

Draft
May 2022

Bays West Stage 1 Draft Master Plan and Urban Design Framework White Bay Power Station (and Metro) and Robert Street Sub-precincts

Acknowledgment of Country

Cox Architecture and TURF acknowledges the peoples of the Eora Nation as the Traditional Custodians of Gadi/Cadi and Wangal Country, on which this site is based and pay respect to their Elders past, present and future.

We recognise this place has a history over a millennia old and we want to celebrate Aboriginal peoples, their cultures, both ancient and contemporary and embrace their connections to the lands and waters.

We also acknowledge all Aboriginal peoples and communities who have lived on and cared for this Country.

Understanding Country

Ngeeyinee bulima nandiritah

(May you always see the beauty of this earth)

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 ancient Country is celebrated for vast expanses of garaban (rock and sandstone) which in some places provides shelter, gibbaragunya (stone/cave shelters), and in other places creates yiningmah (steep cliffs) where ceremony can be performed privately without uninitiated onlookers.

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 spirit and it is this spirit that informs the work we undertake here today, and into the future.

Welcome to Country provided by Shannon Foster, D'harawal eora Knowledge Keeper & registered Sydney Traditional Owner (ORALRA).

The Bays West Place Strategy includes 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 the 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 lyora 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 remain to be unpacked. 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.

Contents

1.0	Introduction	06	4.0	Urban Design Framework	60	5.0	Public Domain Concept Plan	138
1.1	Purpose of this Report	08	4.1.	The Urban Design Framework	62	5.1.	Vision	140
1.2	Project Timeline	08	4.2.	Key Strategic Design Documents	63	5.2.	Public Domain Concept Master Plan	141
1.3	Stakeholder and Community Engagement	09	4.3.	Urban Design Principles	64	5.3.	White Bay Power Station Northern Frontage	144
2.0	Site Appreciation and Opportunities	10	4.4.	Connecting with Country	66	5.4.	White Bay Power Station East	152
2.1	Bays West Place Strategy	12	4.5.	Site Structure	72	5.5.	Southern Entry	160
2.2	Bays West Place Strategy Context	14	4.9.	Precinct DNA	73	5.6.	White Bay Power Station West Gardens	166
2.3	Bays West Place Strategy Connecting to Country	16	4.7.	Heritage	74	5.7.	Development Precinct	172
2.4	White Bay Power Station (and Metro) and Robert Street Sub-precincts	18	4.8.	Public Space Typologies and Metrics	76	5.8.	Metro Park and Harbour Interface	176
2.5	External Interfaces	42	4.9.	Urban Canopy Metrics	78	5.9.	White Bay Park	184
2.6	Internal Interfaces	43	4.10.	Permeable Surfaces	79	5.10.	Penstock Park	200
3.0	Case studies	44	4.11.	Ecological Opportunities	80			
3.1	Case Study Lessons from the Place Strategy to the Sub-precincts	46	4.12.	Public Art and Interpretation	82			
			4.13.	Flooding	84			
			4.14.	Amenity	88			
			4.15.	Culture and Community	90			
			4.16.	Precinct Activation	91			
			4.17.	Connectivity	92			
			4.18.	Uses and Yields	121			
			4.19.	Built Form	122			
			4.20.	View Corridors	126			
			4.21.	Retention of Significant Views	130			
			4.22	Massing, Siting and Separation	136			





1.0 Introduction

The Bays West Place Strategy 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 delivery of the Metro Station by 2030 will be the first step in the renewal of the precinct. To support the delivery of the Metro Station, Cox Architecture and Turf Design Studio have been engaged by the Department of Planning and Environment to prepare the Bays West Stage 1 Draft Master Plan and Urban Design Framework for the White Bay Power Station (and Metro) and Robert Street Sub-precincts. This Master Plan will inform the future rezoning which will unlock the future for White Bay Power Station and the land around the new Bays Metro Station (The Bays station).

Sydney Metro is currently progressing an Environmental Impact Statement for the Metro West line. Government will continue to work towards ensuring these processes are aligned to realise the future of Bays West.

All proposals and initiatives within the following report are indicative and are subject to appropriate approval pathways and funding commitments for delivery.

References to the Master Plan relate to the Draft Urban Design Framework and Public Domain Concept Plan within this report.

The report includes a number of options for elements which are not yet fixed or agreed, including locations and sizes for community infrastructure and the street network and locations for kiss'n'ride, parking and bus interchanges.

Figure 1: Aerial view of Bays West and context. Courtesy DPE

1.0 Introduction

1.1 Purpose of this Report

The purpose of this report is to incorporate the urban design and technical analysis carried out to date in to the Bays West Stage 1 Draft Master Plan and Urban Design Framework (UDF) for the initial stage of Bays West, being the White Bay Power Station (and Metro) and Robert Street Sub-precincts, as defined in the Bays West Place Strategy.

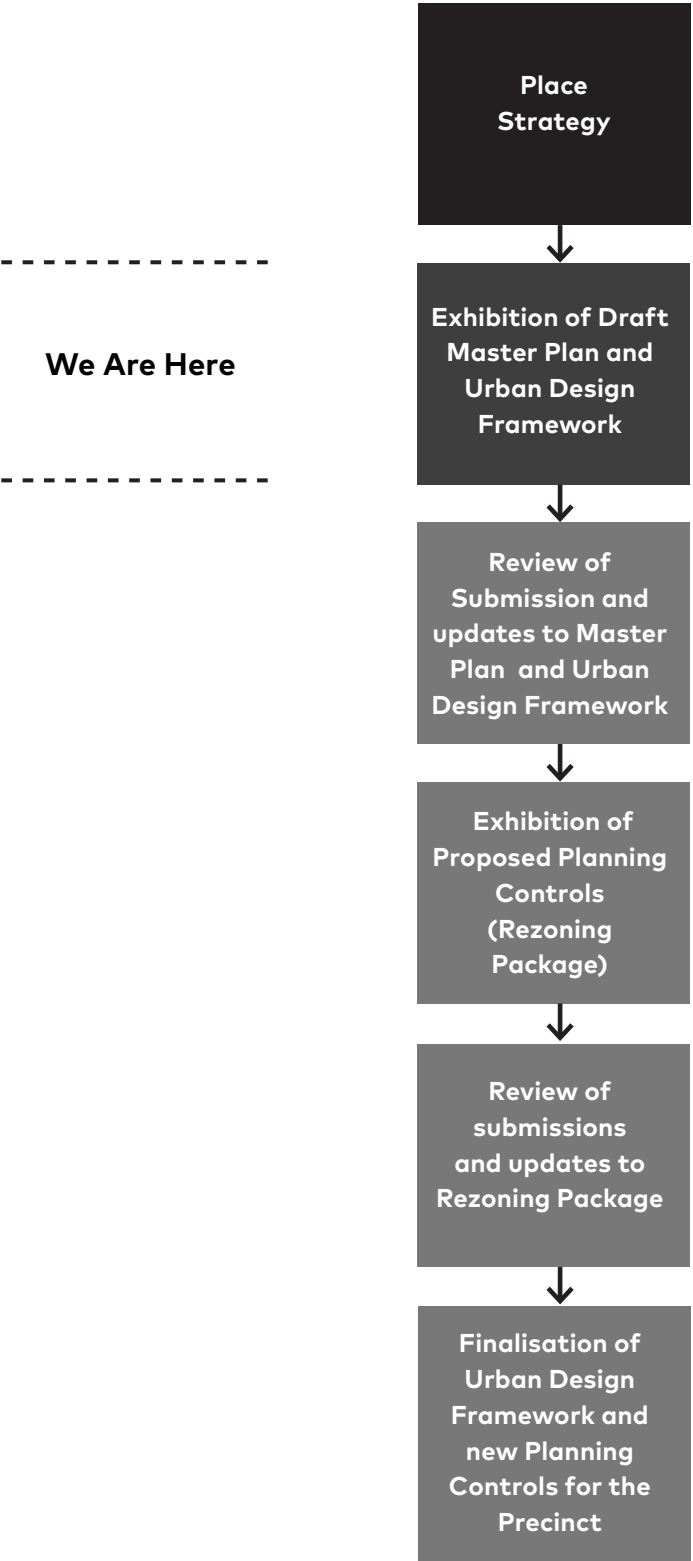
The draft UDF and Master Plan is to enable the implementation of the Bays West Place Strategy for this Sub-precinct and inform requirements for rezoning, development controls and supporting infrastructure for the Sub-precincts. At this point in time, the Robert Street Sub-precinct is not currently being considered for rezoning but forms part of the Master Plan.

This report seeks to;

- Identify urban design principles and parameters that will underpin the proposed development including how Country has been embedded;
- Provide a site and context analysis that identifies opportunities to be considered;
- Demonstrate that potential future uses, built form and landscape can achieve high quality place outcomes;
- Propose building heights, building envelopes, and draft development principles to be incorporated into future planning controls at a later stage;
- Assess impacts on views to significant spaces and landmark structures such as the key view corridors associated with the state heritage listed White Bay Power Station (WBPS).

All proposals and initiatives within the following report are indicative and are subject to appropriate approval pathways and funding commitments for delivery.

1.2 Project Timeline



1.3 Stakeholder and Community Engagement

1.3.1 Summary

The draft Bays West Place Strategy was made available for public comment on the NSW Government planning portal from 22 March 2021 to 29 April 2021.

During this consultation period, stakeholders and community members were invited to attend a two-hour, face-to-face community information session and two online information sessions. Written comment was also invited via a survey, Social PinPoint, email, webform or post.

Just over 900 submissions were received from stakeholders within government, not-for-profit, peak bodies, local organisations and community sectors; diverse stakeholder groups such as local councils, maritime organisations, local societies and advocacy groups; along with individuals from the local community and greater Sydney.

Elements of this engagement relevant to the current phase of work have been identified and considered in the development of the draft UDF and Master Plan. Feedback is now sought on the draft UDF and Master Plan which will inform the development of the draft planning controls for the precinct.

1.3.2 Directions

A clear set of directions was drawn from the stakeholder and community engagement process on the draft Bays West Place Strategy. Of particular relevance to the Draft UDF and Master Plan are the following themes and directions;

- **Land use and function:** Greater clarity was requested on employment opportunities, affordable housing, port and maritime activities and managing conflicting land uses.
- **Design of spaces and places:** Support for open green space and the promotion of biodiversity and improved water quality with greater detail required on various aspects of the design, including building heights and density requirement, open space, community amenity, car parking and carbon neutrality.
- **Transport and movement:** A popular theme, identifying priority to ensure good connectivity surrounding and within the precinct. Concerns regarding increased traffic were reflected in the consistent support to improve walking, cycling and public transport options.
- **Heritage and culture:** Commended for its inclusion of heritage as a key focus, with acknowledgement of the demonstrated respect for industrial heritage, maritime identity, working harbour and local First Nations culture.

The preparation of the Draft UDF and Master Plan has been informed by, and includes more detail on, these Directions and feedback raised in the stakeholder and community engagement sessions and submissions.

"The strategy should ensure the majority of the land area in the precinct is allocated for community use and amenity. Public land is an enormously valuable asset which belongs to the whole community and there should be no further alienation of public land in the development of this precinct."

Local Resident

"The Bays West Precinct presents an unprecedented challenge for transport planning, given its geographical constraints. A significant increase in traffic demand will place pressure on an already restricted road network. The key to ensuring that the precinct remains accessible to all and integrates into the surrounding network is to make walking, cycling and public transport preferred modes of travel."

Organisation

"Government ownership of much of the land in the Precinct offers a real opportunity to deliver high levels of social and affordable housing. However, as outlined in this submission, further work is needed to fully consider how adequate provision will be secured."

Peak Body

Figure 2: Word cloud of common phrases and themes within submissions. Bays West Draft Place Strategy Consultation outcomes report. July 2021



2.0 Site Appreciation and Opportunities

The analysis, distillation of prior reports, lessons from relevant case studies, and resulting urban design opportunities and constraints for the Sub-precincts have been driven by the Bays West Place Strategy.

Figure 3: Community use of White Bay Cruise Terminal with container ship at berth.
September 2021

2.0 Site Appreciation and Opportunities

2.1 Bays West Place Strategy

The following pages are extracts from the Bays West Place Strategy that, in part, sets the strategic and policy context for the White Bay Power Station (and Metro) and Robert Street Sub-precincts Master 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 how the precinct could 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.

Extract from Bays West Place Strategy (November 2021) Page 58.

The Structure Plan elements on the opposite page show the gradual realisation of the vision over time up to 2040 and beyond.

The Bays West Initial Stage Structure Plan 2030 shows the Bays West precinct when the Metro Station opens. The planning will influence future opportunities in adjacent Sub-precincts, and therefore a holistic precinct-wide approach is required.

At the completion of Stage 1, it is anticipated the following will have been achieved:

- The Bays 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 including Pyrmont Peninsula
- Rozelle Parklands is constructed and open to the public.

Key elements of the structure plan

	Ports & working harbour zone 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.		Proposed zone of development 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. Where existing port uses occur, may include innovative and sustainable port and working harbour development.		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.
	Vessel berthing zone 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 development/ports & working harbour Port and working harbour operations to be retained and integrated into future development. Critical Transport for NSW operations in Rozelle bay to be retained.		Proposed key public domain 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.
	Integrated ports facility with public domain 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 and port facilities.		Development zone with greater height potential This shows locations where future taller building clusters could be considered. Future development scale and intensity would be responsive to existing site characteristics, calibrated to consider amenity impacts to adjacent neighbourhoods and ongoing land uses. It will also allow key views to be preserved and embed a layer of flexibility to facilitate the evolving needs of the local community and wider Sydney region.		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 whilst allowing for interesting and authentic access experiences.
	Proposed active transport connection 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 overlayed for recreational movements, promoting walking and cycling as the precinct's default mobility choices.		Key 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.

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

Development zone with greater height potential

Integrated development/ports & working harbour

Public domain – Rozelle parklands

Integrated ports facility with public domain

Ports & working harbour zone

Vessel berthing zone

Road structures

Heritage tracings

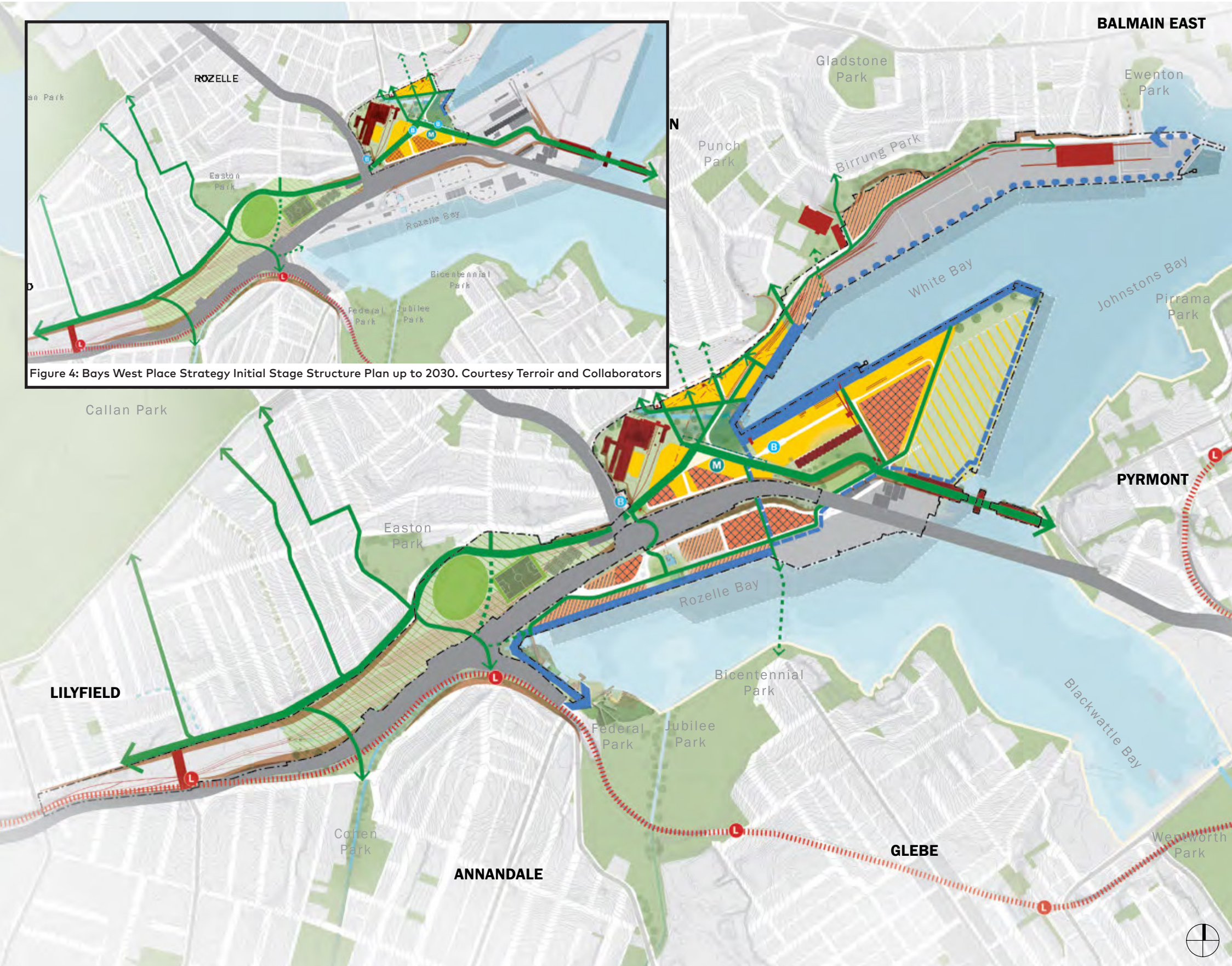


Figure 5: Bays West Place Strategy Structure Plan 2040 and beyond. Courtesy Terroir and Collaborators

2.0 Site Appreciation and Opportunities

2.2 Bays West Place Strategy Context

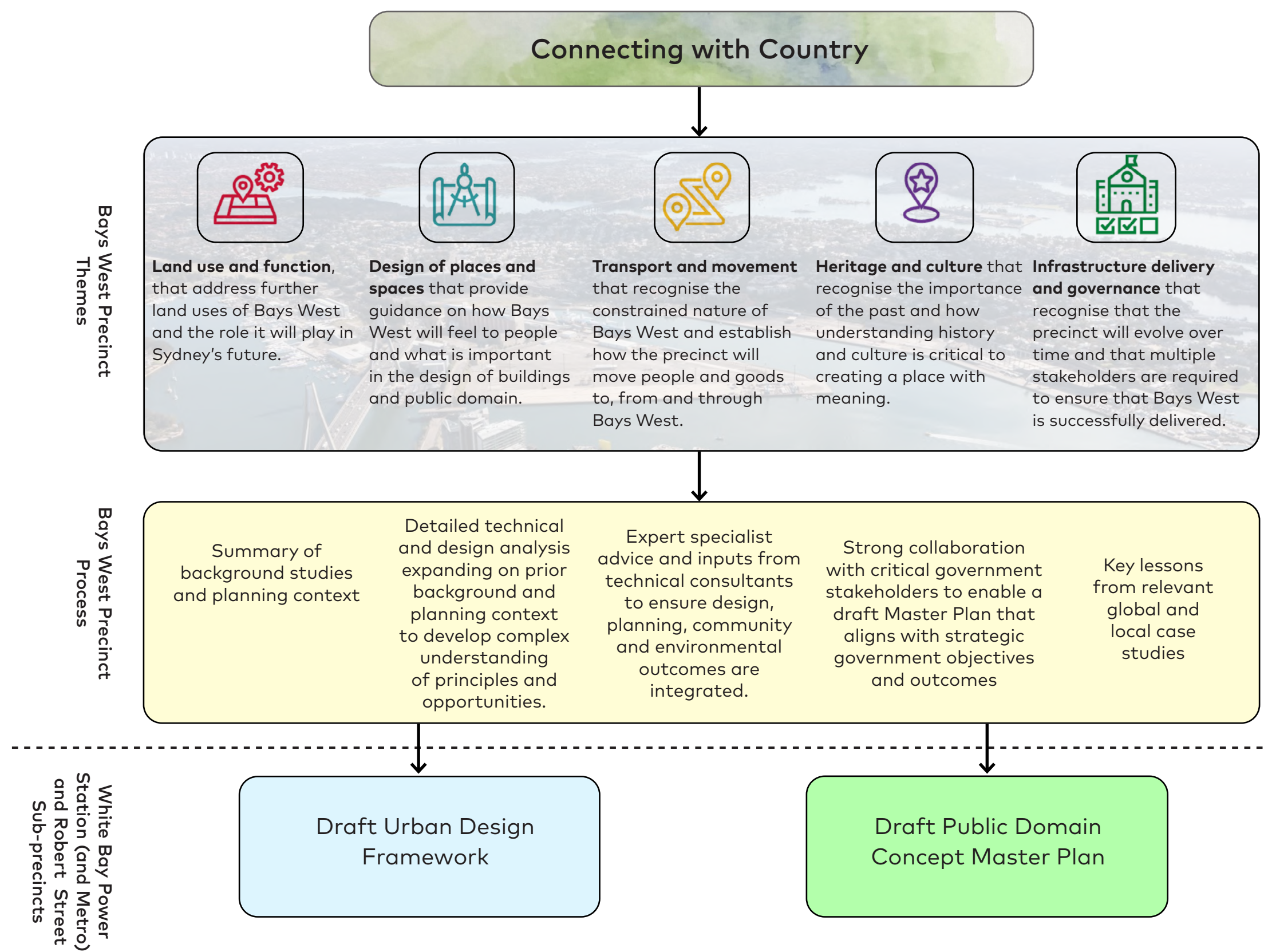
2.2.1 Enabling Themes

The 14 directions outlined by the Place Strategy, grouped 5 key enabling themes, noted adjacent, speak to the past, present, and future of Bays West, and address connectivity, productivity, liveability, and sustainability.

Rather than acting as a stand-alone driver, Connecting with Country underpins all of the themes and their associated directions.

All phases of the activation of the Bays West Sub-precincts will prioritise the recognition and protection of Country and its significance within Aboriginal cultures, in historical, contemporary and future contexts.

These themes have been distilled, with a focused lens of Connecting to Country, to ascertain the specific opportunities relevant to the Sub-precincts and to inform the draft UDF and Master Plan.



2.2.2 Big Moves

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

1



Figure 6: Courtesy of Terroir with collaborators.

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

2



Figure 7: Glebe Island Bridge. Courtesy of DPE


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

3



Figure 8: Glebe Island. Courtesy of DPE

4



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

Figure 9: Community amenity. Courtesy of DPE

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.

Figure 10: Bays West Metro. Indicative subject to design development. Courtesy of Transport for NSW

6



Enable a world-class harbour foreshore walk.

Figure 11: Foreshore walk. Courtesy of DPE

The 5 themes and directions outlined in the Place Strategy are further backed by 6 big moves.

Each big move is a key intervention identified to realise the full potential of the precinct.

Supported by the public engagement and exhibition process, their implementation will benefit from ongoing community consultation backed by an all of government approach.

While identified at the broader Bays West precinct scale, each Big Move is translatable to the White Bay Power Station (and Metro) and Robert Street Sub-precincts. These Sub-precinct specific opportunities have been captured in the following sections of the report.

2.0 Site Appreciation and Opportunities

2.3 Bays West Place Strategy Connecting to Country

2.3.1 Connecting to Country Framework

Bangawarra developed the Bays West Connecting with Country Framework, which has provided both background information and knowledges of Country, and outlined the ways that Country can continue to be embedded in the future of Bays West. The work undertaken and collaborated on is just the first step in a journey of embedding a connection to Country into the future of Bays West.

Zakpage has been engaged to work with the consultants and stakeholders to carry on the initial findings by targeted Aboriginal community consultation undertaken by a specialist consultant and Bangawarra and to provide designing with Country themes and opportunities that are specific to the White Bay Power Station (and Metro) and Robert Street Sub-precincts and that have actively shaped the UDF, concept Master Plan and many other consultant technical studies.

The diagrams adjacent represents some of the major spatial features identified within the Designing with Country Strategy & Directions that pertain specifically to the White Bay Power Station and (and Metro) Robert Street Sub-precincts, including:

- Interventions at White Bay and water zones to establish a rocky edge habitat.
- Incorporate special seahorse protection zones.
- Critical interface points where ecosystems and uses are adjacent to be considered to determine best possible form of co-existence:
 - land and water Boundary
 - ports and working harbour with development zone
- Water access and engagement points built into the new rocky edge habitat intervention.

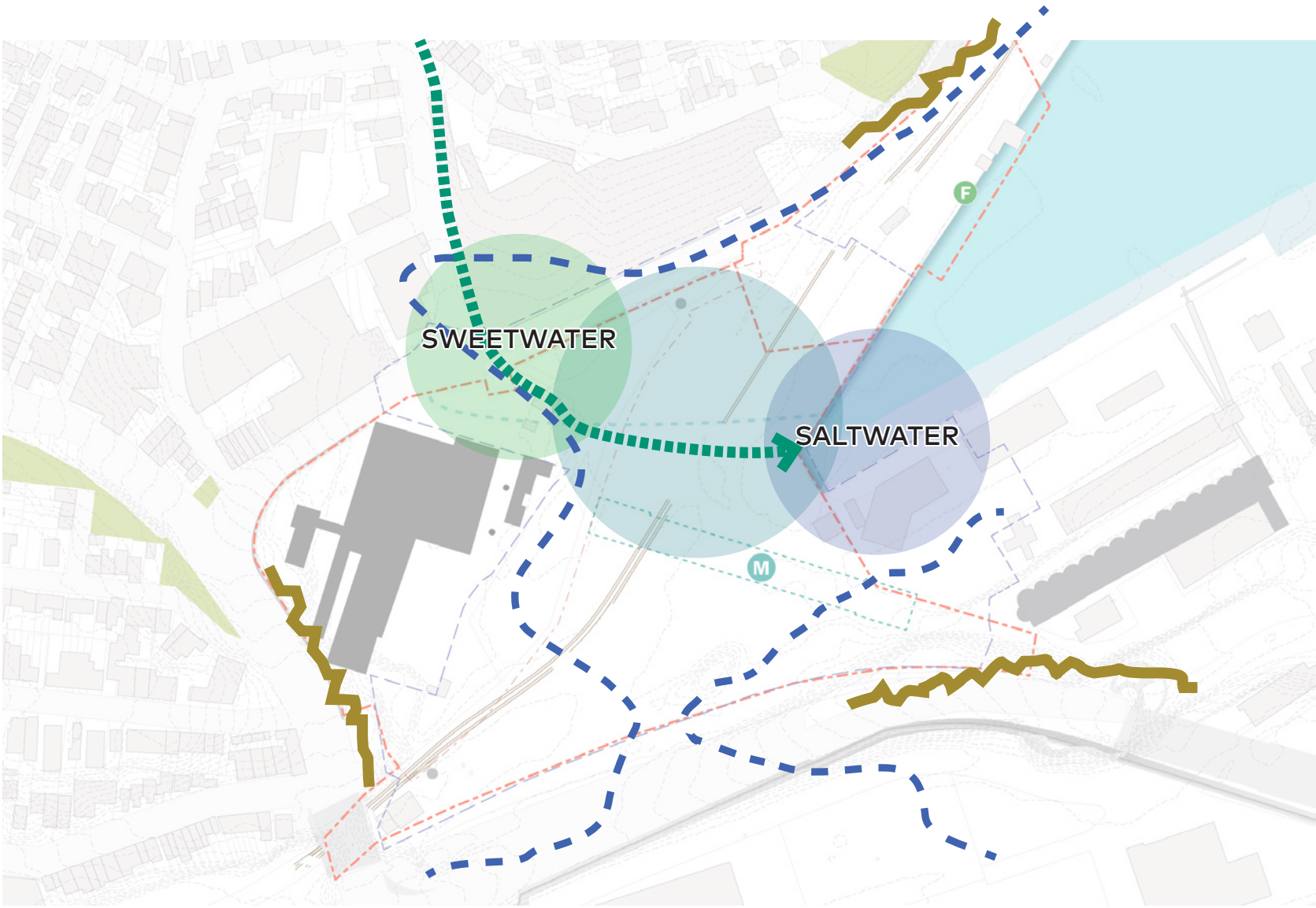


Figure 12: Connection to Country Opportunities

— Historic Shoreline — Historic Creekline — Sandstone Features



2.0 Site Appreciation and Opportunities

2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

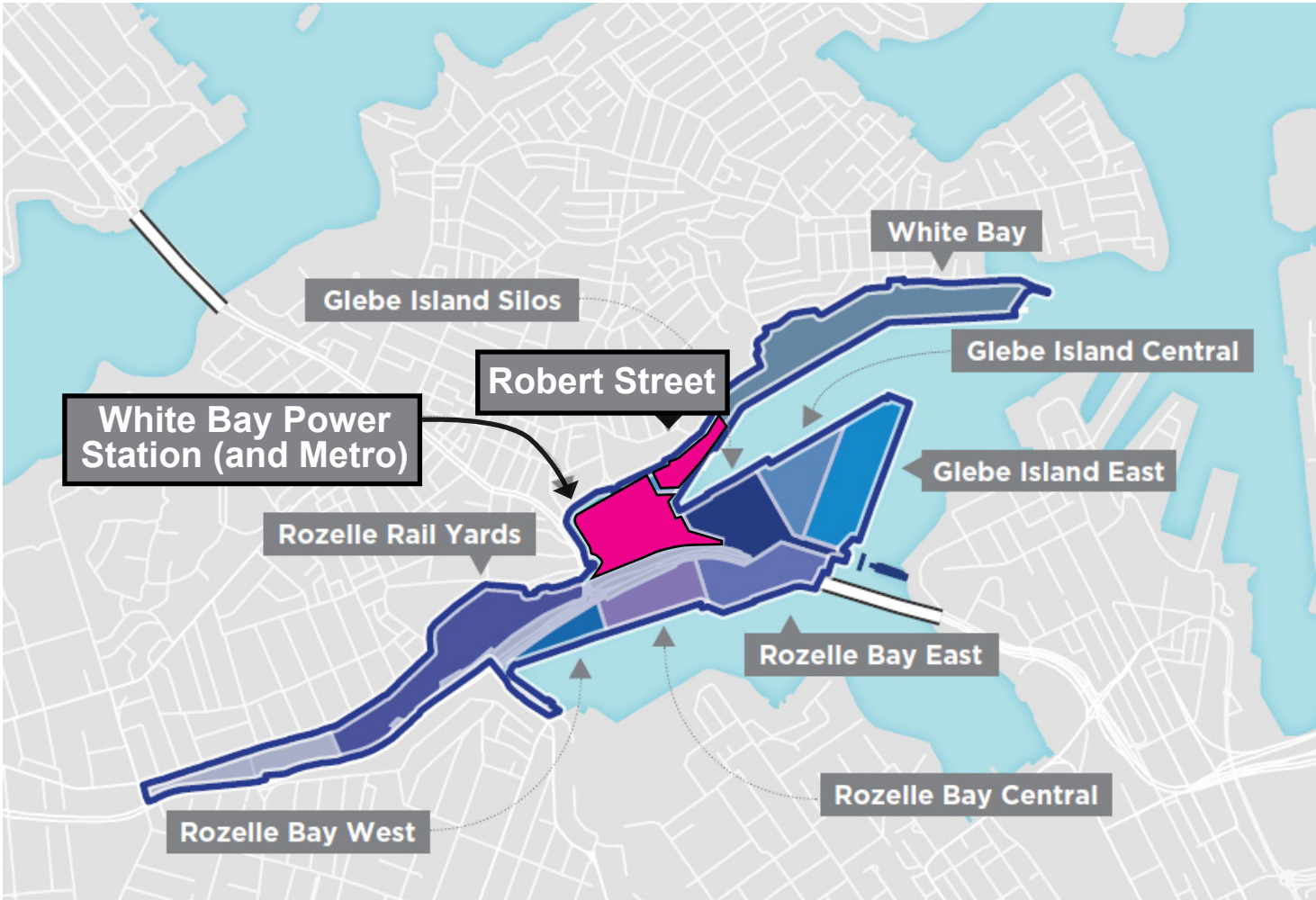


Figure 14: Place Strategy White Bay and Robert Street Sub-precincts context. Sub-precinct boundaries are from the Place Strategy (November 2021) and are subject to change as detailed planning and design work is undertaken as Sub-precincts are masterplanned. Courtesy DPE

2.4.1 Sub-precinct Context

The Bays West Place Strategy establishes a series of 10 distinct Sub-precincts. These are shown in the adjacent diagram. Specific boundary lines have been set for major structural elements, including changes in topography, roadways, key public domain zones and uses and users.

These reflect a logical division of the Bays West precinct, based primarily on existing and desired future character zones.

Two Sub-precincts, being the White Bay Power Station (and Metro) and Robert Street Sub-precincts, have been identified for early phase realisation to reinforce the significant investment that the Sydney Metro West station and the remediation of the White Bay Power Station represent.

As catalytic areas with significant opportunities for the adaptive re-use of heritage elements, the unlocking of land for community access and use, and significant new public and environmental amenity, the opportunities and constraints posed by each Sub-precinct must be carefully balanced to maximise people and place-led outcomes.

The Sub-precinct boundaries have evolved following finalisation of the Bays West Place Strategy to include a larger White Bay Power Station (and Metro) Sub-precinct boundary and a smaller Robert Street Sub-precinct boundary.

2.4.2 White Bay Power Station (and Metro) Sub-precinct

This Sub-precinct is central to the renewal of the broader Bays West precinct incorporating the White Bay Power Station and the new The Bays station. This Sub-precinct will be a key activity centre for the broader Bays West precinct, providing for employment, recreation, retailing, civic, cultural and living opportunities for existing and new communities. It will be a nexus of connection between other Sub-precincts and the surrounding communities, while potentially providing a new regional open space connecting White Bay Power Station and the head of White Bay.

The delivery of the new Metro Station and adaptive reuse of the White Bay Power Station create strong opportunities for place making and delivering a precinct which responds to and recognises the importance of the precinct.

2.4.3 Robert Street Sub-precinct

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 proposed new regional park adjacent to White Bay Power Station. There is an opportunity to develop the Robert Street Sub-precinct itself into an attractive and welcoming approach to the White Bay Cruise Terminal.

The timing for the rezoning of the Robert St Sub-precinct will be subject to further investigations by Government.

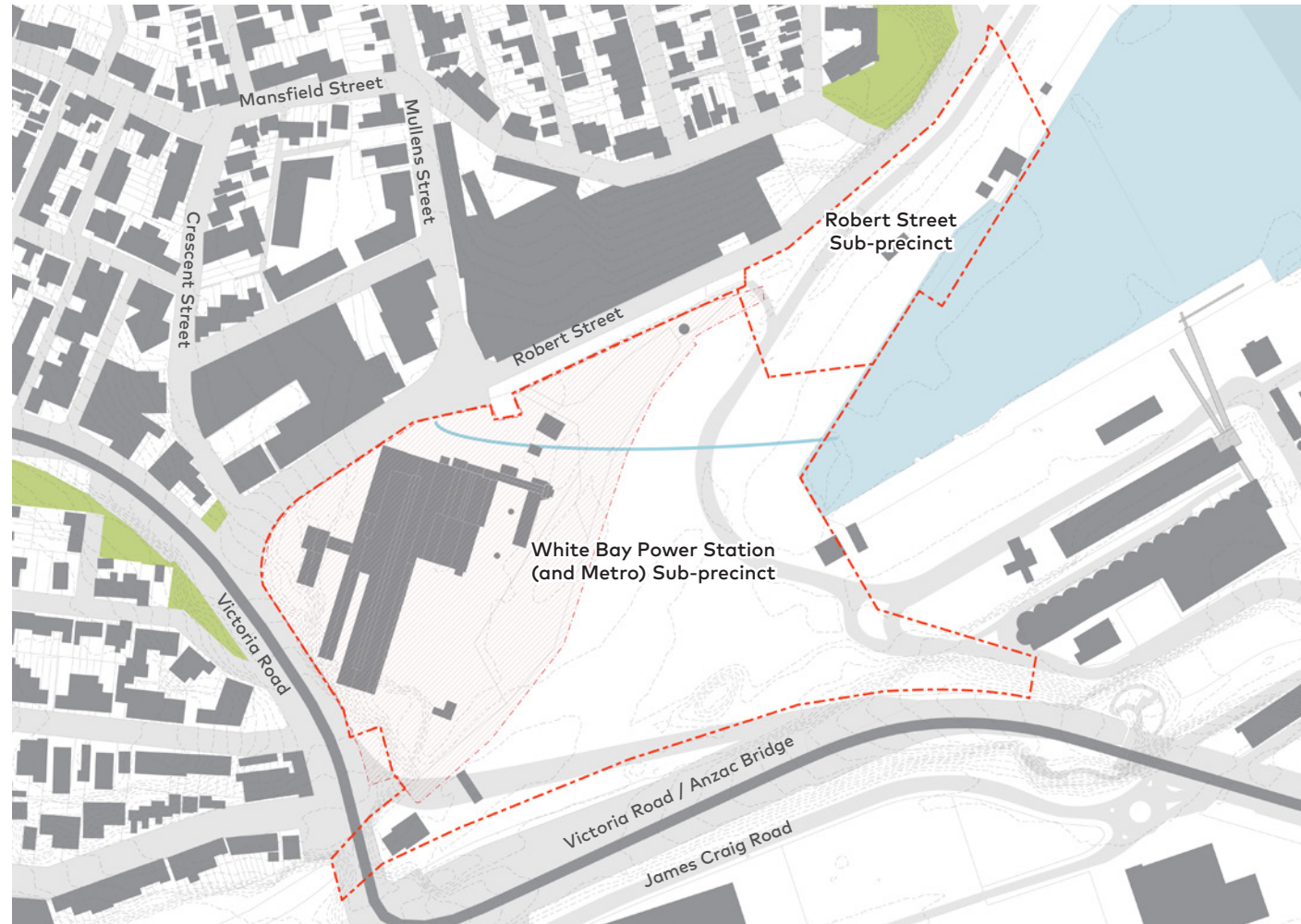


Figure 15: White Bay Power Station (and Metro) and Robert Street Sub-precincts Boundaries

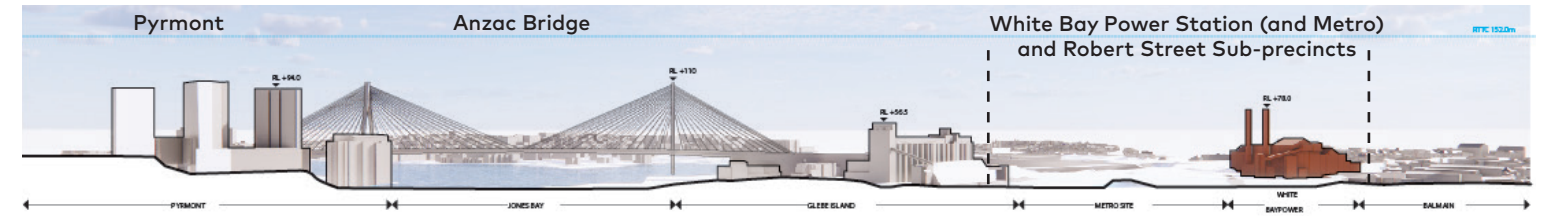


Figure 16: Pyrmont to White Bay and Rozelle section

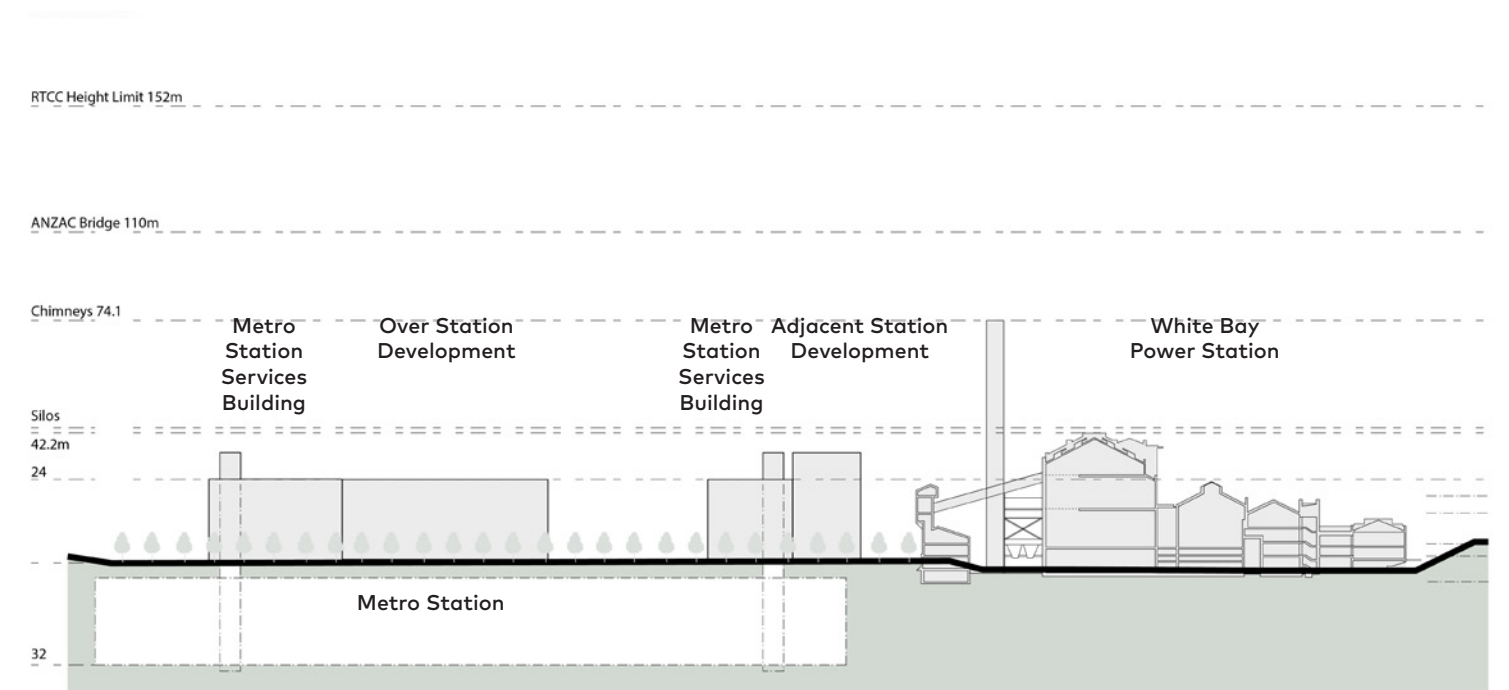


Figure 17: White Bay Power Station (and Metro) and Robert Street Sub-precincts section showing future Metro station and associated servicing

2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.4 Land Use and Function

2.4.4.1 Place Strategy Directions (Nov. 2021)

The Directions are informed by the Place Strategy (November 2021) and should be considered in the context of the broader Sub-precinct and Bays West.

- **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 and metropolitan Sydney
- **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



Figure 18: Constrained residential interface to Victoria Road.

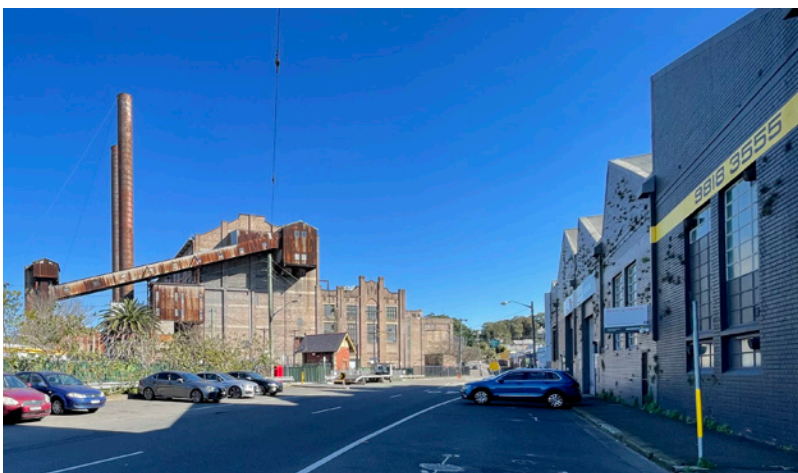


Figure 19: Employment uses to Robert Street.



Figure 20: Proposed Hanson Glebe Island Facility. Hanson



Figure 21: White Bay Cruise Terminal



Figure 22: Industrial uses north of Robert Street



Figure 23: Artists impression of a new Bunnings, currently under construction at corner Mullens and Robert Street.



