



24 June 2022

Director
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Department of Planning and Environment
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Via email: belinda.morrow@planning.nsw.gov.au

RE: Bays West Stage 1 Master Plan Public Exhibition

Inner West Council appreciates the opportunity to comment on the exhibited draft Bays West – Stage 1 Master Plan for White Bay Power Station (and Metro) and Robert Street Sub-Precincts.

Please consider this letter and Attachment 1 as the Inner West Council submission. Attachment 1 is structured as follows and outlines areas of support, concern or where we do not support proposals:

- Section 1 – Inner West Council Priorities
- Section 2 – Key Elements as outlined in the Summary Stage 1 Master Plan and Urban Design Framework
- Section 3 – Other matters relevant to Stage 1 and not directly covered by the above.

As an overarching comment Council is of the view that the adopted *Bays West Place Strategy (2021)* is ambitious in its aims. While those ambitions were supported it was anticipated the next phase being the Stage 1 – draft Master Plan would demonstrate how those aspirations would be realised, including just to name a few:

- providing the required evidence – feasibility, detailed modelling, economic viability
- detailed design on essentials – the adjoining road network or habitat needs
- committing to identified needs analysis – indoor recreation facility among others
- commitment to an implementation plan – that would give certainty when key elements of the public domain, including the foreshore walk would be delivered
- firming up targets – affordable housing, sustainability (beyond tree canopy) or other mechanisms needed to realise proposals for example ‘carbon neutral’, and
- explaining the delivery vehicle intended to provide oversight, monitoring and review.

In addition to the above, given the exhibited documents failed to commit to an affordable housing target, Council does not support the master plan in its current form.

On this basis Council looks forward to reviewing the next phase in the planning process, the Rezoning Package and considers it essential that this package moves beyond land use zones and development standards to incorporate the level of information necessary to demonstrate realisation of Bays West intended outcomes.

Inner West Council aims to provide constructive comments and again we thank you for the opportunity to respond to the exhibition material. If you require any clarification or wish to discuss any of the matters raised, please contact Jennifer Gavin, Executive Planner on jennifer.gavin@innerwest.nsw.gov.au

Regards



Daniel East

Strategic Planning Manager

Attachment 1: Inner West Council Submission

Inner West Council comments are provided under the following Sections and Topics:

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Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
Section 1 – Inner West Council Priorities		
1. World class public transport access	The sub-precinct is supported by the Sydney Metro Bays Station and will include routes via the station and on the adjacent road network – Victoria Road.	<p>Council supports the provision of the Sydney Metro West Bays Station. This will increase accessibility not only for new but existing nearby residents and workers.</p> <p>To support a world class public transport system, Bays West provides an opportunity to integrate digital infrastructure, including but not limited to real time data for public transport to enhance interconnectivity. The inclusion of digital infrastructure is not currently referenced in the draft master plan. The finalised master plan would benefit from establishing a standard of delivery for digital infrastructure aligned to world leading best practise.</p>
2. Re-opening Glebe Island Bridge to pedestrians and cyclists	<p>Subject of a separate sub-precinct being the Glebe Island Silos.</p> <p>Active transport links notes: <i>This could include Glebe Island Bridge subject to further detailed investigations, scoping, business case development investment decisions of NSW Government (Master Plan Summary, page 23).</i></p>	<p>Council acknowledges Glebe Island Bridge is subject to a separate sub-precinct master plan process. It is noted that discussion on active transport include the potential for Glebe Island Bridge to form a link within this network.</p> <p>Council strongly advocates for the NSW Government to re-open this historic bridge for active transport.</p>
3. Public access to the foreshore	The primary waterfront within this sub-precinct is to the northern side of White Bay and the full extent of this foreshore is identified as public open space in the form of White Bay Park and Foreshore Walk.	Council supports the prioritisation of foreshore land for public purposes and open space. We strongly support this approach being continued in future sub-precincts that adjoin the foreshore.

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<p>4. Affordable housing</p>	<p>The exhibited material reiterates the intent to include affordable housing by referencing:</p> <ul style="list-style-type: none"> • The <i>Master Plan Summary – Where are we now</i> (page 10) states <i>Master Planning – identifies affordable housing and sustainability targets</i> • Direction 2 of the Place Strategy relating to housing diversity, including affordable • Affordable housing as an opportunity for the sub-precinct • Noting that resulting draft planning controls would include affordable housing among other matters. 	<p>The <i>Bays West Place Strategy</i> (November 2021) includes an Implementation Plan (page 68). Action 4b of the plan states ‘<i>Master planning for each sub-precinct to facilitate the delivery of an appropriate amount of residential dwellings, ensuring diversity of types and tenure, including affordable housing in line with government policy.</i>’ In addition, the exhibited <i>Stage 1 Master Plan Summary</i> states this phase will identify affordable housing targets. Council’s review of the Stage 1 exhibition material finds no direct reference to housing numbers, only potential gross floor area, and no affordable rental housing targets.</p> <p>It is acknowledged this sub-precinct has an employment, community, cultural and open space focus and that future sub-precincts may provide further housing opportunities. Regardless, housing is identified as a land use, and the lack of detail on affordable rental housing targets is a missed opportunity to establish expected benchmarks across the broader area. This would set a positive precedent for this, and other sub-precincts.</p> <p>It is well established that feasibility impacts on the delivery of affordable housing, and this is largely due to the land value costs. The NSW Government owns the land and has the unique opportunity to demonstrate that affordable rental housing is a key deliverable.</p> <p>Council reiterates it’s expectation that the Bays West, given its location and Government ownership, should exceed Region Plan targets and deliver a minimum of 30% affordable rental housing. In addition, Council’s endorsed Policy requires affordable rental housing stock within the local government area (LGA) to be owned in perpetuity by Council and managed by the not-for-profit Community Housing sector.</p> <p>A copy of Council’s recently adopted <i>Inner West Affordable Housing Policy</i> is available here: Policies - Inner West Council (nsw.gov.au)</p>

