



Appendices to Bays Precinct Urban Renewal Program

Planning processes and consultation
review report

Client City of Sydney

November 2014





Appendices to the Bays Precinct Urban Renewal Program

Planning processes and consultation review report

- A** Bays Precinct Communities response to Bays Precinct Urban Renewal Program 2014 announcement
- B** Acronyms
- C** Other Master Plans and Development Control Plans
- D** Planning Processes
- E** Summary of various key stakeholders principles developed for Bays Precinct
- F** **Governance table**

A Response to Bays Precinct Urban Renewal Program

Introduction

Following the announcement of the Bays Precinct Urban Renewal Program by the Minister of the Planning and the Environment, a number of representatives on the Bays Precinct Community Reference Group reconvened themselves in May 2014 to discuss how the community should be involved in the discussions on the future of the Bays Precinct.

A public meeting was held on 4 August 2014 in Glebe Town Hall which was attended by more than 200 members of the Bays Precinct communities, and the Deputy Lord Mayor and Councillors from the City of Sydney Council. A statement on the communities' concern at being excluded from the Bays Precinct Urban renewal program until later in the process and their anger at the lack of community involvement in recent development of major public lands was endorsed by those present.

The purpose of the meeting was to begin a campaign to ensure that the community are engaged meaningfully in the planning process for the Bays Precinct Urban Renewal Project and to ensure that the public good is given due precedence in the redevelopment of publicly owned lands. As a result four resolutions were adopted by Bays Precinct Community, including the hosting of a People's Summit in advance of the International Expert's summit scheduled for 19 and 20 November 2014. Set out below is the communities' resolutions:

Resolutions of Bays Precinct Communities Meeting

Resolution 1: *Bays Precinct Urban Renewal Project core public interest principles*

To call on the Government to ensure that the Bays Precinct Urban Renewal Project follows a democratic and open process which enables public and private interests to come together creatively and imaginatively to ensure that the outcome will be a worthy of the site and of Sydney's status as a global city and properly protective of the public interest.

To achieve this, Bays Precinct planning process must ensure:

- » *Precedence is given to the public good as a driving overarching principle;*
- » *That the community of Sydney is able to fully engage in all stages of the planning process;*
- » *Excellence in planning and design for all development proposals by designating clear, publicly endorsed planning principles developed by the Bays Precinct Community Reference Group and actively seeking local and international ideas for renewal;*
- » *That all unsolicited development proposals relating to any Bays Precinct public land or waters be subject to open competitive tenders and proper public scrutiny;*
- » *That there be no alienation of the foreshores from public ownership by sale or long term lease;*
- » *That high priority be given to the inclusion of social and affordable housing as a significant element of any residential uses;*
- » *That continuous public access to the harbour foreshore be a core principle;*
- » *That a significant proportion of the publicly owned lands be retained for public uses including open space;*
- » *The creative adaption and re-use of key heritage items such as the White Bay Power Station and the Glebe Island Bridge.*

Resolution 2: Building a People's Campaign

- » *Community organisations within the Bays Precinct area to come together to contribute to the wider people's campaign.*
- » *The development of a wider campaign alliance incorporating interested community organisations and individuals across Sydney to ensure:*
 - > *that the people's voice is heard and respected by the Government and its agencies*
 - > *that the Government conducts the planning and renewal process transparently and consistently with the community endorsed principles reaffirmed above*
 - > *and that the public good is given precedence in this major urban renewal project*

Resolution 3: Community engagement and participation

- » *Requests the Premier and the Minister for Planning to meet with the representatives of this public campaign before the planned Summit in November to brief them on the Bays Precinct Urban Renewal Project and to discuss the community's concerns about the process*
- » *Requests the Government invite a significant number of community representatives, including from the Bays Precincts communities, to the November summit.*
- » *Requests the NSW Government -in collaboration with the City of Sydney and Leichhardt Councils – to convene a People's Summit preceding the November summit to allow democratic participation.*

Resolution 4: Organisation of Next Steps

Authorisation of a working group consisting of the four event organisers (members of BPCRG, BP Taskforce and local community organisations) and a nominee from all interested community organisations within the Bays Precinct area.

B

Acronyms

BPCFG	Bays Precinct Community Reference Group
BP Task Force	Bays Precinct Task Force
DCP	Development Control Plan
DG	Director General
DUAP	Department of Urban Affairs and Planning
EPA	Environment Protection Authority
EPAA	Environmental Planning & Assessment Act 1979
LEP	Local Environmental Plan
PAC	Planning Assessment Commission
RMS	Roads and Maritime Services
RTA	Roads Transport Authority
SEPP	State Environmental Planning Policy
SHFA	Sydney Harbour Foreshore Area
SPC	Sydney Port Corporation
SREP	Sydney Regional Environmental Plan
SREP 26	Sydney Regional Environmental Plan No. 26 – City West



Other Master Plans and Development Control Plans

Urban Development Plan for Ultimo-Pyrmont 1999

The Urban Development Plan for Ultimo-Pyrmont (UDP) 1999 was prepared in accordance with SREP 26. It indicates a number of principles, which are considered important for the design of development, and controls through which these principles may be satisfied. These principles must be reflected in any Master Plan. The UDP must also be taken into account when determining a development application. Where there is any inconsistency between the UDP and SREP 26, the provisions of the REP prevail.

Sydney Harbour Foreshores and Waterways DCP 2005

The Sydney Harbour Foreshores and Waterways DCP 2005 which was prepared in accordance with SREP 2005, applies to all development proposals within the Foreshores and Waterways area as identified by the Harbour REP, except land to which a Master Plan (or deemed DCP) applies as only one DCP can apply to any land. The Sydney Harbour DCP 2005 contains a number of performance-based criteria and guidelines relating to foreshore access, visual and natural environments, industrial uses and recreational and maritime activities which aim to:

- » Protect ecological communities within the area
- » Ensure that the scenic quality of the area is protected or enhanced
- » Provide siting and design principles for new buildings and waterside structures within the area
- » Identify potential foreshore access locations in the area.

East Glebe Foreshore Plan of Management 2006

The East Glebe Foreshore is a linear foreshore open space that comprises Blackwattle Bay Park North (established in the early 1980s), and Blackwattle Bay Park South that was completed in 2006.

The East Glebe Foreshore Plan of Management which was adopted in 2006 updates the Plan of Management for Blackwattle Bay Park North (1999) and covers the new Blackwattle Bay Park South. The plan identifies issues affecting the area and outlines how the open space area is intended to be used, improved, maintained and managed in the future. It also determines suitable future uses for Bellevue House and the Burley Griffin incinerator as well as the parkland.

White Bay Power Station Conservation Management Plan 2011

In 2002 SHFA engaged a team of consultants to prepare a Conservation Management Plan (CMP) to establish the exact nature of the cultural significance of the White Bay Power Station and to put in place policies to safeguard that significance and guide future development and changes to the place. The final CMP, dated January 2004, was adopted by SHFA and endorsed by the NSW Heritage Council on 28 January 2004.

Following the expiry of this plan and the acquisition of the site of the former White Bay Hotel (previously destroyed by fire in 2008), in June 2010 SHFA commissioned the original consultants to review and revise the CMP for the site. The revised White Bay Power Station Conservation Management Plan 2011 is set out in five volumes: Executive Summary, The Conservation Management Plan, Architectural Fabric Survey & Condition Report, Structural Condition Report & Maintenance Schedule and Machinery Survey Inventory & Conservation & Conservation Schedule. It was envisaged that the revised Conservation Management Plan would form a key component for a process of calling for Expressions of Interest for the future use and redevelopment of the place.

D Planning processes

This Appendix outlines the strategic planning processes and consultation in respect to the Bays Precinct. This Appendix provides the basis Section 5 and 6 of the report.

Planning Processes	Page
Strategic Framework	35
Bays Precinct Taskforce Report, 2012	35
State Policies, Plans and Strategies	46
NSW Freight and Ports Strategy, 2013	46
State Environmental Planning Policy (State and Regional Development) 2011	49
State Environmental Planning Policy (Major Development) 2005	51
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	53
Sharing Sydney Harbour Access Plan, 2003	55
Sydney Regional Environmental Plan No. 26 – City West	58
Sydney Ports into the 21st Century – Ports Land Use Strategy for Botany bay and Sydney Harbour, 1995	62
Master Plans	66
Future of the Bays Precincts, 2010	67
Bank Street Master Plan, 2006	69
Sydney Fish Market Master Plan, 2005	73
Master Plan for Rozelle and Blackwattle Bays Maritime Precincts, 2002	76
Glebe Island and White Bay Master Plan, 2000	78

A review of each planning processes and consultation has been undertaken. The review has been broken down to include:

- » Description of the process
- » Timeframe in which it was undertaken
- » Governance arrangements
- » The key drivers or objectives for undertaking the plan and process
- » Key principles or recommendations developed
- » The outcome of the process
- » An outline of the extent of consultation and stakeholders involved in the process
- » The key issues raised by stakeholders as part of, or during consultation and outcomes of this.

Strategic Framework

In 2007, the Bays Precinct Taskforce was established by the NSW Government to guide and inform planning in the Bays Precinct.

In June 2009 the Minister announced the commencement of an interactive consultation process to help visualise the future of Bays Precinct.

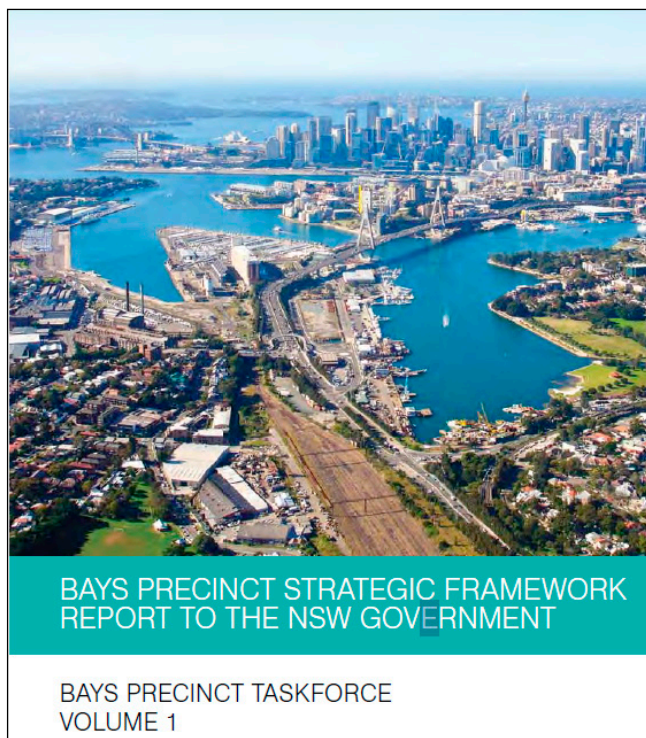
The process involved two consultation stages to inform the preparation of the Bays Precinct Taskforce Report 2012:

- » Stage one consultation undertaken by Sydney Harbour Foreshore Authority (a lead member of the Bays Precinct Taskforce) over 2009-2010
- » Stage two consultation undertaken in 2011 building on work already undertaken

Following this process the Bays Precinct Taskforce produced their comprehensive report which set out key recommendations and planning principles for the future development of the area: the *Bays Precinct Taskforce Report 2012*.

An overview of the planning and consultation processes involved in producing the Bays Precinct Taskforce Report is set out below.

Bays Precinct Taskforce Report 2012



Source: Bays Precinct Task Force Report 2012

Description

In May 2011, the Minister for Planning and Infrastructure reconvened the Bays Precinct Taskforce to provide strategic advice to the NSW Government on the land use issues within the Bays Precinct and recommend a framework for moving forward. This report builds on consultation carried out in 2009-10 (Stage One consultation) sets out principles to guide future planning of the Precinct and identifies short, medium and long-term land use opportunities.

Timeframe

The review commenced in December 2011 with the report published in August 2012. The time frame for the strategic land use framework was 25 years and beyond.

Governance

The Bays Precinct Taskforce was established by the Minister to recommend a strategic framework. This report has no statutory status as it has been prepared outside of the Environmental Planning and Assessment Act 1979.

The Bays Precinct Taskforce was chaired by Department of Premier and Cabinet, with representatives from Sydney Harbour Foreshore Authority, NSW Treasury, Department of Planning and Infrastructure, Transport for NSW, Sydney Ports Corporation and Roads and Maritime Services. On the 31 May 2011 the Minister extended membership to include City of Sydney and Leichhardt Councils and a community representative following a number of submissions made by these councils.

Key drivers and objectives

The objectives of the Taskforce as outlined in the terms of reference endorsed by the Minister in 2013 were to:

- » Review the outcomes of Stage One Bays Precinct work and consultations
- » Devise and implement an effective consultative process to enable local and regional stakeholders to have informed input into the strategic framework for the Bays Precinct
- » Identify current and emerging issues affecting the Precinct
- » Identify short, medium and long term issues and constraints and requirements to address these
- » Advise on appropriate land uses having regard to strategic transport, port, maritime and waterfront precinct priorities for adjacent local areas and communities, metropolitan Sydney and NSW
- » Report and recommend to Government on a strategic framework and strategic planning principles for the Bays Precinct by 30 July 2012.

Strategic Planning Principles and recommendations of the Bays Precinct Taskforce

The Taskforce made a number of recommendations, responding to the terms of reference, specifically the requirement to advise on appropriate land uses, and to report on and recommend to government a strategic framework and strategic planning principles for the Bays Precinct.

The key recommendations are summarised below.

Public ownership	Publicly owned foreshore lands and harbour waters be retained in public ownership.
Planning framework	Sydney Regional Environmental Plans Sydney Harbour Catchment and No. 26 – City West, Sydney Local Environmental Plan 2005, and adopted Master Plans to be retained with the Taskforce’s principles adopted and applied to decision-making.
Lease periods	New lease periods limited to a maximum of 30 years with decisions on new leases reflective of land use, capital investment and the delivery of public benefits.
Glebe Island and White Bay	To continue to be used for commercial port and maritime related purposes and to operate having regard to their location in central Sydney and proximity to adjacent local communities.
White Bay Power Station	Adaptive reuse for mixed use (commercial, community and education as priorities) ensuring redevelopment does not conflict with ongoing port and maritime operations.

Rozelle Rail Yards	Protect Yards as a significant asset for delivery of future regional transport requirements with potential future opportunities for mixed use development providing recreation, commercial and residential uses that integrate surrounding communities.
Rozelle Bay	To continue development for recreational, commercial and industrial boating, tourism, and maritime operational purposes.
Blackwattle Bay	To continue development for maritime, commercial and recreational boating, and tourism purposes with the potential future opportunity to relocate the existing industrial operations to Glebe Island.
Public access and domain	NSW Government to investigate potential opportunities for increased public access to operational port and maritime sites and prepare an implementation plan for delivery over the short, medium and long term.
Traffic and transport	To prepare an integrated traffic and transport plan to guide future development and to undertake a cost/benefit analysis of retaining versus removing the Glebe Island Bridge infrastructure
Development for new and alternate Uses -	To encourage new development that can co-locate with ongoing port and maritime uses but no support for residential rezoning where it would compromise flexibility/operation of the commercial port and maritime uses over the long term. Any future residential development should include affordable rental housing.
The waterways	To support the continued use of the waterways for a variety of commercial and recreational activities and to prepare a waterway management plan for Blackwattle Bay and Rozelle Bay to investigate the potential for new access facilities.

The Strategic Planning Principles developed by the Taskforce build on principles and objectives that exist in current planning policy documents and the input of local councils and local communities.

They are recommended as principles for consideration by consent authorities in assessing development applications and for inclusion in future planning instruments. The principles address key areas of:

- » Public interest and future proofing
- » Waterways
- » Landuse
- » Economic sustainability
- » Traffic and transport
- » Public domain, open space and foreshores
- » Built form and design
- » Heritage
- » Community and culture environment
- » Community consultation.

Outcome

In 2013, the NSW Government established the Bays Precinct Implementation Committee, chaired by the NSW Government Architect and steered by Sydney Harbour Foreshore Authority (SHFA), to implement key directions of the Bays Precinct Taskforce Report.

The Committee met on a regular basis during 2013 and was successful in agreeing a uniform set of leasing principles for the four different government landowners in the Bays Precinct. New leases will be limited to 30 years, except with Ministerial approval, and will be subject to a public interest test including the extent of public access and amenity. The Committee also undertook a number of investigations and commenced the process of consolidating port uses to Glebe Island. The Government's Bays Precinct Urban Renewal Program will build upon the work of the Committee and former Bays Precinct Taskforce.