Figure 24: White Bay Cruise Terminal Gatehouse

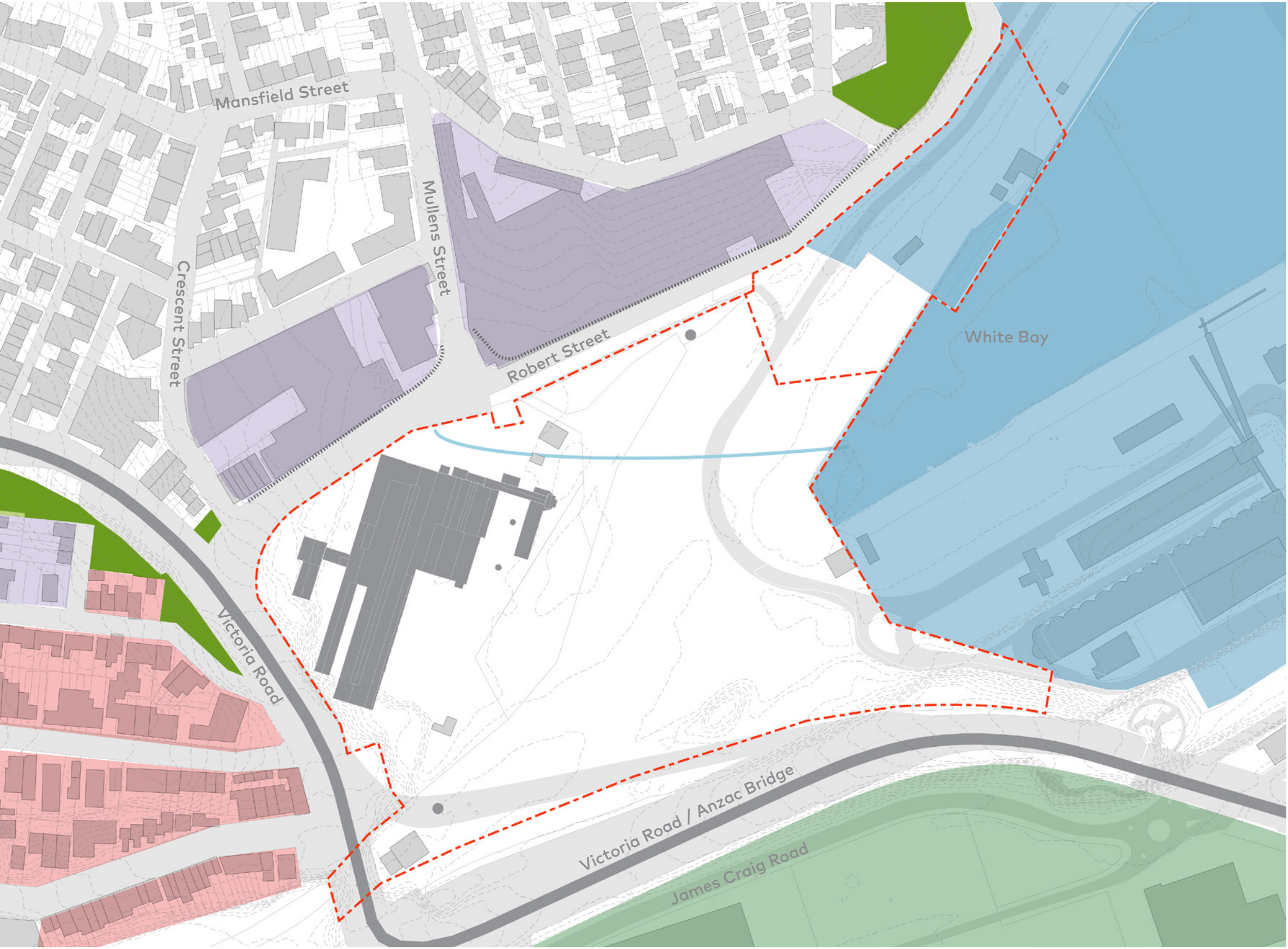
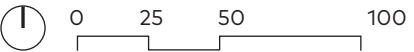


Figure 25: Surrounding Land Uses

Legend

- Sub-precinct Boundary
- Rozelle Bay Maritime Industries
- Residential
- Open Space
- Port and Working Harbour
- Existing Warehouse and Industrial Buildings



2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.4 Land Use and Function

2.4.4.2 Opportunities

- Land uses to support a vibrant, mixed-use centre with a night time economy.
- Focus activation, innovation, community and start up and social infrastructure in and around the White Bay Power Station, along the main heritage axis fronting onto the park (north facing) and surrounding the Metro station plaza.
- A critical population mass (residents and workers) is essential for successful mixed-use precincts, particularly retail and hospitality uses. Similarly, a critical mass of commercial occupiers is essential for successful commercial precincts as businesses gravitate to areas of high activity, providing opportunities to locate proximate customers, suppliers and retail amenity.
- Leverage direct metro connection to the employment centres of Sydney CBD, Pyrmont, Sydney Olympic Park, Parramatta and Westmead to strengthen the feasibility of a knowledge intensive job centre at bays West as an extension of the CBD.
- Support a variety of key industry sectors, including blue economy, technology, information, media and advertising sectors, supported by creative spaces and creating spaces.
- Cluster industries to facilitate knowledge sharing and efficiencies in resource workflow and productivity.
- Deliver employment space and dwellings in a diverse range of building types and floorplates.
- Facilitate anchor uses within the adaptive reuse of the White Bay Power Station that enhance the desirability of businesses to locate to the precinct, and to attract visitors.
- Recognise the opportunity of government-owned lands in well-served areas to maximise social and affordable housing.
- Provide for greater housing choices in the area through the provision of alternate typologies than are currently available in the inner west, however, acknowledging that limited opportunities for residential uses exist given the challenges within the Sub-precincts and greater opportunities for housing exist in adjacent Sub-precincts.
- Explore the integration of working harbour and blue economy sectors with urban renewal in the Robert Street Sub-precinct as an opportunity for ambitious innovation.
- Facilitating land uses, particularly within the Robert Street Sub-precinct, that support the blue economy and acknowledge the economic and social importance of the port and working harbour.
- Enable ports and maritime innovation linking to the innovation corridor and creating educational opportunities.
- Acknowledging that there is a strong nexus between commercial uses and mass transit e.g. there will be greater demand for commercial space within 400m of The Bays station.

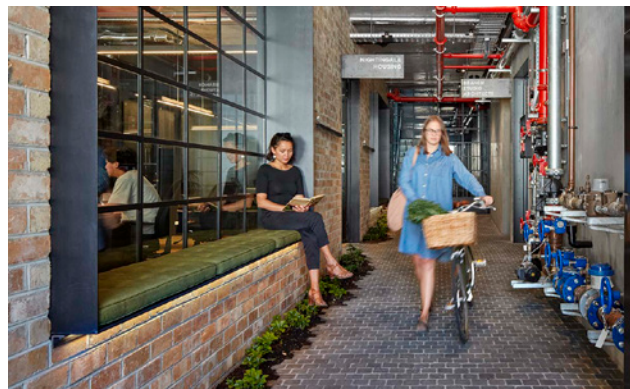


Figure 26: Co-housing projects such as Nightingale



Figure 28: Adaptive re-use of infrastructure for mixed-use



Figure 27: Adaptive re-use of infrastructure for commercial office



Figure 29: Adaptive re-use of heritage for mixed use



Figure 30: Interpretation of Turbine Hall as 'covered street' gallery



Figure 31: Interface with existing infrastructure



Figure 32: Historic fabric woven with modern interventions

2.4.4.3 Challenges

- Acknowledging that successful mixed use precincts require a multitude of elements in order to be economically sustainable and remain vibrant. It is rare for all these elements to be delivered in absolute unison given the inherent challenges in mitigating land use conflicts. For instance, successful office precincts will often require good separation from uses (e.g. residential) that may conflict with corporate profile and prestige.
- Considering the proximity of busy roads and ongoing ports and maritime uses which may present challenges for residential uses and/or sensitive uses such as childcare, aged care and as a result of noise and poor air quality.
- Balancing the provision for any residential uses against the need to ensure that a viable commercial precinct, with the capacity for cultural facilities, can be delivered.
- Ensure the compatibility of uses within the Sub-precincts that:
 - do not sterilise the opportunity for large events to occur within or around the WBPS
 - do not sterilise the opportunity for large events to occur within the proposed waterfront parkland
 - provide an appropriate interface and transition to the existing light industrial and urban services uses on the northern side of Robert Street
 - adequately manage the impacts of a hostile traffic and noise interface to Victoria Road and the Anzac Bridge western approach.

2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.5 Design of Places and Spaces

2.4.5.1 Place Strategy Directions (Nov. 2021)

Provide guidance on how the White Bay Power Station (and Metro) and Robert Street Sub-precincts will feel to people and what is important in the design of buildings and public domain.

- **Direction 4** - A key focus of the Sub-precincts 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, accessible and diverse built form and amenity outcomes
- **Direction 6** - Enhance biodiversity on land and water, and improve water quality in the harbour whilst restoring and expanding the green and blue natural systems
- **Direction 7** - Deliver world class, sustainable Sub-precincts which are carbon neutral and delivers efficient management of energy and water, and the elimination of waste sharing and efficiencies in resource



Figure 33: Community use of White Bay Cruise Terminal with container ship at berth, September 2021



Figure 34: Vegetated frontage

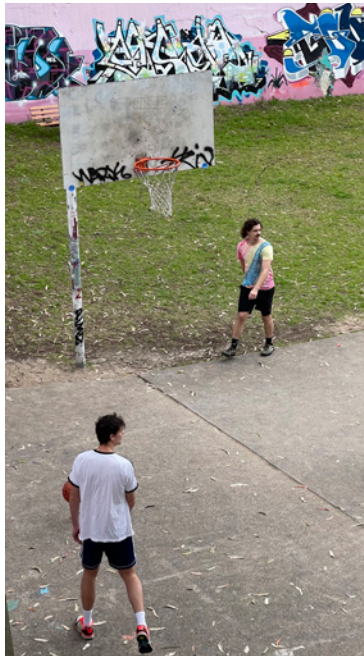


Figure 35: Balmain Community Space



Figure 36: Rozelle Railyards Regional Open Space



Figure 37: Open space at Mansfield Street looking south over the Robert Street Sub-precinct.



Figure 38: Quasi-public links and views



Figure 39: Fencing to secure the Robert Street Sub-precinct

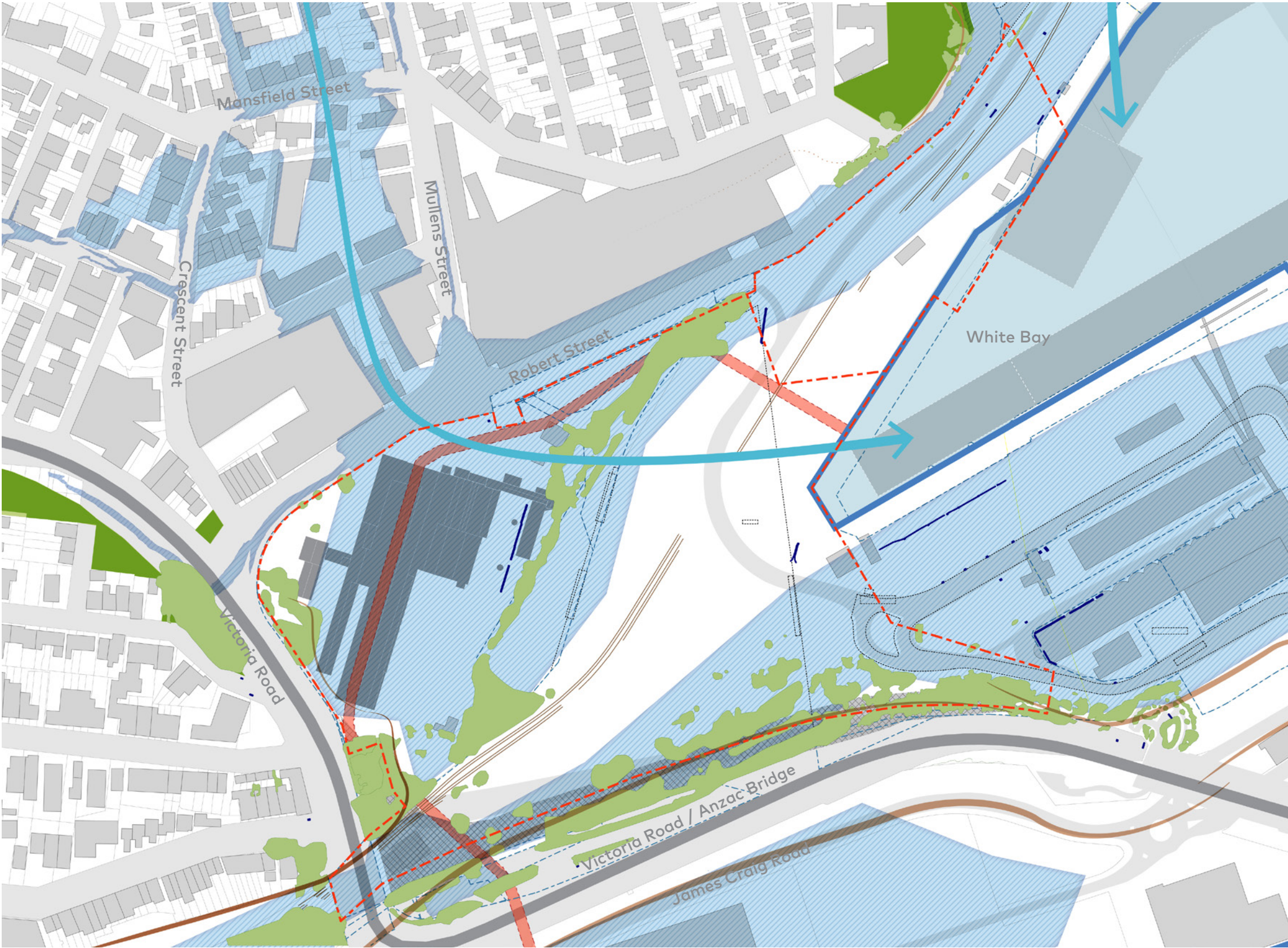


Figure 40: Design of Places and Spaces Analysis

Legend

- Sub-precinct Boundary
- Flooding (1 in a 100 year)
- Open Space (2022)
- Landform
- Foreshore
- Overland Flow
- Current Berth Layouts
- Native and Exotic Fauna (not endangered)
- Cooling Canal for White Bay Power Station



2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.5 Design of Places and Spaces

2.4.5.1 Opportunities

Public Domain and Site

- Celebrate the Country and the important knowledge opportunity embedded in Country, through indoor and outdoor learning experiences and the parkland embedded with stories of water Country.
- Reveal the original creek and rain catchments, maximise Water Sensitive Urban Design (WSUD) integration, biodiversity and habitat creation whilst enhancing open space amenity.
- Celebrate the site's water story and natural systems through a whole of site flooding resilient infrastructure response.
- Provide a new ground plane that connects the White Bay Power Station to the new development and Metro station.
- Allow the public domain surrounding the power station to act as a functional WSUD water landscape of new public experiences.
- Express hydraulic infrastructure to add to the site's industrial narrative.
- Interrogate the opportunity to bring water in to the site on the tides.
- Maximise canopy cover and maximise biodiversity through a green street network.

- Establish ecological zones at the head of White Bay to help improve water quality being discharged in to the harbour.
- Preserve and reinforce the heritage axis/corridor linking Anzac Bridge, the White Bay Power Station, the silos and Glebe Island Bridge by creating a wide boulevard that integrates The Bays station.
- Create a heritage forecourt and public space commensurate with the scale and significance of the White Bay Power Station.
- Deliver a significant, consolidated, connected, activated public open space near the water at an early stage.
- Weave in existing and proposed new open space links and social infrastructure, including those proposed with the Rozelle Railyards project.
- Build on the site's heritage through preserving and recognising its indigenous and industrial heritage.



Figure 41: Industrial reuse for public space, Auckland, New Zealand



Figure 42: Rozelle Railyards Regional Open Space



Figure 43: Public access to water. Brooklyn, NY, USA



Figure 44: Interim cultural uses. Fisherman's Wharf, Melbourne

Built Form

- Respect the site's iconic heritage structures and working harbour experiences in four-dimensions, by considering the shifting vistas from actual movement networks such as views towards the White Bay Power Station. These include views from travelling along the Anzac Bridge, or to the Harbour Bridge from within the Sub-precincts.
- Provide appropriate urban block scale to maximise permeability especially in proximity to open space and waterfront zones.
- For any new buildings adjoining or in the vicinity of the WBPS, respect the scale, presence and curtilage of the White Bay Power Station and the Conservation Management Plan.
- Explore a new kind of urbanism that reflects more of a CBD built form and streetscape than a business park.
- Locate height to south of precinct to maximise solar access within proposed open space areas and developments.
- Provide architectural expression of any new infrastructure (i.e. Metro services buildings and intake substation) to contribute to the infrastructure story of the place.



Figure 45: Adaptive re-use of heritage for community infrastructure. LochHal Library, The Netherlands



Figure 46: Redevelopment of fabric as open space. Gasholder Park, UK



Figure 47: Landmarks that serve a regional wayfinding purpose



Figure 48: Re-use as commercial and incubator hub. Merchandise Mart, Chicago

2.4.5.2 Challenges

- Utilising a whole-of-government approach that can deliver a truly sustainable precinct that achieves or exceeds energy, waste and water targets.
- Appropriately responding to site constraints such as preserving heritage view lines, responding to flooding, managing contamination, and limited transport network while also achieving feasibility and delivery of infrastructure required to support future renewal.
- Balancing the desire to locate density and development activity in the areas of highest accessibility and amenity (around the Metro station and waterfront park) with the impacts upon public domain, amenity and view corridors to and from the White Bay Power Station.
- Minimising the structural, contamination and remediation constraints associated with the existing ground plane and fill.
- Overcoming barriers at Sub-precinct interfaces will require careful consideration of uses and built form to mitigate topographic, noise, air pollution and wind impacts.

2.0 Site Appreciation and Opportunities



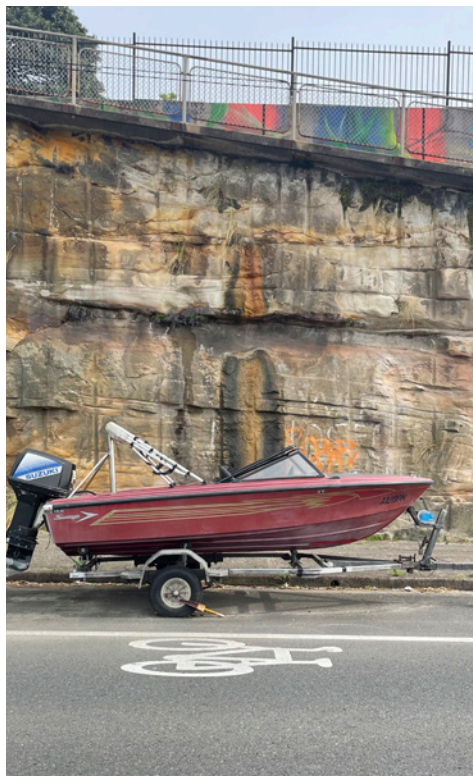
2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.6 Transport and Movement

2.4.6.1 Place Strategy Directions (Nov. 2021)

Recognise the constrained nature of the White Bay Power Station (and Metro) and Robert Street Sub-precincts and establish how people and goods will move to, through and within the Sub-precincts.

- **Direction 8** - Improve the Sub-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



Site experiences. September 2021
From top-left

Figure 49: Complex level changes limit community accessibility

Figure 50: Low-quality and undefined public links through private lands

Figure 51: Proposed Bays Metro Station. Indicative only - subject to design development by Sydney Metro

Figure 52: Insufficient shared path adjoining Power Station exposed to Victoria Rd. traffic, impacted by sign posts, advertising, and bus stop.

Figure 53: Long-term parking impacts Robert St. experience

Figure 54: Traffic congestion to Robert St. opposite Power Station

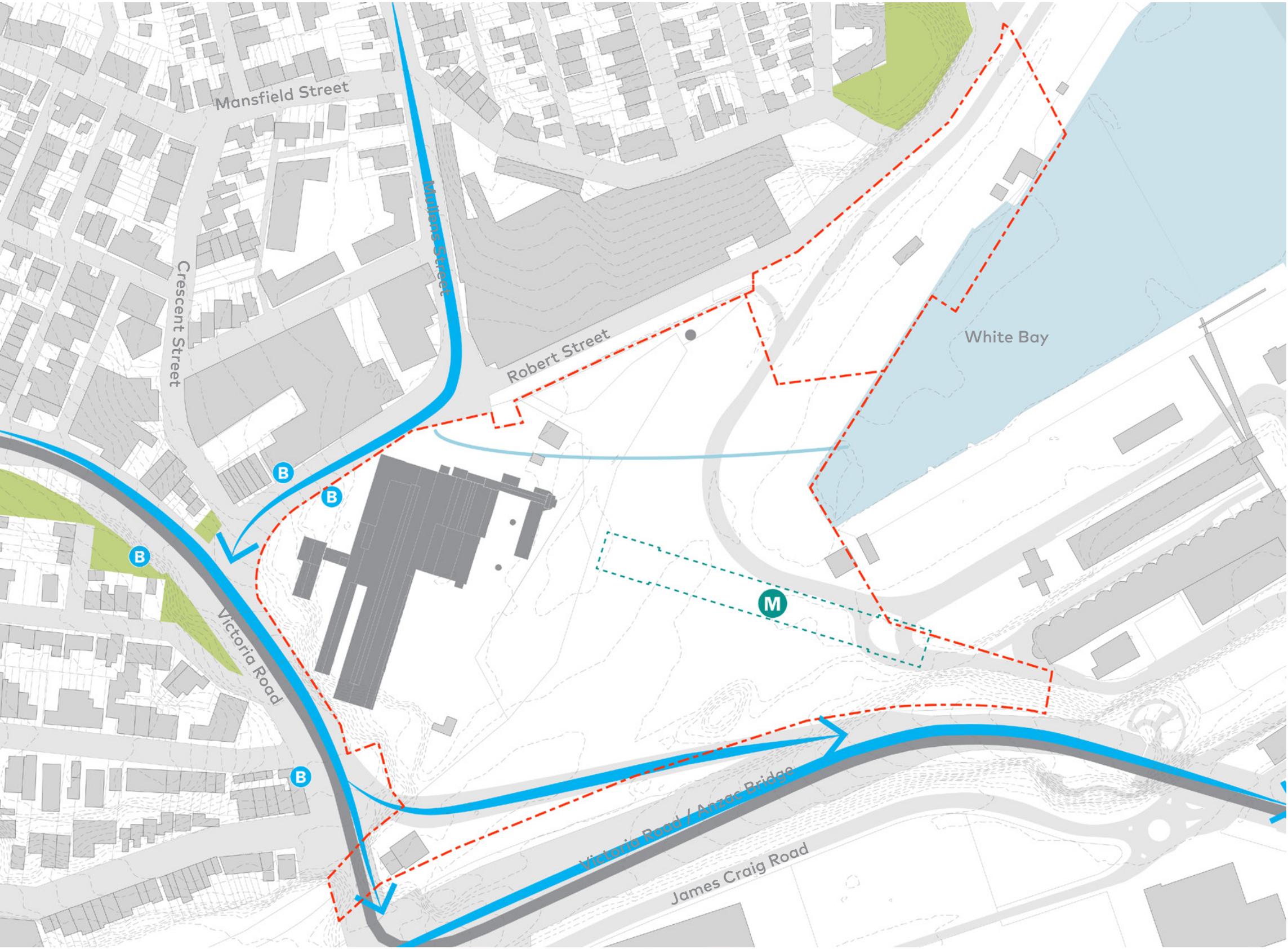


Figure 55: Existing Transport and Movement

Legend

- Sub-precinct Boundary
- Metro Box

- Bus Routes
- Metro Station

- Existing Bus Stops



2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.6 Transport and Movement

2.4.6.2 Opportunities

- Reinststate a crossing from Bays West to Pymont to create more convenient and direct active transport connections.
- Facilitate future active travel and pedestrian connections to and from Glebe Island Bridge and Lilyfield Road as part of a key site through link within the regional cycling network between the Inner West suburbs to Pymont and the Sydney CBD.
- Facilitate legible pedestrian/ cycle connections from Railway Parade, Mullens Street, Victoria Road and James Craig Road to White Bay Power Station, Metro Station and waterfront strengthening community connection to Pymont, Rozelle, Balmain and Glebe.
- Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through appropriate development and recreational opportunities that have a strong nexus to mass transit.
- Identify access nodes to the Sub-precincts and active transport connections and wayfinding to/from them, including future connections under the Anzac Bridge to Rozelle Bay.
- Strengthen pedestrian cycle green connections to Punch Park, Vanardi Green, Birrung Park and Easton Park
- Provide clear and legible transport links between surrounding communities, the Sub-precincts and the multi-modal transport interchange anchored by the Metro station.
- Provide additional elevated connections where possible from Victoria Road into the White Bay Power Station.
- Future proof for the potential extension of the existing street network north of Mansfield Street through the redevelopment of the industrial warehouses on Robert Street.
- Integrate public transport with the central plaza and public domain networks to maximise identity, legibility, amenity, and activity at all hours.
- Establish exemplar low car dependency Sub-precincts by minimising vehicular access and parking within the Sub-precincts and prioritising, pedestrians, cyclists, public transport, car share, servicing and utility vehicles and traffic associated with retained ports and maritime uses.
- Design internal streets to discourage through traffic movements from surrounding areas.
- Provide central decoupled parking nodes for the precinct to prioritise walking and cycling.



Figure 56: Public transport interchange as public domain activator. Copenhagen, Denmark



Figure 57: Local shared paths.
Darling Harbour, Sydney



Figure 58: Cafe uses activate public transport interchange.
Freiburg im Breisgau, Germany



Figure 59: Regional active transport link. Melbourne, Australia

2.4.6.3 Challenges

- Ensuring that the Metro station and bus interchange, together with public connections are legible and safe.
- Creating new active transport connections that are legible and safe, while minimising potential conflict between pedestrians, cyclists and vehicles.
- Acknowledge the significant access constraints to the east, west and south of the Sub-precincts to Glebe Island, Victoria Road and Anzac Bridge.
- Managing the existing road network challenges in and around the Sub-precincts for current users, the future planning of traffic and transport links needs to consider requirements for all existing and future uses and users.
- Managing the constrained surrounding road network, which will continue in the future, when developing potential future land uses and built form.
- Ensuring light traffic and coaches associated with the White Bay Cruise Terminal can efficiently traverse the Sub-precincts, whilst maintaining the day to day activation and operation of the public domain and destinations within the Sub-precincts.

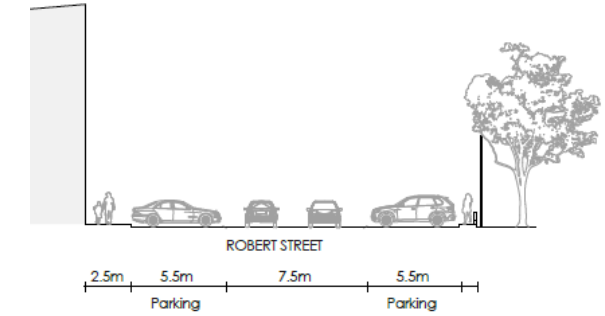


Figure 60: Robert Street section

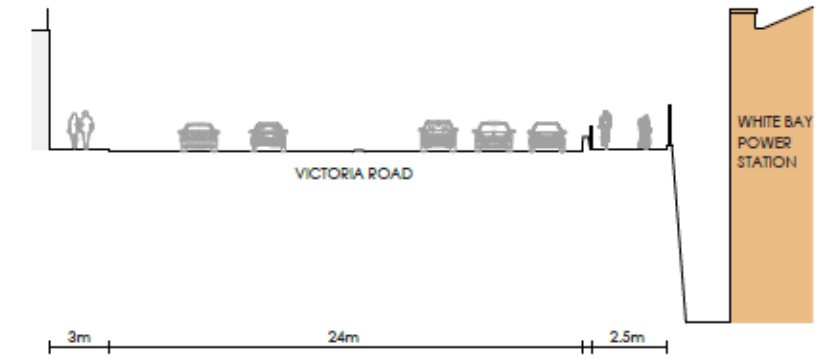


Figure 61: Victoria Road interface

2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.7 Heritage and Culture

2.4.7.1 Place Strategy Directions (Nov. 2021)

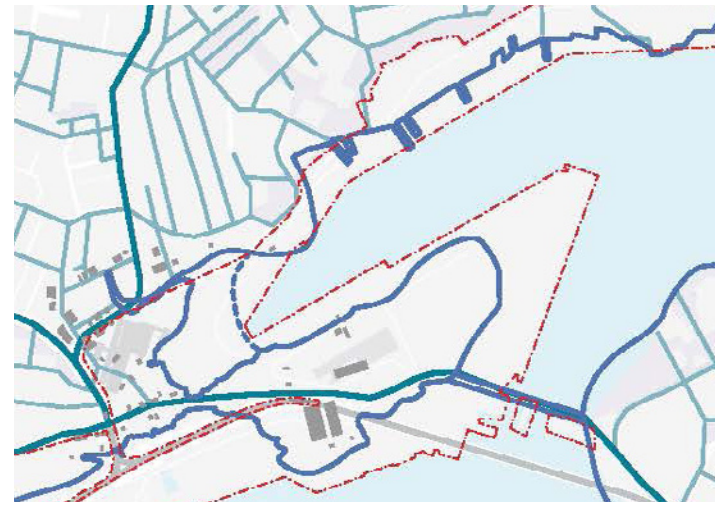
Heritage and culture that recognise the importance of the past and how understanding history and culture is critical to creating a place with meaning.

- **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, stories and continued cultural practices



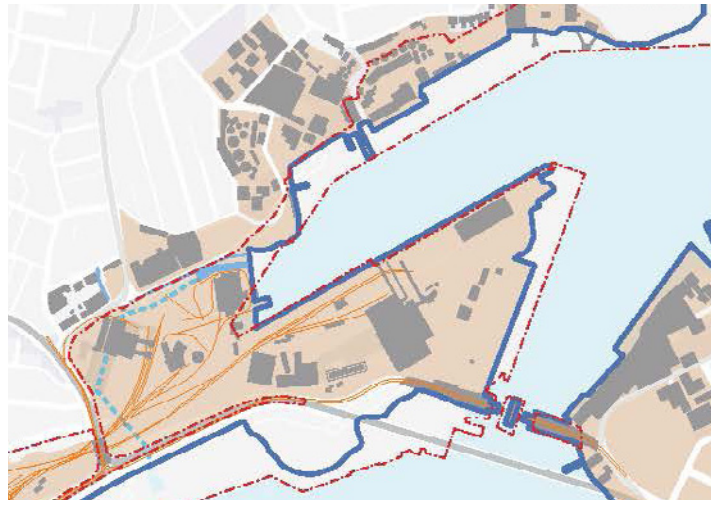
1788-1840

- 1788 - Area occupied by the Cadigal band of the Eora nation.



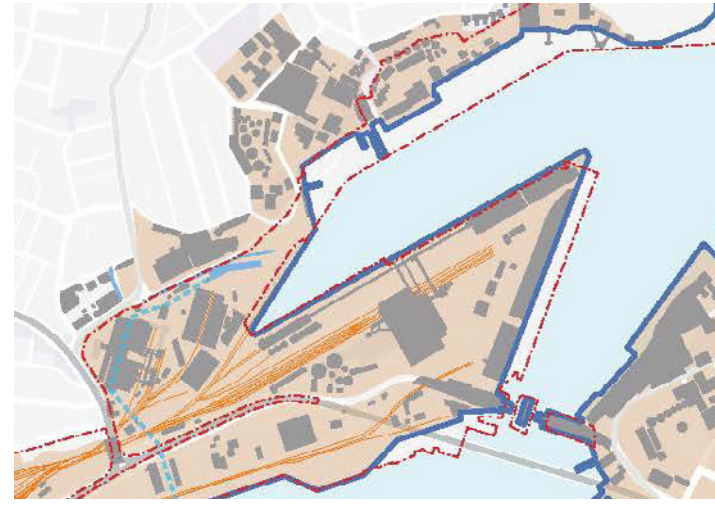
1840-1900

- 1857 - Original Glebe Island Bridge opened.
- 1895 - Some reclamation of east shoreline of Balmain for industrial facilities
- 1899 - Reclaimed land at the head of White Bay set aside as a reserve or public recreation.



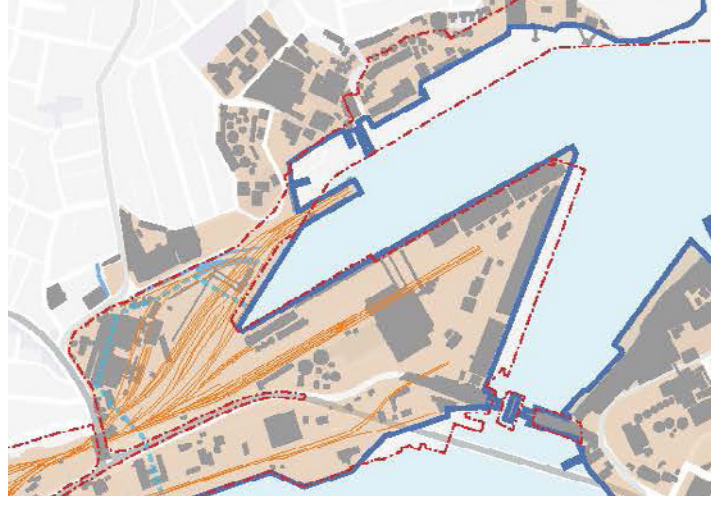
1900-1920

- 1901 - Redeveloped Glebe Island Bridge opened after fire.
- 1911-17 First stage of Power Station complete, supplying power to Sydney's tram and railway.
- 1917 White Bay Hotel relocates to land on Victoria Road



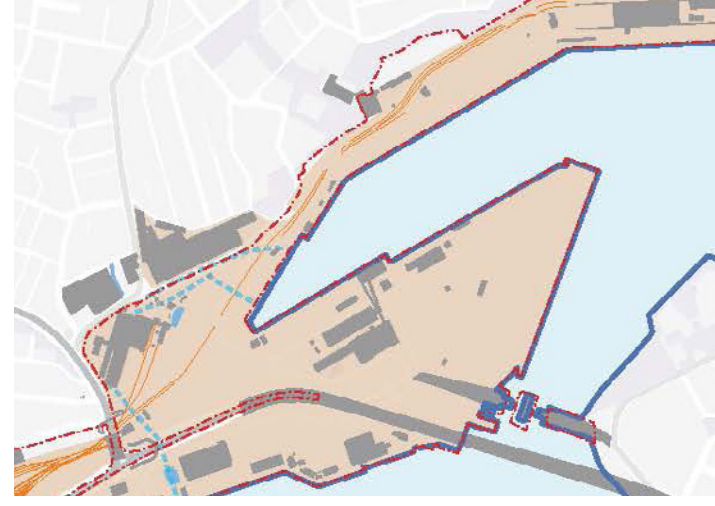
1920-1943

- 1928 - Second stage of White Bay Power Station complete.



1943-1965

- 1953 - First stage of White Bay Power Station modernisation which included new machinery, greater capacity and demolition of the original 1917 boiler house.
- 1956 - Ownership of White Bay Power Station transfers to the Electricity Commission of NSW.
- 1958 - Second stage of White Bay Power Station modernisation complete.



1965-2021

- 1983 - White Bay Power Station decommissioned.
- 1995 - Anzac Bridge is opened. Glebe Island bridge no longer used.
- 2008 - Fire destroys White Bay Hotel (located on Victoria Road).
- 2013 - White Bay Cruise Terminal opens.

Legend

- Bays West Boundary
- Building Footprints
- Shoreline
- Industrial/Maritime Uses
- Streets
- Rail Lines
- Canals



Figure 62: White Bay, CoS Archives



Figure 63: White Bay, Heritage NSW



Figure 64: Demolition of White Bay Hotel after fire, 2008. Peter Fletcher

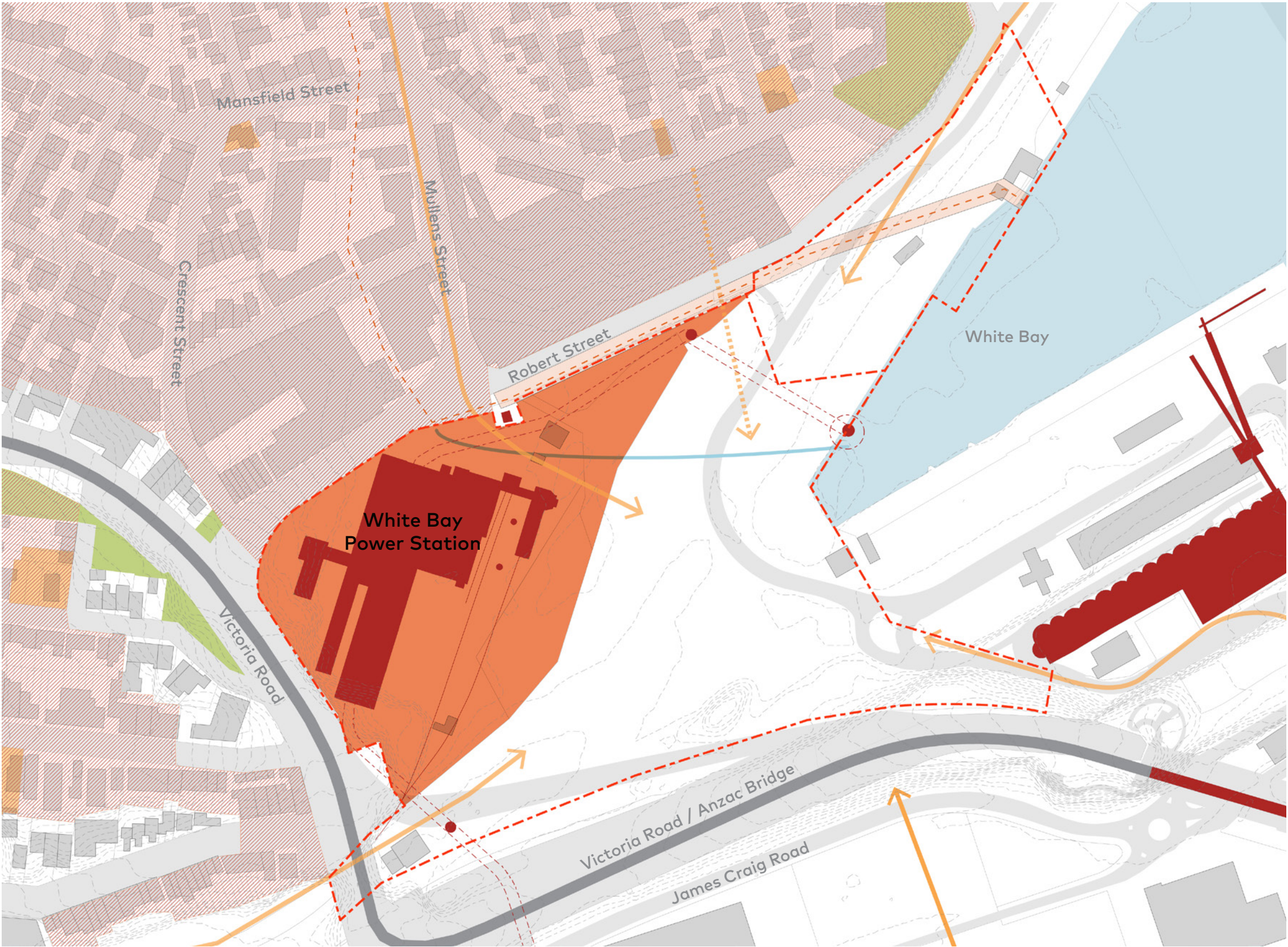


Figure 65: Heritage and Culture Analysis

- Legend**
- Sub-precinct Boundary
 - Heritage Item
 - Cooling Canal for White Bay Power Station
 - Local Heritage
 - Conservation Area
 - Beattie St Stormwater Channel
 - State Heritage
 - Existing and Future Links to Community

0 25 50 100

2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts



Figure 66: View east to Glebe Island from the ridge showing the access road and abattoir on the southern ridge. Already deforested and bare, but with steep harbour edges,

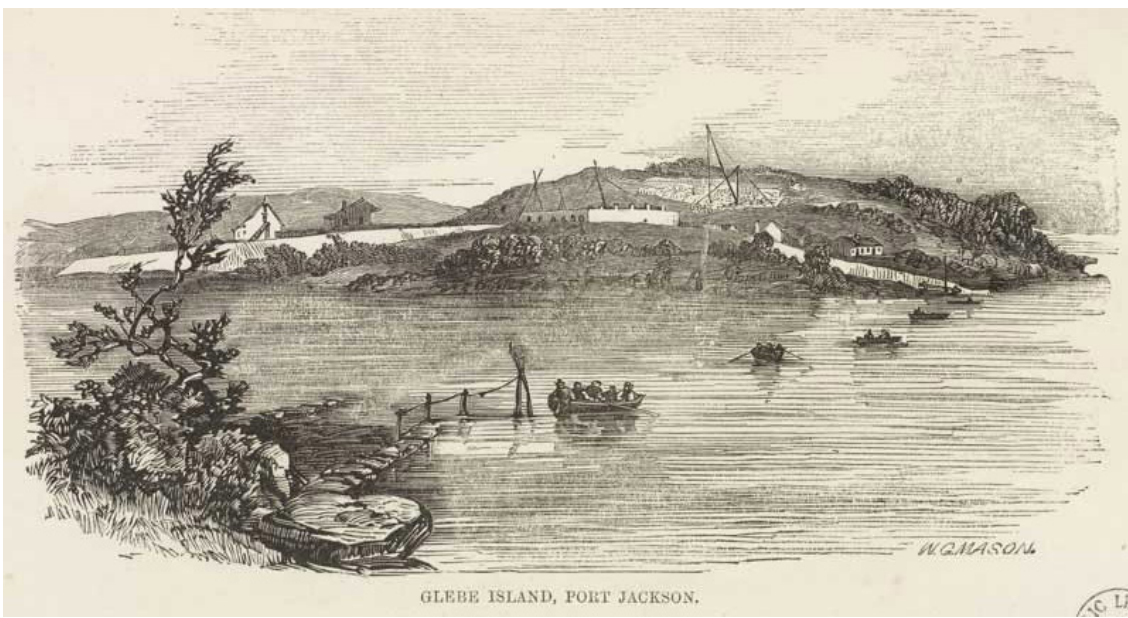


Figure 68: Etching of view west to Glebe Island showing the beginnings of sandstone quarrying.

2.4.7 Heritage and Culture

Dramatically Altered Landscapes



Figure 67: View west in 1871 from Glebe Island to a bridge about 100m in length spanning from Balmain to Glebe Island linking to Victoria Road to the north



Figure 69: Glebe Island outline

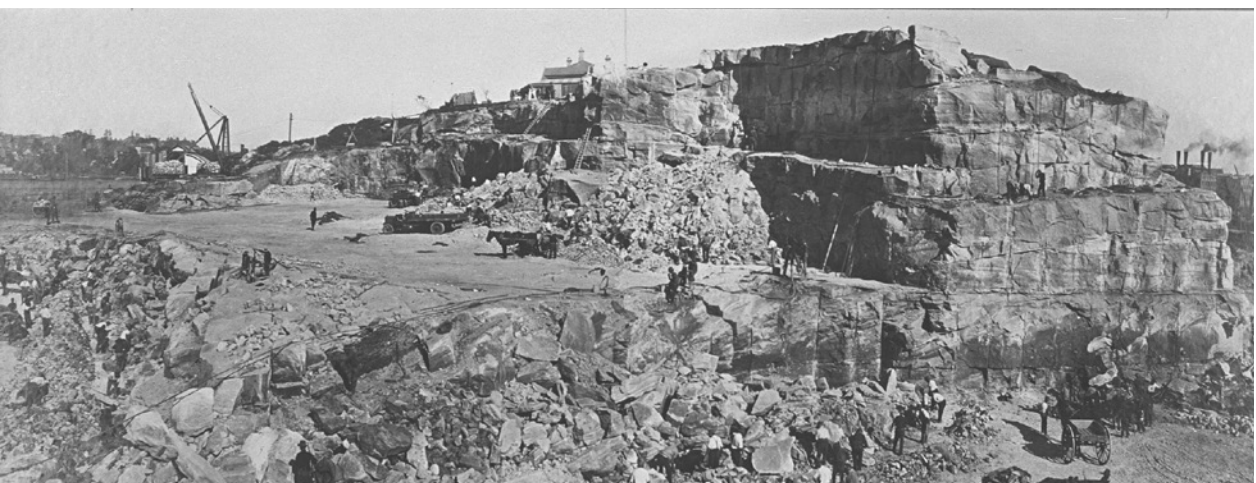


Figure 70: Sandstone quarry on Glebe Island (White Bay Power Station in far right side)

A causeway link

The first road connection to the island occurred on the western side of the island, across approximately 100 metre wide tidal flats that made the island only accessible at low tide. A causeway bridge was built in the 1840s that provided new access to the abattoirs. In 1841 surveyor William Wells created a subdivision for the Balmain end of the island with four intended streets and six sections containing a total of 86 lots. The subdivision did not eventuate.

