

TOWARDS AN INTEGRATED STRATEGIC PLAN FOR THE BAYS PRECINCT

**SUBMISSION TO THE MINISTER FOR PLANNING
SYDNEY HARBOUR BAYS PRECINCT COMMUNITY REFERENCE GROUP
1 March 2010**

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SECTION 1 OBJECTIVES AND PRINCIPLES

Community Reference Group

The Bays Precinct Community Reference Group (CRG) was established in June 2009 by the then Minister for Planning Kristina Keneally as part of the Government's stage 1 consultation process on the future of the Bays Precinct. Its terms of reference were 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 membership was large (around 40 participants) and diverse including 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. (See appendix for list of members) While this gave rise to some unwieldy meetings, it allowed the CRG, through its membership, to tap into a wealth of community knowledge and expectations, and considerable business and industry expertise. It also provided for valuable exchange of perspectives within the group.

The CRG met 9 times between late July 2009 and 1st March 2010 and held one workshop in February 2010. The then Minister for Planning attended part of two of these meetings to clarify issues and discuss progress. Much of the work of the CRG was done through numbers of working groups which met as necessary.

The Context

The Government's decision to set up the Bays Precinct consultation process 'to imagine a new future for its western harbour'¹ was a very significant one. Community groups and other stakeholders had been pressing for years for an end to ad hoc planning in the Bays Precinct and for the door to be opened for effective community engagement. Most members of the CRG saw it as an opportunity that had to be taken and made to work.

The Bays Precinct site is of extraordinary strategic importance to Sydney and its global standing. It includes 80 hectares of publicly owned land and 5 kilometres of harbour foreshore and provides the interface between the CBD and the inner west. It has numbers of major heritage items with exciting adaptive potential (most notably the White Bay Power Station and the Glebe Island Bridge). With the demise of many local industrial activities, we have a remarkable opportunity to determine its future character and use. In imagining the Bays Precinct's future we are shaping the next major episode in the transition of Sydney Harbour to its 'post industrial' future.

The full potential of this site can only be achieved if future planning decisions are made on the basis of a clear, long term vision and are effectively coordinated. If we set our expectations at less than the very best and most innovative of international exemplars, then we will have

¹ Press Release Minister For Planning, 12 June 2009.

squandered the potential of this Precinct and lost an opportunity for Sydney that will not come again. As the Bays Precinct consultative process has demonstrated in its short life, if you open the door to the community, creative ideas will abound.

For these reasons the CRG has approached its task constructively and with measured optimism.

The Stage 1 CRG Task: Towards a Strategic Planning Framework

The CRG interpreted its primary task as being to advise on a strategic and integrated planning framework for the Bays Precinct and, in so doing, set parameters which would ensure that community needs and priorities are adequately reflected and fairly balanced with those of other stakeholders.

As a first step in building this framework the CRG identified 11 Objectives that were consistent with the emerging future visions for the Precinct and which would drive future planning. The CRG developed strategic planning principles to support each of these Objectives.

The CRG also produced a broad brush, preliminary strategic plan for the Bays Precinct incorporating these Objectives and Principles. This was all that was sensibly possible as the CRG was given a short timeframe and had no access to necessary technical data for the Precinct sites. Stage 2 of the Governments Bays Precinct planning process will allow the exploration of many more ideas and more robust work on an overall strategic vision and plan for the Precinct.

The CRG presumes that the stage 2 process will incorporate the development of new, or revised,² Master Plans for the sites within the Precinct which will be linked and consistent with the approved strategic plan and the overarching Objectives and Principles.

Throughout the CRG process, some members either individually or through their organizations submitted their own versions of the Bays' future. These provide interesting, early examples of the array of ideas that we hope will emerge during stage 2 as part of an open exploration of options consistent with the broad Objectives and Principles.³

Development in the Bays Precinct During the Transition Period

Community members have ongoing concerns that Government will continue to allow one off, uncoordinated developments to occur before the Vision for the Precinct is properly explored and established and an approved strategic plan put into place. The CRG expressed its concerns to the Minister early in the process in relation to decisions on Bailey's refuelling depot on the White Bay headland and the redevelopment of two wharves in Blackwattle Bay. Members reluctantly provided separate advice on the preferred site for the Cruise Passenger Terminal, without knowledge of other preferred options for any of the possible sites. This was done to meet a Government timeframe for this decision.

The purpose of the Bays Precinct exercise will be undermined if Government does not respect the importance of coordinated, long term planning for the future of the Bays Precinct. The CRG is conscious that there are Master Plans in existence for the parts of the Precinct and that there are

² There are a number of existing Master Plans for sites within the Bays Precinct: Rozelle and Blackwattle Bays Maritime Precincts 2000/2002; Glebe Island and White Bay Masterplan, 2000; Bank Street, Pyrmont Master Plan, 2005.

³ For example: City of Sydney Submission December 2009; Sydney University Women's Rowing Club, December 2009; Leichhardt council July (?) 2009. The most developed of these submissions was done by five CRG members: **Future of the Bays Precinct Sydney**, March 2010

legitimate expectations from some stakeholders that complying developments be allowed to proceed. The CRG notes that these Master Plans were not developed within a coordinated strategic framework and are increasingly dated. If the future potential of the Precinct is not to be compromised by short sighted development, it is imperative that some transitional strategy is adopted to ensure that incompatible developments are not approved.

Consequently the CRG strongly recommends that, pending the finalisation of the Bays Precinct Strategic Planning Framework, the Government avoids major planning decisions for the Bays Precinct. If decisions cannot be avoided for legal reasons, any approved development should be consistent with the Objectives and Planning Principles put forward in this advice and an approved Master Plan.

Recommendation 1

No new development proposals for the precinct be considered or approved unless they comply with the Objectives and 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.

Objectives and Principles

There have been prior attempts to create a coherent planning framework for Sydney Harbour. Most recently The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 set out broad aims and principles for the whole Harbour. The aims and principles set out in that Regional Plan are broadly consistent with the perspectives of the CRG and we have directly adopted several of its aims into our Objectives and Principles – particularly as regards the protection of public good.

The CRG has defined 11 core Objectives for the future of the Bays Precinct. Each of these is supported by a set of more specific planning principles, which, if respected by governments, developers and planners, will provide protection from further ad hoc, short sighted, development.

Many of the Objectives and Principles are not new. They reaffirm common sense parameters for good planning and can be found in many planning documents. There are, however, some points at which the CRG has determined that it is critical to establish stronger parameters to protect community interests and the enormous potential of this very special site to Sydney.

Extent of Consensus

There is substantial consensus within the CRG in relation to these Objectives and Principles. Where differences emerged they were not about the Objective, but the best way of achieving it. For example, some community members argued for a height limit (6 to 8 metres) on foreshore buildings to support the broad objective of compatible and sensitive built form on the foreshore. Other community members did not want to be so restrictive, as they could see contexts where it might be preferable to trade off the height restriction for greater public space.

