



Draft

Bays West Place Strategy

NSW Department of Planning,
Industry and Environment

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Welcome to Country

The stretch of Country now known as Bays West has been known for millennia as Gari Gurad/Nura (Saltwater Country) and Nattai Gurad/Nura (Freshwater Country). This Country is celebrated for vast expanses of garaban (rock and sandstone) which in some places provides gibbaragunya (stone/cave shelters), and in other places creates yiningmah (steep cliffs) where ceremony can be performed privately without uninitiated onlookers.

For thousands of generations, local Aboriginal people have lived an abundant and sustainable lifestyle within a complex kinship system of numerous families and clans on this Country including the D'harawal, Dharug, Eora, Gai-maragal, Gundagara and Guringai peoples, among others. We pay our respects to their Ancestors and Elders past, present and emerging and acknowledge that through honouring Country, we also honour their timeless connections to Country.

It is also here on this Country that we recognise the changing and evolving nature of Country and the ways in which local communities and ecologies have responded and adapted to these changes throughout time. We acknowledge that Country is a living, breathing entity with an enduring Duwee or Spirit and it is this spirit that informs the work we undertake here today, and into the future.

Ngeeyinee bulima nandiritah
(May you always see the beauty of
this earth)

Welcome to Country provided by Shannon Foster, D'harawal Sydney Traditional Owner and Knowledge Keeper. Artwork titled 'Guriwal Dreaming' by Shannon Foster.

Within the Bays West Place Strategy, you will encounter stories of the Bays West location specifically. These are a small selection of the D'harawal stories of this place. They are shared by a contributor to this document, D'harawal Knowledge Keeper Shannon Foster, whose Ancestors kept these knowledges alive, and whose Elders and Knowledge Keepers still celebrate, live by and share them today.

The cultural Intellectual Property (IP) of all Aboriginal peoples, including the cultural IP of these stories, remains with the people they belong to and can never be vested or assigned. In this case the stories belong to the D'harawal people of the Sydney region who know themselves as Iyora here, and these stories may not be duplicated or used without the express permission of Sydney D'harawal Elders or Knowledge Keepers. The stories shared are just the starting point. There are other stories, and there are many layers of these stories that have not been unpacked in this document. There may also be other Ancestral stories of this location from other local peoples, and hearing them will involve the effort and time to learn in culturally appropriate ways.

Executive summary

Bays West has changed over time from its Aboriginal origins, through the industrial age, to its present-day use as a significant harbour-side precinct supporting ports and a working harbour, framed by decommissioned heritage structures and important arterial road infrastructure.

Throughout its history, Bays West has seen wholesale shifts in patterns of land use. More recently, waves of industry have moved in, expanded, then become redundant or moved to other parts of Sydney, with the vital exception of ports and working harbour operations. As Bays West has evolved, people have been progressively excluded, so that much of the space has become inaccessible to the public and the area's life and vitality has been lost.

This Place Strategy for Bays West sets out a vision for a connected,

vibrant and activated precinct – a new kind of Sydney urbanism that respects and celebrates Country, drawing on natural, cultural, maritime and industrial stories to shape an innovative and sustainable new place for living, recreation and working.

The Bays West of the future will evolve over time into a mixed-use precinct integrated with enhanced port and working harbour activities, a 'blue economy' leveraging an already powerful economic contribution – some \$4 billion over 25 years from Port Authority land. It will be supported by the adaptive re-use of the White Bay Power Station and more convenient and direct active transport connections. Opportunities are boundless. These include revitalising heritage assets, creating an international gateway at the Cruise Terminal, capitalising on



the innovation corridor to adapt to new technologies and sustainable port operations, and building a world-class foreshore walk with walking and cycling connections to the surrounding urban areas.

It will be host to activities, places, connections and destinations that enrich the precinct's character and meaning through built form and public spaces that embrace its natural and cultural heritage. The precinct will respect and celebrate Country, building on its past to shape a new place.

The NSW Government's decision to invest in the delivery of a Sydney Metro station will be the first step to unlock the precinct's potential and to ensure access for all. It provides a catalyst, offering significant development and connectivity opportunities for its future resident, worker and visitor populations and will allow the future vision and opportunities for the precinct to be realised.

Above: The sandstone seating at Ewanton Park in Balmain, looking across to Barangaroo and the Sydney CBD.

This Place Strategy speaks to Bay's West's past, present and future. Its 14 directions, across five enabling themes, address connectivity, productivity, liveability and sustainability matters that will guide the growth and change of the precinct over time. The themes and directions are:



Land use and function, that address further land uses of Bays West and the role it will play in Sydney's future.

- **Direction 1**
Deliver diverse employment spaces that can support knowledge intensive industries, which are a key contributor to the success of the innovation corridor
- **Direction 2**
Deliver a range of housing, including affordable housing, to support the jobs created in the precinct and the ongoing growth of the Eastern Harbour City
- **Direction 3**
Retain, manage and allow the essential strategic port and maritime industry uses to grow and evolve, to ensure they continue to support the NSW economy



Design of places and spaces that provide guidance on how Bays West will feel to people and what is important in the design of buildings and public domain.

- **Direction 4**
A key focus of the precinct is the design of open space and social infrastructure, ensuring careful integration with the natural, industrial, maritime and cultural heritage
- **Direction 5**
Promote design excellence and embed a people-focused approach to deliver high quality and diverse built form and amenity outcomes
- **Direction 6**
Promote biodiversity and improve water quality in the harbour whilst restoring and expanding the green and blue natural systems
- **Direction 7**
Deliver a world class sustainable precinct which is carbon neutral and delivers efficient management of energy and water, and the elimination of waste



Transport and movement that recognise the constrained nature of Bays West and establish how the precinct will move people and goods to, from and through Bays West.

- **Direction 8**
Improve the precinct's connectivity and integration into its locality and surrounding areas
- **Direction 9**
Provide for new connections to existing places by removing existing barriers to allow connections through the site and convenient access to the new Metro station
- **Direction 10**
Prioritise walking, cycling and public transport by capitalising on the new Metro station, creating more convenient and direct active transport connections and investigate the reinstatement of a crossing from Bays West to Pyrmont



Heritage and culture that recognise the importance of the past and how understanding history and culture is critical to creating a place with meaning.

- **Direction 11**
Bring new life to existing diverse assets and uses, integrating rich layers of creativity, heritage and culture across the precinct
- **Direction 12**
Ensure that future developments recognise, embrace and create opportunities for deeper understanding of our culture and stories



Infrastructure delivery and governance that recognise that the precinct will evolve over time and that multiple stakeholders are required to ensure that Bays West is successfully delivered.

- **Direction 13**
Use a whole-of-government approach to deliver strong and coordinated place outcomes for Bays West over time
- **Direction 14**
Provide services and infrastructure to support the needs of the existing and future community of Bays West and its surrounds as it grows over time.

The themes and directions are backed by six big moves:

Big Move 1

Repurpose White Bay Power Station to become a focal point of the precinct.

Big Move 2

A crossing from Bays West to Pyrmont to create more convenient and direct active transport connections.

Big Move 3

Connect community to water, while recognising and supporting the working harbour and port operational requirements.

Big Move 4

Deliver a significant, connected, activated public open space near the water at an early stage.

Big Move 5

Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through development that has a strong dependence on public and active transport.

Big Move 6

Enable a world class harbour foreshore walk.

The vision, directions and big moves are articulated in the structure plan, which is presented as an aspirational, end-state representation of the precinct's urban renewal. This Bays West Place Strategy also contains an initial stage structure plan, which shows the precinct when the metro station opens, towards the end of the decade.

The vision, directions, big moves and the structure plan are all supported by a range of actions to achieve them over the short, medium and long term. The implementation of these actions will contribute to the realisation of the vision for Bays West.

This Bays West Place Strategy continues the conversation about the future for the precinct – both on land and on water. Water use and the potential to intensify the 'blue economy' affects the potential for land use in so many ways. It will be critical to address both competing and complementary needs to ensure the potential for land and water uses are fully realised.

It means to focus on all the benefits – environmental, social and economic – possible to be drawn from this precinct, and the government remains open to ideas on each to ensure the best possible outcomes for this treasured and historic place.



Glebe Island Silos as viewed from the Anzac Bridge.

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Introduction

The stretch of Country now known as Bays West has been known for millennia as Gari Gurad/Nura (Saltwater Country) and Nattai Gurad/Nura (Freshwater Country). This Country is celebrated for vast expanses of garaban (rock and sandstone) which in some places provides gibbaragunya (stone/cave shelters), and in other places creates yiningmah (steep cliffs) where ceremony can be performed privately without uninitiated onlookers.

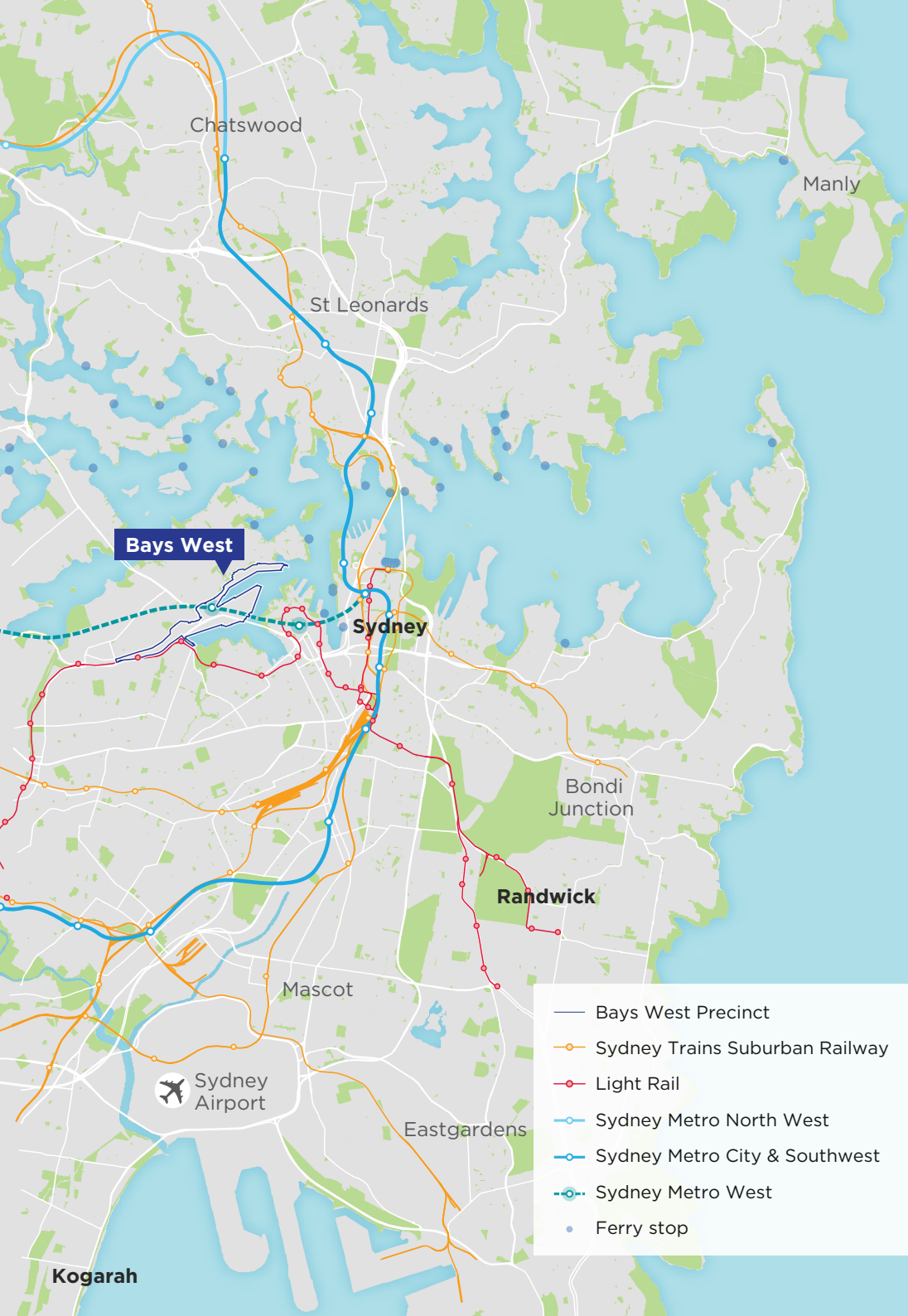
For thousands of generations, local Aboriginal people have lived an abundant and sustainable lifestyle within a complex kinship system of families and clans on this Country including the D'harawal, Dharug, Eora, Gai-maragal, Gundangara and Guringai peoples, among others. The Ancestral stories about this place connect to the waters, the creatures and the environment, informing a means for us to continue to live sustainability and abundantly in this place.

The area around White Bay comprises some of the earliest land to be subdivided and developed west of Sydney Cove in the early nineteenth century. The rest of that century saw the relocation of noxious industries from central Sydney to the precinct, with the opening of Sydney's first abattoirs, and earthworks were undertaken to connect Glebe Island to the mainland. The first bridge connecting Balmain to Pyrmont was constructed of timber and opened in 1862.

The early part of the twentieth century saw the expansion of heavy industry including coal and grain handling, and the opening of the White Bay Power Station in 1917, initially to power Sydney's tram and train networks. During the Second World War, Glebe Island was the main depot for the US Army. The current Glebe Island Bridge was opened in 1903 and upgraded in 1933.



View of White Bay looking north showing Glebe Island terminal in the background, date unknown. Courtesy of NSW State Archives.



The second half of the twentieth century saw the continued expansion of coal export and loading facilities, modernisation and expansion of the White Bay Power Station, and the introduction of containerisation to the shipping industry. The White Bay Power Station was decommissioned in 1984 and was added to the NSW Heritage Register in 1999. The ANZAC Bridge opened, and the Glebe Island Bridge closed to vehicular traffic in 1995. The Glebe Island Bridge was added to the State Heritage Register in 2013.

Today, Bays West is a significant harbour-side precinct supporting ports and working harbour uses which contribute to a sustainable and resilient economy. It is framed by decommissioned heritage structures and regional road infrastructure. The precinct comprises 77 hectares of land, including Glebe Island, White Bay Power Station, White Bay, Rozelle Bay, and Rozelle Rail Yards. It also includes 76 hectares of adjacent waterways, including Rozelle Bay, White Bay, and Johnsons Bay.

Bays West provides the opportunity to create the next celebrated place in the transformation of Sydney; one that benefits the community, delivers the shared vision from *The Bays Precinct Sydney: Transformation Plan (2015)*, and helps future-proof the economies of Greater Sydney, NSW, and Australia.

The Bays West of the future will evolve over time into a mixed-use precinct integrated with ports and working harbour activities. It will be supported by the adaptive re-use of the White Bay Power Station and a reconnected Glebe Island Bridge as an anchor for a vibrant precinct. A staged approach will support this evolution, together with the opportunity for temporary activation of places along the journey to realising the vision.

The intention is for Bays West to become a connected, vibrant and activated precinct, with the delivery of a Sydney Metro Station being the first step to unlock the precinct's potential and to ensure access for all. The precinct will respect and celebrate Country, building on its past to shape a new place. New built form will enrich its character and be framed by public spaces that reflect the precinct's heritage and key heritage landmarks. Vibrant activities in these spaces supported by a close relationship to the water and high levels of active transport connecting to the Sydney CBD, Pyrmont, Balmain and the Inner West will ensure Bays West develops into an exciting place. An integrated port with improved transport and a diversity of uses will create an improved international gateway to Sydney and Australia.

Purpose of this document

Background

Urban renewal at The Bays is not a new idea, with local and state plans for the area going back to the 1990s. The NSW Government remains committed to the ambition established in 2015 with *The Bays Precinct Sydney: Transformation Plan (2015)* – to make the area a great destination in the Eastern Harbour City that will help drive an internationally competitive economy, and deliver great outcomes for existing and new communities, and for Greater Sydney and NSW more broadly.

This *Bays West Place Strategy* builds upon that previous work and creates a long-term vision for Bays West to be delivered over time. It is aspirational in nature, setting the scene for possibilities in line with this long-term staged approach.

1990s



City West Urban Strategy



SREP 26



Bays Precinct: City West Urban Strategy



The Bays Precinct Planning Study

2000s



White Bay Power Station Conservation Management Plan first edition



Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005



Glebe Island and White Bay Master Plan

2010s to now



The Bays Precinct Sydney: Transformation Plan (2015)



White Bay Power Station Conservation Management Plan (Vol I-IV)



Bays Precinct Strategic Framework



International Summit and Sydneysiders Summit



Announcement of Metro West including The Bays Station



Cultivating a successful innovation district



NSW Government stakeholder consultation and infrastructure planning process

Bays West is characterised by its maritime and industrial heritage and has witnessed many changes over the years. Some future changes are known, such as the delivery of the Bays Station as part of Sydney Metro West. Other aspects are anticipated to evolve as the precinct develops over the coming decades.