Key Stakeholders

Government	Industry/Commerce	Community
» Leichhardt Municipal Council	» Shipping Australia	» Balmain Precinct Committee
» City of Sydney	» Commercial Vessels Association	» Blackwattle cove Coalition
» Deputy Lord Mayor of Sydney City	» Sydney Harbour Maritime Forum	» Defenders of Sydney Harbour
» Department of Premier and Cabinet,	» Boating Industry Association	» White Bay Joint Steering Committee
» NSW Treasury	» Sydney Fish market	» White Bay Precinct Committee
» Department of Planning and Infrastructure	» Dockers Plain Pastoral Co	» Dragon Boats NSW
» Transport for NSW (TfNSW)	» Balmain/ Rozelle Chamber of Commerce	» Balmain Association
» Sydney Ports Corporation	» Cement, Concrete and Aggregates Australia	» Glebe Island/White Bay Community Liaison Group
» Road and Maritime Services	» Maritime Union Australia	» Glebe Society
» SFHA		» Sydney University Women's Rowing Club
» NSW Maritime		» Chinese Youth League
» Sydney Ports Corporation		» White Bay Residents Consultation Group

Extent of the consultation

Stage One consultation

The aim of Stage One was to gather information and ideas to be used to develop a set of draft principles to guide future planning of Bays Precinct and to identify short, medium and long term land use opportunities for Bays Precinct. The process involved:

- » An interactive website
- » A public submissions process
- » Establishment of a community reference group (Bays Precinct Community Reference Group) – see box for more information.
- » Specific consultation with industry groups
- » Submissions from NSW Government agencies, City of Sydney and Leichhardt Council

The following key issues were identified as a result of Stage One consultation:

- » Strong support for the approach adopted which recognised the need for early consultation/ involvement in the development of ideas and formulation of planning principles.
- » Recognition of the importance of retaining a maritime character/working harbour with a variety of opinions on how this can be achieved
- » Strong support for the creation of additional open space
- » Need for transport / traffic issues be resolved
- » Need to respond to the aspirations of the local and regional communities while also acknowledging the potential the precinct may play in the growth of global Sydney
- » Recognition that the process has raised the profile of Bays Precinct, encouraging and stimulating debate on the precinct's future
- » Acknowledgement that redevelopment is inevitable but the scale and extent of redevelopment is still an unknown
- » Retain working harbour uses in the short to medium term and allow full consideration of future development options
- » Flexibility to change as needs evolve and more is known with respect to Sydney's future global, regional and local growth

- » Given consideration to the fact that one of Bays Precinct's outstanding attributes is that it is owned and controlled by the NSW Government facilitating ultimate land use decisions that can serve more than purely financial outcomes.
- » The following considerations need to be addressed in the future planning:
 - > Bays Precinct is the last deep water berthing area in Sydney Harbour under NSW Government ownership and control
 - > Priority should be given to land uses that are dependent on a land / water interface i.e. recognise Bays Precinct's ongoing role in Sydney's maritime economy
 - > Future land uses need to have regard to how Bays Precinct can strengthen and enhance Sydney's role as a global city
 - > Future land uses need to integrate with and knit back to surrounding communities and businesses with enhanced accessibility
 - > All future development should incorporate enhanced traffic and transport infrastructure
 - > Foreshore land should be retained in public ownership
 - > Public access to the waterfront and increased open space opportunities should be maximised.

Bays Precinct Community Reference Group

The Minister of Planning established the Bays Precinct Community Reference Group in 2009 to:

- » Provide advice about community aspirations and needs in relation to the Bays Precinct that will inform future planning processes
- » Advise on current and emerging issues of interest and concern to the community and various stakeholders
- » Encourage and inform community discussion by conveying information on the Bays Precinct to community and stakeholder networks
- » Provide input to matters considered by the NSW Government's Bays Precinct Taskforce in preparing for the first phase of strategic planning for the future of the Precinct

The Group comprised of approximately 40 representatives of community action groups, residents, business, maritime industry and union, property owners, City of Sydney and Leichhardt Councils, the MP for Sydney and public officials from relevant agencies.

Discussions and work by Group covered the period from August 2009 to March 2010 and was continued by interested community members after that period.

The Community Reference Group's report of 2010, *Towards an Integrated Strategic Plan for the Bays Precinct* was submitted in response Stage One consultation process. The report outlined a number of recommendations and planning principles developed to guide future development at the Bays Precinct as outlined below.

Recommendations

- » No new development proposals for the Precinct be considered or approved unless they comply with Planning Principles for the Bays Precinct that have been publicly exhibited in Stage 2 and approved, and with an approved Master Plan based on those approved Planning Principles.
- » The Government approves the broad Objectives and Principles developed by the Bays Precinct Community Reference Group as the basis for the draft planning principles to be exhibited in stage 2 of the Bays Precinct planning process.
- » To overcome the current fragmentation of responsibilities, the Government establish a dedicated authority to co-ordinate and manage the Bays Precinct within Sydney Harbour. This authority should have relevant expertise and community representation. It should be publicly accountable and its powers should be subject to relevant planning, heritage and environmental legislation and its decisions subject to appropriate appeal mechanisms.
- » The NSW Government maintains its current commitment to community participation in the Bays Precinct Planning Process into Stage 2 and establishes a range of mechanisms to include a broad range of interested people. This should include the establishment of a formal and adequately supported community advisory committee with balanced representation from the Precinct as a key part of this consultation process. It is recommended that there be an effective direct linkage between this committee and the Bays Precinct Task Force.

Key Principles

- » **Integrated future planning** – No more one off, ad hoc planning decisions with all future planning decisions relating to an integrated strategic plan for the whole Precinct.
- » **Priority and precedence for the public good** – Establish public good as the overriding driver for future planning decisions and protect the remaining public ownership of foreshores and harbour from sale or long-term lease
- » **Access, open space and recreation** – Open access to foreshores, restore the headlands to the public as opportunity arises and maintain safe access for passive water based activities
- » **Recognition of heritage** – Recognise the Bays' significant history, conserve all heritage items and provide for adaptive reuse of significant structures
- » **Land uses** – Ensure planning decisions have the minimum possible adverse impact on existing residents and businesses
- » **Provision for transport** – Ensure no new developments are approved without provision of necessary transport infrastructure, prohibiting activities that will increase traffic congestion
- » **Housing** – Exclude private housing from direct foreshore frontage and, except for the Rozelle Train yards corridor, restrict housing to a low priority within the Precinct
- » **Built form and design** – Built form is to be of excellent design with views to be conserved
- » **Community and culture** – Create a high profile for cultural and artistic activities
- » **Economic life** – Maintain a 'working harbour' character and support other employment opportunities
- » **Sustainability and environment** – Best practice sustainability principles

Refer to **Appendix E** for a copy of the principles in full.

Stage two consultation

Community, business and industry consultation was carried in May and June 2012 to provide input into the Taskforce report, building on the outcomes of the Stage One Consultation.

A broad range of representation from the community was sought with both general and personal invitations sent using a variety of media including:

- » letterbox drop of a flyer to 45,000 local households
- » advertisements in the inner west courier
- » email invitation to previous workshop and online forum participants and identified stakeholders
- » Facebook and online forum posts.

A series of workshops were also held:

May 2012	The focus was to inform participants about the current activities and plans being implemented and considered by the different agencies operating within the Precinct and provide opportunities for comments about priority issues. A total of 125 people attended.
Early June 2012	Focussed on gathering input to draft principles and discussion around sub-precincts within the Bays Precinct A total of 105 people attended.
End of June 12	Focussed on identifying opportunities and gaps in the information and the actions needed to move forward. A total of 89 people attended.

Key issues identified in the forums included:

- » » Traffic and public transport
- » Open space and access
- » Port and maritime needs
- » Other land uses (such as residential and industrial)
- » Heritage and reuse
- » Economic issues
- » Planning and decision-making process
- » Community benefit
- » Site specific issues.

The report outlined that, an overriding issue raised at the workshops was the need for a Master Plan or strategic plan document, which sets the framework for the future of the Precinct in a fully coordinated and coherent way.

Based on the findings of the first and second round of workshops, the consultation coordinators identified issues where there was a gap between the Government's position and the community's position. The participants in the third round of workshops were then asked to suggest actions that could bring these positions closer together. The issues included:

- » Leasing
- » Use of Glebe Island and White Bay
- » Working harbour
- » Public access
- » Public spaces
- » Setbacks
- » Transport
- » Planning framework and governance
- » Rozelle Bay
- » Blackwattle Bay
- » Glebe Island Bridge.

City of Sydney Council

The following table outlines key resolutions, and submissions made by City of Sydney Council with respect to the Bays Precinct Strategic Framework.

25 August 2014	<p>In response to a Minute by the Lord Mayor regarding Bays Precinct Collaborative Engagement Council resolved (file no. S051491) to support the resolutions of Bay's precinct communities' meeting on the 4 August 2014.</p> <p>Resolution 1c) from the Bays Precinct Urban Renewal Project Community Meeting held on the 4 August 2014 indicated support for the principles established by the Bays Precinct Community Reference Group as follows:</p> <p>1 Bays Precinct Urban Renewal Project core public interest principles</p> <p>c) Excellence in planning and design for all development proposals by designating clear, publicly endorsed planning principles developed by the Bays Precinct Community Reference Group and actively seeking local and international ideas for renewal</p>
12 Sept 2011	<p>Council resolved to adopt the draft planning principles to guide the City of Sydney's participation on the Bays Precinct Taskforce. The principles related to Public Ownership of Foreshore Lands, Heritage, Transport, Housing, Access, Open space and recreation, Built Form and Design, Community and Culture, Economic Life, Sustainability and Environment, Infrastructure, Governance.</p> <p>A copy of these planning principles is provided at Appendix D.</p>

2010	Through the Bays Precinct Community Reference Group submission in 2010, the City of Sydney (represented by the Deputy Lord Mayor) promoted maximum public access to the foreshore, increased open space, heritage conservation, mixed uses in compatible locations, public transport improvements and a working harbour.
December 2009	<p>Council made a submission offering preliminary ideas for discussion for input into Stage One Consultation. Please note this was not an adopted Council policy.</p> <p>The submission proposed that a strategic plan be developed for Bays Precinct to ensure a coordinated approach for:</p> <ul style="list-style-type: none"> » the distribution and organisation of land uses; » managing the needs of the working harbour and recreational uses; » transport management, including connecting to the CBD and greater Sydney; » environmental management and long term sustainability; and » heritage preservation and representation. <p>The City's submission considered all areas of the Bays Precinct and provided a preliminary strategy, vision and planning principles for the area. The submission advocated for an integrated planning process that includes the community and considers the Bays Precinct holistically.</p>
July 2009	<p>In a letter to the Minister for Planning, in addition to seeking representation on the Bays Precinct, Council submitted that development in the Bays Precinct should follow a comprehensive strategic master plan for the area that:</p> <ul style="list-style-type: none"> » responds to concerns in relation to transport, land use, sustainability and public access » creates a truly integrated precinct that serves local needs and reflects the heritage of the area within an urban framework and public domain of design excellence » It also identified the opportunity for an international ideas competition for key sites such as Glebe Island and White Bay to capitalise their unique character.

Leichhardt Council

The following table outlines key resolutions and submissions made by Leichhardt Council with respect to the Bays Precinct Strategic Framework.

April 2013	<p>Council's resolution (C130/13) in April 2013 welcomed the release of the <i>Bays Precinct Strategic Framework Report</i> and outlined that Council would contact the NSW government to discuss the need for:</p> <ul style="list-style-type: none">» an independent cost benefit analysis for the retention of the Glebe Island Bridge» provision of open space and recreation areas, including sporting fields» benefits of setting aside at least 50% of any housing to be developed for affordable housing» separation of port traffic from other traffic;» increased public transport, particularly light rail and new ferry stops» pedestrian and cycle access and across the Bays Precinct» access to the foreshore» a Master Plan for the entire Bays Precinct» consistency in decision making by government departments and authorities in relation to projects and land use in the Bays Precinct» Leichhardt Council representation on the Implementation Committee» a clear path forwards achieving Councils long standing objective of having a Master Plan for the entire Bays Precinct» all port traffic going onto a separate port road» new public transport particularly light rail and new ferry stops» pedestrian and cycle access through and across the sites and access to the foreshore.
June 2011 – 2012	<p>As outlined above on the 31 May 2011 the Minister extended the membership of the Taskforce to include Council representatives. Council considered a number of reports in relation to the Taskforce. In at its meeting on 24 May 2011 Council recommended (C193/11) that the following points be incorporated into the State Government Planning Principles:</p> <ul style="list-style-type: none">» Recognise the importance of the site and the desirability of Federal Government involvement in the planning of Bays Precinct» Ensure that an open, transparent and evidence based approach is adopted in preparing the plan.» Ensure the Bays Precinct is Climate positive» Make water cycle management a key feature» Protect views and view corridors» Ensure there is a transition from established areas into the Bays Precinct» Ensure that traffic, parking and transport considerations are properly addressed at the “front end” of the planning process and are integrated into land use considerations <p>These principles were reiterated by Council in August 2014 (C272/14).</p>

April 2012

At its meeting in Council reported Annandale Precinct's vision for the Bays Precinct. This vision included:

- » increased public open space – on both the land and water
- » contaminated sediments of Bays to be undisturbed by any uses or construction
- » current building areas and heights be retained – or reduced – to retain views,
- » traffic volumes to remain or be reduced
- » provision of parking to be on-site for all existing and any new developments
- » increased public access to waterfront
- » public pedestrian and cycle paths around the whole Bays Precinct
- » increased recreation opportunities including sporting fields and non-powered boating
- » ferry services
- » cycleway and greenway for Rozelle rail yards
- » tram to Balmain/ Rozelle in rail corridor
- » compatible uses for rail yards
- » constructed wetlands
- » compatible uses – low noise/odour/hours of operation etc
- » visually pleasing development/use
- » access between suburbs provided for pedestrians and cyclists via under/over roads at several points
- » retain Heritage Fleet at current location as it is non-intrusive in any form and does not stir sediment
- » full pedestrian and cycle access 24/7 around Bay, including the “Head of Rozelle Bay”
- » no marina, or other commercial use/structures at the “Head of Rozelle Bay”
- » no boat storage for 630 “stacked craft”
- » major focus to retain current open water for “passive” craft

State policies and strategies

The following section provides a summary of the key state planning policies, strategies and plans applicable to Bays Precinct.

Please note as of July 1 2009, Regional Environmental Plans are no longer part of the hierarchy of environmental planning instruments in NSW. The removal of the REP layer was intended to simplify the State's planning system. As a result all Regional Environmental Plans are now deemed State Environmental Planning Policy.

NSW Freight and Ports Strategy 2013

Description

The NSW Freight and Ports Strategy aims to support and promote effective and efficient freight movement by rail, road, sea and air in NSW. Having regard to the port uses at White Bay and Glebe Island, the last remaining lands in Sydney Harbour capable of serving a wide variety of cargo, trading and industrial maritime needs, this strategy is relevant to the Bays Precinct area and provides context of any redevelopment program which could impact on freight movement.

This document explains how Transport for NSW (TfNSW) will work with commercial interests and across government to provide an efficient network and a framework for managing growth.

It highlights short, medium and long term tasks to improve freight movement on the network. The Strategy will inform government and commercial investment decisions across all modes of transport and allow for the alignment of purpose.

Timeframe

The Strategy was released in November 2013. It provides a set of actions to guide the implementation of the strategy until 2017. These actions will be monitored and reviewed throughout the period.

Governance

The Freight and Ports Strategy is a core component of the State's overall strategic planning framework. It also responds to Infrastructure Australia's National Port Strategy and the National Land Freight Strategy. In addition, this Strategy is consistent with the objectives of the NSW Long Term Transport Master Plan, and is implemented and monitored by the NSW Government.

Key drivers or objectives

The NSW Freight is expected to double in volume over the next 20 years to nearly 800 million tonnes; consequently the objective for this policy is to provide a strategic focus to ensure policy, infrastructure and land-planning initiatives deliver a freight network where capacity and performance can meet demand. The key drivers of this Strategy include:

- » Increasing the efficiency of the existing network infrastructure
- » Expanding network capacity to support economic growth
- » Funding infrastructure construction and funding the growing operations and maintenance task in line with increasing utilisation of the network.

Extent of the consultation

The NSW Government partnered with industry and the community to develop the Freight and Ports Strategy. A four month consultation period followed the draft Strategy's release in November 2012 featuring:

- » Over 30 stakeholder forums across regional and metropolitan NSW
- » 84 written submissions on the draft Strategy
- » Over 50 industry representatives at a draft strategy release event
- » Over 7500 hits on the Strategy website.

The consultation ensured key issues raised such as air freight, coastal shipping, regional road freight productivity and infrastructure funding were integrated in the final version. The submissions were used by TfNSW to inform consideration, development and implementation of future freight network initiatives.

