2016 and reported in *Biodiversity assessment, White Bay Power Station Precinct*, prepared by Ecological Australia (the ELA 2016). The ELA 2016 Report was not available for review.

However, no details are given for the microbat surveys, such as what the target species were, the methods used, locations and timing. Similarly, no details are given for the habitat assessment for the Long-nosed Bandicoot population. As such, it cannot be determined if appropriate microbat species were considered or if the surveys and habitat assessment were adequate. In addition, there is no description, map or photos of the buildings and other human made structures on the subject site, which makes it difficult to determine their suitability for microbat habitat. EHG also notes that the referenced surveys would now be at least seven years old.

Figure 3 shows the vegetation mapped as “urban native/exotic”, but no species list is given. There is also no information on the potential habitat this vegetation could provide, for example, there is no information on hollows or other features, such as fissured or flaking bark, which could provide habitat for native species, including threatened microbats.

The ecological report states that the “ELA [report] detected two threatened and two non-threatened bats on the White Bay Power Station in 2016. ... All the species detected were found outside the buildings. Detectors placed inside parts of the White Bay Power Station did not record presence of microbats. However, it should be noted that the surveys were not exhaustive and not carried out over multiple seasons.” The ecological report concludes that the “Proposal area does provide some habitat for threatened microbats, which have been detected flying in and around the area. There was no evidence that the species detected were using the buildings for roosting or breeding habitat.” However, as previously mentioned, the adequacy of the microbat surveys cannot be determined.

The ecological report concludes that “the study area does not contain any matters subject to SAII”. However, the ecological report does not contain adequate information to support this conclusion for the Large Bent-winged Bat. The Large Bent-winged Bat is a species credit species, with any impacts on breeding habitat being potentially serious and irreversible impacts. In addition, acoustic detection is not listed as a method to survey potential breeding habitat for this species, and while caves are the primary roosting habitat, the bat can also use derelict mines, storm-water tunnels, buildings and other man-made structures.

The ecological report shows the threatened species records in and around the proposal area, using a 1000m buffer. Most of the records are for *Pteropus poliocephalus* (Grey-headed Flying-fox) but there are also two for *Myotis macropus* (Southern Myotis), the only microbat species identified. The ecological report also identifies two other threatened microbat species were found at White Bay

Department of Planning and Environment

Power Station, *Miniopterus orianae oceanensis* (Large Bent-winged Bat) and *Saccolaimus flaviventris* (Yellow-bellied Sheathtail Bat).

Furthermore, it is noted that the nearby site associated with 'The new Sydney Fish Market' development (SSD 8924 and SSD 8925), located approximately 1500m away, provided habitat for a small colony of Southern Myotis and small numbers of Large Bent-winged Bats. *Vespadelus troughtoni* (Eastern Cave Bat) and Yellow-Bellied Sheathtail Bat were also potentially present.

EHG notes the habitat constraint for Eastern Cave Bat is within two kilometres of rocky areas containing caves, overhangs, escarpments, outcrops, crevices or boulder piles, or within two kilometres of old mines, tunnels, old buildings or sheds. As such, there is potential habitat associated with the subject site, including both roosting and breeding habitat, that was not considered in the rezoning proposal. This is a species credit species with any impacts on breeding habitat being potentially serious and irreversible.

Page 14 of the report states "Overall, the terrestrial ecological constraints of the Proposal area are low, limited to potential bat habitat. If the proposed rezoning progresses, there would unlikely be any significant impacts on native terrestrial biodiversity." However, this assumption is not supported since no details were given about the microbat surveys and other threatened microbat species, in addition to those listed in Table 2, may be using the site for roosting and/or breeding, for example, Eastern Cave Bat and Southern Myotis. In addition, there is not enough information and data in the report to determine how Large Bent-winged Bat is using the site.

EHG recommends that the assessment of biodiversity values is reviewed to ensure that areas which may have higher than expected ecological value are appropriately considered and addressed as part of the consideration for re-zoning of the subject sites. The retention of potential roosting and breeding habitat for microbats should be prioritised, including any habitat provided by the power station and ancillary structures. This should occur regardless of whether microbats are found within the buildings, to support potential occurrences in the future. In addition, the statement on page 17 of the report is strongly supported, that is, "if microbats are found within the buildings, retention of the roosting habitat and / or provision of additional habitat within the structures would be better outcomes than exclusion or provision of bat boxes".

Strategic biodiversity considerations

EHG supports opportunities to maintain and expand microbat populations and their habitat through the retention of habitat features and the provision of new roosting structures.

EHG also agrees that while the Bays West sub-precincts were not identified as key priority sites in the *City of Sydney Urban Ecology Strategic Action Plan* (the urban ecology plan), they have potential to provide habitat linkages through revegetation. EHG supports the measures to enhance urban biodiversity and green cover. EHG recommends that plant species used are from the local native vegetation community that once occurred on the site and are of local provenance.

This consideration would also assist in meeting the stated objectives the urban ecology plan to "*improve habitat connectivity across the LGA, particularly between priority sites, and between*

identified habitat areas in adjoining LGAs”, noting the subject site is identified as an area of potential habitat.

Flooding considerations

The western portion of the subject land is flood prone under existing conditions. The subject site will be redeveloped and regraded to reduce flood depth from its existing levels. The post-development flood levels in the future roads adjoining the subject site would be around 0.1m-0.2m under an 1% annual exceedance probability event and 0.4m-0.5m during the probable maximum flood (PMF) event.

The flood modelling results indicate that post-rezoning the development allowed would be subject to evacuation constraints under post-development conditions and would become isolated during major and extreme flooding events. To accommodate the future development of the site in a sustainable manner, the flooding risks to the future population, including residents and workers, and the implementation of an emergency response plan should be the predominant consideration. Future development should not pose any adverse risks to communities and /or stretch the capability of emergency management services.

EHG recommends the following factors be considered in the development and implementation of an emergency response plan:

- Rise and fall of water levels at Robert Street (Rozelle), adjacent to the rezoning sites for flooding events up to the PMF event.
- Duration of traffic interruption at Robert Street under these events.
- Duration of isolation of future developments and anticipated number of people to be isolated under these flooding events.
- Provision for emergency services and sustainable emergency management planning for the future development of the site.

EHG recommends the above factors be documented in an updated flood modelling report during the planning stage instead of deferring them into the design and development stages. The implementation of an emergency response plan based on structural and physical arrangements may not be feasible for the site due to evacuation constraints. Development and implementation of a site specific and bespoke emergency response plan is likely to be a feasible alternative, which should be investigated during the planning stage.

(End of Submission)



From: Planning Portal - Department of Planning and Environment
<noreply@feedback.planningportal.nsw.gov.au>
Sent: Thursday, 8 September 2022 3:48 PM
To: DPIE PDPS Bayswest Mailbox
Subject: Webform submission from: Bays West Stage 1 Rezoning Proposal
Attachments: rpia-strategic-planning-unit---out---dpe---bays-west-rezoning.pdf

Submitted on Thu, 08/09/2022 - 15:45

Submitted by: Anonymous

Submitted values are:

Submission Type
I am submitting on behalf of my organisation

Name

First name
Justin

Last name
Hillis

I would like my submission to remain confidential
No

Info

Email

Suburb/Town & Postcode
Parramatta 2150

Please provide your view on the project
I am just providing comments

Submission file
[rpia-strategic-planning-unit--out---dpe---bays-west-rezoning.pdf](#)

Submission
Please see attachment.

For clarifications please call Anthony Knox on

I agree to the above statement
Yes



DOC22/709137-3

Bays West Precinct Team
Department of Planning and Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

By email: bayswest@dpie.nsw.gov.au

Cc: [REDACTED]

Dear Bays West Precinct Team

Thank you for providing the NSW Environment Protection Authority (**EPA**) with an opportunity to comment on the Bays West Stage 1 Rezoning Proposal (**the Proposal**).

The EPA understands the Proposal outlines draft planning controls to guide development of a new centre for Bays West around the future Bays Metro station and White Bay Power Station.

The EPA has reviewed the Proposal documents and has provided comments in **Annexure A**. Comments relate to air, noise, water quality, contamination, and waste and resource recovery elements. The EPA notes the importance of addressing potential land use conflict issues arising from development of the Bays West area, including residential development, due to the existing industrial uses within, and adjacent to, the precinct.

The EPA considers that failure to address these land use conflicts will result in adverse outcomes for all stakeholders.

Please contact Anthony Knox on [REDACTED] if you require further information or wish to discuss any of the comments.

Yours Sincerely,

A handwritten signature in black ink that reads 'J Hillis'.

JUSTIN HILLIS
A/ Unit Head
Strategic Land Use Planning
8/9/2022

Enclosure: Annexure A

Annexure A

General Context

The EPA notes that the Proposal seeks to increase more sensitive development (such as mixed-use development) adjacent to existing industrial areas, which will increase the risk of land use conflict. Existing sources of potential land use conflict include the Glebe Island and White Bay Port activities, which operates 24/7, as well as the planned Glebe Island Aggregate Handling and Concrete Facility and the Multi-User Facility at Glebe Island. There are also numerous infrastructure construction projects occurring within Bays West, including West Connex, Metro West and Western Sydney Harbour Tunnel.

The port and construction activities in Bays West generate noise and air emissions, and often there are limited mitigation options available to operators. As a result, the EPA receives regular complaints from the residents of Pyrmont and Rozelle. Complainants often report sleep disturbance and adverse impacts on their amenity, particularly when there is a ship at berth.

As expansion of both residential areas and the working harbour are proposed noise impacts and impacts on air quality need to be adequately acknowledged and addressed in the Proposal.

The following comments related to the Bays West Stage 1 – White Bay Power Station (and Metro) Draft Design Guide (**Draft Design Guide**).

Air Quality

The high intensity of activities in the Bays West area, including the construction and operation of port, rail and road infrastructure, is likely to impact air quality in the area, including dust and odour. For example, the ships that deliver materials to Glebe Island and White Bay can be in port for up to a week to unload, running their engines continuously whilst at berth as they need their auxiliary generator on to support liveable conditions for the crew onboard (e.g. for lighting, air conditioning, refrigeration and other onboard systems). During such periods, these ships continuously burn fuel in their engines and generate exhaust fumes.

Increasing the development in and around in the Bays West area increases the likelihood of land use conflict. Careful planning will be needed to minimise the public health impacts that can arise from co-locating sensitive developments near port, road and rail infrastructure that have the potential for air emissions.

The EPA suggests adding in the following provisions under Section 14.4:

- An Air Quality Impact Assessment is to accompany development applications where emissions from neighbouring arterial roads and existing industrial activities have the potential to impact on the occupants of proposed development.
- The Air Quality Impact Assessment is to:
 - be prepared by a suitably qualified person in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales, published by the NSW Environment Protection Authority in 2016

Note: A sensitive receptor means a location where people are likely to work or reside and may include a dwelling, school, hospital, office or public recreational area. An air quality impact assessment should also consider the location of known or likely future sensitive receptors

Noise

The EPA recommends that noise impacts in the Bays West area be appropriately considered and addressed before introducing additional sensitive receivers. Increasing the sensitive receivers in the area will result in a proportional increase in the environmental licencing constraints on new and existing licence holders as receivers multiply and encroach on the industrial/commercial land use.

Furthermore, the EPA recommends that any developments that include noise emitting activities are appropriately assessed to ensure the impacts are suitably managed and mitigated on the surrounding sensitive receivers. It is important that adequate planning controls are in place to identify and manage noise-based land use conflict issues. The potential to address noise issues retrospectively following development can be challenging and expensive and lead to community complaints.

Under section 5.2, there are provisions related to a Noise Management Plan. The EPA recommends additional wording in the last sentence that states:

“The plan must provide a framework for setting noise limits for each noise-generating use within the development to ensure that sensitive receivers maintain acoustic amenity ***in accordance with NSW Government policies and guidelines.***”

The EPA suggests DPE consider the following additional provision under Section 14.2 of the Draft Design Guide to ensure noise impacts for new developments are appropriately addressed and assessed within the Bays West area:

- Appropriate measures to mitigate noise and provide suitable internal acoustic amenity are to be incorporated into the design of future residential developments where required. These may include (but are not limited to):
 - setting the façade at oblique or perpendicular angles to the primary noise source, with shielded ventilation openings
 - reorienting and reducing the number of habitable spaces (particularly bedrooms) facing the Western Distributor
 - increased glazing specifications
 - locating ventilation intakes (where required) along a non-noise impacted façade e. incorporating attenuated natural ventilation measures such as partially or fully enclosed balconies with solid balustrades and acoustic absorption, offset window openings or acoustic plenums for habitable spaces.

Furthermore, the EPA recommends DPE consider whether the Draft Design Guides may benefit from an additional consideration under Section 14 “Amenity” relating specifically to land use conflict. The EPA provides the following example provisions that could be built upon and included under a “Land Use Conflict” heading:

- Residential apartments are to be adequately separated from lower floor and existing industrial and port uses and events within the public domain to help reduce the likelihood of noise disturbance. Suitable facade attenuation measures are required to be incorporated into all future residential developments within the Precinct. Prospective purchasers and occupiers of future residential apartments and non-residential tenancies are to be made aware that:
 - the development is in a vibrant entertainment and recreation precinct that will be subject to cultural and community events
 - events and industrial uses in the precinct may result in significant noise, light emissions, vibration and temporary changes to access arrangements over multiple 24 hour cycles throughout the year.
- Future Development Applications within the precinct must include details of strategies and/or mechanisms which can be secured through the development consent or other legal agreement to ensure prospective purchasers and occupiers are made aware of the matters outlined above.
- Development must demonstrate consideration of existing industrial operations and impacts on the proposed development.

- Cumulative noise impacts must be considered within the Precinct, taking into account the contribution of existing (and making allowance for future) industrial and commercial noise sources including truck movements.
- Measures such as buffers and barriers, as well as other measures are to be implemented to ensure that residences or other sensitive receiving environments are not adversely affected by noise, dust, odour, chemicals, or the like from existing operations including truck movements.

Water Quality

The EPA recommends that Section 16 include the following additional objectives:

- development maintains or restores waterway health to support the community's values and uses of waterways, such as aquatic health and recreation; and
- encourage integrated water cycle management that includes sustainable water supply, wastewater and stormwater management and reuse and recycling initiatives where it is safe and practicable to do so and provides the best environmental outcome.

Contamination

The EPA wishes to draw DPE's attention to Ministerial direction under section 9.1(2) of the EP&A Act which requires consideration of contamination for rezoning decisions. The EPA recommends DPE consider Direction 4.4 and ensure the provisions are satisfied before rezoning. The Ministerial directions are located here: <https://www.planning.nsw.gov.au/-/media/Files/DPE/Directions/Ministerial-Directions-commenced-on-1-March-2022.pdf?la=en>

Waste and Resource Recovery

The EPA recommends that the Draft Design Guide Section 11.3 requires developments to be in accordance with the EPA's *Better practice guide for resource recovery in residential developments* as well as making reference to the NSW Government's *Waste and Sustainable Materials Strategy 2041 (WaSM)* where appropriate.

