

SUMMARY OF COMMUNITY SUPPORTED RECOMMENDATIONS
INPUT FROM COMMUNITY REPRESENTATIVE TO DRAFT BAYS PRECINCT
REPORT

21/06/2012

DRAFT

1. Overarching Issues

- a. Legal Status
 - i. Review and amend relevant planning legislation to clarify the status of planning instruments and provide legal status to the planning principles and strategic plan for the Bays Precinct (specify instruments)
 - ii. In the interim, ensure that principles in current master plans for the Bays Precinct and the Planning Principles from the BPTF are respected and given effective status by relevant approval authorities
- b. Public land and Leases
 - i. Existing publicly owned foreshore lands and harbour waters are to be retained in public ownership
 - ii. Lease periods for commercial use of public lands and buildings are to be minimised and limited to the medium term (20-25 years) except where public uses are a substantial element of the overall use.
 - iii. Ensure an open, transparent and evidence based approach to the granting of leases and other occupancy arrangements for public lands and buildings.
 - iv. Consistent with this approach, the community should be able to access information about current leasing arrangements for public land and building in the Bays Precinct.
- c. Traffic and Transport
 - i. No new activities or developments approved without simultaneous provision for the necessary transport (including mass transport)infrastructure
 - ii. Integrated traffic, transport and access plans are to be prepared to guide future development focussing on : public transport usage including opportunities for ferries, light rail, and car share; pedestrian and cycle networks; ensuring that impacts on surrounding residential streets and intersections do not result in long term increased congestion
 - iii. Traffic and access plans are to be prepared to support future port uses including options for a separate port access road from City West link to minimise impacts on surrounding streets and intersections. All port related traffic to be contained on this road.
- d. Community Access and Public Domain

- i. Provide continuous public access to the foreshore unless precluded by health, safety or security issues and with appropriate public liability protection
 - ii. Significant addition to public domain, open space and playing fields in the short as well as longer term
 - iii. Actively seek restoration of headlands and heads of bays to public green space as opportunity arises
- e. Governance Issues- Agency silos
- i. The Government give priority to overcoming the longstanding fragmentation of responsibilities and lack of coordination across agencies entrusted with the management of public lands and harbour waters in the Bays Precinct by mandating a strong consultative and coordination mechanism (eg interagency committee chaired by/reporting to senior minister) or by rationalisation of organisational responsibilities within the Precinct.

f) **Building Standards**

Affirm a standard minimum setback of 20 metres for the building line of any development fronting the Bays

2. Transition and Next Steps

- i. Impose a moratorium on any development approvals until the Bays Precinct Principles and integrated strategic plan are developed and approved
- ii. Impose a moratorium on new leases or extensions of leases other than short term leases or agreements to enter into future leases until the Bays Precinct principles and integrated strategic plan are developed and approved.
- iii. As it has not been possible to achieve all the outcomes specified in the terms of reference in the tighter timeframe, it will be necessary for further work to be done by the Task Force or a similar group. The Government should:
 - endorse a set of Bays Precinct principles on the basis of the TF advice (including the community advice on supported principles) and
 - establish a consultative process to finalise the development of an integrated strategic plan for the whole Bays Precinct
 - maintain its commitment to consultative processes and incorporate strong community and local government participation at all stages of this process

3. Sub Precincts

a. **Glebe Island**

- i. Give priority to ongoing port functions for the medium term, for most of the site
- ii. Consistent with this, consolidate appropriate port related activities from Rozelle and White Bay
- iii. Ensure the community is fully informed about the nature of proposed new or expanded activities on Glebe Island to allow transparent assessment of any impact or risk to the nearby residential areas
- iv. Restrict lease periods to the medium term to future proof options for alternative uses in the longer term
- v. Part of Glebe Island be allocated to public use including:
 - continuation of the foreshore public access from Rozelle Bay to activated Glebe Island Bridge and to a new headland park
 - Creation of a headland park at the tip of Glebe Island
- v. Given the centrality of Glebe Island to the Bays Precinct and its high value, Government should give priority to a future oriented process to identify longer term uses that will deliver best value for the overall public good (in its broadest sense encompassing the public good of the locality, Sydney and the nation)

b. White Bay

Traffic and Transport

- i. Ensure integrated plan for traffic management for the whole area and the intersection with Victoria Road before development of any kind occurs
- ii. All port related traffic to be removed from Robert St to dedicated Port Road
- iii. Explore feasibility for a ferry service to White Bay

Access and Open Space

- i. Provide for significantly increased continuous access to the White Bay foreshore including around and into the CPT
- ii. Provision of public open space including a playing field