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<p>5. New recreation facilities including an indoor sports centre and multiple outdoor sporting grounds</p>	<p>Across the entirety of Bays West, the exhibited <i>draft Social Infrastructure Needs Study (2022)</i> identifies the need for specific recreation facilities, in addition to other social infrastructure, including:</p> <ul style="list-style-type: none"> • Up to two district-level indoor sports centres • 6.3ha of open space (across the Bays West), with a 2ha park within Stage 1 • Four to six play spaces • Up to two sports fields, excluding those provided in Rozelle Parklands • A minimum of five outdoor courts • Up to two outdoor fitness stations • One skating area. <p>Locations for the recreation facilities within Stage 1 - White Bay Power Station and Robert Street sub-precincts are identified in the <i>draft Master Plan and Urban Design Framework</i> including:</p>	<p>The Council reflected on the submission from Shelter (NSW) and supports its position that 15% be applied to all economic land uses – residential, commercial and retail.</p> <p>Council strongly supports the inclusion of a district level park and indoor recreation facility in Stage 1. We also support the well-considered variety of public open spaces and plazas, their inter-connectivity and appropriateness to their setting.</p> <p>Council welcomes the inclusion of an indoor recreation facility in Stage 1 particularly the <i>draft Bays West Social Infrastructure Needs Study</i> recommendation that it is located on the ground floor of a new building in Boiler Room 2 site adjoining the Power Station.</p> <p>Council's <i>draft Inner West Local Infrastructure Contribution Plan</i> (section 7.11 and 7.12 hybrid plan) applies to Bays West. It includes a works schedule item for the delivery a new indoor recreational facility. It is noted that the Bays West Needs Study recommends up to two district-level indoor sports centres. One within Stage 1 and another within Stage 2-3.</p> <p>The <i>Inner West Recreation Needs Study 2021</i> shows demand for a new indoor recreation facility as there are no existing facilities in the northern half of the LGA. New residents and workers in Bay West will increase the demand for this type of facility. Our evidence identifies the indoor recreation facility should include a minimum of 4 new multipurpose courts, as well as space for dance, yoga, gymnastics, and pilates. The estimated floorspace requirements of such a facility is approximately 5,300m². This may exceed the available space on the ground floor of the Boiler Room 2 site.</p> <p>As an alternative, and as noted in the Bays West Needs Study, the provision of two indoor facilities could be met in split site locations. One within Stage 1 and</p>

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	<ul style="list-style-type: none"> • a district park (1.82 ha) that extends from Roberts Street to the foreshore with a play space and outdoor fitness station among other uses, • a range of other public open space/plaza environments including Southern Entry Plaza that provides connection to the future Rozelle Parklands, Power Station Park, Power Station Plaza, West Gardens, Metro Plaza and park, Penstock Plaza along Robert Street and Foreshore Walk along extent of White Bay within the sub-precinct, • skate friendly areas, and • district indoor sports/recreation centre potentially within a new Boiler Room 2 building adjoining the Power Station. • The exhibited <i>draft Bays West Social Infrastructure Needs Study</i> notes: <i>'District indoor sports/recreation centre is recommended to be located within the ground floor of new building in Boiler Room 2 site. However, it should be noted that it</i> 	<p>another in a future sub-precinct. While Rozelle Parklands may have offered an opportunity to co-locate an indoor/outdoor court facility, the design of the park is well advanced, currently being in the detail construction design phase.</p> <p>Council requests a commitment is made on the location of the initial indoor facility within Stage 1 and that delivery of the second facility, as a base requirement, is co-located with outdoor courts in a future sub-precinct within the Bays West.</p> <p>In the interim, Council would welcome collaborating on feasibility studies and establishing funding arrangements, between the NSW Government and developers, to ensure delivery of these facilities. Council recommends the feasibility studies progress as soon as possible allowing it to be verified and included in the draft Rezoning Package as a deliverable.</p> <p>In addition, Council welcomes the range of recreational and sports infrastructure identified in the <i>draft Bays West Social Infrastructure Needs Study</i>. This includes:</p> <ul style="list-style-type: none"> • 6.3ha of open space across Bays West, excluding Rozelle Parklands and including 2ha within Stage 1. Council considers this necessary to maintain existing open space per person benchmarks to 2036 for this area of the Inner West. • provision of a district level cultural play space as part of Stage 1. Council's proximity benchmarking undertaken as part of the <i>Inner West Recreational Needs Study 2021</i> indicates that Bays West is further than 400m walk of a playground. Council supports the inclusion of this facility within the White Bay Park. • need for 1-2 sport fields of 4.5-5ha each across Bay West, and in addition to sports facilities delivered in Rozelle Parklands. • need 0.3 aquatic facilities with existing nearby aquatic facilities in Ultimo, Victoria Park and Leichhardt expected to subsume this demand. The

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	<p><i>can be located anywhere within 400 m of the new Metro Station’ (page 6).</i></p>	<p>Leichhardt Aquatic Centre and Dawn Fraser Baths are within proximity to Bays West. Dawn Fraser Baths were recently upgraded, and Leichhardt Park Aquatic Centre is scheduled in the short-term. While current need may be met, Council will continue to assess demand over the medium and long-term.</p> <p>Council anticipates recreation facilities, open spaces, plazas and streetscapes are on land that is likely, and should, remain in public ownership or under public management. While supported, it is essential that the next stage of planning being the Rezoning Package:</p> <ul style="list-style-type: none"> • embeds these through zoning and/or detailed provisions; and • includes a carefully considered Infrastructure Schedule and Staging Plan that provides certainty and transparency that these public spaces/facilities are costed, including ongoing maintenance, scheduled and will be delivered in a timely manner, either ahead of or alongside development. <p>See further comments under 18. Infrastructure Delivery and Funding of this submission.</p>

Section 2 – Key elements of the draft Summary of the Bays West Stage 1 Master Plan and Urban Design Framework

<p>6. Connecting with Country – ‘Water Country’ – Sweet to Sour to Salt</p>	<p>The draft master plan aligns with the Bays West Place Strategy to ensure the Bays West Connecting with Country Framework is implemented as the precinct evolves. The key principle is to reveal, express and celebrate the natural and cultural narratives and knowledge from custodians to reveal the richness of layers and stories of place. It connects people to the site in</p>	<p>Council supports the concept of ‘Water Country’ as a foundational approach to Connecting to Country in the sub-precincts. The concept is well expressed through features of the draft master plan.</p> <p>Aligned to the Heritage element discussed below, Council concurs with the recommendations of the exhibited <i>draft Heritage Interpretation Strategy (2022)</i>. These reinforce the importance of ensuring heritage, including the expression of Connecting to Country, not only influence structural elements of the masterplan but are carried through to detailed design of all aspects of the sub-precinct.</p>
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	<p>a meaningful way to celebrate Country by informing the design of the urban structure, hardscapes, and built form.</p>	<p>The <i>draft Heritage Interpretation Strategy</i> advocates that implementation ‘be a shared responsibility but that a single body should oversee these activities to ensure interpretation is holistic and coordinated’. This is intrinsically linked to sub-precincts are delivered, and the broader Bays West, in the long term. At this time, it is unclear how this, and other non-built form related outcomes will be implemented. See further comments under 17. Delivery arrangements of this submission.</p> <p>Likewise, Council supports the integrated approach to sustainability and its intent to be guided by Connection with Country. The sub-precinct <i>draft Sustainability Framework</i> includes a range of ways Connecting with Country can be employed across the site and would benefit from being inter-related with items contained in the <i>draft Heritage Interpretation Strategy</i> such as wayfinding and signage using Aboriginal names for places and street and multi-lingual signage.</p>
<p>7. Proposed site layout</p>	<p>The overall vision for the White Bay Power Station (and Metro) and Robert Street sub-precincts is to provide a publicly accessible edge to parts of White Bay, anchored by the White Bay Park and White Bay Power Station.</p>	<p>Council supports:</p> <ul style="list-style-type: none"> • the overarching structure, specifically the public access to the foreshore, the public space offering and celebration of the Power Station. • fine grain access network. See further comments under 11. Traffic and Transport of this submission. • the grouping of built form to ensure retention of key view corridors are retained while noting the Metro over-station development conflicts with key view corridors committed through the Bays West Place Strategy. See further comments under 13. Built form of this submission. • the attention paid to ensuring future inter-connectivity between this sub-precinct with later stages of Bay West. <p>More broadly, Council is concerned that Bays West remains inward looking and disconnected from its surrounds including the centres in Rozelle and Balmain, and their communities. The finalised Master Plan should demonstrate what can</p>