The WaSM provides the roadmap for NSW to help transition to a circular economy over the next 20 years. It also includes measures to reduce waste, increase recycling, plan for future infrastructure and create new markets for recycled products. It also highlights new directions for the management of waste including time frames for their implementation including the need for source separation of food and garden waste for residential and targeted commercial uses.

fan

From: Jonathan Norling (Sydney LHD) [REDACTED] on behalf of SLHD-ESU <SLHD-ESU@health.nsw.gov.au>
Sent: Wednesday, 7 September 2022 3:39 PM
To: DPIE PDPS Bayswest Mailbox
Cc: Pam.Garrett
Subject: SLHD response - Bays West Stage 1 Rezoning Proposal - Notification of exhibition - SD22/64777
Attachments: 4046_001.pdf

Dear Mr Knoetze

On behalf of Dr Teresa Anderson AM, Chief Executive, Sydney Local Health District, please find the attached correspondence.

Kind regards

Jonathan Norling

Ministerial / Review Officer | **Executive Support Unit**

Level 11 North, King George V Building, 83 Missenden Rd, Camperdown

Tel (02) [REDACTED] | Fax (02) 9515 5001 | jonathan.norling@health.nsw.gov.au



Health
Sydney
Local Health District

From: Adrian Melo [REDACTED] On Behalf Of DPIE PDPS Bayswest Mailbox
Sent: Monday, 15 August 2022 4:35 PM
To: SLHD-ESU <SLHD-ESU@health.nsw.gov.au>
Subject: Bays West Stage 1 Rezoning Proposal - Notification of exhibition

You don't often get email from bayswest@dpie.nsw.gov.au. [Learn why this is important](#)

Dear Sydney Local Health District,

Please find attached a notification letter of the exhibition of the Bays West Stage 1 Rezoning Proposal. The rezoning proposal is on exhibition until 8 September 2022.

Copies of all documents are available here: <https://www.planningportal.nsw.gov.au/bays-west-stage-1>

Regards,

Adrian Melo
Manager, Metro East & South (City)

Planning & Land Use Strategy Division | Department of Planning and Environment

T [REDACTED] | E [REDACTED]

4 Parramatta Square, 12 Darcy Street, Parramatta, NSW 2150
www.dpie.nsw.gov.au

*The Department of Planning and Environment acknowledges that it stands on Aboriginal land.
We acknowledge the traditional custodians of the land and we show our respect for elders past, present
and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing
commitment to providing places in which Aboriginal people are included socially, culturally and economically.*

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender.

Views expressed in this message are those of the individual sender, and are not necessarily the views of NSW Health or any of its entities.

Mr Grant Knoetze
Executive Director
Program Delivery
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124
Email: bayswest@dpie.nsw.gov.au

Dear Mr Knoetze

I write in response to the public exhibition of the Revised Bays West Stage 1 Draft Master Plan and Urban Design Framework. The Sydney Local Health District welcomes the opportunity to respond and is generally supportive of the proposal. It is noted that a number of issues raised in the District's response on the first draft of the Master Plan in May 2022 have not been considered within the revised Master Plan. The District considers that the health impacts of this development need to be carefully considered as this revised document will set the precedent for future developments within the wider Bays Precinct.

The following issues have been identified for further consideration by the Department of Planning and Environment for the Bays West Precinct Stage 1:

Social and affordable housing

- The Bays West *Housing Affordability Needs Study* acknowledges that the proposed development will create additional demand for affordable housing, but that it is "not expected to put downward pressure on housing costs"¹. This publicly owned site represents a unique opportunity to assist in addressing the significant lack of both affordable and social housing within the Inner West.
- The District is supportive of an amendment to the Leichardt Local Environmental Plan 2013 or proposed Inner West LEP 2022 (if made in 2022) to enable an affordable housing program to be delivered as a part of the Bays West Precinct. The proposed contribution rate for affordable housing is 7.5% GFA, however, it is strongly recommended that this is increased to a minimum of 25% GFA.
- The Sydney Local Health District, as the major employer in this area, across a spectrum of jobs, considers access to affordable housing as a critical recruitment issue. According to the Bays West *Housing Affordability Needs Study*, a year 1 nursing assistant on a weekly income of \$883 currently would have to spend 45% of their income on a median-priced one bedroom unit (\$400/week) in the private rental

¹ https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Lisa+Drupal+Documents/Bays+West+Affordable+Housing+Needs+Analysis.pdf

market in the Inner West, placing them in acute housing stress (30% or more of income spent on housing).

- A greater component of affordable housing would also support the Tech Central Innovation Precinct vision, significantly contributing to the state's economic growth. A lack of local affordable housing has been identified as impacting on job creation, recruitment and retention for the technology, health and innovation sectors.
- Social housing is not provided for within this proposal and is recommended for inclusion into the Bays West Precincts at a minimum of 15% of gross floor area. There is a lack of available social housing for vulnerable communities within the Sydney metropolitan area, and this is detrimental to mental and social health, contributes to homelessness and impacts on acute and community health services (including hospital discharges).

Density and height of the proposed redevelopment

- The revised Bays West draft Master Plan has not changed the density or heights proposed in the White Bay Precinct which is between 12 and 22 storeys.
- Higher housing densities are associated with a significantly increased risk of social isolation and loneliness. Mitigation measures should include a target of 30% quality green space, including off-lease parks, which is associated with a decrease in the risk of loneliness of 26%^{2,3}.

Traffic and Parking, Movement and place

- It is noted that the low parking environment has been retained within the revised documents, however it is recommended that these could be further reduced.
- The amount of residential vehicle parking could be further reduced^{4,5}, given the strong correlation between car parking supply and motor vehicle ownership/use⁶, and the known adverse health impacts of motor vehicle use, including road trauma, noise pollution, ambient air pollution and physical inactivity^{7,8}.
- The reduction of off-street car parking could also reduce the cost of a dwelling by approximately \$100,000, improving housing affordability.

² Lai, Ka Yan, Sarika Kumari, Chris Webster, John Gallacher, and Chinmoy Sarkar. "Associations of neighbourhood housing density with loneliness and social isolation: a cross-sectional study using UK Biobank data." *The Lancet* 398 (2021): S60.

³ Thomas Astell-Burt, Terry Hartig, Simon Eckermann, Mark Nieuwenhuijsen, Anne McMunn, Howard Frumkin, Xiaoqi Feng, More green, less lonely? A longitudinal cohort study, *International Journal of Epidemiology*, Volume 51, Issue 1, February 2022, Pages 99–110, <https://doi.org/10.1093/ije/dyab089>

⁴ RMS Guide to Traffic Generating Developments (2002) <https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/documents/guides-manuals/guide-to-generating-traffic-developments.pdf>

⁵ RMS Technical Direction 2013/04a: Guide to Traffic Generating Developments – Updated Traffic Surveys (2013) <https://roads-waterways.transport.nsw.gov.au/trafficinformation/downloads/td13-04a.pdf>

⁶ Guo, Zhan. "Does residential parking supply affect household car ownership? The case of New York City." *Journal of Transport Geography* 26 (2013): 18-28.

⁷ Sohrabi, Soheil, and Haneen Khreis. "Burden of disease from transportation noise and motor vehicle crashes: analysis of data from Houston, Texas." *Environment international* 136 (2020): 105520.

⁸ Khreis, Haneen, Charlotte Kelly, James Tate, Roger Parslow, Karen Lucas, and Mark Nieuwenhuijsen. "Exposure to traffic-related air pollution and risk of development of childhood asthma: a systematic review and meta-analysis." *Environment international* 100 (2017): 1-31.

- Bays West has excellent potential as an exemplar car-free development with zero residential parking (other than car share and accessible spaces). A car-free development could be supported in Bays West due to:
 - A major transport interchange with high-frequency heavy rail (Metro) and bus services.
 - Good walking/cycling connections – especially if the Glebe Island Bridge is reopened.
 - Shops, services, schools, jobs, and social/recreation opportunities within walking/cycling distance of the Precinct.
 - A healthy demand for car-free dwellings in the area. Prior to the COVID-19 pandemic, only 62% of households in the adjacent suburb of Pyrmont (which has no heavy rail station) reported owning a motor vehicle (2016 Census). Of note, Nightingale Housing's car-free lifestyle developments in Victoria are in high demand, with "several thousand people on the waiting list"⁹.
- Additional enhancements to further minimise private motor vehicle use and traffic generation include:
 - Traffic filtering measures to discourage through-traffic and intra-Precinct private car trips, while maintaining bus access. In particular, the proposed main road through the Precinct between the White Bay Cruise Terminal and Glebe Island should not be permeable for private motor vehicles and freight vehicles as there is existing road access to the White Bay Cruise Terminal via Robert St, and to Glebe Island via James Craig Rd.
 - The unbundling of residential parking space lots from dwelling lots. We note recommendation 7.1 of the NSW Productivity Commission White Paper 2021: "Review apartment design regulations to ensure benefits justify costs and accommodate consumer choice".
 - Protected roundabouts (i.e., with pedestrian/bicycle priority on all arms) to encourage healthy, active mobility.
 - Raised wombat crossings should be located at least every 80 metres to give priority to pedestrians.
 - Maximum 30km/hr speed limits.
 - Continuous footpath treatments to enhance walking safety and comfort.
- Greater detail is requested on the Design Guide provision requiring "5% private vehicle mode share throughout the Precinct", e.g.: does this include intra-Precinct trips?
- The inclusion of pedestrian and bicycle service/delay in the Transport Management and Accessibility Plan is recommended.

Access to health care, social care and community infrastructure

- The revised proposal does not clearly identify the number of people proposed to be living within the Bays West Precinct as the configuration of 250 residential spaces has not been identified. By increasing the population of people living in Bays West there will be a greater requirement for public and primary health care. Community facilities

⁹ <https://renew.org.au/sanctuary-magazine/multi-residential/refining-the-model/>

within the Precinct will need to expand to include services for young people and families, community meeting spaces and primary health/GP facilities.

- The District recommends review by Department of Education to ensure future education needs are met due to the projected increase in young families to the area.

Healthy active communities

- A healthy urban environment has been directly linked to positive health including mental health, cardiovascular health, and cancer rates. The new parks and open spaces are strongly supported, providing access to sunlight and spaces such as parks and fitness areas that promote physical activity.
- However, the geographical location of the towers may reinforce social isolation within the Precinct, particularly if the metro station is delayed in planning or fails to progress.

Potential Health Impacts

- The Draft Design Guide does cover objectives and provisions for contaminated land, air pollution, noise and vibration impacts and water re-use, however, as this Precinct is state significant and will affect a large population, it is strongly recommended that a Human Health Risk Assessment (HHRA) is undertaken in the planning phase for all future state significant sites. To mitigate the broader impacts of construction and development fatigue in this area, consideration should be given to impact mitigation measures beyond those that would normally be applied to this project were it occurring in isolation.

Contaminated Land

- The provisions outlined in the revised draft to ensure there are no adverse health effects for human health and the aim for an improvement to the overall environmental conditions of the site are supported. Although no further details are available at this stage of planning, it is requested that the District be informed throughout the construction phase of any significant contamination consistent with the *Contaminated Land Management Act 1997*.

Air pollution and construction/noise impacts

- The District strongly supports the maximum reduction in air pollution for the Bays West Precinct, following *Department of Planning Development near rail corridors and busy roads – interim guideline*; including regular air quality assessments to demonstrate air quality has been considered throughout the design process as per Provision 5 in the chapter for Air Quality in the Draft Design Guide.
- The Draft Design Guide does not examine potential impacts for the surrounding communities during the construction phase of the Precinct.
- The provision of the comprehensive noise and vibration impact assessment by a suitably qualified acoustic consultant as part of the development application for new buildings in Bays West Stage 1 is supported.
- Noise and vibration impact assessments need to consider and respond to current and future potential noise sources. Where noise criteria cannot be achieved with natural ventilation, alternative ventilation is to be provided. It is important to note that in the design of alternative

ventilation systems, air intake is situated as far as practicable from major sources of air pollution, e.g. proposed residences facing south will be impacted by pollution and noise and should be oriented north where applicable.

- Further, if the space affected is intended for public use or a workspace, infection control risk of COVID-19 transmission should be incorporated into the ventilation design.

Water Quality, Recycling and Reuse

- The District continues to support the water sensitive design plans for this area, identified in initial designs, that will slow and filter storm water run-off, including establishing an urban wetland, revealing, naturalising and improving the health of original natural waterways, naturalising river verges and stormwater canals, and constructing water sensitive urban features.
- Strategies to reduce, control and monitor potential mosquito breeding habitats are recommended when planning these features due to the potential for mosquito-borne disease, particularly in the setting of climate change.
- The use of recycled water where possible is also strongly supported, however, public health risks from using recycled water will need to be managed appropriately, including approval by the appropriate regulatory authority¹⁰.
 - A minimum of 25% GFA affordable housing, increased from the proposed 7.5%
 - A minimum of 15% GFA social housing
 - A minimum 30% green space to mitigate high density residences
 - A further reduction in residential parking and consideration of a car free environment
 - A robust suite of traffic mitigation measures
 - Community facilities and spaces for young people, families and primary health services.
 - Building and ventilation design considers orientation and sources of pollutants
 - Ventilation design supports optimal infection control in public spaces
 - Implementation of design strategies to reduce, control and monitor mosquito breeding habitats
 - Construction impact assessment of surrounding areas and mitigation measures implemented throughout development.
 - Undertake regular air quality assessments throughout the development phases.

Summary of Recommendations

In conclusion, the Sydney Local Health District recommends:

- The Robert Street Sub Precinct be considered within the proposal, given the impact of the Precinct development on adjacent roads.
- 25% GFA affordable housing, an increase from 7.5%
- 15% GFA social housing

¹⁰ Independent Pricing and Regulatory Tribunal (IPART) under the Water Industry Completion Act 2006.

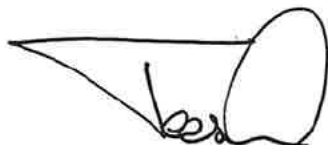
- A minimum 30% green space to mitigate high density residences
- A further reduction in residential parking and consideration of a car free environment.
- A robust suite of traffic mitigation measures.
- Community facilities and spaces.
- Review by Department of Education to assess impact on surrounding schools.
- Undertake construction impact assessment of surrounding areas and implement mitigation measures during the development.
- Building and ventilation design taking into consideration orientation and sources of pollutants.
- Ventilation design supporting optimal infection control in public spaces.
- Implementation of design strategies to reduce, control and monitor mosquito breeding habitats.
- Regular air quality assessments throughout the phases of the development.

It is also noted that the Robert Street Sub-Precinct has been removed from the scope of the revised Master Plan, however this sub-precinct will continue to contribute significant volumes of traffic on local roads as a result of the development with associated health impacts. These impacts will remain irrespective of whether the Precinct is planned for within this proposal, or as a subsequent proposal.

The District would also welcome the opportunity to review the outcomes of any land or air quality assessments conducted during the development stages, drafts of the Human Health Impact Statement and also any further sub-precinct planning reports, including the Robert Street Sub- Precinct.

Thank you once again for the opportunity to provide feedback to the planning for the Bays West community. The District welcomes future opportunities to contribute to the planning for the Bays West Precinct given the impact of the environment on the health and wellbeing of the local community. Should you require any further information, please do not hesitate to contact Dr Pam Garrett, Director Planning, Sydney Local Health District, [REDACTED] or [REDACTED]
[REDACTED]

Yours sincerely



Dr Teresa Anderson AM
Chief Executive

Date: 7.9.22

From: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Sent: Thursday, 8 September 2022 11:23 AM
To: DPIE PDPS Bayswest Mailbox
Subject: RE: Bays West Stage 1 Rezoning Proposal - Notification of exhibition

OFFICIAL

Hi Adrian,

Airservices have no specific comments to make on rezoning proposals or any particular aspect of this proposed redevelopment.