The city's quarry

The island original topography was completely levelled by quarrying for its golden sandstone. At one time Saunders had over 250 men working on the island in the late 1800s and early 1900s. The island became an extension of the successful quarries in Pyrmont that provided stone for many public buildings in the city. Initially with access to ships and later a new bridge to Pyrmont, a steady supply of stone was established. Quarried rubble was used to expand wharf apron areas, and to build the approaches for the 1901 swing bridge.

Figure 71: Stormwater Channel No.15, Beattie Street, Balmain, 1893
(Source NSW State Archives, Digital ID: 4481_a026_000602)



Figure 72: View west along the open Stormwater Canal No.15, White Bay 1893, showing a cleared and levelled site to the south of Robert Street
(Source NSW State Archives)

Dramatically Altered Watercourses

Reclaimed harbour

When shipping was the key economic driver on the harbour, new wharfs, harbourside warehouses, stores and docks were in high demand. Many parts of the inner harbour were infilled, reclaimed and expanded to provide increased wharfage and new dry docks. Sites with an ample supply of nearby stone and fill were ideal for such expansion, with notable examples such as Cockatoo Island/Waremah where much of the island was levelled and expanded on to support shipping industries and to provide deep water moorings. Glebe Island was rapidly changed in physical form, shape and footprint with rubble drawn from the quarrying works.

Stormwater Canals

In the 1890s as the population of the city grew, demand for housing encouraged new dwellings to be constructed more and more on low lying areas that were prone to flooding by stormwater. City engineers took to the problem with the construction of dozens of concrete lined canals right across inner Sydney, as a means of controlling peak stormwater flows and protect property. Other issues such as sewage and rubbish dumping, and disease such as typhoid and influenza also increased the push to remove any natural systems and areas of pooled water. The bubonic plague of 1900 first arrived in Australia on the wharfs of Sydney. Drainage canals were built right through to World War 2, and were a source of local employment during the Great Depression. Today Sydney Water has a changed approach and is naturalising many of these canals with sandstone and endemic planting including Johnstons Canal in Glebe.

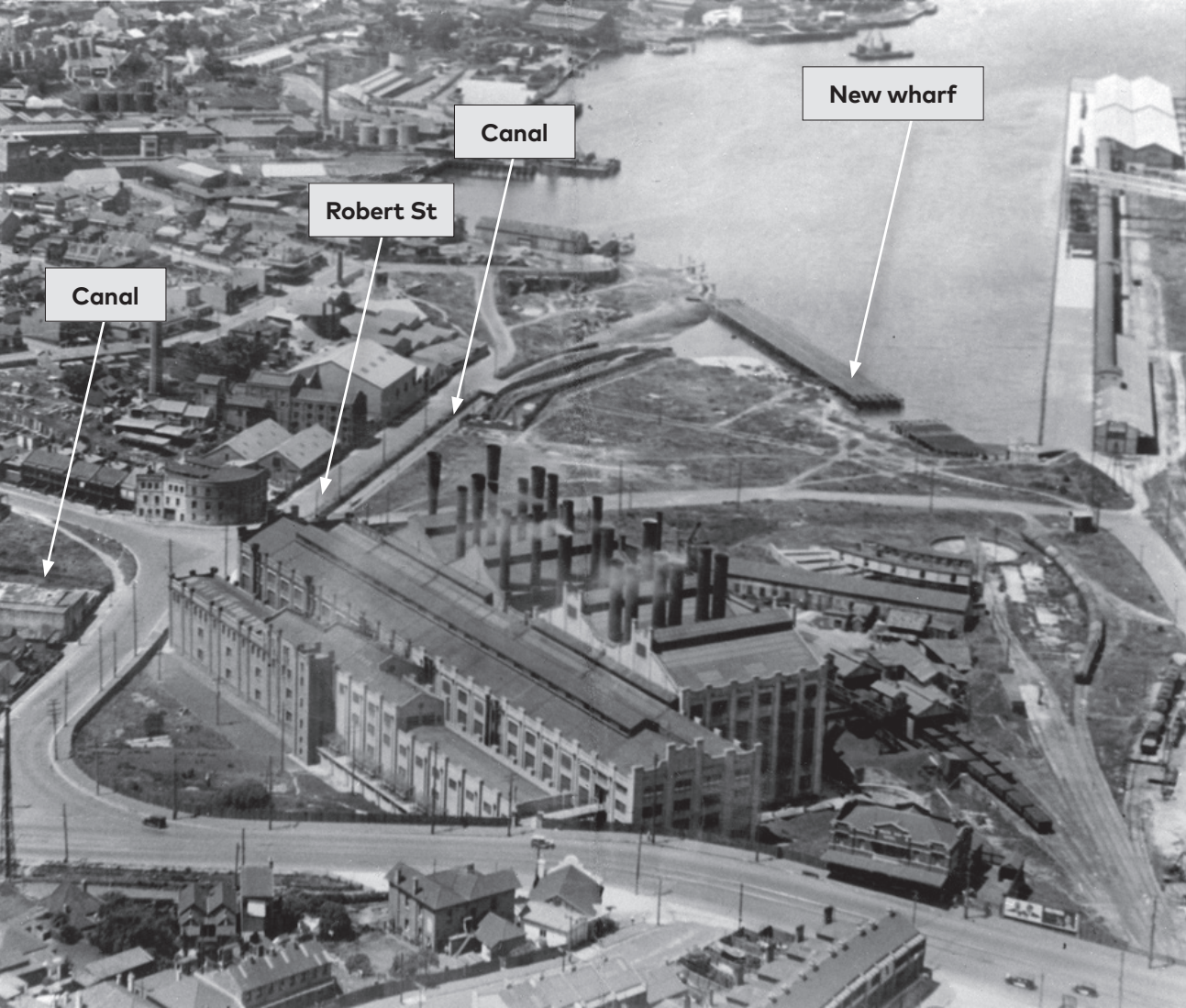


Figure 73: 1930s view of White Bay Power Station showing the construction of new wharfs, location of stormwater canal and reclaimed land south of Robert Street.

2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.7 Heritage and Culture



Figure 74: Extend Sydney's public waterfront and cultural ribbon



Figure 75: Rejuvenation of natural systems. Hunters Point, NY

2.4.7.2 Opportunities

Connection to Country

- Embeds Country perspectives into Precinct design, consultation, delivery, care, operations and governance approaches with recognition and engagement with Indigenous culture.
- Incorporates spaces and connections which enable the teaching and sharing of Indigenous culture and a holistic restorative sustainability ethos in line with Indigenous practices - use and management of infrastructure and interconnected systems.
- Link the various branches of aboriginal heritage, site history and knowledge into a series of vistas, site movements and experiences.
- Using public art to strengthen the sense of place and as a balance of local creative industries and talent, indigenous designers, heritage fabric and legacy of the site, all within a precinct of regional and national significance.

Built Form

- Adaptively re-use the WBPS to become a public, cultural and community landmark for NSW.
- Deliver public access to all significant features within the WBPS.
- Protect district and local views and vistas, maintaining prominence and significance of the WBPS, the silos and Glebe Island Bridge as key heritage landmark structures.
- Incorporate the heritage listed sewage pumping station SP0007 on Robert Street.

Public Domain and Site

- Deliver a world class harbour foreshore walk which celebrates and demonstrates care for Country, accesses the various heritage and maritime experiences and extends the "cultural ribbon" from Woolloomooloo to White Bay.
- Create a heritage forecourt and public plaza adjacent to the WBPS to allow events and programming to "spill out" of the Power Station.
- Reinforce the evolving industrial, maritime and cultural narratives.

Land Use and Programming

- Focus activation, innovation, community and start up, creative culture and social infrastructure in and around the WBPS.

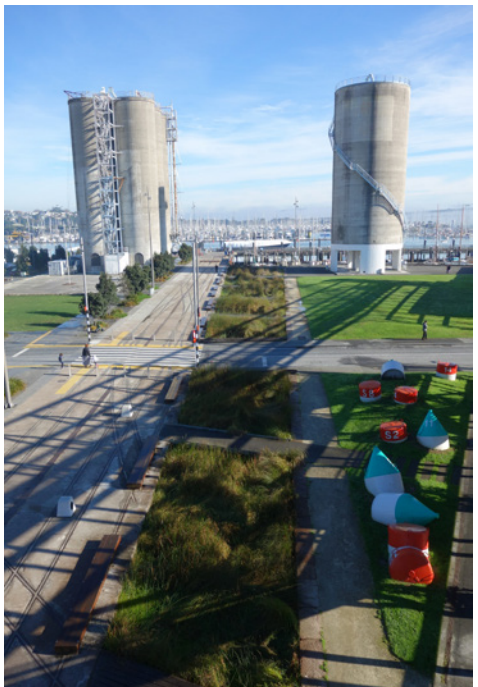


Figure 76: Active WSUD, Silo Park, NZ



Figure 77: Adaptive programming of existing infrastructure. High Line, NY



Figure 78: Cultural celebration of Turbine Hall. The Weather Project, 2003, Olafur Eliasson. Tate, London

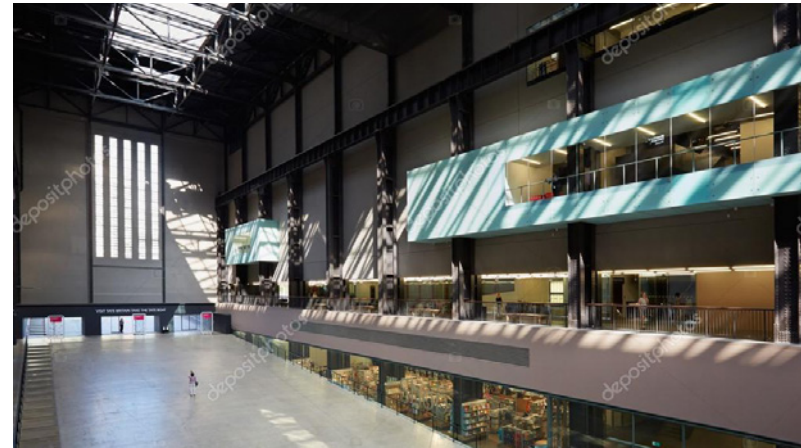


Figure 79: Turbine Hall, Tate Modern UK

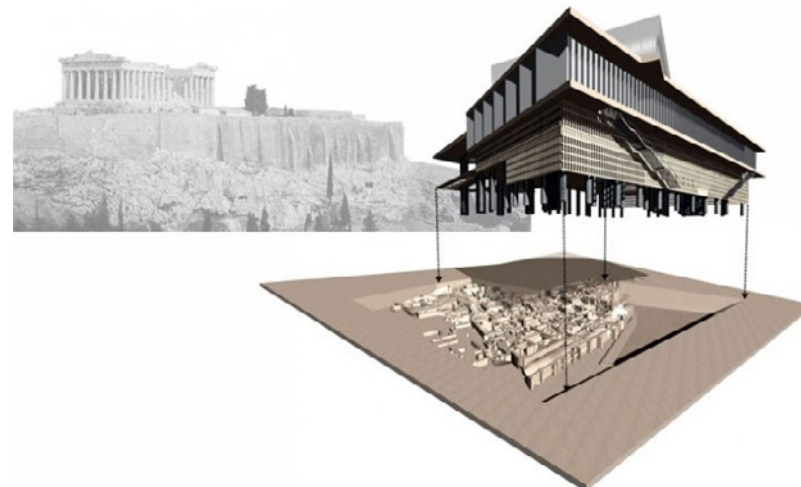


Figure 80: Historic site with modern intervention. Acropolis museum, Greece

2.4.7.3 Challenges

- Delivering a significant amount of cultural offerings and creative spaces to support creative industries locating and thriving within the Sub-precincts.
- Carefully considering future permissible land uses to respect and continue to support the ports and maritime uses of the site and its surrounds
- Continuing engagement from the Place Strategy, through to Sub-precinct rezoning and beyond with indigenous stakeholders to embed connection to Country and ensure meaningful outcomes.
- Balancing retaining and interpreting heritage items, such as rail tracks, with the historic shoreline and water songlines, with a new flood-proof ground plane and the reality of feasible development outcomes.
- Carefully consider the relationship between providing a new, elevated ground plane (to mitigate flooding) in parts of the Sub-precincts and the existing ground plane, of which, the vast majority of the Sub-precincts sits on reclaimed land.

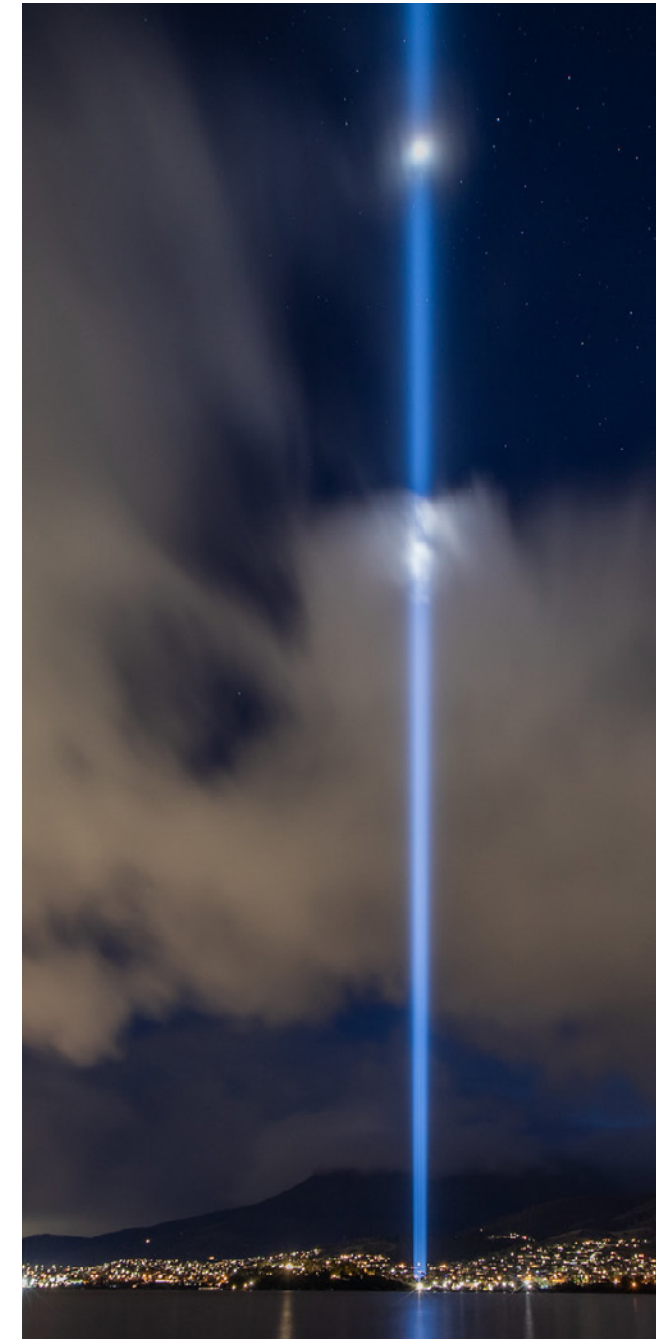


Figure 81: Light installation, MONA Hobart

2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.8 Infrastructure Delivery and Governance

2.4.8.1 Place Strategy Directions (Nov. 2021)

Recognise that the Sub-precincts will evolve over time and that multiple stakeholders are required to ensure that White Bay Power Station (and Metro) and Robert Street Sub-precincts are 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.



Figure 82: White Bay Sub-precinct with temporary works



Figure 83: Construction of Rozelle Bay interchange with temporary shared active transport link



Figure 84: Robert Street culvert

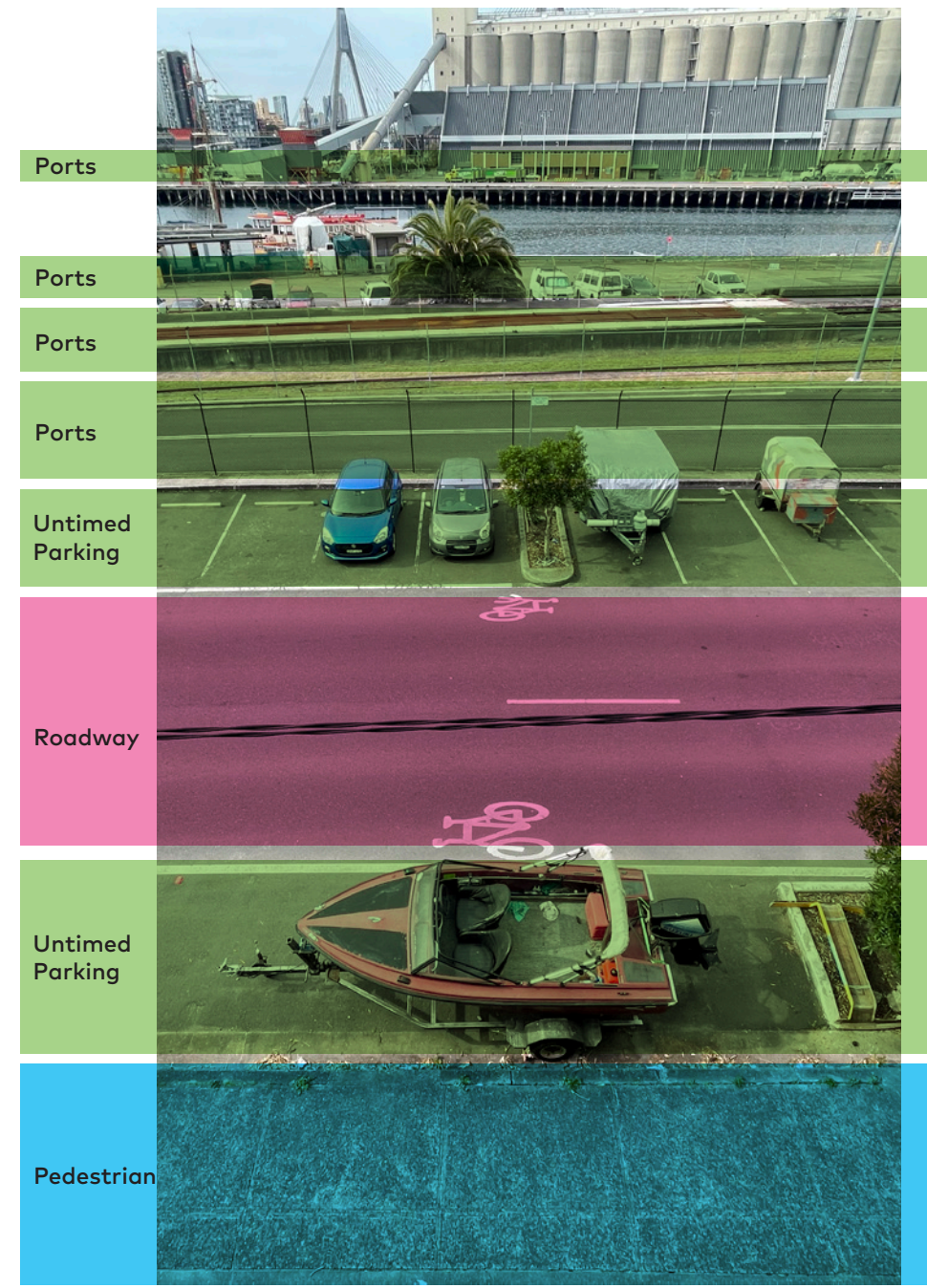


Figure 85: Site ownership and usage (looking from Robert Street to Silos across White Bay)

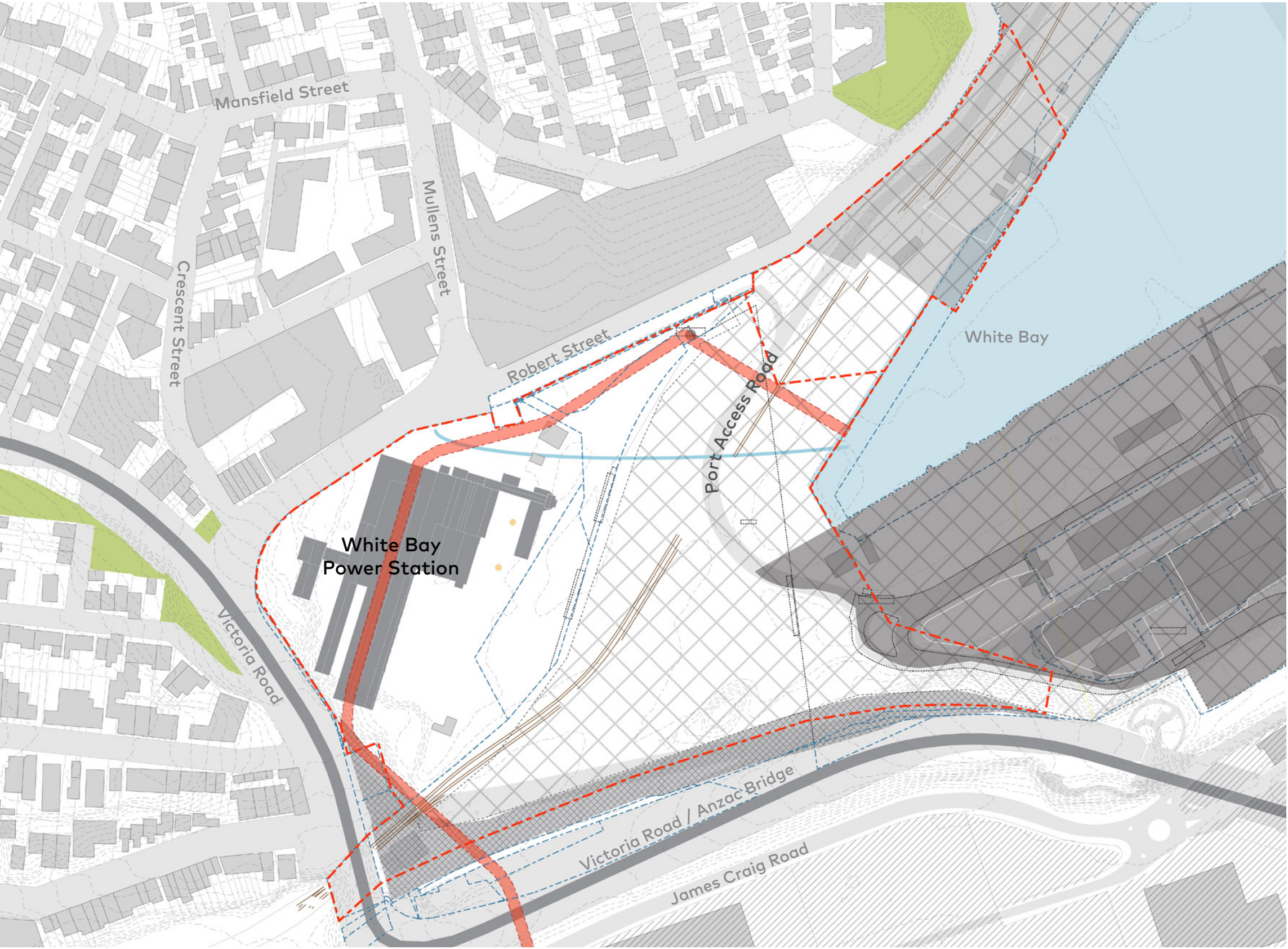


Figure 86: Infrastructure Delivery and Governance Analysis

Legend

- Sub-precinct Boundary
- Easements
- Rozelle Bay Leased Zone
- White Bay Leased Zone

- Easements Boundary
- Stakeholder Constraints
- Glebe Island Leased Zone

- Cooling Canal for White Bay Power Station
- Rail Track
- Ports owned land



2.0 Site Appreciation and Opportunities



2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.8 Infrastructure Delivery and Governance

2.4.8.2 Opportunities

- Adopt an all-of-government approach to the Sub-precincts, conquering governmental and physical borders to maximise people and place-led outcomes.
 - Realise an end-state desired outcome to balance public benefit and strategic needs for government to work towards – noting required detailed investigations staging factors, and consultation with all communities.
 - Take a co-ordinated Precinct-wide approach to the resolution and delivery of key system/network infrastructure, including major project integration with site resilience and environmental management objectives including flooding, water quality, energy and waste.
 - Provide broader opportunities to value-add beyond the boundaries of the Precinct, to consider zones where integrated renewal could be considered and deliver integrated community services and infrastructure that improve the amenity and wellbeing of existing and emerging Bays West and greater communities.
- Utilise large scale spaces created by major infrastructure projects and zones to accommodate the large active recreation elements.
 - Identify key investment items, including: investigate the reinstatement of a crossing from Bays West to Pyrmont, integrated ports facility with public domain on Glebe Island, the adaptive reuse of White Bay Power Station, and the staged delivery of feature public domain zones across the Precinct, including the harbour foreshore promenade.
 - Provide a diverse social infrastructure offering throughout the Precinct, responding to the changing needs of the local community of Bays West as it grows, and to the benefit of residential and employment retention and growth.
 - Leverage innovative and streamlined delivery mechanisms and governance approaches to ensure holistic approach to deliver a truly sustainable precinct that meets and exceeds outlined measures and targets.

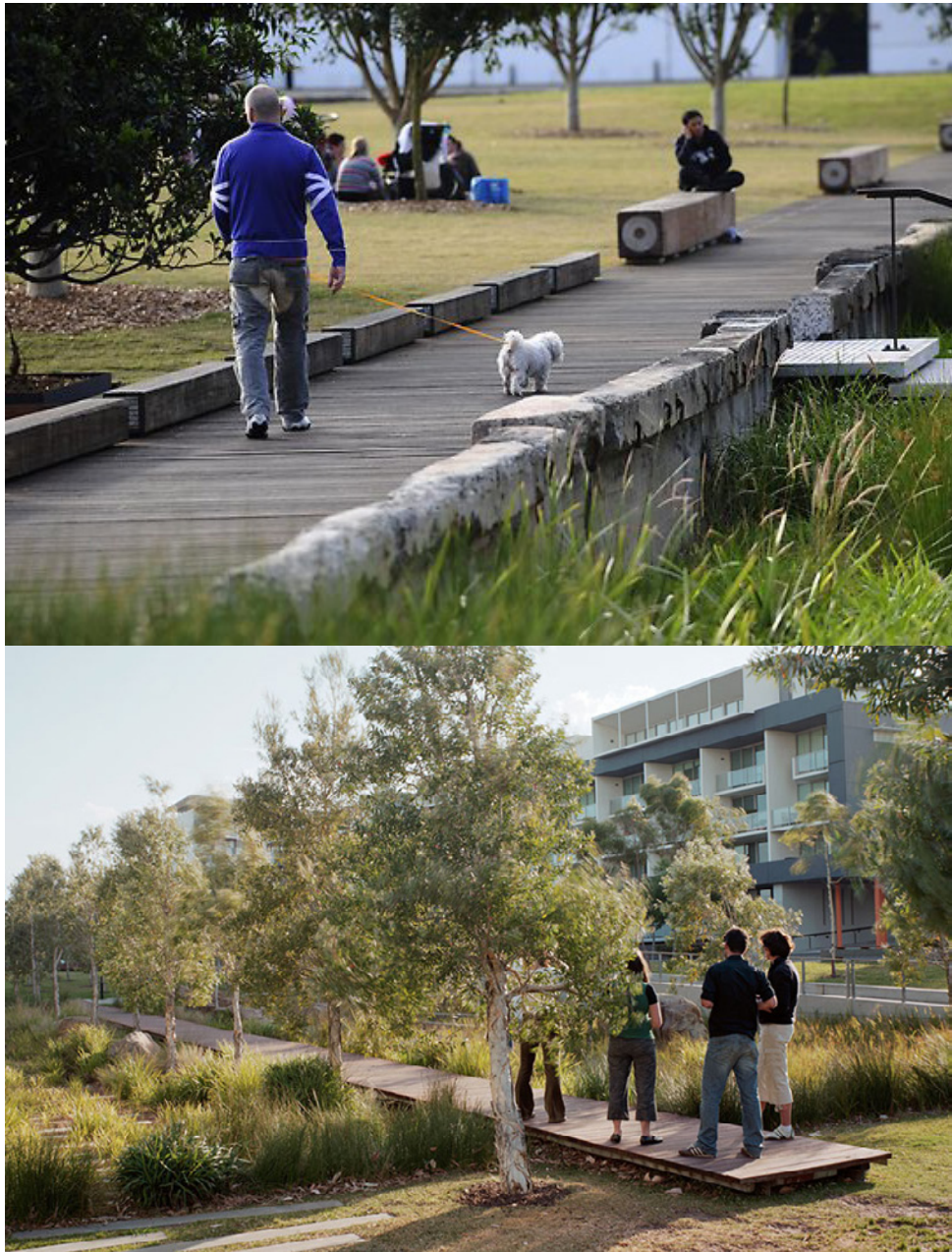


Figure 87: Celebrated WSUD landscape infrastructure



Figure 88: Expressed functional infrastructure



Figure 89: Interim provide community amenity and build identity during implementation phases

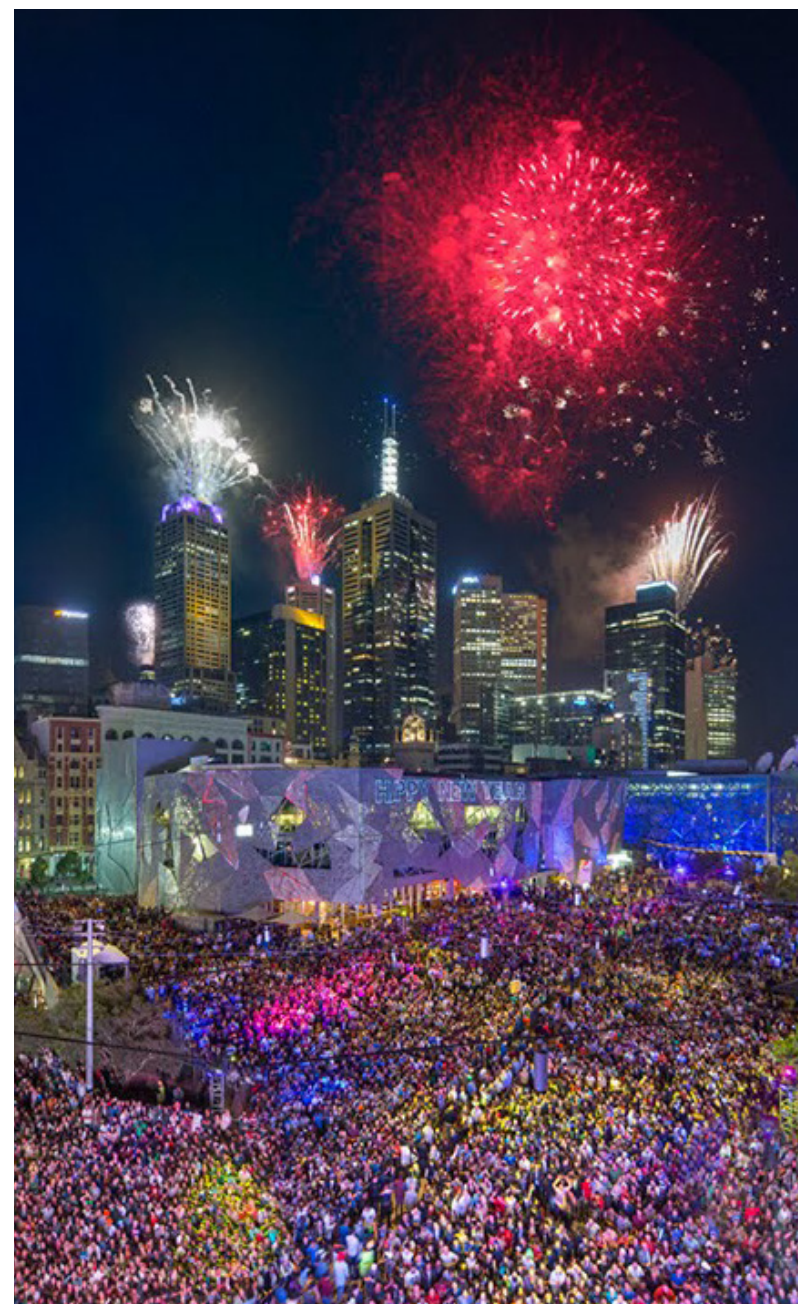


Figure 90: Public open space that can accommodate large-scale events

2.4.8.3 Challenges

- Implement best practice governance models and delivery mechanisms to prioritise social, environmental, cultural, economic outcomes.
- Co-ordination of investment and funding mechanisms
- Delivery mechanisms to ensure sustainability outcomes and site regeneration outcomes.
- Co-ordination to enable integration with city-wide infrastructure, while future-proofing for forecast growth.
- Delivery mechanism to ensure proper provision of social infrastructure to support existing and new residents, workers, and visitors.
- Mechanisms to ensure diverse built outcomes for the precinct.
- Prioritise delivery of connected and quality public amenities at all phases.
- Deliver interim activation projects to unlock unused precinct lands for public amenity prior to and during multiple implementation phases.
- Integration of post-COVID requirements with provision of community benefit.

Further detail for contributions will be explored at the rezoning stage.

2.0 Site Appreciation and Opportunities

2.5 External Interfaces

There are a number of critical external interfaces to consider for the White Bay Power Station (and Metro) and Robert Street Sub-precincts.

These interfaces need to be considered in the UDF, master plans and subsequent rezoning and development applications.

The external interfaces that need to be considered are:

- Victoria Road (west) - lack of access points to/from the site, the sharp and significant change in topography and also noise and particulate matter pollution from the traffic
- Robert Street - the heritage conservation area and the existing urban services and warehouses on the northern side of Robert Street
- SP0007 - the heritage listed sewage pumping station on Robert Street
- Unnamed publicly accessible open space - the cliff interface and elevated open space that looks over the site
- Working Harbour - existing marine oriented activities, silos, heavy vehicle movements and land-based industrial activities
- White Bay - the foreshore of White Bay
- Victoria Road (south) / Anzac Bridge - lack of access points to/from the site, the sharp and significant change in topography and also noise and particulate matter pollution from the traffic

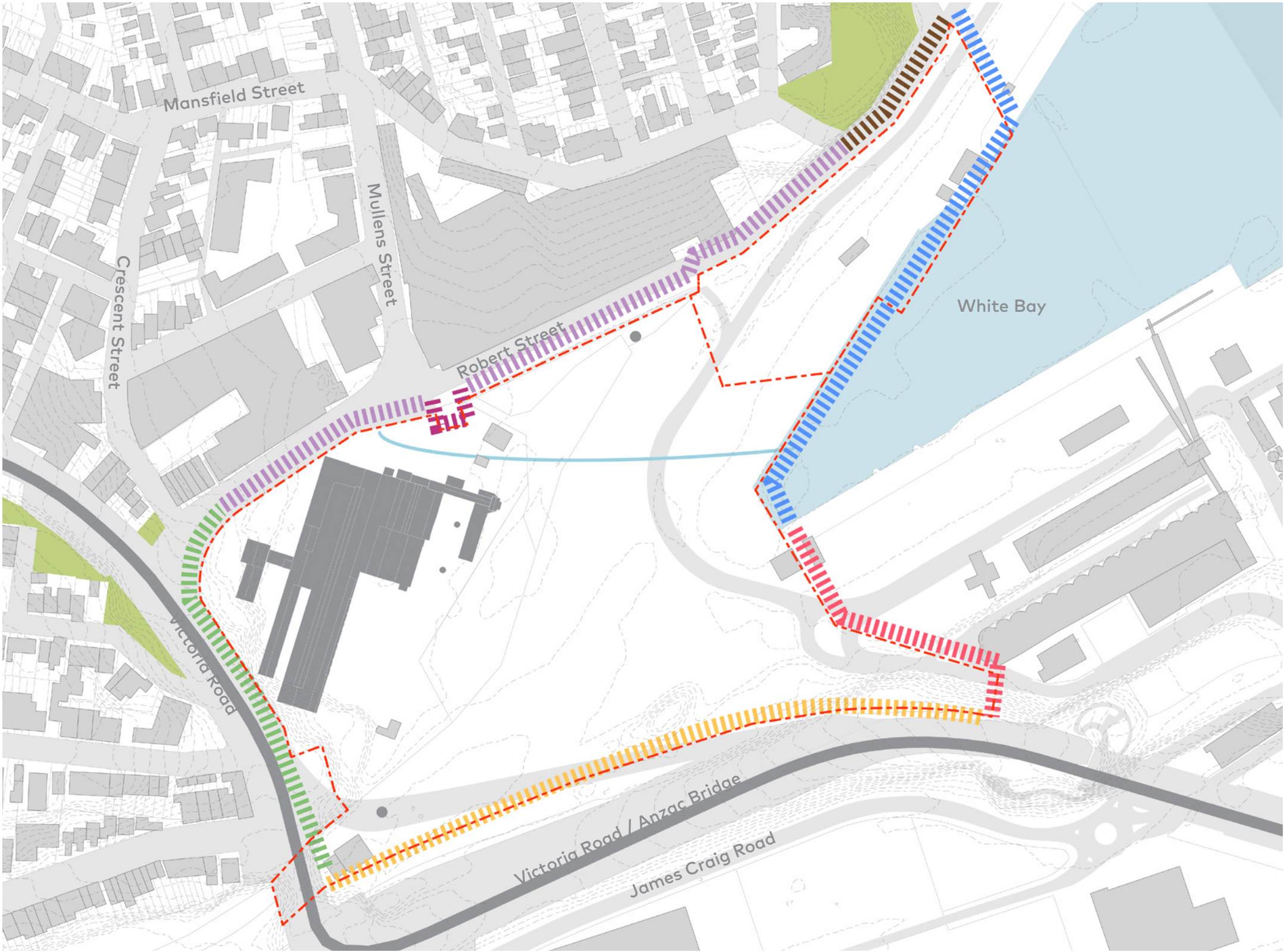
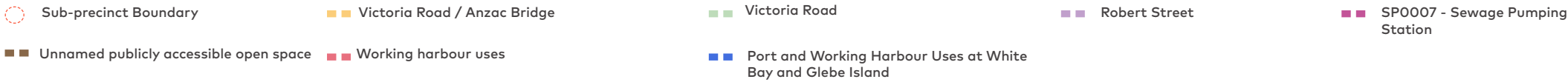


Figure 91: External Interfaces



2.6 Internal Interfaces

There are a number of critical internal interfaces to consider for the White Bay Power Station (and Metro) and Robert Street Sub-precincts.

These interfaces need to be considered in the UDF, master plans and subsequent detailed rezoning controls and development applications.

The internal interfaces that need to be considered are;

- White Bay Power Station - a State Heritage listed building with significant elements both outside and inside the building
- Heritage Penstocks - these are heritage listed items that align with the water cooling channel that takes water in from White Bay, underneath the Turbine Hall of the White Bay Power Station and discharges in to Rozelle Bay
- The Metro Station - The Metro Station interface needs to be considered in light of, station entry/exit, desire lines and pedestrian/cyclist/vehicular traffic around the station, the services buildings and the need for access to these buildings. Ongoing co-ordination for delivery of Metro station and related infrastructure and the surrounding Sub-precinct will be undertaken by NSW Government
- The Intake Substation (ISS) - Subject to design and approval, an approximately 10m high building that provides power to the Sydney Metro West network comprising transformers, switch rooms, cooling elements and a buffer around the building for safety.

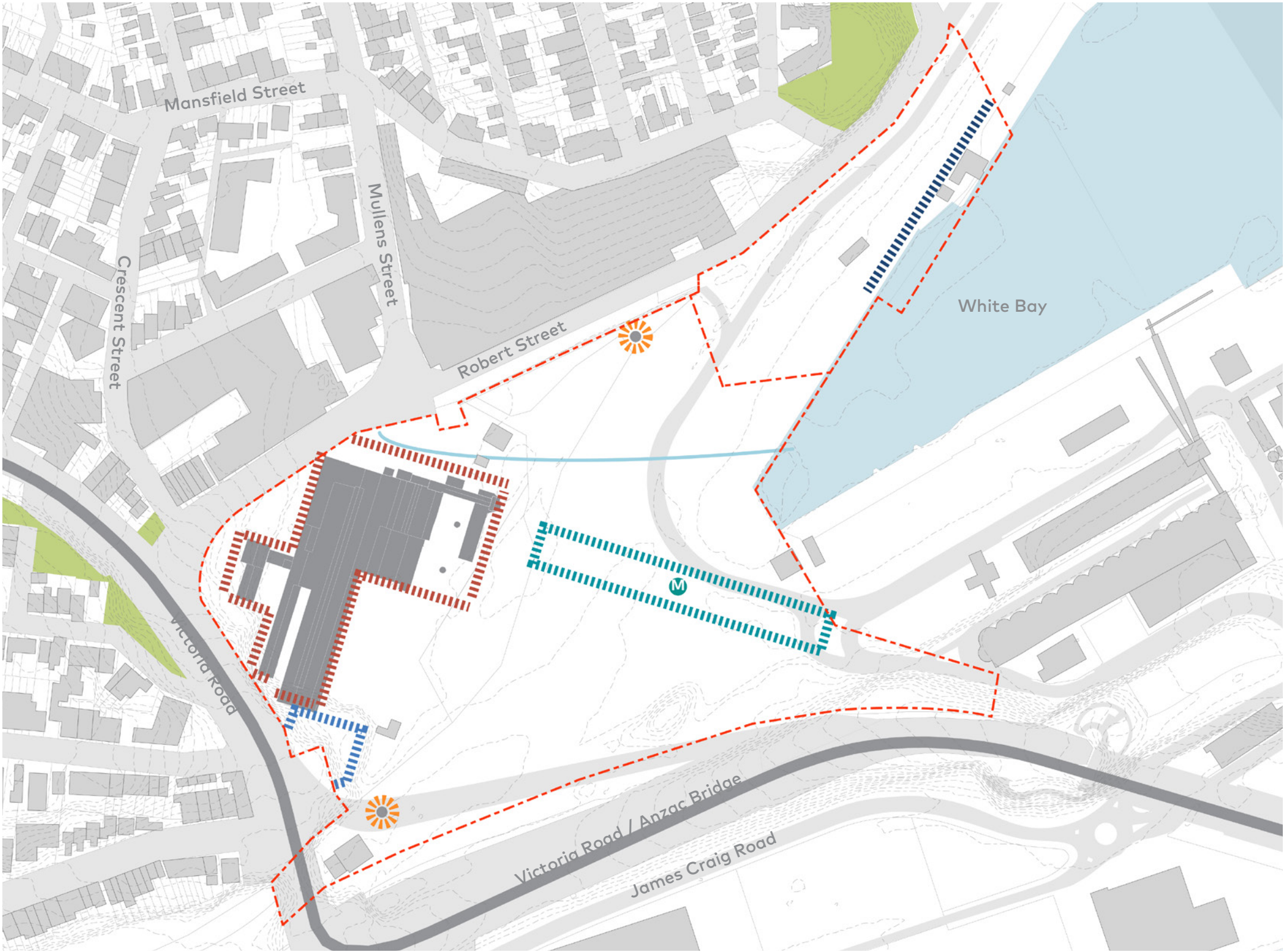


Figure 92: Internal Interfaces

Sub-precinct Boundary

Metro ISS

White Bay Power Station

The Bays Station and Service Buildings

Heritage Penstock

Working Port Harbour

The Bays station entry





3.0 Case Studies

A wide array of regeneration developments globally have been studied and outlined in background studies to date.

A selection of case studies have been critically reviewed for their relevance to the White Bay (and Metro) and Robert Street Sub-precincts.

Figure 93: View from south east of the White Bay Power Station looking north east towards White Bay

3.0 Case Studies

3.1 Case Study Lessons from the Place Strategy to Sub-precincts

Each benchmark has been assessed using the following criteria:

1. Similar ~12ha scale as the Sub-precincts
2. Unlocking of waterfronts for public use
3. Integration of new uses with ongoing working harbour uses
4. "New" types of urban environments, from the built form to the public domain
5. Meaningful consideration and use of physical, cultural, and landscape heritage
6. Strategies for interim uses to maximise public amenity and identity across phased implementation
7. Development of public transport networks and interchanges to waterfronts
8. Consideration of interfaces with surrounding established urban fabric
9. Consideration for uplift and equity for new and emerging communities
10. Delivery and governance structures

3.1.1 DUMBO, New York, USA

The Down Under Manhattan Bridge Overpass (DUMBO) precinct is located within the borough of Brooklyn, New York and throughout the 19th and early 20th Centuries was used industrial and warehousing uses before being redeveloped in the late 20th Century to accommodate a wide range of uses including tech startups, art galleries and residential dwellings.

