

10 July 2015



Mr David Pitchford CBE LVO  
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PARRAMATTA NSW 2150

By email: [thebaysprecinct@urbangrowth.nsw.gov.au](mailto:thebaysprecinct@urbangrowth.nsw.gov.au)

Dear Mr Pitchford

**Re: The Bays Precinct Discussion Paper**

The Southern Sydney Regional Organisation of Councils (SSROC) is an association of sixteen municipal and city councils. SSROC provides a forum for the exchange of ideas between our member councils, and an interface between governments, other councils and key bodies on issues of common interest. Together, our member Councils cover a population of over 1.6 million, or one third of the population of Sydney.

In order to make this submission within the timeframe of the review, it has not been possible for it to be checked with councils or to be endorsed by the ROC. Please therefore consider this submission to be a draft, and I will get in touch if any issues arise as it is reviewed.

The details of SSROC comments are as below.

**General**

1. There is need for UrbanGrowth NSW to liaise closely with the two Councils that the Bays Precinct fall within, the City of Sydney and Leichhardt. Both have Community Strategic Plans as required under Integrated Planning and Reporting, which are thoroughly grounded in the views of their respective communities. Extensive work has already been done on key issues, which needs to be incorporated into the development plan for the precinct. These issues include for example: integrated active and public transport; housing mix; balancing residential with commercial and industrial development; open space and recreational facilities; environmental protection and enhancement; and essential community services. This will ensure that the precinct boosts the community life of the local residents as well as attracting regional and international visitors.
2. A balance needs to be reached between economic interests, outcomes and creating places that are community-friendly and inviting, that relate to the history of Sydney. This will contribute to giving the Bays Precinct a character, an identity.
3. Opening up the Bays Precinct to the public will boost Sydneysiders' and national and international visitors' experience of the Sydney Harbour. The Call for Great Ideas is commendable, and we look forward to contributing.

4. Different Bays Precinct areas - Bays Waterfront Promenade, Bays Market District, White Bay Power Station, White Bay/Cruise Terminal, Rozelle Bay, Rozelle Rail Yards and Glebe Island could have specialisations, and could enhance liveability for the local community by providing job opportunities:
  - The Bays Market is already known for Sydney Fish Market and this should be reinforced.
  - Some precinct locations could be developed and with time targeted and positioned to assume regional, national and international fame for hi-tech, knowledge and research, corporate headquarters, small scale 'bazaar' type business and bargain prices.
  - Other precincts could be known for environmentally efficient and eco-friendly built environment, eco-friendly technology and products – retail and wholesale.
  - Another precinct could be cultural precinct and flourish with Aboriginal, contemporary creative and performing art and reinforce CBD cultural economy.
5. The Bays Waterfront Promenade: park and park design options that Urban Growth NSW chooses should enhance the public spaces and improve ecological sustainability. These choices should also promote Indigenous cultural and historical character as well as modern, contemporary Australian identity and icons of achievements.
6. UrbanGrowth NSW needs to give some clarity to local councils and other stakeholders on whether the Bays Precinct development process and approach will be adopted for other urban renewal investigation areas and/or priority precincts identified in the *Plan for Growing Sydney*. If the process is not going to be the same, what is the intended process for other priority precincts?
7. The Parramatta Road Urban Renewal 'model' is largely collaborative with councils and other stakeholders. The Bays Precinct Urban Renewal can build on the strengths of the Parramatta Road Urban Renewal 'model'. It could do so by ensuring a transparent process of decision-making, continuing engagement with councils and other key stakeholders and implementation undertaken by a delivery entity that is empowered to achieve integration with the broader subregional and metropolitan plans. This 'model' could be adopted for other urban renewal initiatives and priority precincts.

### **Environmental and related**

8. The Bays Market District proposal is impressive. Thoughts and ideas of waste minimisation, waste-to-energy plant, composting, waste recycling and eco-friendly packaging need to be considered.
9. SSROC supports the Leichhardt Municipal Council position that adaptive re-use of heritage buildings be considered such as recreating the Balmain Power Station into decentralised energy centre, recycling centre or cultural facility.
10. There is need to preserve existing parks and open spaces and to secure new open spaces and recreation spaces. Funding needs to be allocated, plans made for how these will be funded, and how the space may be provided. This is important to meet the need of more people who will be residing in new housing development areas and expected increase in the job positions and workers. This is necessary to avert diminishing the liveability and quality of life and amenities in the Bays Precinct.
11. Emphasis should be placed on the use of renewable energy. It could be outstanding nationally, in the Asia subregion and globally if the Bays Precinct is developed and powered with renewable energy. This will contribute to making the Sydney CBD a carbon positive city.