All subsequent developments proposed to be built as part of this project, or cranes required during construction, may require separate assessment. Noting the proximity to Sydney Airport, we recommend that you submit any future proposals the airport in the first instance in order for them to conduct their own assessment. The airport will then refer the proposal to us if required.

For any additional information on the assessments Airservices conducts, please refer to the following link [Developments at and around airports - Airservices \(airservicesaustralia.com\)](https://www.airservicesaustralia.com/developments-at-and-around-airports).

If you have any further queries, please let me know.

Kind regards,

Richard Tomlinson

Airport Development & Engagement Advisor

w: [REDACTED]

m: [REDACTED]

From: Adrian Melo [REDACTED] On Behalf Of DPIE PDPS Bayswest Mailbox
Sent: Monday, 15 August 2022 4:13 PM
To: Airport Developments <Airport.Developments@AirservicesAustralia.com>
Subject: Bays West Stage 1 Rezoning Proposal - Notification of exhibition

Dear Air Services Australia

Please find attached a notification letter of the exhibition of the Bays West Stage 1 Rezoning Proposal. The rezoning proposal is on exhibition until 8 September 2022.

Copies of all documents are available here: <https://www.planningportal.nsw.gov.au/bays-west-stage-1>

Regards,

Adrian Melo

Manager, Metro East & South (City)

Planning & Land Use Strategy Division | Department of Planning and Environment

T [REDACTED] | E [REDACTED]
4 Parramatta Square, 12 Darcy Street, Parramatta, NSW 2150
www.dpie.nsw.gov.au

*The Department of Planning and Environment acknowledges that it stands on Aboriginal land.
We acknowledge the traditional custodians of the land and we show our respect for elders past, present*

and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

From: Adrian Melo
Sent: Thursday, 8 September 2022 11:16 AM
To: Kate Bartlett; David McNamara; Belinda Morrow; Bugrahan Guner; Louise O'Malley; Mary Su
Cc: Cid Bartolome
Subject: FW: City of Sydney submission - Bays West Stage 1 Rezoning Proposal
Attachments: City of Sydney submission - Bays West Stage 1 Rezoning Proposal.pdf

FYI

Adrian Melo
Manager, Metro East & South (City)

Planning & Land Use Strategy Division | Department of Planning and Environment

T [REDACTED] | E [REDACTED]
 4 Parramatta Square, 12 Darcy Street, Parramatta, NSW 2150
www.dpie.nsw.gov.au

The Department of Planning and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

From: Alisa Nicholson [REDACTED]
Sent: Thursday, 8 September 2022 11:01 AM
To: Adrian Melo [REDACTED]
Cc: Amanda Harvey [REDACTED]; Christopher Ashworth
Subject: City of Sydney submission - Bays West Stage 1 Rezoning Proposal

Dear Adrian

Please see attached City of Sydney submission on the Bays West Stage 1 Rezoning Proposal.

Should you wish to speak with a Council officer about the above, please contact Christopher Ashworth, Senior Planner, on [REDACTED] or at [REDACTED]

Regards
 Alisa

Alisa Nicholson
 Executive Assistant to Graham Jahn AM, Director
 City Planning Development & Transport

CITY OF SYDNEY 

Telephone: [REDACTED]
cityofsydney.nsw.gov.au



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our Local Area.

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8 September 2022

Our Ref: 2022/461317
File No: X031102

Department of Planning and Environment
Bays West Stage 1 Rezoning Proposal Submission
Locked Bag 5022, Parramatta NSW 2124

Attention Adrian Melo at [REDACTED]
CC: Amanda Harvey at [REDACTED]

Dear Adrian,

Bays West Stage 1 Rezoning Proposal

The City of Sydney (the City) welcomes the opportunity to make a submission on the Bays West Stage 1 rezoning proposal.

This submission should be read in conjunction with the City's previous submission on the Bays West Stage 1 Draft Masterplan, dated 7 June 2022. Many issues raised in this submission expand upon issues raised previously.

The key issues raised in this submission are summarised as follows:

- The refurbishment, upgrade, and adaptation of the historic Glebe Island swing bridge should be brought forward to align with Stage 1.
- The Social Infrastructure Assessment and Infrastructure Delivery Plan should be updated to consider the provision of schools within Bays West, and to provide a firm commitment to the provision of floorspace for cultural and community spaces to be dedicated to Aboriginal and Torres Strait Islander enterprises.
- The proposed zoning strategy should be revised to provide a healthy environment for the people who will live in Bays West.
- The proposed built form should be revised, and an evidence-based approach be adopted to respond to the effects of wind, noise, and pollution.
- That a 25% target for affordable housing be adopted, and for a minimum percentage of any affordable rental housing to be delivered as housing for Aboriginal and Torres Strait Islander communities.
- That the Draft Design Guide be updated to respond the issues raised herein.

Glebe Island Bridge

It is essential that the refurbishment, upgrade, and adaptation of the historic Glebe Island swing bridge be brought forward to align with Stage 1. The City views this as an urgent priority to preserve the heritage significance of the bridge and realising a critical active transport link for future residents and workers in Bays West and Pyrmont from the outset. This is crucial given Stage 1 is likely to complete before the opening of Sydney Metro in 2030. Notions that the heritage listed bridge could be demolished and replaced with a new bridge in the same location would require that the bridge be an opening one if it is to service walking and cycling connections and still allow vessels to access Rozelle Bay. We already have an opening bridge which was originally installed by the NSW Government at considerable expense. It needs refurbishment and automation in the next stage of development.

Infrastructure

The Social Infrastructure Assessment (SIA) and Infrastructure Delivery Plan included in the exhibition package is noted. The Department may generally rely on the findings of these documents in terms of local infrastructure provision; however, we note following:

- The exhibition package does not sufficiently address public schools. The SIA assumes that the precinct will have a low proportion of school age children, based on the demographic profiles of the Inner West and the City of Sydney. However, forecasting included in the SIA indicates that in 2041 there will be an additional 7,166 primary school children and 10,675 secondary aged children across both local government areas when compared to 2016. This large vacant site of publicly owned land presents a unique opportunity to fill existing and future gaps in regional infrastructure, including schools.
- There is no commitment to provide floorspace for cultural and community spaces to be dedicated to Aboriginal and Torres Strait Islander enterprises. The SIA should be amended to quantify this need, and a commitment should be made to providing it within the Infrastructure Delivery Plan.

In our previous submission, the City requested that the Department facilitate a discussion with School Infrastructure NSW, the City, Inner West Council and the Department on the issue of planned population growth in the area and the need to ensure that public schools are supporting community needs and continue to be appropriately resourced to respond to changes in student population. This request stands.

Proposed Land Uses

Sites A and B

The proposal seeks to zone Site A 'Metro OSD and ASD' E2 'commercial centre' and Site B 'the southern development parcels' MU1 'mixed use'. In this scenario, residential buildings will be subject to extreme noise from the Anzac Bridge approach. Acoustic testing conducted at comparable sites within the City of Sydney LGA would indicate it may be impossible for people living within those buildings to open their windows without experiencing hazardous noise levels. Moreover, the outlook for many residents would be over the freeway.

To deliver outcomes more conducive to human health and well-being, consideration should be given to zoning the over station development and the northernmost parcel of Site B MU1 'mixed use'. The remainder of the southern development block should be zoned E2 'commercial centre'. In this scenario, the over station development would likely comprise ground floor retail with high-amenity residential above. Residents would benefit from more direct access to the future White Bay Park and an outlook to White Bay. The commercial buildings would act as an acoustic barrier, improving the amenity for residents, and commercial tenants would still benefit from being in the immediate vicinity of the Metro Station entry. Moreover, Site B can accommodate larger building floorplates that are better suited to commercial office developments.

If residential uses are to be permitted on Site B (which we do not support), it must be thoroughly demonstrated that the proposed form can deliver acceptable amenity for the people who will live there prior to the finalisation of the draft controls and not left to detailed design stages.

Site C

The proposal seeks to zone Site C 'White Bay Power Station' SP1 'special activities'. However, a very broad range of uses is specified, including commercial premises, community facilities, creative industry, educational establishment, entertainment facilities and hotel'. This is atypical of SP zoning, which typically seeks to specify a single use, such as 'school' or hospital'. This could set an undesirable precedent if adopted. It is recommended that the site be zoned MU1 'mixed use', and consideration be given to placing a covenant on the title of the Power Station restricting future uses to those desired.

We note that the White Bay Power Station is an ideal site to accommodate creative production space, such as artist studios, and workspaces for industries such as ceramics, furniture, textiles, music, fashion, and industrial design. Further consideration should be given to allocating floor space to these types of uses.

The standalone building adjacent to Roberts Street should be zoned E2 'commercial centre'.

Built Form

The City supports siting taller built forms along the southern edge of the precinct to protect from the harsh environment of the Anzac Bridge approach and south westerly winds. However, for the reasons outlined above, we do not support these buildings being zoned for residential use.

The proposed heights, expressed in RL, provide a prescriptive built form outcome for the barrier building at Site B, which appears to anticipate a residential floor plate. The form of this building should have been designed as a response to the challenging environmental conditions; however, there is no wind assessment or noise report to suggest this was the case.

Without the benefit of supporting technical documentation, the proposed form appears to create a largely enclosed environment above the podium, which may exacerbate road traffic noise, deflecting noise between opposing facades. It may also decrease airflow for apartments facing the roadway, exacerbating the impacts of air pollution. The proposed form also results in most apartments having an outlook into other apartments or over the freeway.

It is noted that Site C 'White Bay Power Station; and Site D 'White Bay Park', are proposed not to be subject to maximum Floor Space Ratio controls. The Power Station should be the subject of a heritage study to determine its development potential and a maximum FSR or GFA development standard should be applied in response. Failure to do so may result in the overdevelopment of this important heritage site. The standalone building adjacent to Roberts Street should be subject to a maximum FSR control.

Housing

The proposal includes an affordable housing target of 5-10%. As per the City's previous submission, a minimum of 25 percent of residential floor space should be delivered as affordable housing in perpetuity. It is noted that the Minister for Infrastructure, Cities and Active Transport has stated that a 30% target for affordable and diverse housing should be implemented on government (public) land, with a minimum 15% of apartments being affordable or social housing, and a further 15% being diverse.

A minimum 10 per cent of any affordable rental housing should be delivered as culturally-appropriate housing for Aboriginal and Torres Strait Islander communities in line with Country Framework competed by Bangawarra in support of the initial Place Strategy. This is critical to enable the Bays Precinct to be a truly inclusive redevelopment that respects and celebrates Country.

The City supports the Masterplan objective to develop a mechanism by which these affordable housing targets can be embedded in the statutory controls for the precinct.

Draft Design Guide

The Draft Design Guide requires further specificity to address the issues outlined elsewhere in this submission. In addition, we recommend:

- That there be an uninterrupted public foreshore walk.
- That the Connecting with Country principles be strengthened to encourage an Aboriginal community presence in the precinct. In the design phase this can be achieved by a commitment to engaging Aboriginal and Torres Strait Islander people for the project as designers and consultants. In the operational phase, this can be achieved by a firm commitment to create spaces for Aboriginal and Torres Strait Islander communities, organisations, businesses, and social enterprises.
- That there be a requirement for individual developments to engage with indigenous design enterprises in developing proposals for housing, and landscape and biodiversity responses.
- That there be a requirement to utilise indigenous/endemic trees as part of the 30% site area target for urban tree canopy coverage - in delivering on the NSW Government's target of 40% tree canopy for Greater Sydney.
- That provision be made for secure bike parking facilities located conveniently in relation to proposed bus and Metro interchange areas.

Should you wish to speak with a Council officer about the above, please contact Christopher Ashworth, Senior Planner, on [REDACTED] or at [REDACTED]

Yours sincerely,

A handwritten signature in black ink, appearing to read 'G Jahn', written in a cursive style.

Graham Jahn AM LFRIA Hon FPIA
Director
City Planning | Development | Transport

[REDACTED]

From: Jennifer Gavin [REDACTED]
Sent: Monday, 31 October 2022 11:44 AM
To: Belinda Morrow
Cc: Adrian Melo; Bugrahan Guner; Daniel East; Gill Dawson; Seth Dias
Subject: RE: Bays West Stage 1 Rezoning Proposal - Inner West Council submission
Attachments: Inner West Council Ltr and Submission - Stage 1 Bays West Rezoning Package.pdf

Hi Belinda

Apologies for the delay.

Please see attached Inner West Council's combined cover letter and submission.

Regards

Jennifer Gavin
Team Leader Specialist Planning

p [REDACTED] e [REDACTED]



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



From: Belinda Morrow [REDACTED]
Sent: Monday, 31 October 2022 10:33 AM
To: Jennifer Gavin [REDACTED]
Cc: Adrian Melo [REDACTED]; Bugrahan Guner [REDACTED];
Daniel East [REDACTED]
Subject: RE: Bays West Stage 1 Rezoning Proposal - Inner West Council submission

Hello Jennifer,

I hope you had a lovely weekend.

I was following up on when we may receive Inner West Council's submission on the Bays West Stage 1 Rezoning proposal?

Many thanks,

Belinda

Belinda Morrow

Principal Policy Officer – Bays West
Delivery, Coordination, Digital and Insights | Planning Group
Department of Planning and Environment

T [REDACTED] E [REDACTED]

dpie.nsw.gov.au

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150



The Department of Planning and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

From: Jennifer Gavin [REDACTED]
Sent: Thursday, 27 October 2022 12:36 PM
To: Belinda Morrow [REDACTED]
Cc: Adrian Melo [REDACTED]; Bugrahan Guner [REDACTED];
Daniel East [REDACTED]
Subject: RE: Bays West Stage 1 Rezoning Proposal - Inner West Council submission

Hi Belinda

Thanks for your email and yes I had a wonderful trip.

We have received the Council Meeting Minutes and I am preparing the letter today.

Regards

Jennifer Gavin

Team Leader Specialist Planning

p [REDACTED] e [REDACTED]

[REDACTED]

Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.

[REDACTED]

From: Belinda Morrow [REDACTED]
Sent: Thursday, 27 October 2022 12:32 PM
To: Jennifer Gavin [REDACTED]
Cc: Adrian Melo [REDACTED]; Bugrahan Guner [REDACTED];
Daniel East [REDACTED]
Subject: Bays West Stage 1 Rezoning Proposal - Inner West Council submission

Hello Jennifer,

I hope your trip went well and you've been able to ease back into things.

I was following up as to when we will be likely to receive Inner West Council's submission on the Bays West Stage 1 Rezoning Proposal?

I understand this went before Council at the meeting on Tuesday night, and we are keen to receive the formal submission.

Many thanks,

Belinda

Belinda Morrow
Principal Policy Officer – Bays West
Delivery, Coordination, Digital and Insights | Planning Group
Department of Planning and Environment

T [REDACTED] E [REDACTED]

dpie.nsw.gov.au

4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150



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28 October 2022

Director
Portfolio Management and Strategic Projects
Department of Planning and Environment
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

Via email: [REDACTED]

RE: Bays West Stage 1 Comprehensive Rezoning Package – Inner West Council Submission

Inner West Council appreciates the opportunity to comment on the exhibited draft Bays West Stage 1 Comprehensive Rezoning Package - White Bay Power Station and Metro sub-precinct.