There has been a series of ongoing community consultation events and panels associated with the Bays Precinct. Both state and local government have sought the views of the community as part of policy and project consultation in the past. Feedback has remained consistent across the various times this has been undertaken. Key topics from the consultation undertaken in the development of *The Bays Precinct Sydney: Transformation Plan (2015)* include:

- public benefit prioritisation
- public foreshore access
- opportunity for heritage and cultural offerings
- connectivity and transport, traffic and access
- provision of housing and jobs
- need for design excellence
- coordinated planning.

Strategic Framework

The *Bays West Place Strategy* responds directly to current State and Local Government policy frameworks and aligns with their strategic objectives and priorities. The vision and directions are a progression on the ambitions and commitments previously adopted in *The Bays Precinct: Sydney Transformation Plan (2015)*.

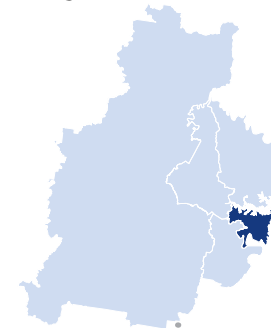
Bays West represents a major opportunity to address key NSW Government policy commitments and the Premier’s Priorities, including the delivery of a strong economy, well-connected communities, and quality local environments. An integrated suite of policies reflect the NSW Government’s focus to align land use, transport and infrastructure planning for Sydney and NSW. This includes the following, within which the Bays Precinct is directly referenced:

- *Greater Sydney Region Plan: A Metropolis of Three Cities*
- *Eastern City District Plan*
- *Future Transport 2056*
- *State Infrastructure Strategy 2018-36*
- *NSW Freight and Ports Plan 2018-23.*

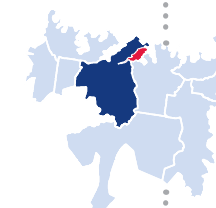
Other important policy documents that inform the strategic context for Bays West include the Government Architect NSW’s *Better Placed and Greener Places* (and their supporting documents), and the local government strategic planning documents developed by both the Inner West and the City of Sydney Councils in response to the Greater Sydney Commission’s region and district plans. These include a community strategic plan and local strategic planning statement, along with supporting land use, employment, and housing strategy documents.

Over the next 40 years, the population of Greater Sydney is projected to grow to 8 million. The region will need an additional 817,000 jobs and 725,000 new dwellings. New infrastructure, protection of the environment and important resources will be essential to manage such growth. The Greater Sydney Commission’s region plan, *A Metropolis of Three Cities*, identifies 10 directions, planning priorities and actions for implementation by the various levels of government, the private sector and wider community. The plan is integrated with the intentions for Greater Sydney in *Building Momentum – State Infrastructure Strategy 2018-38* and *Future Transport 2056*.

Greater Sydney Region



Eastern City District



Inner West Council LGA





Sydney as Three Cities.
Courtesy of Greater Sydney Commission.

Sydney is a polycentric city and is supported by a series of centres that need to play a stronger role in supporting jobs and the local economy. There is a need for close to half of Sydney’s jobs to be located in major centres that are serviced by public transport. The notion of a metropolis of three cities (the Western Parkland City, the Central River City and the Eastern Harbour City) was formed with the vision that most residents will live within 30 minutes by public transport to jobs, education and health facilities, services and great places. These will be captured under the overarching framework

of infrastructure, liveability, productivity and sustainability.

The Eastern Harbour City will become more innovative and globally competitive, with increasing knowledge-intensive jobs supported by the district’s lifestyle and environmental assets. The Eastern Economic Corridor is anchored by the Harbour CBD, the established economic heart of Greater Sydney, and globally connected through airport and port assets. The directions of the *Greater Sydney Region Plan* are supported by the 22 planning priorities of the *Eastern City District Plan*. Key relevant themes of the District Plan include creating great places, fostering a 30-minute city through active and public transport and capitalising on Sydney’s natural and economic assets such as Sydney Harbour.

Planning for the future

This *Bays West Place Strategy* gives effect to the district plan by aligning its directions with the region and district framework of infrastructure, liveability, productivity and sustainability. This strategy outlines a vision for the precinct that will be realised through the 14 directions, supported by progress towards six big moves (refer to **Directions on page 24** and **Big Moves on page 42** for details).



The relationship between the place strategy and relevant frameworks

The future planning for Bays West will improve connectivity to surrounding areas including Pymont Peninsula and Blackwattle Bay.

In the context of the long-term horizon of Bays West, any framework requires flexibility to deal with significant change, as the site continues to be developed, redeveloped, and adapted into the future. The place strategy is a long-term plan that will respond to change over time.

The place strategy is supported by two technical companion documents – the strategic place framework and the urban design framework.

The strategic place framework is an analysis of the existing Bays West and surrounds to identify a vision and future for the precinct.

The urban design framework will inform the development of the precinct over time.

The place strategy and the urban design framework are living documents that will inform the evolution of Bays West but will also expand and change with the precinct. These documents provide more detail for each sub-precinct, as well as staging and implementation information.

Vision

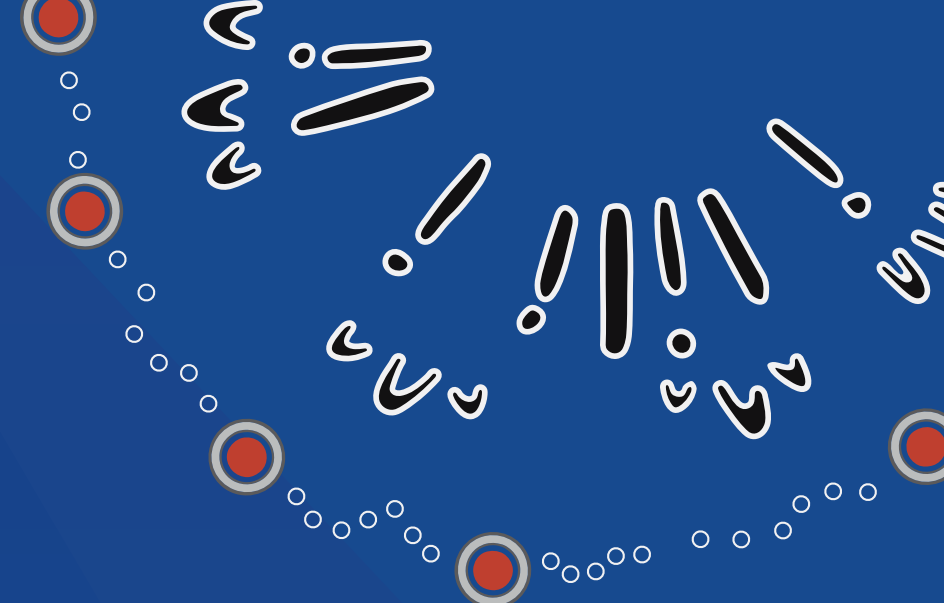


Bays West will represent a new kind of Sydney urbanism that respects and celebrates Country.

It will build on its natural, cultural, maritime and industrial stories to shape an innovative and sustainable new place for living, recreation and working.

New activities, places, connections and destinations will enrich Bays West's character and meaning over time through built form and public spaces that embrace its natural and cultural heritage.

Bays West of the past



Place stories

Country is not a static entity and Bays West has had significant waves of evolution. As Country changes and evolves, it retains its own enduring spirit that lives on now and into the future.

The Bays West area has seen drastic changes over the past 100,000 years, transformations that are well documented in the oral Ancestral stories of local Aboriginal peoples.

The Sydney D'harawal stories of the Boomatjaril, Parradowee and Booambilyee in particular reference three evolutions of the 'harbour':

- Over 125,000 years ago, higher sea levels meant the original land areas of Bays West were lower-lying relative to sea level.

- During the last ice age, the surrounding peninsulas and Glebe Island formed escarpments to the lower river valley (now the bottom of Sydney Harbour).
- When the harbour flooded again at end of the ice age, the water level relative to adjacent peninsulas and Glebe Island returned almost to its current state, with the 'island' being accessible across the mud flats at low tide from Balmain Peninsula.

This Place Strategy has identified themes that speak to the enduring nature of this Country. This place has long been one of coexistence and healing, with a strong relationship to water and an abundance of resources provided

by Country. Communities have been resilient and ingenious in their care for Country and their use and management of infrastructure and interconnected systems. This spirit of Country can inform the next phases for Bays West.

The pace of change in Bays West and surrounding areas has dramatically accelerated since European occupation. These waves of change are also directly linked to the establishment and expansion of Sydney.

While change has accelerated, the themes identified as the spirit of Country have ongoing relevance. These themes have underpinned many of the stories and features of Bays West as we know it today. In many cases, there is clear evidence that not understanding

and responding appropriately to Country has had negative effects in Bays West. The lessons drawn from the evidence can inform the next steps and evolution of the area, allowing us to embrace a greater understanding of Country and embed this within the Bays West of the future.

Details on the place stories of Bays West are provided in the draft Connecting to Country framework located in the supporting draft Urban Design Framework. This includes stories relating to:

- coexistence and healing;
- Water;
- what country provides;
- infrastructure and interconnectedness; and
- resilient communities.

Historic timeline

Pre 1788

Songlines speak to tens of thousands of years of occupation and connection to Country at Bays West by Aboriginal peoples of the Sydney Basin who have evolved and adapted to radical changes in climate and water level. Colonial records have attributed British ideas of land ownership, borders, and single owners of specific locations, such as references to Wangal and Gadigal peoples of the Eora as the inhabitants of this area, but these records do not reflect the more complex, nuanced kinship systems of communities with shared responsibility for caring for Country. British notions of boundaries, border lines and fixed territories have never existed for the interconnected communities of this Country, which include the D'harawal, Dharug, Eora, Gai-maragal, Gundagara and Guringai peoples, among others, who have always negotiated their peaceful coexistence here.

The Country at Bays West includes part of the harbour, with this place being known as the abundant and sustaining Gari Gurad or Garri Nura (Saltwater Country), which holds deep cultural and ceremonial importance. Bays West is formed from garaban (rock and sandstone) that is also fed with nattai daragun, which are freshwater creeks and springs that sustain life and culture in this place. Where gari and nattai countries meet is known as the tucoerah, where the biddigalo (bitter water) merges in estuaries, marshy areas and mud flats. The coalescence of the three types of water-Country – gari, nattai, biddi – has always provided a rich variety of creatures and plants, habitats and environments for the communities that care for Country here. This is a place of sustainable, careful management of the abundant resources and where ceremony and culture have long been enacted.

1788-1840

Following the arrival of the First Fleet in 1788, the lands in and around the Precinct were divided up and grants issued for farming and agriculture. The first house, “Birch Grove” was built on the peninsula in 1810 by John Birch.



Map showing residences, numbered allotments with measurements and purchasers around Birch Grove House. Courtesy of NSW State Library.

1840-1900

Glebe Island was selected as the site for the city’s abattoirs, opening in 1860 and attracting other industries such as timber merchants, ship builders, and tanneries to the area. Massive earthworks transformed the topography of the island and connecting it to the mainland. A blackbutt timber toll bridge was built connecting Pyrmont to Glebe Island.



First Glebe Island Bridge, Glebe, photographed in 1899. Courtesy of NSW State Archives.

1900-1945

The early part of the twentieth century saw the expansion of heavy industry including coal and grain handling, and the opening of the White Bay Power Station in 1917, initially to power Sydney’s tram and train networks.

The 1920s saw coal handling infrastructure established at White Bay and an expansion of the grain silo complex at Glebe Island.

The second stage of White Bay Power Station was completed in 1928. Wharves 2 and 3 at White Bay developed shortly after to accommodate specialist bulk chemical shipping, with development then slowing during the Great Depression. The Second World War saw Glebe Island operate as the main US Army depot in Sydney.



View of Balmain Power Station and White Bay headwaters from Glebe Island grain silos, c1940s.

1945-1965

The 1950s saw coal export and loading facilities established at the head of White Bay, along with the staged modernisation of the White Bay Power Station.

This included the installation of new machinery to secure greater capacity and the demolition of the original 1917 boiler house.



Coal loading, photographed in 1964. Courtesy of NSW State Archives.

1965-2020






Balmain remained dominated by working class residents through the 1970s, 80s, and 90s. The concentration of noxious industries and their associated pollution of the Bays made the area unattractive and a topic of local protest. The White Bay Power Station was decommissioned in 1984 and was added to the NSW Heritage Register in 1999.

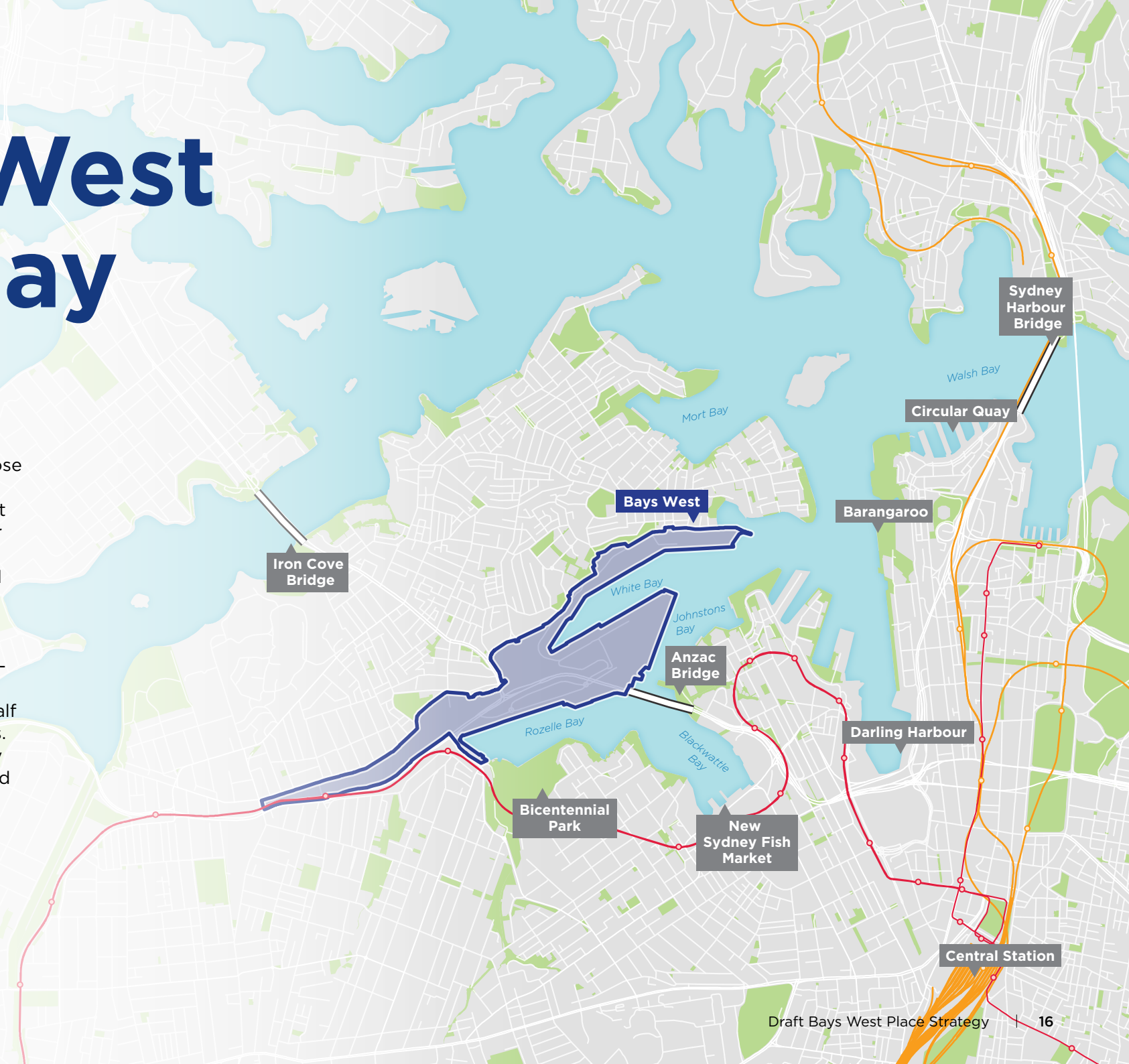


White Bay Power Station, photographed in 1967. Courtesy of NSW State Archives.

Bays West of today

Bays West is a vast site, sitting close to the CBD in a unique harbour-fronted setting. It is one of the last significant pieces of inner harbour land available for urban renewal. Bays West is of an unprecedented scale relative to other significant renewal sites across the Sydney CBD. For context, at 77 hectares the precinct is equivalent to three-and-a-half times the site area of Barangaroo, and approximately half the size of Melbourne's Docklands. Bays West also represents Sydney Harbour's last deep water and land interface, essential for port and working harbour functions.