## **Economic and transport**

12. It is important and SSROC is delighted that UrbanGrowth NSW is viewing transport needs of the Bays Precinct well beyond the confines of the precinct.
13. Transport and connectivity of the neighbouring and outer lying suburbs to the Bays Precinct is key to the cultural and economic vibrancy of the precinct. An integrated transport response should address not just access from northern and western parts of the Sydney to the Bays Precinct but also access to the specific precincts from suburbs in the adjoining local government areas.
14. The transport objectives are impressive. None the less, it is important that active transport options such as walking and cycling and eco-friendly transport modes are encouraged, and that allowance is made for connections by these modes to areas beyond the precinct itself.
15. The plan for the Bays Precincts should maximise opportunity for pedestrian access, public domains, various public transport modes such as rail, ferries and buses and possibly minimise use of cars. Given the position of the precinct, access to attractions such as the markets area by boat and kayak, targeting recreational harbour-users, should be incorporated.
16. WestConnex and Sydney Metro infrastructure will eventually form part of the network of transport options that facilitate commuting visitors and workers to the precinct. Some of the impacts of the proposed key projects on councils in southern Sydney are documented in a SGS Economics and Planning report (forthcoming - within three months), and will need to be considered by UrbanGrowth NSW. This could form part of the basis for targeted stakeholder engagement between UrbanGrowth NSW and the SSROC councils on the Bays Precinct project.
17. The deep-water port attribute of the White Bay should be retained.

## **Social sustainability**

18. SSROC welcomes UrbanGrowth's intent to include affordable housing in the Bays Precinct development. It is important to indicate what proportion of residential development will be dedicated to affordable housing, and to include specific targets: SSROC suggests 25%.
19. It is necessary to engage with the Department of Family and Community Services, local councils and community housing providers peak agency on the approach, strategy and resourcing and possible partnerships in affordable housing development and management.
20. Housing development on the precincts also entails that some essential community services such as schools health centres, childcare and related recreational amenities and open spaces will be required. The seamless integration of these to the Bays Precinct unique urban scape could be part of the focus of a competitive urban design for the area.

## **Cultural and heritage**

21. The culture and history landscapes of the precinct should be protected and restored, public spaces provided and shielded from competition and forays of economic, employment and residential lands and development.



22. Urban design competitions should be encouraged. In particular, to achieve a cityscape that is a seamless recognition and integration of the sites' history and culture, Australian uniqueness, eco-friendly, culturally appealing, vibrant and innovative.
23. There is need for separate engagement with the Eora Nation and other Aboriginal nations in the Sydney metropolis. This and related cultural presence and symbolism could create opportunities for Indigenous people and promote reconciliation.
24. Indigenous icons, such as museum that tells the story of the Eora Nation and other Aboriginal Nations in the Sydney Basin, should be given priority. The iconic initiative should take residents and visitors on a journey (in pictures, arts and other ways) that covers pre-settlement Indigenous Australia, colonial/coming of Europeans, present day Australia, reconciliation, Aboriginal struggles and celebration of achievements in past and contemporary Australia. There is an opportunity to create a truly iconic facility that could become a major international attraction, based on participation and the Aboriginal community and a celebration of their history, culture and achievements.

### **Implementation**

25. SSROC recommends that an advisory Panel with membership that includes host local councils of Bays Precinct (City of Sydney and Leichhardt Municipal Council), community, Eora Nation, business and other key stakeholders be engaged with prior to finalising the proposed Transformation Plan.
26. An implementation steering committee or board should include representation from the City of Sydney and the Leichhardt Municipal Council. At the least the councils should be represented in advisory reference panels for the Bays Precinct project implementation.

In conclusion, SSROC welcomes the Bays Precinct initiative to revitalise the area. We strongly urge UrbanGrowth NSW to adopt a collaborative and transparent approach to governance and implementation that fosters the principles of the City of Sydney and Leichhardt Community Strategic Plans, and delivers a thriving and vibrant full community. It could be a model for the partnership between the state government, the Greater Sydney Commission, UrbanGrowth NSW, councils and the communities that represent, as envisaged in *A Plan for Growing Sydney*.

Thank you for the opportunity to comment on the discussion paper. I look forward to the results of the review and would appreciate a direct response to item 6 above, as SSROC is keen to support initiatives that can deliver real community outcomes. Should you have any questions or would like to discuss this submission, please do not hesitate to contact me on 9330 6455 or [ssroc@ssroc.nsw.gov.au](mailto:ssroc@ssroc.nsw.gov.au).

Yours sincerely

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

Namoi Dougall  
**General Manager**  
**Southern Sydney Regional Organisation of Councils**