Please consider this letter and Attachment 1 as the Inner West Council's Submission.

Attachment 1 is structured as follows and outlines areas of support, concern or where we do not support proposals:

- Section 1 – **Key documents of the Comprehensive Rezoning Package**
- Section 2 – **Supporting documentation and other matters**

As an overarching comment Council is of the view that this Comprehensive Rezoning Package for Stage 1 has the potential to enable a vibrant and well-designed precinct. However, there are some significant concerns about the proposal in its current form, including:

- The lack of clarity around the long-term delivery plan for infrastructure in the precinct, including the scope and role of the delivery authority.
- The lack of certainty provided to Council under the NSW Planning System that section 7.11 or 7.12 local infrastructure contributions will be collected from the Bays West Precinct area.
- The proposed building heights, scale and bulk, and the potential impact the public domain.
- The process by which the Inner West Local Environmental Plan will be amended to include an amendment around affordable housing, considering the land is not currently within Council's Land Application map.
- The low rate of proposed affordable housing, given the unique opportunity offered by the land being within Government ownership.

Relevant excerpts from Council's Resolution are included in Attachment 1.

Council looks forward ongoing collaborative working with the NSW Government for this key location within the Inner West local government area.

Inner West Council aims to provide constructive comments and again we thank you for the opportunity to respond to the exhibition material. If you require any clarification or wish to discuss any of the matters raised, please contact Jennifer Gavin, Team Leader Specialist Planning at [REDACTED]

Regards



Daniel East
Acting Senior Manager - Planning

Attachment 1: Inner West Council Submission – October 2022

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Attachment 1 – Inner West Council Submission – Stage 1 Comprehensive Rezoning Package – endorsed by Council on 25 October 2022

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Topic	Stage 1 Comprehensive Rezoning Package – summary relevant to IWC comments	Inner West Council Comments
Section 1 – key documents of the Comprehensive Rezoning Package		
1. Explanation of provisions and planning control changes	The following section explains council’s response to the proposed changes to planning controls outlined in the Explanation of Intended Effect.	
<p>a. Key Development Precincts and removal of the Robert Street sub-precinct</p> <ul style="list-style-type: none"> - Metro and Over Station Development - Southern Development Parcels - White Bay Power Station - White Bay Park. 	<p>from DPE’s Explanation of Intended Effect (pages 8-12):</p> <p>Metro and over station development</p> <p>The delivery of the Metro Station by 2030 will be the first step in the renewal of the broader Bays West precinct. The development surrounding the new Metro Station is intended to be predominantly non-residential including commercial use comprising of both office and retail space.</p> <p>The proposed controls outlined in this E E will enable a built form of approximately 8 storeys and a commercial and retail G A of approximately 11,400m2.’</p> <p>Southern Development Block</p> <p>The southern development blocks and wedge block may be appropriate for mixed uses including residential uses subject to ensuring key amenity criteria can be met with respect to wind, noise and air quality.</p> <p>The proposed controls enable approximately a combined commercial and retail G A of approximately 39,000m2 and residential G A of approximately 23,900m2.’</p>	<p>Key Development precincts</p> <p>As outlined in the submission to the stage 1 masterplan, Council supports the general overarching site structure of this proposal. In particular, Council views the proposed public access to the foreshore, the adaptive re-use of the power station for community uses, the active connection of the Metro station to the precinct and mix of commercial and residential development as a solid foundation for a well-designed precinct.</p> <p>Notwithstanding Council does have concerns with some of the proposed maximum building heights and Floor Space Ratios (FSR) may lead to a poor overall design outcome for this precinct. These are outlined in other sections below.</p> <p>Additionally, the precinct structure still reads as a very inward facing precinct with little to no interaction with surrounding town centres like Balmain and Rozelle. Council would like to reiterate the need for an overall development precinct that seamlessly interconnects with the surrounding suburbs and the broader Inner West LGA. For more information on the overall site structure and layout see the urban design framework section of this submission.</p>

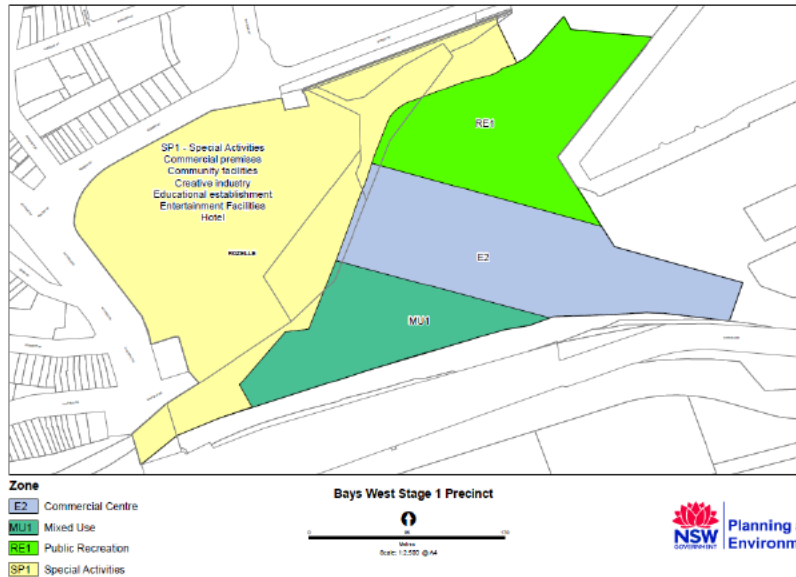
Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
	<p>White Bay Power Station Development</p> <p>The White Bay Power Station is a State Heritage listed building with significant elements both outside and inside the building. New development surrounding the White Bay Power Station is to respect the scale, presence and curtilage of the White Bay Power Station and the Conservation Management Plan.</p> <p>The proposed planning controls in this E E seek to ensure future land uses within the Power Station can deliver a viable development outcome. The proposed controls will also ensure future development will enhance and celebrate the building's heritage, whilst also supporting a vibrant night-time economy and innovative cultural and creative uses. Building height and Floor Space Ratio controls will also guide the delivery of a new extension to the White Bay Power Station in the location of the demolished Boiler House #2.</p> <p>The proposed controls would enable a commercial and retail G A of approximately 23,900m² and community G A of 3,000m² across the White Bay Power Station reinstated boiler house building form.'</p>	<p>Last y, Council would like to seek further information on the connection between these sub-precincts and future precincts within the Bays West area, including over a G A numbers for the site on future development. WC has substantial concerns about the lack of clarity around the long-term future of the entire precinct. This includes concerns about the delivery mechanism and body that will ensure all parts of the scheme are completely followed through on.</p>
	<p>White Bay Park and Surrounds</p>	<p>Robert Street sub-precinct</p>
	<p>The sub-precinct will include significant amounts of new public domain and open space, providing opportunities to create well connected and activated areas around the White Bay Power Station and the future Bays Metro Station.</p> <p>More than 50% of the sub-precinct will be public open space including White Bay Park. The draft rezoning proposal includes planning controls to ensure protect so far access to this public open space.'</p>	<p>At this point in time Council strongly supports the removal of the Robert Street sub-precinct from the stage 1 rezoning. This will allow more time for the careful consideration of planning controls and uses in the sub-precinct. However, as outlined in the traffic and transport section, Council would like to ensure that de-activating this precinct will not lead to any negative outcomes for traffic planning in the Bays West precinct.</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
b. Objectives	<ul style="list-style-type: none"> • To support development of Bays West, in a manner that is consistent with the Pace Strategy that balances growth and change with the character, heritage and amenity of the Precinct. • 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. • 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. • To ensure the ongoing growth of employment floor space and residential accommodation in Sydney to meet NSW government forecasts and anticipated demand. • 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 night-time economy and innovative cultural and creative uses. • Ensure future development acknowledges and embeds Country, reflecting indigenous design principles and opportunities to connect with Country. • Amend <i>State Environmental Planning Policy (Precincts— Eastern Harbour City) 2021</i> to include comprehensive site-specific clauses for White Bay Power Station (and Metro) Sub precinct. • Insert an affordable housing provision into <i>Leichhardt Local Environmental Plan 2013</i> or proposed Inner West LEP 2022 (if made in 2022) to enable an affordable housing program to be delivered as part of the Bays West Precinct. 	<p>Council supports the objectives proposed in the EE. The objectives around affordable housing, designing on Country, and active transport are of particular importance to Council. Detailed responses to the controls and guidelines that emerged from these objectives are included in subsequent sections of the submission.</p> <p>Despite the strength of these objectives, Council remains concerned that there is a lack of accountability and process around how a potential delivery authority could ensure all parts of this scheme are realised. Ultimately, Council requires greater certainty the visionary development of Bays West outlined in these objectives is carried through to the final project, thus ensuring the precinct is vibrant, well-thought out, and considerate of the needs of the area.</p> <p>Details around the delivery mechanism is lacking along with a governance arrangement that will result in effective collaboration. These should be established early in the precinct planning to ensure the delivery process is transparent and effective.</p>

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- Consequential amendments to various other current applicable instruments to ensure existing instruments align with the objectives and controls for White Bay Power Station (and Metro) Sub precinct.

c. Zoning

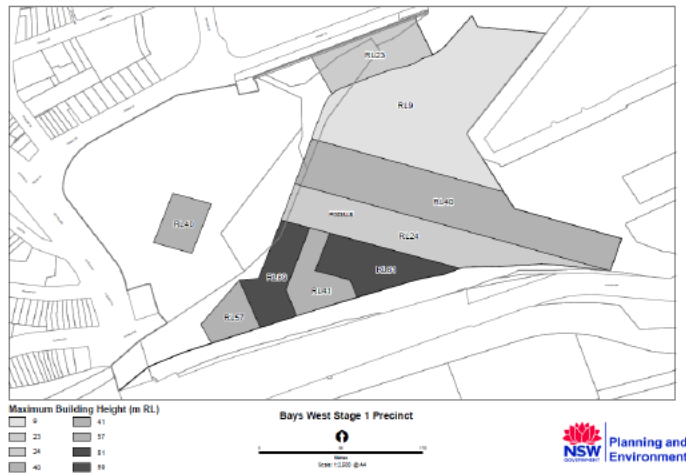


Council supports the proposed zoning for the precinct with the following suggested amendments.

- The RE1 Public Recreation zone is supported for the land adjoining the water to the north of the site as Public Recreation (RE1).
- there are significant areas of proposed public open space within the proposed SP1 zone (as per figure 134 of the Masterplan). However, is not listed as a use for that zone at this stage. *Recreation area* should be added to the list of uses for the SP1 zone.

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d. Height of Buildings



As outlined in Council’s previous submission in part 17: Built form, Council supports a limit of 4 storeys on any development that would potentially block views of the Power Station from the Anzac Bridge and vice versa. The adjacent Height of Buildings map proposes an RL 40m above the metro station and RL24m immediately south. Both proposed heights are significantly higher than 4 storeys, and have serious potential to block views and overshadow the public domain around these buildings. See Council’s Comment on the Metro proposal within our previous submission to this project for further information:

“building heights on the Metro Station site will impact on views to and from Anzac Bridge and to the Harbour Bridge. Further, the height of the station building as identified in Chapter 13 of the EIS is likely to exceed the maximum RL as specified in the endorsed Bays West Urban Design Framework (2021) being RL22.2. Chapter 13 of the EIS has assessed these impacts and particularly notes views of White Bay Power Station heritage item will be directly and permanently impacted. Mitigation measures largely rely on heritage design guidance however this is unlikely to overcome the proposed building height and building envelope. We recognise Sydney Metro is subject to a separate approval pathway and are concerned to see the draft master plan has reconfirmed building heights for the Metro site as 8 storeys, given this is inconsistent with the endorsed Urban Design framework.”

It is clear that no level of mitigation will allow sufficient amenity to be retained with regards to view loss if these building heights are carried through to the final proposal. Council would like to stress that the clear prioritisation of commercial space over

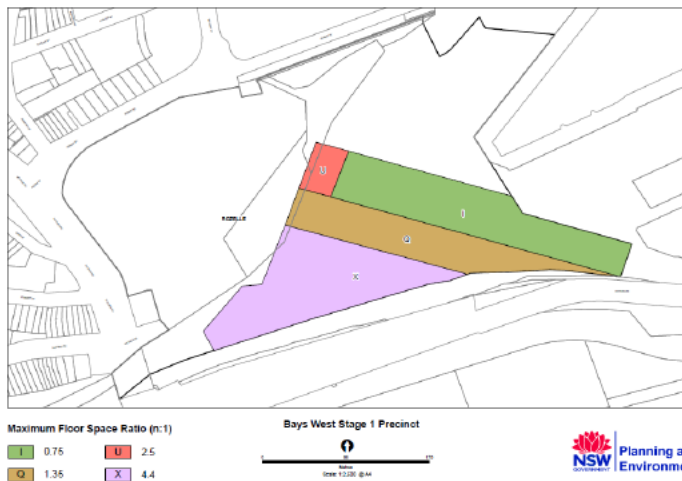
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public amenity that stems from these building heights is of significant concern.

It is further noted that two sites shown in the HOB map differ from The White Bay Power Station Conservation Management Plan (CMP) being:

- Boiler House – CMP maximum height RL 36.7 whereas the HOB map shows RL 40m
- The north eastern area of the Stage 1 adjacent to Roberts Road– CMP maximum height RL 15m whereas the HOB map shows RL23m.

e. FSR



Noting Council's comments on the proposed HOB Maps (not supported), the proposed SRs will likewise require to be amended to reflect any revised heights.

f. Heritage and conservation map

The sub-precinct includes two items identified as 'Heritage items' in Schedule 4 of the State Environmental Planning Policy (Precincts— Eastern Harbour City) 2021 being the White Bay Power Station and the Sewerage pumping station in Robert Street. It is proposed to retain these items in a new Heritage Map as shown in Figure 17 as follows:

- White Bay Power Station – State Heritage item 01015
- Sewerage pumping station, Robert Street.