-  Bays West Precinct
-  Sydney Trains Suburban Railway
-  Light Rail
-  Water
-  Open space





View looking across Johnstons Bay to residential apartments in Pyrmont with ANZAC Bridge in the background.

Like that of other Australian cities, Sydney's famed liveability is being challenged by its capacity to sustain a rapidly growing population. This growth is placing significant pressure on our existing transport and service infrastructure, housing and employment stock, and access to quality public spaces.

To remain competitive, Sydney needs to follow the path of the world's most influential and high-performing cities, shifting towards high-amenity, sustainable, medium-density, and polycentric metropolitan living, supported by high-efficiency transport infrastructure. Bays West needs to be an exemplar of how Sydney's urban areas can evolve to make the city better for all.

The existing port facilities at Glebe Island and White Bay are a critical asset for Sydney Harbour and NSW, with supporting ports and working harbour uses enabling economic growth and adding to the maritime character of Bays West. The port plays a strategic role, supporting critical supply chains for trade and the associated construction and infrastructure industries, as well as being a key cruise destination. The port is an essential facility for the transport of supplies such as sugar and gypsum to Sydney, and the White Bay Cruise Terminal is important for tourism and as a gateway to Sydney and Australia. Current port operations at Glebe Island and White Bay will contribute a net economic benefit in excess of \$4 billion over the next 25 years to NSW, with opportunities for growth into the future. The integration of ports and working harbour with urban renewal presents a real opportunity for ambitious innovation.

There are several neighbouring precincts currently being renewed, such as the delivery of the future Rozelle Parklands and the former Rozelle Railyards, the new Sydney Fish Market, Blackwattle Bay, Pyrmont and onto Sydney CBD, Barangaroo, Darling Harbour and Circular Quay. Together, these will unlock lands around this inner

western side of the harbour, linked by the bays and waterways and influencing the character of the bays and their edges.

Several key elements are found within the Bays West precinct, including the White Bay Power Station, Glebe Island Silos, and Glebe Island Bridge. These are iconic elements, and together reinforce the distinctive industrial maritime character of Bays West. Certain elements, such as the cruise ship terminal, provide the opportunity to shape an iconic arrival experience for international tourists and locals returning home.

The Bays West precinct is currently difficult to navigate through, given the barriers caused by the existing land uses and limited road access. Despite this challenge, there are opportunities to improve connectivity to, through and within the precinct, and improve access to the surrounding areas of Balmain, Balmain East, Rozelle, Glebe, Annandale, Pyrmont and beyond.

Substantial parts of the precinct will be used in the coming years by a series of major infrastructure projects and other associated construction works. The Precinct offers the only deep water land interface in Sydney harbour, essential for projects that require this.

Opportunities

Detailed place analysis for the precinct has revealed numerous opportunities and possibilities for the future of Bays West. These have been categorised under five Place Strategy themes.

These opportunities for the Precinct are considered and realised through the **Bays West Structure Plan 2040 and beyond on page 56.**

Land use and function

- Retention of ports and maritime uses and the unique character they offer
- Design a best practice integrated port and mixed-use development that acknowledges the economic and social importance of the port and working harbour uses whilst mitigating land use conflicts and maximising public foreshore access
- Unlock appropriate areas for delivery of employment space and dwellings in a diverse range of building types and sizes
- Establish a new vibrant mixed-use centre with a night time economy and utilise the character and place benefits from the heritage assets and waterfront including the prominence and landmark qualities of the White Bay Power Station
- Leverage the location of Bays West with its broader connectivity to Greater Sydney and the established innovation corridor to establish a new knowledge intensive jobs centre
- Enable ports and maritime innovation in response to global trends and drivers, and new technologies to support industry, linking to the innovation corridor and creating educational opportunities

Design of places and spaces

- Celebrate the harbour as one of Sydney's greatest assets and create a publicly accessible foreshore promenade which engages with the water in multiple ways
- Establish a commitment to excellence across design and sustainability to achieve balanced and holistic high-quality built form, public domain, and environmental amenity and performance outcomes focused on people and responsive to its surroundings and context
- Retain and feature the natural, industrial, maritime, and infrastructural site assets
- Create public spaces responsive to the requirements of port and maritime uses, as well as the broader public
- Embed within public spaces natural system improvements including canopy cover, biodiversity, and water quality
- Celebrate the port as a distinctive place to shape a bay-oriented innovation district

Transport and movement

- Leverage and support the new Metro Station and the 30 minute city access it can help deliver
- Provide new supporting public transport throughout the Precinct and shift mode share for broader benefits
- Implement an overlapping pattern of network and access points for walking and cycling routes to/from and through the Precinct, plus deliver new infrastructure and creates strong connections to the CBD, Pyrmont, Balmain, Rozelle and the surrounding area
- Create prioritised and high amenity walking and cycling routes through the Precinct
- Deliver a highly walkable Precinct maximising public access to the harbour and foreshore that promotes community health and wellbeing
- Establish an exemplar low car use Precinct and leverage the improved place outcomes that can be delivered as a result

Heritage and culture




















- Become a benchmark for recognition of Country and the value Indigenous cultural knowledge brings
- Create a network between the three major heritage landmarks which represent maritime and industrial significance through the centre of the Precinct
- Remediate and unlock use of heritage assets such as White Bay Power Station and Glebe Island Bridge
- Ensure that heritage assets are conserved, adaptively reused, and interpreted in a manner which reflects their significant contribution to place identity
- Encourage maximum public access of heritage assets and surround them with exemplary public spaces with logical public access interface points
- Embed historical artefacts and structures into the new Precinct plan and establish a Precinct-wide interpretation strategy and cultural network

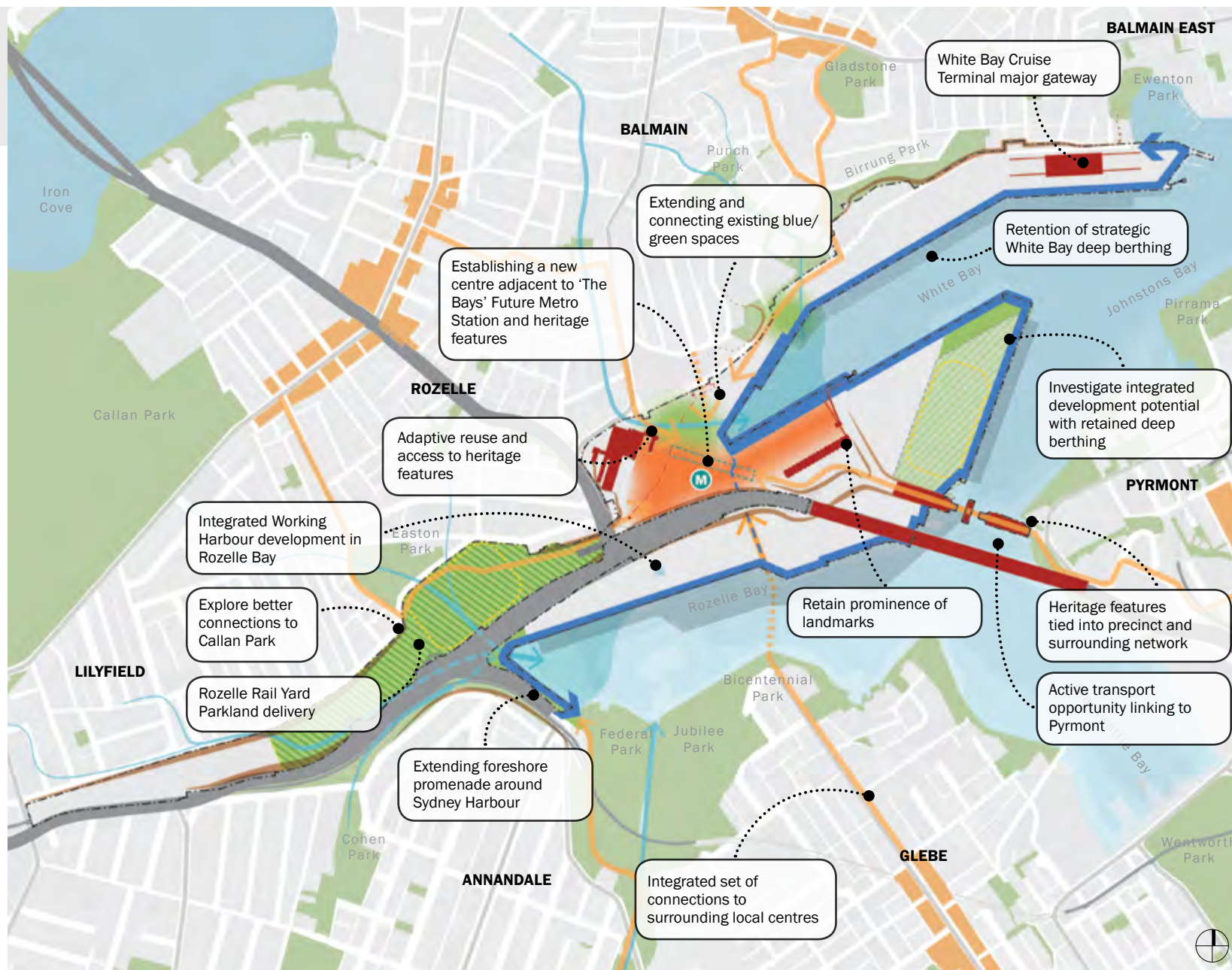
Infrastructure delivery and governance

- Planning, designing, and delivering cohesively, with a public benefit and strategic needs focus and ongoing engagement
- Establishing an innovation focus and place brand, and curating an appropriate mix and level of affordability across the Precinct, given competition over innovation precincts
- Joined up co-ordination beyond Precinct boundaries on large scale issues, including water quality, digital infrastructure, and major project integration
- Ability to value-add beyond the boundaries of the Precinct when delivering new infrastructure
- White Bay Cruise Terminal to evolve into major gateway to Sydney and Australia, creating an exciting arrival experience and capitalising on the tourist economy

Opportunities for the Bays West Precinct

Legend

-  Bays West Site Boundary
-  Existing Public Domain
-  Overland Flow Paths
-  Proposed Bays Ecology Zones
-  Landform Features
-  Heritage Landmarks
-  White Bay Power Station Conservation Management Plan Boundary
-  Potential Foreshore Promenade
-  Potential Foreshore Promenade Linking Connections
-  Future 'The Bays' Metro Station
-  Future Metro Station Box
-  Existing Town Centres
-  Key Pedestrian/Cyclist Access Points into Precinct
-  Proposed New Bays West Town Centre Zone
-  Vessel Berthing Zones
-  Proposed Key Public Domain Zones
-  Public Domain Integrated into Projects
-  Potential for Built Form/Public Domain Integration
-  Active Recreation Opportunity Zones



Courtesy of Terroir and collaborators.

Challenges

Detailed place analysis for the precinct has revealed many site-specific challenges to be addressed or overcome in the renewal of Bays West. These have been categorised under the Place Strategy themes.

Despite these challenges, Bays West presents a real opportunity to improve connectivity and establish itself as a vibrant precinct.

These challenges for the Precinct are considered and realised through the **Bays West Structure Plan 2040 and beyond on page 56**.

Land use and function

- Land use competition given the range of needs established between existing and future port and working harbour functions, housing growth, employment space growth, plus supporting services and community, recreation and cultural infrastructure
- Innovation precinct competition locally and globally
- Establishing correct long-term split between land uses and ensuring long-term validity and delivery
- Barriers and integration challenges to surrounding land uses and within precinct to create integrated land use renewal
- Land use conflicts with ports and maritime uses will need to be addressed including traffic, emissions, noise, water quality, foreshore access, and connection point impediments

Design of places and spaces

- Re-balance natural systems to make places that are highly livable and desirable for community
- Ensuring new development does not have adverse impacts on surrounding context whilst establishing a new Precinct
- High visibility of Precinct
- Avoid sterilisation of site by devaluing or removing unique attributes and attractors or new development not responding to these characteristics
- Overcoming barriers at urban interfaces and within the site, including uses, lot scale, and separation
- Addressing ongoing amenity impacts from arterial roads and ports and maritime uses
- Limited public spaces and access to the foreshore

Transport and movement

- Currently an isolated Precinct with limited connectivity to CBD/Pyrmont and Balmain/Rozelle
- Public Transport in surrounding areas is experiencing high demand
- Traditional travel patterns for a evolving precinct including high private vehicle use can not be supported
- Water, topography, and arterial roads act as barriers to unlock access at site edges and within the Precinct
- Constraints on permitted access points to Precinct for vehicles
- Providing for ongoing staged use of existing roads for ports and maritime uses, and long-term heavy vehicle impacts on overall place quality heritage and culture

Heritage and culture



















- Re-establishing an understanding and connection with Country through engagement with on Country Indigenous communities and ensuring commitment to long term protocols for delivering a meaningful response
 - Concerted effort and funding needed to retain and remediate landform heritage features and establish a creative and cultural offering with many intangible returns
 - Ensuring development appropriately responds to heritage and setting
 - Prevent characterless development responses within the Precinct's unique setting
- Infrastructure delivery and governance

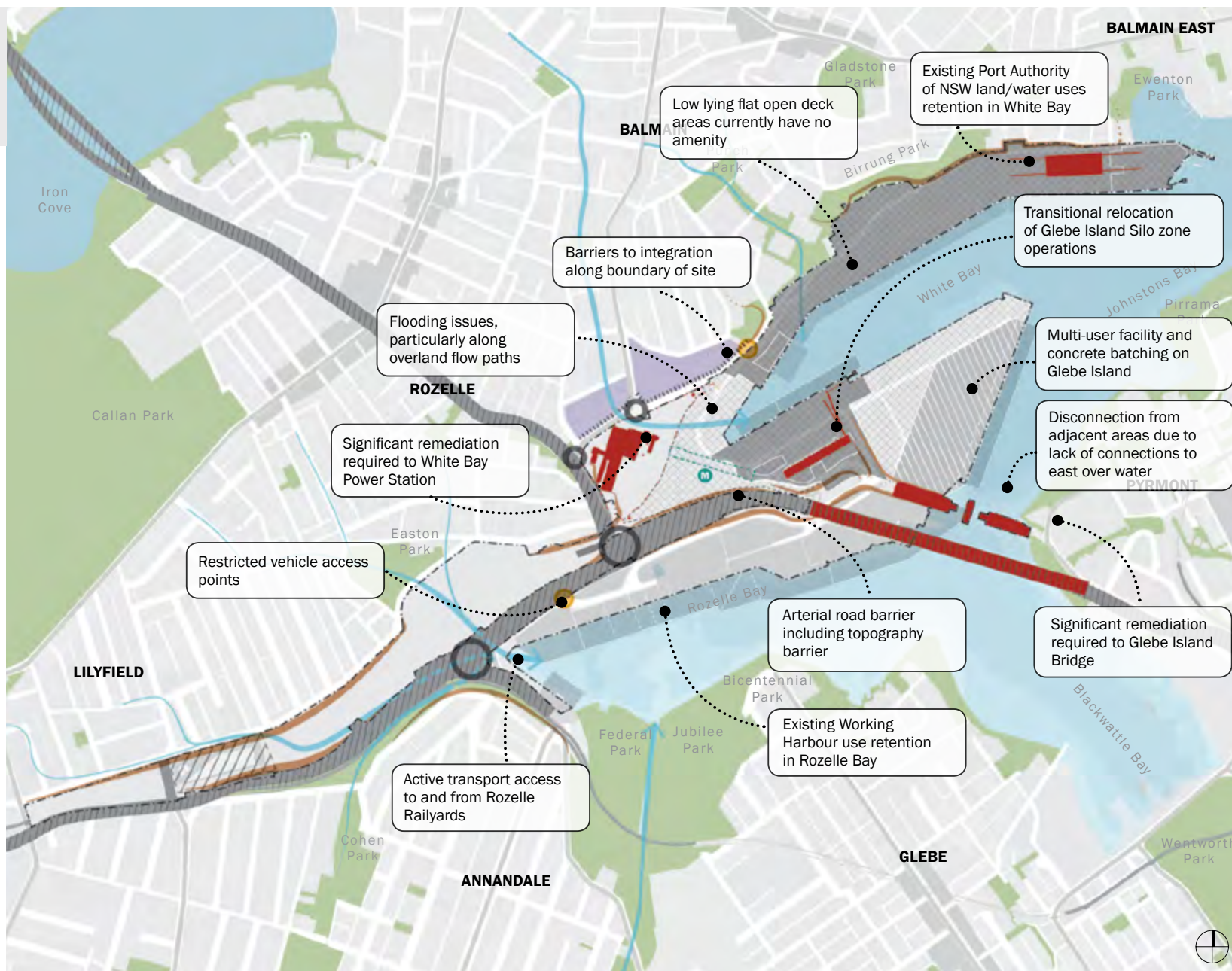
Infrastructure delivery and governance

- Strategic land use prioritisation and needs analysis with long-term delivery of broader precinct.
- Establish services and infrastructure needs for existing and future communities in the Precinct and surrounds which will undergo significant change over time.
- Coordination of investment and funding mechanisms to deliver scale of needed services and infrastructure
- Ensuring non-fractured delivery approach across public domain zones, heritage and cultural networks, and character given delivery pathway

Challenges for the Bays West Precinct

Legend

-  Bays West Site Boundary
-  Existing Public Domain
-  Overland Flow Paths
-  Landform Features
-  Heritage Landmarks
-  Future 'The Bays' Metro Station
-  Future Metro Station Box
-  Port Authority of NSW Land Ownership
-  Port Authority of NSW Leased Zones
-  Glebe Island Multi-User Facility and Concrete Batching
-  Rozelle Bay Leased Zones
-  Vessel Berthing Zones
-  Light Rail Stabling Yard
-  Major Arterial Roads
-  Key Road Intersections
-  Existing Road Network Access Nodes
-  Existing Industrial Land Use
-  Robert Street Industrial Interface



Courtesy of Terroir and collaborators.