It is recognised that principles are, of necessity, generalised and, in practice, have often to be balanced against each other. Our current consensus may therefore be tested as we give more detail and substance to our vision for the precinct and continue our work on proposed short to long term uses and activities across the Precinct in stage 2.

One group of 4 members preferred to submit an alternative set of principles during the process. These⁴ were published on the Government's Bays Precinct website in December along with an earlier draft of these principles.

The major issue on which there has been active debate and ongoing disagreement is the meaning, and current and future relevance, of the 'Working Harbour' concept for the Bays Precinct. This is not surprising. We have seen the current State Government switch policy twice on Sydney Harbour's future as a working harbour reflecting contending visions. Clearly, as the Minister acknowledges in her press release: 'The Bays Precinct will be transformed over the next five, 10 and 20 years. It will change from a wholly industrial area to one that is a key part of the modern, vibrant city that is Sydney'⁵ As we move to this post-industrial future for the Harbour, the precise implications of this for the Bays Precinct as a working harbour are the subject of differing emphases within the CRG. Some suggest the changes are already so significant that the term 'Working Harbour' is no longer accurate in its implications. Some suggest we would be more accurate if we spoke of a 'productive harbour' or an 'active harbour'.

The CRG has chosen to refer to a contemporary 'Working Harbour character' as a way of flagging a transitional and uncertain future content. Again this is a debate which will be clarified as an agreed Vision for the Bays future emerges during stage 2.

⁴ *Strategic Planning Principles Bays Precinct Community And Harbour Focus, Dec 2009*

⁵ Press Release by Minister for Planning: *Sydney to Imagine a New Future for Its Western Harbour, 12 June 2009*).

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 neighborhoods 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 neighborhoods
 - 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.

We see these first stage contributions from the CRG as setting reasonable and balanced parameters for the next stage of the Government’s Bays Precinct planning process. Apart from the range of expertise within the CRG, we have drawn upon the work of numerous community groups and organizations in the development of appropriate Objectives and Principles for the Bays Precinct.

The CRG therefore recommends that the Government accepts the CRG advice and adopts these Objectives and Principles to encourage both the opportunity for imaginative development and the

protection of community interests in the planning for the Bays' Precinct Future.

Recommendation 2

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.

Effective Coordination

Discussions within the CRG working groups regularly focused on the impediment to coordination –whether in relation to management or planning and development- caused by the large number (currently 16) of Government agencies entrusted with public property in the Bays Precinct. CRG members do not have confidence that effective strategic planning, let alone implementation, for the future of the Bays Precinct can be achieved with this fragmentation of responsibilities. With the best will in the world, multiple agencies tend to get caught in their own silos and diverted by competing agendas.

The CRG therefore recommends that the Government establishes a dedicated Bays Precinct Authority.

The CRG is wary of the all powerful authority exempt from scrutiny, appeal or relevant planning, environment and heritage legislation. What is needed is an authority with adequate powers and resources to drive the strategic planning and manage the implementation over the next decade or so- but within appropriate constraints.

Recommendation 3

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 publically accountable and its powers should be subject to relevant planning, heritage and environmental legislation and its decisions subject to appropriate appeal mechanisms.

Community Consultation in Stage 2.

A brief outline of the Government's intentions for Stage 2 of the Bays Precinct planning process was set out in its background material when the community consultative initiative was announced. It only specifies one further step for the Community Consultation process:

In Stage 2 of the consultation, the draft planning principles will be exhibited for comment and feedback from the community. This feedback will be used to finalise the planning principles, which will guide all future planning processes for the precinct.⁶

However, the Minister's press release provides some additional activity when it specifies the stage 2 role for the Bays Precinct Taskforce:

The Taskforce will consider community and industry feedback together with financial and transport requirements, and draw up short, medium and long term land use options for Glebe Island, White bay and White Bay Power Station.

⁶ SHFA pamphlet: Bays Precinct Sydney issued June 2009, p6.

*Under phase 2 of the consultation process, the Government will report back with land use options to the community and industry. The options will then be finalised and the Taskforce will make recommendations to the NSW Government.*⁷

An optimistic reading of these two statements could suggest the Government intends a significant ongoing community input throughout stage 2. This needs to be clarified and confirmed.

The CRG has been a constructive participant in the stage 1 process. The interactive web-site was an interesting attempt to open the consultation to a wider community. SHFA reports that it has been an effective process. Hopefully, the Government is committed to maintaining open and full community participation in the Stage 2 process.

The CRG strongly recommends to Government that it continues its positive efforts to engage the wider community in planning the future of the Bays Precinct into stage 2 of the process.

Recommendation 4

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.

⁷ Press Release, Minister for Planning, 12 June 2009, p.5.

Summary of Recommendations

1. 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.
2. 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.
3. 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 publically accountable and its powers should be subject to relevant planning, heritage and environmental legislation and its decisions subject to appropriate appeal mechanisms.
4. 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.

SECTION 2

SECTION 2 FUTURE DIRECTIONS

Bay Precinct Community Reference Group - Terms of Reference

The Bays Precinct Community Reference Group (CRG) was established in June 2009 by the then Minister for Planning Kristina Keneally as part of the Government's Stage 1 consultation process on the future of the Bays Precinct. Its terms of reference are 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.

In November 2009 the CRG approved the formation of four Working Groups to continue the process and to make representations by the end of February 2010. Those working Groups are:

- White Bay Power Station
- CPT: White Bay/Glebe Island
- Rozelle/Blackwattle Bays – Bank Street
- Rozelle Marshalling Yards

CRG members and representatives of other community groups met and identified the major community issues impacting on future plans for the Bays Precinct. The Working Groups concentrated first on identifying the issues that should be addressed to satisfy the objectives and underlying planning principles. In further meetings they developed possible future directions for development of these bays.

Providing for Stakeholder Needs

At the CRG Workshop on 20th February, 2010, the Working Groups presented a variety of ideas and positions to be accommodated in a final Master Plan. The output from that Workshop is this consolidated set of proposals which address the needs of stakeholders at four different levels, namely:

- Level 1. Access and Facilities for the Residents and Visitors
- Level 2. Access and facilities for Recreational Boating and other users of the Bays
- Level 3. Providing Commercial and Industrial Precincts
- Level 4. Providing Necessary Future infrastructure

The following paper is intended as a summary of those ideas and positions to be taken forward to Stage 2 of the process in which more detailed Master Plan content can be finalised. This summary sets out the Working Groups' recommendations, under the headings Proposal, CRG Planning Objectives, and Necessary Actions.

Addressing the Planning Objectives

The CRG Planning Objectives presented as part of this CRG Report and are as listed below.

1. Integrated Future Planning
2. Priority and Precedence for the Public Good
3. Access, Open space and recreation
4. Heritage
5. Land Uses
6. Transport
7. Housing
8. Built Form and Design
9. Community and Culture.
10. Economic Life
11. Sustainability and Environment

For each of proposals in this paper one or more of the Planning Objectives are listed to guide consideration of how that plan complies with the principles. However, the first two principles apply in all cases and they are listed here, rather than repeated for each area. They are:

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.