Key stakeholders

The following key stakeholders have been involved or consulted:

Local government	Industry/Community	Government	NSW Transport Agencies
» Local Government and Shires Associations of NSW	» Freight Specialists	» Infrastructure NSW	» Roads & Maritime Services
» NSW Regional Organisations of Councils	» Retail	» NSW Department of Planning & Environment	» Sydney Trains and NSW Trains
	» Minerals, Steel, Coal, Timber and Paper	» Department of Premier and Cabinet	» Sydney Ports Corporation
	» Waste	» Department of Infrastructure, Transport & Regional Development	» Port Kembla Port Corporation
	» Bulk Liquids & Gases	» Australian Defence Force	
	» Building and Construction	» Infrastructure Australia	
	» Horticulture and Fresh Produce, Grain, Cotton, Wine, Meat and Livestock, Wool	» NSW Treasury	
	» Motor Vehicles	» NSW Trade and Investment	
	» Broader community	» NSW Police Force	

Key issues

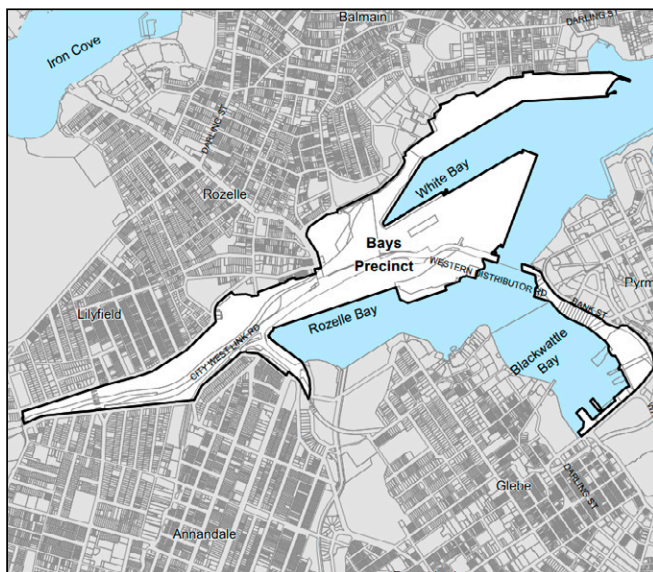
Industry, local state and federal government agencies identified a number of issues and priorities throughout the consultation process that have been addressed in the strategy. While the consultation was undertaken for the NSW ports in general, the following key issues have relevance for the Bays Precinct:

- » The importance of regional freight to the NSW economy
- » Funding and maintaining infrastructure to support road freight productivity
- » Increase productivity through improving access on roads which are vital for freight
- » Coastal shipping and port interfaces
- » Road freight connectivity issues between freight generating locations in regional and urban areas and the wider transport network
- » Managing grain freight movements
- » Catering for increased coal volumes through the provision of supporting rail infrastructure
- » Consulting with industry and the community with regards to the implementation and progress of this Strategy.

Outcomes

- » The Strategy is built on a strong evidence base including advice from industry, local government and freight specialists. The Strategic Action Programs and tasks identified in the Strategy nominate a range of policy approaches and tools to ensure the transport network allows optimal performance by all users.
- » There will be a continuous evolution of this Strategy through periodic review and assessment of Strategic Action Programs to ensure they remain relevant and on schedule. The process will encompass ongoing engagement with industry and government agencies.
- » TfNSW will report on the roll-out of the Strategy to government, industry and other stakeholders through the development of a *State of Freight* annual report. The approach will help ensure accountability for delivery of the NSW Freight and Ports Strategy.

State Environmental Planning Policy (State and Regional Development) 2011



Source: NSW Legislation Website

Description

This Policy identifies State significant development for which the Minister is the consent authority. Schedule 2 of policy identifies the Bays Precinct site as a significant development within the Precinct that has a capital investment of more than \$10 million being identified as state significant development.

Timeframe

This Policy was gazetted in 2011.

Governance

The consent authority for State significance development is the Minister for Planning though this function can be delegated to the Planning Assessment Commission, Director-General or any other public authority.

Key drivers and objectives

This Policy was prepared in response to the repeal of the Part 3A (development assessment system for major development) of the Environmental Planning and Assessment Act 1979 in June 2011. This Policy was to create a new system to assess projects which are of genuine State and regional significance.

The objectives of this policy are to identify development that is

- » State significant development
- » State significant infrastructure and critical State significant infrastructure.

Extent of the consultation

The Draft State Environmental Planning Policy (State and Regional Development) 2011 was publicly exhibited from 18 August 2011 to 2 September 2011.

Key issues

There has been opposition by the community and Leichhardt Municipal Council regarding the approval of major developments including Glebe Island Temporary exhibition centre in the absence of a comprehensive master plan for the Bays Precinct. Refer to the end of this document for a list of major projects within the Bays Precinct.

Leichhardt and City of Sydney Councils made submissions to of the exhibition of the Draft Policy. Copies of their submissions can be found at:

<http://www.planning.nsw.gov.au/tabid/205/ctl/View/mid/1081/ID/53/language/en-AU/Default.aspx>

Key stakeholders

The following key stakeholders were involved or made submissions to the policy:

Government agencies and political parties	Industry groups and associations	Community and interest groups
» Department of Planning and Environment	» Utility providers: AGL, Santos	» Lessees
» Local councils including: City of Sydney, Leichhardt	» University of New South Wales	» Landowners
» State Property Authority	» Boral	» Water based interest groups
» Catchment Management Authority	» Environmental Defenders Office Ltd	» Environmental groups e.g. Manly Lagoon
» Sydney Water	» NSW Law Society	» Resident groups
» Sydney Ports	» NSW Farmers Association	» Developers
» Local Government Shires Association of NSW	» NSW Minerals Council	
» Australian Rail Track Corporation Limited	» Property Council	
» Barangaroo Sydney Australia	» Australian Institute of Architects	
» Landcom (now UrbanGrowth NSW)	» Thoroughbred Breeders	
» NSW Rural Fire Services		
» Sydney Metropolitan Development Authority		
» Urban Taskforce		
» The Green Party		

Outcomes

The State significant development proposals resulting from the Policy in the Bays Precinct submitted to the Minister include:

- » Redevelopment of part of the Blackwattle Bay Maritime Precinct land area (known as Sites B1 and B2) to construct four two storey buildings for retail, cafe and restaurant uses, marine related storage, commercial and office uses and associated access and parking for which Director-General Requirements to lodge an application were issued.
- » A Proposed temporary exhibition facility (Glebe Island Expo) at Glebe Island and White Bay which was approved with conditions.

Refer to the end of this document for a list of major projects within the Bays Precinct.

State Environmental Planning Policy (Major Development) 2005

Description

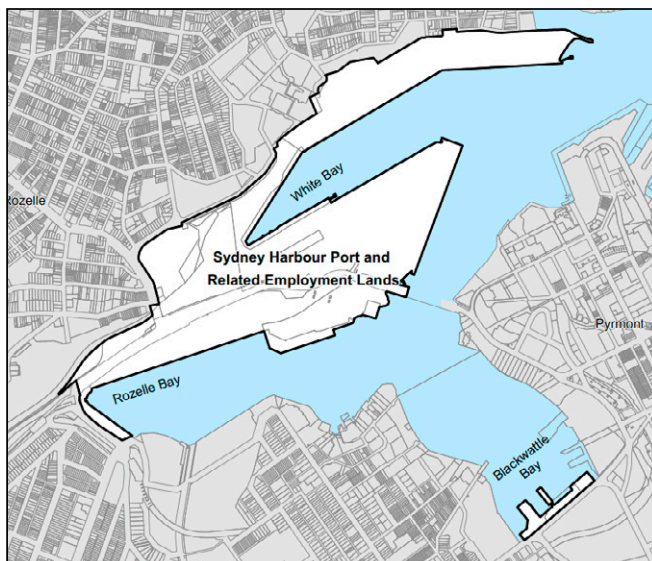
This Policy defines what developments are to be classified as major projects for assessment under Part 3A (which has since been repealed) of the *Environmental Planning and Assessment Act 1979*. It also provides planning provisions (developed by the Minister) for State significant sites such as Sydney Opera House, Barangaroo, Redfern-Waterloo and Sydney Olympic Park.

Timeframe

This Policy was originally gazetted on 1 August 2005 and subsequently amended a number of times. Many controls from this Policy have been incorporated into State Environmental Planning Policy (State and Regional Development) 2011 outlined above.

Governance

The Policy establishes the Minister for Planning as the consent authority for any development within the area identified Sydney Harbour Port Related Employment lands (Glebe Island, White Bay, Rozelle Bay and Blackwattle Bay) with a capital investment value of not more than \$10 million that is carried out by a person other than a public authority.



Source: NSW Legislation Website

Key drivers or objectives

The objectives of this Policy are to:

- » To deliver the State's planning objectives on major sites important in the delivery of the Metropolitan Strategy and other regional strategies
- » Facilitate major investment in significant economic and employment generating development in NSW and the redevelopment of major government sites.

Key stakeholders and Consultation

It is likely that this policy was exhibited however this cannot be confirmed at this stage.

Key issues

In recent years, Leichhardt Council and the community have raised a number of issues with some of the major project development proposals and subsequent approvals in the Bays Precinct (in particular White Bay Cruise Passenger Terminal and Baileys Refuelling Depot). Issues raised included the following:

- » non-compliance with conditions of consent
- » foreshore access
- » open space and landscaping
- » traffic and transport
- » impact of its operations on surrounding neighbourhood with regard to air, odour, air quality, health concerns, noise and vibration
- » lack of meaningful community consultation.

In 2006, Leichhardt Municipal Council called for a moratorium (suspension) on all development applications and approvals within the Bays Precinct area until a fully consulted strategic master plan was developed. Since 2006 Council has reaffirmed its position in various resolutions and written numerous letters to the State Government organisations that no major development be approved in the absence of a comprehensive master plan.

Outcomes

Major Project Development Applications approved in the Bays Precinct include the:

- » Sydney Super Yacht Marina (Rozelle Bay),
- » an extension to Maritime Construction Facility (James Craig Rd, Rozelle Bay),
- » Sydney Heritage Fleet Maritime Facility (Bank Street, Pyrmont),
- » the White Bay Cruise Passenger Terminal,
- » Bailey's Marine refuelling and supply facility (White Bay),
- » residential development on Gosford Quarries site (Johnston Street, Annandale)
- » the redevelopment of Sydney Fish Markets.

See the end of this document for a list of major project applications approved in the Bays Precinct.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Description

This Regional Environmental Plan covers the area of Sydney Harbour, Parramatta River and its tributaries and the Lane Cove River. The Plan aims to create a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways. It establishes a set of planning principles to be used by councils for the preparation of planning instruments for the hydrological catchment of the Harbour.

The Plan zones the waterways into nine different zones to suit the differing environmental characteristics and land uses of the harbour and its tributaries; and includes controls relating to heritage conservation and wetlands protection and strategic foreshore sites. It also includes a range of matters for consideration by consent authorities when assessing development within the Foreshores and Waterways Area of the Plan of which a significant portion of Bays Precinct is located.

Timeframe

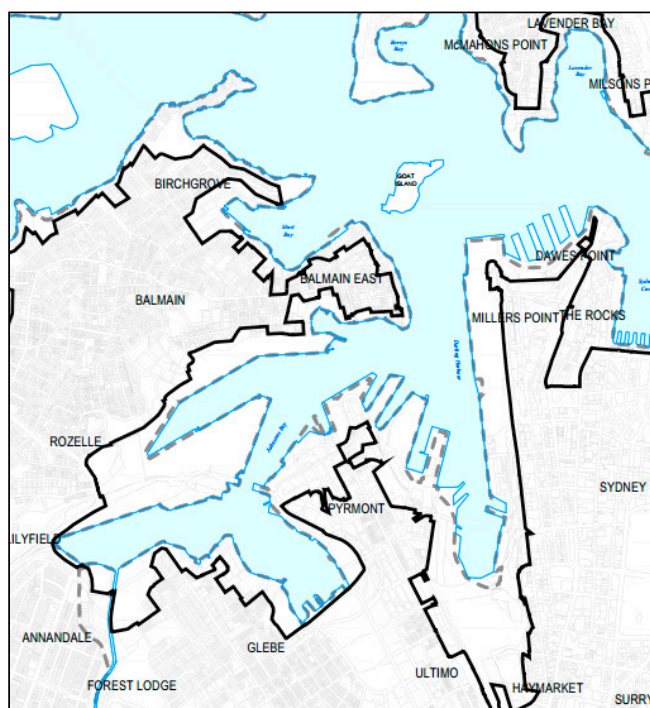
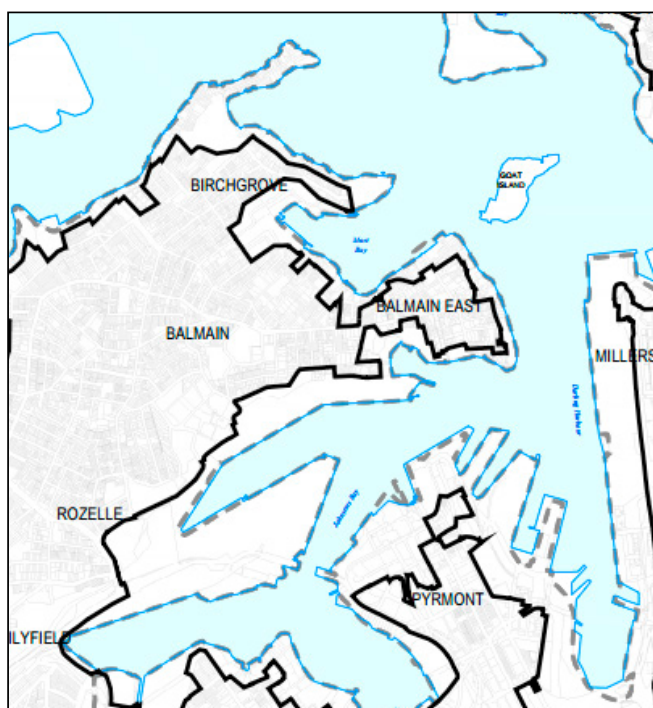
This Plan was made by the Minister of Planning in 2005 and is still in force. It consolidated and replaced a number of planning instrument relating to Sydney Harbour Catchment.

Governance

Only the waterways are zoned by this Plan; it does not zone the adjacent land. Despite this, the consent authority must take into consideration the relevant provisions of the Plan for any proposed land-based development.

The consent authority for land based and land-water interface development is the council of the local government area in which the development is located unless specified by another environmental plan or SEPP to be the Minister for Planning (which is the case in the Bays Precinct).

Bays Precinct Foreshore and Waterways Area Fletcher Site, Blackwattle Bay



Source: Department of Planning and Environment

Key drivers or objectives

The Harbour REP consolidates and simplifies provisions contained within three separate environmental planning instruments, namely State Environmental Planning Policy 56 – Sydney Harbour Foreshore and Tributaries (SEPP 56), Sydney Regional Environmental Plan No. 22 – Parramatta River (SREP 22) and Sydney Regional Environmental Plan No. 23 – Sydney and Middle Harbours (SREP 23). This plan has the following objectives with respect to the Sydney Harbour Catchment:

- » To ensure that the catchment, foreshores, waterways and islands of the harbour are recognised, protected and maintained
- » To ensure a sustainable environment on land and water, protect and maintain watercourses and habitats
- » To achieve a high quality, sustainable urban environment
- » To ensure a prosperous working harbour and effective transport corridor
- » To encourage a vibrant place for people
- » To ensure accessibility to and along the harbour and foreshores
- » To provide a consolidated and simplified framework for future planning

Extent of the consultation

The Draft Plan was exhibited by the Department of Planning and Infrastructure in June to August 2004. The Plan was revised and improved in response to submissions received.

It is likely that the stakeholders involved Government (Local and State), Industry and the Community however this could not be determined at this stage.

Key principles

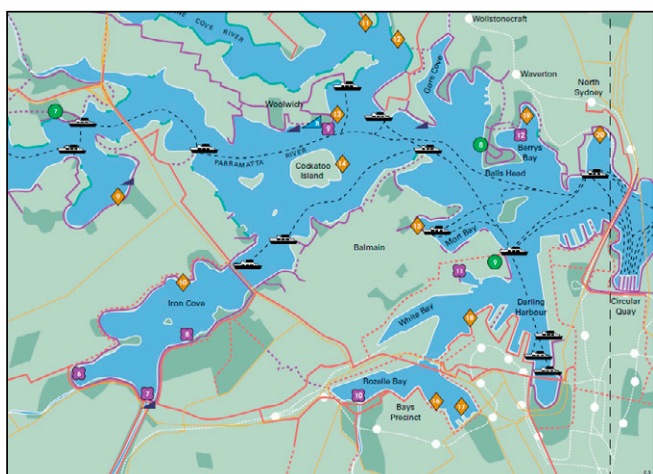
The plan adopts the following principles in relation to Foreshores and Waterways Area:

- » Sydney Harbour is to be recognised as a public resource, owned by the public, to be protected for the public good
- » The public good has precedence over the private good whenever, and whatever, change is proposed for Sydney Harbour or its foreshores
- » Protection of the natural assets of Sydney Harbour has precedence over all other interests.

Outcomes

- » The Policy retains the authority of the Foreshores and Waterways Planning and Development Advisory Committee originally established under SEPP 22; comprising representatives from TfNSW, Roads and Maritime Services and the Department of Planning and Environment. The Committee provides advice to consent authorities on a range of matters including proposals for foreshore and waterway developments in the Sydney Harbour catchment.
- » As the Fletcher site in Blackwattle Bay is a strategic foreshore site, a Master Plan was required before development consent can be issued for a development here. In 2000, a Master Plan was prepared by Devine Erby Mazlin on behalf of Australand Holdings Limited for the John Fletcher Container Terminal site. Leichhardt Municipal Council subsequently rezoned the site for residential development and open space and called an Architectural Design Competition for the John Fletcher and Glebe Depot sites, which resulted in residential development on the site.