Baileys Refuelling Depot

- i. Locate an alternative site for the Baileys Refuelling Depot at the expiry of its current lease in 2020 and return the White Bay headland to public green space.
- ii. If this is not achievable, the extension of the lease should be for a maximum of 10 years and the lease renegotiated to provide community access to the foreshore between the Baileys site and the CPT site.
- iii. Relocate bulk liquid operators from White Bay to Glebe Island and involve the community in identifying most appropriate new use for this site.

c. Glebe Island Bridge

- i. The Glebe Island Bridge is valuable transport infrastructure as well as a widely recognised heritage item. It also provides needed protection for the

valued traditional passive boating activities within the Blackwattle and Rozelle Bays. As such, it should be retained and reactivated as a pedestrian and cycle way.

- ii. Its potential as a light rail route to Glebe Island should be explored as an additional transport option.
- iii. Relevant agencies and the Leichhardt and City of Sydney Councils should jointly explore options for the funding of the estimated \$7m differential between demolition and restitution costs
- iv. Options for funding the ongoing operational costs should be a priority for the next stage of the TF work.

d. Blackwattle Bay

Access

- i. Achieve continuous foreshore public access from Blackwattle College to Glebe Island Bridge
- ii. Explore the transfer of existing batching/cement plants from Blackwattle Bay to Glebe Island to achieve production and transport efficiencies

Parameters for future uses

- i. Low priority to residential development because of proximity to Fish Market and parking/traffic issues

B1/B2/B3 Status and Options

- i. Principles of transparency and openness relating to the management of public lands be applied to allow provision of significant details of current pre-leasing arrangements for B1/B2 to the community
- ii. Requirements of the existing Master Plan, including planning principles, be respected and applied in the assessment of the required DA for B1/B2 and, if it becomes available, for new uses at B3
- iii. Appropriate uses for B3 (if Hanson's relocates) consistent with the existing Master Plan would include the Sydney Heritage Fleet.
- iv. Given the narrowness of the foreshore, the proposed standard 20 metre setback would be reduced for B1,B2,B3

e. Fish Markets

- i. The Government, City of Sydney Council, and the Fish Market management/board should give high priority to a renewed exploration of viable options, including funding sources, for the refurbishment of the Sydney Fish Markets as a major wholesale/retail site and tourist attraction in Blackwattle Bay -for the short to medium term.
- ii. In this context, there may be merit in exploring the City of Sydney Proposal for reuse of pavilions from the Darling Harbour Convention Centre which is marked for demolition

f. Bank St including Heritage Fleet location

- i. The proposed relocation of all Sydney Heritage Fleet functions to Bank St is inappropriate because: light industrial activity is not consistent with existing parkland zoning and the proposed harbour footprint poses a hazard for the shipping passage through Glebe Island Bridge as well as a major disruption to passive boating activities. Alternative locations should be identified for at least the light industrial functions.
- ii. Achieve continuous foreshore access for the public from the Fish Markets to Glebe Island Bridge
- iii. Maintain open green space consistent with the existing Master Plan

g. Preservation of traditional passive boating activities

- i. Preserve traditional maritime recreational uses (rowing, dragon boating, kayaking, sailing) in the Bays Precinct and retain safe navigation and speed parameters compatible with these activities

h. Rozelle Bay

Pollution Issues

- i. Noting the high level of community concern, ensure that all information relating to pollution/contamination of Rozelle Bay, and any associated dangers arising from existing or proposed activities/uses, is publicly available.
- ii. If inadequate information is available, Government should commission relevant independent research through the environment protection agency or other appropriate independent body.

Access

- i. Achieve continuous foreshore access for the public around the head of the Bay to Glebe Island
- ii. Actively explore future options for return of head of the Bay to the public domain

The Sydney Heritage Fleet

- i. The proposed relocation of the Heritage from its current site in Rozelle Bay should be put on hold until an appropriate site(s) are identified for all its functions.

Existing uses/leases – proposed uses (To come...)

- i. Sydney Boathouse To come...)
- ii. Sydney Super Yacht Marina To come...)

i. White Bay Power Station

- i. The next stage of the Bays Precinct planning process set broad criteria for a mix of public and commercial use of the heritage building and land likely to be compatible with a financially viable public/private development.
 - ii. These criteria should provide the basis for an open and international call for expressions of interest in development of the site and adaptation of the building.
 - iii. The criteria should include provision for an appropriate long term lease arrangement.
- j. Rozelle Rail yards**
- i. Transport corridor
 - ii. Housing – including affordable housing
 - iii. Linkages between south/north communities