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8. Public domain and open space	<p>The draft master plan aligns with the Bays West Place Strategy (finalised in November 2021) to incorporate public open space including green spaces, playgrounds and access to water within the sub-precincts.</p>	<p>occur outside its boundary to seamlessly interconnect nearby communities to the sub-precinct. This could include the potential scoping or the actual design of those connections by active transport and green infrastructure, in the same way these are anticipated for key road intersections. See further comments under 11. Traffic and Transport of this submission.</p> <p>Council supports more than 50% of the Stage 1 being dedicated as useable public space. As detailed in earlier comments, we welcome seeing this approach continue throughout the Bays West, specifically in relation to public foreshore access and the provision of evidenced infrastructure needs.</p> <p>We would also recommend public toilet facilities be included in White Bay Park.</p>



Figure 6: Public domain master plan (draft Master Plan Summary, page 17)

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| 1. White Bay Power Station | 5. Power Station Park | 9. Penstock Plaza |
| 2. White Bay Park | 6. White Bay Power Station West Gardens | 10. Foreshore Walk |
| 3. Southern Entry Plaza | 7. Open space adjacent to The Bays station - Metro Plaza | |
| 4. Public open space around White Bay Power Station (includes heritage and shoreline interpretation) | 8. Urban Plaza | |

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<p>9. Heritage</p>	<p>The draft master plan recognises the importance of the White Bay Power Station and seeks to ensure that it becomes a focal point of Bays West. The master plan will facilitate the retention and celebration of the significant heritage fabric of the site and maintain the identified key heritage views from surrounding locations.</p>	<p>Council supports the considered approach to the White Bay Power Station, other heritage listed items and the more subtle aspects such as interpretation methods to highlight the areas rich heritage. This includes its expression of ‘Water Country’, exposure of historic infrastructure, interpretation of rail lines and original foreshore, among others.</p> <p>In relation to Aboriginal Heritage, while there are no known archaeological attributes or artefacts, the <i>draft Heritage Interpretation Strategy</i> includes a quote from Bangawarra, authors of the <i>Bays West Connected to Country Framework</i> (2021), that “<i>It doesn’t matter how much you develop the land, change it or build upon it, Country is still here, and it is still vitally important to Aboriginal peoples and the future of our cultures.</i>” (page 42).</p> <p>The <i>draft Heritage Interpretation Strategy</i> proposes a range of ways the areas rich heritage, Aboriginal and European, can be expressed, as does the <i>draft Sustainability Framework</i>.</p> <p>This heritage of the draft master plan primarily focuses on European heritage and would benefit from bringing together key aspects of <i>Bays West Connected to Country Framework</i>, the <i>draft Sustainability Framework</i> and the <i>draft Heritage Interpretation Strategy</i>, each of which currently sit as separate rather than inter-related studies.</p> <p>In addition, Council advocates that the ‘Water Country’ approach continues through to the Glebe Island Silos sub-precinct to acknowledge the aptly named area was once an island. This could include an interpretation or reinstatement of a water feature connecting White Bay and Rozelle/Johnstons Bays. This would add value to the Connecting to Country story.</p>

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<p>10. Social (and community) infrastructure</p>	<p>There will be opportunities to build new social infrastructure to support residents, visitors and workers as the Bays West precinct grows.</p> <p>The draft Master Plan Summary states the identified social infrastructure:</p> <ul style="list-style-type: none"> • will support the future renewal of the wider precinct and a diverse range of users • will be updated as subsequent Bays West sub-precincts are delivered over time and the final land-use mix and density become known • is based on an indicative land-use mix and density for the wider Bays West precinct, which is subject to change. These include: <ul style="list-style-type: none"> ○ a multi-purpose community and library hub ○ cultural spaces such as maker spaces, local theatre and workshop spaces. 	<p>Council endorses the identified social and community infrastructure outlined in the <i>draft Bays West Social Infrastructure Needs Study (2022)</i>. While supported, we note that these facilities are identified as indicative and may change over time subject to future sub-precinct master planning and that locations are not fixed.</p> <p>It is appreciated Bays West is a long-term project and needs may change however current needs assessment has identified specific items that should be considered as fixed and incorporated early, preferably in Stage 1. This includes the district scale (2,800–3,200m²) community and library hub and cultural space (2000m²), such as maker spaces and flexible event spaces that are flexible multiple-purpose and accessible.</p> <p>Council would welcome collaborating on feasibility studies and establishing funding arrangements, between the NSW Government and developers, to ensure delivery of these facilities.</p> <p>Further, Council supports delivery of identified shortfalls in long day care places, outside school hours care places and health care services in the broader Bays West. It is noted that educational and health care services are a State-level consideration and Department of Planning and Environment (DPE) are facilitating ongoing consultation with the relevant authorities. Council would request to be informed on the consultation outcomes as it will have wider impacts on the local community.</p>
<p>11. Traffic and Transport</p> <p>This topic includes discussion on:</p>	<p><u>General approach</u></p>	<p>Council supports the draft masterplan’s aim to be a 5% ‘ultra-low’ private vehicle environment, and a modal hierarchy that prioritises walking, riding, public transport, freight logistics, port traffic, taxis and pool cars over private cars. This is generally consistent with the modal the <i>Inner West Integrated Transport Strategy</i>.</p>

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<ul style="list-style-type: none"> • General approach • Options – Road network and street hierarchy • Bus routes and facilities • Active transport and cycleways • Key intersections • Port Road duplication, and • Car parking rates 	<p><u>Options – Road network and street hierarchy</u></p> <p>The staged delivery of the broader Bays West precinct over the coming decades needs to ensure that future connectivity options and opportunities are not discounted at this stage. Given the long-term delivery timescale of the wider Bays West precinct, the draft master plan identifies two options for the road and street hierarchy.</p> <p>The two options proposed provide street networks that support the staged delivery of the initial sub-</p>	<p>The final master plan can reinforce this approach by through designs that result in ultra-low speeds and creation of vehicle ‘access paths’ rather than a conventional ‘road network’. Design of the public domain can guide driver behaviour and identify movement routes, in doing so it reduces or eliminates the need for road infrastructure and clutter – signage, kerbs, road lines, bollards and signalised interventions etc.</p> <hr/> <p>Council concurs that that both proposed locations for the primary vehicle route have advantages and disadvantages. Option 1 is preferred by Council as:</p> <ul style="list-style-type: none"> • It would provide a greater sense of place, allowing better connections to the Power Station and facilitating a low-traffic environment in the southern part of the sub-precinct. • It would not result in the active built form areas of the precinct being divided into two, as would be the case in Option 2. • It facilitates co-locating taxi and kiss and ride facilities with the Metro streamlining this interchange. • Motor vehicle traffic between the Metro entry and White Bay Park would bring additional activity and surveillance making the street vibrant and safer at night. • This vibrancy would be in addition to the street’s other positive qualities such as significant foot traffic into and out of the station, its north-east aspect with