Sharing Sydney Harbour Access Plan 2003



Source: Department of Infrastructure, Planning and Natural Resources

Description

This Plan sets out a framework for developing and implementing specific projects to improve public access to the foreshores and waterways of Sydney Harbour. The Implementation of the Plan was to be assisted through the State Government providing \$2 million annually, over five years for capital works grants under the Sharing Sydney Harbour Access Program (Access Program).

Timeframe

Published in August 2003, the Plan identifies strategic projects that may be developed over a 20 year period. The funding program was limited to five years.

Governance

This Plan was published by the Department of Infrastructure, Planning and Natural Resources (DIPNR) in August 2003. The grants funding being made available under the Access Program (on a dollar-for-dollar basis) was provided by Waterways Authority, SHFA and DIPNR.

The Plan was jointly prepared by the DIPNR and the NSW Waterways Authority.

A steering committee, comprising local, State and Commonwealth government representatives, was established to coordinate the program's activities, set priorities, determine strategic directions and engender partnerships.

Key drivers or objectives

- » In few decades preceding the Plan, the Harbour foreshores have seen many changes including a shift from industrial to residential use particularly to the west, along Parramatta River
- » The profile of the Harbour as a place for residence, tourist destination and recreation continues to grow and with it the community desire to maximise public access to its foreshores and waterways
- » The objective of the plan is to improve public access to, and enhance the recreational enjoyment of, Sydney Harbour and its tributaries for the people of Sydney and visitors to the city.

Key stakeholders

Applicants eligible for grant funding under the Access Program were generally expected to be local government authorities and incorporated or registered recreational organisations with the approval of the relevant consent authority being required to enable projects to proceed.

Extent of consultation

This Plan was exhibited as the draft Integrated Land and Water Access Plan (8 February to 4 April 2003). Stakeholder consulted consisted of a combination of workshops, interviews and submissions.

The Plan advised that further consultation with relevant landowners will be carried out during implementation of the Access Plan to ensure proposals are consistent with existing plans of management and other management arrangements. It was envisaged that this could be achieved by reconvening focus groups and project taskforces covering specific areas of the Harbour and tributaries.

Key issues

The following issues reflect the comments received in relation to the draft plan:

Recreational use	<ul style="list-style-type: none"> » A shared approach is desirable to provide for a range of land- and water-based recreational activities with strong support for increased soft (non-motorised) forms of recreation and access to both land and water to allow peaceful enjoyment of the harbour and its environments. » There are opportunities to improve access to and appreciation of Aboriginal sites and other places of cultural interest.
Land-based access	<ul style="list-style-type: none"> » Bicycle member organisations seek provision of cycle access to the foreshores from the hinterland. » There is scope to increase the existing level of foreshore access by extending existing access ways to and along the foreshores and by providing new access ways in currently inaccessible areas including redevelopment sites.
Water-based access	<ul style="list-style-type: none"> » Boating interest groups stress the importance of maintaining and improving public access to the waterways, i.e. new and improved boat ramps.
Public transport	<ul style="list-style-type: none"> » A demand for better and more integrated public transport to provide greater access to the Harbour and foreshores
Related considerations	<ul style="list-style-type: none"> » There are a number of outstanding open space reservations on the foreshore for future acquisition by both the State and local government. » Use of community title and access easements over private lands may lead to inconsistent treatment and potential privatisation of foreshore access. » Some foreshore landowners may have special requirements regarding the location of access routes through their properties due to security, privacy and occupational health and safety issues, e.g. Department of Defence, hospitals and working harbour sites. » When implementing the Access Plan, specific interests or issues need to be balanced against the wider regional objectives of equity of access, promoting sustainable forms of transport, protecting natural and built environment as well as respecting the needs of local communities.

Key principles

The access plan identifies opportunities to improve access to the foreshore and waterways for a range of recreational users including pedestrians, cyclists and recreational boaters. Projects identified in the plan include:

- » Walking tracks
- » On-road and off-road cycleways
- » Public domain improvements (access ways, promenades, shelters, seating, lighting signage, planting, interpretative facilities, dry-boat and cycle storage)
- » Wharves, jetties and pontoons
- » 'Soft access' for landing small boats including seawall steps and beaches.

Outcomes

The integrated approach of looking at land and water access has allowed three State government agencies – DIPNR, SHFA and Waterways – to work in partnership, pool resources, coordinate actions and produce this plan.

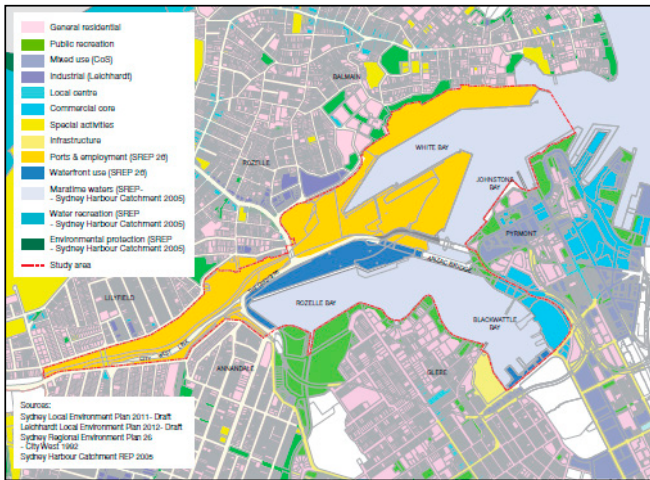
The program was extended to 2013 to provide an additional \$6.75 million. Since 2003, \$12.3 million has been awarded for 212 projects under the Sharing Sydney Harbour Access Program, to deliver:

- » More than 51 kilometres of new or improved walking/cycling paths with public domain improvements at 68 locations
- » New or improved small boat access facilities at 47 locations and 31 new or improved pick-up and set-down wharves and jetties.
- » Dinghy storage facilities at 37 locations

Projects within the Bays Precinct which received funding under this Program included:

LG A	Funding	Project description
City of Sydney	\$100,000	Additional water access structures as part of the Glebe Foreshore Project – Provision of a pontoon and water access steps (2004)
City of Sydney	\$135,000	Glebe Foreshore Project – Anchorage/Link site – Construction of new waterfront open space and pedestrian link on the Glebe foreshore, completing a critical link in the Glebe Foreshore Walk and provision of access stairs to Rozelle Bay (2005)
City of Sydney	\$162,000	Cycleway routes along Orphans School Creek and Bicentennial Park. – The project will formalise over 700 metres of shared access paths from the Orphan School Creek corridor at Forest Lodge to the Glebe Foreshore at Bicentennial Park, Rozelle Bay. (2007)
City of Sydney	\$170,000	Stages 5 and 6 of the Glebe Foreshore project – Construction of a promenade and shared path at Blackwattle Bay with water access steps to continue the Glebe Foreshore project. (2012 – 2013)

Sydney Regional Environmental Plan No 26 – City West



Source: Bays Precinct Task Force Report 2012

Description

The Policy aims to promote the orderly and economic use and development of land at City West covering the precincts of Ultimo–Pyrmont, Bays Precinct and Eveleigh Precinct. It establishes strategic planning principles and controls (zoning, heights, and floor space ratios) for the area as a whole and for each of its precincts.

The plan also provides for detailed master planning to be undertaken for each of the precincts before decisions regarding surplus government land are made.

Timeframe

The plan was originally made by the Minister of Planning in 1992 and subsequently amended a number of times. The Bays Precinct was added in 1997 (referred to as Amendment No 7 – Bays Precinct) and was last of the precincts to be included following Ultimo–Pyrmont and Eveleigh.

Governance

The majority of land within the precinct is owned by various State Government agencies including SFHA, Sydney Ports Authority and Roads and Maritime Services. The relevant consent authority for a majority of development is the Minister for Planning.

Key drivers or objectives

Sydney Harbour’s industrial waterfront sites have been under pressure for redevelopment with the demands of high value residential and commercial interests competing with the demands of traditional and new working waterfront operations since the early 1990s. As Sydney’s growth continued, demands for its foreshore included:

- » Loading and berthing facilities for industrial and commercial uses
- » Shipwright, refuelling, repair and maintenance facilities
- » Additional berthing facilities for working and commercial vessels displaced from other parts of the harbour, new charter vessels resulting from increased tourism and facilities for the heritage fleet
- » Continued gentrification of inner harbour front suburbs resulting in the growth of recreational boating and demand for land and water storage facilities
- » Demand for public foreshore access and open space.

The inclusion of the Bays Precinct into this plan reinforced the role of the area as a major inner-harbour port and maritime location. This reflected the outcomes of the Ports Strategy into the 21st Century for retention of port activities at both Sydney Harbour and Botany as outlined in the next section.

Key principles

The high level principles for the City West area to its regional role, integrated mixed use development/ activities, leisure and recreation, port functions, needs of existing and future communities, environmental issues, urban design, public domain, heritage, movement and parking. For the Bays Precinct, the key principles include:

- » Development should reinforce and complement the role of the Precinct as a major inner-harbour port and maritime location recognising that the port operates for 24 hours and that the generation of noise, lighting and traffic movement is associated with its operation;
- » Development to provide for a mixture of commercial port, port-related, employment, waterfront and recreational uses, but is not to include residential development
- » Development to contribute to improved water quality and environmental quality of the area
- » Pedestrian and cyclist links to be provided through the Precinct while recognising safety and security issues associated with commercial port and maritime activities
- » Preparation of a Master Plan for White Bay/Glebe Island area.
- »

Key stakeholders

Key stakeholders involved in the process were:

Government agencies

- » Department of Planning and Environment
- » Leichhardt Municipal Council

Community and interest groups

- » Rozelle Bay Working Group Party
 - » Leichhardt Municipal Council Precinct Committees
 - » resident, community, sporting and environmental organisations
-

Extent of the consultation

The following consultation activities detailed below were undertaken in amending SREP 26 to include the Bays Precinct. The draft plan was exhibited however details of the specific dates are unknown at this stage.

Key background documents

The Department of Planning exhibited the Regional Environmental Study for City West from December 1991 to February 1992. SREP 26 was gazetted in October 1992. The Department of Planning commenced detailed planning of the Bays Precinct late in 1992 with the Bays Precinct Planning Study (1993) setting out a detailed assessment of the planning issues for the area. It is the basis for the amendment to SREP 26 to include the Bay Precinct and led to the draft Urban Development Plan (UDP) – Bays Precinct, 1993. (Similar to a development control plan DCP, the UDP provided more detailed controls for the Precinct.)

Community meeting

In March 1993, the Department of Planning's City West Team organised a community meeting with invitations issued to members of four of Leichhardt Municipal Council's Precinct Committees and resident, community, sporting and environmental organisations. Additional representatives were nominated by the community representatives on the City West Planning Advisory Group.

The purpose of the meeting was to:

- » Provide information about planning issues and future options for the Precinct
- » Seek the community's views on social issues arising from the future options and effects that they may have on the local area.

The meeting was held at the Annandale Neighbourhood Centre and attended by 36 people.

Key issues

The key issues raised by participants in respect to the Bays Precinct amendment focussed on issues they want to see addressed as part of the Precinct planning process and draft plan are summarised below:

Consultation

- » Criticism of the consultation process involved in the overall Bays Precinct planning strategy
- » The need for the supporting studies to be made public
- » Strong support for further consultation by the Department of Planning with local residents regarding the development of plans for the Bays Precinct preferably by way of public meetings
- » Concern over the power of the Minister to introduce changes to the City West Plan following its exhibition and prior to gazettal
- » Clarification about Department's powers to determine what the future use of sites owned by other Government authorities.

General issues

- » A general concern that current planning assumptions appear to be based on the 1990 City West Strategy and were no longer considered appropriate
- » Lack of clarity on the nature and extent of the changes being proposed and the effects this may have on the area
- » Majority of the sites appear to remain for port and railway uses both in the medium and long term
- » Traffic implications of the existing and proposed uses and impacts of port related activities – heavy traffic generation, movement of noxious waste and noise and air pollution
- » Requested that the Department take into account the outcomes of the Rozelle Bay Working Party and in its current planning – particular with regard to the promotion of open space and public foreshore access in Rozelle and Blackwattle Bays
- » Promotion of open space and public foreshore access throughout the Precinct
- » Concerns about the environmental quality of the area.

Leichhardt Municipal Council

Leichhardt Council was actively involved in the development of this plan for many years. A number of submissions and objections were made regarding the inclusion of Bays Precinct.

In December 2007 Council considered a report on the Bays Precinct amendment. Key issues raised in the report included:

- » Multiple objections relating to making the Minister the consent authority for all development within the Bays Precinct
- » Ministers responsibility for adopting Master Plans
- » Impacts of port activities on surrounding residents
- » The absence of detailed design guidelines for development along the precincts
- » Listing of heritage items – in particular deferment of Old Glebe Island Bridge and the deletion of the following items White Bay Hotel, Iron fence and street tree from the plan
- » Foreshore access.

The report also considered detailed information about Council's proposed design competition for the Bays Precinct.

At this meeting Council resolved (R22/6/1):

- » Receive and note the implications of the Sydney Regional Environmental Plan No. 26 Amendment No 7 – Bays Precinct for information
- » Write to the Minister requesting that the draft be amended to ensure any comments or concerns raised by Council, or the community be taken into consideration and addressed by the Minister when making a decision in relation to a development application or Master Plan within the Bays Precinct.

Outcomes

- » The plan prioritises the ongoing use of Bays Precinct for a variety of commercial port activities, water-related commercial and recreational uses, allowing for new mix uses that will generate employment. The Policy recognises the importance of transport infrastructure to meet demands of development and seeks to provide opportunities for public access to the foreshores to be incorporated as part of the Precinct redevelopment.
- » Planning controls for the Pyrmont area were transferred to the Sydney Local Environmental Plan (LEP) 2005.
- » The Bays Precinct Master Plan 1998 was prepared as a result of this plan. This was updated in 2000 and replaced by the White Bay and Glebe Island Master Plan which is now a 'deemed' DCP. SEPP 61 (Exempt and Complying Development for White Bay and Glebe Islands Ports) also resulted from this policy (though this has since been repealed).
- » Bays Precinct Planning Coordination Group was established by the Minister to involve stakeholder in overseeing the preparation of Master Plans and development applications.

Sydney Ports into the 21st Century – Ports Land Use Strategy for Botany Bay and Sydney Harbour

Description

The Ports Land Use Strategy was prepared to address the land use needs of Sydney Harbour and Botany Bay ports into the 21st Century. It provided a blueprint for continuing development of the ports and outlined the framework upon which all planning, management and commercial decisions affecting the ports would be based.

The Strategy consolidated port activity in the modern core facilities at Darling Harbour East, Glebe Island, Sydney Cove and White Bay moving away from peripheral areas including Blackwattle Bay and Pyrmont with passenger terminals maintained at Sydney Cove and Darling Harbour.

Timeframe

The Ports Land Use Strategy was prepared in 1995 with an implementation period to 2010. A review was scheduled for every five years and economic forecasts up to 2015.

Governance

Sydney Ports Authority, overseen by the Maritime Services Board, prepared the Strategy.

The authority was one of four (the others related to the Hunter Port, Illawarra Port and Waterways) established under the Marine Administration Act, 1989 to implement a wide-ranging program of economic reforms of the State and Federal Government. In June 2005, the Maritime Service Board was abolished under the Ports Corporatisation and Waterways Management Act, which resulted in independent port corporations being formed for Newcastle, Port Kembla and Sydney (Sydney Harbour and Port Botany) with all corporations operating as State owned corporations. As a result Sydney Ports Authority is now known as Sydney Ports Corporation. The Waterways Authority was created to continue the functions of the former Maritime Services Board Waterways Authority.

Key drivers or objectives

The Strategy was developed in response to Federal Government's reforms to improve competitiveness and efficiency at the waterfront. The Strategy was delivered as part of a coordinated package of strategic planning documents by the State Government including the Cities for the 21st Century, Integrated Transport Strategy, draft State Road Network Strategy and State Rail Strategic Plan discussion paper.

The key objectives of the Strategy were to:

- » Outline the directions of port growth and activity in Sydney Harbour and Botany to 2010 and beyond
- » Identify the land use and infrastructure requirements to meet the anticipated growth
- » Assess environmental implications.

Key principles of the Ports Land Use Strategy

Asset Management	Maximise use of port assets to maintain a competitive environment between private operators, release surplus non-core assets and ensure the Strategy does not impact upon other major redevelopment projects.
Port Development	To ensure port lands and facilities are available to match trade forecasts to 2010 and beyond and respond to changing economic conditions.
Transport	To improve the efficiency of transport chain between the ports and land slide origins/ destinations and to promote increased road and rail access to Sydney Harbour and Botany Bay, locally and regionally.
Environment	To ensure the protection of the marine environment and to mitigate the impacts of port development on the urban and natural environment in Sydney Ports.
Special Events	To ensure that special events leading up to and including the Olympic Games in 2000 can be accommodated in commercial berths with minimal disruption to commercial port operations.