Bays West in the future

Renewal of Bays West

The NSW Government is proactively considering the future of Bays West. Key to this challenge will be celebrating the unique elements of Bays West in line with the vision. Urban renewal of the precinct, integrated with continuing port and working harbour uses, will unlock this part of the Bays area, and allow better connectivity to, within and through Bays West.

Renewal of Bays West will enable new activities and destinations to attract people to the area. Superior, active transport links will integrate this part of the city into the wider innovation corridor, and new public green spaces and access to the harbour will allow people to appreciate the natural and cultural heritage embedded in the site.

Government ownership of much of the precinct allows for prioritisation of how Bays West is developed for the community. Timing, staging and form of development can be optimised to ensure the end vision is delivered by the renewal of Bays West over time. The NSW Government will consider a range of methods to deliver the precinct's urban renewal, including private sector partnerships to enable innovation.

The NSW Government's commitment to a new Metro station at the Bays is a catalytic project for the precinct, offering significant development and connectivity opportunities for its future resident, worker and visitor populations. The Bays West of the future will be guided by careful consideration of the area's economic productivity,

with an eye toward how this prosperity is shared among stakeholders and sustained long into the future.

The retention and evolution of existing ports, working harbour, maritime and industry uses within Bays West is strategically important. The NSW Government has endorsed retaining these operations with the understanding their configuration can be optimised to retain berth capacity while supporting the

precinct's urban renewal ambitions. Global trends and drivers of change influencing ports and their role as economic engines of harbourside cities provide the potential for positive change in the future. There is a commitment to supporting these industries and integrating their land/water interface requirements through the staged delivery of the precinct's redevelopment and into the future of Bays West.

The renewal of Bays West will be delivered in a staged approach over time. The NSW Government is looking at opportunities for temporary activation of areas during this time, to allow the public to access and enjoy these harbourside areas at an earlier stage.



Elements of this Place Strategy

The first stage to be delivered will be The Bays Metro Station and surrounding development, as part of the White Bay Power Station (and Metro Station) sub-precinct. It is envisaged other stages will be developed over time, with the Rozelle Rail Yards Parkland and an integrated port facility being delivered later.

*Left: People walking along the foreshore in neighbouring Blackwattle Bay, Glebe.
Below: People kayaking in the harbour.*



The place strategy and strategic place framework identify the future of Bays West and will guide its renewal to ensure that this ambition is realised. Key to delivering the future of Bays West are the:

- vision, a simple statement that succinctly describes the long-term outcome for Bays West
- directions, which guide future renewal and ensure that subsequent development will achieve the vision
- big moves, which are key deliverables for Bays West that require multiple stakeholders and are critical to realising the vision for Bays West
- structure plan, which provides an aspirational end-state outcome for the renewal of Bays West and ensures that each stage of the renewal considers the broader plan for the precinct. It identifies key open spaces, connections, the Metro Station, heritage items, development zones, and ports and maritime zones.
- actions, which are individual implementation items that government and stakeholders will undertake to achieve the renewal of Bays West.

Directions

The 14 directions that have been established for Bays West address connectivity, productivity, liveability and sustainability matters that will guide the growth and change of the precinct over time. The directions are grouped into five enabling themes.

Country-led perspectives are a key driver for the *Bays West Place Strategy*. All phases of the development will prioritise the recognition and protection of Country and its significance within Aboriginal cultures, in historical, contemporary and future contexts. Country is relevant to all of the themes and their associated directions.

These directions, together with the accompanying big moves and structure plan, establish how development and growth will occur in the Bays West precinct and transform its current use to deliver the vision for the area. The directions focus on five themes that ensure that the vision for Bays West is successfully delivered through the precinct's renewal.

Directions for the Bays West precinct must align with strategic planning directions for metropolitan Sydney. The Greater Sydney Commission's *Eastern City District Plan* is the relevant district plan for the Eastern Harbour City, within which Bays West sits. The district plan contains 22 planning priorities grouped into a framework of Liveability, Productivity, Sustainability and Infrastructure and Collaboration themes. To provide 'line of sight' between the district plan and this *Bays West Place Strategy*, each of the 14 place strategy directions has been aligned to the most relevant one of the four framework themes in the *Eastern City District Plan*.

4 Greater Sydney Commission's *Eastern City District Plan* Framework Themes

- Liveability
- Productivity
- Sustainability
- Infrastructure and collaboration

5 Place Strategy Themes

- Land use and function
- Design of places and spaces
- Transport and movement
- Heritage and culture
- Infrastructure delivery and governance

14 Place Strategy Directions





Liveability



Productivity



Sustainability



Infrastructure and
collaboration

Planning framework

Bays West Place Strategy Directions



Land use and function

These directions address the future land uses of Bays West and what role it will play in Sydney's future

1

Deliver diverse employment spaces that can support knowledge intensive industries, which are a key contributor to the success of the innovation corridor



2

Deliver a range of housing, including affordable housing, to support the jobs created in the precinct and the ongoing growth of the Eastern Harbour City and metropolitan Sydney



3

Retain, manage and allow the essential strategic port and maritime industry uses to grow and evolve, to ensure they continue to support the NSW economy



Design of places and spaces

These directions provide guidance on how Bays West will feel to people and what is important in the design of buildings, open spaces and public domain

4

A key focus of the precinct is the design of open space and social infrastructure, ensuring careful integration with the natural, industrial, maritime and cultural heritage



5

Promote design excellence and embed a people-focused approach to deliver high quality and diverse built form and amenity outcomes



6

Promote biodiversity and improve water quality in the harbour whilst restoring and expanding the green and blue natural systems



7

Deliver a world class sustainable precinct which is carbon neutral and delivers efficient management of energy and water, and the elimination of waste





Liveability



Productivity



Sustainability



Infrastructure and
collaboration

Planning framework

Bays West Place Strategy Directions



Transport and movement

These directions recognise the constrained nature of Bays West and establish how the precinct will move people and goods to, from and through Bays West.

8

Improve the precinct's connectivity and integration into its locality and surrounding areas

9

Provide for new connections to existing places by removing existing barriers to allow connections through the site and convenient access to the new Metro station

10

Prioritise walking, cycling and public transport by capitalising on the new Metro station, creating more convenient and direct active transport connections and investigate the reinstatement of a crossing from Bays West to Pyrmont



Heritage and culture

These directions recognise the importance of the past and how understanding history and culture is critical to creating a place with meaning.

11

Bring new life to existing diverse assets and uses, integrating rich layers of creativity, heritage and culture across the precinct

12

Ensure that future developments recognise, embrace and create opportunities for deeper understanding of our culture and stories



Infrastructure delivery and governance

These directions recognise that the precinct will evolve over time and that multiple stakeholders are required to ensure that Bays West is successfully delivered.

13

Use a whole-of-government approach to deliver strong and coordinated place outcomes for Bays West over time

14

Provide services and infrastructure to support the needs of the existing and future community of Bays West and its surrounds as it grows over time



Land use and function



Direction 1

Deliver diverse employment spaces that can support knowledge intensive industries, which are a key contributor to the success of the innovation corridor



Direction 2

Deliver a range of housing, including affordable housing, to support the jobs created in the precinct and the ongoing growth of Sydney/Eastern Harbour City



Direction 3

Retain, manage and allow the essential strategic port and maritime industry uses to grow and evolve, to ensure they continue to support the NSW economy



The future land use in Bays West will accommodate knowledge-intensive industries as it is well-positioned to support the innovation corridor and the port.

The land and sea of Country at Bays West has always provided for local people and ecologies in a multitude of ways. When we prioritise and care for Country, we promote a responsive and balanced approach; supporting the short-term needs of community while ensuring the long-term resilience and Spirit of Country is preserved and shared by future generations.

Bays West will include a diverse range of land uses to ensure a vibrant and lively precinct, supporting the activation of the precinct during the day and at night. The uses include cultural, retail services, and educational establishments, focused on commercial uses, with a supporting range of residential uses. A world class international gateway can be developed at the White Bay Cruise Terminal to create an amazing arrival experience and capitalise on the tourist economy.

The future of the precinct will be to support the innovation corridor, Central Sydney CBD and broader Sydney through its public transport connections and ease of accessibility to a range of centres along or adjacent to the Sydney Metro West line, including Tech Central, the Sydney CBD, Sydney Olympic Park, Parramatta and Westmead.

The current maritime and ports uses will be retained in the precinct to support the port and working harbour, including the current activities of port, cruise terminal, marine contractors, supply chain and staging for infrastructure and other construction activities. These uses are critical to the success of Sydney, with limited opportunities for these services to be provided elsewhere in NSW. The NSW

Government are investigating the potential development of a 'Sydney Harbour Strategy' which will help to define the ongoing Maritime uses in this and other precincts. This strategy will provide an opportunity to balance competing visions for the Harbour foreshore. DPIE will continue to work with TfNSW, the Greater Sydney Commission, and Port Authority of NSW to ensure that the working harbour capitalises on opportunities that a renewed Bays West creates for ensuring the long-term success of the harbour, while integrating commercial, residential, and other uses into the precinct.

The combination of land uses is what makes Bays West unique and distinctive. The port and working harbour uses create opportunities to deliver knowledge-intensive industries associated with the port and maritime uses, overlapped with other, broader knowledge-intensive industries supporting the innovation corridor. There are opportunities to link innovation to education and implement new technologies for industry. This has the potential to create a unique place along Sydney Harbour, which will be a focus of the future renewal of the precinct.

The precinct will deliver residential housing, including affordable housing. Future development will need to demonstrate that the uses

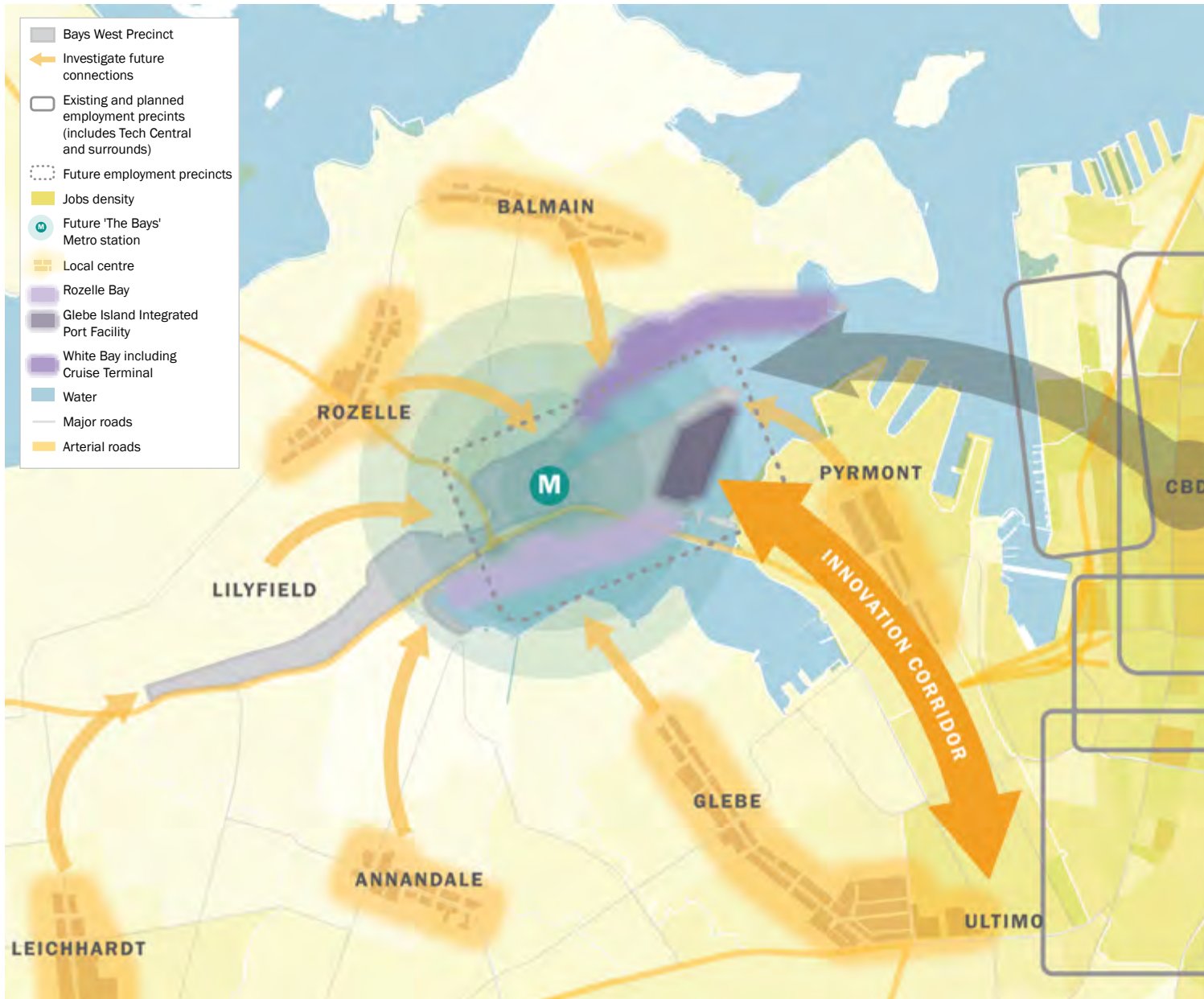
proposed support the broader NSW economy and address social needs including cultural, social and educational infrastructure.

The Greater Sydney Commission is preparing a Strategy and Delivery Framework for Tech Central which will co-ordinate its economic development and growth to become Australia's premier innovation and technology precinct.

Tech Central will anchor the southern end of the innovation corridor and will:

- Establish 25,000 innovation jobs;
- Develop, attract and retain globally competitive talent;
- Further attract and grow Start-ups, scale-ups and innovation technology; and
- Provide a pipeline of 25,000 new students to focus on Science Technology Engineering and Maths (STEM) and life science studies.

In a similar fashion, Bays West will reinforce the northern end of the innovation corridor by driving innovation in port and working harbour systems and technologies, linking to educational opportunities and creating a diverse precinct where the innovation economy can thrive.



Actions

These actions are those from the full list of actions under **Bays West Implementation Actions** to achieve Directions 1-3. They are numbered according to the full list of actions.

- **Action 4a**
Master planning for each sub-precinct to consider and demonstrate how it supports the innovation corridor and connected centres along the Sydney Metro West Route.
- **Action 4b**
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
- **Action 9**
Continue to work with Port Authority of NSW and other NSW Government stakeholders to explore how the strategically important ports and maritime activities are integrated into the future Bays West, including exploring options for innovative combinations of a wide variety of land uses to strengthen the blue economy.

Land uses in Bays West. Courtesy of Terroir and collaborators.

Design of places and spaces



Direction 4

A key focus of the precinct is the design of open space and social infrastructure, ensuring careful integration with the natural, industrial, maritime and cultural heritage



Direction 5

Promote design excellence and embed a people-focused approach to deliver high quality and diverse built form and amenity outcomes



Direction 6

Promote biodiversity and improve water quality in the harbour whilst restoring and expanding the green and blue natural systems



Direction 7

Deliver a world class sustainable precinct which is carbon neutral and delivers efficient management of energy and water, and the elimination of waste

Throughout time, Country has performed as an important civic, public, and ceremonial space. Designing with Country requires listening to the stories and cultural knowledges of this place, retaining and celebrating significant place elements, and embedding Country-based protocols and knowledge in all aspects of future development. The precinct's renewal presents an opportunity to immerse its sustainability ambitions in knowledge of Country.