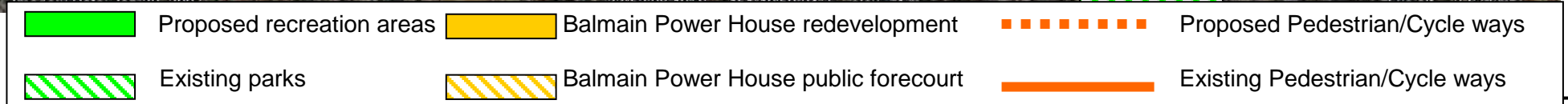
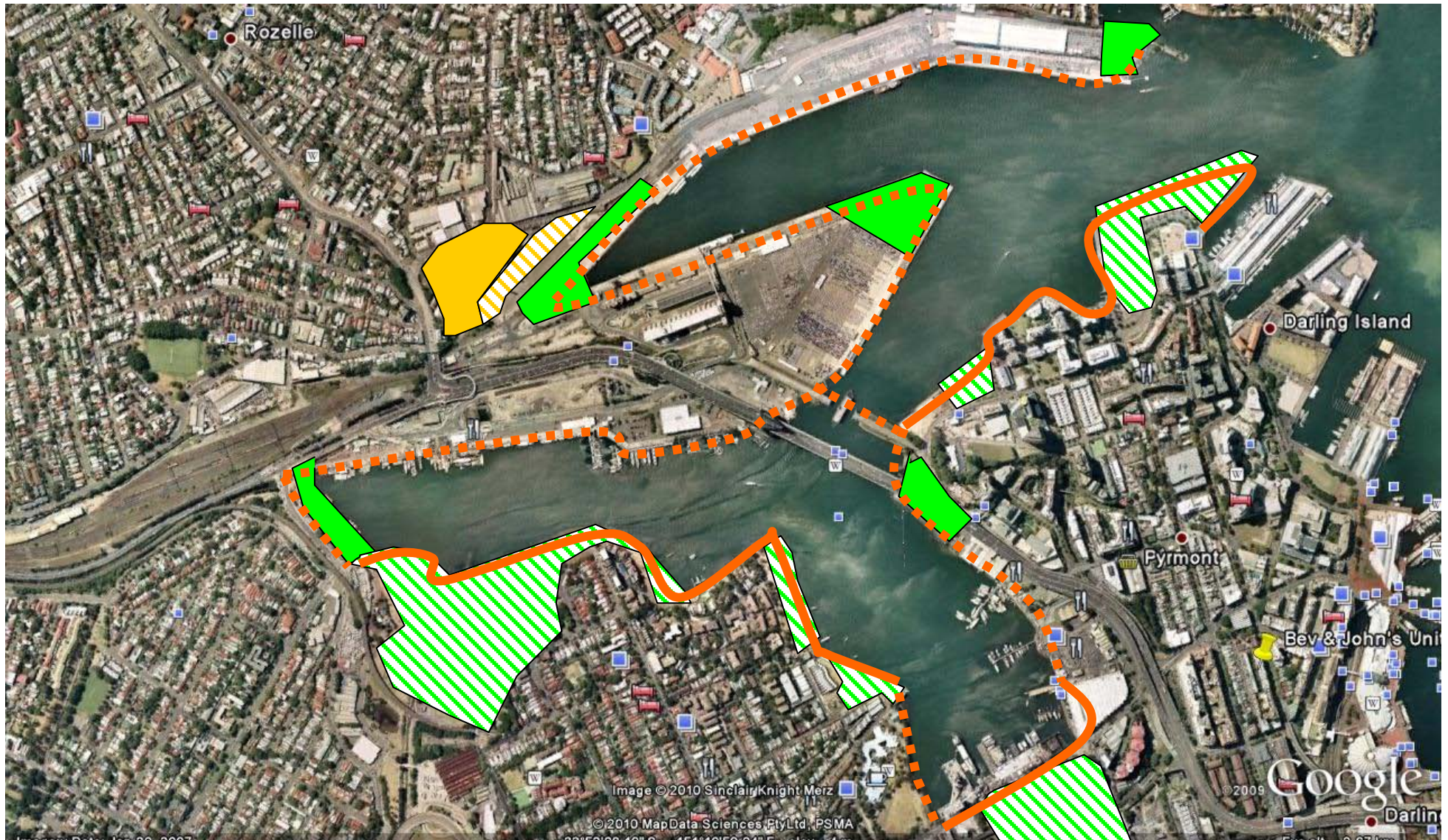
2 Objective Priority and Precedence for the Public Good

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.

The Figures on the following pages identify the four levels of stakeholder needs and discuss the key areas of development

Level 1 - Access and Facilities for the Residents and Visitors



Level 1.1. Pedestrian and Cycle Access

Proposal:

- Achieve continuous foreshore access by joining and widening the existing paths around the Bays for pedestrians and cyclists, as promoted by Councils and State Government; to Darling Street, Balmain from the proposed CPT at White Bay; to White Bay Power Station (WBPS) precinct; and over Rozelle Railway Yards (RRY) to link north and south communities;
- Establish cycle/pedestrian access by either closing Glebe Island Bridge (GIB) and introducing a schedule of opening times for boats, or construct a cantilever linking the east (Pymont) and west (White Bay) bridge abutments.

CRG Summary Planning Objectives:

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*

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 .*

Necessary Actions:

- Negotiate with land owners, including the RTA, Leichhardt Council, State Rail, SHFA and lessees, easements that allow safe access corridors to and along the foreshore, to the inner bays, the WBPS, and from the CPT to Balmain at Darling Street
- Ensure safe access through or around locations of port cross traffic
- Ensure safe access through or around locations of industrial and recreational (boating) cross traffic
- Plan to differentiate the needs and routes of recreational and commuter cyclists (eg through retail and eating areas such as the Fish Markets)
- Widen footpath along Bridge Road to provide 3 metre safe corridor for shared pedestrian/cycle traffic
- Widen footpath around the head of Rozelle Bay to provide 3 metre safe corridor for shared pedestrian/cycle traffic
- Plans for Bridge Road development need to provide recognition of maritime history
- Explore provision of cycle/pedestrian access from Pymont to Glebe Island/White Bay using GIB and/or cantilever over, in concert with parking provision for users of the Bank Street public recreation area on the eastern bridge abutment.