Key stakeholders

The key stakeholders in the development of the strategy included the following:

Government agencies	Industry	Community and interest groups
» State and Federal Government Departments and Authorities	» Shipping companies	» Lessees
» Local Government and related associations	» Shipping and port users	» Water based interest groups
	» Stevedores and terminal operators	» Environmental groups
	» Industrial associations and unions	» Resident groups
	» Chambers of Commerce	» Developers

Extent of consultation

An extensive community engagement program was conducted with key stakeholders and interested parties over a three year period. Input from written submissions and workshops were used to formulate the draft Strategy and refine the final Strategy. The consultation process was undertaken in a number of stages as is summarised below:

Initial consultation

A paper titled '*Overview of Sydney Ports*' was circulated to over 200 groups and organisations. It provided the basis for discussion about the ports' future. Forty-two submissions were received. Specific issues were subsequently addressed in a series of working papers prepared between February and September 1992 relating to land use and planning issues, economic forecasts, environmental issues and access conditions for Sydney Harbour and Botany Bay.

Consideration of Options

Following the initial consultation, a document titled '*Opportunities and Constraints and Options for the Ports*' was released for public comment. This document summarised the findings of the working papers, identified opportunities and constraints for port development and outlined issues requiring further investigation. It also set out five port options for consideration:

1. Rationalise port assets (Minimise Sydney Harbour assets and develop Botany Bay if needed)
2. Retain Sydney Harbour berths (Accommodate all port activity and trades in Sydney Harbour and Botany Bay – a two port strategy)
3. Transfer port activities to Botany Bay (Transfer all trade within the next 10-15 years – a one-port strategy)
4. Contraction of the ports (No more development at Botany – a one-port strategy)
5. No long term strategic planning (Respond to external pressures as and when they arrive).

Consultation activities undertaken on the options included:

- » Circulation of the Options paper to 250 groups and organisations in November 1992
- » An invitation for written submissions (up to July 1993) was issued
- » Workshops in February 1993.

A total of thirty-eight submissions were received. The consultation process revealed:

- » Strong support for retaining commercial shipping in Sydney Harbour for social, aesthetic and heritage reasons indicating a preference for a 'two port-trade facilitation' policy (Options 1 and 2) over a 'one port' policy (Option 3);
- » Substantial opposition to the 'ports contraction' option (Option 4); and
- » Strong consensus that the 'no planning' option (Option 5) not be pursued.

These findings combined with quantitative, qualitative and capacity analyses led to the development of the two-port option in the draft Strategy.

Further consultation

The Draft Strategy based on the 'two port' option was circulated to 300 groups for public comment from January 1994 to April 1994. Three half-day consultation workshops were held in March 1994.

While the submissions and outcome of the workshops largely endorsed a 'two-port' strategy, they also raised a number of matters of concern. Issues raised at the draft strategy consultation stage have been addressed either by way of revisions to the Strategy (as adopted) or in actions to be undertaken in implementing the program.

Sydney Ports Authority considered the 'two-port' option to be the best option for improving port efficiencies and maximising trade benefit of the state as a whole on the following grounds:

- » It avoids concentration of port impacts (for example, traffic and environmental risk) in one area
- » Land for expansion at Botany Bay is limited
- » It provides greater flexibility with port development, reducing pressure on port operations while improving efficiency and competitiveness
- » It maximises existing capital investment and minimises the capital investment required in new facilities and reclamation at Botany Bay
- » Substantial areas of harbour side land have already been made available for alternative redevelopment and the perceived advantages of returns from the sale of port assets was not considered sufficient to justify the loss of port facilities
- » It represents a responsible balance between competing demands for harbour side development.

Outcome

A number of future planning actions were identified, those with implications for the planning of Bays Precinct are summarised:

Statutory planning

The Department of Planning in conjunction with Maritime Services Board and local government to prepare of a Regional Environmental Plan to create consistent planning controls across the two ports.

Road Planning

The Roads and Traffic Authority to prepare a commercial road freight strategy (with the Department of Transport), identify and develop a link between Port Botany and South Western Motorway and identify opportunities for improved regional road access.

Land/water use planning

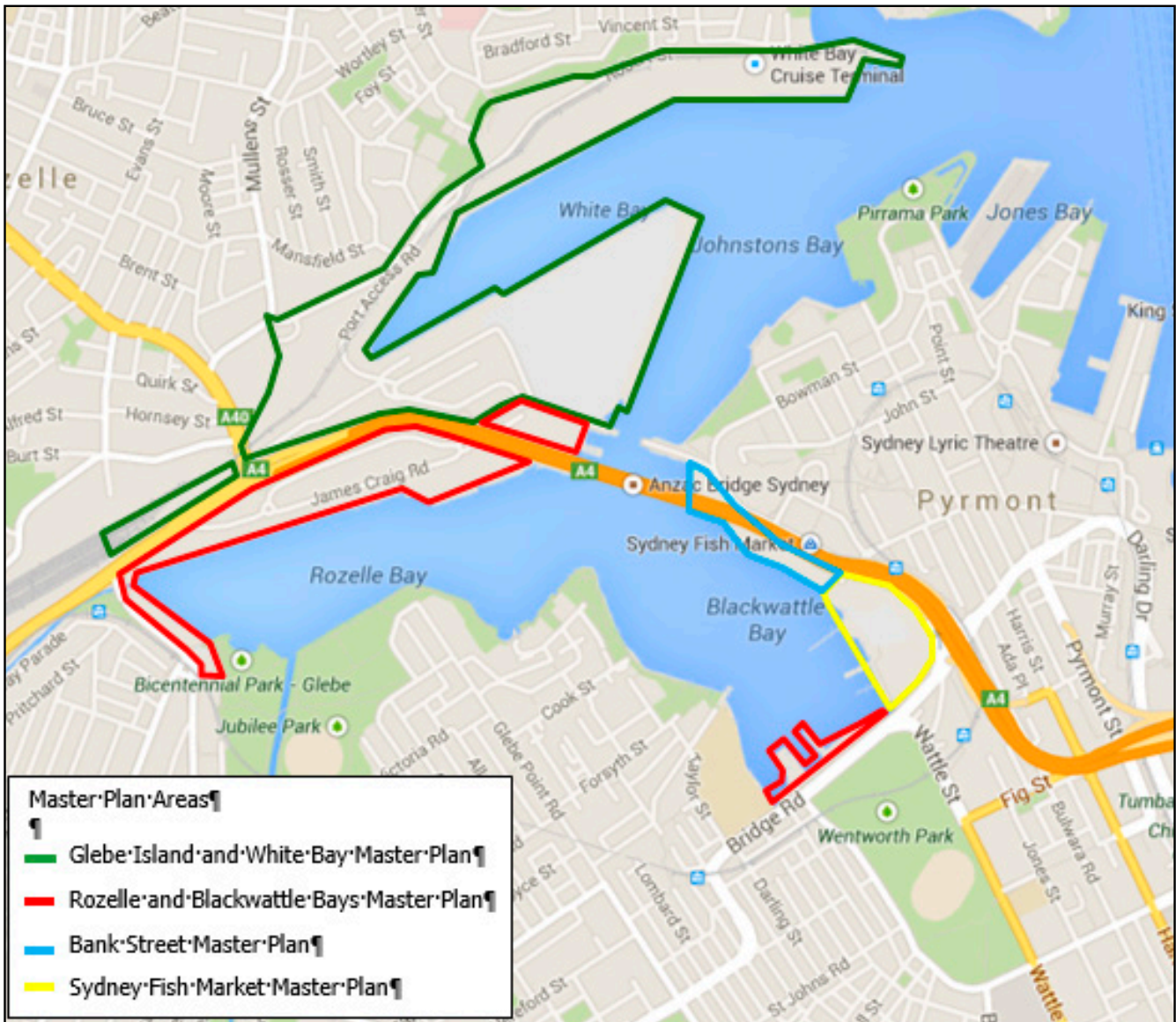
The Departments of Planning and Transport with the State Rail Authority (Freight Rail) to investigate land use policy issues associated with the ports and their interaction with other uses and review the concept of metropolitan container depots.

Master Plans

While State policies, strategies and land use plans set out the high level strategic planning framework for the Bays Precinct, Master Plans been developed to realise the vision, providing detailed design guidelines for the redevelopment of particular areas.

This section provides a summary of the Community Master Plan for the entire Bays Precinct and the four Master Plans prepared under Sydney Regional Environmental Plan 26 City West:

- » Glebe Island and White Bay
- » Rozelle and Blackwattle Bays Maritime
- » Bank Street
- » Sydney Fish Markets



The Future of the Bays Precinct, Community Master Plan, 2010



Description

Following on from the work of the Bays Precinct Community Reference Group in producing their submission to the Minister, a second report '*The Future of the Bays Precinct – Sydney*' was produced independently by five Leichhardt residents and business owners, who are also active members of the Bays Precinct Community Reference Group. This took the form of a detailed Master Plan for the future development of the Precinct.

Timeframe

The Master Plan was published in March 2010 with a 20-year timeframe for implementation.

Governance

The Master Plan has not been officially endorsed or adopted and as such has no statutory basis.

Key drivers and objectives

To date, the master planning has been somewhat adhoc in that no adopted master plan encompasses the entire Bays Precinct. This Master Plan sought to address this. A summary of this Master Plan is also outlined in this section.

Whilst it was not the brief of the Bays Precinct Community Reference Group to produce a Master Plan, a number of the Group considered that the nine months of consultation undertaken could be feed into a tangible outcome such as a master plan.

Key principles

The Master Plan endorsed the same 11 key objectives set out in the Bays Precinct Community Reference Group report 2010, however further developed the implementation plan:

- » **Integrated future planning** – No more one off, ad hoc planning decisions with all future planning decisions relating to an integrated strategic plan for the whole Precinct.
- » **Priority and precedence for the public good** – Establish public good as the overriding driver for future planning decisions and protect the remaining public ownership of foreshores and harbour from sale or long-term lease
- » **Access, open space and recreation** – Open access to foreshores, restore the headlands to the public as opportunity arises and maintain safe access for passive water based activities
- » **Recognition of heritage** – Recognise the Bays' significant history, conserve all heritage items and provide for adaptive reuse of significant structures
- » **Land uses** – Ensure planning decisions have the minimum possible adverse impact on existing residents and businesses
- » **Provision for transport** – Ensure no new developments are approved without provision of necessary transport infrastructure, prohibiting activities that will increase traffic congestion

- » **Housing** – Exclude private housing from direct foreshore frontage and, except for the Rozelle Train yards corridor, restrict housing to a low priority within the Precinct
- » **Built form and design** – Built form is to be of excellent design with views to be conserved
- » **Community and culture** – Create a high profile for cultural and artistic activities
- » **Economic life** – Maintain a ‘working harbour’ character and support other employment opportunities
- » **Sustainability and environment** – Best practice sustainability principles

Key stakeholders and extent of consultation

This Master Plan on the future of the Bays Precinct is the culmination of work started by a community workshop held at the Balmain Town Hall in August 2006 (prior to the formation of the Bays Precinct Community Reference Group) involving community members, councillors, departmental and council staff and several design and engineering experts.

It also builds on the work they undertook as member of the Community Reference Group contributing to the Stage One Consultation.

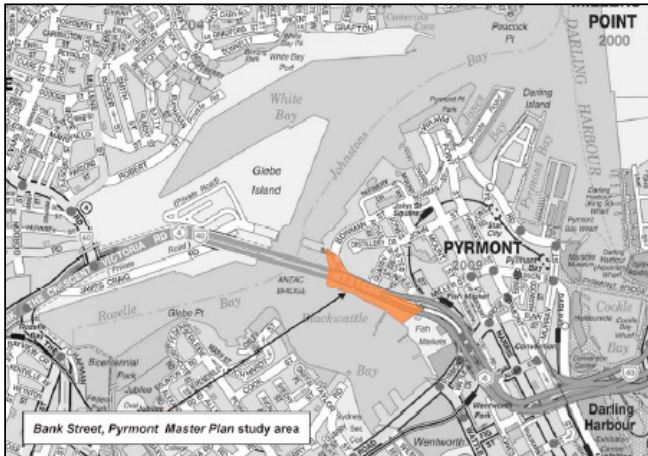
Key issues

The key community issues, which fed into the Master Plan related to the approval of one-off uncoordinated developments in advance of an approved strategic plan, a dependent on out-dated and uncoordinated master plans and the difficulty in coordinating the large number of Government agencies entrusted with managing the public property in the Bays Precinct.

Outcomes

Though not been officially endorsed or adopted, the Plan is the first Master Plan to address the Bays Precinct area holistically. It also represents a clear statement of the community vision for the area.

Bank Street Master Plan 2006



Source: Maunsell Australia Pty Ltd

Description

This Master Plan sets out a framework for a series of staged developments in the plan area including the provision of public open space, a public boating facility for the use of passive craft, retention of some industrial use (concrete batching) and commercial redevelopment on sites currently used for processing uses.

Timeframe

The plan was prepared in December 2006.

Governance

This Master Plan was produced by Maunsell Australia Pty Ltd on behalf of NSW Maritime and other private landowners in the Master Plan area including Poulos Bros Seafood Pty Ltd, Bidvest Australia Ltd and Hymix Australia Pty Ltd

The Plan was prepared and exhibited under State Environmental Planning Policy No. 56 – Sydney Harbour Foreshores and Tributaries. However upon gazettal of the Sydney Harbour Catchment Regional Plan in 2005, State Environmental Planning Policy 56 was repealed to the extent that it applied to the subject site. This Master Plan therefore considers the Sydney Harbour Catchment Regional Plan as the current environmental planning instrument.

Key drivers or objectives

The purpose of the Master Plan was to outline the long-term proposals for the development and to explain how identified development proposals address the planning principles and development controls in any relevant environmental planning instruments, Sydney Regional Environmental Plans City West and Sydney Harbour Catchment.

The objectives of the Master Plan are to:

- » Acknowledge the site's value as an industrial and business location with close proximity to the Central Business District
- » Acknowledge the site's strategic value in terms of its location on the famous Sydney Harbour
- » Acknowledge the site's proximity to Blackwattle Bay, a valued natural resource, both for water users and pedestrians wishing to walk along the foreshore
- » Accommodate the wishes of individual land owners, including the constraints relating to any relocation of Hymix
- » Increase public use of land on the foreshore and to retain and enhance public access links between existing foreshore open space areas.

Key stakeholders

Key stakeholders consulted in the process:

Government agencies	Landowners	Industry	Community
» City of Sydney Council	» NSW Maritime	» Channel 10 TV Studios	» Bayview Waters
» Department of Planning	» Poulos Bros Seafood Pty Ltd,	» City Convenience Store	» Bicycle NSW
» Metro Light Rail (private consortium)	» Bidvest Australia Ltd	» City West Child Care	» Churchill Child Partnership
» NSW Fire Brigade	» Hymix Australia Pty Ltd	» City West Office Park	» Glebe Point Precinct Committee
» NSW Premier's Dept.	» A Forrester	» Master Fish Merchants Association	» Glebe Precinct Committee
» NSW Maritime (separately from its role as landowner)		» Pyrmont/Ultimo Chamber of Commerce	» Harbour View Towers
» NSW Police Service		» Sydney Fish Market	» Jackson's Landing Association
» NSW Heritage Office		» Unifor Australia Pty Ltd	» Jackson's Landing Lend Lease
» RTA		» Australian Boating College	» Pyrmont Action Group
» Member for Port Jackson and Minister for Small Business and Tourism		» Blackwattle Bay Marine Operatives	» Pyrmont Community Centre
» Sydney Ferries		» Boat Owners Association of NSW	» Pyrmont Community Group
» SHFA		» Boating Industry Association	» The Glebe Society
» SPC		» Charter Vessel Association of NSW	» The Save Rozelle Bay Association
» Sydney Water		» Chinese Youth League of Australia (Dragon Boats)	» Ultimo Primary School
		» Dragon Boats NSW Inc	
		» NSW Rowing Association	
		» Pyrmont Heritage Boating Club	
		» Sydney Harbour Maritime Forum	
		» Sydney University Women's Rowing Club	

Extent of consultation

Consultation was undertaken directly with individual government stakeholders and landowners with two general stakeholder workshops with attendees from the surrounding area which included local industries, marine related groups and local community groups.

The first workshop was held on 1 April 2004 and attended by 22 of the 45 local business/residents/water users invited. A second workshop was held on 27 July 2005 with representatives from local community groups, water users and service providers to progress the level of detail for the site. It also involved a presentation on the Draft Master Plan to determine what the majority believed was important for the development of the site.

SHFA was also involved throughout the consultation process.