Future buildings are intended to be diverse in form and scale and

orientated around welcoming open spaces that responds to the history of the site. This will be delivered by centring the precinct around people and ensuring that the quality and amenity of spaces and places are considered from the beginning. This will be achieved through establishing performance criteria for these spaces including solar access, wind, and design quality.

In response to the history of Bays West, future development will ensure that opportunities for capturing, preserving and interpreting the history of the site

are used. This will include allowing the historic fabric of Bays West to be the focus of the future precinct, creating a sense of place and character unique to Bays West.

The development of land directly adjacent to the harbour allows for significant improvements to the quality of water entering the harbour from the upstream. This can be achieved through the delivery of green and blue infrastructure that not only provides needed open space but also improves the water quality of the harbour. Open space will be located along the natural

water flow paths to capture this water and treat it before it enters the harbour.

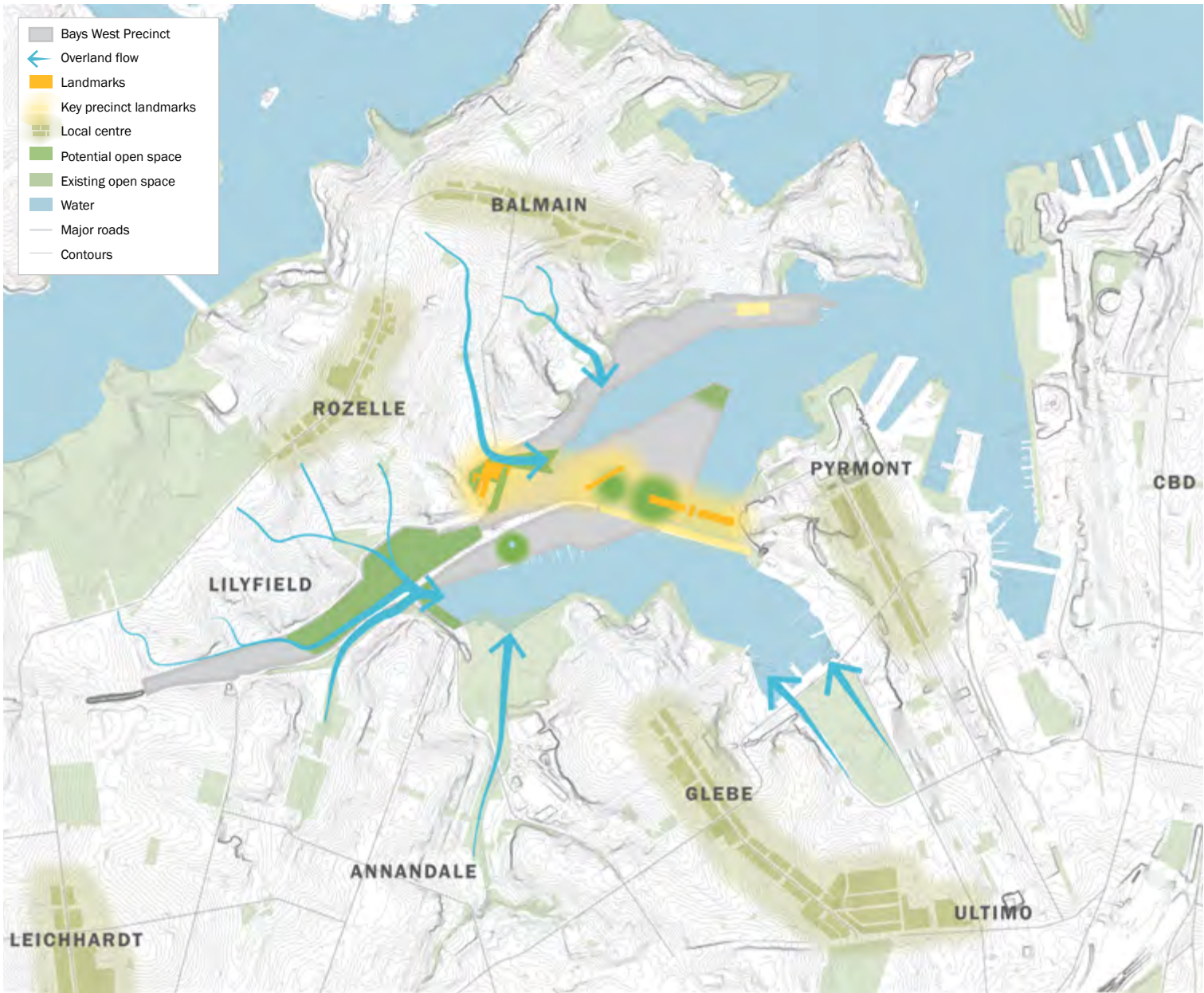
The delivery of a large-scale precinct creates significant opportunities in achieving best-practice sustainability, which will be expected of a development of this scale and ambition. A resource-efficient, future-proof and climate-resilient development will be key to attracting investment and world-class talent and ensuring the success of the circular economy.

Climate risk and resilience will be a key consideration for the precinct because of the strong relationship with water. The development of a climate adaptation plan is essential to address expected scenarios of rising sea levels and urban heat, as well as mitigating other potential environmental risks such as bushfire smoke and viral diseases.

The Bays West precinct will preserve and support biodiversity and natural systems to mitigate the impact of new construction. Priority will be given to green areas with high ecological value, such as native gardens and meadows. Building and infrastructure will consider regenerative and biophilic approaches.

Chippendale Green at One Central Park, an example of sustainable design.





Actions

These actions are those from the full list of actions under **Bays West Implementation Actions** to achieve Directions 4-7. They are numbered according to the full list of actions.

- **Action 3**
Establish a precinct wide approach to design excellence and design excellence strategies for specific projects to guide design quality for planning, development and delivery of the precinct
- **Action 8**
Develop the detailed urban design framework and appropriate development controls to accompany each stage of rezoning
- **Action 10**
Develop performance criteria to measure the quality of public or open spaces as they are designed and planned

Design of places and spaces in Bays West. Courtesy of Terroir and collaborators.

Transport and movement



Direction 8

Improve the precinct's connectivity and integration into its locality and surrounding areas



Direction 9

Provide for new connections to existing places by removing existing barriers to allow connections through the site and convenient access to the new Metro station



Direction 10

Prioritise walking, cycling and public transport by capitalising on the new Metro station, creating more convenient and direct active transport connections and investigate the reinstatement of a crossing from Bays West to Pyrmont

For millennia, this part of Country has been an important junction bringing many different people and Songlines together across the land and sea. Country here has always provided access and movement across a network of interconnected structures and ecosystems, and this enduring spirit continues today and into the future.

Access to and from Bays West is constrained, with surrounding roads acting as a barrier to and from the precinct. Many of these roads are already operating at capacity. The delivery of The Bays Metro Station is an opportunity to connect not only the precinct but also the existing community with broader Sydney.

It is also an opportunity to deliver a precinct that prioritises active transport (cycling and walking) and the use of buses and Metro. To achieve this, high-quality, convenient and well-connected links must be delivered that encourage existing and future communities to cycle, walk and catch public transport. Active travel connections into surrounding residential areas will be improved, and links around the foreshore through the precinct and to Balmain East, as well as across to Pyrmont and the CBD, will provide excellent cycling and walking opportunities. Attractive, safe, accessible and legible paths

will connect the Precinct to the surrounding urban areas.

Public transport will include the interchange of buses and Metro and will explore opportunities to deliver ferries to support the connectivity of Greater Sydney around and across the harbour.

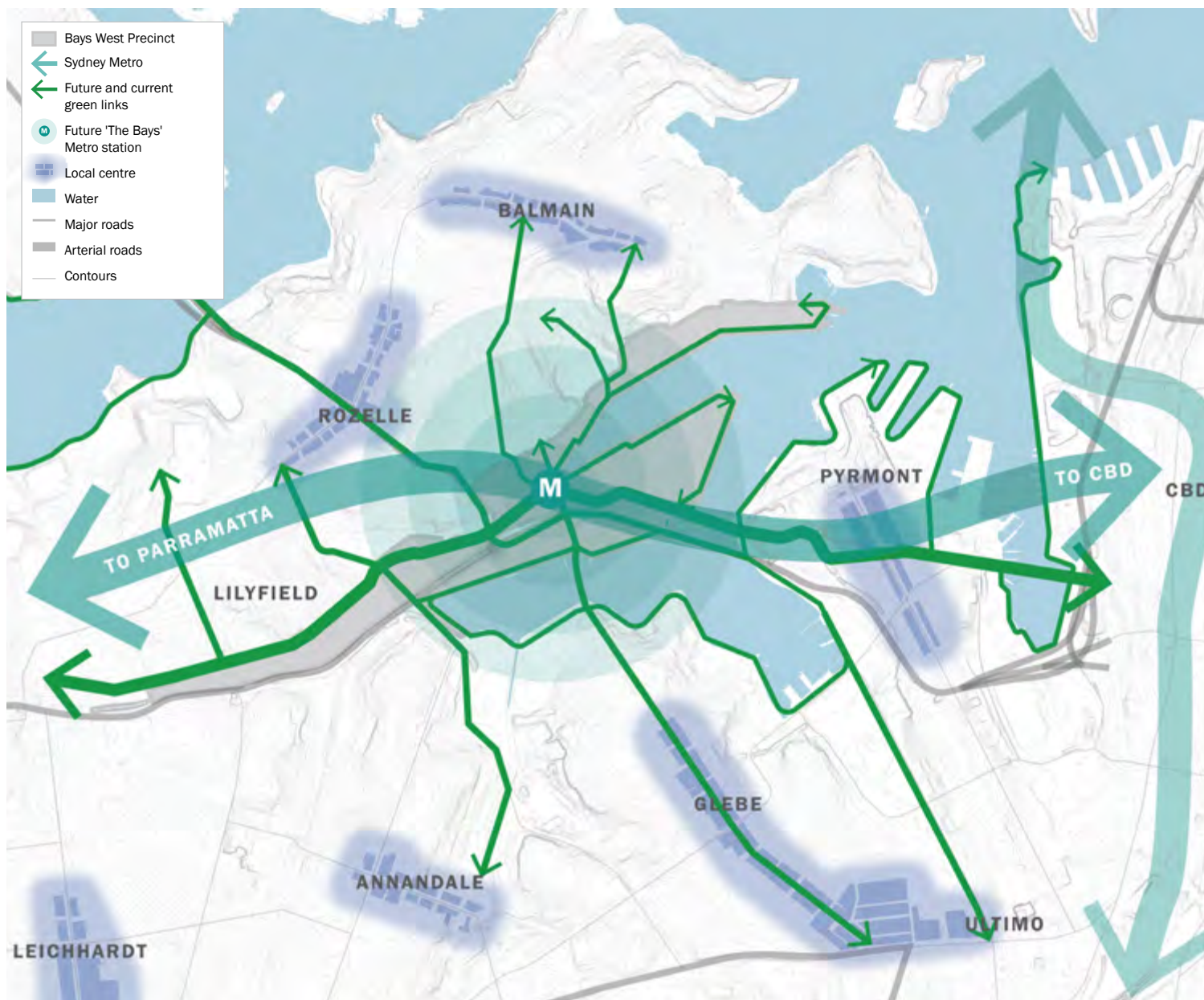
The renewal of Bays West will allow improved connectivity to and through the site with the objectives of maintaining freight and ports traffic and minimising private vehicles. It will also support the connection of the existing surrounding communities of Rozelle, Balmain, Annandale, Glebe, and Pyrmont. This will then encourage the broader connectivity of these communities to wider Sydney, including Tech Central, Sydney CBD, Sydney Olympic Park, Parramatta and Westmead.

An innovative and longer-term idea is to provide a direct link by way of a pedestrian bridge over Rozelle Bay to connect the Precinct to Glebe. This would enhance foreshore walk opportunities and provide better access to and from Glebe to the Precinct and its Metro station. The bridge would need to be a certain height to allow vessels underneath, and marine uses on the northern shore of Rozelle Bay may need to evolve over time in order to support the connection.



Above: The Sydney Metro West line will run from the City to Westmead with a stop at Bays West. Courtesy of Transport for NSW.

Left: Buses will provide connections to surrounding communities.



Actions

These actions are those from the full list of actions under **Bays West Implementation Actions** to achieve Directions 8-10. They are numbered according to the full list of actions.

- **Action 2**
Undertake precinct-wide studies and strategies including a transport plan
- **Action 2a**
The Bays West Transport Plan will guide the future renewal of the precinct to ensure that walking, cycling and public transport are the primary travel modes

Transport and movement in Bays West. Courtesy of Terroir and collaborators.

Heritage and culture



Direction 11

Bring new life to existing diverse assets and uses, integrating rich layers of creativity, heritage and culture across the precinct



Direction 12

Ensure that future developments recognise, embrace and create opportunities for deeper understanding of our culture and stories



Far left: Fitters at work in White Bay Power Station, 1934. Courtesy of State Library of NSW.



Left: The Glebe Island Silos, as photographed in 1934. Courtesy of State Library of NSW.

This Country holds important stories and knowledge that describes thousands of years of heritage and culture from multiple perspectives.

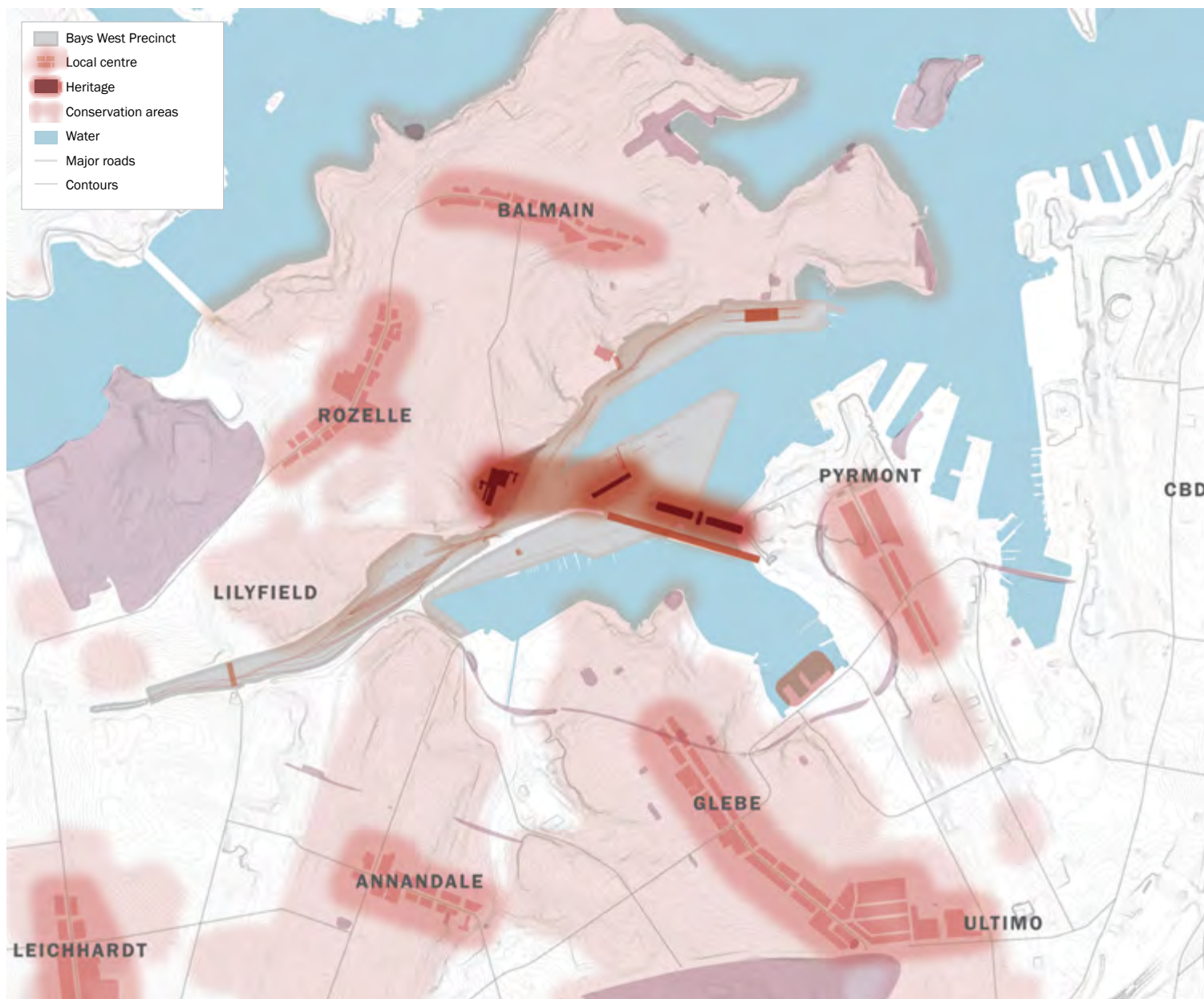
This place has been essential for the enactment of culture, with previous development overwriting the layers of embedded history and knowledge. The *Bays West Place Strategy* presents the opportunity for celebrating all layers of the history, knowledge and culture of this place into the future.