Uses, Users and Activities

- One of New York's premier arts districts and hosts a number of galleries, art festivals, music festivals and markets year-round
- 25% of New York's total tech firms are located within a 10-block radius
- 500 tech and creative firms that employ over 10,000 people
- Contains a significant amount of social housing
- Comprised of predominantly fine grain, 4-12 storey buildings with no setbacks or podium forms and a variety of uses within them including commercial, cultural, creative and residential



Figure 94: Fine grain, cobbled streets, with built form defining the streetscapes



Figure 95: Adaptive re-use of heritage warehouses for creative and retail services



Figure 96: High density, medium scaled built form that considers significant views to, from and within the precinct



Figure 97: Reuse of heritage buildings for retail



Figure 98: Regular cultural events attract visitors



Figure 99: Theatres, interspersed with art galleries



Figure 100: District-scale waterfront open space and interplay

Lessons for White Bay Power Station (and Metro) and Robert Street Sub-precincts

- Located "across the water" from Manhattan, similar to the relationship with Sydney CBD
- Similar scale (13Ha) to the Sub-precincts (12Ha)
- Similarly transport constrained by water and regional roads
- A built form typology that is more akin to a traditional, older CBD than a contemporary business precinct
- Multi-modal transport interchange, subway and local buses
- Provision of a large, waterfront park
- Cobbled streets ensure slow moving traffic and pedestrian and cyclist priority
- DUMBO was delivered by a single developer over a long period of time with transitional and temporal uses

The centre of the Brooklyn Tech Triangle

3.0 Case Studies

3.1.2 The Navy Yard, Philadelphia USA

The Naval Yard in Philadelphia is a large waterfront area that has partially been converted from working harbour, naval yards to a bustling, mixed use innovation precinct.

Characteristics, Uses, Users and Activities

- 500ha industrial site repurposed as a Smart Energy Campus centred on energy innovation
- 30,000 jobs at build-out across over 1,000,000m2 of lease-able life science manufacturing, R&D, office, hotels, maker space and retail space
- 150 companies and organizational headquarters
- 3,000 residential units in converted navy buildings
- Penn State University graduate engineering, business, and research campus
- Over 13 LEED®-certified buildings
- 2Ha Central Green delivered in first phase supported by 8Ha public open space and 10km of public waterfront
- Partnerships with the West Philadelphia Skills Initiative (WPSI), with over 1,000 participants to date



Figure 103: Distinctive central green delivered in phase 1



Figure 102: Adaptive re-use of heritage navy building



Figure 104: Adjoining residential programming in subsequent phases



Figure 101: 10km new public waterfront links

Lessons for Bays West

- Prioritise delivery of public domain and open spaces to define identity and attraction
- Balance residential and commercial to facilitate 18-hour active economy
- Celebrate historic rail buildings for dynamic commercial and residential uses
- Facilitate social uplift through academic and community partnerships
- The Master Plan has been regularly updated in 2004, 2013 and 2021 to respond to changing market conditions over time, emerging technologies and different ways of living our lives.

An iconic green public identity



Figure 105: Adaptive re-use of gasholder and rail buildings



Figure 106: Year-round programming attracts re-visitation



Figure 107: Facebook and Google investment

3.1.3 Coal Drop Yards, London, UK

Characteristics, Uses, Users and Activities

- Reinvention of 1850s heritage ornate cast-iron and brick rail buildings as a new 10,000m² shopping district with close to 60 residential units
- The yard unlocks the site as a new permeable and distinctive district, contributing to the wider transformation of King's Cross
- Historic Victorian gasholders restored and repurposed into 1,500m² public park and distinctive residential development
- Google and Facebook continuing development through COVID-19, generating some 8,000 jobs



Figure 108: Aerial photograph

Lessons for White Bay Power Station (and Metro) and Robert Street

- Dynamic interpretation of heritage fabric in a bold new identity
- Consideration of alternative approach to re-use of Power Station without requiring intense repair and maintenance investment
- Fabric may be re-imagined as a 'ship in a bottle'
- Establish public programming strategy to attract revisitation to 7-day 18-hour economy
- Leverage cultural institutions in public domain activation and attraction
- Open up district to maximise urban integration
- Permeable public domain for amenity of community and businesses

Heritage woven
in a dynamic
new active
heart

3.0 Case Studies

3.1.4 Silo Park, Auckland, NZ



Catalyst
for greater
waterfront
renewal

Characteristics, Uses, Users and Activities

- Prominent site on Auckland Waterfront
- Delivered as a first catalyst for the greater Wynyard Quarter, Auckland's largest urban revitalisation project
- Silos and other infrastructure now used for arts, events and festivals and as a backdrop for movie projections
- Offers diverse built form functions all complimenting the existing 'working waterfront' activities

Lessons for Bays West

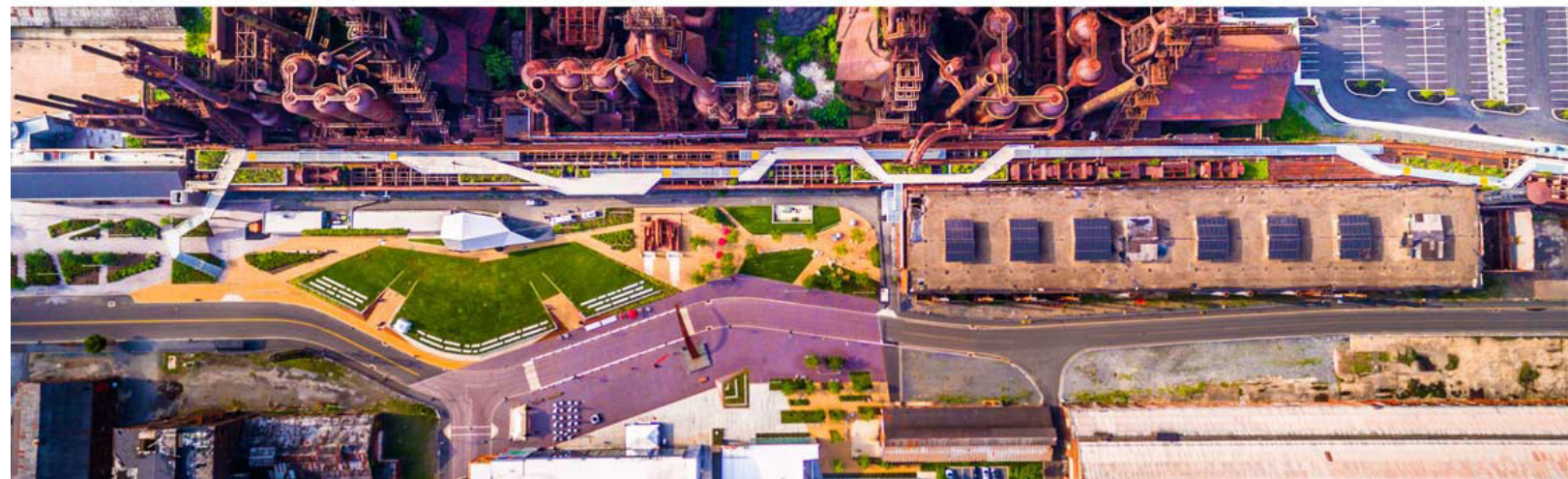
- Deliver significant regional public domain and social infrastructure in early phases, with consideration of future growth
- Celebrate legacy fabric of WBPS, Silos, and Glebe Island Bridge, together with ongoing ports uses in living experiences of White Bay's continuing working infrastructure identity
- Infuse functional character of existing built fabric and vegetation in public domain planting and material strategies
- Interrogate existing natural and built layers to reveal the site history and enable new community access to water
- Develop functional WSUD measures that reveal the water story



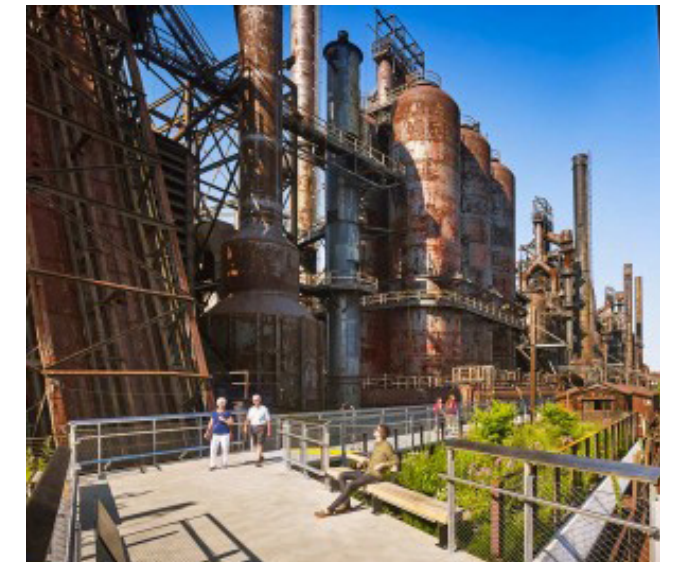
3.1.5 Steel Stacks, Philadelphia, USA

Characteristics, Uses, Users and Activities

- Bethlehem Redevelopment Authority established Bethlehem Works to oversee the development of new industrial parks and intermodal transportation facilities, and the 9.5 acre SteelStacks Arts + Cultural Campus
- Integrated with city's well-established South Side neighbourhood
- Unifying landscape centred on New 'town green,' developed with the local community, to support the community and regional development initiatives.
- "flex" event space adjoining the ArtsQuest building for smaller performances, outdoor dining, and overflow event space for indoor/outdoor events
- Community programs including a reading and theatre space facing PBS 39 for outdoor programs, family picnic and play areas
- Integration of public art to engage the community and site, funded by the National Endowment of the Arts
- Elevated pedestrian promenade allows visitors to walk through the industrial archaeology of the site along the same path that the raw materials to produce steel were delivered
- environmental challenges including presence of soils that could not be disturbed or penetrated, except in isolated cases



Unlock new community benefit, with the community



Lessons for White Bay Power Station (and Metro) and Robert Street

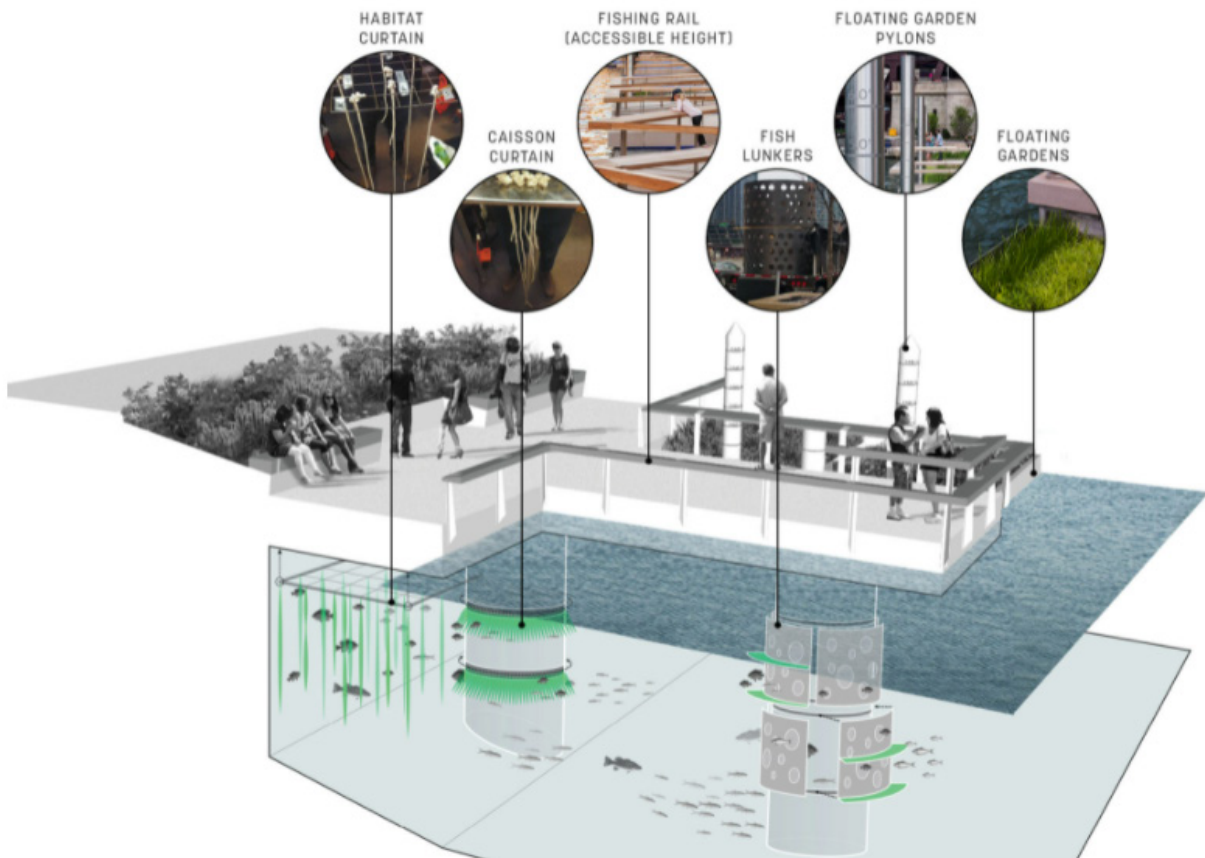
- Maximise identity and address of WBPS to public domain
- Develop strategies for year-round varied public programming
- Consider multi-level public domain links to link various levels of Balmain, Anzac bridge, and Glebe Island
- Develop new grade separated links to provide new access and experiences of the Power Station and other sensitive built and environmental fabric
- Ensure clear governance structure for long-term delivery
- Continue community engagement to develop design and programming strategies

3.0 Case Studies

3.1.6 Riverwalk, Chicago USA



Connect community
and water



Characteristics, Uses, Users and Activities

- Reclaim and reconnect access to the Chicago River for the ecological, recreational and economic benefit of the city
- Extends over six city blocks, connecting broader pedestrian connections along the river between the lake and the river's confluence.
- Array of 'rooms' serve peak activity periods while offering a peaceful respite from downtown activity
- Accommodates the river's annual flood dynamics of nearly seven vertical feet
- Some AUD\$140 million budget funded by federal loan paid back through developed retail
- Spurred AUD\$10 million in local area investment.
- Steps descend to nearly river level in the Marina Plaza providing users direct connection to the water, including all forms of boat and small craft docking
- New public amphitheatres provide all-abilities access to the water's edge, with seating and new trees providing greenery and shade.
- A series of piers and floating wetland gardens offers an interactive learning environment about the ecology of the river, including opportunities for fishing and identifying native plant

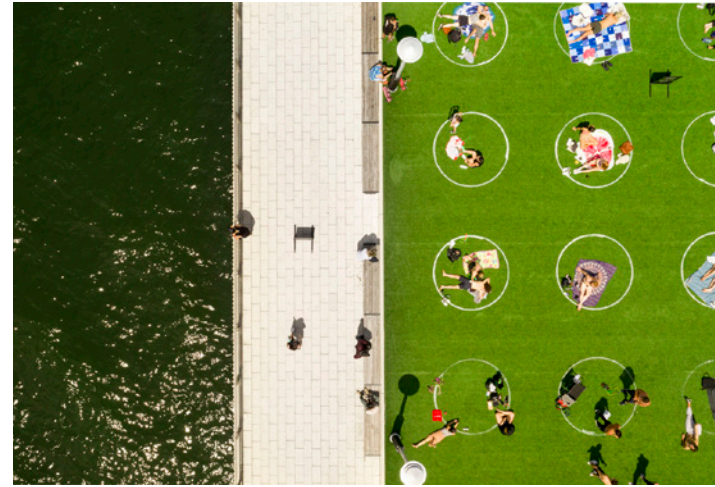
Lessons for Bays West

- Structure a diverse range of public domain uses to support wide ranges of activity and scales
- Integrate ecological initiatives for rejuvenation and education
- Provide places for community water recreation
- Develop WSUD strategies to reveal and celebrate the living story and natural water courses of the site

3.1.7 Domino Park, NY USA

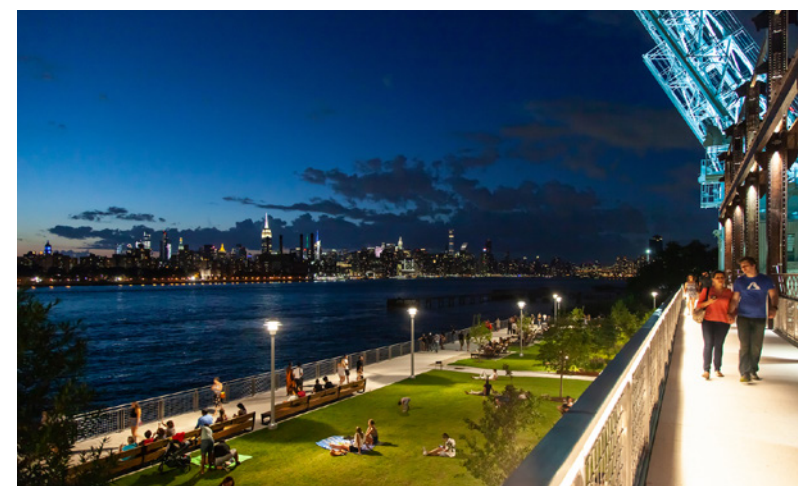
Characteristics, Uses, Users and Activities

- Extension of public streets reconnects the Williamsburg neighbourhood to the East River for public use for the first time in 160 years.
- Delivered in first phase of the transformation of the greater 11-acre former Domino Sugar Factory site, including the adaptive reuse of the Landmarked Refinery Building for creative office space and four new mixed-use residential buildings that will house 700 units of affordable housing.
- The first of a total of 6-hectares of public spaces, the 2-hectare park provides beach volleyball, a playground, a dog run, a taco stand, water features, lawns and plentiful seating.
- Integrates over 30 large-scale salvaged relics, including 21 original columns from the Raw Sugar Warehouse, gantry cranes, screw conveyors and syrup tanks.
- Centre of public activity, serving as gathering ground for public protesting, and accommodating changing needs imposed by social distancing requirements.



Lessons for White Bay Power Station (and Metro) and Robert Street

- Extend existing public links between Rozelle and Balmain to maximise public ownership of site
- Champion reinstatement of Glebe Island Bridge link and potential new link to Glebe via Rozelle Bay
- Enable flexible spaces to support an array of community activities and events
- Maximise solar orientation while celebrating desirable easterly views to CBD and Harbour Bridge
- Draw on and preserve tough, industrial character of the site and Power Station
- Develop ecological strategies to contribute to coastal resilience



Holistic
building and
landscape
heritage

3.0 Case Studies

3.1.8 Tonsley Innovation Precinct, Adelaide, Australia

Characteristics, Uses, Users and Activities

- Adaptive re-use of former Chrysler and Mitsubishi manufacturing plant.
- \$253 million government investment.
- 1,200 residents and 850 dwellings with 15% affordable housing.
- Adaptive reuse of Boiler House as a focal point for community and workers, including microbreweries, distillers, restaurateurs and café operators.
- Entrepreneurs, researchers and businesses large and small, co-locate to drive productivity, innovation and global competitiveness.
- Accommodates Flinders University and TAFE SA
- Governed by a partnership between the State Government through Renewal SA, university and industry
- Tonsley's four focus sectors reflect South Australia's major economic strengths and opportunities: Health & medical, Cleantech, Software and simulation as well as Mining and energy services.
- Commitment to low carbon and climate resilient infrastructure, technology and systems.



Drive new community and employment growth



Lessons for Bays West

- Leverage government-owned land at Bays to maximise provision of affordable housing and commercial offering to foster community growth and uplift, coupled with attracting new talent
- Engage with commercial and education sectors
- Incorporate heritage fabric to provide identity from before day 1
- Recognise shifting needs of the port and new employment trends to facilitate continuous employment growth

Changing how people move through the City



Figure 110: Celebrate rail heritage in public domain



Figure 112: New vistas and links



Figure 111: Balance regeneration with benefit



3.1.9 High Line, New York, USA

Characteristics, Uses, Users and Activities

- 2.4km long public park built on an abandoned elevated railroad stretching from the Meatpacking District to the Hudson Rail Yards in West Manhattan.
- Translates the biodiversity that took root after it fell into ruin in a string of site-specific urban micro-climates along the stretch of railway that include sunny, shady, wet, dry, windy, and sheltered spaces.
- Preserves the rarefied quality of being both removed from and embedded in the city – an experience formerly available to the privileged few that were able to walk the line, but now available to the general public.
- Since opening in 2009, the High Line has been credited with spurring the redevelopment of the surrounding neighbourhoods, with nearly \$2 billion of new private investment and the creation of thousands of jobs.
- Dedicated multimedia contemporary art program foster a productive dialogue with the community artists and surrounding urban landscape.

Lessons for White Bay Power Station (and Metro) and Robert Street

- Rejuvenated rail infrastructure can play a pivotal role in regional cultural and economic transformation
- Celebrate rail tracks and heritage fabric in public domain and identity
- Leverage site level changes to create new connections and vistas, including to water
- Curate cultural programs to celebrate local culture and attract visitation
- Ensure diversity of offerings and programming to ensure community equity and affordability

3.0 Case Studies

3.1.10 TechTown,
Detroit, USA

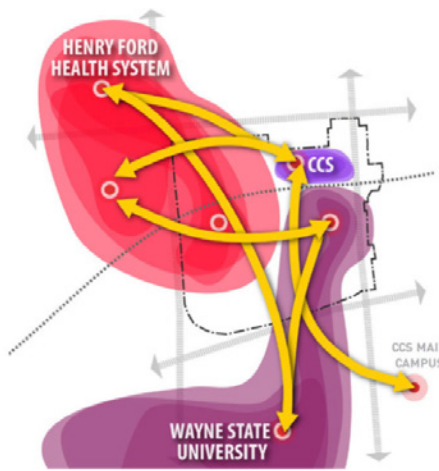


Figure 113: Institutional engagement platform



Figure 114: Community uplift programs



Characteristics, Uses, Users and Activities

- 12-block, 17 ha district located north of Detroit
- Partnership between tertiary and commercial stakeholders
- Preserves the district's history and character through adoption and repurposing of historic buildings
- SWOT City program adopts economic development and start-up acceleration strategies to lift surrounding communities
- Dynamic central public plaza activated by a variety of flexible places, programs, and design elements foster exchange of ideas throughout all seasons
- Developed through close engagement with local business and communities

Lessons for Bays West

- Engage with local communities and businesses in detailed design, programming, and implementation strategies.
- Provide growth strategy for improvement for neighbourhood businesses and communities.
- Provide strategies for continued affordability of housing and commercial uses.
- Deliver legible core public spaces and social programming in early phases to enhance amenity and uplift.
- Leverage existing identity and activate unique public domain through curate of public events and activation
- Critical role of meaningful engagement with stakeholders and community groups

Partnerships for
social enterprise



Figure 115: Engaged public domain

Extend the innovation corridor

3.1.11 Seaport District, Boston, USA

Characteristics, Uses, Users and Activities

- Direct rail link to Harvard, MIT, Kendall Square, MGH, and downtown Boston
- Direct rail link to over 50 institutions including Harvard, MIT, Kendall Square, and MGH, as well as Google, Microsoft, Apple, IBM, Facebook, and Amazon
- Fastest growing part of Boston today and has stimulated significant economic growth in the city.
- Over 5,000 new jobs have been created since 2010, with over 200 startups
- 40% of the companies located in the Innovation District share space in co-working spaces and incubators
- Over 1,100 housing units have been constructed, including 300 micro-units.
- Centred around rejuvenation of historic warehouse buildings
- Cultural connections to Institute for Contemporary Art, and Children's Museum
- Includes public open spaces and District Hall, the world's first free-standing public innovation centre.

Lessons for White Bay Power Station (and Metro) and Robert Street

- Prioritise public programming and community facilities
- Pedestrian movements must be prioritised
- Foster a cultural ecosystem similar to Carriageworks
- Provide diverse size and design of buildings
- Forge relationships with primary, secondary, tertiary institutions, business entities and NGOs.



Figure 118: Bold cultural development in early phases.



Figure 116: Adaptive re-use of heritage fabric for community infrastructure



Figure 117: Anchor innovation investment



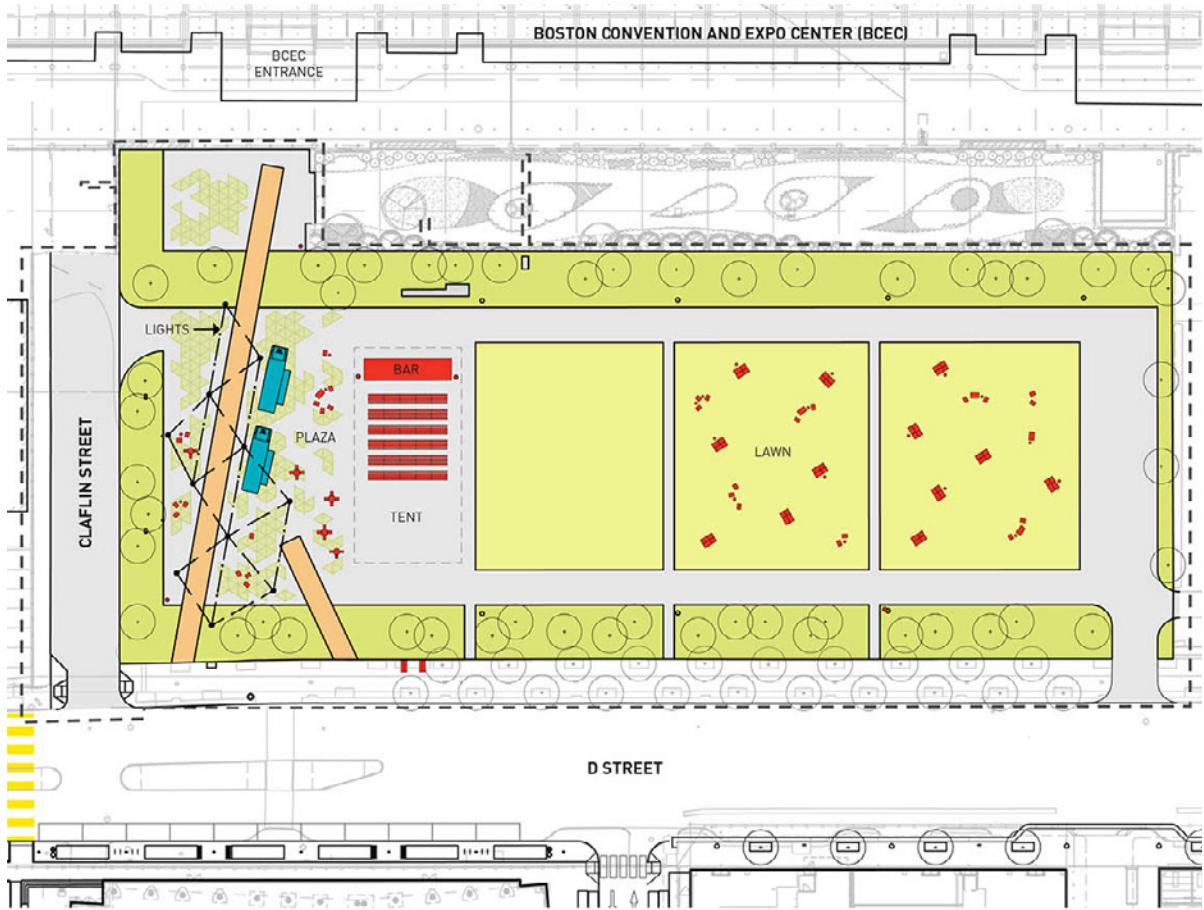
Figure 119: 18-hour programming

3.0 Case Studies

3.1.12 Lawn on D, Boston, USA

Characteristics, Uses, Users and Activities

- Developed in partnership with Massachusetts Convention Center Authority on land earmarked for future convention centre expansion.
- Envisaged as a temporary low-cost plaza to provide amenity to adjoining residential uses
- Originally designed for cost-effective implementation, flexibility, and ease of transformation.
- A flexible, vibrant, and temporary urban space—to be an early arrival on D Street, setting the tone for civic impact and expressing the ambitions of a new district.
- Hosts a range of shorter-term art installations and projects, attracting year-round regional visitation
- Moveable furniture and games let visitors make the space their own, moving things around to suit their needs
- Simple, cost-effective, yet bold, pavilions and materials serve budget and transportability, while defining a bold colourful identity
- Engaged communities in identification of short-term projects
- While originally imagined as a temporary experimental space, its resounding success has made it a permanent public green in an area of Boston in dire need of street-level activity



Temporary programming as test-bed for community needs



Lessons for Bays West

- Partner with agencies to define sites and develop strategies for early programming
- Partner with cultural operators to deliver a range of shorter-term art installations and projects
- Engage communities in defining programming, and utilise events as pilot test programs for future programming in future phases
- Create an opportunity for neighbours, locals and visitors to come together
- Deliver interactive, flexible, technologically advanced, inspired by art and events, and inclusive places

Unlock public benefits from before day 1



Figure 120: Redhook Crit, London



Figure 122: Slide the Square, Melbourne



Figure 121: Sydney marathon



Figure 124: World Youth Day, Barangaroo



Figure 123: Redhook Crit, Barcelona

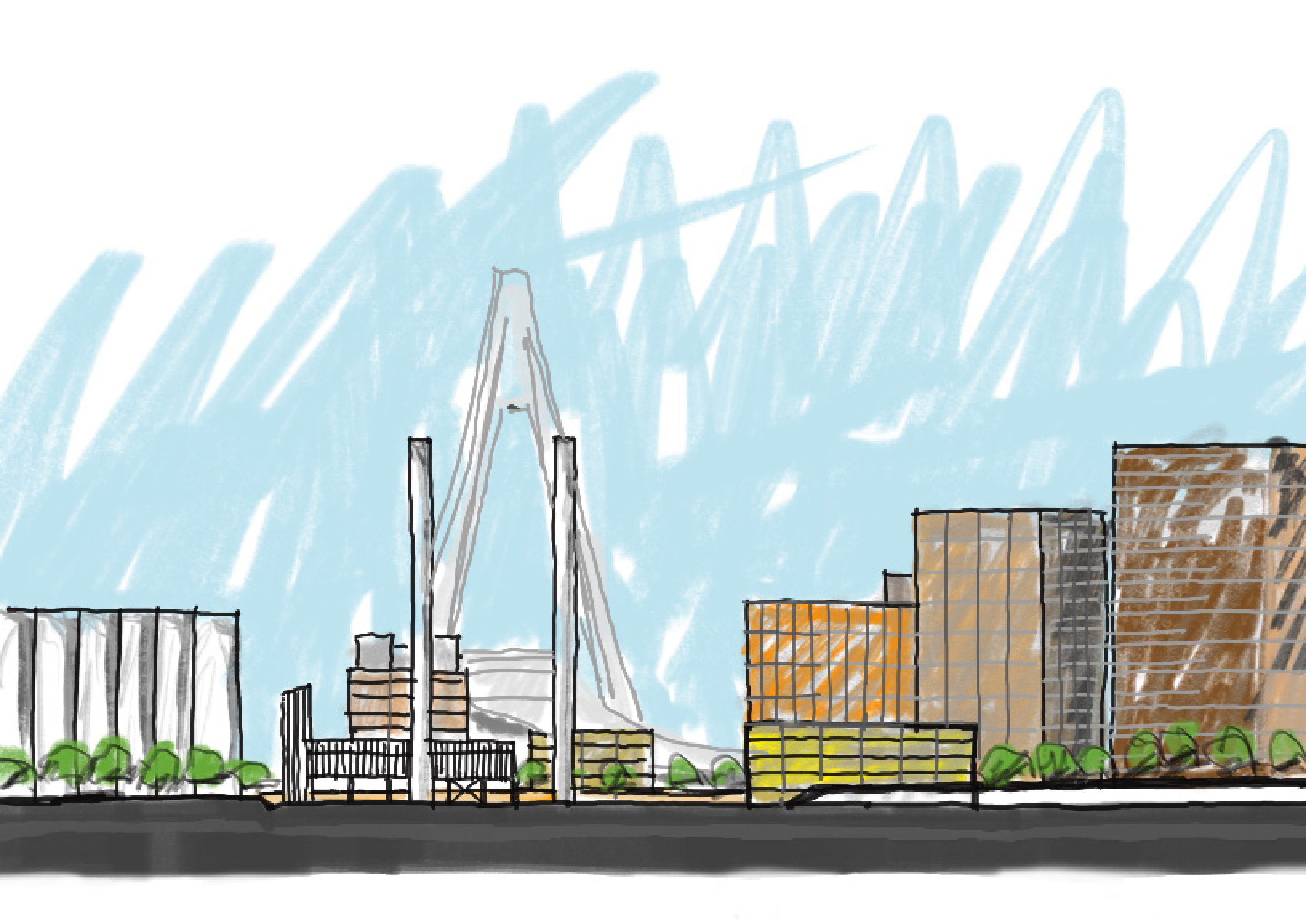
3.1.13 Interim Uses, Various Locations

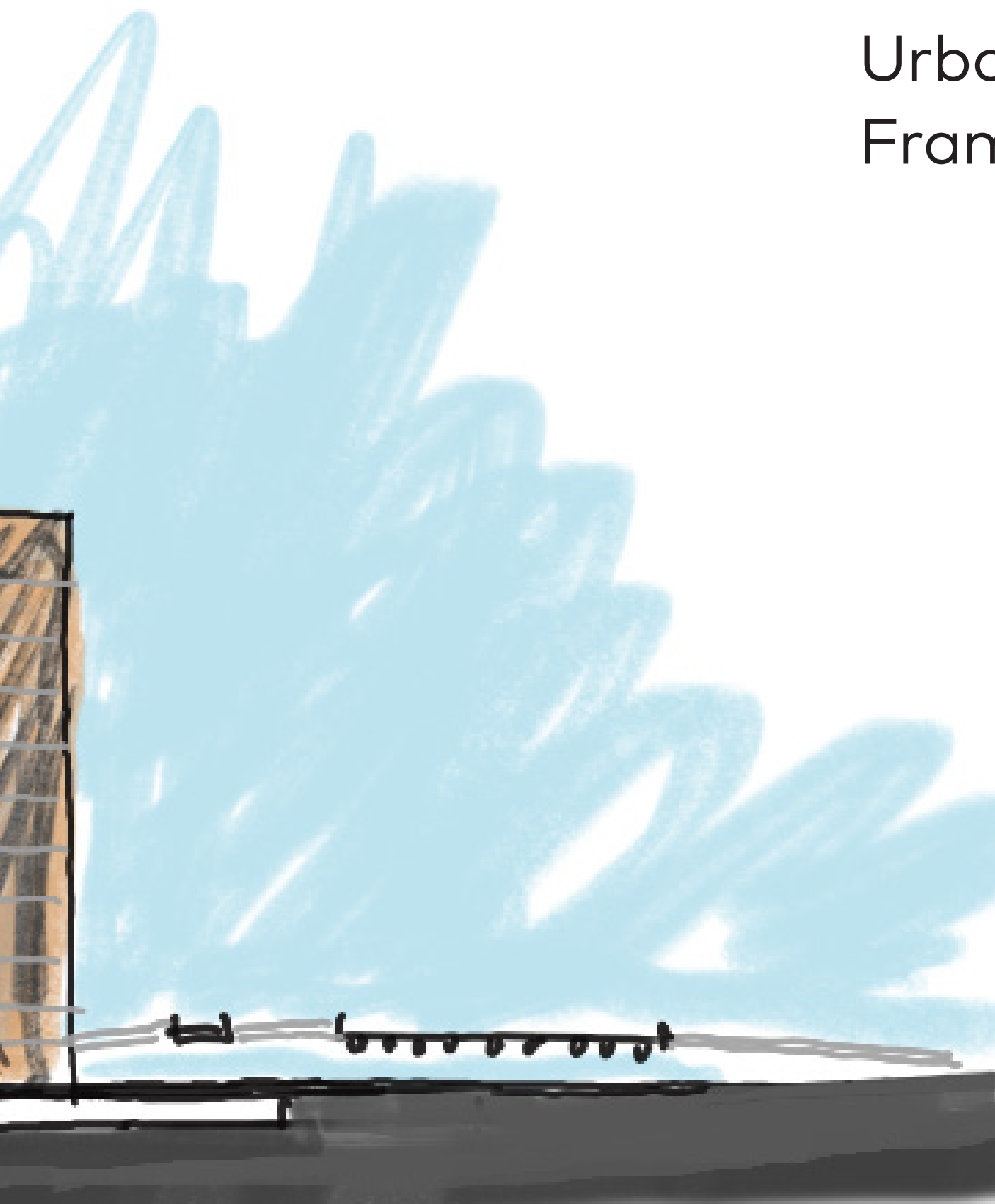
Characteristics, Uses, Users and Activities

- Tactical and temporary activation of underutilised sites
- Low-cost interventions with high identity and activity
- Fill gaps in available sites for public events
- Extend existing activity networks to new sites

Lessons for White Bay Power Station (and Metro) and Robert Street

- Unlock areas of Bays, where safe to do so, for public programming and access
- Use temporary programming as a form of community engagement to ascertain community values and measure successful initiatives
- Service changing event requirements in light of social distancing
- Draw on observed use of White Bay Cruise Terminal - already busy with families cycling, scooting etc.
- Engage with event planners to fill gaps in events - from large en-masse celebration to cultural programming
- Engage with community groups to establish rotating programming to encourage identity and repeat visitation





4.0

Urban Design Framework

4.0	Urban Design Framework	pg.
4.1.	The Urban Design Framework	62
4.2.	Key Strategic Design Documents	63
4.3.	Urban Design Principles	64
4.4.	Connecting with Country	66
4.5.	Site Structure	72
4.9.	Precinct DNA	73
4.7.	Heritage	74
4.8.	Public Space Typologies and Metrics	76
4.9.	Urban Canopy Metrics	78
4.10.	Permeable Surfaces	79
4.11.	Ecological Opportunities	80
4.12.	Public Art and Interpretation	82
4.13.	Flooding	84
4.14.	Amenity	88
4.15.	Culture and Community	90
4.16.	Precinct Activation	91
4.17.	Connectivity	92
4.18.	Uses and Yields	121
4.19.	Built Form	122
4.20.	View Corridors	126
4.21.	Retention of Significant Views	130
4.22	Massing, Siting and Separation	136

Figure 125: Elevation looking east from local street along White Bay Power Station

4.0 Urban Design Framework

4.1 The Urban Design Framework

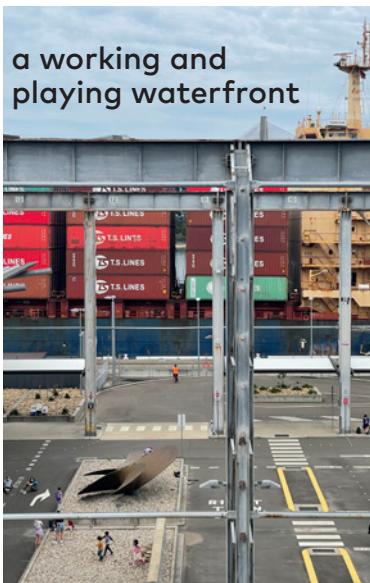
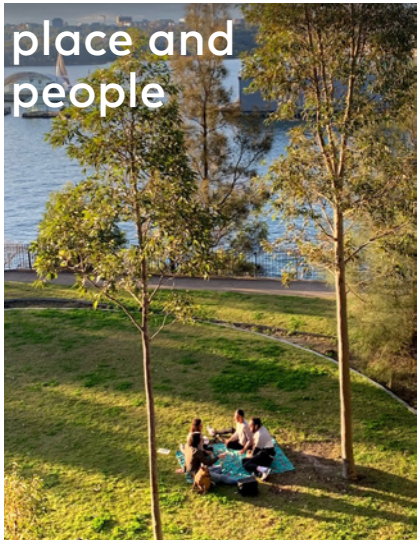
The Urban Design Framework is a suite of plans, objectives, principles and requirements that prescribe a desired outcome for individual sites, and the Sub-precincts as a whole. The UDF delivers a level of certainty about high amenity and accessibility outcomes to Council and the community and retains a level of flexibility for innovation and diverse design outcomes in the future.

It is intended to be read in conjunction with the Bays West Urban Design Framework that formed part of the Place Strategy, but provides more site-specific guidance that has been refined through the participation of a number of stakeholders including;

- Department of Planning and Environment
- Sydney Metro
- Transport for NSW
- Place Making NSW and Place Management NSW
- Port Authority NSW
- Greater Sydney Commission
- Schools Infrastructure NSW
- Inner West Council
- NSW State Design Review Panel

The Urban Design Framework

- Outlines urban design principles that will underpin the proposed development including how Country has been embedded;
- Demonstrates that the proposed development can achieve high quality place outcomes;
- Proposes maximum building heights, building envelopes, amenity principles
- Assesses impacts on views to significant spaces and landmark structures.



Underpinned by an authentic Connection to Country

4.2 Key Strategic Design Documents

The following key documents act as the overarching guidance for the recommended amendments to the Central Precinct Master Plan:

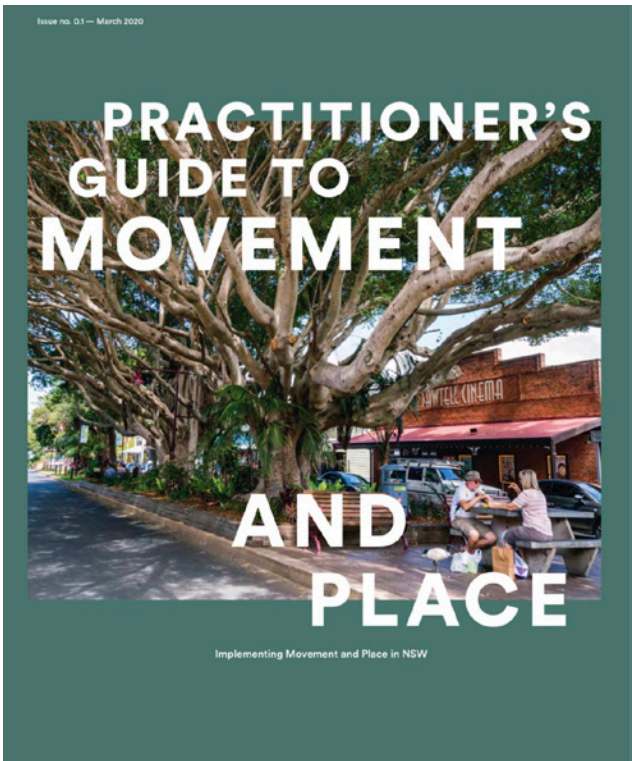
Better Placed

Better Placed is an integrated design policy for the built environment of NSW. The UDF considers the principles of Better Placed by; ensuring that through the delivery of a diverse range of activities and uses, that the future Sub-precincts are safe; are active day and night, weekday and weekend, winter and summer; and are equitable and universally accessible Sub-precincts and are resilient to climate change and environmental conditions.

Practitioner's Guide to Movement and Place

The role of the guide is to provide a common structure for place-based transport and city and town planning across NSW.

The UDF seeks to ensure the Movement and Place Guide principles are carried through the Master Plan by; providing for dedicated pedestrian and cycling paths to, through and within the Sub-precincts; prioritising public transport interchange, kiss'n'ride and taxi/rideshare movements over private motor vehicles; providing for amenity, surveillance and weather protection along interchange routes and pedestrian desire lines; providing for a car free pedestrian lanes, plazas and shareways within the Sub-precincts wherever possible.



Greener Places

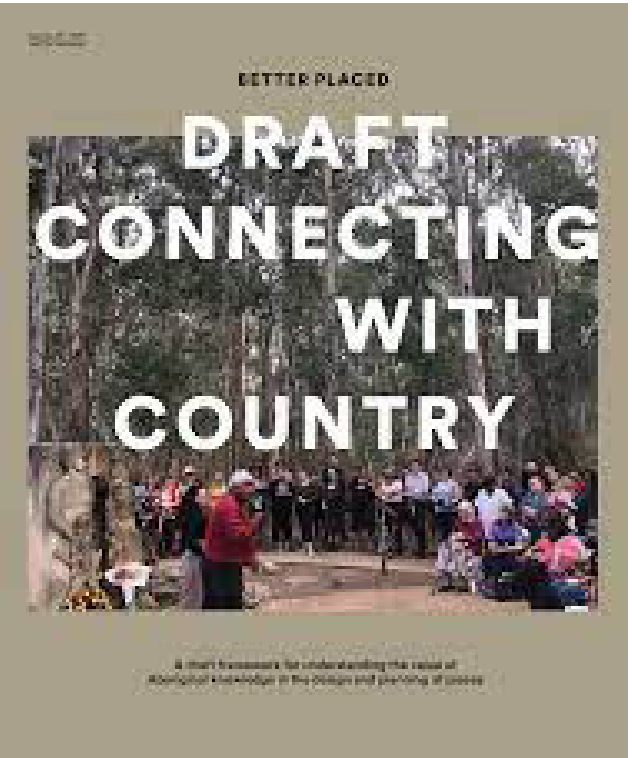
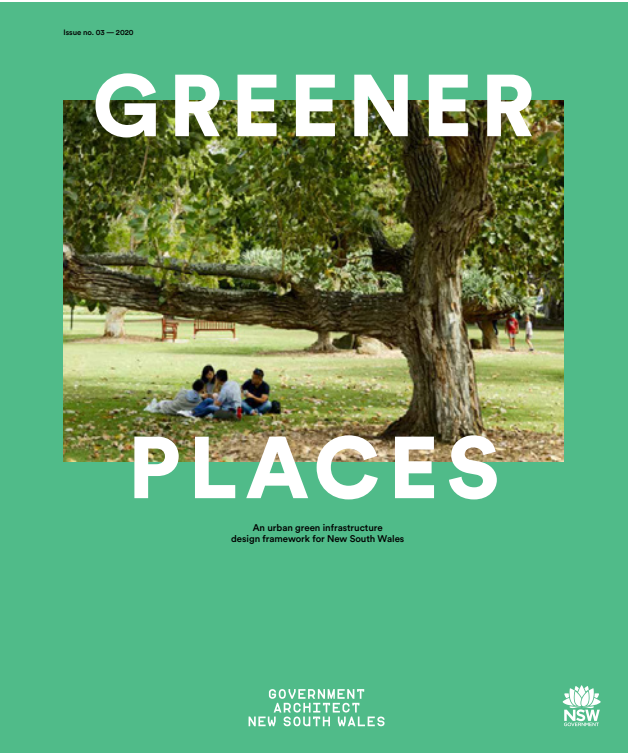
Greener Places is a design framework for urban green infrastructure. Well-designed green infrastructure responds to 4 key principles: integration, connectivity, multifunctionality, and participation.