Key issues

The issues raised in the first workshop, though not confined to just those expressed by the community included:

Context	The desire for the study area to be considered in the broader context of existing master plans and the whole of Blackwattle Bay, particularly in relation to the demand for various land uses. There was a general desire to maintain the nature of a working harbour.
Access	Foreshore access is desirable especially provision of a link to Sydney Fish Market.
Traffic	Traffic congestion issues due to Western Distributor Road.
Consent Authority	Confusion as to who the consent authority was for the Master Plan and whether SHFA as the consent authority would only address their concerns in a Master Plan.
Open Space	Provision of family orientated open space.
Boat ramp	Passive ramp preferred by resident, provision of toilet facilities and storage facilities.
Safety	Safety concerns in relation to water and pedestrian/boat ramp conflict, security of residents and visitors to area should not be compromised.
Pollution	Noise (from additional traffic and power boats), water, visual (against any more large buildings).

Key principles

The planning principles for the site have been taken from the Sydney Local Environmental Plan (SLEP) 2005 and include principles for the following:

- » **Role and Land Use activities** – A mixed use development pattern accommodating employment, educational and other uses, provision of affordable housing, use of under-utilised buildings and areas of land
- » **Social Issues** – Services and facilities to meet the need of existing and future residents and workers, urban design to reflect character and heritage of Ultimo-Pyrmont, mix of housing unit type and size
- » **Urban Design** – Building height to reflect topography and location taking into account visual impact, solar access, wind impact and privacy
- » **Public Domain** – provision of public recreation areas, coordinated pedestrian and cycling networks, access to foreshore
- » **Leisure and Recreation** – Public access to the entire foreshore in Ultimo – Pyrmont is to be provided with opportunities for waterfront and water based recreation and tourism activities
- » **Movement and Parking** – Minimise need to travel by providing a range of housing, work and service facilities, accessibility, promote walking, cycling and public transport, facilitate the provision and operation of a comprehensive regional public transport network
- » **Implementation and Phasing** – development is to contribute to the efficient use of existing infrastructure and towards the provision of physical and social infrastructure

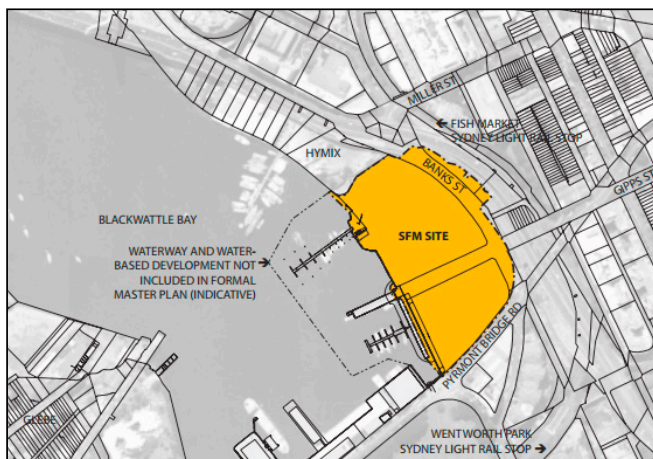
Outcomes

The proposed outcomes for the site included:

- » The redevelopment of the NSW Maritime site as open space with a foreshore promenade along the existing foreshore,
- » The development of existing processing sites for commercial use with a foreshore promenade along the foreshore and an articulated water frontage linking the commercial properties and the public space
- » Redevelopment of the Miller Street site as a landscaped public recreation area with access to the foreshore but not the foreshore paths (due to location of Hymix facilities);
- » Development of No 1 Bank Street as a public facility following acquisition of the site.

SHFA acquired 1 Bank Street (2008) and NSW Maritime announced the relocation of the Sydney Heritage Fleet to Bank Street Foreshore Park (2009). The Minister for Planning has recently (2014) approved a Part 3A (major project) application for the construction of a maritime facility for the Sydney Heritage Fleet on the site and the adjoining waters of Sydney Harbour. The project consists of a three storey building that will accommodate a range of uses, including: small vessel storage, amenities, a community based maritime skills centre, museum display and community space, an exhibition pavilion and kiosk with a fixed wharf and associated floating pontoon structures, which will berth the Sydney Heritage Fleet's operating vessels and serve as a drop off and pick up point for the public to participate in historic vessel tours. A publicly accessible foreshore walk is also proposed along the site's southern and western boundaries.

Sydney Fish Market Master Plan 2005



Source: NSW Government Architect's Office, Department of Commerce & JBA Urban Planning Consultants Pty Ltd

Description

This Master Plan sets out an integrated planning and management approach to realise the potential of the Sydney Fish Market site. It sets out requirements for future development in the form of detailed development principles and controls. It replaces an earlier 1995 Sydney Fish Market Master Plan which lapsed in September 2001.

Timeframe

The Master Plan was prepared by NSW Government Architect's Office, Department of Commerce and a consultant team for Sydney Fish Market Pty Ltd and SHFA in 2005. It was formally adopted by the Minister for Infrastructure, Planning and Natural Resources on 16 February 2005.

Governance

Master Plan is required under the provisions of SREP 26 for the Sydney Fish Market (SFM) site prior to any potential redevelopment. The Minister for Infrastructure and Planning was the authority for adoption of the Master Plan and consent authority for future development applications relating to the site under SREP 26.

Key drivers or objectives

- » Continue Government efforts to renew the Pyrmont/Ultimo area as a thriving, lively and publicly accessible urban environment
- » Provide a structure for the future development of SFM that meets the requirements and objectives of Sydney Fish Market Pty Ltd (SFMP), SHFA, the Government and the wider community
- » Provide an integrated approach for the future redevelopment and management of the site that will enable the development assessment process to proceed efficiently by clarifying issues and identifying requirements
- » Provide guidance as to the land use, form, scale and phasing of development that will be acceptable on the site, within a publicly accountable process
- » Assist stakeholders and the public in understanding the future role, sense of place and character of SFM
- » Set the conceptual framework for future development whilst providing flexibility to encourage innovative design and development
- » Assist the consent authority in the consideration and determination of future Development Applications (DAs).

Key stakeholders

The community and stakeholder consultation process involved approximately 55 stakeholder groups that had a key interest in the future development of the SFM site.

These were grouped as follows:

- » Fishing industry
- » The local community
- » Blackwattle Bay landowners
- » Maritime Industry
- » Employees
- » Government (State and Local)
- » Other stakeholders

Extent of consultation

The Community Involvement Program had three stages:

- » **Stage 1** – Key stakeholder workshops, public information displays and key community contact meetings to identify issues, get stakeholder input and refine the vision and objectives for the site
- » **Stage 2** – Key stakeholder workshops to advise on how issues have been addressed and review design concepts and to get input and comments on the design concepts
- » **Stage 3** – Public information days at Sydney fish Market and public comment sought on draft Master Plan during which time submissions were received.

Key Issues

The key issues, identified at Stage consultation can be summarised under the following headings:

- » Maritime/working harbour character
- » Operational aspects
- » Retail mix and land use
- » Key vistas and views
- » Traffic, access, transport and movement (pedestrian, vehicular, water based)
- » Improving environmental management (drainage, runoff, odour)
- » Open space and foreshore promenade
- » Parking
- » Relationship with and impact on surrounding properties and Blackwattle Bay locality

Issues regarding the broader Blackwattle Bay area were also raised at the community representative workshop. These included:

- » Size of vessels in Bay
- » Size of site (carpark/retail) compared to rest of Bay
- » Waste management and stormwater
- » Pedestrian access around whole area
- » Continuous and better foreshore access (including Waterways site)
- » Connect with other aspects of the area (heritage, growers market) by walkway/light rail
- » Sandstone sea wall
- » Tunnel for traffic (under Pyrmont Bridge, Wentworth Park)
- » Le Harre, France an example

The key elements identified as part of Stage Two consultation included:

Positive elements being reinforced	Elements to be refined and addressed
<ul style="list-style-type: none"> » waterfront access for all » separation of pedestrian and vehicular activity » good non-vehicle and pedestrian solutions » new view corridor and gateway for pedestrians and vehicles at Bank Street » retention of selling floor and wholesale on-site » increase in number of car spaces (community and maritime stakeholders) » new entry off Pyrmont Bridge Road » pedestrian desire lines from public transport and main city access; » good to make more of Sydney gem » bus drop off at the entrance (not on-site) » foreshore access and greater open space. 	<ul style="list-style-type: none"> » traffic and transport management to/from the site » foreshore access alignment to follow existing alignment » need to communicate maritime/working harbour character though building form/design » communicate how built form will appear » Pyrmont Bridge Road/Bank Street gateway to be reinforced » ensure accessibility to working harbour features » manage potential conflict between working harbour operations and public use of site » Sydney Fish Market/Pyrmont interface - Sydney Fish Market does not 'turn its back on Pyrmont' » strengthen connections to and within the site; and » potential conflict between cyclists and pedestrians.

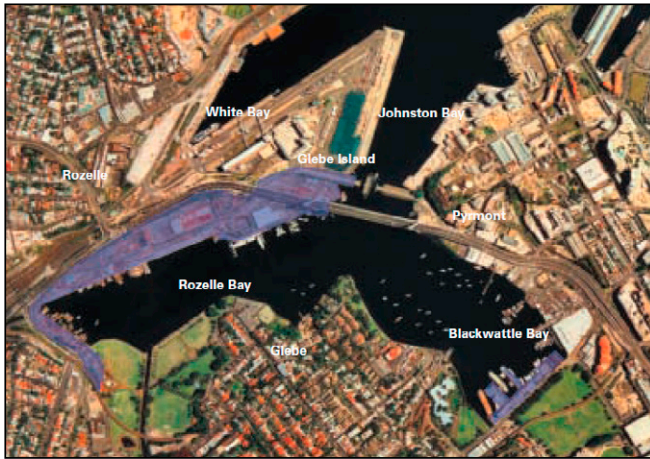
Key principles of the Master Plan

- » Redefine the site's public address and entry points with new pedestrian connections to public transport and neighbouring areas
- » Provide a new public foreshore promenade along the length of the site, connecting to Fish Market Square and the site's public entries at Pyrmont Bridge Road and Bank Street
- » Provide legible public open space
- » Provide new retail spaces and arcades connected to Sydney Fish Market Square
- » Provide new public car parking facilities with an appropriate number of parking spaces
- » Improve and separate loading facilities and parking for service and commercial/private vehicles
- » Enhance the streetscape and public interface to the adjoining Coal Loader
- » Rectify environmental site issues
- » Maintain and enhance view corridors to and within the site
- » Maintain a working harbour character and market atmosphere
- » Increase efficiency and duration of operations
- » Ensure user safety and security
- » Address the land-water interface

Outcomes

Since the adoption of the Master Plan, a Part 3A (Major Project) Development Application was approved (2011) by the Minister for Planning for the redevelopment of the Sydney Fish Market including construction of a new multi-level building containing mixed retail/wholesale uses and 520 parking spaces, and new public foreshore promenade. The development did not proceed.

Master Plan for Rozelle and Blackwattle Bays Maritime Precincts 2002



Source: Waterways and Foreshore Authority

Description

This Master Plan for Rozelle and Blackwattle Bays Maritime Precincts is a result of Sydney Regional Environmental Plan 26 – City West. The Master Plan sets out the program and principles for the future rejuvenation of the Maritime Precinct at Rozelle and Blackwattle Bay.

Timeframe

The Master Plan was adopted by the Minister for Planning on 6 September 2002. The proposed implementation strategy and redevelopment program was to intended to occur over a five year period from 2002 to 2007, via staged development of the precincts.

Governance

The Master Plan was prepared by Waterways Authority (who form part of the Sydney Ports Corporation). The majority of the land is owned by RMS with part of the area leased to commercial operators.

Any development applications for land covered by this Master Plan must take into account and be assessed against the provisions of Sydney Regional Environmental Plan 26 and this Master Plan.

Key drivers or objectives

The planning and urban design vision of the Master Plan follows the objectives in the Sydney Regional Environmental Plan 26 to:

- » Protect and reinforce the Precinct as an inner city location where maritime industries essential to economic life of the harbour are based
- » Sensitively upgrade and redevelop the area to optimise its viability and flexibility for a range of maritime operations
- » Increase public access within the maritime precinct to link with existing and planning pedestrian and cycle networks and that has appropriate regard to the working nature of the maritime precinct
- » Conserve and interpret the significant maritime industrial heritage features of the sites
- » Encourage ecological sustainable development
- » Safeguard the continued use of Rozelle and Blackwattle Bays for non-motorised water-based recreational activities such as rowing and canoeing.

The objectives of the Master Plan include:

- » Provide guidance to developers and authorities on the type, scale, form of development which will be acceptable in a particular location, within a publicly accountable process
- » Enable development to proceed efficiently, by clarifying issues and identifying requirements for coordination and consultation
- » Assist in public understanding the future character of the area to assist them to comment on development applications
- » Assist consent authorities when they are considering development applications.

The Master Plan also supports the Government's Working Harbour Strategy, Sharing Sydney Harbour Action Plan (formerly known as the Sharing Sydney Harbour Regional Action Plan) by retaining and developing waterfront sites to cater for a range of maritime industries.

Key stakeholders

Government agencies	Marine-related Groups	Community
» Environment Protection Authority	» Charter Vessel Association	» Local residents
» Department of Urban Affairs and Planning	» Sydney Fish Markets	» Glebe Chamber of Commerce
» Leichhardt Municipal Council	» Sydney Heritage Fleet	» Save Rozelle Bay Association
» Roads and Traffic Authority	» Sydney University Women's Rowing Club	» The Glebe Society Inc
» Sydney Harbour Foreshore Authority (formerly the City West Development Authority)	» Waterfront Contractors	» The local member for port Jackson, the Honourable Sandra Nori MP
» Sydney Ports	» Yachting Association	
» State Rail Authority		

Extent of consultation

The Master Plan was on exhibition for 21 days with the views of the relevant council, public authorities and community organisations considered by the Director-General.

As part of the consultation, a number of workshops were held to canvass the issues facing the development of the site. The demands of the various industry groups and the requirements of Leichhardt Municipal Council and State Government Agencies were identified through two stakeholder workshops. The concerns and ideas of the local community of the Leichhardt Local Government Area were identified through two community meetings and consultation with specific interest groups.

Key issues

Key issues discussed at stakeholder workshop No. 2 included:

- » Water traffic congestions
- » Old Glebe Island bridge
- » Pedestrian access
- » Water vessel speed
- » Dredging
- » Liaison with water agencies
- » Traffic access and impacts
- » Charter vessel issues
- » Opportunity for marine industry

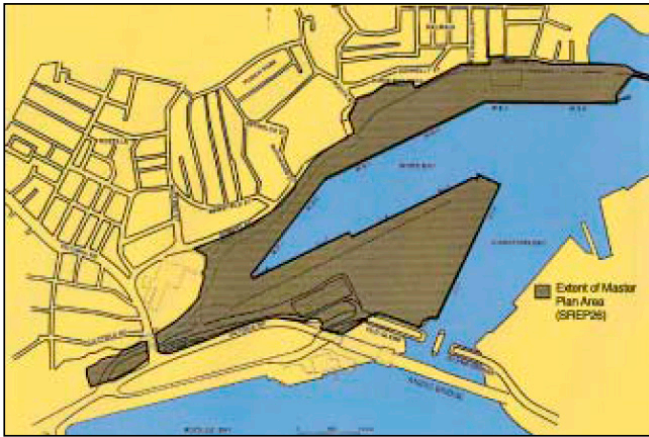
- » Noise impacts from port activities
- » Need for additional open space
- » Light rail
- » View corridors
- » Consultation processes
- » Land use.

Key principles

The principles of the Master Plan are detailed below.

- » Land use within Blackwattle and Rozelle Bay Master Plan is to provide a working waterfront environment
- » Land use character of the Precinct should reinforce and complement the role of the Precinct as a major inner-harbour working waterfront
- » Future development should retain the existing diversity and maritime character of the Precinct
- » Accommodation of future development at Rozelle and Blackwattle Bays may involve 24 hour operations.
- » Development is to make a significant contribution to ecological sustainability
- » Development is to have no adverse impact upon water quality
- » Development is to encourage the conservation of and adaptation for the re-use of existing structures of heritage significance.

Glebe Island and White Bay Master Plan 2000



Source: Sydney Ports Authority

Description

The Master Plan for the Glebe Island and White Bay area is a result of Sydney Regional Environmental Plan 26 City West which requires that development in this area be subject to a master plan adopted by the Minister for Planning.

It was envisaged that the Master Plan would control and direct the future development of the Port facilities. The Master Plan also includes a Ports Improvement Program which set out guidelines for physical works.

The Master Plan covers an area of approximately 40 hectares, includes an active port waterfront 2.1 kilometres in length.

Timeframe

Adopted on 23 May 2000, the Master Plan provides guidance for the utilisation of the port from 2000 to 2020.

Governance

The Plan was prepared by the Sydney Ports Corporation and subsequently adopted by the Minister for Planning. The Plan area is owned by Sydney Ports with part of the area leased to commercial operators. The Plan is a 'deemed' development control plan.

Key drivers or objectives

- » Provide guidance to operators and authorities on the acceptable type, scale and form of development
- » Assist the public in understanding the future character of the area and assisting them to comment on port intentions
- » Guide consent authorities when considering developments.