Bays West will respond to its industrial and maritime heritage through ensuring that existing heritage items are thoughtfully considered and that former (and in some cases ongoing) uses are responded to. This includes preserving and adapting the existing heritage items within the precinct, including White Bay Power Station and the Glebe Island Silos. This will occur over time and will ensure that renewal is balanced with celebrating the significance of valuable heritage assets.

Former buildings, uses and heritage will be considered and influence the precinct, affecting not only design, character, and materials, but will also play an ongoing role in the future of the precinct through adaptive re-use and interpretation.

Culture will be key to creating a sense of place through ensuring that future communities have the opportunity to express themselves but also connect with those that came before. Significant public open space and free neighbourhood infrastructure are key to fostering community cohesion and supporting the development of a resilient community. This includes creating a place that is welcoming and inclusive of all people, regardless of cultural background, gender, age, disability or ability.

Country is embedded in the precinct and will influence the renewal of the precinct not only during planning, design, and delivery but also as new communities live in the precinct.

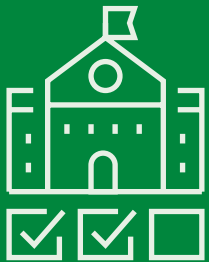


Actions

These actions are those from the full list of actions under **Bays West Implementation Actions** to achieve Directions 11 and 12. They are numbered according to the full list of actions.

- **Action 2**
Undertake precinct-wide studies and strategies including a heritage and interpretations plan
- **Action 2b**
The Bays West Heritage and Interpretations Plan to consider how existing heritage fabric will be preserved and adaptively reused to support the future character of Bays West, including the need to respect the prominence and landmark qualities of the White Bay Power Station.

Infrastructure delivery and governance



Direction 13

Use a whole-of-government approach to deliver strong and coordinated place outcomes for Bays West over time



Direction 14

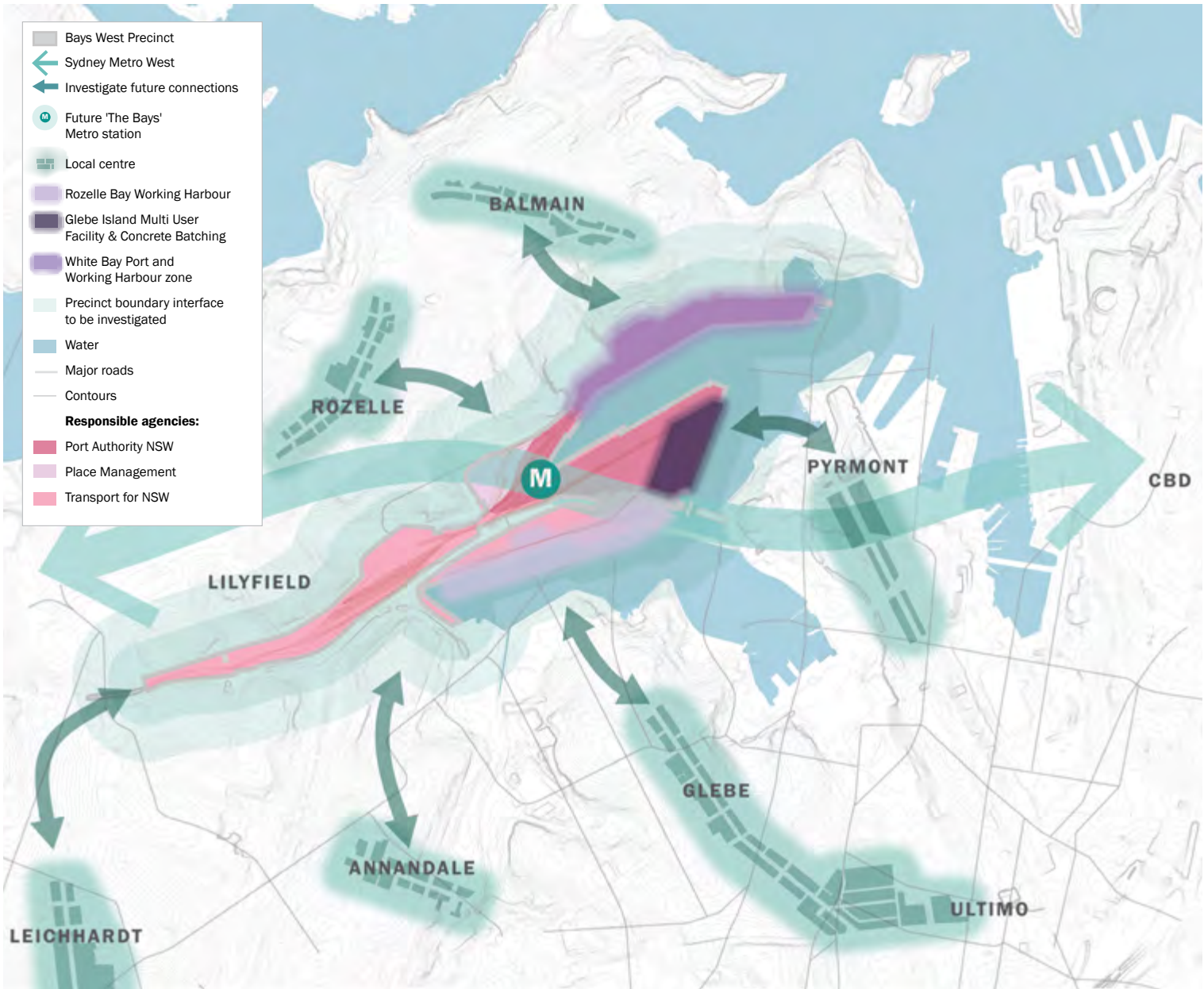
Provide services and infrastructure to support the needs of the existing and future community of Bays West and its surrounds as it grows over time

The successful delivery of Bays West will require ongoing collaboration between all stakeholders across government. This will need to ensure that key projects for the success of the precincts are delivered, including Glebe Island Bridge crossing, the renewal of White Bay Power Station, timely delivery of the Metro Station, commitment to providing community access to waterfront and consolidating the ports and maritime uses to ensure ongoing retention, expansion and success.

Planning for infrastructure will identify needs, funding and pathways to delivery to ensure that both new and existing community will be supported by infrastructure that must be delivered to support the future community as it arrives. This will include a plan for long-term upkeep and maintenance, including responsible authorities.



White Bay Power Station lit up in the evening.



Actions

These actions are those from the full list of actions under **Bays West Implementation Actions** to achieve Directions 13 and 14. They are numbered according to the full list of actions.

- **Action 11**
Ongoing governance frameworks will be established to ensure all stakeholders will jointly guide the future of the precinct
- **Action 2**
Undertake precinct-wide studies and strategies including:
 - implementation and delivery strategy
 - supporting infrastructure plan
- **Action 2c**
The supporting infrastructure plan will be developed to ensure that appropriate critical infrastructure is delivered in a timely manner to support new and existing communities
- **Action 7**
Develop an infrastructure contributions plan(s)

Infrastructure and delivery in Bays West. Courtesy of Terroir and collaborators.

Big Moves

The *Bays West Place Strategy* is supported by six big moves, which are key interventions to realise the full potential of the precinct. These big moves will realise exciting opportunities to integrate the directions and realise the vision for the precinct. These are ambitious, requiring co-ordination and resourcing from multiple agencies. Their implementation will require, and will benefit from, extensive community consultation.

1

Repurpose White Bay Power Station to become a focal point of the precinct.

2

A crossing from Bays West to Pyrmont to create more convenient and direct active transport connections.

3

Connect community to water, while recognising and supporting the working harbour and port operational requirements.

4

Deliver a significant, connected, activated public open space near the water at an early stage.

5

Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through development that has a strong dependence on public and active transport.

6

Enable a world-class harbour foreshore walk.

Big Move 1

Repurpose White Bay Power Station to become a focal point of the precinct



Artists impression of potential opportunities for the future of White Bay. Courtesy of Terroir with collaborators.

The White Bay Power Station is a former coal-fired power station and a State heritage listed item. It is a key landmark associated with the Bays West precinct and encapsulates the industrial working character of the area. It is an iconic building and has the potential to set this precinct apart on both a local and global stage. Its large scale

helps signify the precinct from afar and acts as a visual marker and gateway on the journey between the Inner West and the CBD.

Located within the Innovation Corridor, a repurposed White Bay Power Station could be a cultural and creative destination, whilst also

tapping into the creative and enterprising character of the surrounding Inner West area. The new public open space will be integrated into the forecourt of the repurposed White Bay Power Station, which will support the evolution of the area as a mixed use creative and enterprise precinct.

Big Move 1

Repurpose White Bay Power Station to become a focal point of the precinct

Non-negotiables

- Ensure integration with the new public open space, the wider precinct and surrounding area.
- Maintain the historic view lines to and from the building.
- Respect the heritage and scale of the built form by maintaining curtilage where appropriate.
- Retain and respect the prominence and landmark qualities of the White Bay Power Station.

Actions

- Action 4**
Undertake master-planning for each sub-precinct, beginning with the White Bay Power Station (and Metro) Sub-precinct.
- Action 4c**
Master planning for the sub-precinct to integrate the Power Station with the wider Bays Precinct.
- Action 12**
Place Management NSW to develop a plan to remediate and rehabilitate the White Bay Power Station structure.
- Action 13**
Seek proposals for the White Bay Power Station including temporary activation opportunities.

Options

- The unique spaces within the White Bay Power Station allow for a range of uses including:
 - Cultural: theatre, gallery, museum, exhibition space
 - Educational: workshop, studio, research facility
 - Commercial: maker space, office space, retail
 - Hospitality: events, conference space, restaurant.
 - Innovation space for new and evolving technologies and industry, and associated education connections
- A variety of uses could be accommodated in the building, which could develop into a thriving creative and enterprise hub.

Opportunities

- Developing a cultural and creative hub, tapping into the creative and enterprising uses prevalent in the surrounding inner west area.
- Early activation of parts of the White Bay Power Station (aligned with the staged approach for development of the Bays West precinct) provides an opportunity to open it up to be enjoyed by the public.
- The repurpose of the power station and the associated open spaces could form part of an international arrival experience connected to the White Bay Cruise Terminal, creating a gateway to Sydney and Australia.



Big Move 2

A crossing from Bays West to Pyrmont to create more convenient and direct active transport connections



ANZAC Bridge shown on the left and Glebe Island Bridge on the right.

The current Glebe Island Bridge was built in 1903 and closed in 1995 when the ANZAC Bridge opened. It was last used as a cycle crossing in 2008. It was added to the NSW Heritage Register in 2013. It is currently in a permanently open position, allowing vessels to pass but not allowing crossing of the bridge.

A reinstated or new bridge will provide direct active travel connections from the Bays Precinct and Balmain across to Pyrmont. This will support a focus on sustainable transport for the precinct and the wider area, helping to alleviate traffic and connecting Sydney CBD to Iron Cove with a direct, active

travel pathway. The bridge will retain its functions as an intersection between vessels passing underneath and active travel passing across.

Image courtesy of State Library of NSW.

Big Move 2

A crossing from Bays West to Pyrmont to create more convenient and direct active transport connections

Non-negotiables

Active travel (walking and cycling) connection to Pyrmont across Johnstons Bay.

Bridge connection over Johnstons Bay either via reinstated existing bridge or newly constructed bridge.

Active travel links between the Bays West precinct and the Rozelle Rail Yard Parklands and beyond, and into the suburban areas of Balmain and Rozelle.

Maintain working harbour functions within Rozelle Bay.

Actions

Action 2a The Bays West Transport Plan will guide the future renewal of Bays West to ensure that walking, cycling and public transport are the primary travel modes.

Action 2e During the development of the precinct-wide transport plan, the City of Sydney and Inner West Council to consider how active travel links might connect into their local active travel network.

Action 4d Master planning for each sub-precinct to ensure an active travel connection through the precinct.

Action 5 Progress the Sydney Harbour Strategy.

Action 7 Develop a infrastructure contributions plan(s)

Action 14 TfNSW to undertake necessary maintenance and repair of the Glebe Island Bridge to ensure it remains safe and intact, and its heritage features are preserved.

Action 19 NSW Government to investigate options for connectivity between Bays West and Pyrmont.

Options

New bridge constructed at adequate height to allow vessels to pass under at all times (Heritage bridge retained).

Existing swing bridge reinstated to full operational state, opening and closing as necessary.

Opportunities

Creating an active travel path from Pyrmont to Iron Cove via Bays West and the parklands developed over the former Rozelle Railyards.

Reinstating the existing bridge creates opportunities to value and respect Sydney’s heritage and history by maintaining an existing asset.

Constructing a new bridge provides opportunities for a modern connection that allows access to vessels underneath at all times, and an innovative style crossing with activity and entertainment on the bridge and the possibility of public transport.

Big Move 3

Connect community to water wherever possible while recognising the working harbour and port operational requirements



View of White Bay, which has foreshore connections from Sydney Harbour to Parramatta.

The renewal of the Bays West precinct is an opportunity for the existing and new community to connect to the water through integrated foreshore connections to and along the water's edge. While providing an exciting and activated public place near the water, it would have a unique response to accommodate the

needs of the working harbour and operational port. The port and working harbour uses in the precinct are of significant economic importance and the location of a port so close to the centre of a global city creates opportunities to interpret, understand and celebrate the importance of Sydney Harbour

to the city and state. The White Bay Cruise Terminal will form part of an international arrival experience for people as part of its gateway function to Sydney and Australia. The connection between public spaces and the water will evolve over time and showcase an innovative and ambitious future for the port as part of a renewed Bays West.

Big Move 3

Connect community to water wherever possible while recognising the working harbour and port operational requirements

Non-negotiables

- Existing and future working harbour and strategic and operational port needs must be accommodated.
- Cater for a range of active and passive uses.
- Appropriate land use conflict management to ensure public safety at all times.

Actions

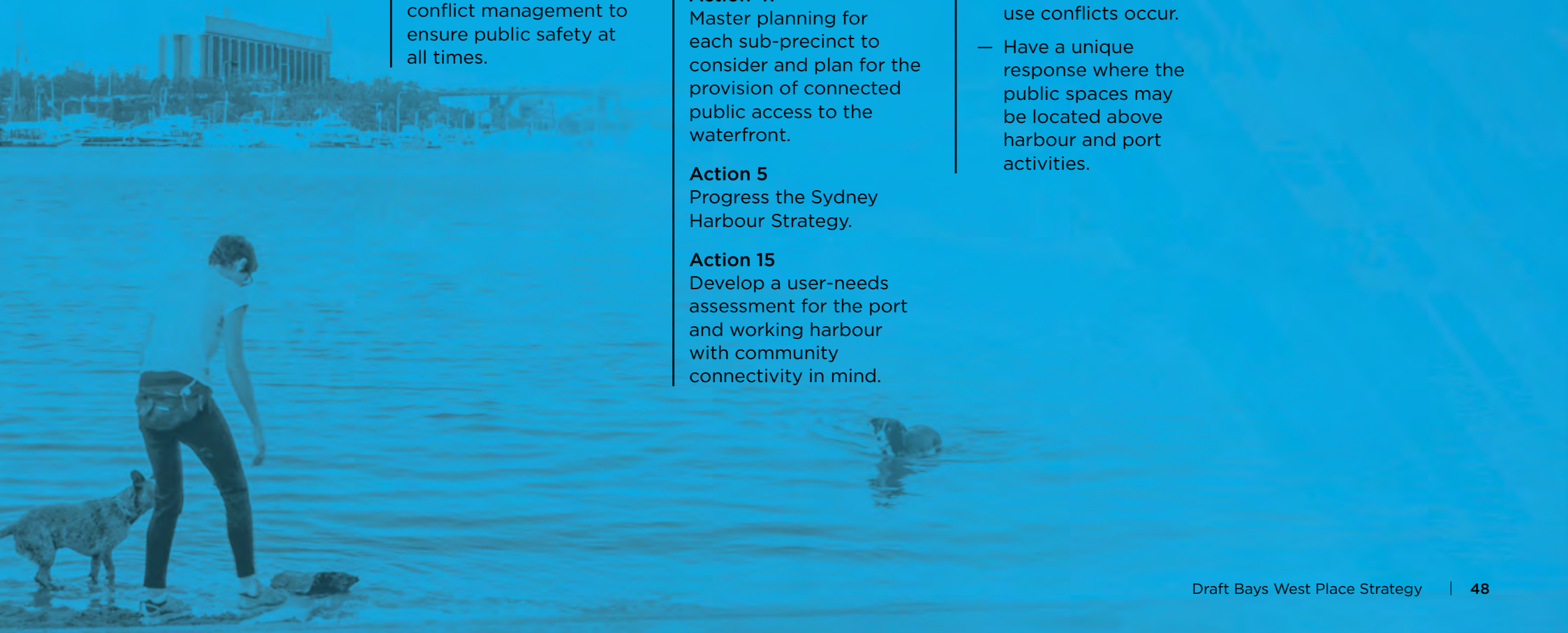
- Action 4e**
Master planning for each sub-precinct to consider the working harbour and port operational needs for the opening of the Metro Station, and for the long term.
- Action 4f**
Master planning for each sub-precinct to consider and plan for the provision of connected public access to the waterfront.
- Action 5**
Progress the Sydney Harbour Strategy.
- Action 15**
Develop a user-needs assessment for the port and working harbour with community connectivity in mind.