With particular relevance to the public domain and landscape sections of this report, the UDF seeks to ensure that the principles of Greener Places are achieved by; ensuring minimum quantum of public open space and publicly accessible open space are delivered; and providing minimum solar access requirements to public spaces; minimum canopy cover targets; a variety of complementary programmes throughout the extensive open spaces within the Sub-precincts to encourage participation.

Connection with Country (Draft) Framework

The ambition of Connecting with Country is that everyone who is involved in delivering government projects will support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country – it will care for us.

One of the key drivers of the Master Plan is a deep connection is explored through design that celebrates Sweetwater, Bitterwater and Saltwater (the lagoons, bays, river mouths and out into the ocean). The Connection to Country strategy also proposes to augment the former use of the site as a power station into a place of learning as a way of elevating knowledge as the power of the future.



4.0 Urban Design Framework

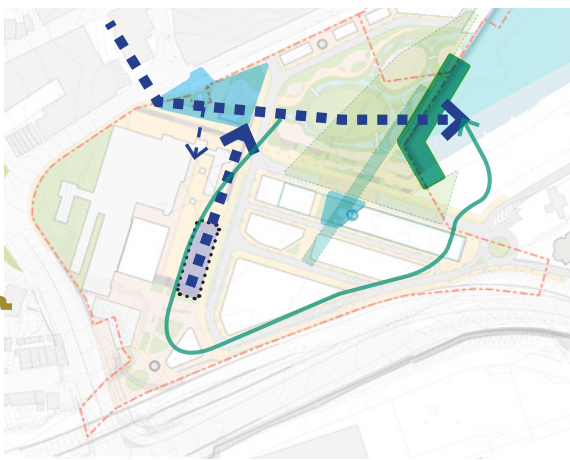
4.3 Urban Design Principles

The following are Sub-precinct specific urban design principles that reflect an understanding of the local character and leverage the Sub-precinct's unique opportunities.



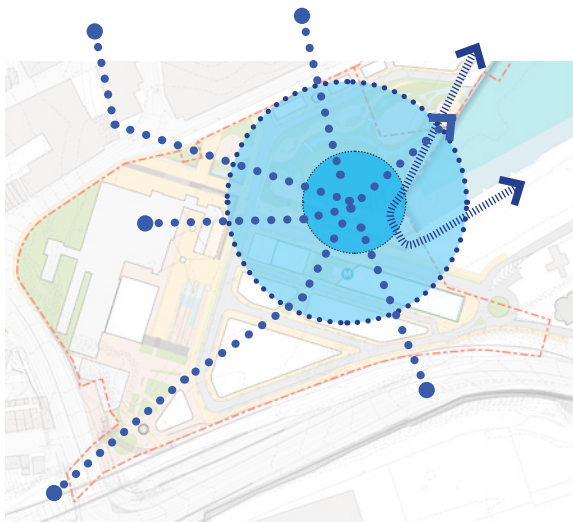
Connect to Country

Reveal, express and celebrate the natural and cultural narratives and knowledge from custodians to reveal the richness of layers and stories of place



Functional Water Landscapes

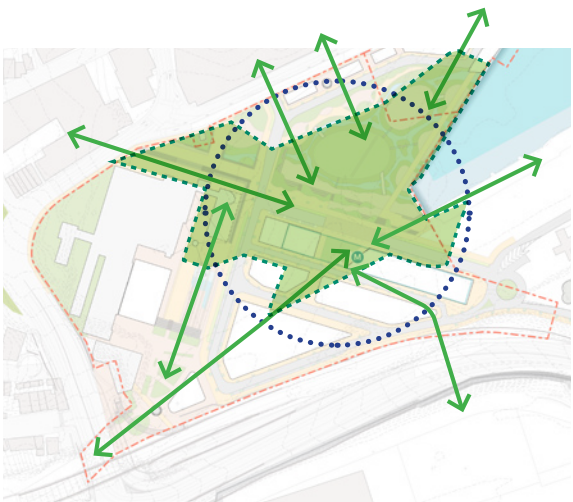
Celebrate the water story through a whole of site WSUD response that provides new public amenities and ecological rejuvenation



Connect Community and Water

Extend public, ground level links to the water, linking community and harbour with new maritime activities

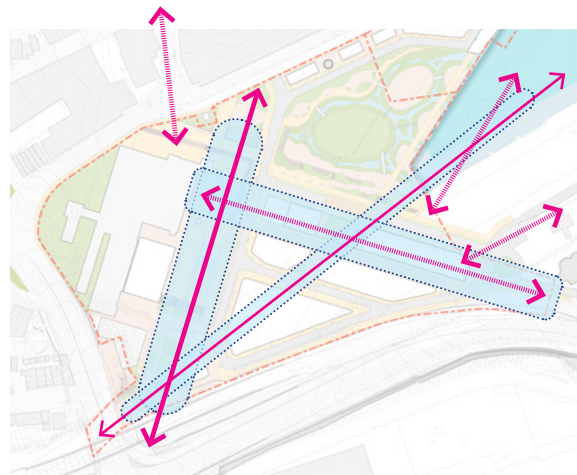
Consider the changing needs of the community, supporting regional and local growth



Consolidated Open Space

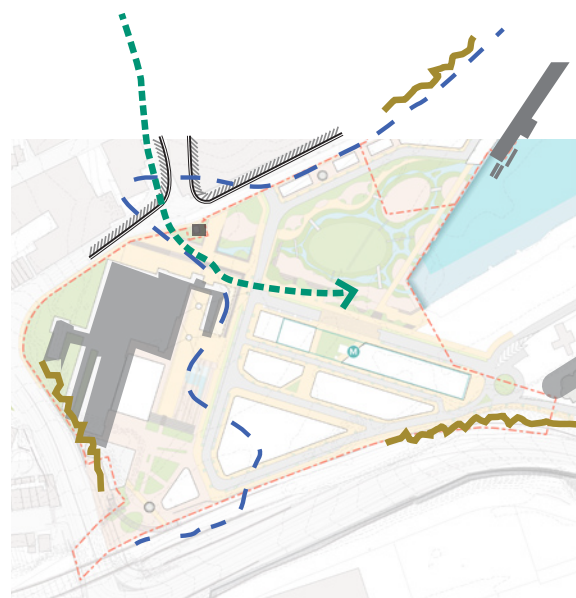
Consolidate open space as a large public waterfront park, centred on the Power Station, and visible from all parts of the site and surrounds to provide amenity, diversity, equality and ecology for the community framed by diverse built form character

Connect with and extend the green infrastructure of Rozelle Railyards



Celebrate Heritage Landmarks

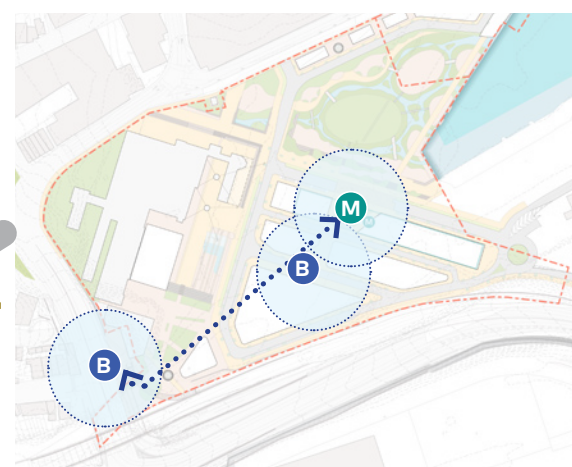
Respect the site's iconic heritage structures with proper curtilage in three-dimensions, considering shifting views and vistas from key movement networks



Reinforce a Layered and Evolving Heritage

Celebrate the natural heritage of the site and its surrounds including creeks, historic shorelines, sandstone cliffs, sewage pumping station and sawtooth roof warehouses

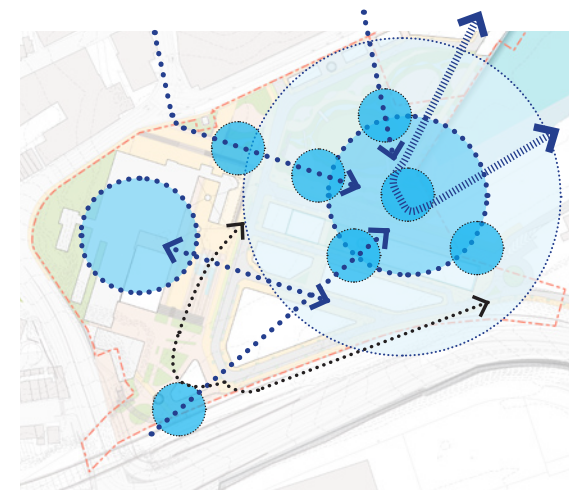
Incorporate and adaptively re-use heritage structures, and support the ongoing working culture of the port and community



Active Multi-modal Interchange

Interchange integrated with plaza to enable clear line of sight to and from metro with solar access and passive surveillance from day 1

Centre the design aspiration around human experience and journey as an exemplar of low car and high active and public transport mode share

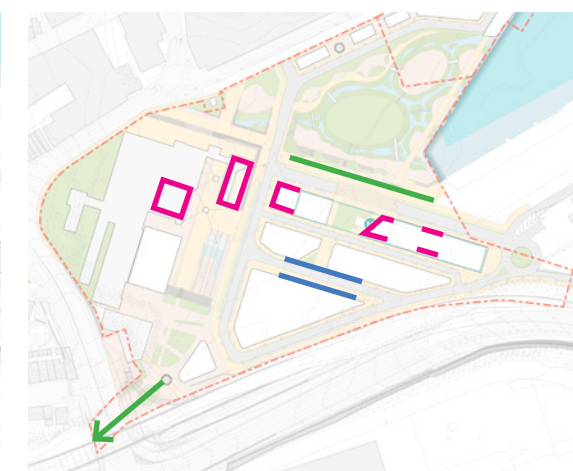


The Everyday and the Event

Ensure a variety of scales and spaces, with access and services to cater for mass celebration and everyday gathering

The delivery of the new centre will be supported by a broad range of uses which will support night time activation and could include food and beverage, cultural, community and other uses

The focus on employment uses within the Sub-precinct will support the broader precinct's retention of ports and working harbour uses



Precinct-scale Activation from Day 1

To leverage and support the new Metro Station infrastructure

Ensuring that there are a number of destinations, attractions and activations within the Sub-precincts on Day 1 of the Metro opening, including employment spaces, parklands, food and beverage and community facilities.

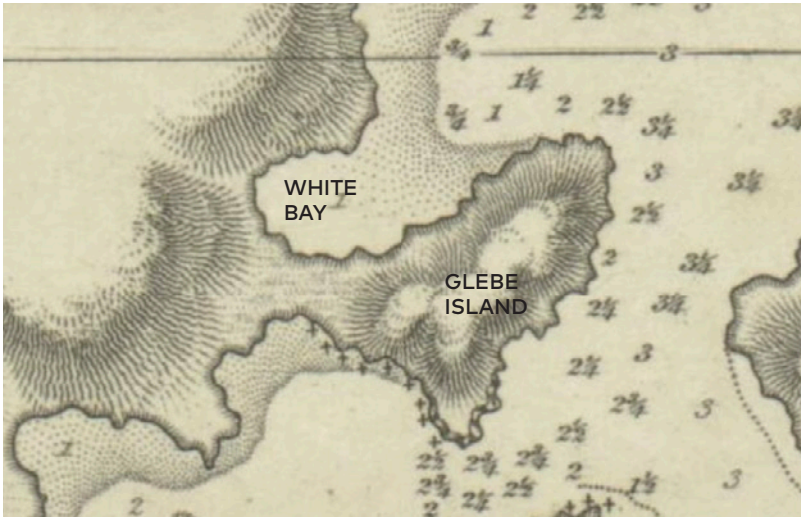
4.0 Urban Design Framework

4.4 Connecting with Country

4.4.1 Connecting with Country Themes



Figure 128: Connection to Country Themes - Zakpage
66 – 67 Draft Bays West Stage 1 Master Plan



Detail from 1822 Sydney survey



Figure 126: A native camp near Cockle Bay, New South Wales with a view of Parramatta River, taken from Dawes's Point [picture] / drawn by J. Eyre; engraved by P. Slaeger [sic], 30 November 1812 (nla.obj-135782267)



Figure 127: Blackwattle Swamp c1850s published in the Illustrated Sydney News, c1884

4.4.2 Sub-precincts Connecting with Country Framework

4.4.2.1 Spatial Framework

The stretch of Wangal and Gadigal Country now known as Bays West has been known for millennia by the Wangal people as Saltwater Country and Freshwater Country.

This deep connection is explored through design that celebrates Sweetwater (inland sweet tasting water), Bitterwater or (sacred brackish fishing water typified by the ebb and flow of the tide, always changing) and Saltwater (the lagoons, bays, river mouths and out into the ocean).

The connection to Country strategy proposes to augment the former use of the site as a power station into a place of learning as a way of elevating knowledge as the power of the future. It will be a precinct of both indoor and outdoor learning with the heritage building becoming a library (written word) and the parkland embedded with stories of water Country (songline). Just as this site mixes two types of water, the site mixes of two types of learning.

The sweetwater that comes from the creek and the rain will be collected in a series of pools across the site. It will dive in and out of the ground, much like the water spirits in ancient mythology. The ponds will clean the water that will create five islands across the site. The water will connect to the harbour in a series of nodes, which like the gills of a fish will filter it in a daily rhythm of tidal movements. This will nourish and increase the colonies of seahorses that will potentially live on the sea wall, which will also be interpreted with language revealed also with the tides.

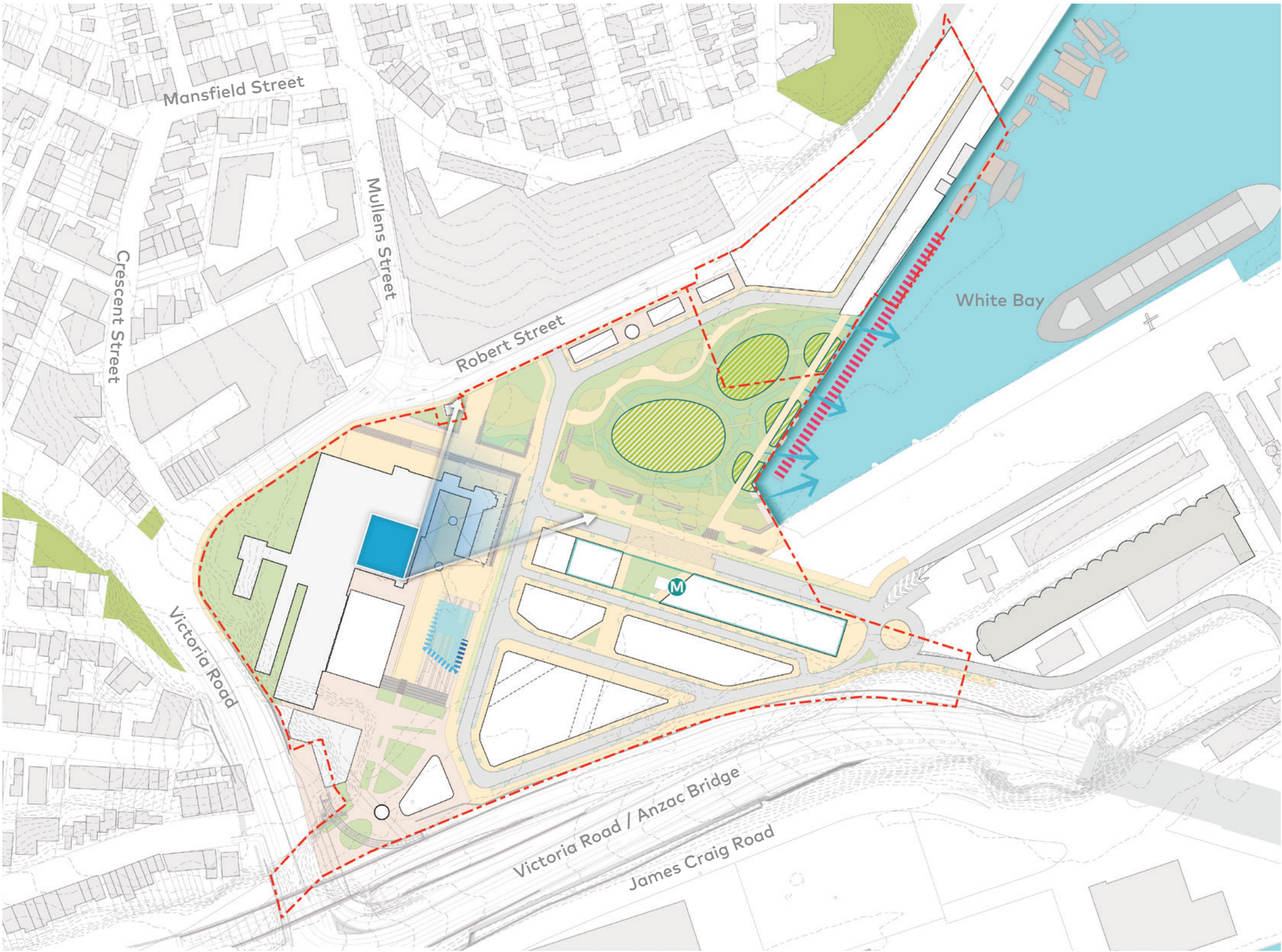
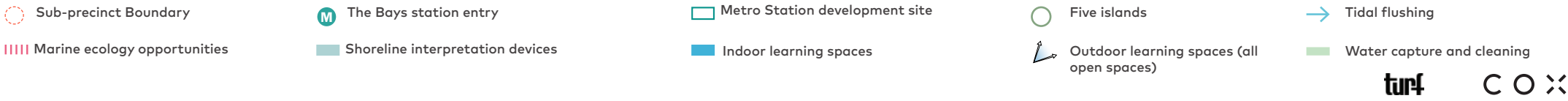


Figure 129: Connecting with Country Spatial Framework



4.4.3 Shorelines, Landforms and Sky



Figure 130: Painting of Pyrmont Point from Millers Point — with a green and treed Glebe Island in the middle distance.

An island that couldn't be circumnavigated.

The elevation and the easterly projection of Glebe Island into the bay gave an enhanced visual presence as an island, but boats were unable to sail around it. The collection of bays and inlets in Cockle Bay, to the south west of Millers Point and west of Darling Harbour, formed a significantly large waterbody unaffected by the currents of Parramatta River, and only fed by a number of small streams that gently eased in to the harbour across mangrove and oyster filled wetlands, swamps and shallows. At times of heavy rains these creeks and streams swelled and became torrents, depending on the size of their catchments and terrain.



Figure 131: Survey of Port Jackson New South Wales 1822 By John Septimus Roe National Library of Australia [MAP RaA 5. Part 9] (in 'Charts of the coast of Australia', Phillip Parker King, London: Hydrographic Office, 1824–1826)

The White Bay site is unique in Sydney, distinguished by its incredible scale. The big sky meets the harbour with long views to the Anzac and Sydney Harbour Bridges. The cathedral scale of the power station sits at the confluence of land, water and sea. It is a place with rugged raw beauty and the openness of the sky above. A confluence of power and purpose — power of nature, power of industry and the community.



4.4.4. A Place of Water

A rich estuarine environment shaped by water

The mudflats which filled the corner of the bay provided a rich estuarine environment, refreshed each day by the rising and falling tides, washed through by fresh water from the stream, becoming torrents in times of heavy rain. The mixing produced an ecologically rich place of mangroves, seagrass and saltmarsh.

Water and Energy

The energy of the site was felt through water, moving tides and the freshwater flowing to the sea. The movement of waters and tides was later used as an advantage in the cooling processes of the power station, drawing water from White Bay through to Rozelle Bay.

Radical change.

Before 1800 the harbour was edged by mix of rocky headlands, stone outcrops, sandy beaches, salt marshes and mangrove forests. These edges were often destroyed, filled in, rebuilt, walled or excavated. Construction of wharfs and sea walls greatly changed the mix of ecologies and habitats for plants, fish, crustaceans and fauna. Where there was once a rich and dynamic sea floor, the foreshore areas became degraded.



Figure 132: Stormwater Catchment Area (Source: Sydney Water)

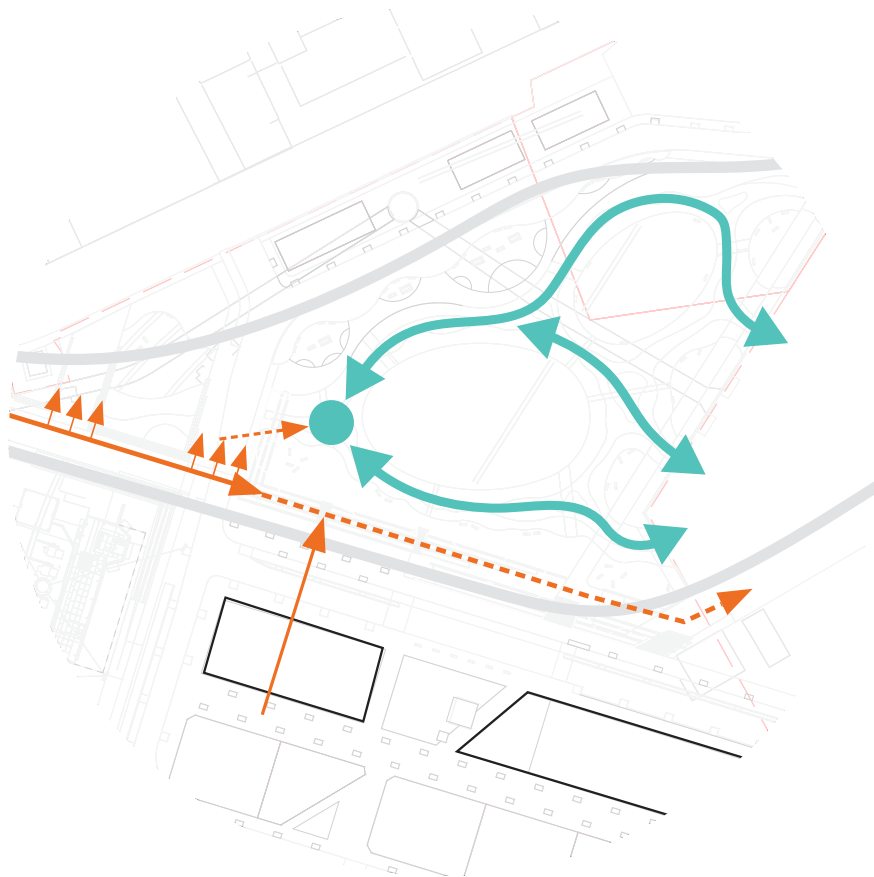
Figure 133: Extract from 'A native camp near Cockle Bay' 1812



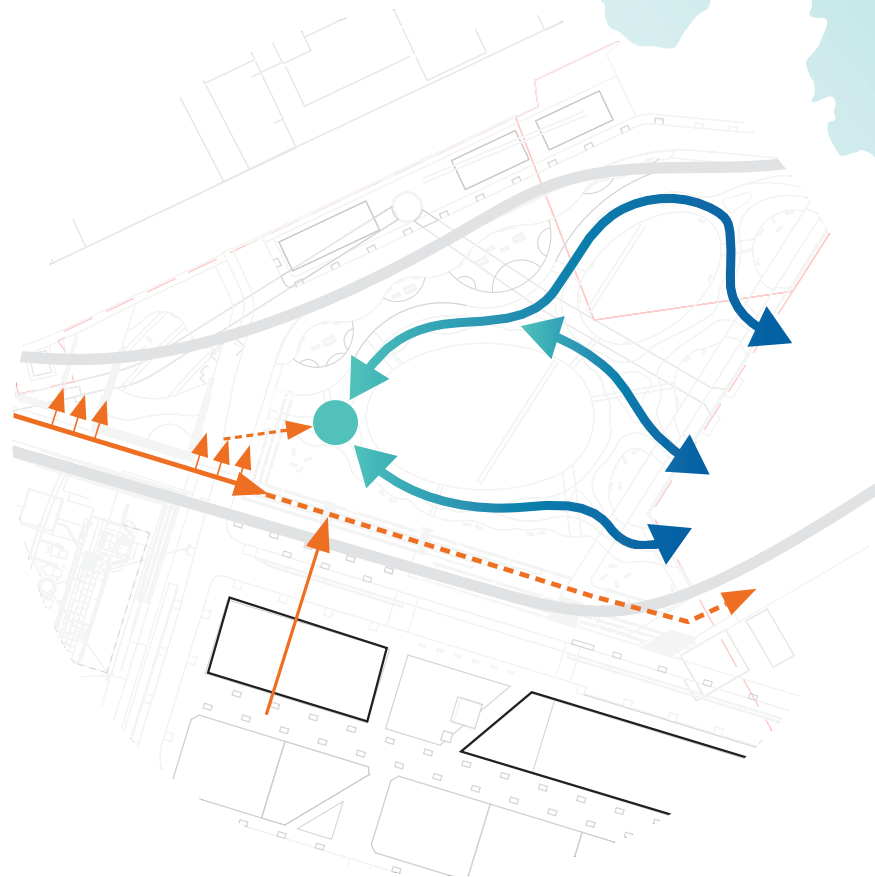
4.4.2.1 Sweet to Sour to Salt

The site is located where Glebe Island was connected to the Balmain Peninsula by a narrow isthmus on a low lying tidal flat with a stream of 'sweet' freshwater flowing from the north, trickling from rock faces and creeks, becoming soured by the intermixing with salt water in the harbour.

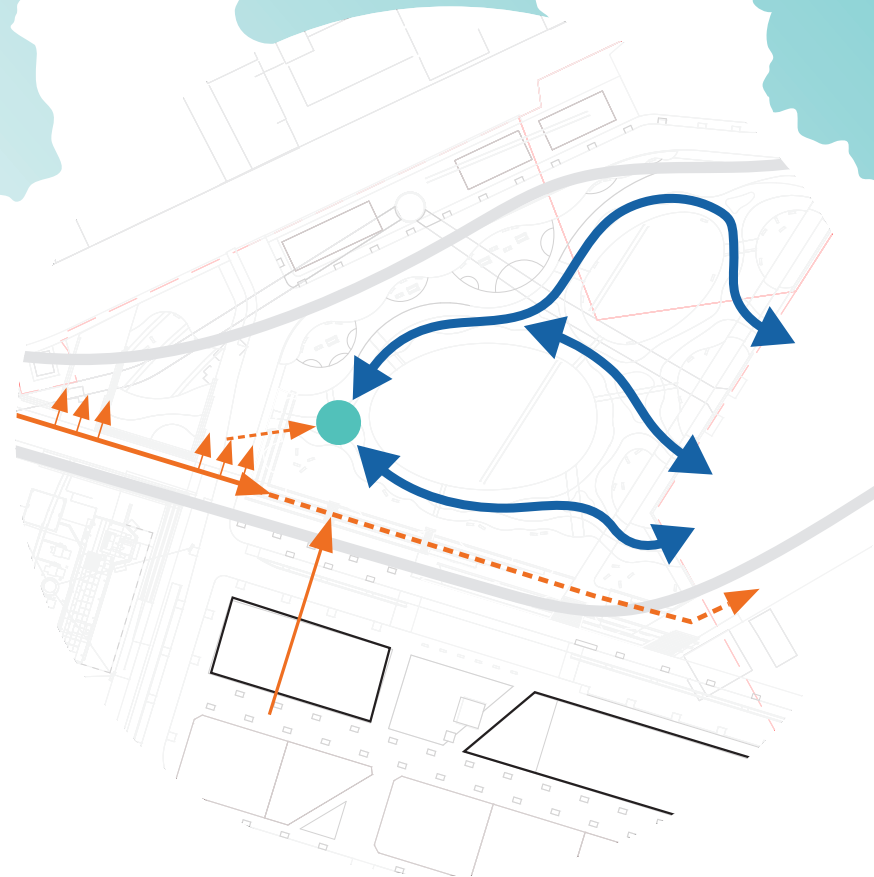
The proposal below works on the principle of of taking ancient concepts and applying it to a contemporary working harbour. The proposal of celebrating the transition between sweet to sour to salt water draws on our indigenous design principles of functionality, sustainability and storytelling.



Fresh water enters from the catchment to the north



Brackish water mixing of salt and fresh water in park



Salt water enters the parkland from the harbour tides

THIS PAGE INTENTIONALLY LEFT BLANK

4.0 Urban Design Framework

4.5 Site Structure

The structure of the Site has been considered in response to its role at the heart of the wider Bays West Precinct. It considers the existing building fabric and natural elements and constructed landscapes of the Site’s setting as well as the existing and future character of the adjoining communities.

The overall vision for the White Bay Power Station (and Metro) and Robert Street Sub-precincts is to deliver a publicly accessible edge to parts of White Bay, anchored by the White Bay Park. The waterfront will serve as a playground for the residents, a relaxation space for the workers, an educational space for the visitors and as a world-class waterfront address for the city of Sydney and the state of NSW. The creation of waterfront spaces will need to be balanced with ongoing ports and maritime uses. A balance will need to be achieved to ensure that enjoyment and functionality of water spaces is achieved for all.

The Site Structure is underpinned by the principle of delivering cohesive, connected and complementary Sub-precincts, whilst retaining a variety of uses and users, destinations and attractions, spaces and places within each Sub-precinct.

Primary pedestrian desire lines are anchored by a variety of experiences as one moves through the Sub-precincts and through the site. Educational spaces, active sports, restaurants and bars, interactive spaces, galleries, islands, sculptures, exhibitions, gardens, markets, promenades, wharves, culture and the contemporary.

These Sub-precincts will embrace the existing heritage on the waterfront and the White Bay Power Station , gantries, rail lines and chimneys with adaptive new uses, weaving them in to the landscape, symbolic of the working nature of the harbour. The Master Plan includes options for the road layouts which will be further explored and investigated as part of the rezoning phase of the project.

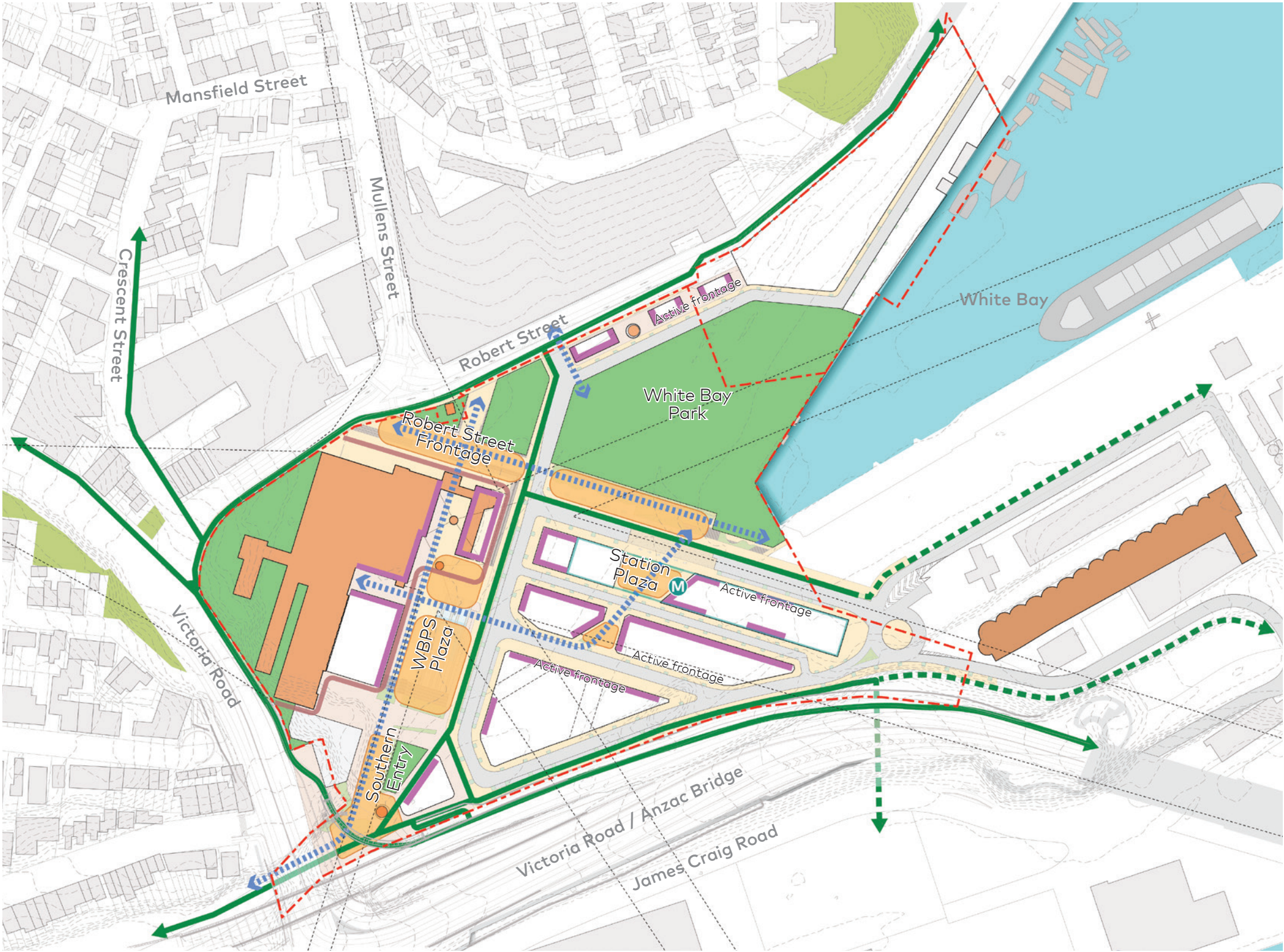


Figure 134: Site Structure Overview



4.6 Precinct DNA

Catchments and Confluence

The Sub-precincts are located in a place of physical, environmental and social confluence, influenced by the surrounding immediate catchments, and larger district, metropolitan and harbour areas that form part of contiguous flows of water, energy, people, activity and movement.

Physical catchment

The physical water catchment that the site sits within is relatively small but has intense periods of run off which creates periods of flood surges of low lying areas before it enters the bay. There is an opportunity for this site to contribute to moderate flooding reduction and improve water infiltration to natural soil.

Social catchment

For many decades the site was and is inaccessible and isolated from the surrounding urban areas due to its industrial/working harbour use.

The addition of a Metro Station within the precinct will greatly increase the community catchment of people across the metropolitan area to access the site.

This new urban precinct with the White Bay Power Station and waterfront park will be approximately 5 minutes from the CBD and approximately 15 minutes from Parramatta by Metro train. This will significantly enhance its capacity as a metropolitan and potentially national destination.

Innovation catchment

The Sub-precincts are also located within an innovation corridor (Figure 135) that extends from Tech Central to the south through to Bays West anchored by Pyrmont-Ultimo. The proximity and concentration of innovation and knowledge jobs will help attract business to locate within the Sub-precincts.



Figure 135: Land uses in Bays West. Bays West Place Strategy Nov. 2021. Courtesy of Terroir and collaborators.

4.0 Urban Design Framework

4.7 Heritage

Considerations

- The working harbour relationships of White Bay Power Station and Robert Street warehouses are key anchors to the precincts working harbour character.
- Retention of viewsheds within the Sub-precincts
- Retention of existing heritage fabric including:
 - White Bay Power Station
 - Historic Sewer Pump Station
 - Western frontage that includes the substation yard, control room and formal entry
 - Rail lines
 - Cooling system (penstocks and harbour intake)
 - 1930s harbour edge.
 - Raised levels of coal loading platform.
- The potential to deliver a new building within the historic footprint and building envelope of the old boiler house building in accordance with the Conservation Management Plan for WBPS

Requirements

- The park and low scaled pavilion buildings on Robert Street maintains and enhances its working harbour character and visual relationship to White Bay.
- Integration of existing White Bay Power Station fabric into the new public domain works.
- Celebration of penstocks in key open spaces at southern entry and Robert Street.
- Marking of lost fabric representing layers of time including:
 - Interpretation of Coal Loader No.2 footprint integrating former harbour shoreline and wetland.
 - Rail lines and freight infrastructure.
 - New Western gardens incorporating Substation Yard and control room and entrance from Victoria Road.

Figure 136: Birds eye view of general wharfage scheme west of Dawes Point as it will appear when completed, published 1913 By Sydney Harbour Trust W E Adams H D Walsh Contributed By National Library of Australia [MAP RM 2757] (Published by the Sydney Harbour Trust Commissioners, 1913)



Figure 137: Heritage Considerations



Viewsheds

The key heritage viewsheds to and from the White Bay Power Station are to be retained where possible. The views and requirements are;

- Mullens Street View - Any built form and landscape interventions in this viewshed must consider the strength of White Bay Power Station industrial facade and energy generation process from coal to electricity
- Harbour views - The chimneys are a silhouette landmark from afar and must be protected as a visual connection to the Sub-precincts from the Harbour Bridge and Observatory Hill
- Anzac Bridge - White Bay Power Station is a long-time landmark industrial building viewed in combination with the silos. This is a changing view as one moves along Anzac bridge and any built form that encroaches on this view must consider the significance of the view and the cumulative impact upon the changing nature of the view.
- Glebe Point Road - this view is already impacted by the existing boat sheds in Rozelle Bay, however, any additional built form impacts should consider that the chimneys should still be visible (see Figure 138)
- Johnston Street - The view of the chimneys from Johnston Street and coal loader should not be impacted
- Victoria Road - a gateway view with a sense of layer with stepping rooflines and parapets which should not be impacted



Figure 138: Scenic Landscape

Sub-precinct Boundary

The Bays station entry

Metro Station development site

Viewsheds

0 50 100

4.8 Public Space Typologies & Metrics



PUBLIC DOMAIN TYPE 1
Public Open Space
Dedicated public spaces including parks, green spaces and playgrounds, that are accessible 24 hours a day.



PUBLIC DOMAIN TYPE 2
Public Open Space White Bay Power Station Heritage
Publicly accessible industrial spaces around the White Bay Power Station including footpaths, building curtilage and pedestrian links that are contiguous to the network of promenades, streets and public spaces.



PUBLIC DOMAIN TYPE 3
Public Open Space Other
Publicly accessible spaces including squares and promenades, walkways etc that connect to the broader network of streets and spaces.



PUBLIC DOMAIN TYPE 4
Public Open Space Footpaths
Public footpaths, building curtilage and pedestrian links.



PUBLIC DOMAIN TYPE 5
Public Shared Zone
Civic Spaces which are trafficable streets and lanes with a slow speed, flush kerb environment making it comfortable for pedestrians and cyclists to travel through.



PUBLIC DOMAIN TYPE 6
Public Vehicle Zone
Two way streets and roads that form the primary vehicle circulation and connection to local streets and the arterial road network.

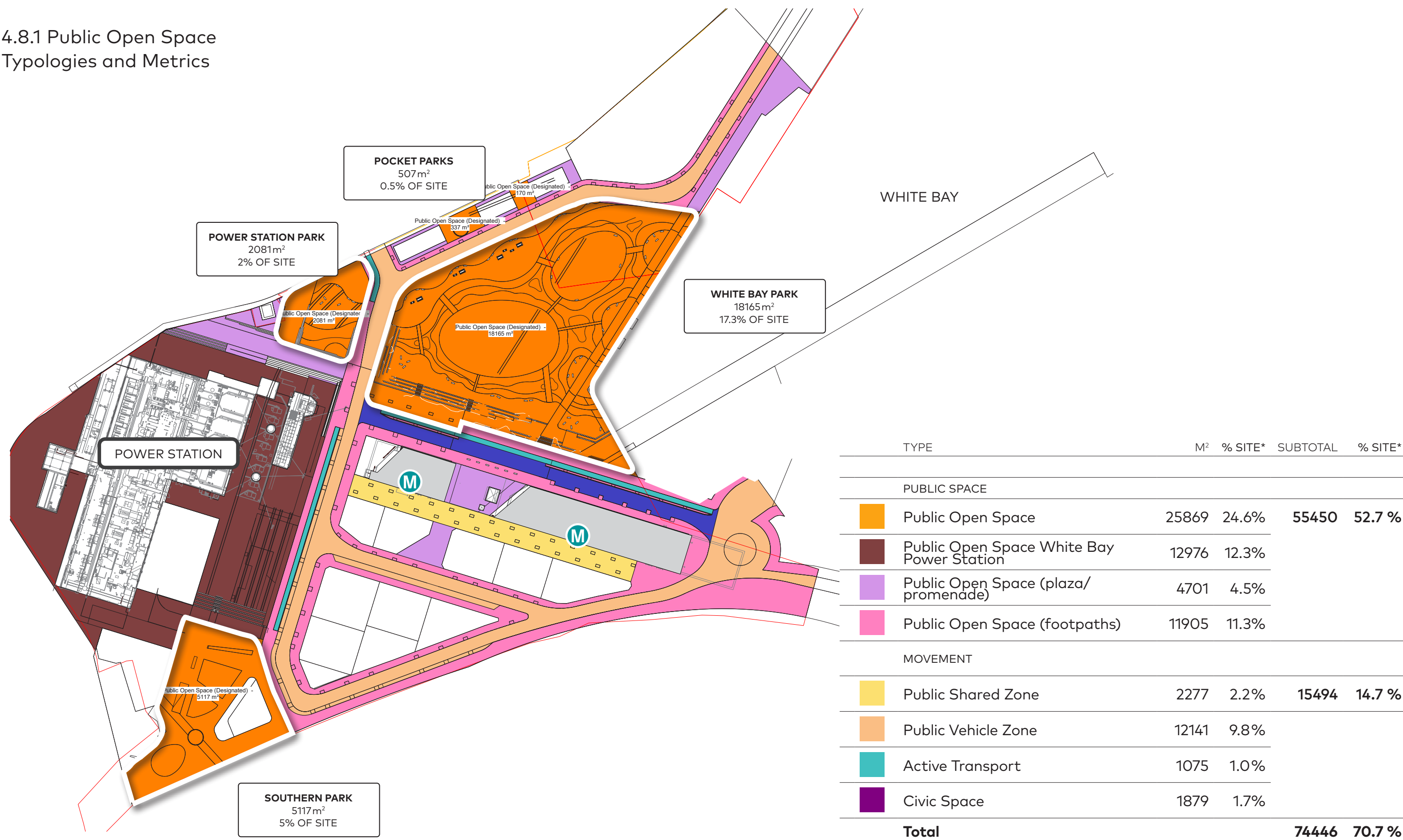


PUBLIC DOMAIN TYPE 7
Active Transport
Separated bicycle lanes located along public streets within the precinct.



PUBLIC DOMAIN TYPE 8
Outdoor Learning Spaces
Celebrate the important knowledge opportunity embedded in Country through outdoor learning experiences and the parkland embedded with stories of water Country.