As stated in our previous submission, Council supports the retention of key Heritage items on the site. Specifically, Council supports:

- The proposed community, cultural and commercial uses in the power station. This will make the building accessible to

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	<p>Refer to the proposed heritage map available at Appendix B. It is proposed to retain and update the existing heritage and conservation provisions for these items within the new planning controls. Further heritage investigations will be undertaken to recognise and protect the potential heritage significance of other structures on the site, subject to further analysis.</p>	<p>the public and ensure the historical importance can be viewed by anyone</p> <ul style="list-style-type: none"> • The use of the Turbine Hall community space • the implementation of public open space around the Power Station. <p>Despite these positive outcomes, Council has other concerns that in our view will deliver an outcome that is consistent with the levels of significance graded to the heritage listed buildings on the site:</p> <ul style="list-style-type: none"> • As articulated above, the proposed building heights have significant potential to block substantial views to and from the power station, resulting in a substantial loss of amenity for the surrounding city. As it considered the View Corridors analysis (4.20 of the Master Plan & Urban Design) is misleading; 18 & 20 storey buildings to the east of the Power Station will block views of the building from outside the site. Therefore, the following should be considered: <ul style="list-style-type: none"> • Deleting / relocating buildings proposed between south elevation of the Power Station building and the ANZAC Bridge Road Access and to the east of the Power Station. OR • Adjusting Building heights to the height of the heritage items. 8 storeys adjacent to the former Power Station, with +10 storeys to the south and 12 storeys to the south east considered excessive. • The proposed dense future Urban Tree Canopy located to the west of the Power Station needs to consider height & views to the Power Station from the public domain. Tree heights should not obscure views to the Power Station. <p>Apart from these issues, Council is also advocating for design, articulation, colours and materials of new construction that are</p>

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g. Design excellence	<p>A new site-specific clause is proposed to require new development within the Bays Precinct to demonstrate design excellence.</p> <p>Specifically, new buildings in the sub-precinct will be required to adhere to design excellence provisions and a Competitive Design Process as outlined in the Draft Design Guide lines. Notably a design competition will be required for buildings which is greater than \$10,000,000 in capital investment value and/or key public domain areas such as future White Bay Park.</p> <p>Further testing is being undertaken to determine whether additional SR will be awarded.</p> <p>The detailed design excellence and competitive design process requirements that will apply will be set out in the Design Guide lines.</p> <p>A clause will be inserted to mandate the preparation of a design excellence strategy for the public domain. The Design Guide lines will also provide further detail on the requirement to prepare a design excellence strategy for the public domain.</p> <p>The Clause will apply to a site identified on the draft Key Sites Map within the White Bay Power Station (and Metro) Sub Precinct.</p>	<p>sympathetic and responsive to heritage items on site. A carefully considered design with reasonable building height and scale has the potential to enable a strong design plan that is responsive to the site's inherent history and heritage.</p> <p>Council strongly supports the implementation of a design excellence clause for the Bays West Precinct. A competitive design process will benefit design for the precinct.</p>
h. Site specific provisions	<p>Proposed provisions for Sites A, B, C and D:</p> <ul style="list-style-type: none"> Consideration of and consistency with the Design Guide line made by the Planning Secretary. No additional overshadowing of any public open space (unless the additional overshadowing is caused by playground equipment, a shade structure, an awning, a sculpture or 	<p>Note Council's comments elsewhere in this submission on the draft Design Guide lines, including the lack of an upfront wind impact analysis to inform the built form massing and controls.</p> <p>The requirement for a study/ report identifying active transport routes and public domain improvements to enable passengers</p>

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	<p>artwork, a community notice or a public information sign), in accordance with the Soar Access Map and the Design Guide line.</p> <ul style="list-style-type: none"> No adverse wind impacts on the site and surrounds in accordance with the Design Guide lines. <p>Preparation of a study/ report identifying active transport routes and public domain improvements to enable passengers to travel to and from the station entrances and further afield to the Sydney CBD and surrounding inner west.</p>	<p>to travel to and from the station entrances and further afield to the Sydney CBD and surrounding inner West is supported.</p>

i. Maximum parking rates

Table 1: Car parking rates

Land use		Parking rate
Residential	Studio	0 / residential unit
	1 Bed	0.25 / residential unit
	2 Beds	0.5 / residential unit
	3 Beds	0.5 / residential unit
Commercial		1 / 1100sqm GFA ^[1]

^[1] Parking provision equivalent to 1% of the expected building occupancy, assuming an office density of 10 employees per 100sqm NLA (90% of GFA). This equates to a rate of 1 space per ~1100sqm GFA

Table 2: Minimum Cycle parking rates

Land use		Parking rate
Residential	Studio and 1 Beds	1 / residential unit
	2+ Beds	2 / residential unit
	Visitor	0.1 / residential unit
Commercial	Occupants	1 / 100sqm GFA
	Visitor	0.25 / 100sqm
Retail	Employees	0.5 / 100sqm GFA
	Visitor	0.6 / 100sqm GFA

The very low parking rates proposed throughout the comprehensive rezoning package are supported. It is noted that such a low target is only feasible if there is a strong commitment to other transport mechanisms such as public transport, cycling and pedestrian access. Council is satisfied with the cycle and public transport proposals for the precinct but would re-iterate its commitment to the re-opening of George's and bridge to further facilitate pedestrian (and cycle) access as well as connecting the precinct to the surrounding areas.

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j. Sustainability – resilient development	<p>“The Pace Strategy and Stage 1 Master Plan recommends the introduction of sustainable utilities infrastructure to ensure resilient development and improve water and energy efficiency in the precinct. This is also consistent with the Greater Cities Commission’s identification of Bays West as a collaboration area, including a focus on sustainability.</p> <p>A new site-specific provision to require the sustainability targets detailed in the draft Design Guide, this includes requirements for Green Star, exceeding BAS X, NABERS and other sustainability measures.</p> <p>The proposed increased BAS X targets will be linked to an incentive provision for additional floor space.</p> <p>Further detailed sustainability provisions will also be provided in the Design Guide in order to provide further guidance for implementation.”</p>	<p>While Council supports much of the sustainability measures implemented in the EE and Master Plan there are a number of oversights:</p> <ul style="list-style-type: none"> • The supporting Sustainability Technical Report is missing from the rezoning documents listed on page 4 of the EE. This document must be included as part of the rezoning package to ensure its recommendations are considered in the planning process. • While the initiatives set out in the Sustainability Technical Report are supported, the timing, responsibilities and governance format is still unclear, casting doubt as to how these initiatives will be followed through on. • The sustainability principles are supported - noting that Climate Risk and Resilience, Energy and Emissions and Circular Economy have been identified for further detailed studies. WC agrees that these areas are of critical importance and that further work is required, however it is unclear when this work will be undertaken, who by and how it will inform the next stages including planning controls/design guide. • As per the submission to the stage 1 draft plan, Council would also like to reiterate that part of White Bay Power Station would form an appropriate location for a water harvesting scheme, and would connect the historic use of the building with the new precinct – as a new water supply provider for the precinct. The construction of the new 3.6 x 1.2 cubic metres alongside the power station would provide a substantial source of stormwater harvesting.
k. Proposed amendments to Inner West LEP 2022	<p>The EE proposes to amend the WLEP 2022 to include an Affordable Housing provision for the Bays Precinct.</p>	<p>At this stage only the SEPP (Precinct – Eastern Harbour City) 2021 applies to Bays West, as the Inner West LEP Land Application Map does not include the Bays West precinct land. Without an</p>

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1. Strategic merit	<p>The E E identifies a number of planning priorities that are relevant to the Bays West Precinct in the Inner West Local Strategic Planning Statement including planning priority 13.10 – <i>Work with State Government to ensure the Bays Precinct redevelopment delivers strong benefits for both the Inner West community and the region and becomes a low carbon high performance precinct.</i></p>	<p>amendment to the Land Application Map the insertion of an Affordable Housing clause would have no effect.</p> <p>Not included in the assessment of strategic merit the Inner West Local Strategic Planning Statement is <i>Action 13.11 Work with state government to provide world class active and public transport links as part of the Bays Precinct including:</i></p> <ul style="list-style-type: none"> • Metro west station • Re-opening Glebe Island bridge for pedestrians and cyclist • Ferry links and extension of light rail <p>Whilst the proposal is generally consistent with this Action, it is considered greater emphasis is required in the master plan on connecting the precinct with the surrounding areas outside of the precinct. This is further referenced elsewhere in this submission.</p>
<p>2. Draft Design Guide</p> <p>a. Introduction</p>	<p>The draft Design Guide will provide design and other guidance for development within the site, with development required to demonstrate how it meets the objectives and guidance. The guide sets measurable benchmarks for how the objectives can be achieved and where this is not possible, applications must demonstrate what other responses are used to achieve the objectives.</p>	<p>Section 1.6 relationship to other documents incorrectly states the WLEP 2022 applies to the and as well as the site-specific provisions of SEPP (Precincts – Eastern Harbour City) 2021 applies. For WLEP 2021 to apply, the and application map would need to be amended to include Bays West and. This has not been included as a proposed amendment in the E E.</p> <p>Similarly, the relevant DCP applying to and in Rozelle (the Leichhardt DCP 2013) does not apply to the and comprising the Bays West Precinct. For this to apply the and application map would need to be amended and the name of the relevant</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
that are of key concern and provided a response		<p>planning instrument applying to the and a so included if not the WLEP 2022.</p> <p>It is also noted that the WLEP 2022 does not apply to the and consequently reference to affordable housing provision as per a proposed new clause may not be applicable.</p>
b. Desired Future Character	<p>The desired future character sets out a vision for a connected, vibrant and activated precinct – a new kind of Sydney urbanism that respects and celebrates Country, drawing on natural, cultural, maritime and industrial stories to shape an innovative and sustainable new place for living, recreation and working.</p>	<p>Generally, the future character statement is supported, however, it is considered the following should also be included:</p> <ul style="list-style-type: none"> • Under point 2 – insert reference to social infrastructure provision that will support the centre • Under point 4 – insert reference to connecting with surrounding areas such as Balmain, Lyffield, Rozelle and Pyrmont • Under point 9 – insert reference to connecting with surrounding areas such as Balmain, Lyffield, Rozelle and Pyrmont • Insert new point to deliver Affordable Housing
c. Staging and implementation	<p>This section acknowledges that there will be staged construction and implementation of the precinct with completion of the Bays station by 2030.</p>	<p>Whilst the objectives are generally supported it is considered that there needs to be an objective which identifies the early development of active transport connections and permeability into surrounding areas, such as Rozelle and Balmain. This would require including actions outside of the precinct but is essential if a key goal is to promote active transport within the precinct.</p>
d. Resilience and Social Infrastructure	<p>This Chapter recognises the importance of resilience and social infrastructure for a city. 5.1 Social Infrastructure</p>	<p>It is considered the provisions should be more detailed, especially in relation to the open space provisions, with the different types of open space areas marked on an accompanying map.</p>
e. Affordable and Diverse Housing	<p>The objectives include: a) Ensure that delivery of housing considers affordability, diversity and social need</p>	<p>The objectives are supported, however, the provisions do not deliver on the objectives as follows.</p> <ul style="list-style-type: none"> • There is no provision for affordable housing to be provided on site and the Affordable Housing Contribution Program does not provide housing within the precinct but relies on

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
	<p>b) Deliver housing within Bays West Stage 1 that is inclusive, diverse and provides residential dwellings for a people, including those on lower incomes, vulnerable groups and First Nations people</p> <p>c) Ensure that affordable housing, including affordable housing, delivered in Bays West Stage 1 meets the applicable design excellence and amenity threshold criteria detailed within this Design Guide.</p>	<p>monetary contributions for housing to be provided within 5km of the precinct.</p> <ul style="list-style-type: none"> The provision relating to housing diversity (dwelling mix) is proposed to be delivered through mandating 15% of the dwellings being 3,4 or 5 bedrooms in size. Whilst this is supported, there also needs to be a mandated % range for studio/1 bedroom and 2 bedroom dwellings to ensure appropriate dwelling mix. Provision 2 does not relate to the objectives and should be located in section 14.2 Noise. As noted previously, the WLEP 2022 does not apply to the land and consequently inserting a clause relating to the Affordable Housing program is questioned without a change to the WLEP 2022 Land Application Map. For more information see section 4: Affordable Housing Program.
<p>f. Access and Inclusion</p>	<p>Concept of dignified access to be embedded in all aspects of the development through the following objectives and provisions</p> <p>a) Design development for both public and private uses to ensure that people of all abilities can access a premises in a way that is dignified and equitable for all</p> <p>b) Support community wellbeing by delivering equitable access to services</p>	<p>These objectives are supported but should be expanded to:</p> <ul style="list-style-type: none"> include reference to open space and public domain include requirements to establish accessible routes to local destinations/facilities/service outside the study area in Bays West, Rozelle, Lilyfield and Pyrmont.
<p>g. Key Development Precincts</p>	<p><u>7.1 Metro and Over Station Development Precinct</u></p> <p><u>7.2 Southern Development Blocks Development Precinct</u></p>	<p>The objectives need to more clearly articulate objectives for urban tree planting through the provision of a tree planting plan. The statements do not currently set out controls for how canopy will be provided, such as options for planting in clusters or spaced, similar to the tree planting demonstrated in Barangaroo Avenue.</p> <p>The provisions for this section should be expanded to include Public Domain provisions (currently only in the Metro and Over Station Development Precinct). Note comments above regarding tree planting.</p>

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	<u>7.3 White Bay Power Station Development Precinct</u>	<p>The conservation and repurposing of the White Bay Power Station is supported along with the proposed Objectives and Provisions.</p> <p>However, the following is noted:</p> <p>7.3.3 relating to the New Boiler House – the provision (2) states the maximum height of building for a new building on this site is RL36.7 which is consistent with the WBPS CMP. However, the E E HOB Map shows this site at RL40. This should be reduced to RL36.7m to comply with the CMP.</p> <p>7.3.4 The Robert Street Community Zone is shown in the WBPS CMP as having a maximum height of building of RL15m. This is less than the RL23m shown in the E E HOB map and would be a departure from the CMP and is not supported.</p>
	<u>7.4 White Bay Power Station Public Domain</u>	<p>This section does not identify green/tree canopy cover/shade targets or demonstrate how tree planting can be accommodated within curtilage areas. Plans should be included demonstrating where tree planting/canopy can be developed, noting it is a key component of making the public domain comfortable while also meeting climate change objectives. Tree planting character native/exotic, avenue or grouping should also be articulated. For more information on the tree canopy proposal and heritage protection see the heritage section of the Explanation of Intended Effects.</p> <p>This section requires to also articulate clear active transport linkages to Mun St and Victoria Rd as important active transport linkages to Baiman and Roze, in addition to the Roze Rai yard linkage that is planned.</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
h. Non-Aboriginal Heritage		<p>There are a so no detai s on where active recreation faci ities such as paved courts, skate faci ity etc wou d be ocated (refer to 5.1 Socia n frastructure).</p>
i. Sustainability		<p>The Bays West Stage 1 Draft Master Plan and Urban Design framework, which is a supporting document in the deve opment of the draft Design Guide, is inconsistent with the WBPS CMP in re ation to HOB and impact on view corridors, with the loss of views to the Power Station. This was a so raised in Council’s previous submission.</p> <p>It is recommended greater emphasis be p aced on the WBPS CMP recommendations in the deve opment of the master plan and this shou d be ref ected in the daft Design Guide ines.</p> <p>The provisions require to inc ude a requirement for an Archaeo ogica Study.</p> <p>Also refer to comments in re ation to the E E.</p> <p>The objectives and provisions are genera y supported. However, it is considered some provisions cou d be more specific (e.g. s ow streets with traffic ca ming but does not state what speed they shou d be designed for, such as 30 or 10km/h).</p> <p>The Sustainabi lity Technica Report identifies the need for further detai ed studies inc uding:</p> <ul style="list-style-type: none"> • Recommended Capacity to design/p an for, • Recommended Spatia requirements (for systems), • Cost-benefit ana ysis • Recommended De ivery strategy, party responsib e for the de ivery/imp ementation • Party responsib e for the operation