Level 1.2. New Parks and Public Facilities

Proposal:

Develop the following park areas to provide enhanced view from points and the heads of bays and to link views with existing green areas in Balmain, Glebe and Pyrmont. In particular:

- Provide foreshore land for recreational use at Bank Street and the head of Rozelle Bay;
- Redevelop the head of White Bay as a landscaped open space link to WBPS, enhancing view corridor,
- WB 1 and 2 as mixed landscaped pedestrian precinct (including sculpture park),
- The points of Glebe Island and the “Baileys” site as mixed landscaped pedestrian precincts

CRG Summary Planning Objectives:

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*

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.*

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.*

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.*

Necessary Actions:

- Future parks need to be identified and negotiated with existing owners
- Benefits to residents and users need to be understood
- Increases in parkland will require consultation between residents and park developers
- Low maintenance park design and plantings are required, preferably using local plants

Level 1.3. White Bay Power Station Redevelopment

Proposal

- Develop a multi-purpose arts & recreation complex, inspired in concept by the 1930's Rockefeller Center in New York . Featured at the complex could be a significant art gallery, internal film & TV studios, a cinema, or cinematique, and /or theatre performance space, which could also be utilised for exhibition / convention type use as required. Heritage features such as the turbine hall and control room, could be featured parts of the site, which could be viewed as if wings of a gallery. Office or Admin space could utilise some of the smaller parts of the buildings. A restaurant[s] and /or cafe[s] should feature in part of the interesting spaces in the main historic building.
- The large outdoor “green” area could be used for featured activities such as harbour-side outdoor cinema, Circus tents, and of course for visitors and local people [and their children & dogs] exercising and relaxing.

CRG Summary Planning Objectives

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.*

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*

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.*

Objective: Community and Culture

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

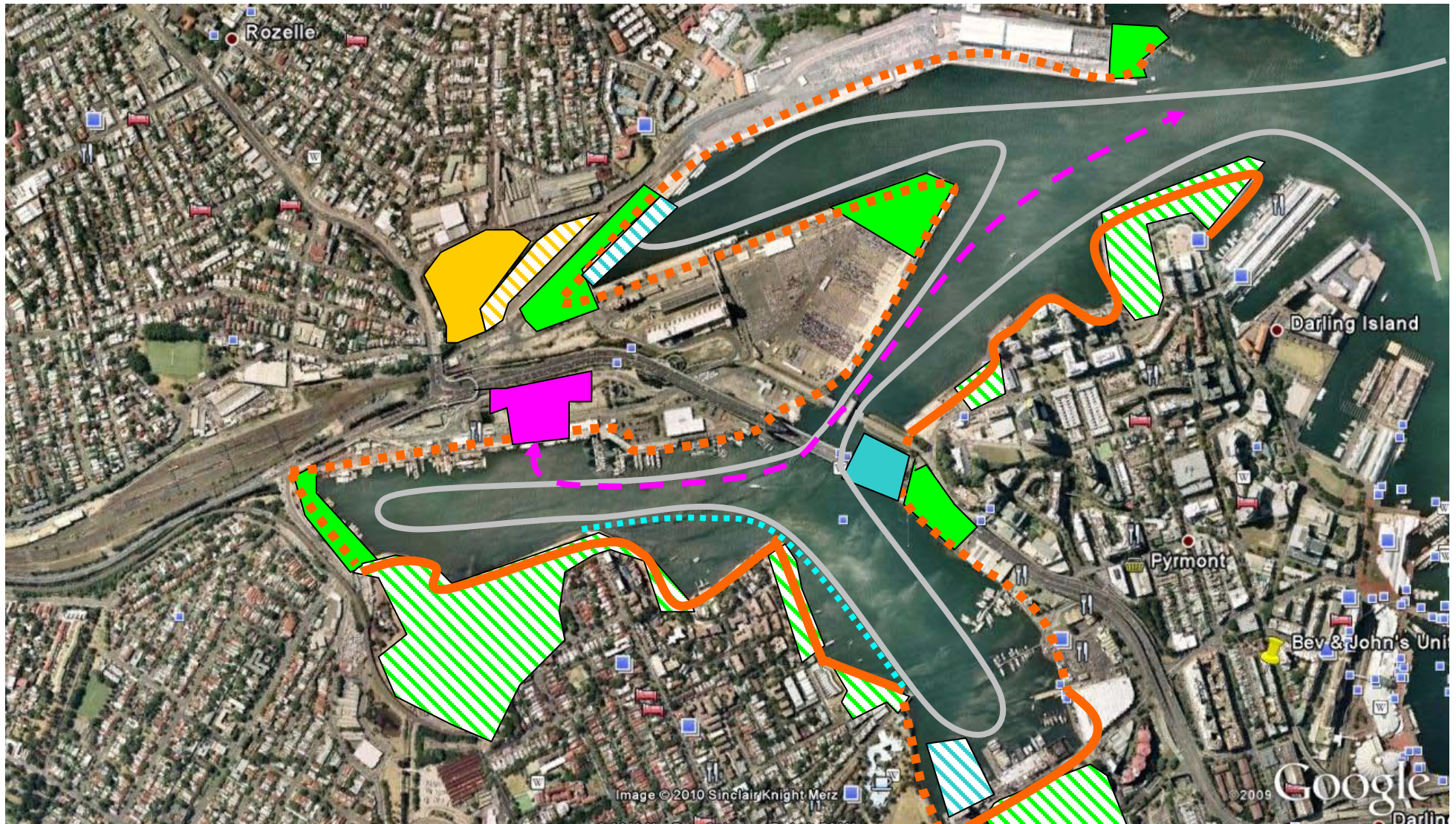
Objective: Sustainability and Environment







- *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.*

Necessary Actions

- Transfer ownership of W13PS to over-arching entity, possibly Department of Planning, to ensure integrated planning for redevelopment
- Commence public consultation on future uses
- Commence planning and redevelopment within 2 years as cultural precinct with businesses focusing on sustainability and alternative technologies

Level 2 - Access and Facilities for Recreational Boating



	Proposed Heritage Fleet		Passive Boating Training Area		Future Dry Boat Storage Traffic
	Alternative Heritage Fleet		Future Dry Boat Storage		Casual Mooring navigation limit

Level 2.1 Heritage Fleet - Water Base Area

Proposal:

- Ensure that an appropriate area for the Sydney Heritage Fleet is retained as one of the Working Harbour activities.
- Ensure that the optional locations at Bank Street and White Bay and Blackwattle Bay are fully investigated and justified as the long term locations

CRG Summary Planning Principles:

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*

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.*

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.*

Necessary Actions:

- Investigate and justify relocation reasons and options for the Heritage Fleet
- Investigate possible location of heritage Fleet at the head of White Bay 1 & 2 as part of Power Station redevelopment
- Ensure safe water access through or around locations around and through Glebe Island Bridge
- Ensure that Bank Street Master Plan is implemented to provide park land, launching facilities for passive boating and foreshore access for local residents
- Ensure that Bank Street Master Plan is implemented to provide car parking and traffic flows that do not result in increased traffic congestion within the surrounding suburbs
- Ensure that Bank Street Master Plan provides 3 metre safe corridor for shared pedestrian/cycle traffic

Level 2.2 Passive Boat Usage Areas and Navigation Restrictions

Proposal:

Ensure that recreational uses (rowing, dragon boating, kayaking, sailing) are preserved in Rozelle and Blackwattle Bays and safe navigation and speed parameters retained.