Options

- The new waterfront connection could:
 - Run on the waterside where working harbour and operational port uses do not conflict and run within the precinct where land use conflicts occur.
 - Have a unique response where the public spaces may be located above harbour and port activities.

Opportunities

A world class waterfront connection to the waterfront presents a unique opportunity to reconnect the precinct and wider area directly to the harbour, the showpiece of the Bays Precinct.



Big Move 4

Deliver a significant connected, activated public open space near the water at an early stage



Public open space brings many health and social benefits.

The renewal of the Bays West precinct is an opportunity to deliver a significant area of open space for the public to access and enjoy this harbourside location. The scale will be commensurate with the scale of the White Bay Power Station, providing a fitting forecourt and a space to be enjoyed by linking this iconic heritage building with the harbourside.

The new public space will link with the foreshore access around the harbour, with the vision to include supporting infrastructure that allows active transport users to fully use this space as a destination. The open space will form part of the connectivity network between The Bays Metro station and the surrounding urban areas forming an arrival experience at Bays West for passengers heading to the Cruise Terminal.

Showcasing exceptional design quality befitting an iconic location, the new public space will build upon the unique characteristics of the Bays West precinct. Connection to Country will underpin the design and opportunities for movement through the space, gaining a deeper understanding of place and appreciation of this land on which we stand.

Big Move 4

Deliver a significant connected, activated public open space near the water at an early stage

Non-negotiables

- Ensure integration with the White Bay Power Station, the foreshore promenade, and the wider precinct.
- Cater for a range of active and passive uses.
- Showcase exceptional design quality, underpinned by resilience and connection to Country.
- Showcase the Port and its maritime and working harbour uses as a distinctive place.

Actions

- Action 2**
Undertake precinct-wide studies and strategies, including a Designing with Country framework.
- Action 4**
Undertake master planning for each sub-precinct, beginning with the White Bay Power Station (and Metro) Sub-precinct.
- Action 4f**
Master planning for each sub-precinct to consider and plan for the provision of connected public access to the waterfront.
- Action 16**
Develop a user-needs assessment for public open space with port and harbour needs in mind.

Options

- The new public open space could:
 - highlight the connection to natural processes and appreciation of the importance of the unique biodiversity of the precinct.
 - incorporate facilities to support active public transport (such as lockers, bike storage and change rooms).

Opportunities

The delivery of the Metro West station presents an opportunity for the early delivery of this significant public open space as part of the White Bay Power Station (and Metro) sub-precinct.

Big Move 5

Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through development which has a strong dependence on public and active transport



Artist's impression of the new Bays West Metro station. Courtesy of Transport for NSW.

The renewal of the Bays West precinct is an opportunity to deliver an urban precinct with public and active travel infrastructure in place from the beginning. The Metro Station presents an opportunity for local bus connectivity and quick access to the CBD and Parramatta. The parkland being developed over the former

Rozelle Railyards presents an opportunity for a direct east-west cycle link through the precinct that can be leveraged to increase active travel trips for local residents, workers and visitors. New development creates the opportunity to incorporate best-practice active travel design.

Sustainable transport options are important for the precinct given the limited road access from the arterial road network.

Image source: Wikimedia Commons

Big Move 5

Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through development which has a strong dependence on public and active transport

Non-negotiables

- Local public transport links at the Metro Station.
- Active Travel connectivity to and through the new parkland on the former Rozelle Railyards.
- Active travel links to Pymont.
- Links into the Balmain and Rozelle suburban areas.
- Safe design for cyclists and pedestrians, with appropriate priority incorporated in the design.
- Land uses and developments that support, and are supported by, high levels of active and public transport.

Actions

- Action 1**
Evolve the urban design framework as sub-precincts are master-planned.
- Action 2**
Undertake precinct-wide studies and strategies, including a transport plan and an implementation and delivery strategy.
- Action 2d**
Prepare a local bus services network plan as part of the precinct-wide transport plan.
- Action 4**
Undertake master-planning for each sub-precinct, beginning with the White Bay Power Station (and Metro) sub-precinct.
- Action 17**
Design in an east-west active travel path from the opening of The Bays Metro Station.

Options

- The new sustainable transport network could:
 - Have local bus services provide for interchange at the Bays West Metro Station.
 - Have a priority east-west active travel link from Pymont to Iron Cove via the Bays Precinct and the Rozelle Railyard Parklands.
 - Investigate the reinstatement of a crossing from Bays West to Pymont to create more convenient and direct active transport connections.
 - Provide attractive, safe, accessible and legible paths between the Metro and the precinct generally into the surrounding areas of Rozelle, Balmain and Balmain East.

Opportunities

- Good, sustainable transport infrastructure and services from the opening of The Bays Metro Station presents an opportunity to create a healthy precinct, reduce reliance on private vehicles, and create a strong regional east-west active transport pathway.
- Best-practice active travel infrastructure in buildings and public spaces.
- Connect the White Bay Cruise Terminal to Greater Sydney through The Bays Metro Station.
- Capitalise on travel time productivity benefits created by The Bays Metro station, including four minutes to the CBD and 14 minutes to Sydney Olympic Park.
- Create a world-class arrival and departure experience for the Cruise Terminal, an international gateway to Sydney and Australia.

Big Move 6

Enable a world-class harbour foreshore walk



The foreshore walk in neighbouring Balmain.

Bays West is shaped by its harbourside location, which has influenced its history and its maritime uses to this day. It is also a part of the Sydney Harbour foreshore which has until now remained closed off to Sydneysiders. The importance of providing a foreshore walk has been recognised in the recent planning of neighbouring precincts, and there is an opportunity to continue this initiative in Bays West.

Bays West is uniquely placed to deliver a harbour foreshore walk, with waterfront land in government ownership. The staged delivery of the precinct will enable the foreshore walk to be integrated within each stage and delivered over time. There will also be an opportunity to provide interim access around existing uses and connect the walk to areas of open space. There is a need to balance port and maritime uses with continuous public access.

Delivering an integrated port facility presents an opportunity to showcase world-class design and innovative solutions.

The renewal of Bays West will enable connections to neighbouring areas and the cruise terminal by securing missing links between existing and future open spaces in and around the precinct. The public will finally be able to enjoy the unique attributes of this area via a truly world-class harbour foreshore walk.

Big Move 6

Enable a world-class harbour foreshore walk

Non-negotiables

The design must allow ports and maritime uses to evolve and grow into the future.

Foreshore access must be balanced to co-exist with the working harbour.

Public safety is the top priority in areas where a foreshore walk co-exists with harbourside ports activities.

Actions

Action 4f
Master planning for each sub-precinct to consider and plan for the provision of connected public access to the waterfront.

Action 9
Continue to work with Port Authority of NSW and other NSW Government stakeholders to explore how the strategically important ports and maritime activities are integrated into the future Bays West, including exploring options for innovative combinations of a wide variety of land uses.

Action 18
Work with councils, landowners and their partners to secure any missing links along the southern shore of Sydney Harbour, including beyond the Bays West precinct.

Options

Staged delivery of the foreshore walk over time as each sub-precinct is planned and developed.

Implement interim access opportunities around existing ports and maritime uses.

Innovative foreshore walk options where competing uses exist, drawing on examples from around the world.

Opportunities

An uninterrupted harbourside foreshore walk along the southern shore of Sydney Harbour.

An outstanding urban realm for residents, workers and visitors alike.

Linking Bays West to nearby harbourside foreshore destinations.

Celebrate the existing and historical ports and maritime uses, and the importance of Sydney Harbour to Indigenous Australians.

Structure plan

The Bays West Structure Plan sets out an overarching and integrated system framework for the future of Bays West. It articulates the primary land use, open space, and connectivity network structures that have been developed for the precinct to capitalise on its place character and support its long-term renewal.























The structure plan is informed by the vision and directions established for the precinct. It identifies the key strategic elements that will drive the transformation of Bays West, while allowing a staged delivery. The structure plan demonstrates the precinct to achieve its potential.

The structure plan connects the precinct with its adjacent neighbourhoods and will facilitate access to water and travel through the precinct. The plan encourages a diversity of land use, high public amenity, and embedded infrastructure to support adjacent and future communities.

The structure plan is presented as an aspirational end-state representation of the Precinct's urban renewal. It is a broader framework for the precinct on which further, more detailed investigations, into for example, optimal land uses and urban form, will be based.

Bays West Structure Plan 2040 and beyond

LEGEND

-  Bays West Site Boundary
-  Light Rail Station
-  Light Rail Route
-  Future 'The Bays' Metro Station
-  Future 'The Bays' Metro Station Box
-  Proposed Active Transport Connection
-  Potential Future Active Transport Connection
-  Proposed Bus Stops/ Interchange
-  Key Heritage Landmarks
-  Proposed Key Public Domain
-  Key Landform
-  Foreshore Promenade
-  Proposed Promenade Linking Connections
-  Occasional Foreshore Promenade Access (non-ship days)
-  Existing Foreshore Promenade
-  Proposed Zone of Development
-  Proposed Taller Building Cluster
-  Integrated Development/ Ports & Working Harbour
-  Public Domain integrated into projects
-  Integrated Ports Facility with Elevated Public Domain
-  Ports & Working Harbour Zone
-  Vessel Berthing Zone



Courtesy of Terroir and collaborators.

Key elements of the Structure Plan

- Ports and working harbour land zones**
The structure plan outlines a transition of existing ports and maritime industries within the precinct into consolidated land and water zones. The location and arrangement of these zones are best suited to retain, optimise and grow existing operations unlocking alternative use opportunities for the precinct.
- Ports and working harbour water zones**
The strategically important deep-water berthing zones within the precinct have been largely retained for use at White Bay, adjacent to the dedicated land zones. In Rozelle Bay, the water zones offer shallower berthing, facilitating a mix of recreational vessels along with other maritime service and contractor vessels.
- Integrated Ports Facility**
The eastern end of Glebe Island has some of the deepest water berths available and are essential for vessels with a deep draught. An important port waterfront operational interface will be maintained at this location. Opportunities to create innovative solutions for open space to be developed above port infrastructure will be investigated.
- New development zones**
The structure plan marks out areas within the precinct capable of supporting new development and envisages a mixed-use renewal with vibrant and diverse building outcomes.
- Integrated development zones**
A number of the port and working harbour and critical Transport for NSW (TfNSW) operations in Rozelle Bay can be retained and integrated into the proposed development.
- Development zone with greater height potential**
The development scale and intensity is responsive to existing site characteristics, calibrated to consider amenity impacts to adjacent neighbourhoods and preserve key views, while embedding a layer of flexibility to facilitate the evolving needs of the local community and wider Sydney region.
- Road structures**
A primary road structure is set out in the structure plan, which promotes a street network that aligns with the desired movement and place outcomes for Bays West. A hierarchy of street typologies has been established to support prioritised and local movements, minimise opportunities for through traffic, and deter resident and worker dependence on private vehicles.
- Public domain zones**
An evenly distributed and interconnected series of key public domain zones have been established across the precinct. These are typically located to incorporate either natural features or heritage artefacts, maximising public benefit and amenity of these elements.
- Foreshore promenade**
The precinct's harbour foreshore will be progressively unlocked, and a new foreshore promenade established, reclaiming public access and delivering recreation opportunities. The promenade will stitch together key public domain zones and connect into the broader harbour foreshore network. Where and when required, public access will be managed to give priority to port and maritime uses.
- Walking and cycling network**
A prioritised network of direct and desirable commuter links connect the precinct to its adjacent neighbourhoods. The network establishes local and regional connections with a series of informal pathways overlaid for recreational movements, promoting walking and cycling as the precinct's default mobility choices.
- Heritage landmarks**
There are a series of key heritage landmarks within the precinct, which act as destination markers and speak directly to the place narrative and history of Bays West. White Bay Power Station, Glebe Island Silos, and the Anzac and Glebe Island bridges set up a gateway sequence and provide significant opportunities for adaptive reuse and public access/interaction.
- Heritage tracings**
Embedded within the grain of the structure plan are a series of heritage tracings. These highlight key opportunities to integrate places stories and interpretations overlays into the precinct's renewal narrative, highlighting its former and current uses, and promoting the preservation of existing artefacts.

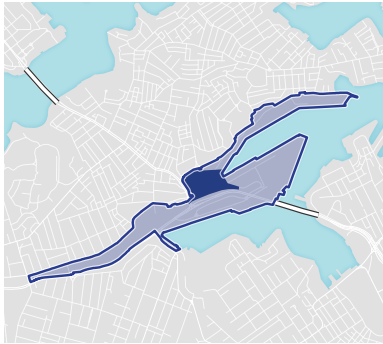
Sub-precincts

The development of the Bays West Structure Plan has also led to the establishment of a series of distinct sub-precincts. These reflect a logical division of the Bays West precinct, based primarily on existing and desired future character zones.

Specific boundary lines have been set for major structural elements, including changes in topography, roadways, and key public domain zones. This section includes a high-level outline of the 10 sub-precincts, which will be subject to a staged approach to future master-planning and rezoning processes. Detail on each sub-precinct and their specific considerations and opportunities is contained within the *Bays West Urban Design Framework*.

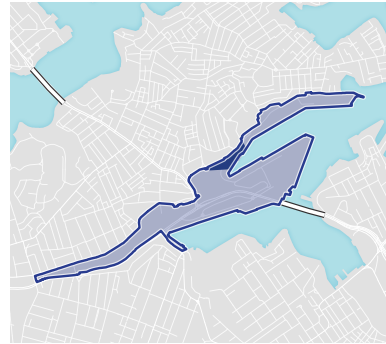


The sub-precincts of Bays West.



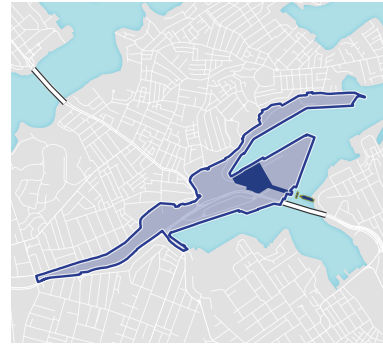
White Bay Power Station (and Metro)

This area is central to the renewal of the precinct holding both the White Bay Power Station and the Metro Station. This zone will be a key activity centre for the precinct, providing events, services, and infrastructure for existing and new communities. It will be a nexus of connection between other sub-precincts and the adjacent suburbs, while providing a new regional open space connecting White Bay Power Station and the head of White Bay.



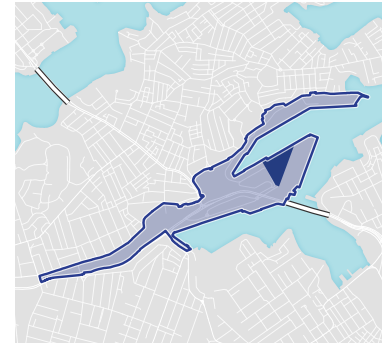
Robert Street

Providing a key interface to the Balmain Peninsula, and the port zone at White Bay, the Robert Street sub-precinct will be a permeable interface that respects this key transition point into the new Bays West. It will open up new access points into the precinct that benefit from engagement with heritage elements, the foreshore, and the new regional park adjacent to White Bay Power Station. There is an opportunity to develop Robert Street itself into an attractive and welcoming approach to the White Bay Cruise Terminal.



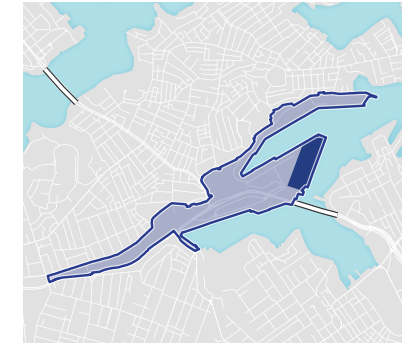
Glebe Island Silos

The north-west facing waterfront and the silos create a character zone which extends and builds out from the White Bay Power Station. A range of activities and uses will create a sub-precinct that is a place to enjoy both new activities and the maritime heritage.