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
		<ul style="list-style-type: none"> • Mechanisms to ensure that the systems/initiatives will be delivered such as its inclusion in development agreements • Triggers (date, G A, etc) for staged delivery for district scale systems • Governance (reporting, certifications requirements etc) <p>Clarification is required as to how these additional studies can then inform more detailed provisions within the Design Guide.</p> <p>Council is actively pursuing identification and mapping of it's the existing and potential opportunities to expand its Blue Green Grid. This will require interaction and integration with proposed water and environmental features within the Sub-Precinct.</p> <p><u>Council resolution – 25 October 2022:</u> Concerned that the proposed structure of the precinct would severely compromise the ability to connect the area through council's blue green grid which would enrich the local environment and improve biodiversity.</p>
j.	Design Excellence	The requirement for a Design Excellence process is supported.
k.	Amenity	<p>No Noise Assessment has been undertaken for the Bays West Precinct (unlike for Blackwattle Bay). The precinct is subject to significant noise sources including traffic noise from Victoria Road and Anzac Bridge traffic and also from the port activities at Gebeles and.</p> <p>Whilst there is a requirement for a Noise and Vibration Impact Assessment (14.2) at the DA stage it is recommended this should occur prior to finalising the master plan. The NSW Government's document <i>Development Near Rail Corridors and</i></p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
		<p><i>Busy Roads Interim Guidelines</i> considers noise should be considered at the strategic level to avoid having to address noise and air quality issues at the site specific stage.</p> <p>Section 14.2 of the Design Guide details how noise impacts to residents will be addressed. Although significant issues are expected to arise from the location of apartments adjacent to the ANZAC Bridge, NSW planning legislation requires the design of apartments to lessen traffic noise impacts on human health. There is however a void in policy to address noise impacts from late night trading businesses.</p> <p>As noted previously Noise impacts from late night trading business are currently included in Section 5.2, Provision 2 of the Design Guide. Council considers this matter should be moved to Section 14 Amenity and the following recommendations made.</p> <p>Council does not support the requirement for a ‘noise-generating developments’ adjacent to residential uses to produce a noise management plan to ensure compatibility with their noise sensitive neighbours. This method puts a lot of the onus on businesses to ameliorate impacts. This is an inadequate response to address this amenity conflict and will lead to a stymied night time economy in the area for the following reasons:</p> <ul style="list-style-type: none"> • Businesses will be reluctant to invest in the area. They will consider nearby residents as the source of future noise complaints that will lead to their businesses being shut down. • Trading beyond 10pm will be difficult without attracting noise complaints from residents. In the face of Sydney’s poor night life reputation, and that metro trains will be

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
I. Wind		<p>operating we past midnight, there is an opportunity to create desirable destination with vibrant night life.</p> <ul style="list-style-type: none"> • If the noise impacts from the expected night life in the area are not addressed at the design and development stages of residential buildings, it is near impossible to fix at a later stage. <p>Council recommends that instead of placing the onus on future businesses, there should be a requirement that residential and other noise sensitive buildings in the precinct are designed to be future proofed from late night commercial noise. To achieve this the following steps should be undertaken:</p> <ul style="list-style-type: none"> • Engage a sound consultant to determine the sound levels from the potential range of businesses, • Embed expected sound levels into the Design Guide provisions so that residential buildings are constructed to ameliorate these impacts, • Include sound coming from premises within the same building as well as adjacent and nearby buildings. <p>Further to this a policy should be developed that sets expected noise levels in the area. This will manage the expectations of future residents and businesses. It will also advise acoustic consultants what the performance benchmarks are for businesses in the area when they are designing and fitting out their premises.</p> <p>Inner West Council has undertaken similar work in the Enmore Road Special Entertainment Precinct and would be happy to share our learnings from this project.</p> <p>Whilst the Design Guide includes a section on wind (S14.3) no wind impact assessment has been undertaken and consequently has not been considered in the design of the</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
3. Infrastructure Delivery Plan	<p>The infrastructure Delivery Plan (DP) describes how the infrastructure planning framework for the sub precinct will be delivered including understanding the infrastructure required, who can deliver it and by what mechanism. The infrastructure items include:</p> <ul style="list-style-type: none"> • Roads and Traffic new streets, intersections, bus stops and cycleways • Open space – including new district waterfront park and Power Station Park • Social infrastructure – including a new multipurpose library and community hub, district cultural spaces, local cultural theatre space, early education/childcare, district indoor sports/recreation centre • Drainage – flooding and stormwater management infrastructure • Affordable housing – 5-10% of new residential floor space identified in the Greater Sydney Regional Plan a Metropolitan of Three Cities <p>The DP also sets out a range of mechanisms to fund and deliver the infrastructure including:</p> <ul style="list-style-type: none"> • Through a proposed Regional Infrastructure Contribution (RIC) • Local infrastructure contributions • Affordable housing contribution • Proceeds from sale of development sites 	<p>precinct. This is considered to be an important step in the development of the master plan, as careful design of the built form is required to ensure safe and comfortable environments for people in public spaces. The Bays West Stage 1 – White Bay Power Station (and Metro) includes significant public open space and a wind analysis should be undertaken prior to finalising planning the built form outcomes for the site.</p> <p>Whilst the DP comments are specific to Stage 1, the governance principles outlined are relevant and applicable across the entire Bays West redevelopment area. As noted in Council’s submission on the Stage 1 Master Plan, Council would like to see the establishment of a collaborative Infrastructure Delivery Working Group, including local government and State Government.</p> <p>The DP estimates the total cost of state infrastructure investment in Stage 1 is \$20million and that \$2million in local infrastructure contributions could be generated from Stage 1 if a section 7.11 and section 7.12 contribution plan rates/levies were to be applied to development consents. There are no certainties provided to Council under the NSW Planning System that section 7.11 or 7.12 local infrastructure contributions will be collected from the Bays West Precinct area. The imposition of either mechanism is only known once individual development consents are issued. The following factors provide uncertainty:</p> <ul style="list-style-type: none"> • Under s7.13 of the EP&A Act, consent authorities other than Council do not need to impose s7.11/7.12 contributions at all, or can do so at a discounted rate that is not in accordance with the relevant contribution plan. • Where redevelopment costs exceed \$10million, Council is not the consent authority in the Bays West Precinct. It is envisioned a most a redevelopment scenarios in the Bays

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
		<p>West Precinct will exceed \$10million, and as such will be determined by consent authorities other than Council. As stated previously, under s7.13 other consent authorities are not bound by the EP&A Act to impose either s7.11 and 7.12 contribution plans.</p> <ul style="list-style-type: none"> Where State Infrastructure Contributions (SIC or RICS) or State Infrastructure Satisfactory Arrangements clauses are imposed through environmental planning instruments (as is recommended to occur in Bays West by the DP), developers are encouraged to enter into State Planning Agreements. Developers often lobby for the exclusion of 7.11/7.12 mechanisms in exchange for infrastructure delivery as part of these agreements. As Councils are often not a party to such agreements, nor will Council likely be the relevant consent authority, there is little consideration afforded to Council in such negotiations and section 7.11/7.12 are often excluded in consent where State Planning Agreements exist. It is understood that the delivery of Bays West Stage 1 will be led by <i>Placemaking NSW</i> in partnership with <i>Sydney Metro</i>, however lead agencies for the future sub-precincts are not yet clear and may result in numerous other stakeholders (i.e. TfNSW, DPE and Port Authority of NSW). It is easier to negotiate a planning agreement between Council and NSW Government (DPE) whilst there is one clear planning authority, prior to the creation and delegation of multiple planning agencies, that would increase complexity and uncertainty in infrastructure delivery. <p>Council would like to address this uncertainty by entering into a planning agreement with the NSW Government, and for this to be executed prior to any rezoning occurring in Stage 1.</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
		<p>Ob igations under the agreement wou d be novated to future deve opment partners, and/or any monetary contributions required under the p anning agreement wou d be payab e at the deve opment app ication stage. This wou d effective y “switch off section 7.11 and 7.12” mechanisms in the precinct. Council wou d encourage immediate consu tation to faci itate this request, in particu ar, c arity on who wi own and operate the proposed mu tipurpose hub and indoor recreationa faci ity.</p> <p>This p anning agreement approach wi address uncertainty for Council , the State Government, and deve opment partners, as the imposition of section 7.11 or 7.12 mechanisms wi be a factor that determines and va ue and offers for and purchase. t is better for a stakeho ders for the matter to be reso ved up-front in the p anning process prior to any rezoning occurring to avoid future comp ications.</p> <p><u>Council reso ution – 25 October 2022:</u> Council advocates to the NSW Government to enter into a P anning Agreement, in lieu of section 7.11 and 7.12 contributions being app ied on future deve opment consents in Stage 1 – Bays West, that ensures that:</p> <ol style="list-style-type: none"> 1. The NSW State Government is ega y committed to de ivering the specified infrastructure assets stated in the Department’s Draft nfrastructure De ivery P an, at fu cost to either the NSW Government or future deve opers. This inc udes a new mu tipurpose community and ibrary hub, district cu tura spaces, indoor recreationa faci ities, new chi dcare faci ities, and new open space; and 2. As part of the above agreement, Council determines which infrastructure assets in Bays West Stage 1 are desirab e to be dedicated into Council ownership, at no cost to Council,

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
4. Affordable Housing Program	<p>The Department of Planning and Environment’s (DPE) <i>Explanation of Intended Effect, Bays West Stage 1 – White Bay Power Station and Metro Sub-Precinct</i> states that as part of the Bays West Stage 1 Master Plan implementation an Affordable Housing program will be implemented through an amendment to the WLEP 2022.</p>	<p>once the assets are constructed and embedded to a eventual use for its desired end-use.</p> <p>The Draft Affordable Housing Program proposes a contribution rate of \$1,474/sqm G A, based on a percentage of 7.5% of residential gross floor area development within the sub-precinct.</p> <p>The E E states the proposed rezoning of the White Bay Power Station and Metro sub-precinct will enable the delivery of:</p> <ul style="list-style-type: none"> • 71,000sqm commercial floor space • 4,700sqm retail floor space • 23,900sqm residential floor space (250 apartments). <p>The Draft Affordable Housing Program states that “prior to the commencement of new development within Bays West that is subject to this Program, a Tier 1 and Tier 2 CHPs who operate in Inner West Council will be invited, via an Expression of Interest process, to make an application to be identified as a Recommended CHP for an initial 10-year period.” It is also stated that “only 1 CHP will be identified as the Recommended CHP in the first 10-year period”.</p> <p>White Council strongly supports the requirement for Affordable Housing as part of the Bays West Precinct development there are concerns regarding the quantum of contributions and mechanism and implementation process.</p> <p>Given the Bays West Precinct is government owned and, a unique opportunity exists for the NSW Government to provide for affordable rental housing as a key objective of the implementation strategy. This factor also offers the opportunity to apply an affordable housing target which is higher than 5-</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
		<p>10% range proposed in the Eastern City District Plan. According y, the fo owing recommendations are made:</p> <p><u>Council reso ution – 25 October 2022:</u></p> <ul style="list-style-type: none"> • Council reiterates its requirement for affordable rental housing be delivered at the rate of 30% on government owned and, owned in perpetuity and managed by a Community Housing Provider, in accordance with the <i>Inner West Affordable Housing Policy</i>. • That the Inner West LEP contain a clause relating to the recommended minimum 30% affordable housing is required within the Bays West Phase 1 sub-precinct. • That monetary contributions for affordable housing acquired by the State government’s preferred Community Housing Provider be invested in increasing affordable housing supply both within a 5km radius of the Bays West Precinct as a priority but also within the Inner West LGA more widely if opportunities for affordable housing acquisitions within the Bays West Precinct prove to be unviable or prohibitive. • That the State government’s preferred Community Housing Provider be required to hold discussions with Council to explore the formation of a partnership to develop suitable and owned by Council within the prescribed 5km radius of the Bays West Precinct as a priority but also on Council owned sites within the Inner West LGA if considered to be more viable. • That prior to finalising the affordable housing program, DPE consult with community housing providers to assess their needs/preferred mode for delivering affordable housing. • Future stages of the Bays West:

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
		<ul style="list-style-type: none"> o identify development blocks for the exclusive development of affordable housing by a Community Housing Provider to help improve value for money, social outcomes and the capacity to leverage assets to further expand affordable housing supply. It is generally the case that Community Housing Providers prefer to develop blocks of and acquired at concessional rates for affordable housing rather than purchasing individual apartments which are expensive to acquire in the Inner West and costly to manage due to relatively high Strata fees. o <u>Council resolution – 25 October 2022:</u> In addition to the provision of affordable rental housing, consideration is given to the on-site delivery of social housing to ensure a range of housing needs are met.
Section 2 - Supporting documentation and other matters		
5. Urban Design Framework	<p>The following section has identified key sections of the Urban Design framework that Council believes haven't been covered in the rest of our submission. Specifically, site structure, public domain and building form and wind have all been chosen for discussion</p>	
<u>Site structure</u>	<p>"The structure of the Site has been considered in response to its role at the heart of the wider Bays West Precinct. It considers the existing building fabric and natural elements and constructed landscapes of the Site's setting as well as the existing and future character of the adjoining communities.</p> <p>The overall vision for the White Bay Power Station (and Metro) Sub-precinct is to deliver a publicly accessible edge to parts of White Bay, anchored by the White Bay Park. The waterfront will serve as a playground for the residents, a relaxation space for the workers, an educational space for the visitors and as a world-class waterfront</p>	<p>As briefly noted above and in our previous submission, Council has ongoing concerns about the inward facing layout of the proposed development. Little to no consideration has been shown towards enabling access to the surrounding streets and nearby town centres like Rozelle and Balmain or to the potential Bays West precinct south of Victoria Road. See comment from the submission to the stage 1 master plan that is still applicable in this rezoning package:</p> <p>"The finalised Master Plan should demonstrate what can occur outside its boundary to seamlessly interconnect nearby</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
	<p>address for the city of Sydney and the state of NSW. The creation of waterfront spaces will need to be balanced with ongoing ports and maritime uses. A balance will need to be achieved to ensure that enjoyment and functionality of water spaces is achieved for all.</p>	<p>communities to the sub-precinct. This could include the potential scoping or the actual design of those connections by active transport and green infrastructure, in the same way these are anticipated for key road intersections.”</p>
	<p>The Site Structure is underpinned by the principle of delivering cohesive, connected and complementary Sub-precinct, whilst retaining a variety of uses and users, destinations and attractions, spaces and places within each Sub Precinct.</p>	<p>Council does not agree that the proposed site connections and active transport links out of the precinct at this stage are appropriate or sufficient.</p>
	<p>Primary pedestrian desire lines are anchored by a variety of experiences as one moves through the Sub-precinct and through the site. Educational spaces, active sports, restaurants and bars, interactive spaces, galleries, islands, sculptures, exhibitions, gardens, markets, promenades, wharves, culture and the contemporary.</p>	
	<p>The Sub-precinct will embrace the existing heritage on the waterfront and the White Bay Power Station, gantries, rail lines and chimneys with adaptive new uses, weaving them into the landscape, symbolic of the working nature of the harbour.”</p>	

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
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Public Domain and open space

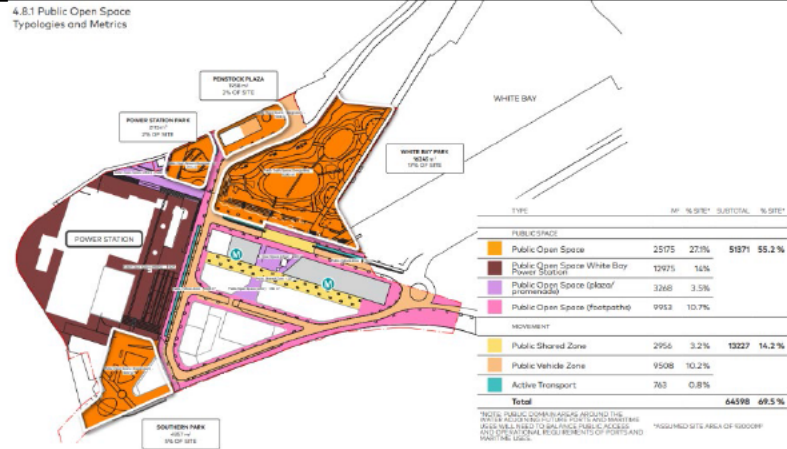
As per page 129 of the masterplan, the presented concept plans presents one way the public domain could be designed in the precinct.