CRG Summary Planning Objectives:

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)*

Necessary Actions:

- Investigate and justify relocation reasons and options for the Heritage Fleet in Blackwattle or White Bays
- Review jetty structure plans for the Heritage Fleet which intrude into water space used by rowers for safe navigation to ensure safe water access through or around locations around and through Glebe Island Bridge
- Ensure that navigation restriction for casual mooring are observed or policed
- Review plans for the moorings of larger luxury yachts which intrude into navigation channels and represent a safety issue for recreational boating users
- Adequate provision for passive boating at Bank Street

Level 2.3 Planned Dry Boat Storage

Proposal

The proposed Sydney Boathouse dry boat storage involves storing powerboats within a specially designed building, located on land adjacent to the water's edge on James Craig Road. Boats are housed in steel racks and a forklift truck is typically used to launch and retrieve boats from the dry store to and from the water. The development is planned to store some 670 boats.

CRG Summary Planning Objectives

Objective: Transport

- *All activities and development to be integrated with the timely provision of integrated transport infrastructure including an integrated public transport strategy.*
- *Long term uses must not result in increased traffic congestion within the surrounding suburbs.*

Objective: Built Form and Design

- *Local views are to be conserved and significant views are to be conserved and where possible enhanced*

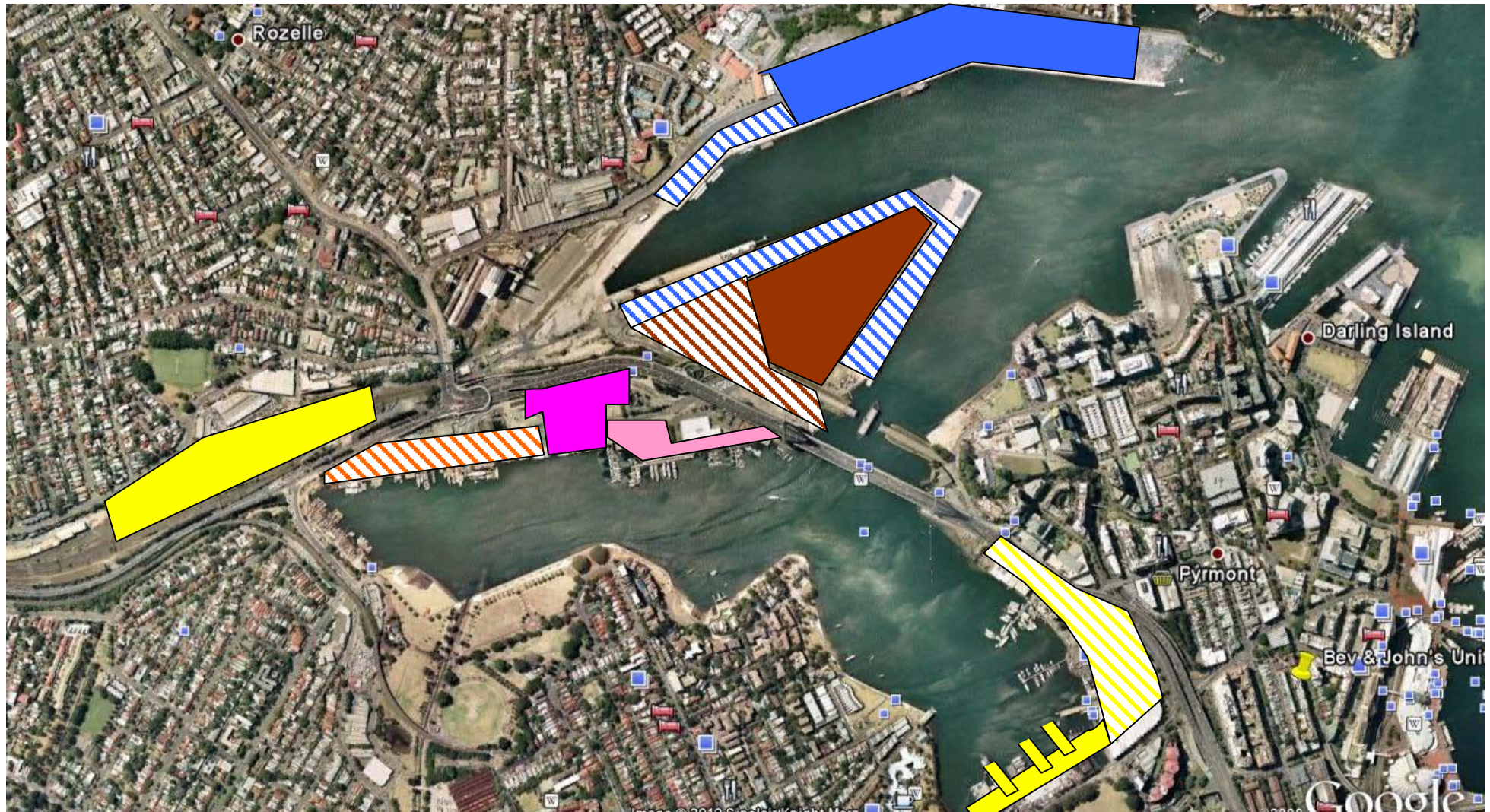
Objective: Economic Life










- *Maintain the working harbour character of the Precinct in conjunction with support for other employment opportunities including green R&D and creative industries (eg incubators, artist studio space)*

Necessary Actions

- Review plans for the mooring of larger luxury yachts which intrude into navigation channels and represent a safety issue for recreational boating users.
- Ensure that resources are assigned to enforce 4 knot speed limit within the Rozelle/Blackwattle Bay precinct

Level 3 - Commercial & Industrial Precincts



	Existing Wharves		Cruise Passenger Terminal		Luxury Yachts Berths
	Existing Commercial Area		Planned Mixed Use Development		Planned Dry Boat Storage
	Existing Maritime Industry		Existing Industrial Area		High Value Potential

Level 3.1 Existing Wharves

Proposal

Continue the use of White Bay Wharf 3 and Glebe Island Wharves 7, 8, 1 and 2 as active port facilities serving current users; keep options open for continuation of use for low impact shipping in the long term, in recognition of shipping as a low carbon form of transport.

CRG Summary Planning Objectives

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.*

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)*

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.*

Necessary Actions

- Continue current port activity and retain port capability, including ship lay-ups, compatible with adjacent residential areas.
- Improve road access to port areas
- Develop buffer zones of trees between the more unsightly port activities and residential areas
- Continuous foreshore corridors for pedestrians and cyclists
- Retain light industry for local employment where compatible with public uses of the area

Level 3.2 Existing Commercial Area

Proposal

Ensure that the development of the Sydney Fish Markets enhances the area as a sustainable public, tourism and commercial operation; relocate the two concrete batch plants from their eastern and southern foreshore locations in Blackwattle Bay to remove constraints to development of those locations and adjoining areas; ensure that redevelopment of Bank Street commercial sites contributes to a high quality public domain and maintains foreshore access and views to the water.

CRG Summary Planning Objectives:

Objective: Built Form and Design

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

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)

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.