Key principles of Master Plan

The key principles included into the Master Plan are to:

- » Recognise the continued role of White Bay/Glebe Island as the significance commercial port facility in Sydney Harbour and facilitate its continued use
- » Major upgrade of existing infrastructure including road and rail
- » Maintain existing landmark views and improve the appearance of the port
- » Provide urban design principles which recognises the location of the port adjacent to residential areas including provision of noise control measures
- » Minimise impacts of port activity on the urban environment – noise, light spill, water quality, air quality and hazard risk
- » Increased focus on Ecologically Sustainable Development (ESD)

Key stakeholders

Government	Leaseholders	Community
» Department of Urban affairs and Planning (DUAP)	» P&O Ports	» Local residents
» Premier's Department	» Australian Cement Holdings	» White Bay/Glebe Island Noise Reference Committee
» Department of State and Regional Development	» Sugar Australia	» East Balmain Precinct Committee
» Ministry of Forests and Marine Administration (now Marine Administration Division)	» Boyd Outdoor	» Glebe Chamber of Commerce
» Attorney General's Department, Member of Port Jackson	» Penrice/Bulk Maritime Terminals	» Balmain Association
» SHFA	» Northside Storage Tunnel Project	» Northside Storage Tunnel Community Liaison group
» Waterways Authority	» CSR Sugar	» Sydney Women's Rowing Club
» Roads and Transport Authority (RTA)		
» Environment Protection Authority (EPA)		
» Energy Australia		
» Ambulance Service of NSW		
» City West Development Corporation		
» Leichhardt Municipal Council		
» Office of Kim Yeadon		

Extent of the consultation

Consultation on the Master Plan was carried out in three stages as detailed below. The first two stages were undertaken by Sydney Ports while Stage 3 was carried out by the Department of Urban Affairs and Planning (now Department of Planning and Environment).

Stage 1 December 1998

- » Briefing sessions held for residents, government and Port lessees
- » Presentation of Glebe Island White Bay Discussion Paper
- » Feedback received on issues.

Stage 2 June 1999

- » Update on Master Plan development and additional studies provided
- » Workshops and discussion on revised Master Plan and key issues raised by stakeholders
- » Production of consultation report and Draft Master Plan.

Stage 3 (between July 1999 – May 2000)

- » Exhibition of the Master Plan by for a period of 21 days
- » Notification of exhibition in local newspapers
- » Review of submissions and Master Plan
- » Consideration of submissions and consultation report by the Minister.

Key issues

The key issues identified at the workshops (Stage 1) included:

- » Traffic and access – need for a traffic plan for the entire area, amenity impacts and capacity of road network, increased pedestrian and bicycle access to foreshore and future use of rail
- » Need for a master plan for wider area
- » Support for controls to improve light spill and of Ecologically Sustainable Development principles into the master plan
- » Appropriate measures in place to mitigate and address risks associated with port activities
- » Design of the development to be sympathetic to and in character with pre-existing scale and be complementary to Master Plan for Blackwattle and Rozelle Bay
- » Master Plan lacks detailed controls
- » Concerns regarding height of buildings, views and vistas and advertising
- » Master Plan to require that all landscaping comprise of native species
- » Need to identify duration of leases or the options to renewal
- » Involve Leichhardt Municipal Council in the drafting of the detailed provisions

The key issues identified at the workshops (Stage 2) included:

- » Concerns about anticipated growth in port activities of 350% by the year 2020 and perception that this would all be accommodated in Glebe Island and White Bay.
- » Residents considered that the car carriers were noisier than other ships and concerns were raised regard extending activities to Glebe Island Wharves.
- » Concerns regard transport including the growth in the number of trucks, future use of rail and proposed new road and intersection.
- » Uncertainty about how complying and non-complying development will be treated.
- » Impact of development on views to surrounding park land, overall look of the port and height of buildings.
- » Noise from ships and generators when ships are in port
- » Noise from ships and operations at night
- » Noise impacts from the new road at the rear of Lilyfield properties.

As a result of the workshops a number of amendments were made to the Master Plan before being formally exhibited. These included:

- » Reduction of building heights to protect views
- » Introduction of a “no building zone” along the foreshore of the port
- » Massing of buildings was included in the Master Plan.

Following the exhibition, the draft Master Plan (as originally exhibited) was amended to include additional measures for noise, advertising, ESD practices, container stacking and public consultation procedures.

Outcomes

The Glebe Island and White Bay Master Plan is the current master plan for the land, and is now a ‘deemed’ DCP.

Major Project Development Applications in the Bays Precinct as at 24 October 2014

Development Application	Description	Status
Bailey's Marine refuelling and supply facility, White Bay	Construction of Marine refuelling and supply facility including four underground storage tanks and refuelling infrastructure; a new marine office and bulk storage building; a new bulk storage building for marine equipment; a roll on/roll off ramp; a travel lift and ramp; grey water and sullage pump facilities; a wharf; temporary vessel moorings; and 30 car parking spaces.	Part 3A Determined – Approved 12/6/2012
Modifications to Bailey's Marine refuelling and supply facility, White Bay	Modification of noise conditions	Approved 14/9/2009
	Deletion of Condition A4 & replacement with time limited condition.	Approved 11/11/2009
	Modification to increase number of temporary moorings, remove restriction on period of occupation, introduce de-fouling and anti-fouling activities to site operations.	Approve 14/8/2012
	Modification to enable dry boat storage and additional car parking	Approved 28/3/2014
Dry Boat storage and Marine Facility (James Craig Road, Rozelle Bay)	Dry Boat storage and Marine Facility	Part 3A Determined – Approved 21/5/2007
	Extension of approval period from 3 to 4 years.	Approved 31/3/2010
Modifications to Dry Boat storage and Marine Facility (James Craig Road, Rozelle Bay)	Amendments to car parking, staged construction, environmental conditions and temporary boat storage	Approved 16/9/2010
	Modification to enable temporary use of site for boat storage and car parking	Approved 27/3/2012
	Minor design modifications to boat store and façade materials	Approved 19/8/2012
	Modification of conditions to allow for continued use of temporary car parking and office use to 16 September 2015	Approved 19/3/2014
	Modification to introduce mezzanine areas to commercial tenancies	Under assessment
	Modification to amend design of marina berths to expand water licence areas and increase number of berths	Under assessment

Development Application	Description	Status
Sydney Fish Markets Redevelopment	Redevelopment of the Sydney Fish Market including construction of a new multi-level building containing mixed retail/wholesale uses and 520 parking spaces, and new public foreshore promenade.	Part 3A Determined – Approved 5/5/2011
Sydney Heritage Fleet maritime facility. Bank Street, Pyrmont.	Comprises the relocation of the Sydney Heritage Fleet to a new 2 storey building comprising vessel storage, amenities, associated storage space, workshop for boat repairs, and museum and community space. Development also includes a fixed wharf, floating pontoons and a publicly accessible foreshore walk.	Part 3A Determined – Approved 26/3/2014
Sydney Super Yacht Marina (Rozelle Bay)	Redevelopment of the land based component of the Sydney Super Yacht Marina comprising 2 x two-storey buildings for mixed uses including, maritime (brokerage, chandlery), a marine club, dormitory accommodation, retail, commercial, cafes and restaurants, function facilities, hotel (tavern), liquor outlet, as well as a four-storey car park and public domain works.	Part 3A Determined – Approved 26/11/2012
Modifications of consent Sydney Super Yacht Marina, Rozelle Bay	Modifications to Marina (including increase to development area, increase in number of berths, increase in car parking, increase in Gross Floor Area and provision of outdoor seating).	DGRs issued 24/1/2014
	Alterations to building	On hold
White Bay – Cruise Passenger Terminal	Construction and operation of a Cruise Passenger Terminal (CPT) in White Bay	Part 3A Determined – Approved 2/2/2011
Modifications to White Bay Cruise Passenger Terminal	Modifications of conditions relating to admiration, environmental performance, construction and operation requirements.	Approved 21/9/2011
	Modification to internal access road and car parking	Approved 28/2/2012
	Changes to public access arrangement	Approved 27/3/2013
	Clarification of extent of removal of redundant railway lines	Approved 12/3/2013
	Correction of administrative error	Approved 22/4/2013
White Bay Maritime Training Facility	Use of part of existing building for maritime training facility.	Part 4 Determined – Approved 14/9/2011

E Summary of various key stakeholders principles developed for Bays Precinct

City of Sydney

At its meeting on the 24 August 2014 (file no. S051491) City of Sydney Council resolved to support the resolutions of the Bays Precinct Committee Meeting held on the 4 August 2014.

Resolution 1c) from the Bays Precinct Urban Renewal Project Community Meeting held on the 4 August 2014 indicated support for the principles established by the Bays Precinct Community Reference Group (see below).

1 Bays Precinct Urban Renewal Project core public interest principles

c) Excellence in planning and design for all development proposals by designating clear, publicly endorsed planning principles developed by the Bays Precinct Community Reference Group and actively seeking local and international ideas for renewal;

As a first step in the campaign this public meeting of the Bays Precincts communities resolves:

Resolution 1: Bays Precinct Urban Renewal Project core public interest principles

To call on the Government to ensure that the Bays Precinct Urban Renewal Project follows a democratic and open process which enables public and private interests to come together creatively and imaginatively to ensure that the outcome will be a worthy of the site and of Sydney's status as a global city and properly protective of the public interest.

To achieve this, Bays Precinct planning process must ensure:

- a) Precedence is given to the public good as a driving overarching principle for the renewal of these publicly owned foreshores and bays;
- b) That the community of Sydney is able to fully engage in all stages of the planning process;
- c) Excellence in planning and design for all development proposals by designating clear, publicly endorsed planning principles developed by the Bays Precinct Community Reference Group and actively seeking local and international ideas for renewal;
- d) That all unsolicited development proposals relating to any Bays Precinct public land or waters be subject to open competitive tenders and proper public scrutiny;
- e) That there be no alienation of the Bays Precinct foreshores from public ownership by sale or long term lease;
- f) That high priority be given to the inclusion of social and affordable housing as a significant element of any residential uses;
- g) That continuous public access to the harbour foreshore be a core principle for all development in the Bays Precinct;
- h) That a significant proportion of the 80 plus hectares of publicly owned lands be retained for public uses including open space
- i) The creative adaption and re-use of key heritage items such as the White Bay Power Station and the Glebe Island Bridge.

Bays Precinct Community Reference Group Principles

Objectives and Principles for the Bays Precinct

1 Objective Integrated Future Planning

*No more one off, ad hoc planning decisions by State Government or other planning authorities
All future planning and development decisions relating to the Bays Precinct to be on the basis of the agreed Principles and an integrated strategic plan for the whole Precinct incorporating a long term (c20 years) vision.*

Supporting Principles

- 1.1 Develop an integrated strategic plan for the whole of the Bays Precinct incorporating strategic planning principles
- 1.2 Develop a series of linked specific Master Plans for each definable site. They are to be consistent with the integrated strategic plan and principles. Existing Master Plans are to be amended where they are inconsistent with the strategic plan or its principles.
- 1.3 Ensure the longer term (up to 20 years) vision for the Bays Precinct guides more immediate planning decisions so that implementation of the long-term vision is not precluded by incompatible or unsympathetic activities/development.

2 Objective Priority and Precedence for the Public Good

Establish public good, not private benefit as the overriding driver for future planning decisions for the Bays Precinct.

Protect remaining public ownership of foreshores and harbour from further alienation by sale or long-term lease for private use and restore headlands and heads of bays to the public.

Supporting Principles

- 2.1 The Bays Precinct (as a part of Sydney Harbour) is to be recognised as a public resource, owned by the public, to be protected for the public good.
- 2.2 The Bays Precinct foreshore lands are to remain in public ownership for the benefit of the local and wider community.
- 2.3 The restoration of headlands to public green space and heads of bays for public use as opportunities arise.
- 2.4 Leases on publicly owned lands and buildings are to be limited to medium term (c30 years) except where the lease provides for public use.
- 2.5 The public good has precedence over the private good whenever and whatever change is proposed for the Bays Precinct or its foreshore (as a part of Sydney Harbour)
- 2.6 Protection of the natural assets of the Bays Precinct (as a part of Sydney Harbour) has a high priority

3 Objective Access, Open space and recreation

Open much more of the foreshores to the community and provide, wherever possible, continuous foreshore corridors for pedestrians and cyclists

Restore the headlands and heads of bays to the public as opportunity arises

Maintain safe access to the bays for passive water based activities (rowing, dragon boating, kayaking, sailing)

Supporting Principles

3.1 Create continuous public access to the foreshore (except where precluded by health, safety or security issues) including open space corridors for pedestrians and cyclists along the waterfront, wharves, the White Bay powerhouse and the Rozelle railway yards, as a vital part of the planning process. This will include:

- > Publicly accessible open space strategically located at specific locations around the Bay, extending and connecting existing adjoining open spaces.
- > Provision of public open space for both passive use and active /sporting recreational uses
- > The restoration of headlands to public green space and heads of bays for public use as opportunities arise.
- > The setback of any development fronting the Bays with a building line of not less than 20 metres from the foreshore
- > Ensure access for people with disabilities is integrated into all aspects of planning in line with relevant standards and guidelines.

3.2 Ensure 24 hour access to the foreshore except where 'working harbour' functions require occasional or permanent restricted access. Co-locate these functions wherever possible to minimise the areas of restricted 'working harbour' foreshore access

3.3 Maximise opportunities for waterfront and water-based recreational activities by limiting structures on the water that impede water surface activities

3.4 Preserve traditional and compatible maritime recreational uses (rowing, dragon boating, kayaking, sailing) and retain safe navigation and speed parameters. This should include ensuring that maritime activity is characterised by low wash, low frequency, low use of the space with limited early morning activity.

3.5 Coordinate open space locations with the public transport network and key public access points and reflect environmental sustainability principles.

3.6 Reconnect green corridors using endemic native plants where possible.

4 Objective Heritage

Recognise the Bays' significant maritime and industrial history in planning decisions.

Conserve all heritage items and, where feasible, provide for adaptive reuse of significant structures.

Supporting Principles

4.1 Recognise the significance of the area as part of Sydney's maritime and industrial history including by:

- > Incorporating reference to and the creative interpretation of the Precinct's maritime and industrial history into any redevelopment.
- > Conserving and adapting, where feasible, the significant fabric of the Precinct, including all heritage and other structures

5 Objective Land Uses

Provide for local distinctiveness and character. Given the high residential density of surrounding areas, ensure planning decisions have the minimum possible adverse impact on existing residents and businesses.

Supporting Principles

5.1 Allow for a range of land uses within each definable site and within the whole Precinct focusing on activities that will provide their own distinctiveness and character and which take into account a balanced response to regional, state and national needs and the high density residential character of the surrounding suburbs

5.2 Ensure all uses have a minimum possible adverse impact on existing residents and businesses. Create 'buffer zones' where uses may have adverse impacts

5.3 Prioritise land for activities that are dependent upon a foreshore location in preference to those which are simply enhanced by that location.

5.4 Ensure planning responds to the existing geography and built forms, points, headlands, valleys, cuttings, bridge structures etc.

5.5 Encourage maritime related land uses throughout the Precinct.

5.6 Concentrate existing heavy industry land uses in appropriate locations to allow opportunities for other sites to be redeveloped for more sensitive land uses.

5.7 Maximise public access and activation of the foreshore through a range of land uses that will enhance public safety through both the day and at night.

5.8 Ensure that land uses and their population intensity are appropriately integrated with public transport accessibility and overall transport infrastructure

6 Objective Transport

Ensure no new activities or developments are approved without simultaneous provision for the necessary transport infrastructure- including public transport. Prohibit approval of long term activities that will result in increased traffic congestion within the surrounding suburbs.

Supporting Principles

- > 6.1 Develop an integrated public transport strategy for the Precinct that guides future development and includes the following:
 - > Prioritise sustainable transport opportunities, including walking and cycling, by maximising access to public transport and nearby centres and activity hubs.
 - > Extend the light rail system to the peninsula
 - > Maximise opportunities offered by the existing heavy rail access to the Harbour to achieve efficient cargo transportation and support the 'working harbour'
 - > Provide a heavy transport road corridor from the port areas to the adjacent arterial road system to avoid impact on the suburban road system.
 - > Maximise opportunities created by any future plans for a rail metro Create a high quality pedestrian environment taking precedence over vehicles.
 - > Minimise the provision of car parking after consideration of the accessibility of public transport and services.
 - > Exclude car parking structures from the area between any waterfront building and the foreshore
 - > Introduce additional ferry services to the area

6.2 Integrate continuous pedestrian and cycle ways with foreshore activities and the surrounding area.

6.3 Ensure that the long term uses do not result in increased traffic congestion within the surrounding suburbs

6.4 Coordinate any ferry services with the location and timing of local water based recreational activities

6.5 Support car share as a transport mode throughout the precinct

7 Objective Housing

Exclude private housing from direct foreshore frontage and restrict housing to a lower order priority within the Precinct.