“Sydney Harbour reaches in to the Sub-precinct at the head of White Bay. A relationship between land and water that has been significantly altered over time. The vision is to acknowledge the past, but plan for the future, as a station on the Sydney Metro West network affords the opportunity to provide public access to a foreshore that has long been inaccessible. The ideas, concepts and options within this Master Plan seek to position the landscape and public domain as a fundamental unifying element of the redevelopment of the waterfront into a place of culture, community, recreation, commerce and living for thousands of people day and night, weekday and weekend, winter and summer”

As map 4.8.1 of the draft masterplan shows, the current allowance of 55.2% public open space will ensure the precinct is widely accessible to all demographics within Sydney. However, council does not agree that this number is truly representative of what is being provided on site. 10% of the 55.2% public open space is footpath circulation space. Council does not agree that this constitutes public *open* space, and request that it should be transferred to the movement table. This lowers the 55.2% to 44.5% public open space. This is only barely acceptable, and Council would support a solution that gets the public open space over 50%.

Council would also like to re-iterate its concern here with the proposed zoning for the precinct. Much of the proposed public open space falls within the SPI zone, which does not list recreational space as a use.

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
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<p>6. Traffic and Transport</p>	<p>Council’s response to traffic and transport on the site is informed by the Transport Management Action Plan, the place-based Transport Strategy and the Stage 1 Rezoning Updated Masterplan</p>	<p>Council largely supports the traffic and transport arrangement on site. See below some minor comments that pertain to traffic management within the precinct:</p> <ul style="list-style-type: none"> Removal of the Robert Street sub-precinct (from the Bays West Stage 1 draft Masterplan) is supported provided any elements within the Robert Street precinct that are critical to the Bays West precinct are considered now Refinement of the street network, including a revised location of the Robert Street connection is supported as it addresses Council’s issue at the masterplan stage about the Robert Street connection being too close to the Mums/Robert Street intersection, which would have created traffic congestion issues The altered bus route within the updated masterplan is supported as it would reduce time taken for buses to enter and exit the precinct, and buses exiting the site using the main street in front of the Metro station would not likely create a significant amenity impact. It is so prudent that a allowance has been made for alternative bus routes to be adopted in the future so that other parts of the precinct could be served if need be. It is assumed that in the longer-
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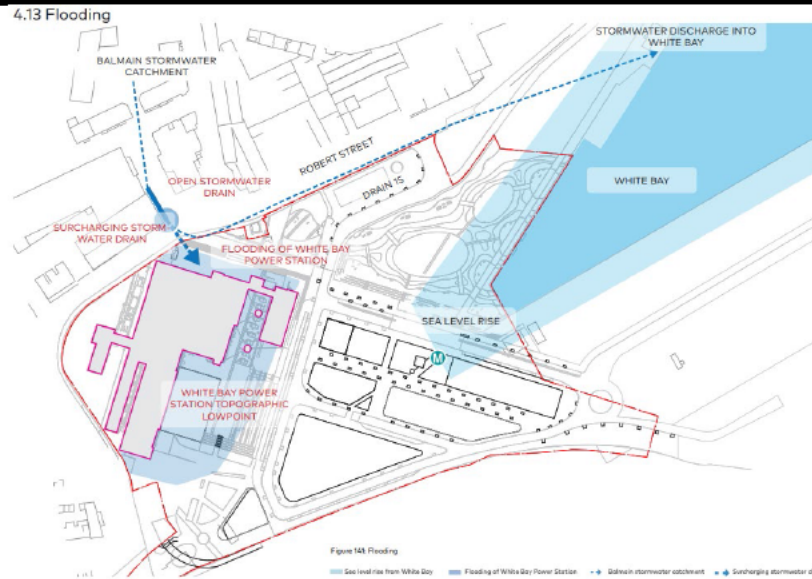
Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
		<p>term future, a buses would be electric, eliminating noise and emissions issues involved with routing conventional buses</p> <p>Council's comments on traffic/transport concerns raised by a submissions are as follows:</p> <ul style="list-style-type: none"> • The additional modeling undertaken for this stage of the study is appreciated, but Council remains concerned about ongoing saturation of surrounding intersections, particularly the Robert/Muons and Robert/Victoria intersections. • The proposed pedestrian-friendly street designs, significantly reduced parking and bus/rail access are a strongly supported. However, it is expected that private vehicle traffic will be closely managed so that it doesn't dominate and destroy the amenity of the precinct • The proposed bus/rail interchange arrangements are satisfactory, but consideration should be given to the City's suggestion of a bus stop on the western approaches to ANZAC Bridge as well as those shown on Victoria Road • Council is also willing to participate in ongoing analysis to ensure the development supports the metro and vice versa as the development progresses
7. Uses and Yields	<ul style="list-style-type: none"> • The Explanation of Intended Effect has given a breakdown of how the area will be used in the White Bay Power Station and Metro Precinct: <ul style="list-style-type: none"> ○ 71,000m² commercial floor space ○ 4,700m² retail floor space (4,954 jobs). ○ 23,900m² residential floor space (250 homes). ○ 41,650m² of new public open and green space. 	<p>As per our previous submission on the Stage 1 Masterplan, Council sees little problem with the proposed uses and yields. The primary focus on employment, public, and community space is agreeable with the initial stage of a transit-led development.</p> <p>At this stage, Council would like further information on how these proposed numbers will fit into the overall Bays West project. The final yielded numbers demonstrate a very significant</p>

Topic	Stage 1 Comprehensive Rezoning Package– summary relevant to IWC comments	Inner West Council Comments
8. Flooding and stormwater management	<p>DPE is currently preparing a Master Plan for White Bay Power Station and Robert St sub precincts, noting that the Robert St sub-precinct does not form part of the Stage 1 rezoning package. These sub-precincts are to be designed such that the Government’s economic, health, education, housing and property and transport objectives are met whilst incorporating quality design, public space and green infrastructure together.</p> <p>As a part of this process, this stormwater and flooding report has been prepared to support the implementation of the Bays West Master Plan, addressing the stormwater requirements for rezoning, development control and supporting infrastructure for the sub-precinct.</p>	<p>boost in a uses as the rest of the development is planned, greater transparency on how these precincts will relate to one another will provide clarity on other factors, such as infrastructure delivery funding.</p> <p>Considering the relative infancy of the overall development, Council would like to ensure these uses and yields will result in the best possible outcomes.</p> <p>Last year, Council strongly supports the realisation of Aboriginal employment and cultural outcomes throughout the precinct, as per the First Nations Engagement Summary Report.</p> <p>Council supports the increased capacity of the relocated culvert passing within the site and seeks confirmation that this would intercept the existing culvert currently draining towards Robert Street.</p> <p>The Robert Street culvert should also remain as a secondary outlet for the catchment as well as a discharge point for further drainage improvements in Robert Street.</p> <p>The stormwater infrastructure constructed as part of this precinct should include the 1500mm diameter pipe line proposed in Robert Street under the Leichhardt Flood Risk Management Study and Plan (2017) to further reduce flood depths in Robert Street and provide greater protection to and activation of the proposed Community Zone.</p>

Topic

Stage 1 Comprehensive Rezoning Package – summary relevant to IWC comments

Inner West Council Comments



[REDACTED]

From: Adrian Melo
Sent: Monday, 12 September 2022 2:32 PM
To: Louise O'Malley
Cc: Bugrahan Guner; Kate Bartlett; Belinda Morrow; Mary Su
Subject: FW: Bays West Stage 1 Rezoning Proposal - Notification of exhibition CASA comments [SEC=OFFICIAL]

Hi Lou, can you please file this one in the Giv Agency folder? Thanks!

Adrian Melo
Manager, Metro East & South (City)

Planning & Land Use Strategy Division | Department of Planning and Environment
T [REDACTED] | E [REDACTED]
4 Parramatta Square, 12 Darcy Street, Parramatta, NSW 2150
www.dpie.nsw.gov.au

*The Department of Planning and Environment acknowledges that it stands on Aboriginal land.
We acknowledge the traditional custodians of the land and we show our respect for elders past, present
and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing
commitment to providing places in which Aboriginal people are included socially, culturally and economically.*

From: Alder, David [REDACTED]
Sent: Thursday, 25 August 2022 3:11 PM
To: Adrian Melo [REDACTED]
Subject: RE: Bays West Stage 1 Rezoning Proposal - Notification of exhibition CASA comments [SEC=OFFICIAL]

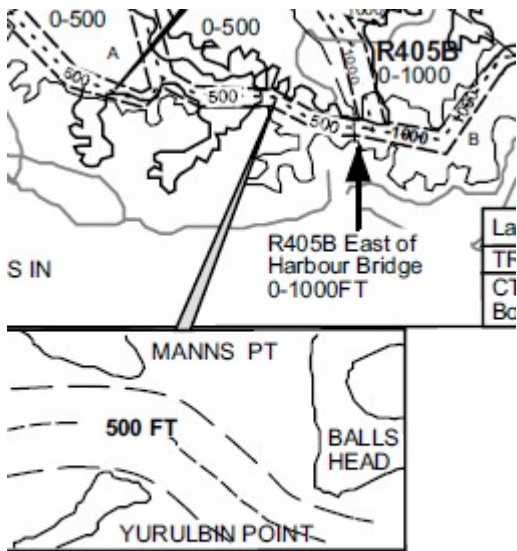
OFFICIAL

F15/100-17

Adrian

According to the Building Height Map, the maximum Building Height will be 89m RL. The buildings will be under the Obstacle Limitation Surfaces for Sydney Airport by a reasonable margin.

The project site is a reasonable distance from the helicopter transit lane (very approximately 2.3km). Extract from the Enroute Supplement (ERSA) below.



HELICOPTER TRANSIT LANE

Also, it appears that the tallest building will be only marginally higher than the existing stacks. And the existing Anzac Bridge pylons (over 100m high) are only about 600m away.



CASA has no objections to the proposal.

However, if you need to ensure that there will be no effect on helicopter operations, the helicopter operators (eg Air Ambulance, tourism operators) would be able to provide more experiential advice than CASA.

Regards

David Alder

Aerodrome Engineer
 Aerodrome Developments and Airspace Protection
 Air Navigation, Airspace and Aerodromes Branch

p: [REDACTED] m: [REDACTED]
 16 Furzer Street, Phillip ACT 2606
 GPO Box 2005, Canberra ACT 2601
www.casa.gov.au



From: Adrian Melo [REDACTED]
Sent: Monday, 15 August 2022 4:15 PM
To: Airspace Protection <Airspace.Protection@casa.gov.au>
Subject: Bays West Stage 1 Rezoning Proposal - Notification of exhibition

Dear Civil Aviation Safety Authority

Please find attached a notification letter of the exhibition of the Bays West Stage 1 Rezoning Proposal. The rezoning proposal is on exhibition until 8 September 2022.

Copies of all documents are available here: <https://www.planningportal.nsw.gov.au/bays-west-stage-1>

Regards,

Adrian Melo
Manager, Metro East & South (City)

Planning & Land Use Strategy Division | Department of Planning and Environment
T [REDACTED] | E [REDACTED]
4 Parramatta Square, 12 Darcy Street, Parramatta, NSW 2150
www.dpie.nsw.gov.au

*The Department of Planning and Environment acknowledges that it stands on Aboriginal land.
We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.*

IMPORTANT:

This email may contain confidential or legally privileged information and may be protected by copyright. It remains the property of the Civil Aviation Safety Authority and is meant only for use by the intended recipient. If you have received it in error, please notify the sender immediately by reply email and delete all copies, together with any attachments.

Transport for NSW



6 September 2022

TfNSW Reference: SYD21/00370/04

Adrian Melo
Manager, Metro East & South (City)
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

**RE: BAYS WEST STAGE 1 – WHITE BAY POWER STATION AND METRO SUB-
PRECINCT – REZONING PROPOSAL**

Dear Mr Melo

Transport for NSW (TfNSW) appreciates the opportunity to provide comments on the subject rezoning proposal which is currently on public exhibition until 8 September 2022.

TfNSW has reviewed the submitted documentation and notes the rezoning proposal intends to amend the *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021* to enable delivery of:

- 71,000m² commercial floor space and 4,700m² retail floor space (4,954 jobs);
- 23,900m² residential floor space (250 dwellings);
- 41,650m² 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; and
- Improved public and active transport including cycle ways.

TfNSW acknowledges the consultation undertaken by DPE to date, and while there are outstanding issues to be resolved we are confident these can be resolved through further consultation and mutual agreement prior to the finalisation of Bays West Stage 1 rezoning.

Thank you for the opportunity to provide advice on the draft planning proposal. Should you have any questions or further enquiries in relation to this matter, Dipen Nathwani – Land Use Planner would be pleased to take your call on [REDACTED] or email: development.sydney@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Carina Gregory".

Carina Gregory
Senior Manager Strategic Land Use
Land Use, Network & Place Planning

OFFICIAL

From: ElectorateOffice Balmain <ElectorateOffice.Balmain@parliament.nsw.gov.au>
Sent: Monday, 12 September 2022 10:54 AM
To: DPIE PDPS Bayswest Mailbox
Cc: 'office@roberts.minister.nsw.gov.au'
Subject: Bays West rezoning - objection
Attachments: 220908 Bays West stage 1 rezoning.pdf

Dear Bays West rezoning team,

Please find attached correspondence from Jamie Parker MP outlining an objection to the proposal.

Kind regards,
Ned

Ned Cutcher
Senior Electorate Officer

Office of Jamie Parker, Member for Balmain

Parliament of NSW

112a Glebe Point Road, Glebe 2037

Phone: [REDACTED]

[Website](#) | [Facebook](#) | [Twitter](#)

Sign up for updates on what's happening in Parliament and our community at
www.jamieparker.org.au/join



The Balmain Electorate is on the land of the Gadigal and Wangal people of the Eora Nation.
We acknowledge their ownership of this land and pay our respects to past, present and emerging elders.



JAMIE PARKER MP

MEMBER FOR BALMAIN

112a Glebe Point Road, Glebe NSW 2037

Tel: 02 9660 7586

jamie.parker@parliament.nsw.gov.au

www.jamieparker.org.au



Department of Planning and Environment
4 Parramatta Square
12 Darcy St
Parramatta NSW 2150
By email: bayswest@dpie.nsw.gov.au

Submission on Bays West Stage 1 – White Bay Power Station and Metro Sub-Precinct

I write to provide an objection to the Bays West Stage 1 Rezoning Proposal.

The Bays Precinct provides a unique opportunity to create a destination of national significance on Sydney's beautiful harbour. Unfortunately, the current proposal has failed to take account of significant community feedback on earlier drafts and falls short of realising this vision.

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

I note the department received in excess of 900 submissions from the community in relation to this proposal, however no change has been proposed to substantial issues of concern to the community.