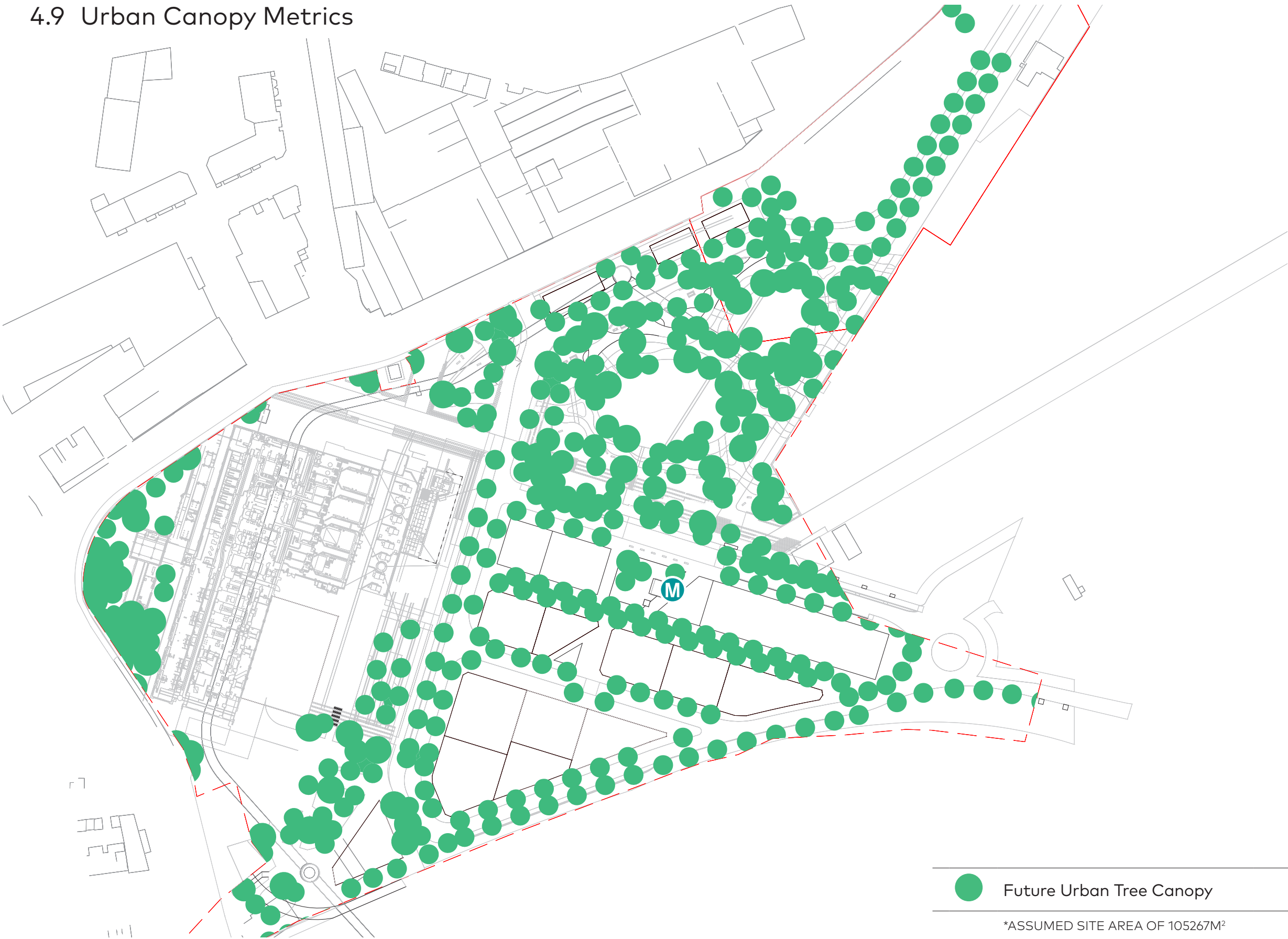
4.8.1 Public Open Space
Typologies and Metrics



*NOTE: PUBLIC DOMAIN AREAS AROUND THE WATER ADJOINING FUTURE PORTS AND MARITIME USES WILL NEED TO BALANCE PUBLIC ACCESS AND OPERATIONAL REQUIREMENTS OF PORTS AND MARITIME USES.

*ASSUMED SITE AREA OF 105267M² (EXCLUDING APPROXIMATELY 1.5HA IN THE EASTERN ROBERT STREET PRECINCT)

4.9 Urban Canopy Metrics

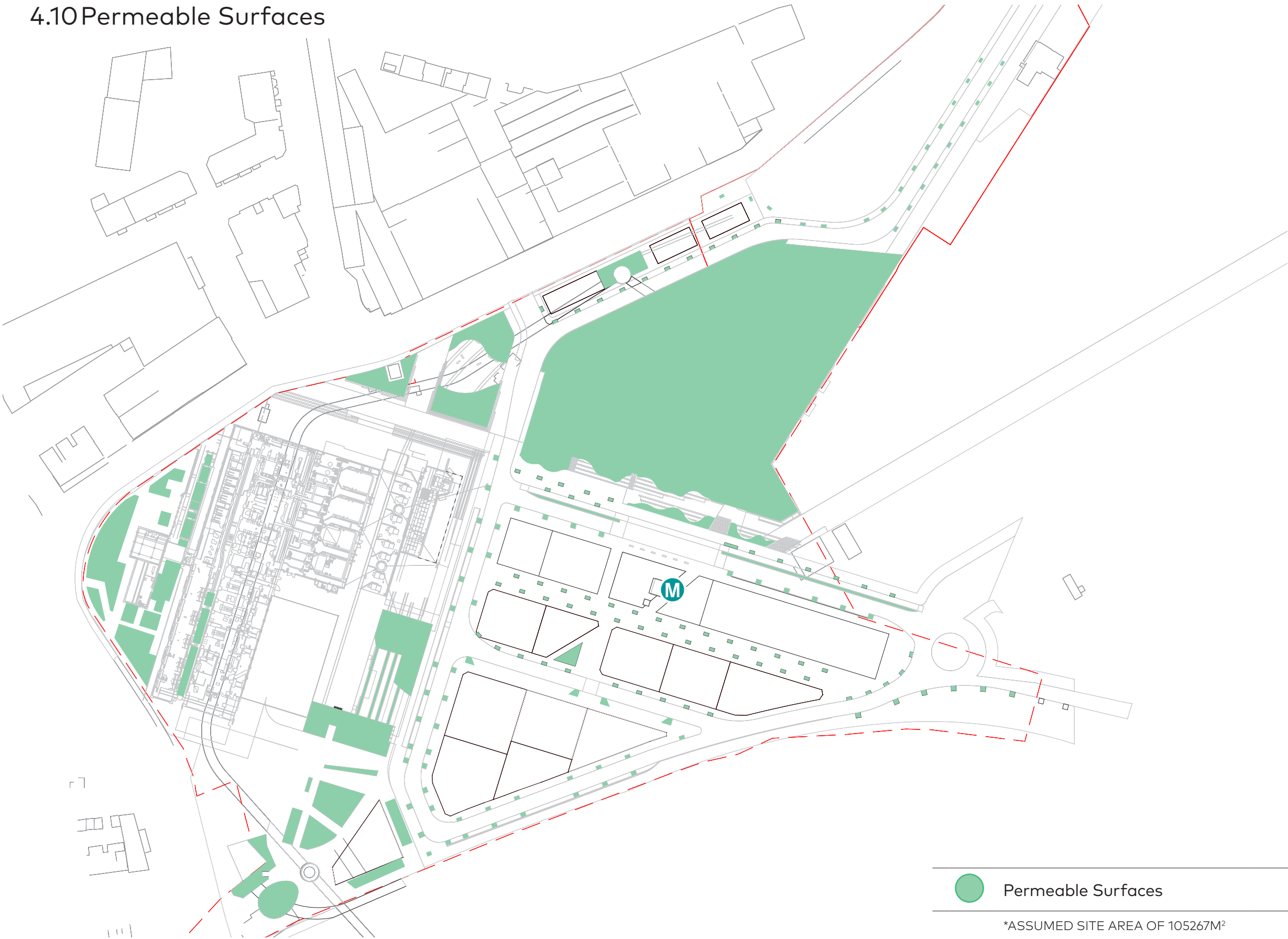


	M ²	% SITE*
 Future Urban Tree Canopy	55450	29.6 %

*ASSUMED SITE AREA OF 105267M²

* INDICATIVE AREAS ONLY SUBJECT TO FURTHER INVESTIGATION

4.10 Permeable Surfaces



	M ²	% SITE*
<div><div></div>Permeable Surfaces</div>	24000	22.0%

*ASSUMED SITE AREA OF 105267M²

* INDICATIVE AREAS ONLY SUBJECT TO FURTHER INVESTIGATION

4.11 Ecological Opportunities

4.11.1 Ecology Framework

The study area and subsequent Master Plan allows for numerous opportunities to increase biodiversity within the study area. These requirements include:

- Use of native species in landscaping to reflect communities that may have existed prior to clearing
- Use of stormwater to provide a freshwater environment which could be used by microbats for foraging
- Creation of interpreted aquatic habitats to include bioretention / water quality improvements for overland flow from the land to marine environments
- Allowing for an interpreted shoreline and using plants consistent with estuarine saltmarsh which could allow for tidal movements onto the land and considers future climate / sea level rise
- Provision of augmented fauna habitats such as:
 - consideration of microbat chambers in buildings
 - design and deployment of 'seahorse hotels' in the marine environment
 - design and use of marine tiles to encourage marine plants and macroalgae to colonise and grow along the edge of the sub-tidal marine environment
- Provision of dense planting of urban canopy to connect learning environments and provide a level of habitat connectivity where this is currently absent.

4.11.2 Ecology and Country

Implementation of the Connecting with Country framework aligns with potential biodiversity outcomes of the proposed Master Plan.

The connections include:

- Telling the story of freshwater as it travels across the site
- Telling the story of sour water where saltwater meets fresh
- Telling the story of salt water at the edge of the study area.

These requirements include:

- Use of native species in the proposed landscaping further reinforces Connecting with Country and opens opportunities to share knowledge of Country.
- Linking land and the marine environments is consistent with the creation of a blue / green network.

4.11.3 Open Space, Landscape and Ecology

Considerations

- Habitat of local endemic species including microbats and seahorses.
- Poor quality of local run off water into harbour.
- Poor existing urban conditions; lack of trees and green cover and a high level of local heat island impacts.
- Open space deficiency in local area and connection to the west to the Rozelle Parklands under construction.

Requirements

- Integration of a large public park with a strong Connection with Country integration, regional playground, green spaces, passive open space environmental habitat and amenities.
- Provision of a large, public, waterfront park approximately 1.8 Ha in size.
- Provision of an urban tree canopy that shades 30% of the total site, primarily comprised of local and endemic species maximising habitat whilst providing amenity and shelter for the community.
- Provision of a southern park and plaza arrival space that links under Victoria Road through to Rozelle Parklands.



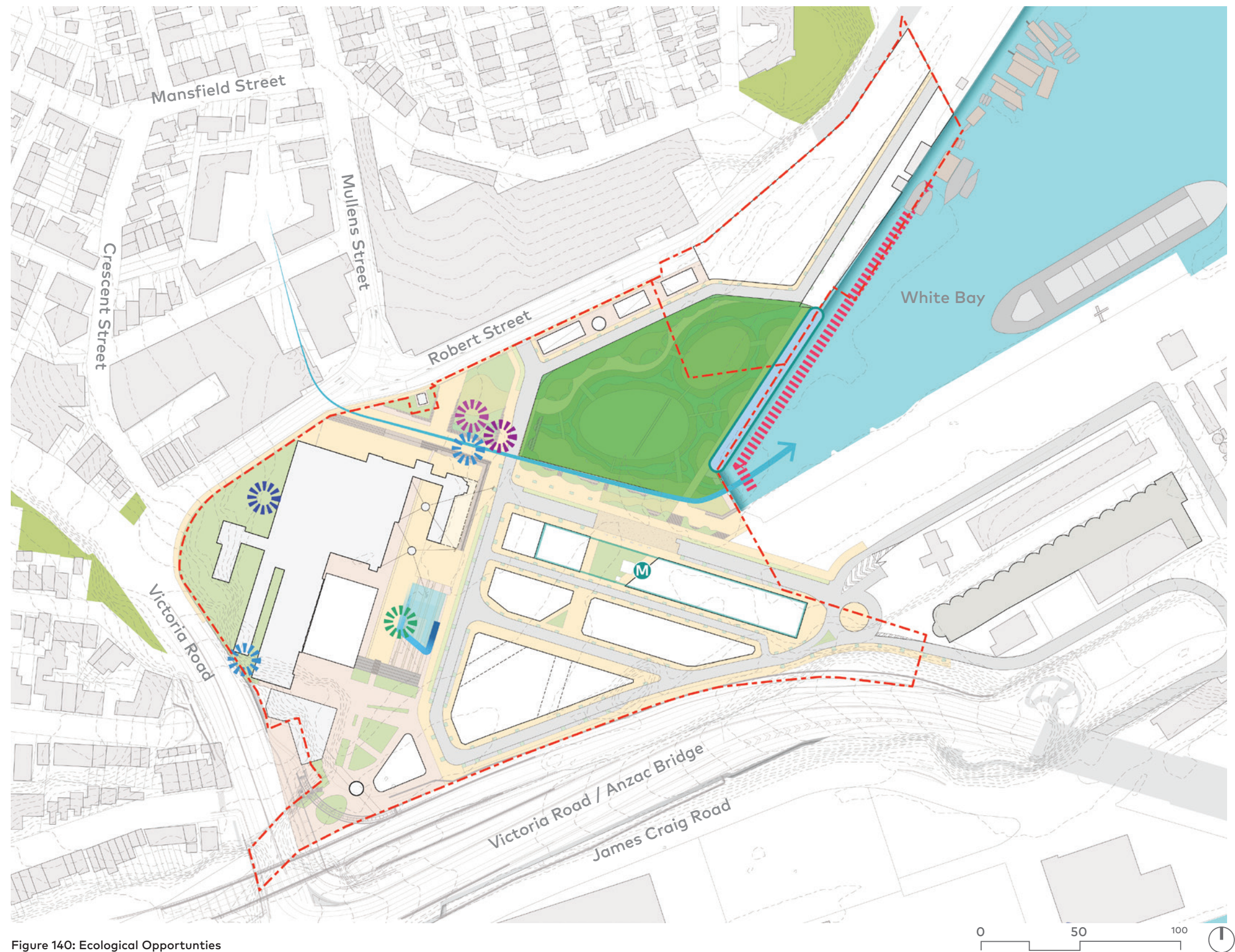


Figure 140: Ecological Opportunities

- | | | | |
|---|---|--|--|
| Sub-precinct Boundary | The Bays station entry | Metro Station development site | Eastern free-tailed bat (<i>Mormopterus Ozimops ridei</i>) |
| Gould's wattled bat (<i>Chalinolobus gouldii</i>) | Potential Fox/ Possible bandicoot track | Eastern bent-wing bat (<i>Miniopterus schreibersii oceanensis</i>) | Yellow-bellied sheath-tailed bat (<i>Saccolaimus flaviventris</i>) |
| Overland Flow | Marine Ecology Opportunities | Seahorse hotels | Shoreline interpretation devices |

4.0 Urban Design Framework

4.12 Public Art and Interpretation

Drawn from the Bays West Place Strategy the following are considerations and opportunities for Public Art

Considerations

Embed interpretation and public art in the public domain and built form which will reveal the layers of history in a coordinated way. Express existing and former elements, sub-surface elements and other tangible traces of the past within the precinct structures.

Deliver a site that integrates, interprets and conserves the wider site heritage elements into a cohesive story that can be understood by future users. Use digital platforms, integrated signage, artwork and remnant artefacts to illustrate the stories across the site.

Creative culture creates richness, interest, vibrancy and identity in place. Build upon the Indigenous culture of the place, combined with its industrial and maritime history, and create places to enact culture as part of an evolving identity for the precinct.

Requirements

- That a public art and interpretation strategy be prepared to inform any phases of design beyond rezoning.

- That a suite of devices are explored that may include, but not be limited to:
 - Branding and language - drawing on Country wherever possible
 - Public Art/Sculptures/Murals - adaptive reuse of "kit" from inside the White Bay Power Station, the rail tracks that traverse the Sub-precincts, sculptures that are interactive including Connection to Country, water play and working harbour, murals that cover blank façades of buildings including White Bay Power Station, the intake substation and Metro services buildings. Public art opportunities particularly in relation to the intake substation and metro service buildings are subject to detailed design
 - Architectural and Landscape Lighting - both for safety and surveillance but also event and programme oriented
 - Interpretation embedded in Landscape - to interpret the historic shoreline of Glebe Island and the Balmain Peninsula, to interpret the location of the coal loader wash plant, (including White Bay Power Station coolant water channels and power reticulation), former buildings/ transport corridors and former shorelines have been integrated into overall structures
- Ensure the quality of interpretation that responses to Country and Post-colonial Era elements
- Ensure clarity of interpretation in delivering a cohesive story
- Deliver interpretation of remnant elements, new public domain and new art proposals and ensure they have been integrated within the proposal
- Integrate permanent art elements temporary art installations
- Allow for spaces that cultural expression can be practiced and performed
- Create spaces that enable teaching and sharing of Indigenous cultural practices – particularly in regard to holistic restorative sustainability
- Restoring the turpentine piles on the White Bay foreshore
- Interpreting the large gantry cranes that are used to load and unload the ships at White Bay as a sculptural element and a viewing platform

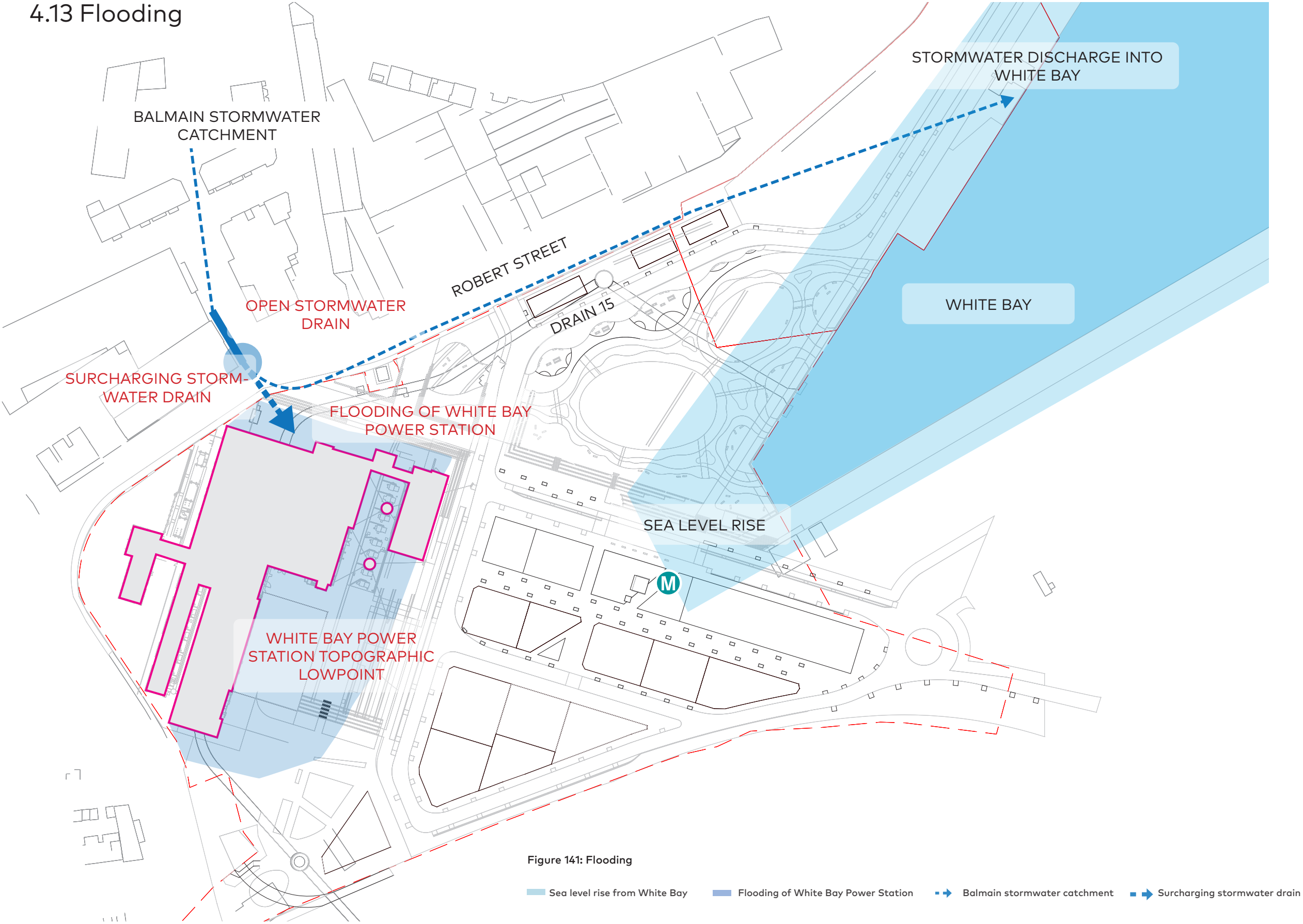


Local artworks and installations from Inner West and City of Sydney Councils



4.0 Urban Design Framework

4.13 Flooding



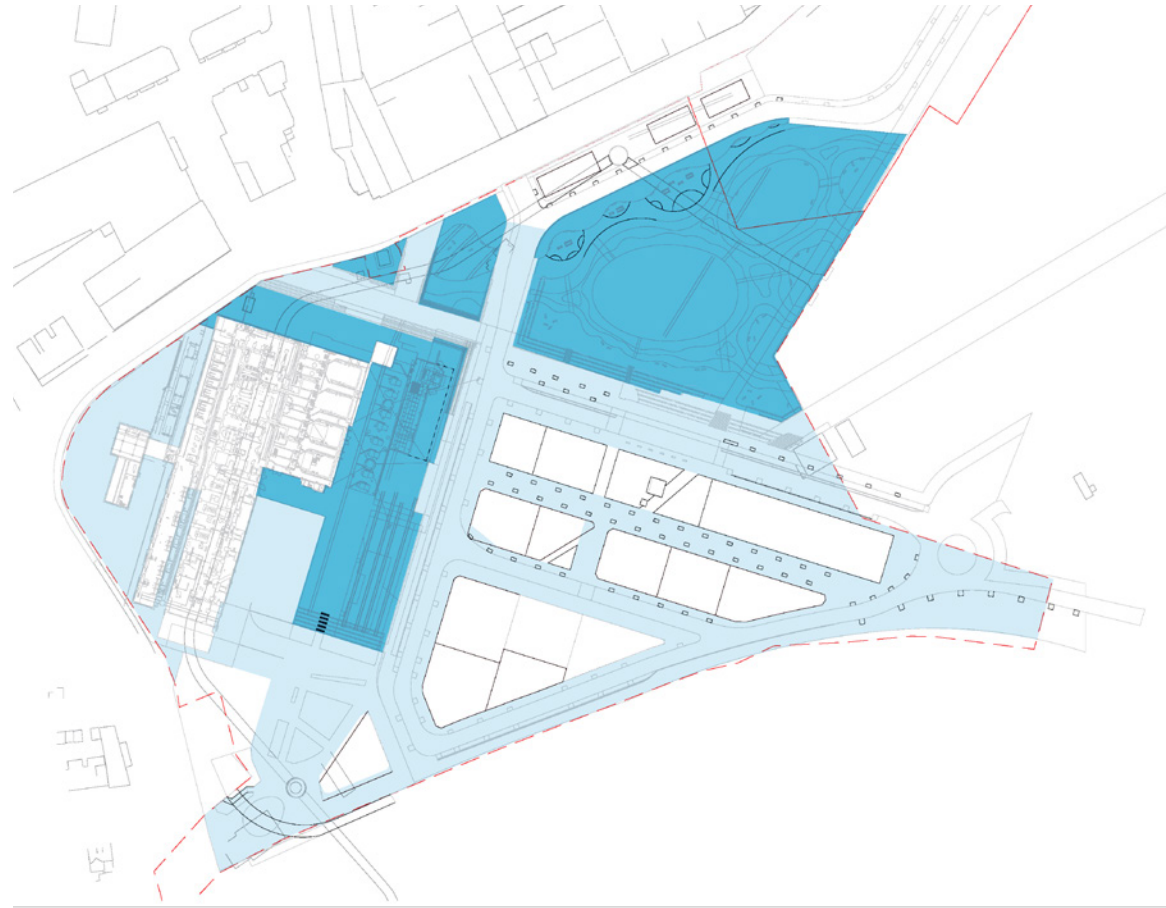
4.13.1 Flooding and Water

Considerations

- The site is impacted significant flooding particularly during storm events particularly surcharge from Canal No.15. The floodpath of the surcharge runs along the northern frontage of the White Bay Power Station.
- Tidal water movements in harbour.

Requirements

- Flood protection at RL 3.7 is required to protect the White Bay Power Station at RL 2.2
- An urban platform integrates flood protection and defines the northern curtilage of the power station and street address to Robert Street.
- General overland flows are directed through bioretention zones and tidal 'flowlines' through the harbourside park into the bay creating a living and 'breathing' interchange between land and sea.



4.13.2 New Site Levels

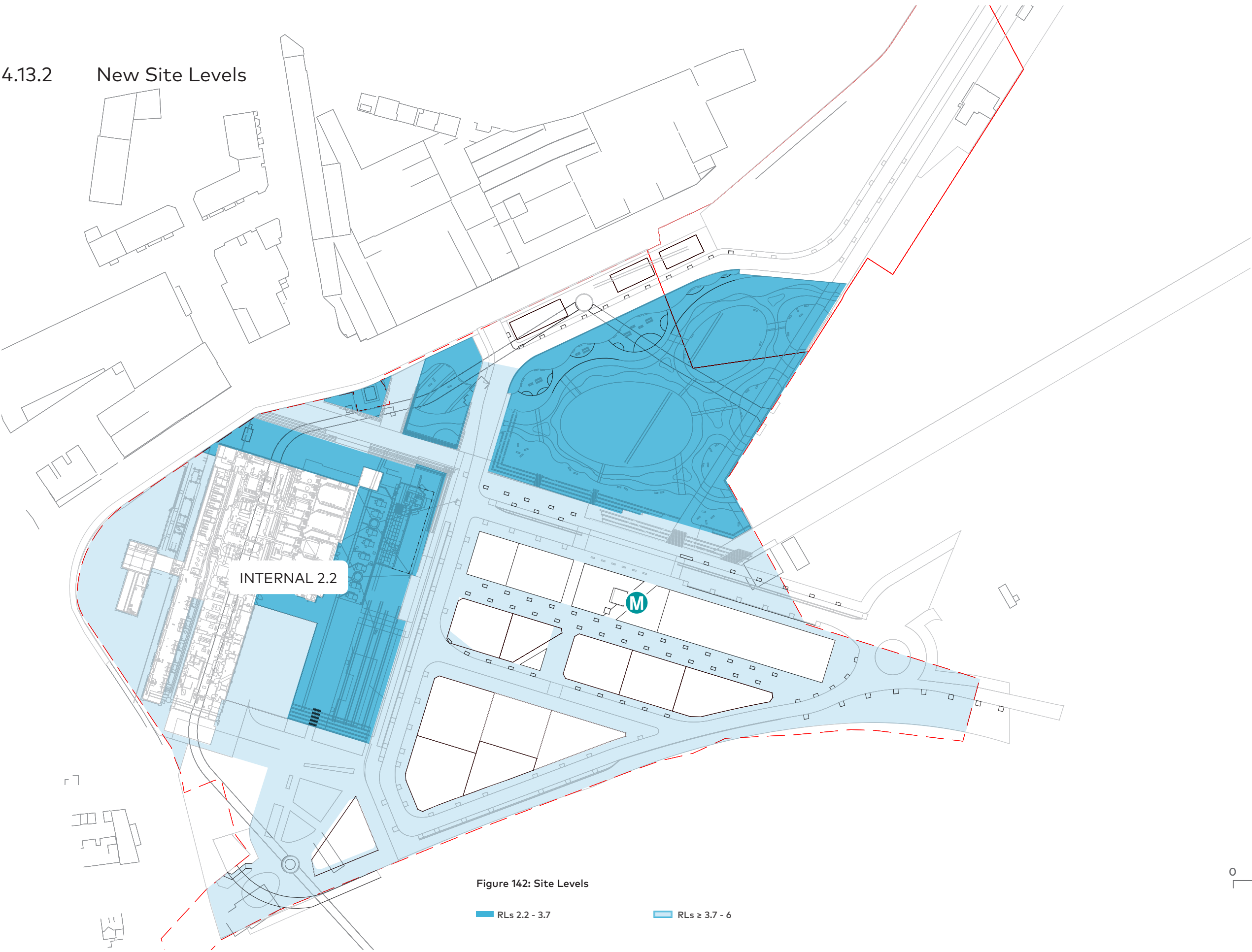


Figure 142: Site Levels

RLs 2.2 - 3.7 RLs ≥ 3.7 - 6



4.13.3 Fresh - Sour - Salt Water

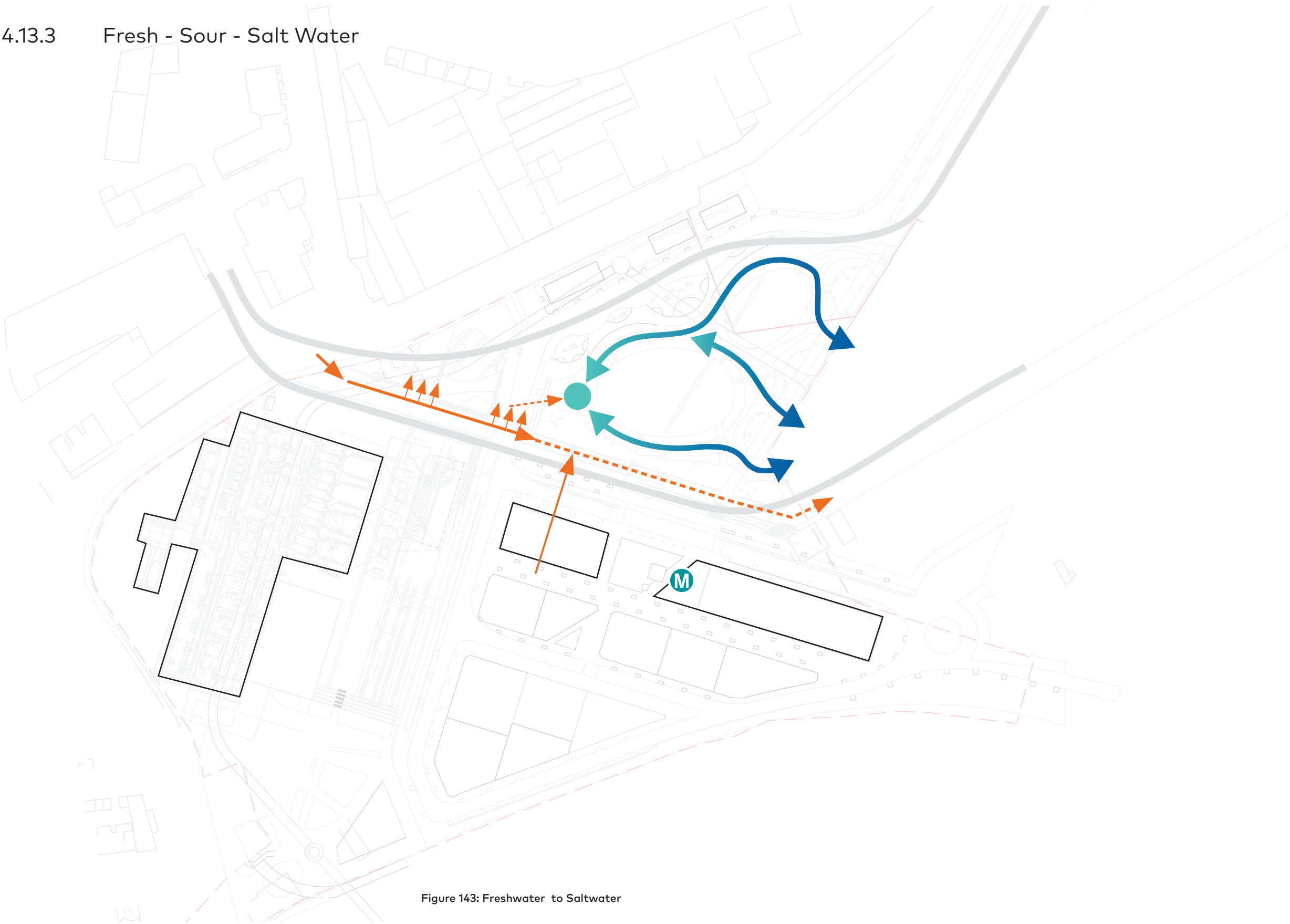


Figure 143: Freshwater to Saltwater

- Sub-precinct Boundary
- Stormwater capture and discharge
- Freshwater and Saltwater mixing discharge



4.0 Urban Design Framework

4.14 Amenity

4.14.1 Solar Access

Considerations

- To ensure that the primary public open spaces are amenable year round to cater for the variety of needs of workers, visitors and residents of the Sub-precincts

Requirements

- To ensure that overshadowing of the primary open space from new and existing built form does not result in diminished enjoyment or activation of these spaces to gather and dwell
- The minimum proportions of the public spaces that are to achieve a minimum 2 hours of sunlight between 9am and 3pm on the winter solstice (June 21) are:
 - White Bay Park 100%
 - Metro Station Plaza 100%
 - White Bay Power Station Plaza 70%

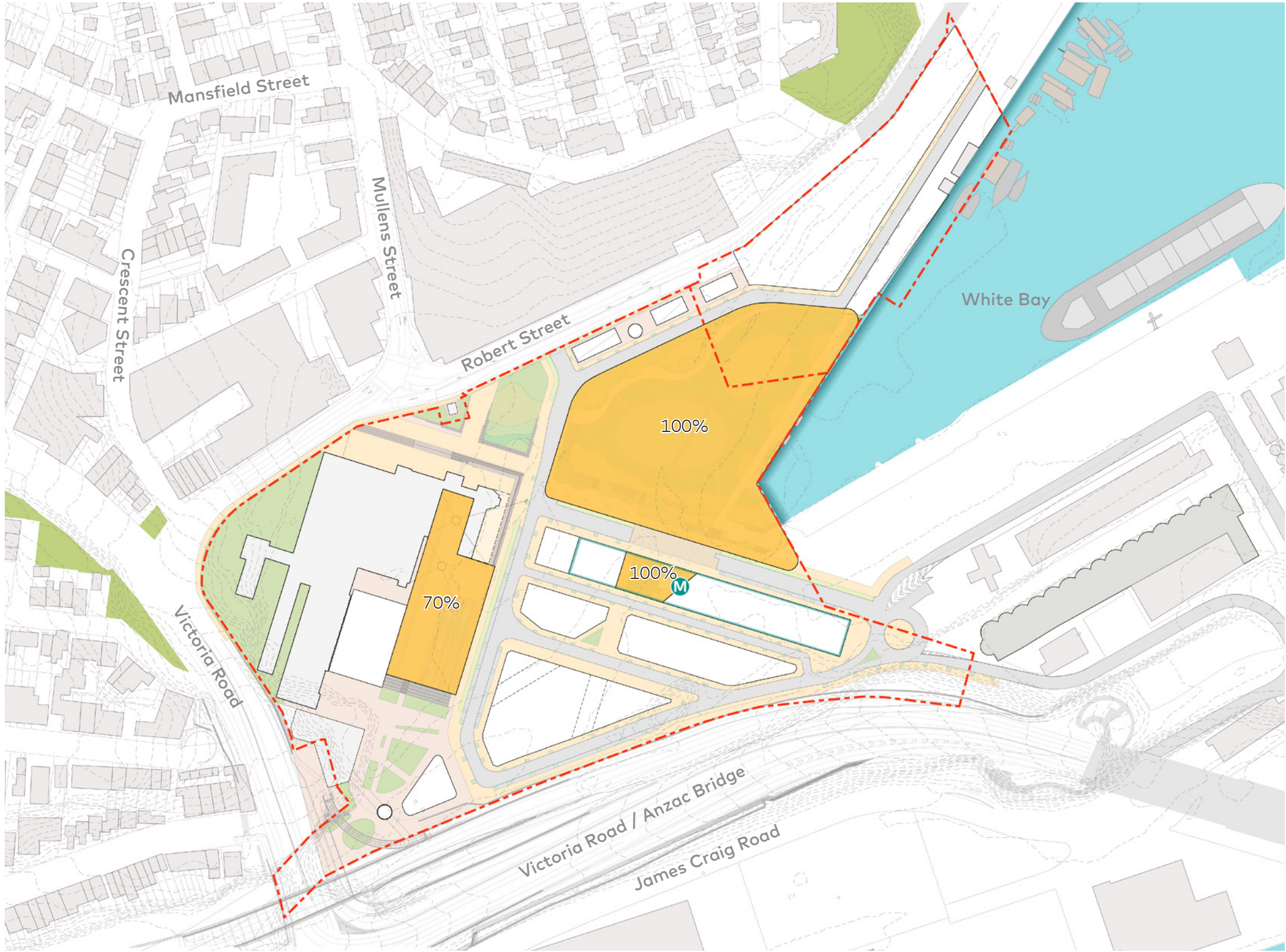


Figure 144: Solar Access

Sub-precinct Boundary

The Bays station entry

Metro Station development site

Primary Open Space

XX % Minimum Proportion of Primary Open Space that receives 2 hours of sunlight between 9am and 3pm during the Winter Solstice

4.14.2 Wind and Weather Protection

Considerations

- To ensure that desire lines, footpaths, building entries and exits and gathering spaces are protected from the wind and weather

Requirements

- All interfaces on the diagram adjacent are to provide for a minimum 3m wide awning in addition to any recessed entries or colonnades
- The Metro Station entry already incorporates appropriate weather protection
- Built form is arranged in a way that helps deflect prevailing winds to ensure public spaces are amenable to walking and gathering.
- The development opportunities are proposed to have a 0m setback and that pedestrian amenity and weather protection is provided in the building height strategy and awnings over the public domain.

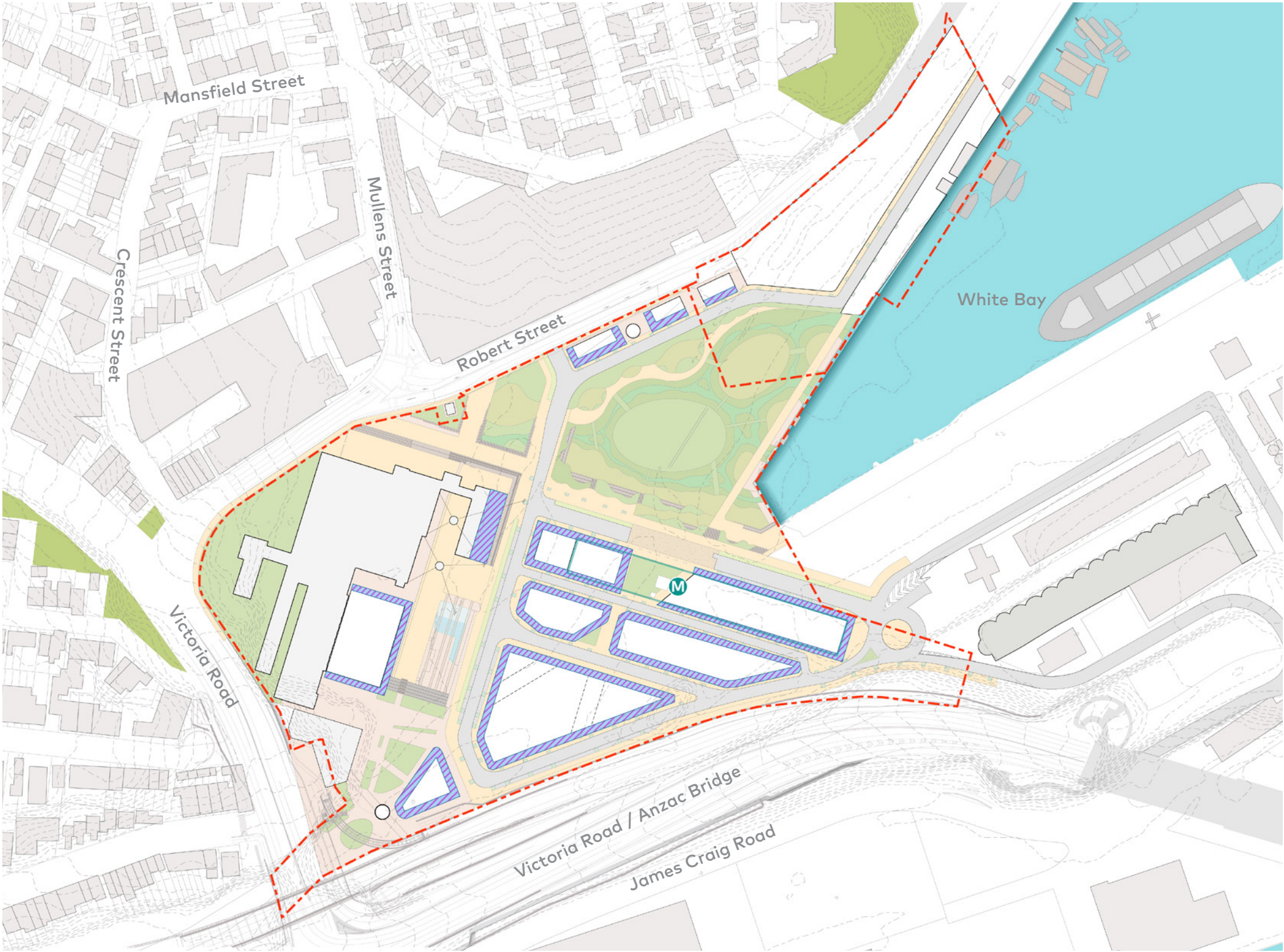


Figure 145: Wind and Weather Protection



Sub-precinct Boundary

The Bays station entry

Metro Station development site

Minimum 3m wide awnings

4.0 Urban Design Framework

4.15 Culture and Community

4.15.1 Social Infrastructure Provision

Given the levels of regional accessibility of the Sub-precincts, the mix of proposed uses and Government ownership, the Bays West Sub-precincts afford an opportunity to provide a comprehensive ecosystem of social and community infrastructure to meet, not just the needs of the existing community, but the needs of the workers, students, residents and visitors to the Sub-precincts in the future. The preferred location for the multi-purpose community facility and library is ideally within the WBPS, however, it could still meet the needs of the community if it was located elsewhere within the Sub-precincts.

The social infrastructure proposed to be located within the Sub-precincts are:

- 2,800-3,200sqm GFA multi-purpose community and library hub
- 2,000sqm of cultural spaces such as maker spaces, local theatre and workshop spaces
- A minimum 2 Hectares of public open space including; hard and soft surfaces; passive and active recreation spaces; day and night spaces; communal gathering spaces; spaces for lunch; outdoor learning pods; and outdoor work stations.
- 1 District play space
- Active recreation;
 - Indoor sports centre
 - 1 outdoor fitness station
 - 1 skate friendly area



Figure 146: Culture and Community Possible Locations



- | | | | | |
|---|---|--|--|--|
| Sub-precinct Boundary | District community and library hub | District cultural spaces such as maker spaces, flexible event spaces | Active/Passive Recreation Opportunity | Local cultural theatre space - Entertainment Hall, Power Station |
| Local flexible workshop and co-working spaces - Control room, Power Station | District park - Adjoining the waterfront | Play space - Within the district park | Outdoor fitness station - Smaller open space next to the district park | Informal skating area - In open space north of power station |
| Active/Passive Recreation Opportunity | District indoor sports/ recreation centre | The Bays station entry | | |

4.16 Precinct Activation

The diagram adjacent suggests an indicative variety of destinations and attractions that can facilitate precinct activation in the early phases of redevelopment when The Bays station is open, but the remainder of the precinct is not fully developed.

These include;

- The Bays station entry and plaza
- Building entries for the commercial over-station development
- A mixed use building on the western edge of The Bays station that may include retail, food and beverage and/or bike storage
- The coal loader building and reinstated awning that may include covered outdoor gathering spaces, precinct wayfinding, food and beverage and/or bike store/workshop
- Multi-purpose community hub/library is ideally located within the White Bay Power Station, however, it could still meet the needs of the community if it was located elsewhere within the Sub-precincts in the early stages of redevelopment
- A proportion of the waterfront park



Figure 147: Precinct Activation



4.0 Urban Design Framework

4.17 Connectivity

4.17.1 Street Hierarchy

The UDF ensures ongoing flexibility for the precinct by allowing all main streets and local streets to cater for a variety of vehicles, including light vehicles, vans, buses, coaches and heavy vehicles. However, there is a strong focus on prioritising walking, cycling and public transport within the Sub-precincts.

Two options for the proposed street hierarchy have been identified which consider the need for local traffic to access the Sub-precincts, whilst also managing vehicle access to the White Bay Cruise Terminal (WBCT). Vehicles accessing the WBCT include private passenger vehicles, ride share/car share/taxis, service vehicles, and coaches carrying passengers to and from the Terminal.

Constants across the Options

The following elements remain as a constant across the two street options;

- A high proportion of trips within the precinct will be made by walking, cycling and/or public transport, which means that traffic levels are not expected to be high. Traffic levels are expected to align with the local street typologies planned within the precinct.
- The UDF identifies that there may be potential for the some vehicles accessing the WBCT to use Robert Street instead of relying on a separate street servicing the WBCT. This will be subject to future investigations and will include analysis on the operation and traffic movements of Robert Street and intersections.
- A one-way shared street immediately south of The Bays station provides for a low speed, calmed environment accommodating pedestrians, cyclists, taxis, rideshare vehicles and service vehicles for The Bays station and commercial over-station development. This civic space may also need to accommodate bollards and street furniture for special event operations and security.
- Civic spaces are comprised of the local street (controlled access) south of The Bays station and the service access to the White Bay Power Station.
- The broader Bays West precinct and strategic vision identified in the Bays West Place Strategy will take time to occur, which means levels of natural precinct activation will rely on activity around the station, associated public spaces and trips by all modes to/through the precinct.

