Objectives and Principles for the Bays Precinct

1 Objective Integrated Future Planning

*No more one off, ad hoc planning decisions by State Government or other planning authorities*

*All future planning and development decisions relating to the Bays Precinct to be on the basis of the agreed Principles and an integrated strategic plan for the whole Precinct incorporating a long term (c20 years) vision.*

Supporting Principles

1.1 Develop an integrated strategic plan for the whole of the Bays Precinct incorporating strategic planning principles

1.2 Develop a series of linked specific Master Plans for each definable site. They are to be consistent with the integrated strategic plan and principles. Existing Master Plans are to be amended where they are inconsistent with the strategic plan or its principles.

1.3 Ensure the longer term (up to 20 years) vision for the Bays Precinct guides more immediate planning decisions so that implementation of the long-term vision is not precluded by incompatible or unsympathetic activities/development.

2 Objective Priority and Precedence for the Public Good

*Establish public good, not private benefit as the overriding driver for future planning decisions for the Bays Precinct.*

*Protect remaining public ownership of foreshores and harbour from further alienation by sale or long-term lease for private use and restore headlands and heads of bays to the public.*

Supporting Principles

2.1 The Bays Precinct (as a part of Sydney Harbour) is to be recognised as a public resource, owned by the public, to be protected for the public good.

2.2 The Bays Precinct foreshore lands are to remain in public ownership for the benefit of the local and wider community.

2.3 The restoration of headlands to public green space and heads of bays for public use as opportunities arise.

2.4 Leases on publicly owned lands and buildings are to be limited to medium term (c30 years) except where the lease provides for public use.

2.5 The public good has precedence over the private good whenever and whatever change is proposed for the Bays Precinct or its foreshore (as a part of Sydney Harbour)

2.6 Protection of the natural assets of the Bays Precinct (as a part of Sydney Harbour) has a high priority

3 Objective Access, Open space and recreation

*Open much more of the foreshores to the community and provide, wherever possible, continuous foreshore corridors for pedestrians and cyclists*

*Restore the headlands and heads of bays to the public as opportunity arises*

*Maintain safe access to the bays for passive water based activities (rowing, dragon boating, kayaking, sailing)*
Supporting Principles

3.1 Create continuous public access to the foreshore (except where precluded by health, safety or security issues) including open space corridors for pedestrians and cyclists along the waterfront, wharves, the White Bay powerhouse and the Rozelle railway yards, as a vital part of the planning process. This will include:

- Publicly accessible open space strategically located at specific locations around the Bay, extending and connecting existing adjoining open spaces.
- Provision of public open space for both passive use and active /sporting recreational uses.
- The restoration of headlands to public green space and heads of bays for public use as opportunities arise.
- The setback of any development fronting the Bays with a building line of not less than 20 metres from the foreshore.
- Ensure access for people with disabilities is integrated into all aspects of planning in line with relevant standards and guidelines.

3.2 Ensure 24 hour access to the foreshore except where ‘working harbour’ functions require occasional or permanent restricted access. Co-locate these functions wherever possible to minimise the areas of restricted ‘working harbour’ foreshore access.

3.3 Maximise opportunities for waterfront and water-based recreational activities by limiting structures on the water that impede water surface activities.

3.4 Preserve traditional and compatible maritime recreational uses (rowing, dragon boating, kayaking, sailing) and retain safe navigation and speed parameters. This should include ensuring that maritime activity is characterised by low wash, low frequency, low use of the space with limited early morning activity.

3.5 Coordinate open space locations with the public transport network and key public access points and reflect environmental sustainability principles.

3.6 Reconnect green corridors using endemic native plants where possible.

4 Objective Heritage

Recognise the Bays’ significant maritime and industrial history in planning decisions. Conserve all heritage items and, where feasible, provide for adaptive reuse of significant structures.

Supporting Principles

4.1 Recognise the significance of the area as part of Sydney’s maritime and industrial history including by:

- Incorporating reference to and the creative interpretation of the Precinct’s maritime and industrial history into any redevelopment.
- Conserving and adapting, where feasible, the significant fabric of the Precinct, including all heritage and other structures.

5 Objective Land Uses

Provide for local distinctiveness and character. Given the high residential density of surrounding areas, ensure planning decisions have the minimum possible adverse impact on existing residents and businesses.
Supporting Principles
5.1 Allow for a range of land uses within each definable site and within the whole Precinct focusing on activities that will provide their own distinctiveness and character and which take into account a balanced response to regional, state and national needs and the high density residential character of the surrounding suburbs.
5.2 Ensure all uses have a minimum possible adverse impact on existing residents and businesses. Create ‘buffer zones’ where uses may have adverse impacts.
5.3 Prioritise land for activities that are dependent upon a foreshore location in preference to those which are simply enhanced by that location.
5.4 Ensure planning responds to the existing geography and built forms, points, headlands, valleys, cuttings, bridge structures etc.
5.5 Encourage maritime related land uses throughout the Precinct.
5.6 Concentrate existing heavy industry land uses in appropriate locations to allow opportunities for other sites to be redeveloped for more sensitive land uses.
5.7 Maximise public access and activation of the foreshore through a range of land uses that will enhance public safety through both the day and at night.
5.8 Ensure that land uses and their population intensity are appropriately integrated with public transport accessibility and overall transport infrastructure.