Access, Open Space and Recreation

- Public access to the foreshore, including open space corridors for pedestrians and cyclists, is to be maintained and significantly extended as a vital part of the planning process
- Foreshore land available for recreational use is to be maintained and significantly expanded

Necessary Actions

- Open negotiations with Hansons for the relocation of concrete batch plants in Blackwattle Bay
- Identify a site that is acceptable to Pyrmont and Balmain residents
- Retain Sydney Fish Markets in their present location
- Encourage Government support for improved infrastructure (sea walls, public domain and effluent treatment)
- Ensure that the Bank Street Master Plan is implemented to provide foreshore public access and views to the water and does not result in a “tunnel” of buildings

Level 3.3 Existing Maritime Industry

Proposal

Ensure that the sufficient area designated for “Marine Contracting” in the Master Plan is retained as one of the Working Harbour activities;

CRG Summary Planning Objectives

Objective: Built Form and Design

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

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)*

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.*

Objective: Land Uses

- *Allow for a range of land uses within the Precinct to provide for local distinctiveness and character. Ensure all uses have the minimum possible adverse impact on existing residents and businesses*

Objective: Access, Open Space and Recreation

- *Traditional maritime recreational uses (rowing, dragon boating, kayaking, sailing) are to be preserved and safe navigation and speed parameters retained.*

Necessary Actions

- Ensure safe access for pedestrians and cyclists through or around locations of industrial cross traffic
- Ensure that any development of these sites is in accordance with the current Master Plan Views, Urban Design and Built Form Principles
- Ensure safe passage for recreational boating users of Rozelle and Blackwattle Bays
- Investigate and justify relocation reasons and options for the Sydney Heritage Fleet

Level 3.4 Cruise Passenger Terminal

Proposal

Ensure that the development of the Cruise Passenger Terminal at WB 4 and 5 maximises opportunities for foreshore activation, including pedestrian/cycle access, multi-purpose terminal building compatible with residential locale, multi-purpose short-term carparks, parks and landscaping, keeping the height of the terminal below the cliff line.

CRG Summary Planning Objectives

Objective: Heritage

- *Ensure future planning recognises the significance of the area in Sydney's maritime and industrial history*
- *Ensure adaptive reuse of the significant structures of the Precinct*

Objective: Land Uses

- *Allow for a range of land uses within the Precinct to provide for local distinctiveness and character. Ensure all uses have the minimum possible adverse impact on existing residents and businesses*

Objective: Transport

- *All activities and development to be integrated with the timely provision of integrated transport infrastructure including an integrated public transport strategy. Long term uses must not result in increased traffic congestion within the surrounding suburbs*

Objective: Built Form and Design

- *All built form is to be of excellent design and on a compatible scale with the adjacent neighbourhoods*
- *Local views are to be conserved and significant views are to be conserved and where possible expanded*

Objective: Economic Life

- *Maintain the working harbour character of the Precinct in conjunction with support for other employment opportunities including green R&D and creative industries (eg incubators, artist studio space)*

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; take a whole of catchment approach to water management*

Necessary Actions

- Widely consult with local community during the planning process to ensure maximisation of the value of foreshore site
 - Ensure provision of landscaped foreshore public access and parkland
 - Ensure opportunities for activation of the site 7 days per week to serve the local community
 - Provide public transport to serve the CPT and local community in three ways: ensure timely opening of light rail branch line (this can be done immediately); ensure early construction of up to three ferry stops in the area (first ferry service after 7.30am); early construction of rapid mass transit station at White Bay
 - Incorporate multi-level short-term car park within building but any external carpark should be multi-purpose and include provision for active recreation when there is adequate public transport to the area
 - Integrate CPT into a multi-use building including incubators, space for creative industries, cafes and other facilities for public use.
-

Level 3.5 Planned Mixed Use Development

Proposal

- Recognising that the Rozelle Railway Yards are planned to be a major transport hub for the M4 East and light rail, facilitate private redevelopment of the airspace above the Rozelle Railway Yards as mixed light industry/residential development, providing access between communities and to the foreshore; proceeds of sale of airspace to provide funding for redevelopment of the WBPS and other public good projects within the Bays Precinct.
- Ensure that development of Blackwattle Bay Master Plan sites B1, B2 and B3 contribute to a high quality public domain and maintain access and views from Wentworth Park and the Sydney Fish Markets in accordance with Master Plan design principles.

CRG Summary Planning Objectives

Objective: Land Uses

- *Allow for a range of land uses within the Precinct to provide for local distinctiveness and character. Ensure all uses have the minimum possible adverse impact on existing residents and businesses*

Objective: Transport

- *All activities and development to be integrated with the timely provision of integrated transport infrastructure including an integrated public transport strategy. Long term uses must not result in increased traffic congestion within the surrounding suburbs*

Objective: Access, Open Space and recreation

- *Public access to the foreshore, including open space corridors for pedestrians and cyclists, is to be maintained and significantly extended as a vital part of the Objective:*

Objective: Housing

- *Housing is considered a lower order priority within the Precinct. Any new housing is to be diverse and responsive to the range of community needs. Private housing is excluded from direct foreshore frontage*

Objective: Built Form and Design

- *All built form is to be of excellent design and on a compatible scale with the adjacent neighbourhoods*
- *Local views are to be conserved and significant views are to be conserved and where possible expanded*

Objective: Economic Life

- *Maintain the working harbour character of the Precinct in conjunction with support for other employment opportunities including green R&D and creative industries (eg incubators, artist studio space).*

Objective: Sustainability

- *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. This will include a whole of catchment approach to water management.*

Necessary Actions

- Commence negotiations with SHFA for transfer of ownership of Railway Yards to overarching planning body
- Commence community consultation regarding potential form of redevelopment of Railway Yards airspace
- Identify community access needs which may be addressed within the Railway Yards airspace redevelopment
- Within the next 3 – 5 years commence detailed planning for airspace site
- Confirm currency of existing Master Plan for Blackwattle Bay (Bridge Road) development
- Ensure that future building designs maximise visual connection of Wentworth Park to the water
- Open negotiations with Hansons for relocation of the concrete batch plant
- Widen footpath along Bridge Road to provide 3 metre safe corridor for shared pedestrian/cycle traffic
- Plans for Bridge Road development need to provide recognition of maritime history

Level 3.6 Existing Industrial Areas

Proposal

Retain existing facilities at Glebe Island, including the heritage silos and the new dry dock development; possible relocation of concrete batch plant to serve CBD; upgrade road access

CRG Summary Planning Objectives

Objective: Transport

- *All activities and development to be integrated with the timely provision of integrated transport infrastructure including an integrated public transport strategy. Long term uses must not result in increased traffic congestion within the surrounding suburbs*

Objective: Heritage

- *Ensure future planning recognises the significance of the area in Sydney's maritime and industrial history. This will include conservation of all heritage items and, where feasible, adaptive reuse of the significant structures of the Precinct*

Objective: Built Form and Design

- *Local views are to be conserved and significant views are to be conserved and where possible enhanced*

Objective: Economic Life

- *Maintain the working harbour character of the Precinct in conjunction with support for other employment opportunities including green R&D and creative industries (eg incubators, artist studio space)*

Necessary Actions

- In short term, tidy and beautify areas of GI not currently in use in time for CPT opening
- Conserve heritage silos
- Road access needs to be constructed to serve the CPT
- In short term, temporary storage of containers may be appropriate, but relocate once Port Botany 3 is operational and Glebe Island finalises its iconic usage
- Explore relocation of concrete batch plants from Blackwattle Bay, including the use of portable plants on barges, ensuring minimal impact on adjacent residential areas, provided it moves immediately Glebe Island finalises its iconic usage

Level 3.7 Luxury Yacht Berths

Proposal

Ensure that the sufficient area designated for Luxury Yacht berths in the Master Plan is retained as one of the Working Harbour activities.