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	<p>precincts and will enable adequate traffic and transport connections to the wider precinct and existing local and arterial road network.</p> <p>These options, while similar, represent two different outcomes for the precinct. Both options have inherent strengths and weaknesses, which will be further tested as planning progresses (draft Master Plan Summary, page 24).</p>	<p>park and water views – raising the potential active uses such as for cafes and other retail to establish along this frontage.</p> <ul style="list-style-type: none"> Traffic would not blight the area, provided it is ultra-low speed, bi-directional and there are adequate pedestrian crossings to maintain the physical and perceptual connection from the Metro to the Park. <p>In making these points, the following are noted:</p> <ul style="list-style-type: none"> The primary street would not carry heavy vehicles and other through-traffic related to industrial port activities as these would use the James Craig Road route – giving further confidence that it would be a low volume street. See further comments below under Port Road Duplication. It is appropriate that the current diesel bus fleet do not use this primary street. This may be change when the bus fleet is electric, subject to the street’s space constraints.

Option 1: Primary Street in front of the Metro Station



Option 2: Primary Street next to the Anzac Bridge approach



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	<p><u>Bus routes</u></p> <p>An indicative location of future bus routes and stops to service the new metro station has been identified as part of the draft master plan. The final location of bus stops is subject to change and is dependent on the final design of the street network. As the sub-precinct is likely to be delivered in a staged manner, the street network may need temporary bus stop locations to facilitate access for passengers to interchange at the future Bays Station.</p>	<p>Council requests consideration be given to the following future bus and light rail needs that would further support the sub-precinct.</p> <ul style="list-style-type: none"> • The <i>Inner West Council’s Traffic and Transport Needs Study</i> supports further investigation of bus links between the Eastern Suburbs and Inner West. It also supports investigation of a loop from the existing Inner West Light Rail connecting North Leichhardt and Pyrmont via the Bays Precinct and Old Glebe Island Bridge. • In Council’s 2020 submission on the then draft Urban Design and Landscape Plan for WestConnex Rozelle Interchange, it was requested that consideration be given to a future light rail link from the Inner West line (at the Rozelle Bay stop) to White Bay through the Rozelle Rail Yards sub-precinct. <p>The bus route and layover area within the sub-precinct appears to be a suitable arrangement. Elsewhere in this submission it has been noted that it may be possible in the future for buses to layover on the primary street next to the station entrance when the bus fleet is all electric. Whilst this would be desirable because it would further increase activity along the street and make bus/train interchanges more efficient, it is acknowledged that space constraints on the primary street may prevent this outcome.</p> <p>Bus routes are well established through the area and providing a direct connection via the interchange at the station is supported. The master plan would benefit from input from Transport for NSW to identify which existing, or potentially new, routes would interconnect with the Metro station.</p>
	<p><u>Active transport – walking and cycling</u></p> <p>The delivery of The Bays Metro Station is an opportunity to connect not only the precinct but also the existing community with broader Sydney.</p>	<p>Council supports multiple direct walk/cycle connections within the sub-precinct. These links are necessary to serve the significant increase in active transport movements that will be generated by the Metro and land uses within the the sub-precinct. It will also be necessary to create the desired ‘ultra-low’ private</p>

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	<p>Enhanced walking and cycling links will enable easier connection within the broader precinct and to neighbouring suburbs.</p> <p>Pedestrian and cycle movement within the sub-precincts will be comprised of a comprehensive pedestrian and bicycle network which includes a mixture of dedicated off-road routes, pedestrian and bicycle priority shareways and supported by end of trip facilities and bicycle parking (draft Master Plan Summary page 23)</p>	<p>car/speed environment and to alleviate traffic congestion at Robert Street intersections.</p> <p>While the cycleways within the sub-precinct are supported, most of the cycleways identified in the <i>draft Transport and Traffic Impact Report</i> (p.19) are external to the sub-precinct and are also identified as gaps in the regional cycleway network - Victoria Road by way of example. In particular, the following routes should be expanded to demonstrate connectivity in the local area:</p> <ul style="list-style-type: none"> • Robert Street / Mullens St - detail design of active transport access is required within the scope of the master plan. This should include removing traffic islands, implementing small kerb radii, installing traffic signals with bike lanterns and providing walking access on all approaches. See further comments below under key intersections. • Underpass pedestrian / cycle connection from the Rozelle parklands / south-west • Victoria Road as a key cycle / pedestrian link into the site from the west. <p>More broadly the arrangement of paths require clarification considering level changes and the various underpasses and flyovers.</p> <p>Elevated connections between Victoria Road and White Bay Power Station should be identified. A bridge currently exists providing level and direct access to the Power Station, this should be retained and depicted on all plans.</p> <p>The draft master plan shows most cycleways within the sub-precinct as dedicated, other than on Anzac Bridge Road where a shared pedestrian/bike lane is proposed. This road will form a key link between the Rozelle Parklands and Glebe Island Silos sub-precincts, the latter including Glebe Island Bridge. It should therefore be designed as a dedicated, rather than shared, cycleway.</p>

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		<p>Appropriate bicycle parking and end-of-trip facilities should be included in the parking plan for the sub-precinct. Of particular importance is the need for weather-protected bicycle parking at the Metro station.</p> <p>A wayfinding plan for the sub-precinct should identify and plan for provision of signage and information associated with walking and cycling routes.</p> <p>Regarding Part 4.8 of the draft master plan – <i>Public Space Typologies and Metrics</i> – the following are recommended:</p> <ul style="list-style-type: none"> • <i>PUBLIC DOMAIN TYPE 4 Public Open Space Footpaths</i> – footpaths should be at least 5m wide and should not be designated as shared paths with cycling • <i>PUBLIC DOMAIN TYPE 5 Public Shared Zone</i> – Shared Zones need to be part of well-designed low-speed streets with no kerbs, no asphalt surfacing, on-road planting, small kerb radii at intersections and ramp gradients between 1:2 and 1:4 on all raised crossings/thresholds • <i>PUBLIC DOMAIN TYPE 6 Public Vehicle Zone</i> – these need to be low-speed, with small kerb radii at intersections and ramp gradients between 1:2 and 1:4 on all raised crossings/thresholds • <i>PUBLIC DOMAIN TYPE 7 Active Transport</i> – physically separated bicycle lanes should be consistent with the <i>NSW Cycleway Design Toolbox</i>, including 3m uni-directional paths achieved by reducing traffic lane widths, reducing the number of traffic lanes, deleting turning/slip lanes and reducing car parking.
	<p><u>Key intersections</u></p> <ol style="list-style-type: none"> 1. Victoria Road and Robert Street 2. Robert and Mullens Streets 3. Robert Street intersection into the sub-precinct 	<p>Note: Intersection comments made by Council in its April 2022 submission on the Stage 3 EIS for the Sydney Metro West Station are shown in Appendix 1.</p> <p>Consultation with Transport for NSW (TfNSW) and Sydney Metro is required to ensure the design and delivery of these intersections are captured in the final master plan and be implemented.</p> <ol style="list-style-type: none"> 1. Victoria Road and Robert Street