- This Master Plan explores an option where a section of the existing Robert Street (between Buchanan Street and the existing warehouse buildings opposite the Ports land) could be utilised in the future by traffic from the new Bays West town centre precinct travelling to the Cruise terminal on cruise days. Utilising Robert Street in this way would avoid duplicating road infrastructure and could reduce road network complexity and built form outcomes, particularly for the Robert Street Sub-precinct. It is acknowledged that any change would require further detailed investigation, traffic studies, community consultation and modification to the existing Conditions of Consent for the White Bay Cruise Terminal.

Option 1: Primary street out the front of Metro Station

A tiered street network is proposed, that has several different street typologies to service the differing needs of the Precinct.

Light vehicles and coaches associated with the WBCT traverse along the front of the Metro station. This provides a shorter travel path of WBCT associated vehicles and overall reduces their interface with other precinct users at the southern part of the Sub-precinct. This traffic would occur only during events at the WBCT or when a cruise liner is berthed.

A network of local streets provide for access to the White Bay Power Station and the development parcels south of The Bays station. However, the primary street in front of the Metro station could act as a barrier between the station and the White Bay Park/harbour and would require additional funding to meet the Day 1 requirements for the station.



Art Gallery Road and the Domain (carries heavy vehicles and light vehicles associated with the Art Gallery and Mrs Macquarie's Chair). Courtesy: Google Maps



Hospital Road and the Domain (carries services vehicles from the Court and Hospital and Macquarie Street East precinct). Courtesy: Google Maps

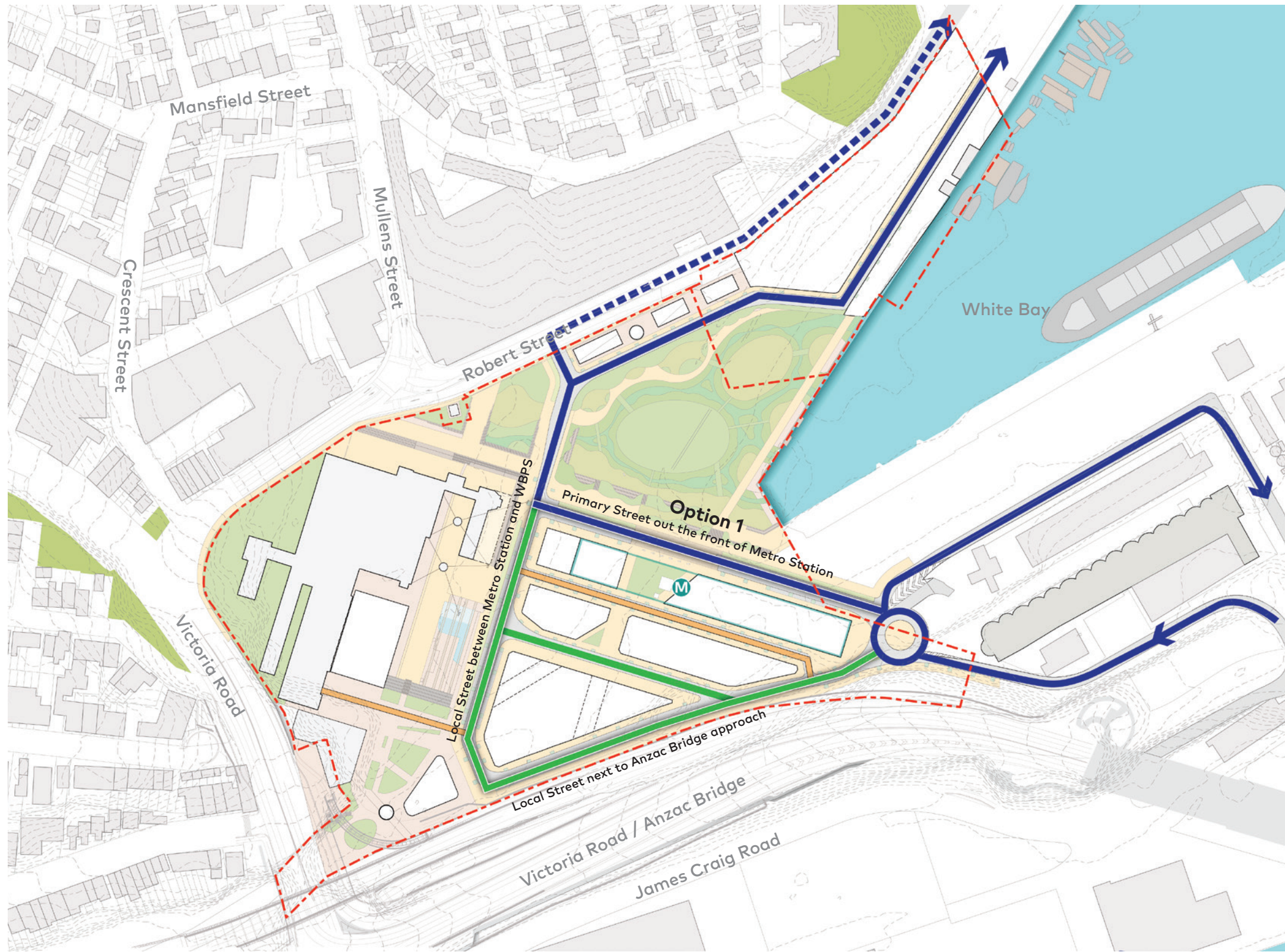


Figure 148: Street Hierarchy - Option 1: Primary street out the front of Metro Station

- Sub-precinct Boundary
- The Bays station entry
- Metro Station development site
- Main Street
- Local Street
- Local Street / Civic Space (controlled access)
- Robert Street Opportunity for Traversing Cruise Traffic

Note: Street typologies are from the NSW Movement and Place Framework

4.0 Urban Design Framework

4.17 Connectivity

Option 1 has inherent strengths and weaknesses and presents a different outcome for the precinct. These include:

Pros

- Inclusion of an alternate route for through traffic associated with the WBCT provides opportunities for lower traffic streets within the WBPS Sub-precinct. This in turn creates greater opportunities for the use and function of WBPS and broader Sub-precinct.
- Provision of route options (street out the front of the Bays Station and alternate route around the Sub-precinct) allow for greater flexibility.
- Potential for road closure for events of either the primary street out the front of The Bays station or local streets adjacent to the White Bay Power Station whilst still facilitating vehicular movement through the Sub-precincts
- Reduced active transport conflict with lower traffic volumes along local streets adjacent to the White Bay Power Station and Anzac Bridge approach

Cons

- Street out the front of The Bays station is a barrier for access to the proposed White Bay Park.
- Rather than the provision of a singular street around the Sub-precinct in comparison to Option 2, an additional number of streets are required for Day 1 functionality of The Bays station and the Sub-precincts.



Barangaroo Ave, a two-lane street between active uses and waterfront park, serves taxis and service vehicles as well as general traffic. Coutesy: Google Maps

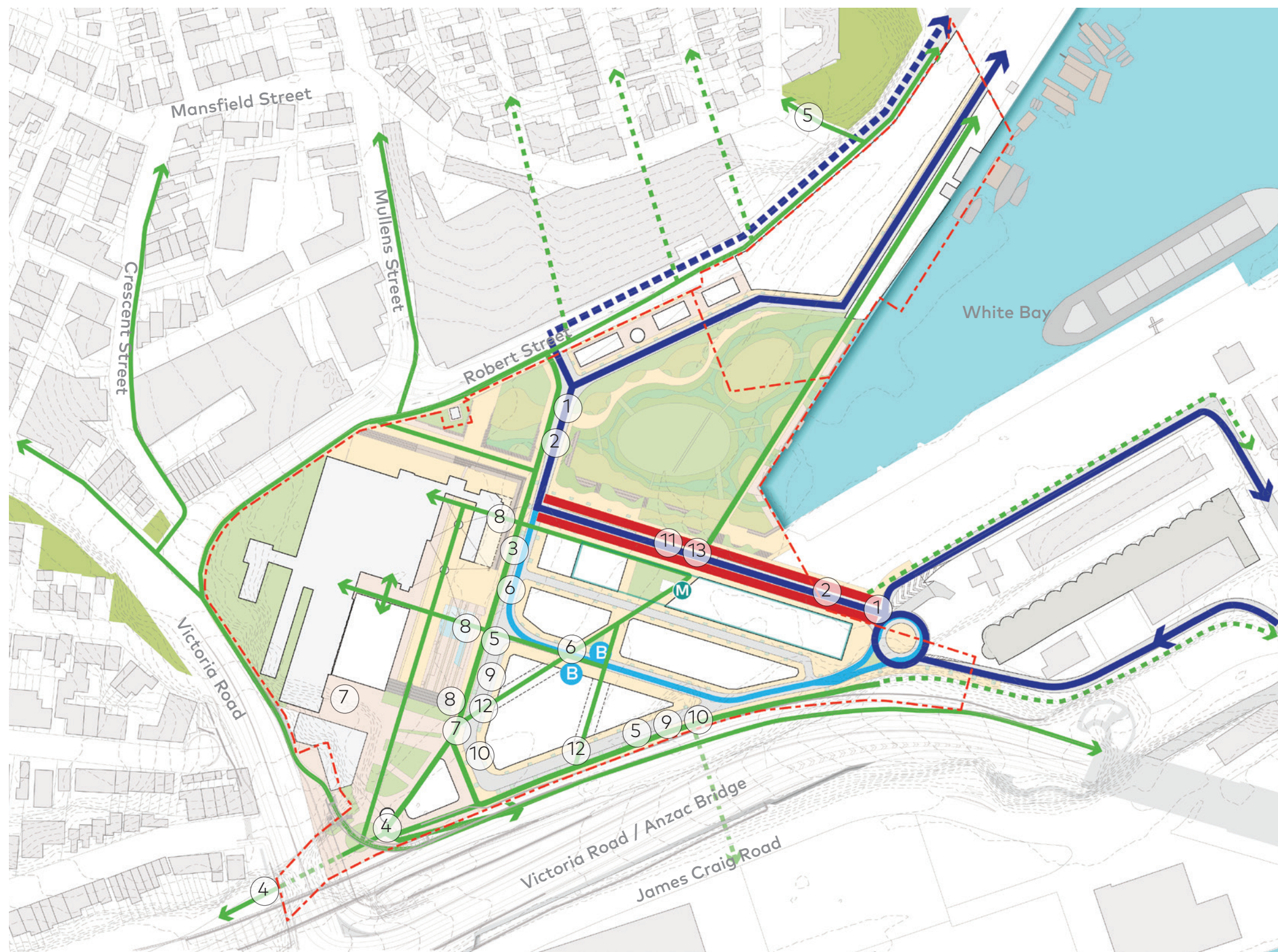
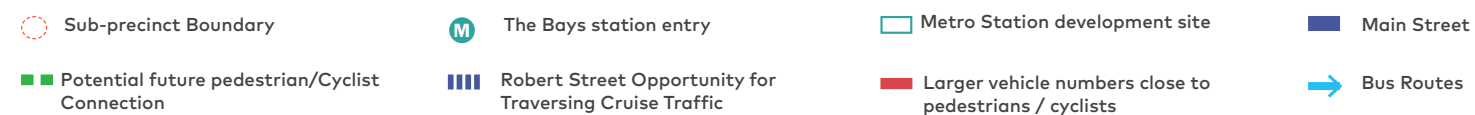


Figure 149: Option 1: Street Hierarchy and Pedestrian Connectivity Evaluation



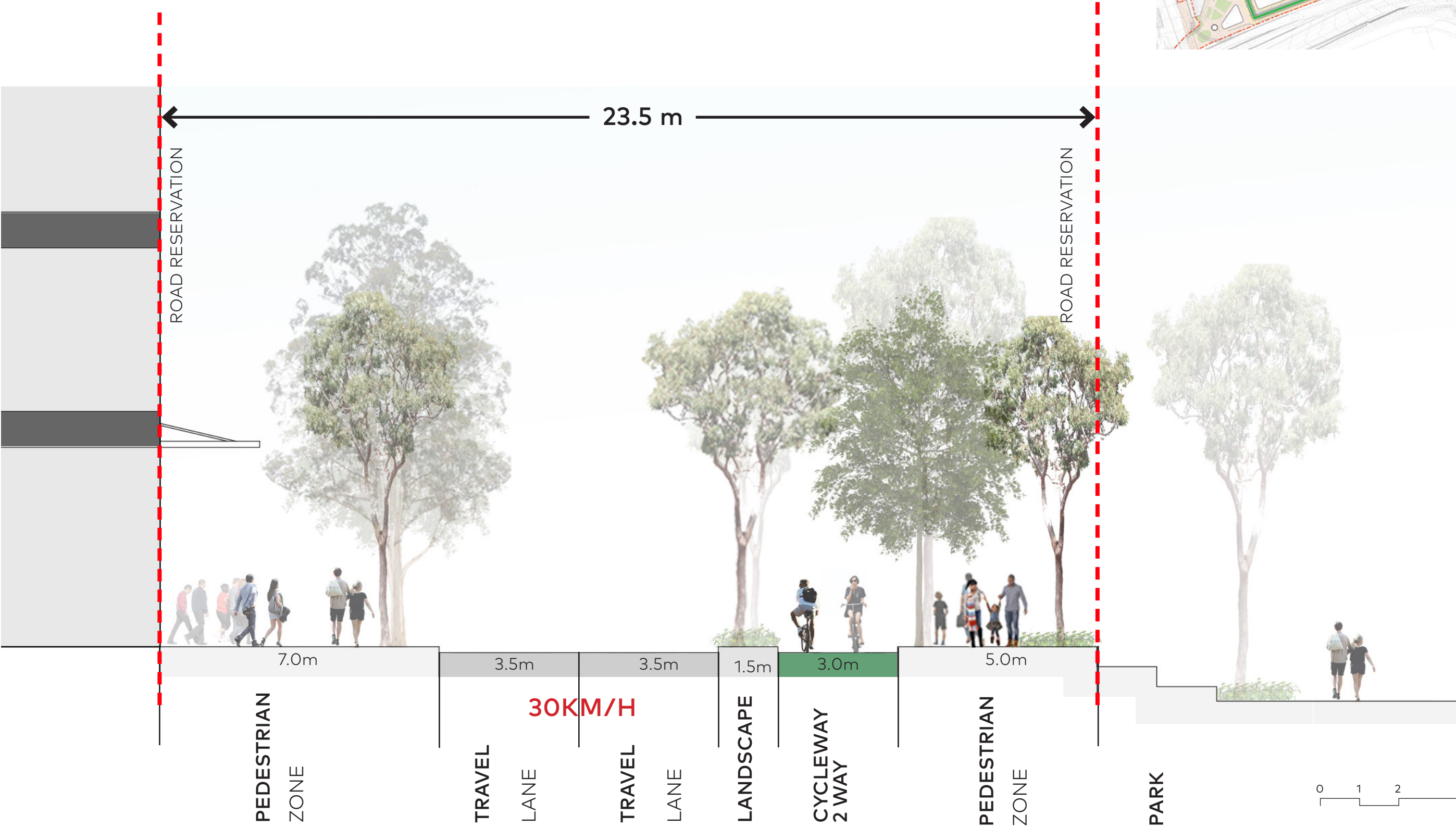
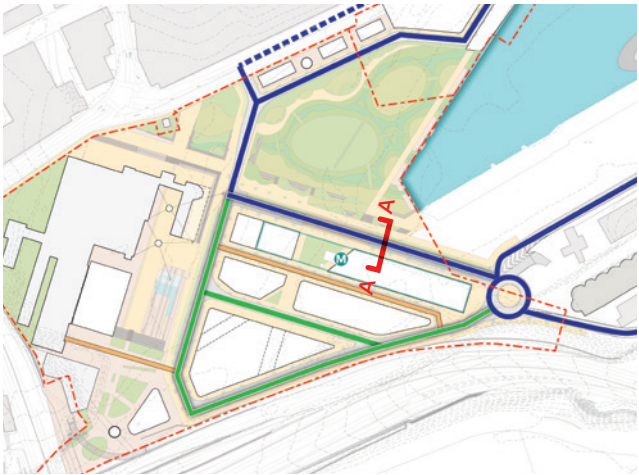
Note: The above is subject to further investigation as the renewal of the sub-precinct occurs over time.

- ① A shorter path of travel for light vehicles and coaches associated with the White Bay Cruise Terminal is provided which traverse fewer pedestrian crossings
- ② A reduction in the length of interface between WBCT vehicles and other precinct users
- ③ A street alongside the White Bay Power Station which has fewer vehicle movements, enabling a better address to White Bay Power Station
- ④ Enhanced pedestrian and cycle connectivity to the Rozelle Railway Parklands and associated connections
- ⑤ Allows for separation of vehicles associated with WBCT from local vehicles accessing the development south of The Bays station
- ⑥ Allows for the separating of bus interchange movements and coaches set down/pick up associated with WBCT
- ⑦ Allows for separation of the White Bay Power Station associated traffic from WBCT vehicles. This could include event bump in bump out and servicing vehicles
- ⑧ Better permeability between the White Bay Power Station and the development parcels/ The Bays station
- ⑨ Alternative route in front of The Bays station, creates opportunities for reduction of vehicles within the finer grain street network
- ⑩ Potentially reduces the interactions between WBCT vehicles and construction vehicles as the Sub-precincts are developed
- ⑪ Inclusion of a street alongside The Bays station increases opportunities for passive surveillance and activity from vehicles
- ⑫ Potentially reduces the number of signalised intersections/crossings
- ⑬ Introduces a connectivity barrier on the northern address of The Bays station

4.0 Urban Design Framework

Typical Street Sections

Option 1: Primary street out the front of Metro Station - Main Street
(East Metro Station)



4.0 Urban Design Framework

4.17 Connectivity

Option 2: Primary street next to the Anzac Bridge approach

A tiered street network is proposed, that has several different street typologies to service the differing needs of the broader Precinct.

WBCT associated vehicles traverse an external main street at the perimeter of the Sub-precinct through to the WBPS eastern boundary and on to Robert Street and the WBCT. This main street also provides for vehicular access to/from the White Bay Power Station and the local streets and civic spaces within the development parcels south of The Bays station. This allows for a civic space in front of the Metro station that integrates with White Bay Park

Civic spaces are comprised of the local street (controlled access) south of The Bays station and the service access to the White Bay Power Station. Another civic space is provided on the northern side of The Bays station with a priority for walking and cycling movements with no vehicles proposed in this location.

This option introduces a longer travel path for WBCT-associated vehicles through the Sub-precincts and introduces a higher traffic street that separates The Bays station from the wider precinct including the WBPS, Rozelle Parklands and surrounding communities.



Barangaroo Metro Station arrival adjoining a waterfront park. Courtesy: Sydney Metro
Above image is Indicative only and subject to design development by Sydney Metro

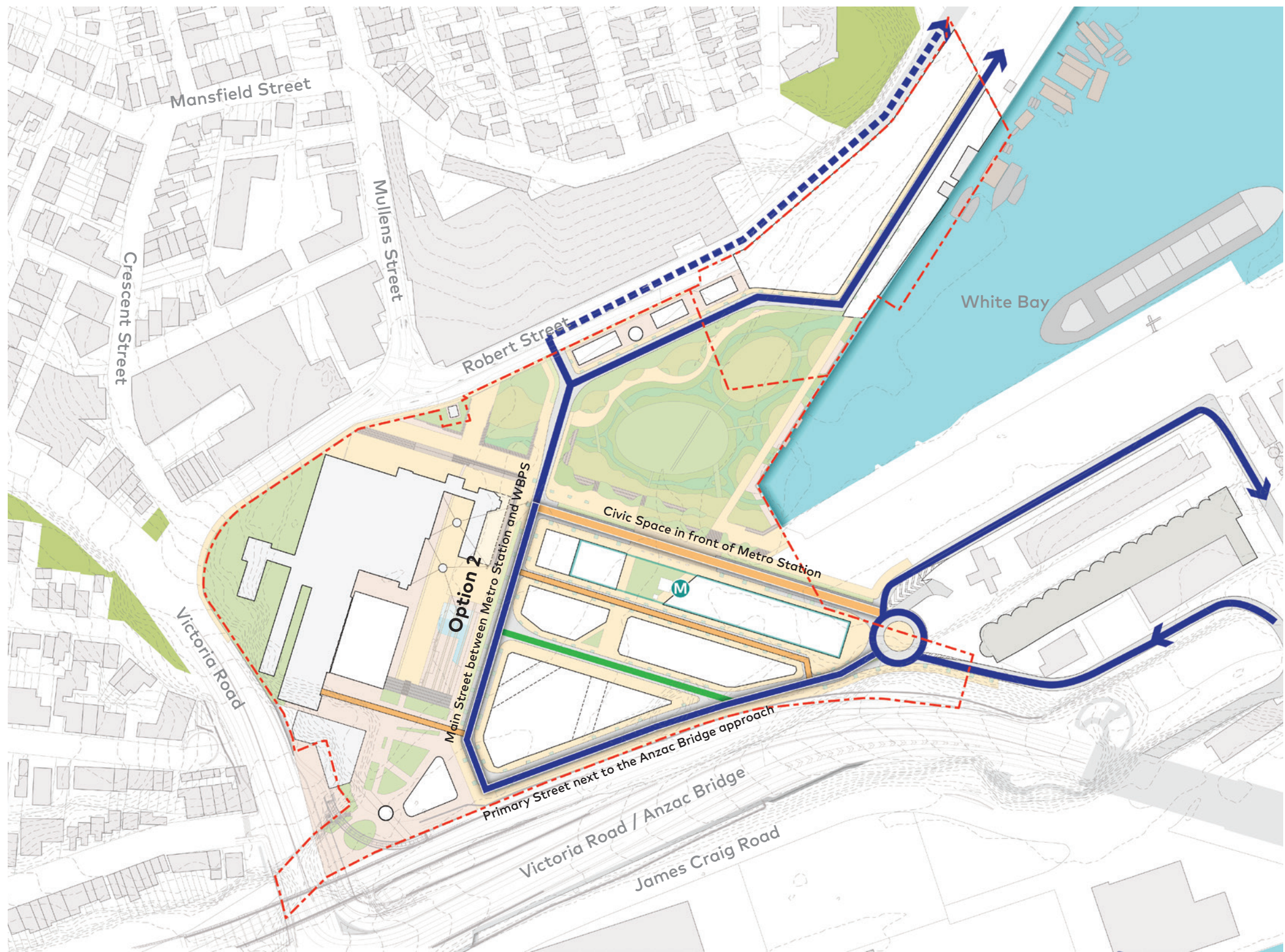
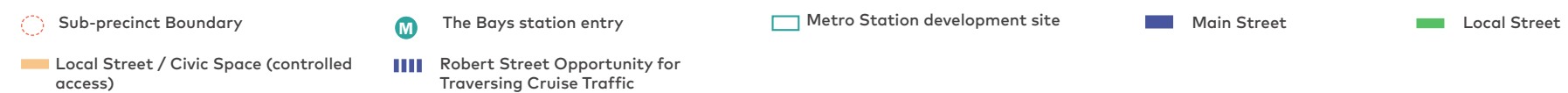


Figure 150: Street Hierarchy - Option 2: Primary street next to the Anzac Bridge approach



Note: Street typologies are from the NSW Movement and Place Framework

4.0 Urban Design Framework

4.17 Connectivity

Option 2 has inherent strengths and weaknesses and presents a different outcome for the precinct. These include:

Pros

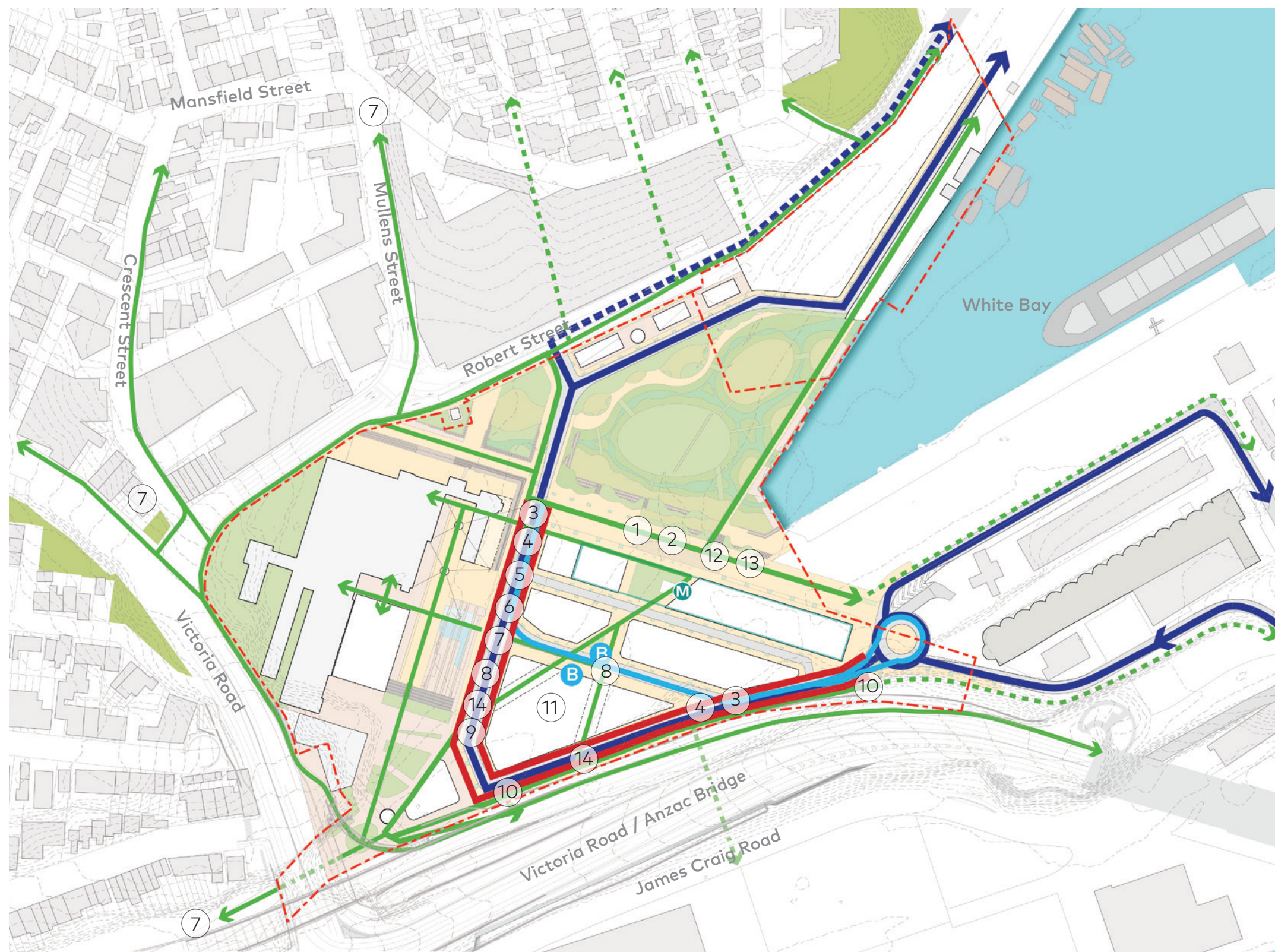
- Allows unimpeded pedestrian access from The Bays station and development immediately south.
- Improved opportunities for events in park and area north of The Bays station.
- Reduced number of streets required for Day 1 functionality of the Sub-precincts and The Bays station

Cons

- The Primary street next to the Anzac Bridge approach separates The Bays station from the wider precinct including WBPS, Rozelle Parklands and surrounding communities
- A higher traffic street adjacent to White Bay Power Station may limit renewal opportunities for White Bay Power Station
- Singular access road creates network function risks
- Singular road prevents any temporary events in public domain / streets – either adjacent to White Bay Power Station or elsewhere
- Increased potential active transport conflict along the primary street as it will be carrying precinct and through traffic associated with the WBCT. This is a potential challenge for active transport users utilising the Rozelle Railyard Parkland connection which may connect to Glebe Island Bridge



Main Street located in a north-south configuration between the White Bay Power Station and White Bay Park and The Bays station

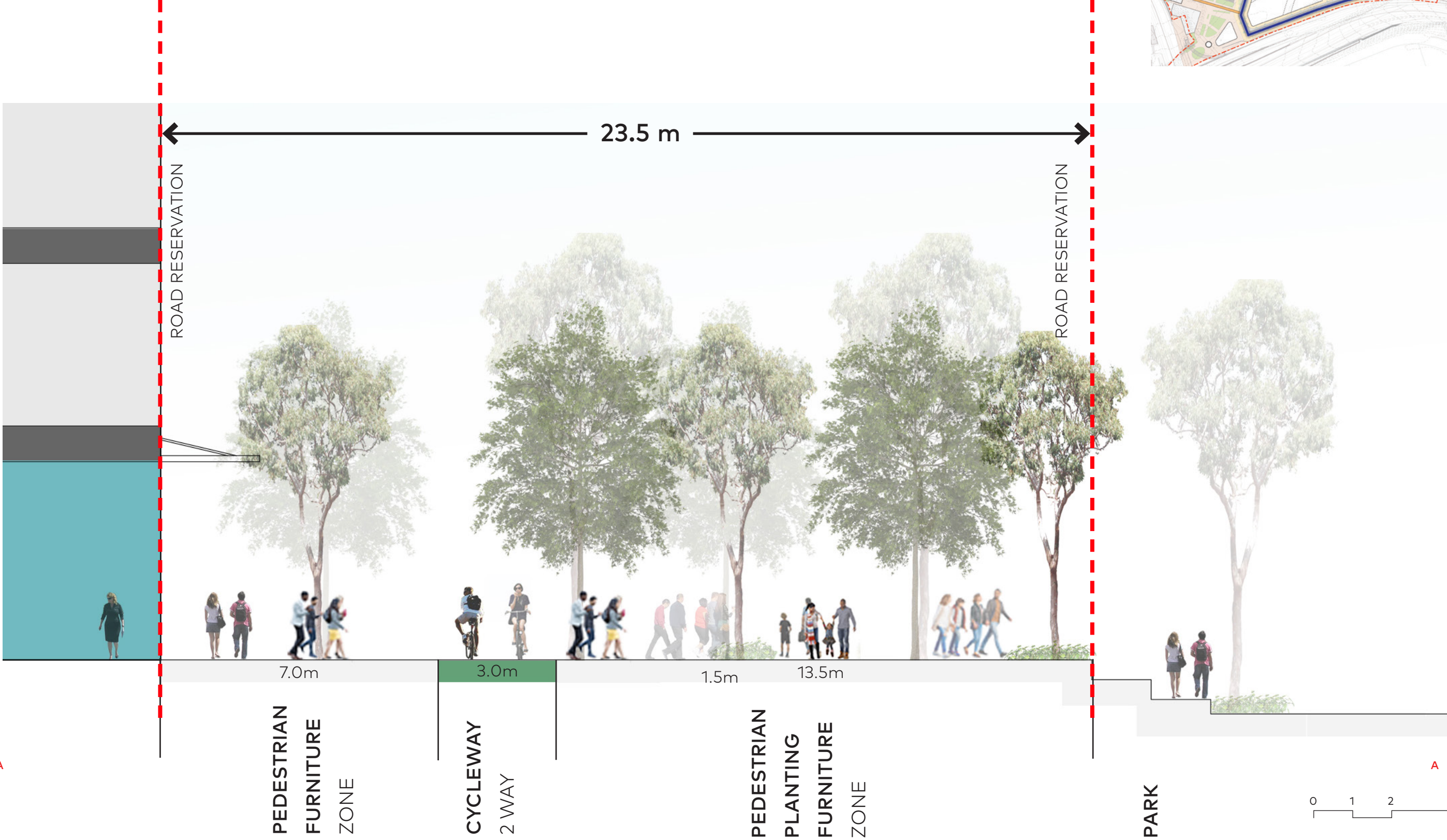
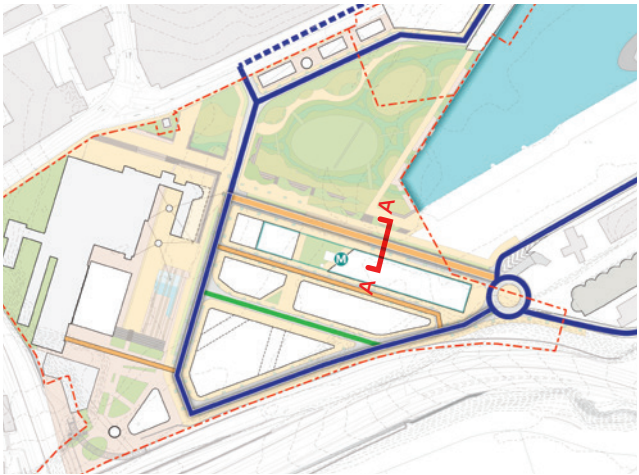


- ① Reduced interaction between pedestrians and vehicles
- ② The provision of a dedicated off-road cycle path
- ③ May increase travel times for light vehicles and coaches associated with the White Bay Cruise Terminal due to longer travel path and potentially more crossings with pedestrians and cyclists
- ④ An increase in the overall length of interface between WBCT vehicles and other precinct users
- ⑤ A higher-volume traffic street separating the White Bay Power Station from the rest of the Sub-precincts
- ⑥ Impeded access from WBPS to the White Bay Park and The Bays station
- ⑦ Single street carries all traffic within the precinct and through traffic associated with WBCT
- ⑧ Bus interchange movements and coach set down / pick up associated with WBCT is required to travel jointly alongside primary road for greater distance
- ⑨ Increased interaction between vehicles associated White Bay Power Station associated traffic from WBCT vehicles . This could include event bump in bump out and servicing vehicles. This could include event bump in bump out and servicing vehicles
- ⑩ Pedestrian and cyclists accessing a potential future link to Pyrmont from Glebe Island or broader precinct from Rozelle Railyard Parklands connection have longer travel alongside precinct and WBCT through traffic as only one street is provided
- ⑪ Potentially increases the interactions between WBCT vehicles and construction vehicles as the Sub-precincts are developed
- ⑫ Reduced vehicle movements around The Bays Station may reduce opportunities for passive surveillance and activity
- ⑬ Provides better pedestrian connectivity by enabling an activated civic space between the station, White Bay Park and the harbour
- ⑭ Potentially increases the number of signalised intersections/crossings

4.0 Urban Design Framework

Typical Street Sections

Option 2: Primary street next to the Anzac Bridge approach
(East Metro Station)



The images below show the different pedestrian, cyclist and vehicular environments under the two options. Please refer to Section 5.10 of this report for more information.

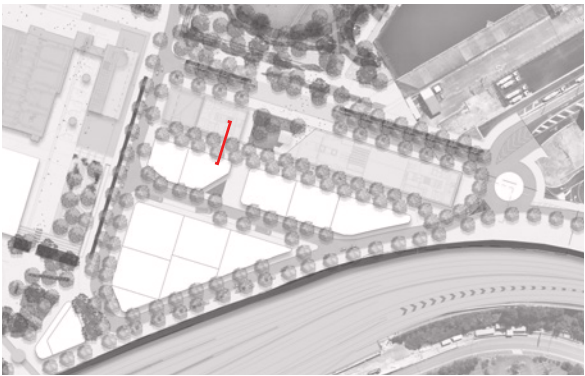
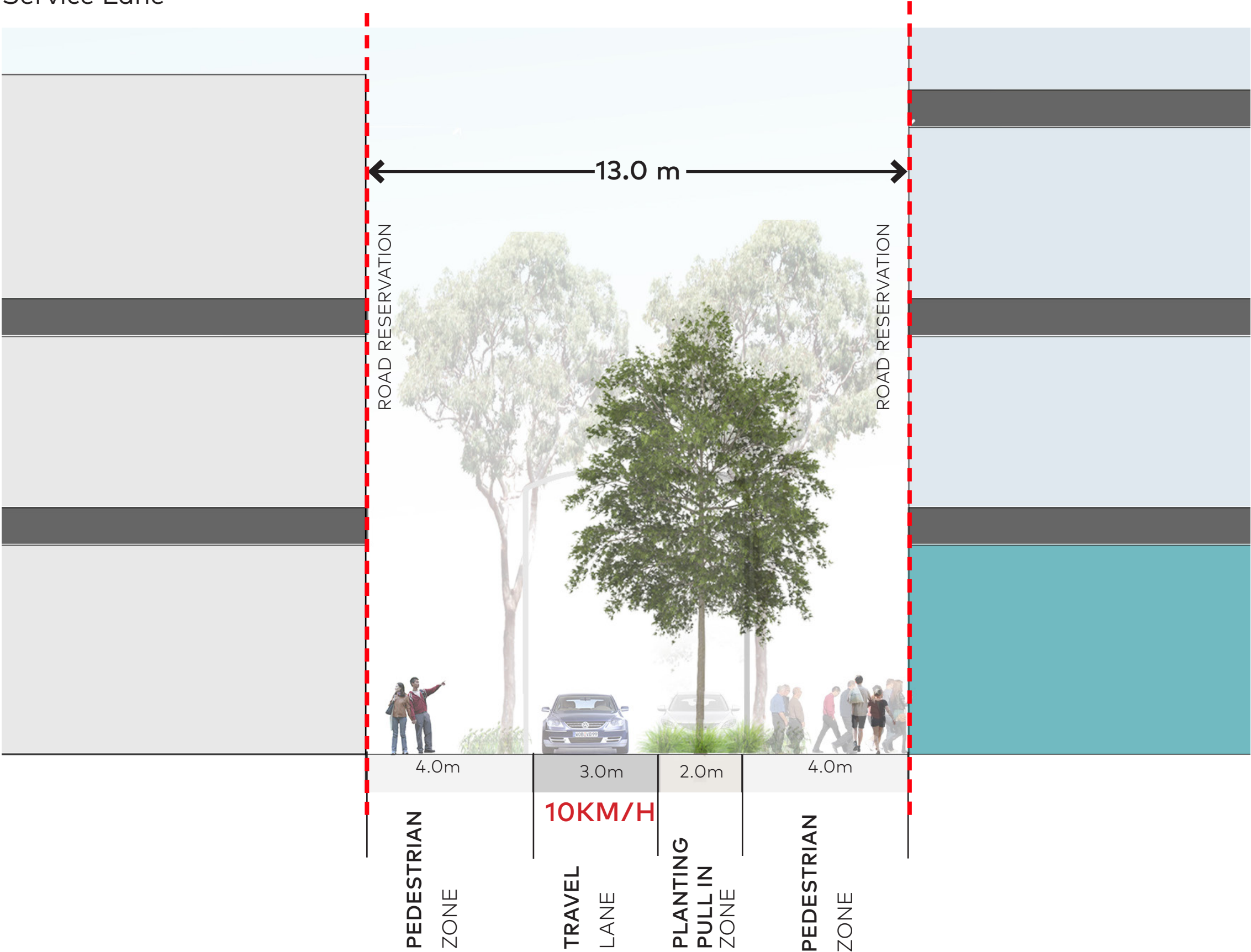


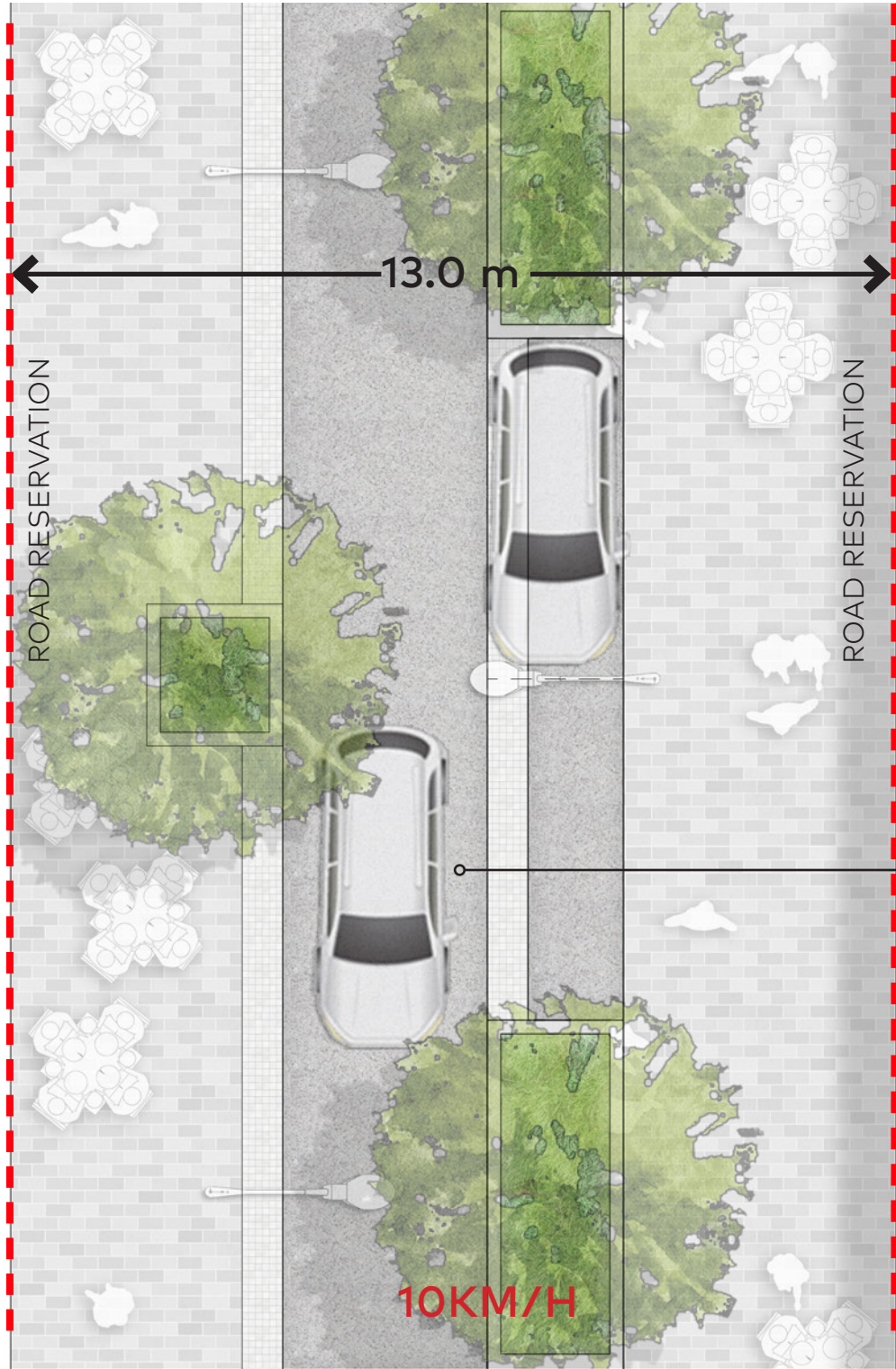
Option 1: Primary street out the front of Metro Station
Views looking East towards the Silos. With vehicles present Bollards and landscape elements will improve safety and signalise caution to motorists and pedestrians alike. Metro Station indicative only and subject to design development by Sydney Metro.



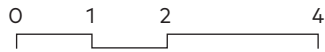
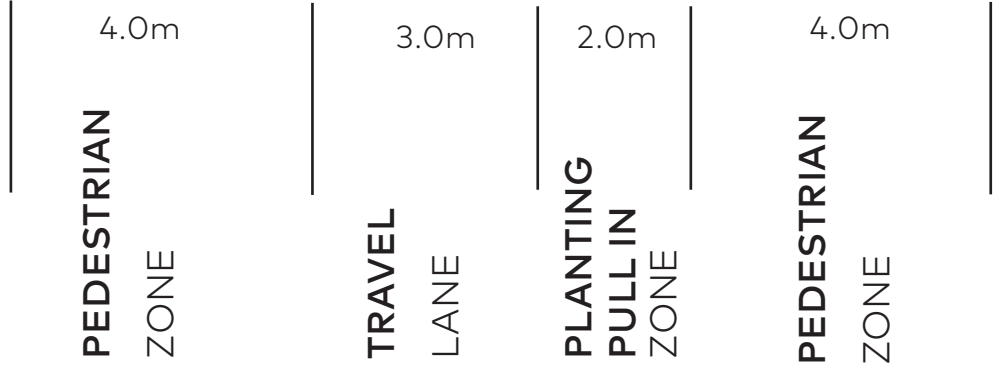
Figure 152: Option 2: Primary street next to the Anzac Bridge approach
View looking East towards the Silos. Without vehicles bollards are not required. Metro Station indicative only and subject to design development by Sydney Metro.