Supporting principles

- 7.1 Housing is considered to be a lower order priority within the Precinct (except for the within the Rozelle train yards site).
 - > Ensure location of housing considers compatibility with ongoing and proposed maritime uses and adequate provision of open space.
 - > Ensure housing locations do not impair provision of working harbour uses or public open space and amenity nor enable private ownership of land with direct foreshore frontage.
- 7.2 Ensure any housing is diverse in type, size, form, and design, providing for both market and affordable housing and a range of housing needs, including aging in place, affordable housing, social housing, families, students and adaptable accessible housing.

8 Objective Built Form and Design

All built form is to be of excellent design, on a compatible scale with the adjacent neighbourhoods and is to contribute to a high quality public domain Views, including views to landmarks, to be conserved and where possible, expanded.

Supporting principles

8.1 Ensure development manifests design excellence by:

- > Developing/redeveloping at a compatible scale at interfaces with the adjacent neighbourhoods
- > Ensuring the bulk, scale and location of buildings consider local views into, over, through and from within the Precinct, and conserve and, where possible extend, significant views
- > Implementing principles of 'view sharing' where relevant
- > Contributing to a high quality public domain
- > Developing diverse architectural responses, with buildings having a diverse design, fine grain and pattern, with active frontages and articulated elevations.
- > Using design competitions for key site locations

8.2 Allow for the ongoing sustainable use and reuse of buildings.

9 Objective Community and Culture

Create a high profile for cultural and artistic activities as an integral and significant aspect of the Precinct's character

Supporting Principles

9.1 Ensure cultural uses and the celebration of indigenous and contemporary culture are an integral part of the Precinct.

9.2 Provide for publicly accessible art to be incorporated in the Precinct making reference to the water base environment and the area's maritime history.

9.3 Integrate appropriate and adequate community and education facilities within the Precinct.

9.4 Provide for maritime education and training activities to occur within the Precinct.

10 Objective Economic Life

Maintain a contemporary 'working harbour' character for the Precinct and support other employment opportunities including green R&D and creative industries (eg incubators, artist studio space)

Supporting Principles

10.1 Maintain a contemporary 'working harbour' character of the Bays Precinct considering current and future needs within the Precinct

10.2 Ensure continuing commercial port use within the Precinct is supported together with the consideration of future port related uses.

10.3 Ensure other non-trading maritime commercial activity (eg.vessel repair, lay-up berthage, bunkering, space for harbour related construction works and other support services) are supported as currently vital to the effective functioning of the Harbour.

10.4 Encourage 'Green' R&D industries in the Precinct.

10.5 Identify opportunities for the beautification and development of open foreshore space for public use and amenity as an economic benefit to the City

10.6 Identify opportunities for supporting creative industries (eg. provision of incubators and artist studio spaces)

10.7 Provide for economic growth and job opportunities for the future of the local and regional area

11 Objective Sustainability and Environment

Incorporate best practice sustainability principles in all development and ensure that all uses enhance the sustainability of human and physical ecology in waterways and foreshores.

Supporting principles

- 11.1 Ensure all uses enhance the sustainability of the human and physical ecology in the immediate and neighbouring waterways and foreshores
- 11.2 Ensure all uses comply with relevant environmental guidelines and controls.
- 11.3 Ensure development takes a 'whole-of-catchment' approach to water cycle management through:
 - > integrating the provision of open space with opportunities for water sensitive urban design that manages water onsite, reduces pollutants flowing to the harbour and improves waterway health and reduces potable water use
 - > creating a water conservation and harvest scheme for the whole Precinct that deals with collection, treatment and reuse.
- 11.4 Design roads to provide for a high quality pedestrian and cycling environment.

Bays Precinct Taskforce Submission

The following principles were developed by City of Sydney Council as part of input into Stage 1 Consultation Bays Precinct Taskforce Report.

The City of Sydney Submission for the Bays Precinct (December 2009)

Public Ownership of Foreshore Lands

1. Maintain the foreshores of the Bays Precinct in public ownership for the benefit of the local and wider community.
2. Limit leases on publicly owned lands and buildings to the medium term, except where the lease is with a public entity providing for public use.

Heritage

3. Recognise the significance of the area as part of Sydney's maritime and industrial history by:
 - > Incorporating reference to and the creative interpretation of its maritime and industrial history into any redevelopment; and
 - > Conserving and adapting significant fabric, including all heritage and other structures.

Land Uses

4. Allow for a range of land uses within each Precinct and across the whole Bays Precinct focusing on activities that will provide their own distinctive character and take into account a balanced response to regional, state and national needs.
5. Integrate the land use pattern in a mixed-use approach rather than allowing a single land use to dominate any Precinct.
6. Prioritise land for activities that are dependent upon a foreshore location in preference to those which are simply enhanced by that location.
7. Ensure the plan responds to the existing geography and built forms, points, headlands, valleys, cuttings, bridge structures, and the like.
8. Encourage Maritime related and dependant land uses in appropriate locations.
9. Undertake investigations to utilise deep water berthage at locations throughout Sydney Harbour, including Barangaroo and Garden Island.

10. Ensure all uses have a minimal adverse impact on existing residents and businesses. Consideration shall be given to creating 'buffer zones' between residences and any active use that may impact on those residences.
11. Concentrate existing heavy industry land uses in appropriate locations to allow opportunities for sites to be redeveloped for more sensitive land uses.
12. Maximise activation of the foreshore through a range of land uses during the day and night.
13. Ensure that land uses and their population intensity are appropriately integrated with public transport accessibility and overall transport infrastructure.

Transport

14. Develop an integrated public transport strategy for the Precinct that guides future development and includes the following aims:
 - > Prioritise sustainable transport opportunities, including walking and cycling, by maximising access to public transport and nearby centres and activity hubs.
 - > Extend the light rail system.
 - > Maximise opportunities offered by the existing heavy rail access.
 - > Provide a heavy transport road corridor from the port areas to the
 - > adjacent arterial road system to avoid impact on the suburban road system.
 - > Create a high quality pedestrian environment taking precedence over vehicles.
 - > Minimise the provision of car parking after consideration of the accessibility of public transport and services.
 - > Expansion of existing ferry services into the Precinct.
15. Integrate continuous pedestrian and cycle ways with foreshore activities and the surrounding area.
16. Ensure traffic impacts within the surrounding suburbs are managed appropriately.
17. Co-ordinate ferry services with the location and timing of local water based recreational activities.
18. Provide for car share as a transport mode.

Housing

19. Ensure location of housing considers compatibility with ongoing and proposed maritime uses and adequate provision of open space.
20. Ensure housing locations do not impair provision of working harbour uses or public open space and amenity nor enable private ownership of land with direct foreshore frontage.
21. Ensure housing is diverse in type, size, form, and design, providing for both market and affordable housing and a range of housing needs, including aging in place, affordable housing, social housing, families, students and adaptable accessible housing.

Access, open space and recreation

22. Maintain and extend public access to the foreshore, including open space corridors for pedestrians and cyclists along the waterfront, wharves, the White Bay powerhouse and the Rozelle railway yards, as a vital part of the planning process. This will include:
 - > Publicly accessible open space strategically located at specific locations around the Bay, extending and connecting existing adjoining open spaces;
 - > Provision of public open space for both passive and active /sporting recreational uses; and
 - > Maximisation of public access to the foreshore for pedestrians and cyclists, having regard to the occupational health and safety issues associated with any active uses.
23. Ensure 24 hour access to the foreshore except where 'working harbour' functions require occasional or permanent restricted access. Co-locate these functions wherever possible to minimise the areas of 'working harbour' foreshore access.
24. Integrate access for people with disabilities into all aspects of planning in line with relevant standards and guidelines.
25. Maximise opportunities for waterfront and water-based recreational activities by limiting structures on the water that impede water surface uses.
26. Preserve maritime recreational uses (rowing, dragon boating, kayaking, sailing) and retain safe navigation and speed parameters. This should include ensuring that maritime activity is characterised by low wash,

low frequency, low use of the space with limited early morning activity.

27. Coordinate open space locations with the public transport network, key public access points and to provide recreational uses for both the local community and visitors.

Built Form and Design

28. Ensure development manifests design excellence by:
- > Developing/redeveloping at a compatible scale at interfaces with adjacent existing neighbourhoods;
 - > Ensuring the bulk, scale and location of buildings considers local views into, over, through and from within the Precinct, and conserves and, where possible extends, significant views;
 - > Developing diverse architectural responses, with buildings having a diverse design, fine grain pattern, with active frontages and articulated elevations;
 - > A high quality public realm and fine grain urban pattern; and Using design competitions for key site locations.

Community and Culture

29. Ensure cultural uses and the celebration of Aboriginal and Torres Strait Islander and contemporary culture is an integral part of the Precinct.
30. Integrate appropriate and adequate community facilities for the local catchment.

Economic Life

31. Foster Sydney Harbour's opportunity to operate as a passenger shipping hub for the South Pacific.
32. Encourage 'Green' research and development and creative industries.
33. Provide for economic growth and job opportunities for the future of the local and regional area.

Sustainability and Environment

34. Encourage carbon positive development and best practice ESD principles in design and construction and allow for the ongoing sustainable use of buildings to reduce greenhouse gas emissions, reduce potable water use,
35. reduce waste and improve the local ecosystem, including enhancing remnant vegetation and

landscape features and creating a natural habitat to support wildlife.

36. Ensure development takes a 'whole-of-catchment' approach to water cycle management through:
- > integrating the provision of open space with opportunities for water sensitive urban design, that manages water onsite, reduces pollutants flowing to the harbour and improves waterway health and reduces potable water use; and
 - > creating a water conservation and harvest scheme for the whole
37. Precinct that deals with collection, treatment and reuse.
38. Minimise embodied energy in materials used in all public areas.

Infrastructure

39. Ensure development of the Precinct is supported by timely provision of physical and social infrastructure.

Governance

40. Ensure that the local community and local government are involved in future planning and decision making based on diverse consultation, engagement and information strategies.

Leichhardt Municipal Council's Principles

C272/14

That Council reaffirms its position on the Bays Precinct and resolves that:

1. Any Master Plan should be based on an open, transparent and evidence based approach, un-encumbered by pre- determined outcomes
2. Any Master Plan should:
 - a. Acknowledge the unique circumstances of the site, its size and proximity to the CBD, the importance of the site
 - b. Be climate positive and explore decentralised power generation and precinct heating and cooling across the Master Plan area and incorporate water cycle management
 - c. Respond to the existing geography – the points and headlands, the existing built form and pattern of development and ensure that significant views and view corridors are protected
 - d. Manage the transition from existing established areas into the Master Plan area
 - e. Consider traffic, parking and transport considerations and ensure that there is no increase in traffic congestion within the surrounding suburbs
 - f. Integrate with existing pedestrian, cycle and public transport services and explore opportunities to expand them
 - g. Explore opportunities to “knit” suburbs back together, to establish bicycle and pedestrian connections between them
 - h. Address the existing shortage of active and passive open space, it should provide pedestrian access to the harbour shoreline and explore water based sporting opportunities
 - i. Consider both working harbour and non – working harbour land uses
 - j. Ensure that wherever possible foreshores are retained in public ownership, accessible to the wider community
 - k. Promote high quality public domain
 - l. Pursue the provision of public and affordable housing for key workers across the Master Plan area
 - m. Facilitate the adaptive re-use of heritage buildings and the retention, restoration and utilisation of heritage items such as the White Bay Power Station and the Glebe Island Bridge
 - n. Ensure that future land uses are reflective of their proximity to existing residential areas and the need to protect their amenity from matters such as noise and odour
 - o. Improve biodiversity and protect, enhance and increase indigenous natural heritage.
3. That Council identify relevant “best practice” examples of Urban Renewal projects and methods used to plan the projects
4. Urban Growth be invited to brief Councillors regarding their intentions for the Bays Precinct to follow a briefing of Councillors
5. The City of Sydney be consulted regarding their willingness to participate in a broad based community consultation program, to ensure that any Master Plan is based on an open, transparent and evidence based approach, unencumbered by pre-determined outcomes
6. Organisers of the recent Community Meeting held in Glebe be advised of Council's position.
7. That Council reaffirm its position that a minimum 25% of the land area comprising White Bay, Glebe Island, Rozelle Bay and Rozelle Marshalling Yards be allocated for community use and amenity and that public access to the foreshores be a primary outcome of the Bays Precinct process.

F

Governance table

Table 1 Governance – Current Legislative Framework relevant to Bay’s Precinct

Planning Instrument	Application	Timeframe	Description relating to Bays Precinct
SREP 26 – City West	Ultimo–Pyrmont, Glebe Island, White Bay, Rozelle Bay, Central and Eveleigh. Bays Precinct comprises: White Bay, Glebe Island, Rozelle Bay and Blackwattle Bay and the former rail yards west of Glebe Island	16/10/1992 Still in place	<ul style="list-style-type: none"> » Bays Precinct added in 1999 (Amendment No 3 – Bays Precinct) » Principles for entire area and Bay’s Precinct . » Retains area for working waterfront for port and other maritime purposes through zoning. » Provides heights, floor space and heritage controls. » Clause 40 requires that development consent must not be granted unless there is an adopted master plan for the land (identified on map sheet 5) and that master plan has been taken into account, but the Minister has power to waive this requirement in certain circumstances. » The land subject to the Master Plan as identified on Map Sheet 5 includes: 1. Blackwattle Bay area, 2. Rozelle Bay area, 3. White Bay Power Station Area, 4. Rozelle Rail Yards area, 5. Glebe Island White Bay Area.
SEPP 60 – Exempt and Complying Development	The area identified in SREP No 26 – City West as the Bays, Ultimo-Pyrmont and Eveleigh precincts.	Commenced 03/03/00 Repealed 21/04/00	<ul style="list-style-type: none"> » Exempt and complying controls e.g. erection of Advertising structures and displays and alterations and additions to industrial and warehouse buildings. » Relevant controls incorporated into various planning instruments including Infrastructure SEPP and more recently into the SEPP Exempt and Complying Development Codes 2008.
SEPP No 61 – Exempt and Complying Development for White Bay and Glebe Island Ports	This Policy applies to the land shown edged heavy black on the map.	Commenced 04/08/00 Repealed 31/12/07	<ul style="list-style-type: none"> » Exempt and complying controls relating to Glebe Island and White Bay Ports e.g. ancillary development, demolition of sheds and roof structures, Additions/modification of existing buildings such as office buildings.

Planning Instrument	Application	Timeframe	Description relating to Bays Precinct
Sydney Harbour Catchment REP 2005	Foreshores and Waterways Area – overlay across significant portion of Bays Precinct Fletcher Site, identified as a Strategic Foreshore Site (No 26)	Commenced 28-09-2005 Still in place	<ul style="list-style-type: none"> » Provides matters for consideration by consent authorities when assessing development within the Foreshores and Waterways Area. These are aimed at ensuring better and consistent development decisions and include such issues as ecological and scenic quality, built form and design, maintenance of views, public access and recreation and working harbour uses. » The Fletcher Site, requires the adoption of a master plan for the area, which development consent authority must consider before granting development consent.
Master Plan White Bay and Glebe Island 2000	White Bay and Glebe Island	Adopted 23/05/00 Still in place	<ul style="list-style-type: none"> » Detailed design controls for Glebe Island and White Bay. » Deemed Development Control Plan.
Master Plan Rozelle and Blackwattle Bay 2002	Rozelle and Blackwattle Bay	Adopted 06/09/2002	<ul style="list-style-type: none"> » Detailed design controls for Rozelle and Blackwattle Bay.
Sydney Fish Market Master Plan 2005	Sydney Fish Market	Adopted 16/02/05	<ul style="list-style-type: none"> » Updated previous 1995 Master Plan which lapsed 2001. » Detailed design controls for Sydney Fish Market.
Bank Street Master Plan 2006	Bank Street	Prepared Dec 2006	<ul style="list-style-type: none"> » Detailed design controls for Banks Street site.
SEPP Major Development 2005	White Bay and Glebe Island Rozelle and Blackwattle Bay Does not apply to Fish Markets, Banks Street or former rail yards west of Glebe Island?	Commenced 25/5/2005 Still in place	<ul style="list-style-type: none"> » Part 4 (Local Council) the Minister is the consent authority for development with a capital investment value of not more than \$10 million that is carried out by a person other than a public authority. (Schedule 6 of SEPP Major Projects).

Planning Instrument	Application	Timeframe	Description relating to Bays Precinct
SEPP 2007 Infrastructure	<p>Applies to certain development types</p> <p>Division 13 Port, wharf or boating facilities</p> <p>Division 15 Railways</p> <p>Division 17 Roads and traffic</p>	<p>Commenced 21/12/2007</p> <p>Still in place</p>	Exempt and complying controls relating to certain types of development.
SEPP (State and Regional Development) 2011	Applies to White Bay, Glebe Island, Rozelle Bay and Blackwattle Bay.	<p>Commenced 28/9/2011</p> <p>Still in place</p>	The Minister is the consent authority for all State significant development in the Bays Precinct (over \$10m capital investment value (CIV) (see s.89D EP&A Act and Schedule 2 of the State and Regional Development SEPP 2011). The Minister can delegate to the Planning Assessment Commission (PAC), Director General (DG) or any other public authority (see s23 EP&A Act).

Note: The above is the best known information within the current planning legislation.

www.elton.com.au

elton
consulting