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
		<p>Modelling results within the <i>draft Traffic and Transport Impact Report</i> for this intersection show it is currently congested and will continue to be congested into the future. This is to be expected, but the modelling should include any future reductions in traffic along Victoria Road as a result of the Iron Cove Link as part of WestConnex. As a result of by-pass, it is Council’s ambition that the reduced traffic will make way for active transport, public transport and public domain improvements to enhance access and amenity along Victoria Road.</p> <p>2. Robert Street and Mullens Street Signalisation of the Robert\Mullens Street intersection should include missing footpaths and improve or widen footpaths along Robert Street. Street lighting also needs upgrading. Posted speed limits should reduce to 40 (or even 30) kph and traffic calming implemented to ensure pedestrians can cross safely. These measures will be essential to cater for increased pedestrian traffic attracted to the Metro station and other parts of the sub-precinct from surrounding areas.</p> <p>3. Robert Street intersection to the sub-precinct While it is accepted that an intersection is needed, Council is concerned that it will become congested along with the other two Robert Street intersections.</p> <p>Congestion at these intersections would be exacerbated not only by the additional general traffic generated by the Metro and new development, but by buses entering the sub-precinct. The short distance between the sub-precinct entry and the Robert/Mullens Street intersection would be another factor that would create congestion issues.</p> <p>Further detailed design and traffic modelling work is required to ensure traffic congestion issues are avoided and the intersections work well for all road users including pedestrians and cyclists.</p>

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
	<p><u>Port Road Duplication</u> The draft Master Plan explores an option where a section of the existing Robert Street (between Buchanan Street and the existing warehouse buildings opposite the Ports land) could be utilised in the future by traffic from the new Bays West sub precinct travelling to the Cruise terminal on cruise days. Utilising Robert Street in this way would avoid duplicating road infrastructure and could reduce road network complexity and built form outcomes, particularly for the Robert Street Sub-precinct. It is acknowledged that any change would require further detailed investigation, traffic studies, community consultation and modification to the existing Conditions of Consent for the White Bay Cruise Terminal (draft Master Plan Summary, page 24).</p>	<p>Businesses on Robert Street have very little onsite parking, so retention of kerbside parking should be maintained as far as is possible to ensure these businesses remain viable into the future. Parked cars can also be used as a form of traffic calming and as a buffer for pedestrians.</p> <hr/> <p>As is discussed on p.24 of the <i>draft Master Plan Summary</i>, it is acknowledged there would be some advantages to enabling Robert Street to become the sole access road to the cruise terminal. It would negate the need to duplicate the road, which would reduce road space and barriers to active transport access from surrounding areas to the foreshore and into the sub-precinct.</p> <p>Regardless, Council remains concerned about congestion at the Victoria Road and Robert Street intersection, along with the Robert and Mullens Street intersection on cruise days. It is for this reason that access to the cruise terminal via Robert Street is not supported and it is necessary to maintain the two roads, as required by the cruise terminal’s existing conditions of approval. In this way, vehicle access to/from the cruise terminal would continue to be via James Craig Road (not Robert Street) where some spare road/intersection capacity is available.</p> <p>A disadvantage of maintaining this existing arrangement is that the cruise day terminal would add through-traffic to the White Bay Power Station and Robert Street sub-precincts. As outlined in <i>draft Master Plan Summary</i>, this issue requires further detailed traffic analysis.</p>

Topic **Stage 1 Master Plan proposals – summary relevant to IWC comments** **Inner West Council Comments**



Figure 149 – Street Hierarchy and Pedestrian Connectivity (draft Master plan and urban design framework, page 95)

Car parking rates

The draft *Traffic and Transport Report* provides a table of parking requirements. This section also notes parking will include EV capable, car share and accessible, and for residential should be decoupled.

Council strongly supports the intent to deliver an ‘ultra-low’ car environment with a 5% mode share, reduced private parking rates and a focus on active and public transport’ (*draft Master Plan Summary, page 22*). Apart from sustainability considerations, a ‘low car’ approach will be necessary given the site is water-bound with limited access to already congested intersections. The proposed car parking rates will assist in achieving this.

Notwithstanding, Council requests:

- Information that shows there is a correlation between the proposed parking rates and desired mode share.
- Parking rates to be stated as maximums.

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
		<ul style="list-style-type: none"> Inclusion of a high ratio of EV-ready spaces, with the charging infrastructure necessary to support 100% EV spaces for all land uses, rather than just for residential. <p>Delivery of the ambitions of the master plan, not only from a transport perspective, but also sustainability, will rely on these matters being clearly stated and carried through to the draft Rezoning Package. Council would encourage the inclusion of a summary of key targets/standards being included in the finalised plan as an evidence base to support the Rezoning Package.</p> <p>Limited information is provided on cycle storage and worker facilities (showers, change rooms etc.) to support those who participate in active transport or sport/recreation throughout the day. Electric charging facilities for micro mobility vehicles (electric bikes, electric scooters etc.) will also be required, beyond electric cars, buses and trucks.</p>

Table 6: Parking requirement

Land use		Units / GFA (m ²)	Parking rate	Parking requirement
Residential	Studio	67	0 per dwelling	0
	1-bed	134	0.25 per dwelling	33
	2-bed	401	0.5 per dwelling	201
	3+ bed	67	0.5 per dwelling	33
	Visitor	-	1 per 20 dwellings	33
Commercial		72,100	1 per 400m ² GFA	180
Retail		5,000	1 per 90m ² GFA	56
Total				536

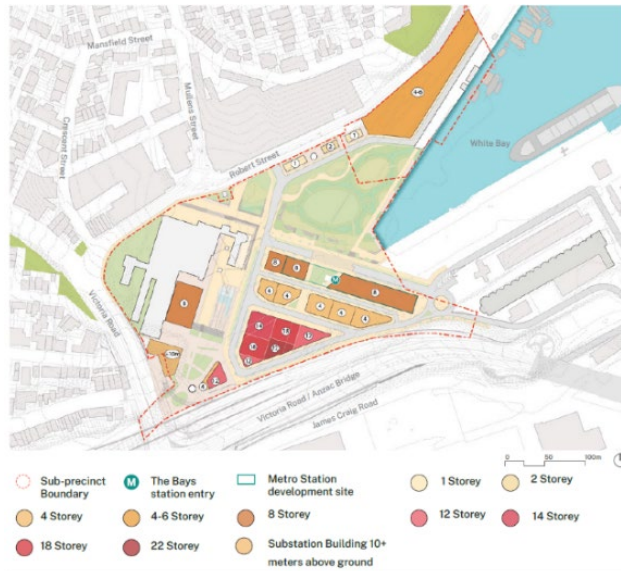
Draft Transport and Traffic Impact Report, page 38

