TERMS OF REFERENCE

The Bays Precinct Taskforce has been established to recommend a strategic framework for the Bays Precinct for the next 25 years and beyond. The Taskforce is to:

- review the outcomes of Stage 1 Bays Precinct work and consultations
- devise and implement an effective consultative process to enable local and regional stakeholders to have informed input into the strategic framework for the Bays Precinct
- identify current and emerging issues affecting the precinct
- identify short, medium and long-term issues, constraints and requirements to address these
- advise on appropriate land uses having regard to strategic transport, port, maritime and waterfront precinct priorities for adjacent local areas and communities, metropolitan Sydney and NSW.
- report and recommend to Government on a strategic framework and strategic planning principles for the Bays Precinct by 30 July 2012

The work of the Taskforce will be guided by:

- The Bays Precinct - Report on Outcomes Stage 1 Consultation Process (February 2011)
- submissions made on the Bays Precinct - Stage 1 consultation process report
- the economic, employment, cultural, environmental and recreational needs of adjacent local areas and communities, metropolitan Sydney and NSW
- regional and local transport infrastructure requirements and the need to address current precinct traffic and transport constraints
- the unique attribute of the Bays Precinct as the last remaining undeveloped foreshore area of the natural deepwater port of Sydney Harbour and the ongoing port and maritime needs of metropolitan Sydney and NSW
- recognition that Glebe Island and White Bay will be used for ongoing and future port-related uses
- existing studies, reports and strategies developed for the precinct, including any relevant reports documented by Leichhardt Council and City of Sydney.
CONTEXT

State government planning context

**SREP 26 - City West 1992**
- contribution to integrated pattern of development to provide a range of housing and employment opportunities, and educational, recreation and cultural activities.
- provision of opportunities for a range of housing and employment, recreation and leisure and public access to foreshore
- requirement for master plans.
- Glebe Island and White Bay Master Plan (Sydney Ports 2000) and Rozelle and Blackwattle Bays Maritime Precincts (Waterways Authority 2002) now deemed to be the DCPs.

**Port and Employment Zone**
- facilitate the continuation of commercial port uses
- encourage development on Glebe Island and land adjoining White Bay which requires close proximity to the port.
- encourage mix of land uses which generate employment particularly in port and maritime uses
- employment opportunities within White Bay Power Station site
- pedestrian and cycle links with surrounding networks
- encourage port related uses which optimise use of existing rail facilities

**Waterfront Use Zone**
- provide for a range of water-based commercial and recreational activities and to provide public access within and across the zone and link with existing public access networks
- create, retain and enhance views between Wentworth Park and the foreshores of Blackwattle Bay

**State Heritage Act 1977 and State Heritage Register**
- White Bay Power Station listed on NSW State Heritage Register
- Heritage items listed in Schedule 4 of SREP 26

**Draft Inner West Subregional Strategy 2008**
- Key direction of the Inner West Subregional Strategy is to protect the working harbour.
- The Bays Precinct has “significant potential in the region’s and Global Sydney’s urban development, and that it is the last remaining deep water commercial berth within the harbour”
- Enhance regional open space
- Improve access to waterways, and links between parks and centres

**SREP Sydney Harbour Catchment 2005**
- give preference to and protect waters required for the effective movement of commercial shipping, public water transport and maritime industrial operations generally (Zone W1 Maritime Waters)

**State Environmental Planning Policy (State and Regional Development) 2011**
- identifies the Bays Precinct as a ‘State significant development’
- identifies the Bays Precinct as a ‘State significant infrastructure and critical State significant infrastructure’
CONTEXT

Local Government planning context

City of Sydney LEP 2005 and draft LEP 2011
- Bays Precinct within City of Sydney LGA is covered by SREP 26 and Sydney LEP 2005
- Commercial core (occupied by Fish Markets) promotes commercial and prohibits residential uses
- Promote a wide range of uses including tourist, leisure, commercial, retail and office development consistent with Ultimo-Pyrmont’s close proximity to CBD, harbour locations and transport infrastructure
- Ensure the total amount of employment-generating development is compatible with the traffic capacity of Ultimo-Pyrmont and adjoining areas
- Encourages sustainable transport modes
- Height controls and Floor Space Ratios for water’s edge development

Leichhardt LEP 2000 and draft LEP 2012
- The Bays Precinct area is excluded from the LEP 2000 and draft LEP 2012 as it is covered by SREP 26 - City West
Location

- 2km West of Sydney CBD
- Bounded by inner west suburbs of Balmain, Rozelle, Lilyfield, Annandale, Glebe, Ultimo and Pyrmont
CONTEXT

Global

GLOBAL CITY
1. Sydney is Australia’s only global city
2. Sydney CBD Part of Global Economic Corridor
3. Sydney is the main focus for national and international business, professional services, specialised retail and tourism. It is a recreation and entertainment destination for the Sydney region with national significance
4. Sydney has a metropolitan, state, national and international catchment for its activity.
5. Sydney will have a competitive, innovative and adaptable economy which underpins its success in the global economy
6. Sydney must adapt to changing international circumstances while protecting and building on its environmental, social and economic advantages
7. Growing population, changing population, more suitable and affordable housing, employment and jobs close to home, efficient transport, infrastructure and land use, sustainability, climate change and global competitiveness are all issues that need to be addressed
8. Specialised maritime commercial activities are core to Sydney’s economy

INTERNATIONAL PORT
1. 99% of Australia’s international trade is transported by sea.
2. Glebe Island and White Bay is a key facility in NSW’s transport and logistics network. It is ideally positioned within the Sydney metropolitan area for efficient transfer of cargo between land and sea
3. Glebe Island is the principal centre for receiving, storing and distributing dry bulk goods to service the Sydney market.

(Department of Planning, 2010, Metropolitan Plan for Sydney 2036)

DESTINATION
1. Global tourism destination.
2. Sydney Harbour

(Department of Planning, 2010, Metropolitan Plan for Sydney 2036)
CONTEXT

Roads
Public transport, foreshore access and open space

Forehore access is fragmented. Potential to complete foreshore access around Rozelle and Blackwattle Bays and create a recreational loop similar to the ‘Bay Run’ at Iron Cove.
Traffic and intersections

1. City West Link/ Victoria Road/ The Crescent
2. Victoria Road/ Robert Street
3. The Crescent/ James Craig Road
4. The Crescent/ City West Link
5. Wattle Street/ Pyrmont Bridge Road
6. Pyrmont Bridge Road/ Banks Street
7. Bank Street/ Miller Street (Fish Market entry)
8. Johnston Street/ The Crescent
9. City West Link/ Catherine Street
10. City West Link/ Balmain Road
11. Balmain Road/ Lilyfield Road
12. Victoria Road/ Darling Street

Limited number of routes off the peninsula and through the Bays Precinct, limits the capacity of key intersections.
The southern shores of Blackwattle and Rozelle Bay are well serviced by public transport (light rail and bus). White Bay and Glebe Island have limited access to public transport.
ANALYSIS

Foreshore access and public domain

Public harbour foreshore access around the Bays Precinct has missing links and potential for improved continuity and access.
ANALYSIS

Flooding

Bays Precinct is predominantly reclaimed land and flood prone. This has implications for development and may restrict certain types of development.