CRG Summary Planning Objectives

Objective: Access, Open Space and Recreation

- *Public access to the foreshore, including open space corridors for pedestrians and cyclists, is to be maintained and significantly extended as a vital part of the planning process*
- *Foreshore land available for recreational use is to be maintained and significantly expanded*
- *Traditional maritime recreational uses (rowing, dragon boating, kayaking, sailing) is to be maintained and significantly extended as a vital part of the planning process*

Objective: Economic Life

- *Maintain the working harbour character of the Precinct in conjunction with support for other employment opportunities including green R&D and creative industries (eg incubators, artist studio space).*

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. This will include a whole of catchment approach to water management*

Necessary Actions

- Re-configure luxury yacht berths to avoid mooring line intrusion into navigation channels
- Ensure safe access for pedestrians and cyclists through or around locations of cross traffic to these berths.
- Plan to differentiate the needs and routes of recreational and commuter cyclists (eg around the Bays or direct across Anzac Bridge)
 - Widen footpath along James Craig Road to provide 3 metre safe corridor for shared pedestrian/cycle traffic

Level 3.8 High Value Potential

Proposal

Staged redevelopment of Glebe Island, keeping options open for continuation of use for low impact shipping in the long term; sustainable redevelopment of the central part of Glebe Island should not preclude opportunities for implementation of a grand vision public development for Sydney.

CRG Summary Planning Objectives

Objective: Access, Open Space and Recreation

- *Public access to the foreshore, including open space corridors for pedestrians and cyclists, is to be maintained and significantly extended as a vital part of the planning process*

Objective: Transport

- *All activities and development to be integrated with the timely provision of integrated transport infrastructure including an integrated public transport strategy. Long term uses must not result in increased traffic congestion within the surrounding suburbs.*

Objective: Community and Culture

- *Ensure cultural uses, including the celebration of indigenous and contemporary culture and publicly accessible art, are an integral part of the Precinct.*

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. This will include a whole of catchment approach to water management.*

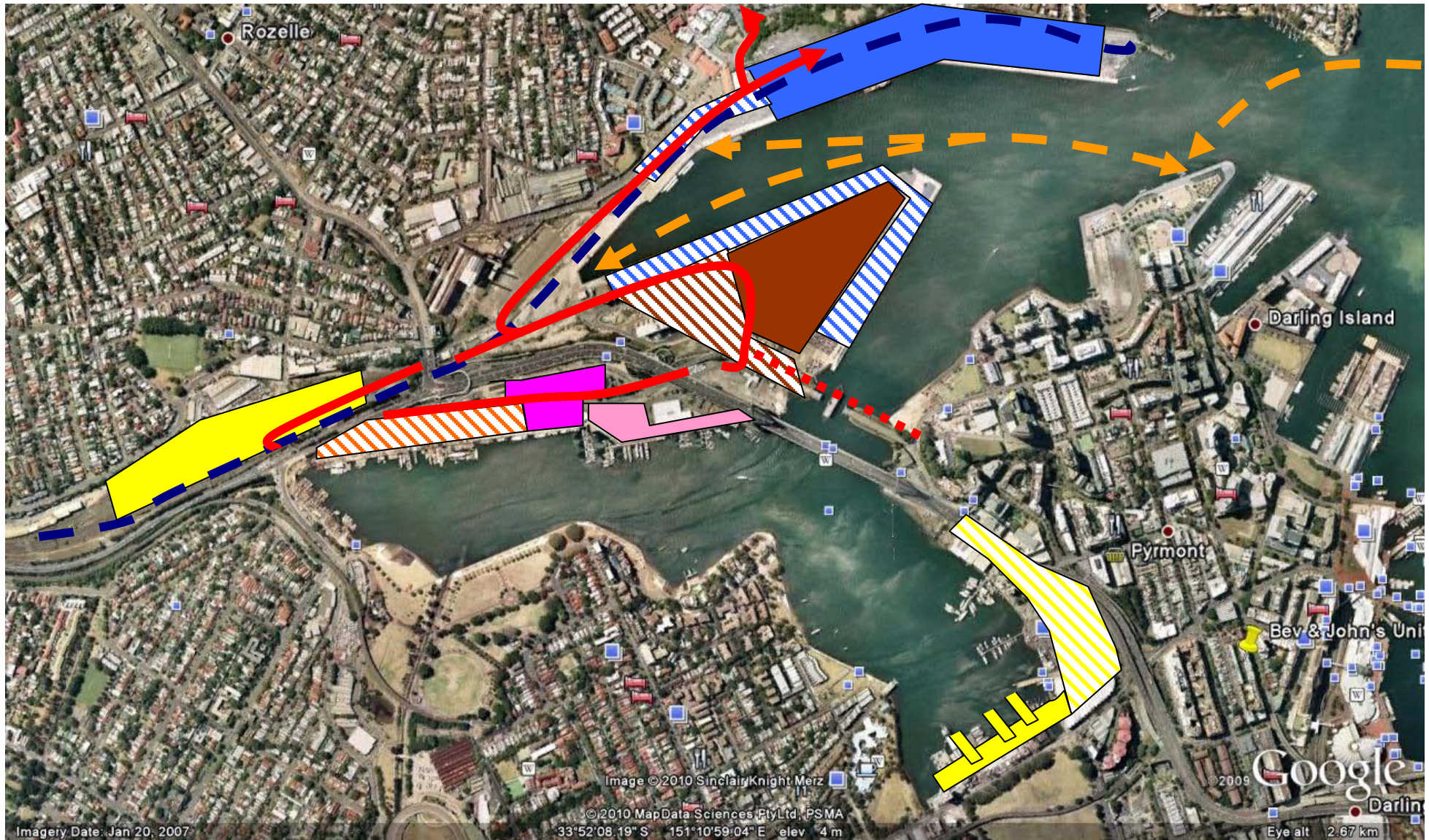
Objective: Economic Life

- *Maintain the working harbour character of the Precinct in conjunction with support for other employment opportunities including green R&D and creative industries (eg incubators, artist studio space)*

Necessary Actions

- Develop short, medium and long-term strategies for redevelopment of central GI, recognising significant potential for visionary development and desire for continued use of GI for port/maritime activities
- In short term, tidy and beautify areas of GI not currently in use in time for CPT opening
- In short term, temporary storage of containers may be appropriate, but relocate once Port Botany 3 is operational and Glebe Island finalises its iconic usage
- Options for medium term use of non wharf area include:
 - Establishment of a Maritime Learning and Research Centre (relocated from Meadowbank TAFE)
 - Sydney Sports Centre to serve CBD and Inner West as part of mixed maritime/public recreation precinct once public transport is in place
- Improve road access
- Integrate Light rail infrastructure with Glebe Island development

Level 4 - Transport Service Infrastructure



	New Access Roads to Balmain, Glebe Island and CPT		Glebe Island Bridge Cycleway
	Light Rail Extension		Possible Ferry Services

Level 4.1 New Access Roads

Proposal

Plan and implement a new access road system to Balmain, Glebe Island and the CPT which removes road traffic from current bottlenecks at Mullens Street and Victoria Road, and utilises the existing Roberts Street, a widened James Craig Road and land within the Rozelle Railway Yards to serve commercial, industrial and residential users.