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
<p>12. Sustainability</p>	<p>The renewal of Bays West creates the opportunity to deliver a world-class sustainable precinct that is carbon neutral and delivers efficient management of energy and water, and the elimination of waste. This includes the opportunity to enhance biodiversity on land and water and improve water quality in the harbour while restoring and expanding the green and blue natural systems. Key aspects are framed by an overarching commitment to Connecting to Country and include:</p> <p>Place-based –</p> <ul style="list-style-type: none"> • Climate risk and resilience • Biodiversity and natural systems • Transport and mobility • Water resources and quality • Public health and community wellbeing <p>Embedded –</p> <ul style="list-style-type: none"> • Greenhouse gas emissions and energy • Circular economy, supply chain and materials • Governance and assurance 	<p>Council supports the <i>draft Stage 1 Sustainability Framework</i> objectives and initiatives including applying Green Star and NABERS performance measurement frameworks and targets; and Strategic Direction 7 – deliver a world class sustainable precinct. Council recommends that clear objectives and targets are elevated by bringing these to the front of the Sustainability Framework and Master Plan to reflect the aspiration.</p> <p>While many identified initiatives are considered best practice, there is a lack of analysis in terms of baseline assessment, the evidence base for various initiatives, and prioritisation of actions. It is noted that the sustainability strategy and climate adaption plan (Bays West Implementation Actions) is pending and should inform the final Master Plan.</p> <p>By way of example:</p> <ul style="list-style-type: none"> • Stage 1 is located above a Sydney Water pipeline and culvert draining a total catchment of approximately 55ha. This provides a substantial opportunity to pursue water harvesting and supply water services to the wider Bays West area, similar to Sydney Olympic Park which could include use of parts of the former power station. • The <i>draft Stormwater and Flooding Study</i> includes water quality targets and mechanisms such as bio-swales, rain gardens, tanks etc. We support the inclusion of such mechanisms, and the final master plan would benefit from including the water quality mapping proposed under the MUSIC model and ensuring the identified measures are achievable. Please note the existing Inner West targets cited are under review with the intention of enhancing these. <p>The governance framework for delivering, monitoring and reporting on sustainability initiatives and outcomes is unclear.</p>

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
	<p>The building heights were informed by a series of known constraints, including the significant heritage view corridors to the White Bay Power Station.</p> <p>Proposed heights are:</p> <ul style="list-style-type: none"> • 8 storeys for the metro station, services and over- station development • 4 storeys for the development immediately south of the metro station • 12 to 22 storeys for the buildings within the southern development precinct • approximately 10 metres above ground level for the substation • 1 to 2 storeys on the northern side of White Bay Park in Robert Street sub-precinct • 4 to 6 storeys for the northern component of the Robert Street sub-precinct. 	<p>Based on the high-level built form information provided, Council:</p> <ul style="list-style-type: none"> • Supports the approach taken to outline proposed building heights across the sub-precinct, specifically the 4 storeys south of the Metro station to retain views of the Power Station from Anzac Bridge. • Does not support the proposed 8 storeys for the Sydney Metro over station building. We reiterate Council comments provided on the Sydney Metro EIS Stage 3 package that – <i>building heights on the Metro Station site will impact on views to and from Anzac Bridge and to the Harbour Bridge. Further, the height of the station building as identified in Chapter 13 of the EIS is likely to exceed the maximum RL as specified in the endorsed Bays West Urban Design Framework (2021) being RL22.2. Chapter 13 of the EIS has assessed these impacts and particularly notes views of White Bay Power Station heritage item will be directly and permanently impacted. Mitigation measures largely rely on heritage design guidance however this is unlikely to overcome the proposed building height and building envelope (albeit limited information has been provided).</i> We recognise Sydney Metro is subject to a separate approval pathway and are concerned to see the draft master plan has reconfirmed building heights for the Metro site as 8 storeys, given this is inconsistent with the endorsed Urban Design Framework. • Supports the proposed active frontages and through site links, specifically through the taller building area that is a single built form block. • Supports ground floor setbacks noting further details are required on street walls, above ground setbacks, articulation etc. <p>While not outlined in the exhibited material, we are aware through DPE presentations, that the Rezoning Package will include detailed design guidelines</p>

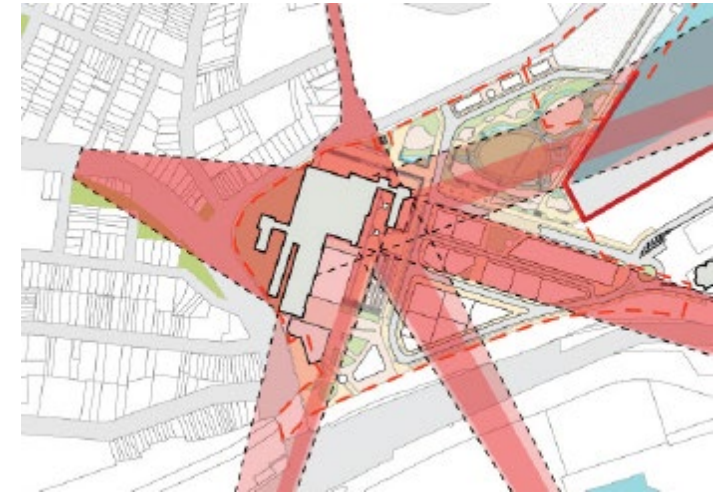
Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
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and provide a design excellence process. We look forward to reviewing these in the next phase of consultation.



Left: draft master plan building heights (page 125)

Right: draft master plan – View corridors: White Bay Power Station (page 126)



14. Uses and Yields

Given the inherent flexibility in the UDF the following yield scenario represents just one of many permutations of how the Sub-precincts may be realised over time and will be subject to detailed additional testing as part of the rezoning phase of the project. The draft Master Plan states:
The indicative range of yields and uses anticipated within the UDF are a total

Council supports the intent for Stage 1 to have a primarily employment, community, cultural focus and open space focus.

While acknowledging there may be some need for further analysis, Council is concerned that the outlined uses and yields ‘represent just one of many permutations’ (draft Master Plan, page 121).