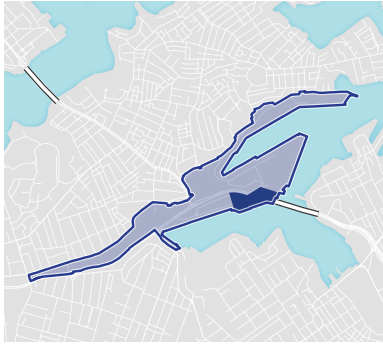
Glebe Island Central

This sub-precinct continues the waterfront character. It is underpinned by a network of links running through this zone, which negotiate its two distinct orientations and changes in level between remnant topography and the reclaimed flat deck. Careful consideration will be taken of these while enabling development zones separated from surroundings and leveraging the views and amenity of the adjacent sub-precincts.



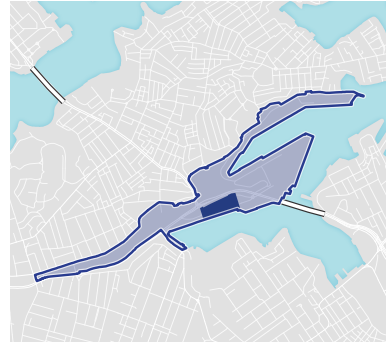
Glebe Island East

Accommodating critical port uses in an integrated facility, which may allow for significant recreation space to be provided. This expansive zone will have amazing views and could host significant events and pop-ups to cater to a diverse range of community interests. This may allow the northern end to become an amphitheatre terracing down to a quintessentially Sydney peninsular point park. With equal priority given to intensify port and maritime uses with broader public benefits, sub-precinct master planning should investigate a range of scenarios to inform detailed discussions.



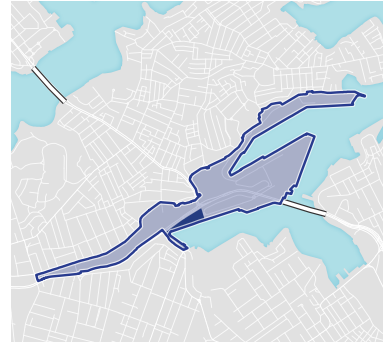
Rozelle Bay East

This sub-precinct sits south of the higher Glebe Island Bridge, under the ANZAC Bridge and adjacent to the bridge off-ramp. This deep water part of Rozelle Bay is the most logical zone in which to consolidate the retained Rozelle Bay working harbour uses and divert public access from the harbour foreshore up to the Glebe Island Bridge level. The development zones and links negotiate this complexity and provide buffering for users of this zone and those adjacent.



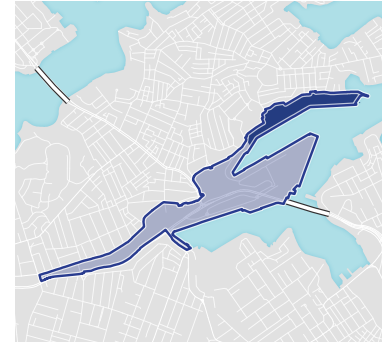
Rozelle Bay Central

This central zone of Rozelle Bay is a nexus of connections and supports linking infrastructure to Glebe and the White Bay Power Station (and Metro) sub-precinct, which unlocks the potential for this part of the precinct. The focus of this sub-precinct is the public foreshore which could accommodate marina uses and highlight historic linkages to White Bay Power Station.



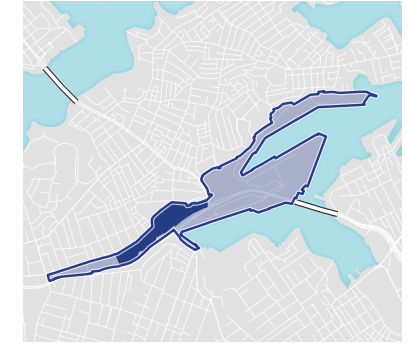
Rozelle Bay West

Hosting the major road access point into the precinct (James Craig Road) and with interfaces to large arterial roads, building buffering is required to protect and support recreation amenity at the head of Rozelle Bay. This shallow water zone enables ecological intervention and provides an access point for motorless watercraft. This sub-precinct is a critical part of the green-blue infrastructure, providing an extension of the existing foreshore and a new gateway to Bays West.



White Bay

The strategic ports uses in this part of the precinct are to be retained. Renewal enables greater access to the existing cruise terminal with improved public transport opportunities to assist in traffic reduction and enable greater use of the terminal as an events centre. Meanwhile, uses and the opening of the foreshore with greater connectivity to Balmain Peninsula are possible when not needed by port or maritime uses.



Rozelle Rail Yards

Using the open spaces which will remain at the end of the WestConnex motorway project to provide active recreation and social infrastructure, supporting both the existing suburbs and future Bays West community. Embedded within this are opportunities for water retention and treatment to improve water quality at the head of Rozelle Bay, and heritage interpretation of the former rail marshalling yards as a key element of the precinct's place narrative.

Implementation

The preparation of this Bays West Place Strategy is the first in a series of steps over several years to realise the vision for the precinct. The various elements of the precinct will be delivered by a range of agencies and proponents over the coming decades.

Sydney Metro and Transport for NSW (TfNSW) will progress the station planning, design and construction, the opening of which is the catalyst for the development of the precinct.

The Department of Planning, Industry and Environment will progress master planning for each sub-precinct, beginning with the White Bay Power Station (and Metro Station) sub-precinct. Master planning will be supported by further precinct-wide investigations such as a transport plan, designing with Country and a design excellence program.

Masterplans will support rezoning of parts of the precinct to guide and support the ultimate development form. Development control requirements are likely to appear, ultimately, in the local environmental plan, supported by development control plans and appropriate infrastructure contribution plans.

The initial stage to undergo redevelopment will be the land around the new The Bays Metro Station. Sydney Metro and DPIE will undertake master planning of the White Bay Power Station and Metro sub-precinct, which will inform subsequent rezoning of the site. This master planning will include investigating open space and urban design, staging, traffic and transport, heritage, connecting with Country, sustainability, design excellence, and infrastructure and utilities.




















This will then allow the subsequent state-significant development applications to be lodged by Sydney Metro.



Bays West Initial Stage Structure Plan up to 2030

The Bays West Initial Stage Structure Plan shows the Bays West precinct when the Metro Station opens.

LEGEND

-  Bays West Site Boundary
-  Light Rail Station
-  Light Rail Route
-  Future 'The Bays' Metro Station
-  Future 'The Bays' Metro Station Box
-  Proposed Active Transport Connection
-  Potential Future Active Transport Connection
-  Proposed Bus Stops/ Interchange
-  Key Heritage Landmarks
-  Proposed Key Public Domain
-  Key Landform
-  Foreshore Promenade
-  Proposed Zone of Development
-  Proposed Taller Building Cluster
-  Public Domain integrated into projects
-  Ports & Working Harbour Zone
-  Vessel Berthing Zone
-  Existing Buildings
-  Future Development/Building



Courtesy of Terroir and collaborators.

By then, it is anticipated the following would have been achieved:

- The Bays Metro Station open and operational
- The White Bay Power Station (and Metro) sub-precinct is fully planned and under development
- The curtilage of the White Bay Power Station is integrated with the rest of the sub-precinct
- Active travel connections will have been investigated and implemented where feasible, with links through Bays West back into Balmain and surrounding areas
- Rozelle Parklands is constructed and open to the public.



White Bay Power Station

Bays West Implementation Actions

Bays West precinct-wide actions

Action	Timeframe	Responsibility
1 Evolve the urban design framework as sub-precincts are master planned	Ongoing	DPIE (Department of Planning, Industry and Environment)
2 Undertake precinct-wide studies and strategies including (but not limited to): <ul style="list-style-type: none"> • transport plan • designing with Country framework • sustainability strategy and Climate Adaption Plan • public domain manual • heritage and interpretations plan • implementation and delivery strategy • supporting infrastructure plan • Economic, Employment and Innovation Strategy. 	2 years	DPIE with support of relevant agencies
3 Establish a precinct wide approach to design excellence and design excellence strategies for specific projects to guide design quality for planning, development and delivery of the precinct	2 years (initial stage) and ongoing	DPIE (Government Architect NSW)
4 Undertake master-planning for each sub-precinct, beginning with the White Bay Power Station (and Metro) sub-precinct	1 year (initial stage) and then ongoing	DPIE, TfNSW (Sub-precinct 10)
5 Progress the Sydney Harbour Strategy	2 years	NSW Government
6 Undertake rezoning of land to facilitate development, beginning with the Metro Station site and land immediately surrounding	2 years (initial stage) and then ongoing	DPIE
7 Develop an infrastructure contributions plan(s)	3 years	DPIE
8 Develop the detailed urban design framework and appropriate development controls to accompany each stage of rezoning	Ongoing	DPIE

Actions to achieve the directions

Action	Timeframe	Responsibility
2a The Bays West Transport Plan will guide the future renewal of Bays West to ensure that walking, cycling and public transport are the primary travel modes	2 years	DPIE with support of TfNSW
2b The Bays West Heritage and Interpretations Plan to consider how existing heritage fabric will be preserved and adaptively reused to support the future character of Bays West, including the need to respect the prominence and landmark qualities of the White Bay Power Station.	2 years	DPIE
2c The Bays West Supporting Infrastructure Plan will be developed to ensure that appropriate critical infrastructure is delivered in a timely manner to support new and existing communities	2 years	DPIE
4a Master planning for each sub-precinct to consider and demonstrate how it supports the innovation corridor and connected centres along the Sydney Metro West Line	1 year (initial stage) and then ongoing	DPIE
4b 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	1 year (initial stage) and then ongoing	DPIE
9 Continue to work with Port Authority of NSW and other NSW Government Stakeholders to explore how the strategically important ports and maritime activities are integrated into the future Bays West, including exploring options for innovative combinations of a wide variety of land uses to strengthen the blue economy.	Ongoing	DPIE and Port Authority of NSW
10 Develop Performance criteria to measure the quality of public or open spaces as they are designed and planned	5 years	DPIE
11 Ongoing governance frameworks will be established to ensure all stakeholders will jointly guide the future of the precinct	Ongoing	DPIE

Actions to implement the big moves

Action	Timeframe	Responsibility
2d Prepare a local bus services network plan as part of the precinct- wide transport plan	2 years	DPIE, TfNSW
2e During the development of the precinct-wide transport plan, the City of Sydney and Inner West Council to consider how active travel links might connect into their local active travel network	2 years and ongoing	DPIE, City of Sydney, Inner West Council
4c Master planning for the White Bay Power Station (and Metro) sub-precinct to: <ul style="list-style-type: none"> integrate the Power Station with the wider Bays West precinct consider the form and function of Robert Street appropriately, noting its diverse access needs 	5 years	DPIE
4d Master planning for each sub-precinct to ensure an active travel connection through the precinct	1 year (initial stage) and then ongoing	DPIE
4e Master planning for each sub-precinct to consider the working harbour and port operational needs for the opening of the Metro station, and for the long term.	1 year (initial stage) and then ongoing	DPIE
4f Master-planning for each sub-precinct to consider and plan for the provision of connected public access to the waterfront	Ongoing	DPIE
12 Place Management NSW to develop a plan to remediate and rehabilitate the White Bay Power Station structure	5 years	DPIE (Place Management)
13 Seek proposals for the White Bay Power Station including temporary activation opportunities	5 years	DPIE (Place Management)
14 TfNSW to undertake necessary maintenance and repair of the Glebe Island Bridge to ensure it remains safe and intact, and its heritage features are preserved	Ongoing	TfNSW
15 Develop a user-needs assessment for the port and working harbour with community connectivity in mind	5 years	DPIE and Port Authority of NSW
16 Develop a user-needs assessment for public open space with port and harbour needs in mind	5 years	DPIE and Port Authority of NSW
17 Design in an east-west active travel path from the opening of The Bays Metro Station	Metro Opening	TfNSW
18 Work with councils, landowners and their partners to secure any missing links along Sydney Harbour, including beyond the Bays West precinct	Ongoing	DPIE
19 NSW Government to investigate options for connectivity between Bays West and Pyrmont	5 years	NSW Government

Glossary

Accessibility

The ability for everyone, regardless of age, disability or special needs or where they live, to use and benefit from the transport system.

Active transport

Transport that is human powered, such as walking or cycling

Adaptive re-use

A process that changes a disused or ineffective item into a new item that can be used for a different purpose.

Amenity

The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increased amenity.

Blue Economy

Leveraging NSW's unique maritime context and related value chains - including the Bays Precinct and its deep water berths - to enhance economic growth, inspire prosperous livelihoods, drive innovation, and nurture ecological resilience.

Built form

The function, shape and configuration of buildings as well as their relationship to streets and open spaces.

Community

Communities are a specific type of stakeholder. These are groups of people in particular places who are both affected by

our work and experience the outcomes and benefits of our activities.

Corridor

A broad, linear geographical area between places.

Council

The council of an area, and includes an administrator.

Department of Planning, Industry and Environment

The statutory authority of the New South Wales Government responsible for managing the planning, heritage, infrastructure and environment needs of New South Wales.

Eastern Harbour City

One of the three cities of the Greater Sydney metropolis, anchored by the Harbour CBD in the Eastern City District.

Future Transport 2056

The *Future Transport Strategy* prepared by Transport for NSW sets the 40 year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans.

Greater Sydney Commission

An independent cross-governmental agency responsible for leading the metropolitan planning for the Greater Sydney Region.

Green infrastructure

Green infrastructure is the network of natural and semi-natural systems including bushland, parks, private gardens, rivers and streams and native vegetation. In urban areas, these systems have typically been modified compared to their natural state, strategically planned, design and/or managed. These systems play an important part in supporting a good quality of life for people now and into the future

Innovation Corridor

The most successful health and education precincts are internationally competitive and described as an innovation corridor. Innovation corridors are transit-accessible precincts with an active ecosystem that includes health and education assets, surrounded by a network of medical research institutions, a mix of complementary industry tenants, housing, ancillary facilities and services. Economic productivity is created by the agglomeration benefits flowing from an active innovation ecosystem.

Liveability

The term 'liveability' is used in land use planning to focus on quality of life within a given area considering social, economic and environmental factors. It encompasses the impact of the built environment on human health and community well-being.

Mixed-use

A building or area containing more than one type of land use.

PANSW

Port Authority of New South Wales.

Place

Scoping and delivering places for the community, beyond the immediate transport infrastructure. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe

Precinct

A geographical area with boundaries determined by land use and other unique characteristics.

Port and Maritime Uses

Shipping related activities including embarkation or disembarkation of passengers onto or from any vessel, Loading or unloading of freight and cargo onto or from vessels, and associated receipt, storage and land transport facilities and equipment and undertaking emergency repairs or other requirements for a vessel to remain at berth/anchor.

Public spaces

Areas that are publicly accessible where people can interact with each other and make social connections.

Resilience

The ability of infrastructure systems and services to withstand unexpected climate, weather and catastrophic events.

Shocks and stresses

Refers to acute, short-term, damaging events or long-term trends causing inequity, affecting a city's resilience.

Social infrastructure

A range of education, community, religious facilities and services providing a hub for connections and interaction to meet the social needs of the local community.

Stakeholder

An individual, group or corporation that has an interest or concern in a matter or issue.

Vision

The Vision for Bays West identifies the ambition for the end state of the precinct.

Sub-precincts

Definable areas within the Bays West Precinct due to its unique local character, opportunities and constraints, either current or future.

Sydney Metro

A fully automated, high frequency rail network connecting Sydney.

The Minister

Minister for Planning and Public Spaces

Transport

The carrying and movement of people from one place to another by various modes including vehicle, Metro, trains, buses, ferries and light rail. The two active transport modes are walking and cycling.

Transport for NSW

The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales.

Urban renewal

A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works.

Vibrant Precinct

Places that have a high demand for movement as well as place with a need to balance different demands within available road space.

WBPS

White Bay Power Station

Working Harbour

Industrial and commercial operations carried out on land or water and generally requiring a land/water interface, excluding shipping related activities (which are considered port uses), and include Tug operators, Barge operators, Maritime contractors (vessel, barge and plant operators for construction, maintenance and refurbishment of marine structures), Vessel repair and servicing (commercial and recreational vessels), Commercial vessel refuelling, Commercial fishing, Commercial marinas, Dry boat storage, Ferries and charter vessels including routes and wharves, Government maritime services (e.g. emergency services, environmental services, boating safety, hydrographic surveys, vessel surveyors), and Salvage

**motorised and non-motorised recreational vessels, storage and launching are not working harbour uses*



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