

STRATEGIC PLANNING PRINCIPLES

SYDNEY HARBOUR BAYS PRECINCT

1. Bays Precinct - a special part of Sydney Harbour

The Bays Precinct is located on the inner-city foreshores of Sydney Harbour. The Sydney Harbour foreshores are most precious and valued lands to all Australians. As such, the highest priority use for the Sydney Harbour Bays Precinct foreshore land should be for public amenity and enjoyment.

It must be recognised that the Bays Precinct is the interface between the CBD and Sydneys' high density inner-city communities. All planning decisions must reflect this.

Extensive public access to the foreshores of the Bays Precinct is a key priority.

Any use of the Bays Precinct lands should be compatible with the changing inner-city environment.

2. Equity principle

A future plan for the Sydney Harbour Bays Precinct which enables these foreshore lands to be made available for public access, for enjoyment and amenity will serve all the people of NSW and all visitors to the Bays Precinct. Development would significantly reduce or entirely remove this.

Development proposals for the harbour foreshores, where small numbers of people would likely gain significant commercial benefit and private wealth, should be placed under intense scrutiny and be publicly accountable.

3. Public Ownership of Bays Precinct Lands

The Sydney Harbour Bays Precinct lands shall remain in public ownership for the benefit of the local and wider community.

4. Public access, open space and recreation

Public access to the foreshore is essential, including open space corridors for pedestrians and cyclists along the waterfront, the White Bay powerhouse and the Rozelle railway yards. This will include extending and connecting existing adjoining open spaces. (Note: occupational health and safety issues associated with active use.)

Opportunity to address the critical lack of sporting fields, playing courts (e.g. tennis and basketball), tracks and fitness should be addressed.

Access for people with disabilities should be integrated into all aspects of planning in line with relevant standards and guidelines.

Opportunities for waterfront and water-based recreational activities are to be maximised.

5. Providing for expanding inner-city communities

Substantial areas of the Sydney Harbour Bays Precinct should be used to support the necessary future amenity and enjoyment for the expanding inner-city population.

Government requirement for urban consolidation and increased inner-city population densities must be balanced through use of substantial areas of the Bays Precinct for public amenity.

6. White Bay – a special location on the densely populated Balmain Peninsula

White Bay is that part of the Sydney Harbour Bays Precinct which is directly adjacent to the high density residential communities on the Balmain Peninsula. Any development at White Bay has greatest potential to impact on and disrupt the residential community, local amenity, public health and local roads.

The residential part of White Bay is only a small part of the huge Bays Precinct. This area, above all others, must be set aside for recreation and amenity.

Any use of the White Bay wharves must support the social needs and amenity of the inner-city community. This includes:

- expansion of transport options (ferry service, extension of light rail, cycleway, pedestrian pathway)
- outdoor sports and fitness
- much needed sports space for local schools
- options to provide space for youth
- exercise space for dogs
- café/kiosk
- parkland
- greenspace to encourage habitat

White Bay is already facing unprecedented future development being the White Bay Power Station and the huge Martin-Bright Development. It is doubtful that this location will be able to cope with these developments let alone others.

If commercial use of White Bay wharves is deemed essential it should be located at the commercial end of the wharves (i.e. wharves 1 & 2 which are next to the power station and opposite the Martin-Bright Building) not at the residential end of the wharves.

7. Sustainability and Environment

Environmental benefits and enhancement of the beauty of Sydney Harbour and its foreshores must be paramount planning considerations.

Providing green space is essential.

Opportunities for the beautification and development of open foreshore space for public use and amenity should be maximised.

Activities which raise risk of pollution and contamination must be avoided.

The entire Bays Precinct should be climate positive.

A whole of catchment approach to water cycle management should be taken. 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.

Opportunity to redress the results of previous land use which favoured a 'scorched earth policy' i.e. removal of green areas, habitats, reshaping of landforms, should be taken where possible.

Public health risks to the local community, such as those which were strongly linked to past working harbour activities, must be avoided.

8. Masterplans and definable areas on the Bays Precinct

A series of specific Master Plans should be developed for definable sites along the Bays Precinct.

Existing redundant Master Plans should be decommissioned (i.e. White Bay/Glebe Island) and others amended where they are inconsistent with the strategic plan or these principles.

The plan should respond to the existing geography, built forms, points, headlands, valleys, cuttings, bridge structures etc.

The creation of two headland parks at White Bay Wharf 6 and at the tip of Glebe Island (closest to White Bay) must be included in a future plan.

9. Land Uses

Prior use of the land should not define future use. A principle of 'best use' not past use should apply.

Define the range of land uses appropriate within each Precinct and within the whole Precinct, focusing on activities that will provide their own distinctiveness and character.

Use of these lands for employment opportunities must be carefully managed in the context of the needs of the wider NSW labour market.

10. Strict development controls

Development proposals for Sydney Harbour Bays Precinct land should face the strictest development controls possible.

Ensure that use does not result in increased traffic congestion.

11. Transport

An integrated public transport strategy for the Precinct should:

- Prioritise transport opportunities, including walking and cycling, maximise access to public transport and nearby centres and activity hubs.
- Extend the light rail system and ferry service.

12. Built Form and Design

Any restoration of existing structures (i.e. White Bay Power Station) or new structures (where absolutely needed) should manifest design excellence by ensuring:

- compatible scale at its interfaces with the adjacent neighbourhoods
- conserve and, where possible extend, significant views and implement principles of 'view sharing' where relevant.

13. Housing

Housing is considered to be a lower order priority within the Bays Precinct.

Any housing should be 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.

14. Heritage and culture

Planning should recognise the significance of the area as part of Sydney's indigenous, maritime and industrial history including by:

- Incorporating reference to, and the creative interpretation, of the history of the Bays Precinct
- Conserving and adapting, where appropriate, the significant fabric of the Precinct, in particular all heritage structures.

Publicly accessible art should be incorporated in redevelopment of the Precinct making reference to the water based environment and the area's maritime history.

Identify opportunities for supporting creative industries including arts and entertainment.