The draft Master Plan document, and Community and Council Briefings, have consistently quoted a total GFA of 130,000m² and focus on employment, with some 20,000–25,000m² for residential purposes. However, Table 6 Parking Requirements outline a significantly different land use mix (draft Transport and Traffic Impact Report, page 38) being:

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
	<p>of approximately 130,000m² Gross Floor Area (GFA) comprised of:</p> <ul style="list-style-type: none"> 105,000 to 110,000m² Gross Floor Area of commercial, community and retail uses with 15,000m² of the total GFA is located within the existing White Bay Power Station 20,000 to 25,000m² Gross Floor Area of residential uses. 	<ul style="list-style-type: none"> Commercial and retail – 77,100m² Residential – 66,900m² (based on 100m² per dwelling as advised by DPE). <p>It is anticipated that subject to minor adjustment the draft Rezoning Package will align with that contained in the draft Masterplan Summary and as advised by DPE, rather than result in a significant shift in land use intent.</p> <p>At this time land uses within the Power Station are very generalised. It is appreciated curating appropriate uses requires significant consideration. It would be beneficial if the draft Rezoning Package could expand on this matter.</p>
15. Housing		<p>As per previous comments – Council seeks clarity of the resulting land use mix and Affordable Rental Housing through evidenced delivery targets.</p>
Other matters		
16. Robert Street Sub-Precinct	<ul style="list-style-type: none"> At this point in time, the Robert Street Sub-precinct is not currently being considered for rezoning but forms part of the Master Plan (page 8) The timing for the rezoning of the Robert St Sub-precinct will be subject to further investigations by Government (page 18) 	<p>The draft master plan aims to include sufficient detail to inform future development controls and supporting infrastructure for the White Bay Power Station and Roberts Street sub-precincts.</p> <p>Based on the content provided, Council is unclear of the boundary and intent for the Robert Street sub-precinct. The sub-precinct boundaries vary between the adopted <i>Bays West Place Strategy</i> (November 2021) and the final <i>Bays West Strategic Place Framework</i> (August 2021). In the former the sub-precinct stretches from Buchanan Street in the north to just north of Mullens Street in the south. While the Strategic Place Framework has the same boundary as the draft Stage 1 master plan.</p> <p>The sub-precinct is within scope for Stage 1, however numerous references are made to rezoning not progressing at the same time as the White Bay Power Station sub-precinct. Given the existing maritime uses and lack of substantive detail Council recommends the sub-precinct be removed from Stage 1, other than the area required to supplement Penstock Plaza and White Bay Park.</p>

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Possibly the White Bay Power Station boundary could be refined to include this area and thereby remove ambiguity of the status of the Robert Street sub-precinct.



Left - Bays Place Strategy – Robert Street sub-precinct, November 2021

Right - Bays West Strategic Place Framework, Final post exhibition, August 2021



Right: draft Stage 1 Master Plan

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
<p>17. Delivery approach</p>	<p>The master plan in Section 3 – Where are we now includes reference to:</p> <ul style="list-style-type: none"> • Stage 4b – Rezoning • Stage 4c – Planning Approval • Stage 4d – Delivery – which includes reference to government led tender processes for development partners (Master Plan Summary, page 10). 	<p>Reference to next stages within the draft Master Plan Summary are brief, underestimating the importance and complexity of these phases.</p> <p>The draft Rezoning Package should provide clarity on the proposed planning approval process. It is anticipated these will follow the State Significant planning pathway and all aspects be subject to design excellence and State Design Review Panel as a minimum.</p> <p>Clarity on the delivery vehicle for the sub-precinct is essential to ensure intended outcomes are achieved. The area is of State importance, is a considerable size, proposes high standards and has very specific needs and ambitions. Importantly, and beneficially it is single ownership, the NSW Government.</p> <p>The <i>draft Master Plan Summary</i> refers to tendering for development partners. This is one approach and if adopted will require transparency on tender expectations to ensure oversight of outcomes are embedded and delivered.</p> <p>Likewise, we note the <i>Bays West Place Strategy Implementation Strategy Action 9</i> states ‘<i>Investigate and identify a lead delivery agency to oversee the renewal of Bays West.</i>’ If this approach is being considered, this should be stated and its legislative powers, role and responsibilities detailed.</p> <p>Numerous models exist and require careful consideration to determine how best to achieve intended outcomes. The draft Rezoning Package should make a commitment to a delivery model and explain it in some detail. It would also be beneficial to outline in some detail the planning approval process.</p>
<p>18. Infrastructure funding and delivery</p>	<p>Section 2.4.8 of the draft Master Plan highlights some key considerations. A range of opportunities and challenges are identified including, among others: Opportunities:</p>	<p>Council acknowledges the efficient and effective delivery of infrastructure for a precinct the scale of Bays West is a complex matter. We also note the Stage 1 draft master plan states ‘<i>Further detail for contributions will be explored at the rezoning stage.</i>’ (page 41) and Action 2c of the <i>Bays West Place Strategy</i> states: <i>The Bays West Supporting Infrastructure Plan will be developed to ensure that</i></p>

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
	<ul style="list-style-type: none"> • Adopt an all-of-government approach to the Sub-precincts, conquering governmental and physical borders to maximise people and place-led outcomes. • Take a co-ordinated Precinct-wide approach to the resolution and delivery of key system/network infrastructure, including major project integration with site resilience and environmental management objectives including flooding, water quality, energy and waste. <p>Challenges</p> <ul style="list-style-type: none"> • Co-ordination of investment and funding mechanisms • Delivery mechanism to ensure proper provision of social infrastructure to support existing and new residents, workers, and visitors. 	<p><i>appropriate critical infrastructure is delivered in a timely manner to support new and existing communities’.</i></p> <p>Given the ambitions and identified needs for Bays West and specifically Stage 1, Council would welcome the establishment of a collaborative Infrastructure Delivery Working Group, including local and State Government. The group could collectively work towards identified opportunities and overcome challenges. This would ensure a realistic and achievable Stage 1 Infrastructure Plan, going beyond a list of items and clearly articulating timing, delivery and funding mechanisms in readiness for exhibition with the Rezoning Package later in 2022. This would also align with Ministerial Direction 1.17 Implementation of the Bays West Strategy, Objective (d) Guide growth and change balanced with character, Indigenous and European heritage, working harbour and infrastructure considerations across the Bays West precinct under the Place Strategy.</p> <p>In the interim, Council has a <i>draft Inner West Local Infrastructure Contribution Plan</i> (section 7.11 and 7.12 hybrid plan) that applies to the Bays West area. The draft plan is scheduled for public exhibition from 6 June to 14 July and we welcome DPE’s comments. Links to relevant documents: Draft Inner West Local Infrastructure Contribution Plan 2022 and supporting studies – Inner West Council (nsw.gov.au).</p>
<p>19. Flooding and stormwater management</p>		<p>The <i>draft Stormwater and Flooding Report</i> identifies risks to the existing White Bay Power Station and proposes diversionary walls and channels to carry water away from the heritage building. This is supported in principle however further detail of the civil design and future ownership details should be provided for Council review.</p>