6 Objective Transport
Ensure no new activities or developments are approved without simultaneous provision for the necessary transport infrastructure - including public transport. Prohibit approval of long term activities that will result in increased traffic congestion within the surrounding suburbs.

Supporting Principles
6.1 Develop an integrated public transport strategy for the Precinct that guides future development and includes the following:
- Prioritise sustainable transport opportunities, including walking and cycling, by maximising access to public transport and nearby centres and activity hubs.
- Extend the light rail system to the peninsula.
- Maximise opportunities offered by the existing heavy rail access to the Harbour to achieve efficient cargo transportation and support the ‘working harbour’.
- Provide a heavy transport road corridor from the port areas to the adjacent arterial road system to avoid impact on the suburban road system.
- Maximise opportunities created by any future plans for a rail metro.
- Create a high quality pedestrian environment taking precedence over vehicles.
- Minimise the provision of car parking after consideration of the accessibility of public transport and services.
- Exclude car parking structures from the area between any waterfront building and the foreshore.
- Introduce additional ferry services to the area.
6.2 Integrate continuous pedestrian and cycle ways with foreshore activities and the surrounding area.
6.3 Ensure that the long term uses do not result in increased traffic congestion within the surrounding suburbs.
6.4 Coordinate any ferry services with the location and timing of local water based recreational activities.
6.5 Support car share as a transport mode throughout the precinct.

7 Objective Housing
Exclude private housing from direct foreshore frontage and restrict housing to a lower order priority within the Precinct.
Supporting principles

7.1 Housing is considered to be a lower order priority within the Precinct (except for the within the Rozelle train yards site).
   - Ensure location of housing considers compatibility with ongoing and proposed maritime uses and adequate provision of open space.
   - Ensure housing locations do not impair provision of working harbour uses or public open space and amenity nor enable private ownership of land with direct foreshore frontage.

7.2 Ensure any housing is 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.

8 **Objective** Built Form and Design

*All built form is to be of excellent design, on a compatible scale with the adjacent neighborhoods and is to contribute to a high quality public domain Views, including views to landmarks, to be conserved and where possible, expanded.*

Supporting principles

8.1 Ensure development manifests design excellence by:
   - Developing/redeveloping at a compatible scale at interfaces with the adjacent neighborhoods
   - Ensuring the bulk, scale and location of buildings consider local views into, over, through and from within the Precinct, and conserve and, where possible extend, significant views
   - Implementing principles of ‘view sharing’ where relevant
   - Contributing to a high quality public domain
   - Developing diverse architectural responses, with buildings having a diverse design, fine grain and pattern, with active frontages and articulated elevations.
   - Using design competitions for key site locations

8.2 Allow for the ongoing sustainable use and reuse of buildings.

9 **Objective** Community and Culture

*Create a high profile for cultural and artistic activities as an integral and significant aspect of the Precinct’s character*

Supporting Principles

9.1 Ensure cultural uses and the celebration of indigenous and contemporary culture are an integral part of the Precinct.

9.2 Provide for publicly accessible art to be incorporated in the Precinct making reference to the water base environment and the area’s maritime history.

9.3 Integrate appropriate and adequate community and education facilities within the Precinct.

9.4 Provide for maritime education and training activities to occur within the Precinct.

10 **Objective** Economic Life

*Maintain a contemporary ‘working harbour’ character for the Precinct and support other employment opportunities including green R&D and creative industries (eg incubators, artist studio space)*
Supporting Principles

10.1 Maintain a contemporary ‘working harbour’ character of the Bays Precinct considering current and future needs within the Precinct.

10.2 Ensure continuing commercial port use within the Precinct is supported together with the consideration of future port related uses.

10.3 Ensure other non-trading maritime commercial activity (e.g. vessel repair, lay-up berthage, bunkering, space for harbour related construction works and other support services) are supported as currently vital to the effective functioning of the Harbour.

10.4 Encourage ‘Green’ R&D industries in the Precinct.

10.5 Identify opportunities for the beautification and development of open foreshore space for public use and amenity as an economic benefit to the City.

10.6 Identify opportunities for supporting creative industries (e.g. provision of incubators and artist studio spaces).

10.7 Provide for economic growth and job opportunities for the future of the local and regional area.

11 Objective Sustainability and Environment

Incorporate best practice sustainability principles in all development and ensure that all uses enhance the sustainability of human and physical ecology in waterways and foreshores.

Supporting principles

11.1 Ensure all uses enhance the sustainability of the human and physical ecology in the immediate and neighboring waterways and foreshores.

11.2 Ensure all uses comply with relevant environmental guidelines and controls.

11.3 Ensure development takes a ‘whole-of-catchment’ approach to water cycle management through:
  - 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 and reduces potable water use.
  - creating a water conservation and harvest scheme for the whole Precinct that deals with collection, treatment and reuse.

11.4 Design roads to provide for a high quality pedestrian and cycling environment.