I draw your attention again to my earlier submission that was informed by community feedback provided at a public meeting held at Balmain Town Hall on Sunday 29 May, attended by well over 300 local residents, and by a large amount of correspondence from residents, planners, architects, ecologists and heritage professionals in the area. I reiterate my concerns with this proposal.

In particular, the scale of the proposed south-western building cluster has not been addressed and prospective view lines of the Power Station will be severely impacted from a number of key vantage points. At 22 storeys, the proposed commercial building heights will be taller than the chimneys of the Power Station.

In addition to my earlier concerns, I note the inclusion of a Draft Design Guide for the precinct and a Draft Affordable Housing Program and make further comments as follows:

Draft Design Guide

I appreciate the inclusion of a Draft Design Guide as I acknowledge the importance of future development in the area being designed and approved with a consistent set of principles in mind. These principles should be applied more directly through the planning controls rather than a subordinate document that is not strictly binding on future development.

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

Draft Affordable Housing Program

I note the requirement for the Inner West Council to amend its Local Environmental Plan to facilitate the delivery of Affordable Housing as proposed in the Bays West Stage 1 documents. The proposal would see an Affordable Housing contribution rate applied to new residential floor space, which could then be passed on to an approved Community Housing Provider for use within a 5km radius.

With 250 homes proposed in the rezoning, over 23,923 square meters at a rate of \$1474/sqm the appointed housing provider could be assisted by a contribution of approximately \$35,000,000 if the site is developed to capacity. The proposal requires these funds to be deployed in some of the country's most densely built up and expensive land markets, in the pursuit of development opportunities in competition with other developers.

Within a 5km radius areas as far afield as Summer Hill and Marrickville (within the Inner West Council boundaries) or indeed Woolwich, Milsons Point, Kingsford or Mascot (within other Local Government Areas) will be brought into play for the use of the contribution. The likelihood of opportunities being pursued on the fringes of the 5km radius is high. Despite this lack of proximity, priority for housing assistance would be given to households with a historical connection to the Bays West precinct.

A preferable model would be to simply set aside a percentage of the residential floorspace to be constructed within the site itself, to be owned and managed as Social and Affordable Housing. This should be reflected in the Infrastructure Delivery Plan.

Thank you for the opportunity to comment. Please do not hesitate to contact my office on 9660 7586 or Balmain@parliament.nsw.gov.au should you have any questions or if you would like to discuss my comments in any further detail.

Yours sincerely,



Jamie Parker MP
Member for Balmain



David McNamara
 A/Executive Director, Eastern Harbour City
 Department of Planning and Environment

By email: [REDACTED]

Dear David,

Port Authority of NSW comments on Bays West Stage 1 Rezoning Proposal (SEPP Amendments and Draft Design Guide)

1. Overview

Thank you for the opportunity to provide additional input and comments in respect to the Bays West Stage 1 Rezoning Proposal.

As you know, Port Authority has been actively and constructively involved in the development of the Bays West Place Strategy, the Stage 1 Masterplan and future directions for the Bays West precinct. We acknowledge that this rezoning proposal is the first planning proposal under this Strategy to recognise and implement the Bays West Place Strategy adopted in November 2021.

We understand that the rezoning proposal has been informed by the Draft Masterplan exhibited in May 2022 and, as you are aware, Port Authority has made a number of submissions and provided comments in meetings over the course of the evolution of the Bays West Planning Framework.

Port Authority is the landowner and operator of White Bay and Glebe Island, for which we are commencing a Bays Port Innovation and Integration Plan, in collaboration with other Government agencies. The purpose of the Bays Port Innovation and Integration Plan is to develop a long-term strategy for Bays Port to:

- optimise and evolve port and working harbour operations to support an efficient and sustainable city; and
- to identify measures to support and integrate with the aspirational outcomes and intent of the Place Strategy.

We embrace the opportunity for the Port to be more integrated with the surrounding area and support the introduction of a range of land uses to act as a catalyst for activation of these precincts.

Port Authority, however, remains concerned about the compatibility of the introduction of residential uses in Stage 1 and the potential impact that such uses will have on potentially inhibiting the existing and future operations of the Port. This is particularly relevant given the July 2021 Independent Planning Commission (IPC) decision in respect to the SSD 8544 application for the Glebe Island Batching Plant and Aggregate

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Handling Facility which resulted in the imposition of additional conditions of consent that restrict port related operations.

The IPC's consideration of key amenity impacts are at paragraphs 31, 80, 82, 114, 140, 142, 144 and 145 of its Statement of Reasons for Decision (23 July 2021).

This consideration resulted in the imposition of additional conditions to this project, beyond those recommended by the Department of Planning and Environment.

Additional conditions were imposed in respect to noise mitigation, loading and unloading, including a time restriction – notwithstanding the fact that the Port is a 24/7 operation. Furthermore, the consent was time limited.

The IPC gave weight to strategic documents and referenced that it was strategically important to maintain Glebe Island as a working port – at least in the short term – and sought to balance this strategic direction with the potential land use conflict with growing urban development.

The paragraph references show how mitigation of amenity impacts to existing urban development results in constraints to the Port functions.

In this scenario, the buildings the subject of the complaints had been conditioned through their development consents and designed to address potential noise impacts from the Port to a level beyond those proposed in the SSD 8544. However, residential acoustic criteria was only able to be met through doors and windows being closed. As demonstrated in paragraph 145, this was not considered by the residents (or by the IPC) to be a reasonable response to noise mitigation.

The introduction of additional residential uses adjacent to the working port will likely exacerbate land use conflicts and continue to constrain the Port functions.

1.1 Specific Comments

Notwithstanding this concern, Port Authority is providing additional detailed comments on the exhibited documents. Our comments are structured in four (4) parts as follows:

1. Proposed SEPP amendments (EIE)
2. Draft Design Guide
3. Traffic and Transport (TMAP)
4. Updated Master Plan and UDF.

Many of the comments are provided to highlight the difficulty in introducing land uses that are potentially not complementary to the Port functions, which are meant to grow and evolve, and the potential impact port uses will have on these new uses.

In addition to the high level commentary below, please refer to the attached spreadsheet (**Attachment B**) for consolidated comments on the 4 parts.

2 Proposed SEPP Amendments

The Explanation of Intended Effect (EIE) proposes to amend the provisions of the SEPP (Precincts – Eastern Harbour City) 2021.

Port Authority seeks an opportunity to review and provide final input into the proposed SEPP Amendments prior to its finalisation. Allowing for a review of the final document will ensure that errors and unintended consequences can be addressed prior to its completion.

2.1 Additional Control – Consideration of Impacts

Should residential development be included in Stage 1, which will need to be carefully assessed and considered, Port Authority seeks a clause similar to clause 2.120 or 2.103 in the SEPP (Transport and

Infrastructure) 2021 or clause 7.16 Tallawarra Power Station buffer area in the Wollongong LEP 2009, or similar clauses in LEPs addressing airport noise (refer **Attachment A**).

The purpose of the clause is to ensure that new development considers and responds to existing amenity constraints. This approach is similar to that for busy road, lands around Kurnell and Lucas Heights, and around other critical infrastructure (e.g. Tallawarra Power Station).

These types of clauses include consideration of matters arising from existing critical infrastructure where land use change or competing land uses are likely to occur.

The type of critical infrastructure includes:

- Airports
- Major road corridor
- Rail infrastructure including planned infrastructure
- Kurnell
- Lucas Heights
- Power stations

The Port infrastructure and functions are commensurate with these types of critical infrastructure - infrastructure that has limited, if any, potential to relocate. The criticality of retaining port infrastructure and other industrial lands has been acknowledged in the recent Industrial Lands Policy review carried out by the Greater Cities Commission.

For these reasons it is considered imperative that an additional clause be included to ensure that the Port functions are considered and protected by giving weight in the assessment framework.

Further detail on possible wording for such a clause is included at **Attachment A**.

2.2 Amendments to Existing Provisions

The evolution of Stage 1 will occur over an extended period. The balance of Port lands will continue under the current planning framework. How the two (2) sets of controls will sit together and what weight should be given to the Place Strategy in the consideration of Part 4 and Part 5 applications on the balance of Port lands needs to be addressed.

Yours sincerely,



Amy Beaumont
Group General Counsel

21 September 2022

Attachment A

1. Recommended Clause - SEPP (Precincts – Eastern Harbour City) 2021

Development near Port Facility

- (1) The objectives of this clause are to ensure that development in the vicinity of the Port facility:
 - (a) has regard to the use of the site as a Port; and
 - (b) does not hinder or have other adverse impacts on the development or operation of the Port.
- (2) This section applies to development for the following purposes:
 - (a) Residential accommodation
 - (b) An educational establishment
 - (c) Centre-based childcare facility
- (3) Development consent must not be granted for a purpose listed in subsection (2) unless the Consent Authority (has considered or is satisfied):
 - (a) Whether adequate measures have been, or will be, in place to minimise the adverse impact on persons using the building from noise, odour, light spill or air quality arising from the Port function.
 - (b) Whether the proposed development will adversely affect the development and operation of the Port including by limiting the hours of operation.
 - (c) Whether appropriate measures will be taken to ensure that the following LAeq levels are not exceeded, including pre-occupation confirmation of measures being successful —
 - (i) in any bedroom in the residential accommodation—35 dB(A) at any time between 10pm and 7am,
 - (ii) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

2. Extracts from SEPP (Transport and Infrastructure) 2021

Clause 2.120 Impact of road noise or vibration on non-road development

- (1) This section applies to development for any of the following purposes that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume of more than 20,000 vehicles (based on the traffic volume data published on the website of TfNSW) and that the consent authority considers is likely to be adversely affected by road noise or vibration—
 - (a) residential accommodation,
 - (b) a place of public worship,
 - (c) a hospital,
 - (d) an educational establishment or centre-based child care facility.
- (2) Before determining a development application for development to which this section applies, the consent authority must take into consideration any guidelines that are issued by the Planning Secretary for the purposes of this section and published in the Gazette.
- (3) If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded—
 - (a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10 pm and 7 am,
 - (b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.
- (3A) Subsection (3) does not apply to a building to which State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 7 applies.
- (4) In this section, freeway, tollway and transitway have the same meanings as they have in the Roads Act 1993.

Clause 2.103 Development near proposed metro stations

- (1) This section applies to land shown as CBD Metro Station Extent on a rail corridors map and land that is adjacent to that land.
- (2) A consent authority must not grant consent to development on land to which this section applies unless it has taken into consideration—
 - (a) whether the proposed development will adversely affect the development and operation of a proposed metro station, including by impeding access to, or egress from, the proposed metro station, and
 - (b) whether the proposed development will encourage the increased use of public transport.

3. Extract from Wollongong LEP 2009

Clause 7.16 Tallawarra Power Station buffer area

- (1) This clause applies to land shown hatched on the Tallawarra Power Station Buffer Area Map.
- (2) Development consent must not be granted to development for the purposes of a building on land to which this clause applies unless the consent authority is satisfied that adequate measures have been, or will be in place, to minimise the adverse impact on persons using the building from noise and odour produced by the Tallawarra Power Station.



10 October 2022

David McNamara
Executive Director, Project Delivery
NSW Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Attn: Adrian Melo, [REDACTED]

Dear Mr. Melo,

RE: SINSW SUBMISSION - BAYS WEST STAGE 1 REZONING PROPOSAL

School Infrastructure NSW (SINSW), as part of Department of Education (the Department), welcomes the Department of Planning and Environment's (DPE) invitation to provide comments on the Bays West Stage 1 Rezoning Proposal.

SINSW understands that the rezoning package relates to Stage 1 of the Bays West Place Strategy only and that subsequent stages will be subject to a separate master planning and rezoning process in future. Notwithstanding this fact, SINSW would like to reiterate its previous commentary regarding the need for a school site to be provided within the later stages of the Precinct's development (prior to the delivery of the 251st dwelling).

SINSW has reviewed the rezoning package and provided detailed feedback in the Attachment below. This advice complements the matters discussed as part of the on-going collaboration between SINSW and DPE on the Bays West Precinct.

Should you require further information about this submission, please contact the SINSW Strategic Planning Team on Strategicplanning@det.nsw.edu.au

Yours Sincerely,

Paul Towers
Executive Director, Infrastructure Planning



ATTACHMENT – SINSW ADVICE - BAYS WEST STAGE 1 REZONING PROPOSAL

Revised Masterplan

SINSW requests that the following minor amendment be made to page 62 of the Revised Masterplan:

“Schools Infrastructure NSW”

Social Infrastructure Assessment

SINSW note that page 34 of the Social Infrastructure Assessment (prepared by Cred Consulting) highlights future opportunities for shared use of community infrastructure.

For DPE's information, the Asset Activations Directorate within SINSW seeks to increase community shared use of school facilities outside of school hours through the Department's "Share Our Space" Program (SOS). Shared use opportunities for school facilities (outside of school hours) have broad scope to support social cohesion and deliver benefits to a wide range of community members. However, these opportunities are subject to timing, funding (via appropriate developer contributions) and appropriate legal arrangements.

Transport Planning for Bays West

SINSW has reviewed the Transport Management and Accessibility Plan (prepared by ARUP) and is generally supportive of the draft Proposals access and connectivity principles, particularly the application of the NSW Governments' Movement and Place Framework (MAPF).

The MAPF's core 'Amenity and Use' and 'Primary Schools' indicators are of particular importance to SINSW, as these encourage urban designers to consider the impact on adjacent places/uses, as well as emphasising movement that supports place. The 'Primary Schools' indicator provides two specific metrics to judge the effect of infrastructure on the accessibility of public schools in an area; these being walkability and public transport access. These metrics require designers to assess whether proposed infrastructure facilitates access to primary school facilities (or public transport connections to schools) or whether it exacerbates gaps in the network.

The primary school-focused MAPF amenity indicator can be accessed via the link below:

<https://www.movementandplace.nsw.gov.au/place-and-network/built-environment-indicators/primary-schools>

In support of the above, SINSW request the following addition to the TMAP measures listed on page 49 of the Transport Report:



“Open up opportunities for new active transport corridors and links that deliver safe pedestrian and cycle infrastructure to and from key social infrastructure within the Precinct”

Effective transport planning for the Precinct would include the following measures to promote safety, access and pedestrian prioritisation:

- Preparation of a Precinct Access and Movement Strategy, which prioritises active and public transport and supports all ages and abilities
- Install pedestrian safety measures, such as:
 - Physical separation between pedestrians, cyclists and heavy vehicles
 - Default, lower vehicle speeds (e.g. 30kmh zones and School Streets)
- Implement pedestrian prioritisation measures such as:
 - Equitable access for all, such as for ambulant disabilities and prams
 - Kerb outstands and refuges crossings (particularly around future schools).
 - Pedestrian legs on all approaches to intersections.
 - Weather-protected bus departure zones

Further, SINSW request that in undertaking transport planning for the Precinct, the delivery authority utilise a road network design that allows for efficient and reliable public transport service delivery that can be integrated into the broader transport network for the surrounding area. This should emphasise bus-capable roads that facilitate access to local schools. SINSW also request that bus connectivity for the study area be provided from the early stages of delivery.

Delivery of Transport Infrastructure

The success of the wider Bays West Precinct requires delivery of extensive road and active transport infrastructure. This infrastructure must be correctly staged to match future development within the Precinct. SINSW request that all necessary functional and active transport infrastructure be provided prior to the delivery of any future educational facilities within the Precinct.