CRG Summary Planning Objectives

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.*

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)*

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.*

Objective: Transport

- *All activities and development to be integrated with the timely provision of integrated transport infrastructure including an integrated public transport strategy. Long term uses must not result in increased traffic congestion within the surrounding suburbs*

Necessary Actions

- Continue new road network linking Glebe Island with the CPT utilising Roberts Street from WB3 to entry to the CPT
- Construct new road at Glebe Island linking to James Craig Road and via the Rozelle Railway yards to Victoria Road.
- Improve direct road and pedestrian access to Balmain from the CPT via Booth Street.

Level 4.2 Light Rail Extension

Proposal

Within the framework of an integrated transport and road strategy, ensure the construction of a branch light rail line to serve the CPT, WBPS, GI and the local community recognising that the precinct will become a major tourist and cultural precinct and continue as a working port; ensure that all light rail operates within an integrated public transport ticketing system.

CRG Summary Planning Objectives

Objective: Built Form and Design

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

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)*

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.*

Necessary Actions

- Develop plans for light rail extension in consultation with local community
- Construct light rail branch line to WB Wharf 6 to serve CPT, WBPS, GI and local community
- Ensure all light rail is included in Sydney-wide integrated ticketing system in time for CPT opening several stops needed

Level 4.3 Glebe Island Bridge Cycleway

Proposal

Develop direct cycle/pedestrian access to GI, WBPS and CPT via refurbished Glebe Island Bridge from Pymont integrated with proposed new road network; integrate accessway with parking provision on eastern bridge abutment for visitors to Bank Street public recreation area.

CRG Summary Planning Objectives

Objective: Heritage

- *Ensure future planning recognises the significance of the area in Sydney's maritime and industrial history*
- *Ensure adaptive reuse of the significant structures of the Precinct*

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.*

Objective: Access, Open Space and Recreation

- *Public access to the foreshore, including open space corridors for pedestrians and cyclists, is to be maintained and significantly extended as a vital part of the planning process.*

Necessary Actions

- Explore provision of cycle/pedestrian access from Pymont to Glebe Island/White Bay using GIB and/or cantilever over, in concert with parking provision for users of the Bank Street public recreation area on the eastern bridge abutment.
- Implement cycle/pedestrian access using preferred option
- If required, establish bridge opening timetable in consultation with large boat/ship users and recreational boaters
- Implement tree planting on the GI Bridge abutments as appropriate for the proposed access/parking usage.

Level 4.4 Possible Ferry Services

Proposal

Within the context of an integrated transport and road strategy for the Bays Precinct, ensure the provision of a new ferry service at White Bay to serve the CPT, WBPS, GI and the local community, with stops at Pymont, Barangaroo and Circular Quay, recognising that the Precinct will become a major tourist and cultural area and continue as a working port.

CRG Summary Planning Objectives

Objective: Transport

- *All activities and development to be integrated with the timely provision of integrated transport infrastructure including an integrated public transport strategy. Long term uses must not result in increased traffic congestion within the surrounding suburbs*

Objective: Economic Life

- *Maintain the working harbour character of the Precinct in conjunction with support for other employment opportunities including green R&D and creative industries (eg incubators, artist studio space)*

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; take a whole of catchment approach to water management*

Necessary Actions

- Investigate provision of ferry stops at WB3 and Head of White Bay to serve the Precinct in consultation with recreational rowers and dragon boaters, linking the Precinct to Pymont, Barangaroo and Circular Quay.
- Ensure ticketing system for proposed ferry service is integrated with that applying to Sydney's public transport system.

APPENDIX 1 Community Reference Group Membership

Name	Representing	
Jamie Parker	Leichhardt Council	
Michelle McKenzie	Leichhardt Council	
John Stamolis	Leichhardt Council	
Marcelle Hoff	City of Sydney	
John McInerney	City of Sydney	
Deidre Coffey	City of Sydney	
Katharine Young	City of Sydney	Replaced Deidre Coffey 2010.
Ben Creighton	City of Sydney	Replaced Deidre Coffey 2010.
Diana Talty	Sydney Harbour Foreshore Authority	
Patrick Low	NSW Maritime	
Howard Glenn	NSW Maritime	Replaced Patrick Low 2010
Shane Hobday	Sydney Ports Corporation	
Giovanni Cirillo	Department of Planning	
Llew Russell	Shipping Australia	Resigned 12/02/10
Warwick Fairweather	Commercial Vessels Association	
Mal Hiley	Sydney Harbour Maritime Forum	
Val Moss	Balmain Precinct Committee	Resigned 10/02/10
Verity Firth	Local Member	
John Brooks	Blackwattle Cove Coalition	
Michael Rolfe	Defenders of Sydney Harbour	
Roy Privett	Boating Industry Association	
Paul Cooper	White Bay Joint Steering Committee	
Kath Hacking	White Bay Precinct Committee	Resigned 10/02/10

Melanie Cantwell	Dragon Boats NSW	
Carolyn Allen	Balmain Association	
Jane Ward	Balmain Association	
Grahame Turk	Sydney Fish Market	
John Paul	Dockers Plain Pastoral Co	
George Cooper	Glebe Island/ White Bay Community Liaison Group	
Lesley Lynch	Glebe Society	
Grant Crowle	Balmain/ Rozelle Chamber of Commerce	
Jane Spring	Sydney University Women's Rowing Club	
Raymond Tai	Chinese Youth League	
John Turton	Cement, Concrete and Aggregates Australia	
Warren Smith	Maritime Union Australia	
Paul McAleer	Maritime Union Australia	Replaced Warren Smith September 2009
Christina Ritchie	White Bay Residents Consultation Group	Resigned 10/02/10
Suzy Carter	Local resident	
David Benson	Local resident	
Jane Marceau	Local resident	
Grahame Edwards	Local resident	
David Lawrence	Local resident	
Robert Marr	Local resident	
Elizabeth Elenius	Local resident	Joined October 2009
Robert Gavagna	Local resident	Joined November 2009

APPENDIX 1