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
		<p>Regarding flood mitigation across the precinct, it is noted that the Metro Station will include work to upgrade the Sydney Water open channel passing through the site. The precinct redevelopment should build upon and further improve this capacity to provide greater protection to residents in the precinct, buildings, and occupants as well as provide for suitable evacuation routes.</p> <p>To this end, the <i>Leichhardt Floodplain Risk Management Plan (2017)</i> recommends additional pipes through the site and within Robert Street (Option WB-FM1 – see Appendix 2). Any sub-precinct work should include at minimum the construction of the recommended 2100x1800 culvert through the site and the 1500mm diameter pipeline in Robert Street. Any proposed alternative must be of equal capacity or greater to accommodate future upgrade of the upstream network.</p> <p>Consideration of Development Contributions for this area should also include a contribution towards the upstream components of this proposed upgrade to support reduced flood depths in Robert Street and improve evacuation of the sub-precinct.</p> <p>Further consultation with Council’s engineering team and Sydney Water should occur to determine funding and delivery options for drainage infrastructure.</p>
<p>20. Ecology and biodiversity</p>		<p>Council is supportive of Eco-Logical’s approach to nominate recommendations covering stormwater, vegetation, foreshore and waterway, as well as habitat. However, there is no specific indication of the as to the extent which the recommendations and projects will be incorporated into the final master plan. This makes it difficult to comment as to the actual adequacy of these measures as biodiversity improvements in an urban redevelopment precinct of such large scale.</p>

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
		<p>Having regard to biodiversity, the site should not be viewed in isolation and should consider local and regional blue and green connections, including planned and existing connections – for example Council’s Greenway, the community proposal to create a Rozelle “eco-corridor” between Council and Bays precinct land, Council’s natural areas and open space program for the Leichhardt area and Council’s future planning for a Blue-Green grid across the Inner West.</p> <p>The <i>draft Ecology and Biodiversity Report</i> indicates that vulnerable bat species have been detected at the power station, further detail is required in this early stage of planning for bat habitat and protection.</p> <p>It is recommended that the planting strategy for the precinct improve its focus on increasing understorey vegetation and less narrowly on tree canopy. Traditional park environments consisting of lawn and trees (or concrete and trees) with little understorey vegetation favour non-native Common Mynas and native Noisy Miners. Council’s natural areas program focuses on restoring understorey vegetation to address this imbalance which is common in highly developed urban parts of Sydney. This is especially important as there has been a significant loss of weedy small bird habitat in the area due to WestConnex works.</p> <p>The plant communities in the Ecology and Biodiversity report are generally supported but should also include Freshwater Wetlands plant community species in bioretention basins, raingardens and vegetated swales. In addition, local native species of Sydney Basin provenance stock should be incorporated to protect native plantings in nearby Council natural areas.</p> <p>Waterway naturalisation and WSUD principles included in the draft Master Plan are supported. Better biodiversity outcomes and more detailed consideration in</p>

Topic	Stage 1 Master Plan proposals – summary relevant to IWC comments	Inner West Council Comments
		<p>this area is needed at the edge of White Bay. This could be achieved by maximising understorey vegetation in the riparian zone – rather than concrete or path treatment along entire length of the water’s edge as shown in the renderings and Figure 9 and Figure 11 in Site Appreciation and Opportunities section.</p> <p>Vertical drops at the water’s edge should be avoided and habitat features should be incorporated into sea wall infrastructure. For example, the tapered, naturalised treatments at restored river edge/ sea wall sites such as Carrs Park (whilst not at the same scale) may provide some cues for appropriate habitat and vegetation treatments. Components such as the “Seahorse Hotels” have significant merit but the finalised Master Plan should be more expansive and incorporate broad marine aquatic biodiversity treatments such as the SIMS “Living Seawalls” concept.</p> <p>The Parramatta River Catchment Group has undertaken significant work along the river’s edge, in the areas of WSUD, vegetation, designing with country and active use of the foreshore. This work should be incorporated into the Ecology and Biodiversity strategy for the Bays and into the Master Plan more generally. More information can be found here - https://www.ourlivingriver.com.au/</p>

Appendix 1: Sydney Metro West EIS Stage 3 – Inner West comments on intersections

Proposed signalised intersection of Robert Street and new precinct street

- Parking needs and vehicular access to businesses along Robert Street should be carefully addressed, noting that a range of businesses operate in this area and as they are based on older factory units, where no or very limited on-site parking is available. On-street parking is already very limited and must cater for a wide range of parking needs. It is considered that the impact of reducing parking from 124 spaces to 52 spaces will be detrimental for nearby businesses. Consequently, it is considered that this loss of kerbside parking is unacceptable and must either be significantly improved or compensatory parking provided.
- The proposed traffic signals should include on-street bicycle facilities and pedestrian crossing legs on all approaches.

Intersection of Robert Street and Mullens Street

- There is a need to signalise the intersection of Mullens Street and Robert Street, to accommodate the expected traffic flows. The existing dedicated right turn lane, from Robert Street northbound to Robert Street eastbound, will also need to be lengthened. While carrying out this work the opportunity should be taken to realign and reconfigure the intersection, taking into consideration likely bus, taxi and private vehicles movements from Victoria Road to the Bays Station pickup locations. Additionally, the operation of the White Bay Cruise Terminal will generate movements through and to the end of Robert Street.
- The existing kerb and gutter should be realigned along the south side of Robert Street to provide a continuation of a wider shared path from Victoria Road.
- The signalisation should include pedestrian and cycle crossing legs on all approaches at this intersection.

Robert Street

- Currently, there is no footpath along the south side of Robert Street and, in response to the anticipated high pedestrian and cycle volumes, it will be essential to upgrade all existing (and provide new where not existing) footpaths and lighting.
- Smooth connection to existing and future active paths through the Rozelle Railyard Parklands and to Victoria Road is essential.
- Connecting bicycle paths to the east along Buchanan Street is also required as these roads are identified as existing cycle routes.
- The footpath along the north side is currently substandard with angle parking and at times vehicle overhang into the footpath areas. These areas should be reviewed to ensure a balance between walking, vehicle loading and on-street parking for businesses.
- It is also essential to improve substandard road and footpath lighting at night.
- In response to the anticipated high levels of pedestrian and cycle activity, mixing with public and private transport, consideration should be given to reducing the speed limit on Robert Street 40 km/hr or even 30 km/hr.

Intersection of Robert Street and Victoria Road

- The current shared path width along the White Bay Power Station frontage creates a bottleneck for bicycle riders from Anzac Bridge and Council express the safety concerns regarding the 90m of exposed section east of Robert Street where there is no separation between riders and four oncoming lanes of traffic in Victoria Road. It is requested that the shared path be widened, or ideally, as separated cycleway be constructed.
- The continued poor intersection level of service for Robert Street at Victoria Road traffic signals is a concern for Balmain Peninsula residents experiencing delays entering and exiting Victoria Road during the AM and PM peak hours. The part-time operation of the right turn phase from Robert Street to Victoria Road should be re-examined as part of the traffic signal upgrade, and any opportunities to improve intersection performance should be considered.
- With the anticipated increase in pedestrian end cycle use to the station it is considered essential that a bicycle lantern be provided across Robert Street and that the existing, sub-standard, pedestrian crossing leg be repositioned further away from the Victoria Road carriageway.

Appendix 2 – Stormwater and flood infrastructure requirements within and upstream of the sub-precinct