Typical Street Sections
Service Lane

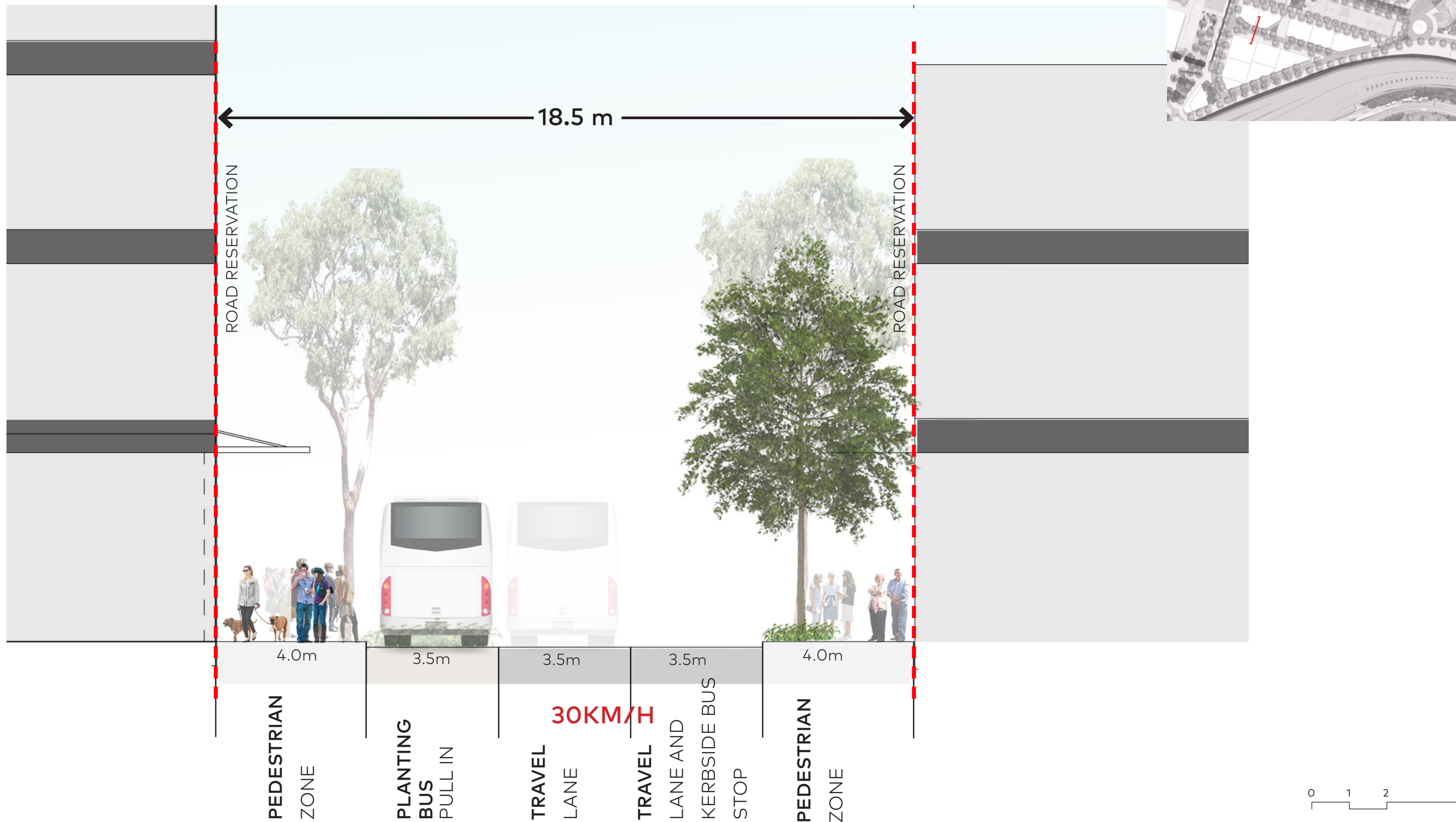


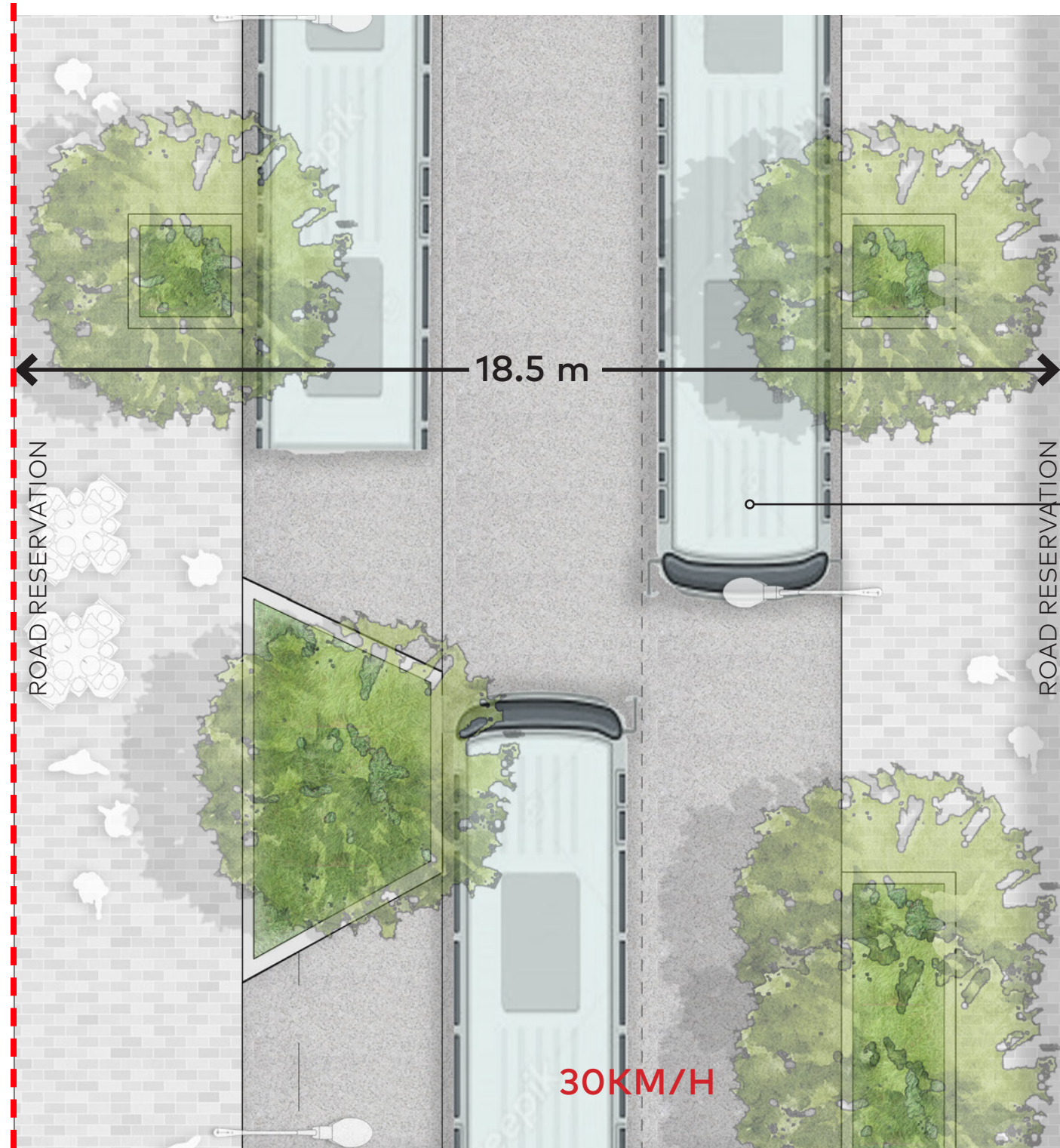


ONE-WAY STREET -
WEST TO EAST



Typical Street Sections
Local Street - With Bus Stops





4.0m
PEDESTRIAN
ZONE

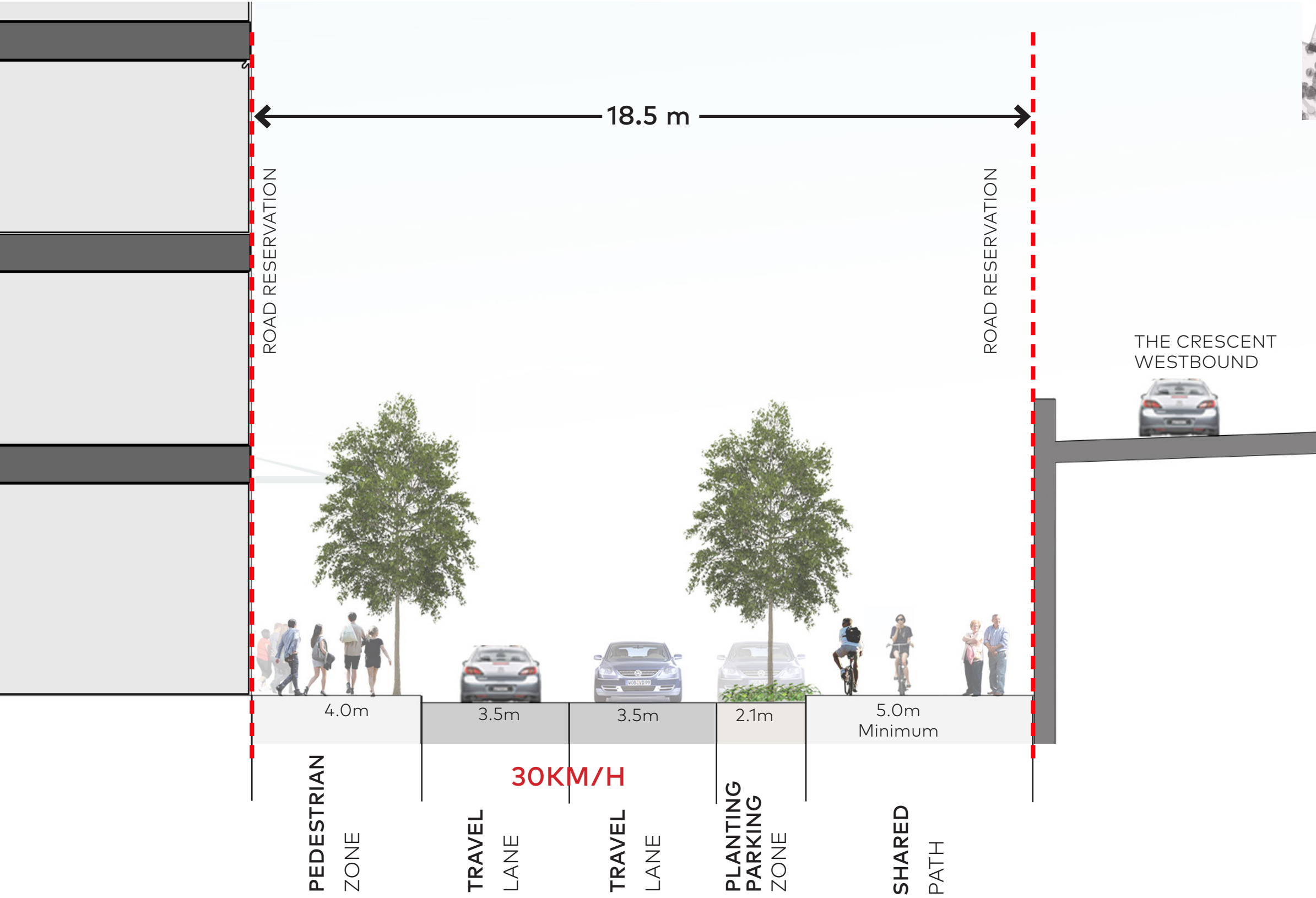
3.5m
PLANTING
BUS
PULL IN

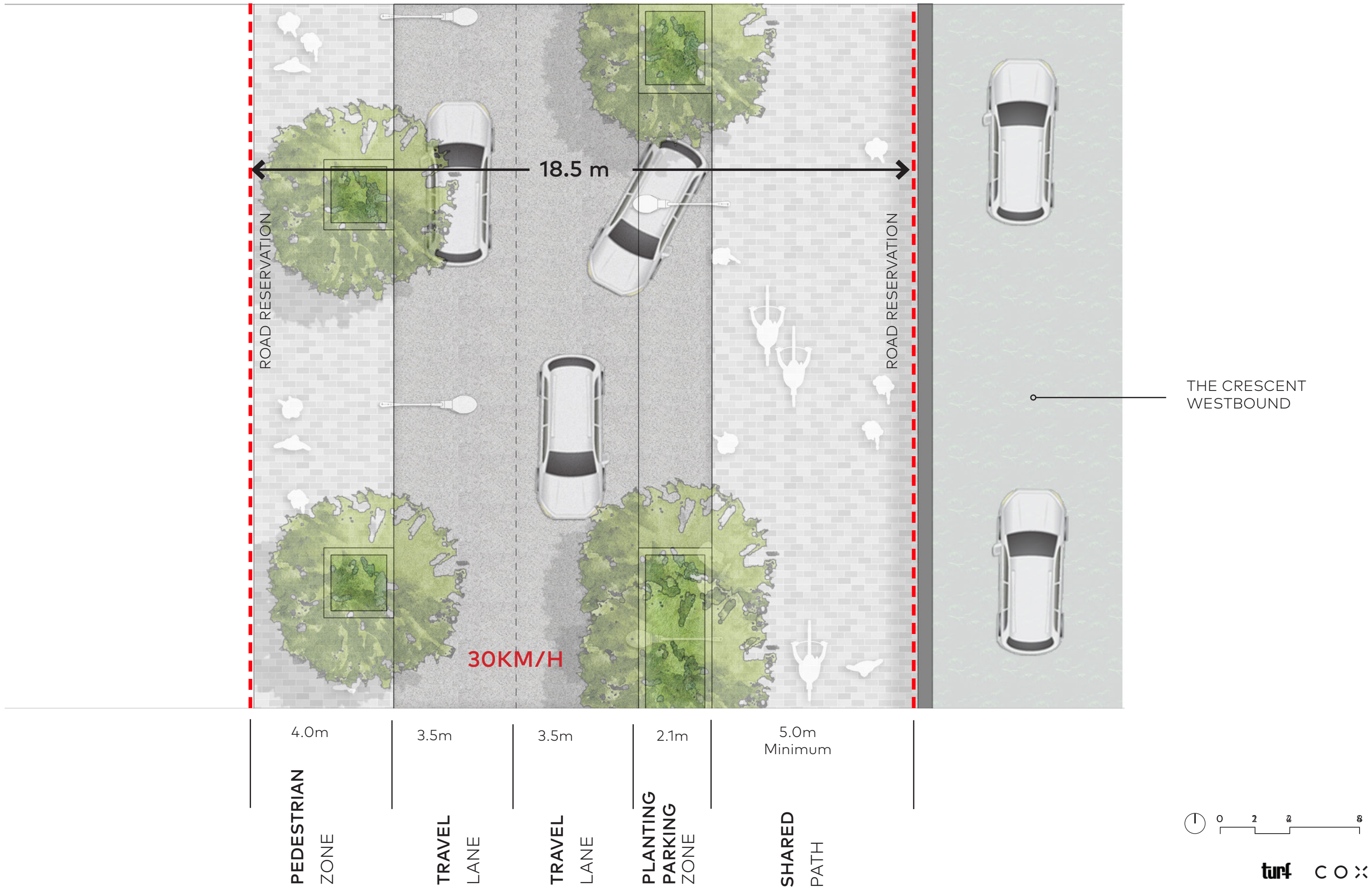
3.5m
TRAVEL
LANE

3.5m
TRAVEL
LANE

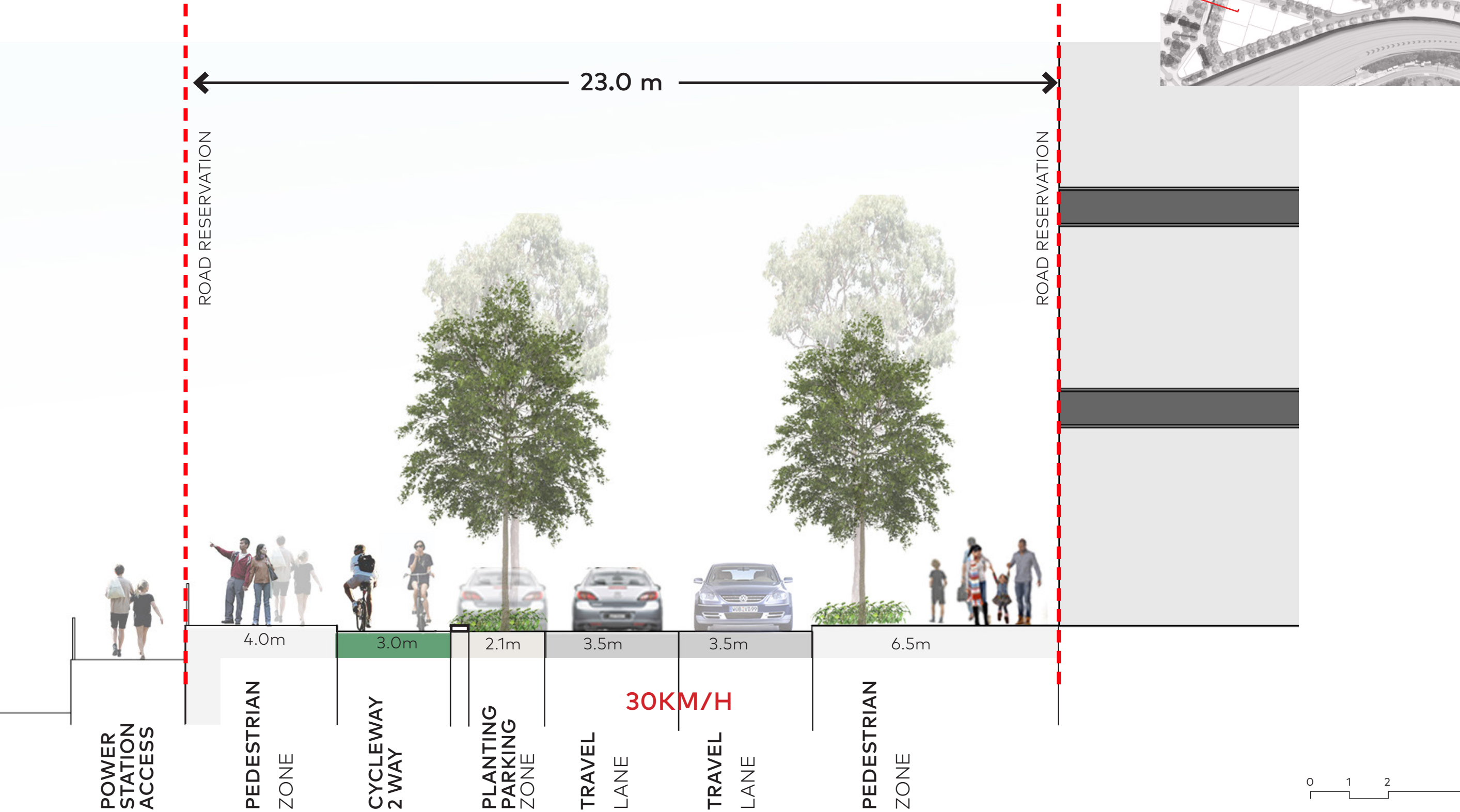
4.0m
PEDESTRIAN
ZONE

Typical Street Sections
Main Street/Local Street - Against Anzac Bridge Approach





Typical Street Sections
Main Street/Local Street - White Bay Power Station South



POWER
STATION
ACCESS

PEDESTRIAN
ZONE

4.0m

CYCLEWAY
ZONE

3.0m

PLANTING
PARKING
ZONE

2.1m

TRAVEL
LANE

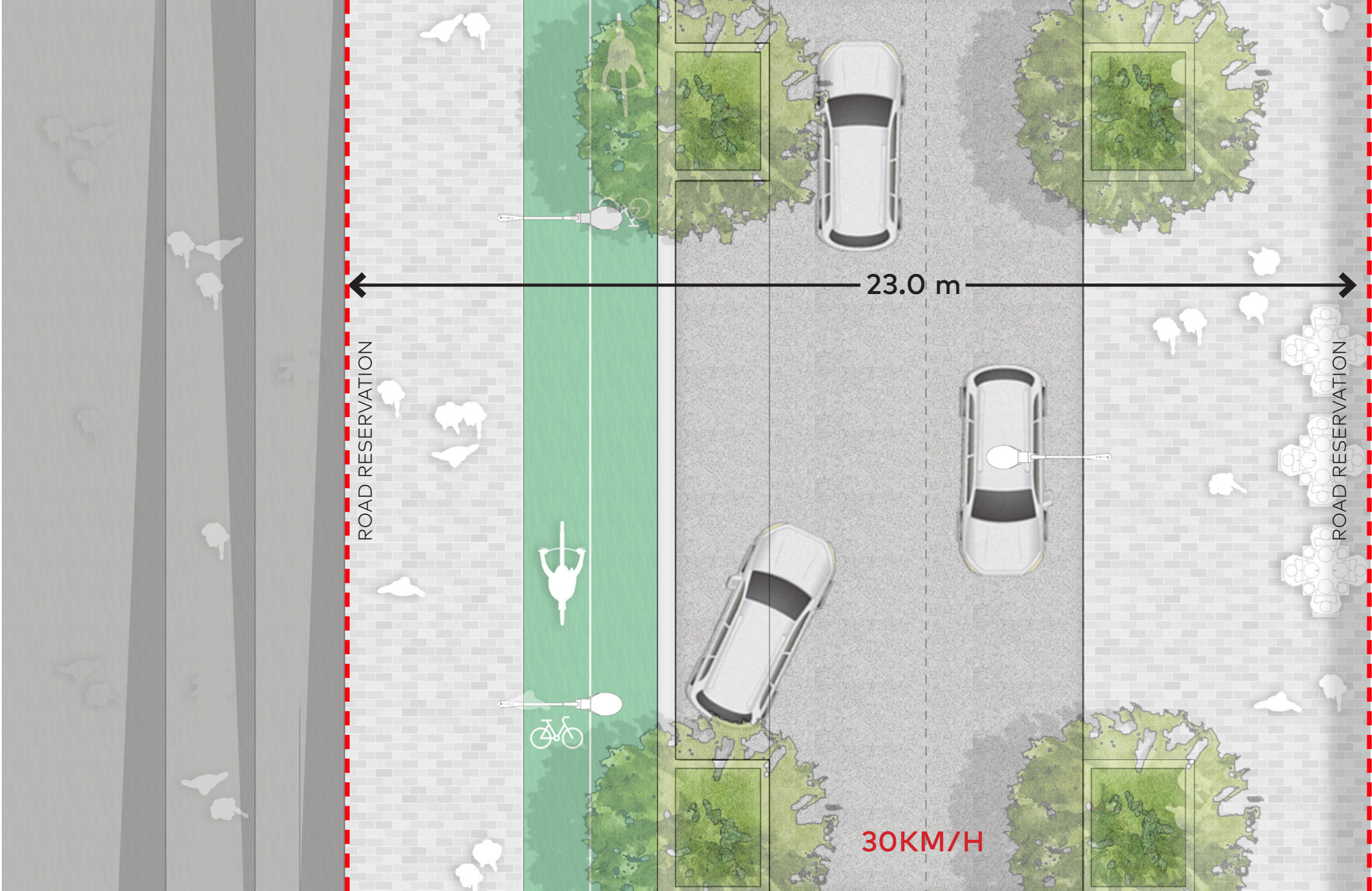
3.5m

TRAVEL
LANE

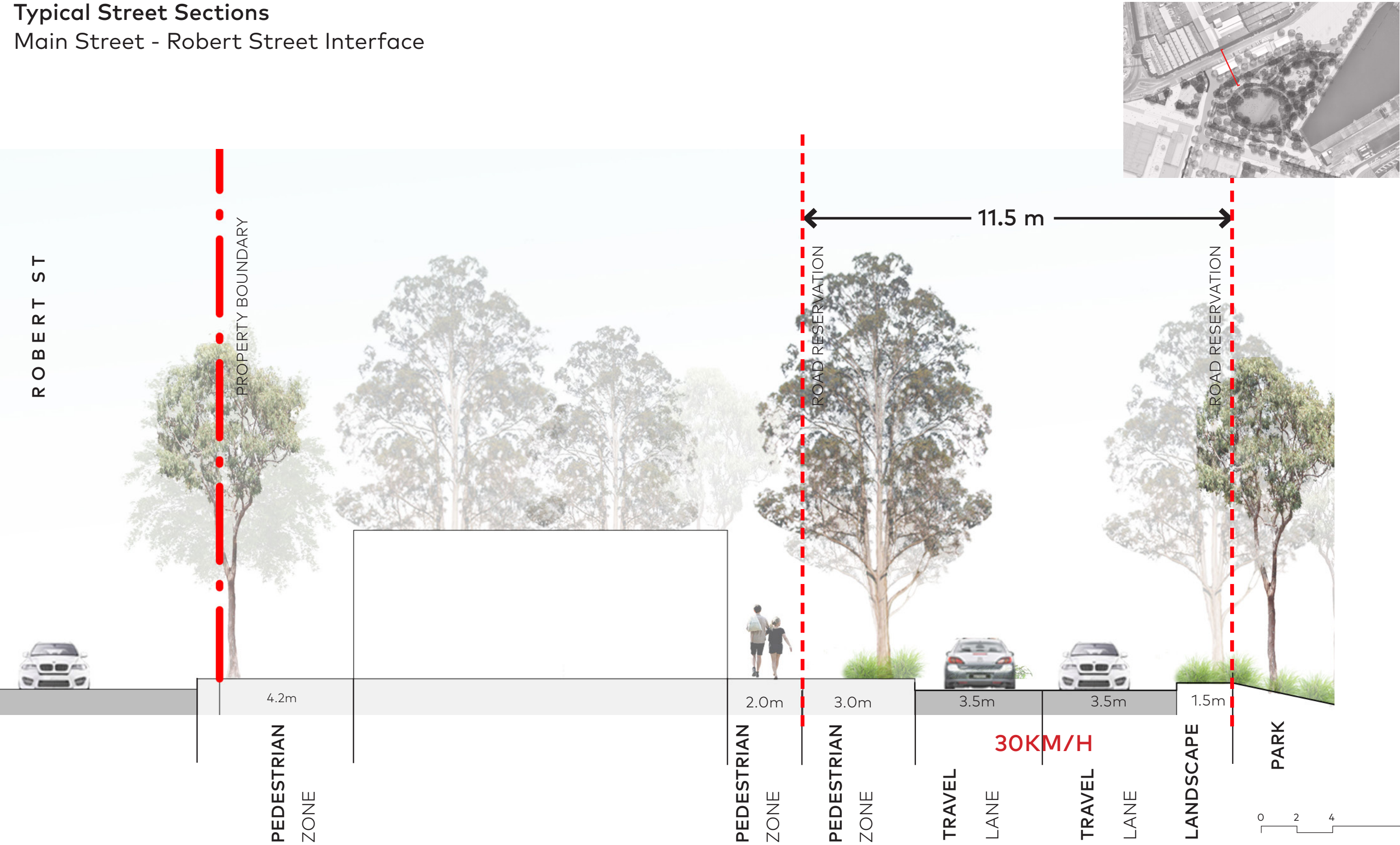
3.5m

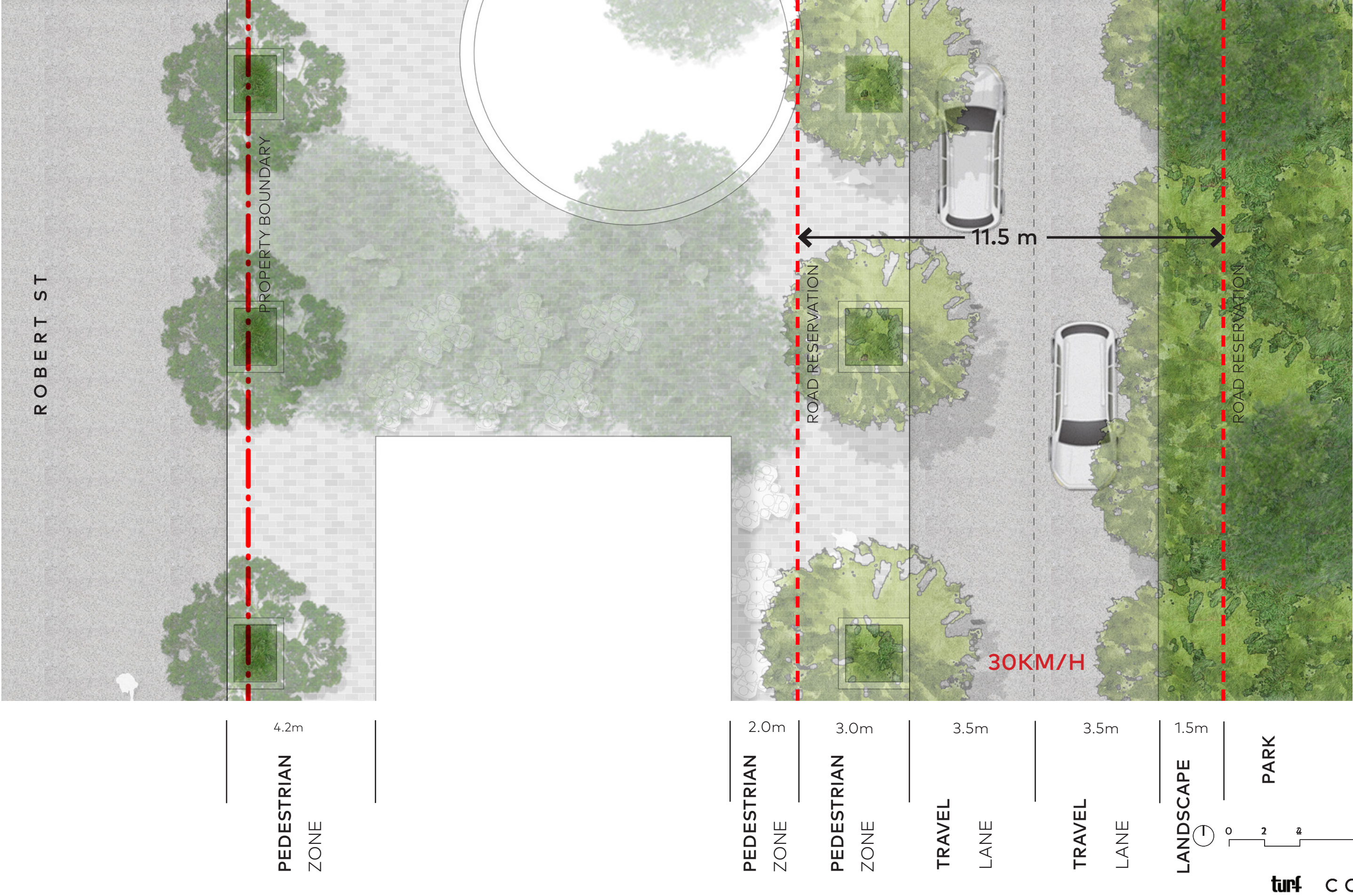
PEDESTRIAN
ZONE

6.5m



Typical Street Sections
Main Street - Robert Street Interface





4.0 Urban Design Framework

4.17.3 Active Transport

Pedestrian and cycle movement within the Sub-precincts will be comprised of a comprehensive pedestrian and bicycle network which includes a mixture of dedicated off-road routes, pedestrian and bicycle priority shareways and supported by end of trip facilities and parking.

The primary pedestrian and cyclist movement is comprised of regional connections to enable movements through the precinct, from the Rozelle Railyards Precinct, White Bay, to the Metro Station (achieved in each of the street hierarchy options), to the Anzac Bridge heading east via an at-grade connection to existing paths and to Glebe Island and on to Pyrmont and the Sydney CBD in the future via Glebe Island Bridge.

Secondary pedestrian and cyclist connections are provided to Victoria Road and Anzac Bridge and Victoria Road access in the south west of the precinct, via an underpass below Anzac Bridge to connect to Rozelle Bay, to Glebe Island as a secondary connection and to Mullens Street via a dedicated cycle path and footpath. A connection to a future active transport link to Pyrmont via Glebe Island is notionally shown in a number of locations, however, this is outside of the scope of this Master Plan.

A series of finer-grain, highly pedestrianised paths are located within all precinct streets and a comprehensive network extends in to the WBPS and the harbourfront parklands.

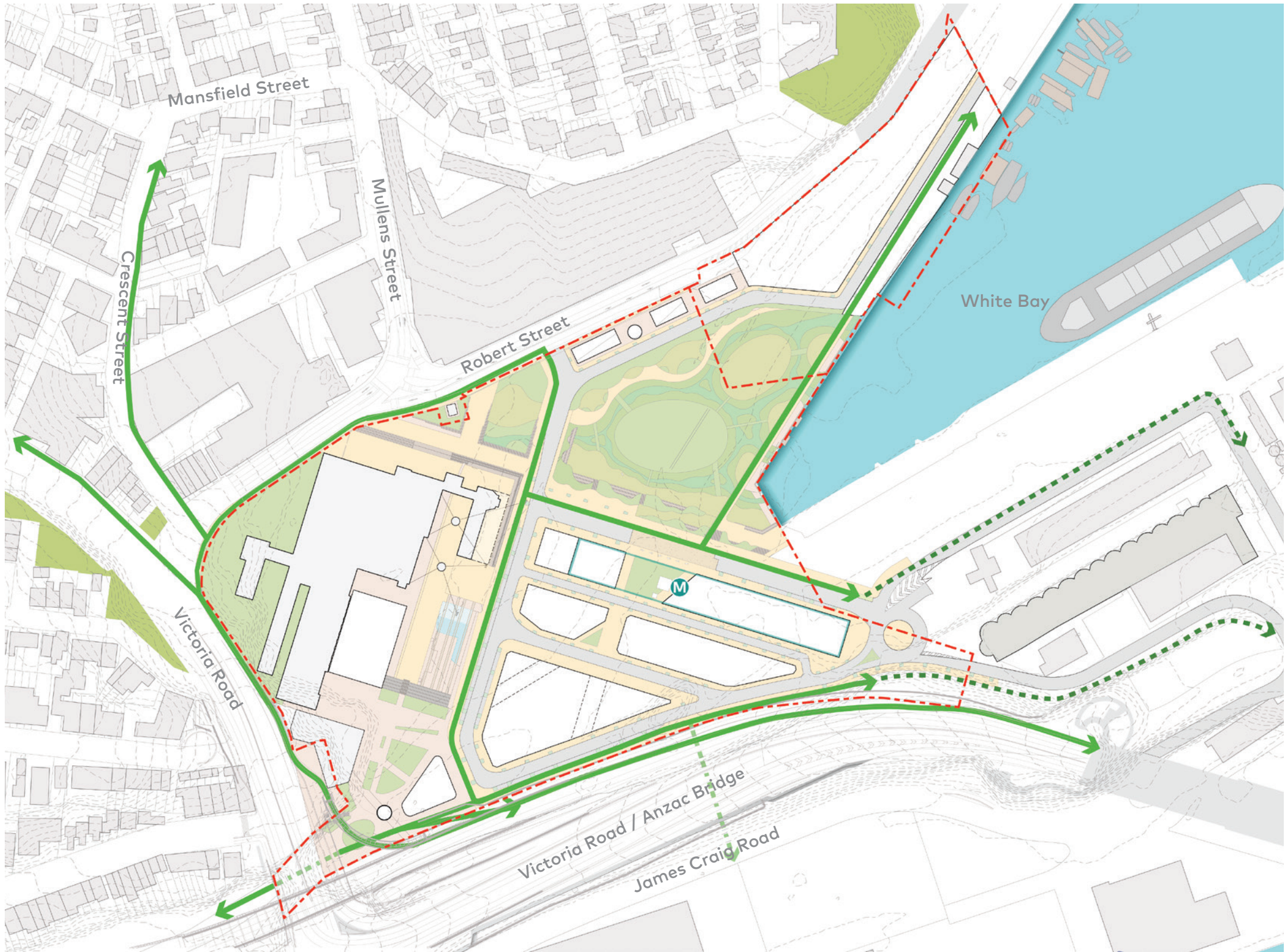


Figure 153: Active Transport

- Sub-precinct Boundary
- The Bays station entry
- Metro Station development site
- Primary Cycleway
- Potential Future Link to Pyrmont via Glebe Island



4.17.4 Pedestrian Connectivity

Option 1: Primary street out the front of Metro Station

To create a precinct that promotes walking as the primary mode crossing points that are safe and convenient are essential.

A range of crossing types have been suggested that align with the various street typologies and desire lines for all key trips. The various crossing locations and types are marked on the diagram adjacent.

Universal access is to be provided throughout the precinct without the need for paths with handrails.

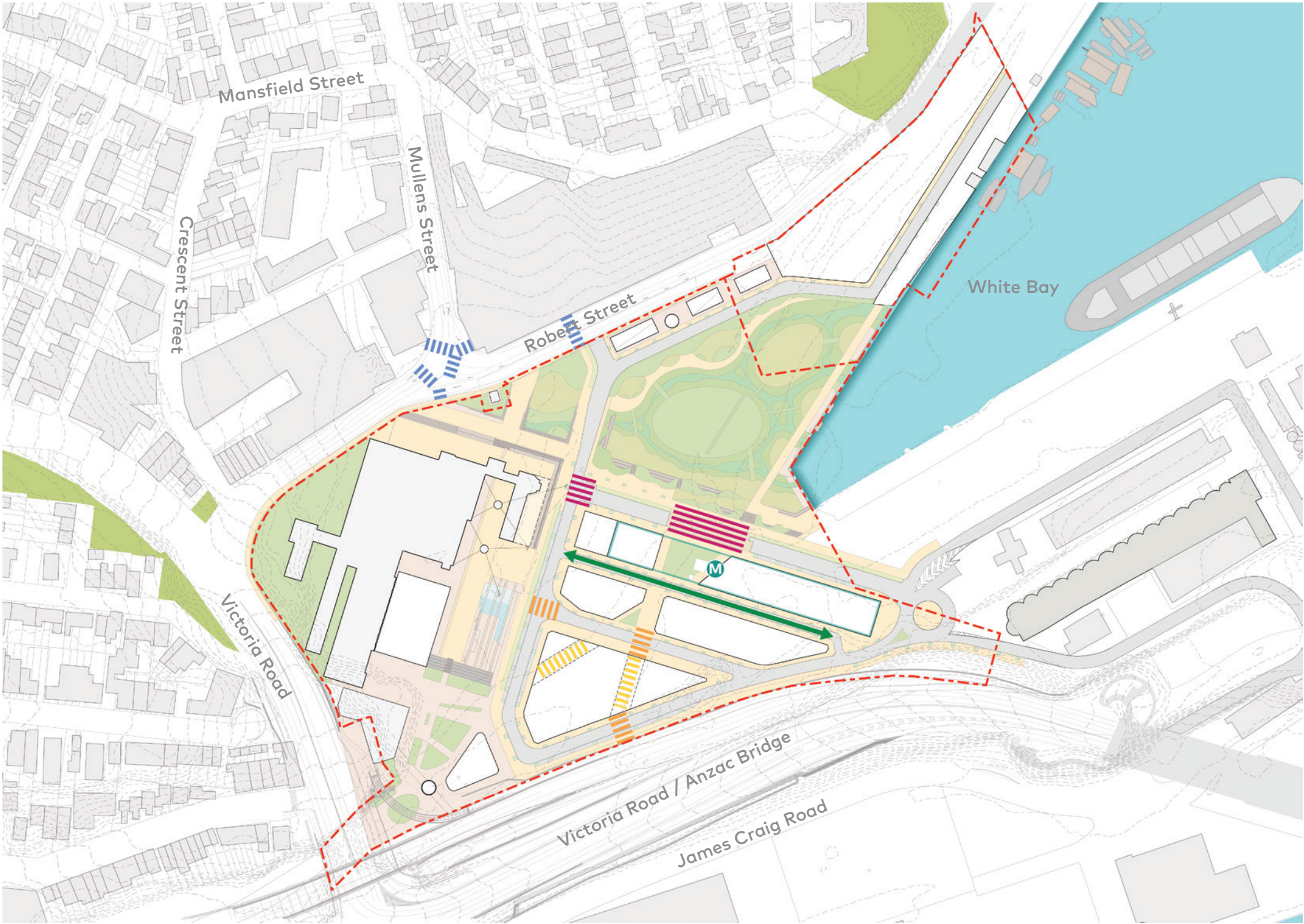


Figure 154: Pedestrian Connectivity

- | | | | |
|-----------------------|------------------------|--------------------------------|---|
| Sub-precinct Boundary | The Bays station entry | Metro Station development site | Signalised, raised threshold, pedestrian scatter crossing |
| Zebra Crossing | Through building link | Signalised Crossing | Shared street |

4.0 Urban Design Framework

Option 2: Primary street next to the Anzac Bridge approach

For Option 2 of the Street Hierarchy, there may need to be three signalised, raised threshold pedestrian scatter crossings within the Sub-precincts. This is due to a combination of all vehicular movements being accommodated on one street and the need to control interactions between high pedestrian movements and traffic accessing the White Bay Cruise Terminal on a cruise day.

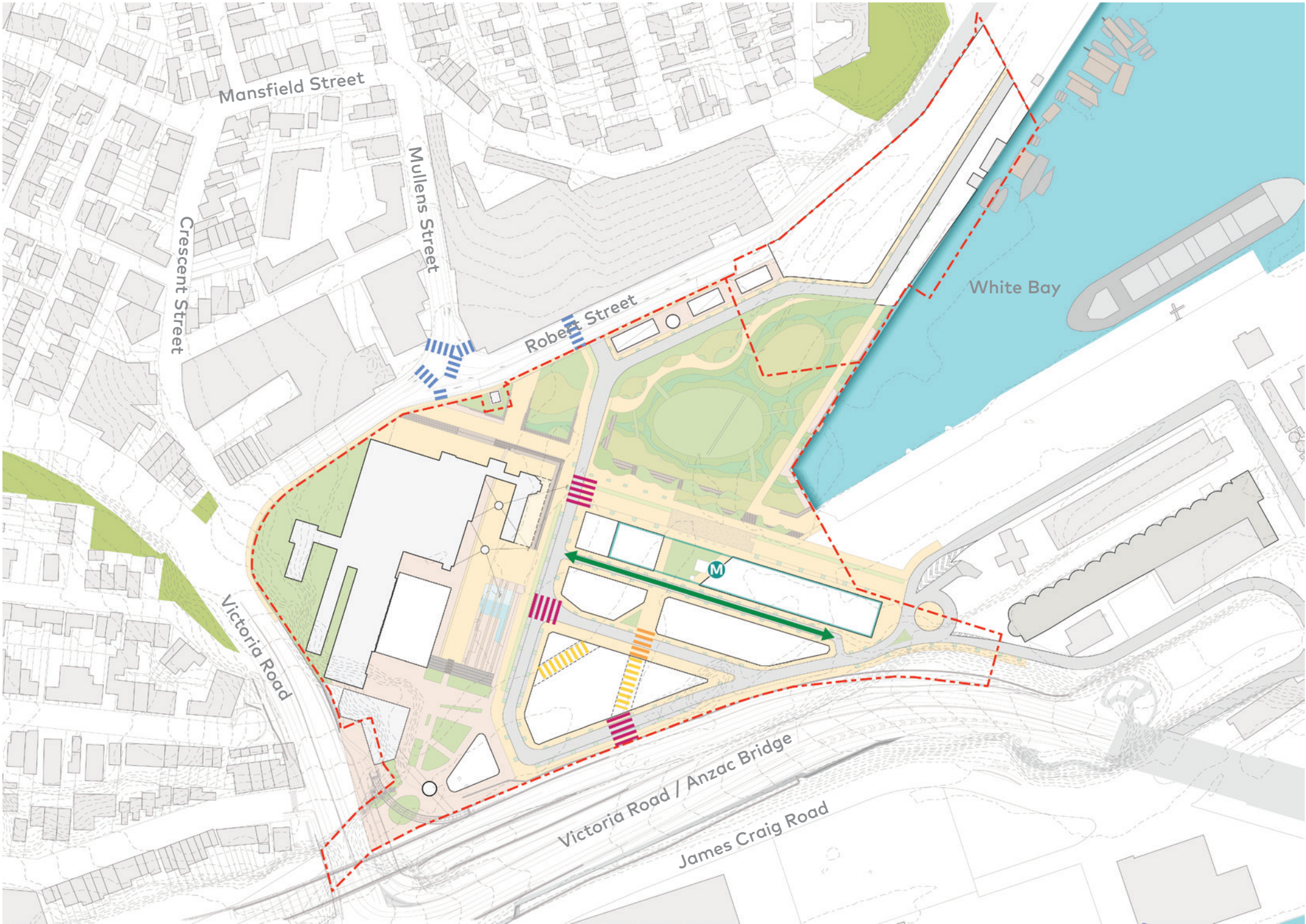


Figure 155: Pedestrian Connectivity



- | | | | |
|-----------------------|------------------------|--------------------------------|---|
| Sub-precinct Boundary | The Bays station entry | Metro Station development site | Signalised, raised threshold, pedestrian scatter crossing |
| Zebra Crossing | Through building link | Signalised Crossing | Shared street |

4.17.5 Public Transport

A comprehensive, multi-modal public transport access will afford seamless interchange between modes and access to the attractions and destinations within the precinct.

The network is anchored by a Bays West station on the planned Sydney Metro West line which will provide direct connectivity to the Sydney CBD, Sydney Olympic Park and Greater Parramatta via a driverless, turn-up-and-go service.

Bus access to the Sub-precincts will be comprised of regional services to/from the north west of the Sub-precincts, stopping within dedicated bus bays on Victoria Road.

Local bus services will enter the Sub-precincts from Robert Street and provide for pick up and drop off within a bus-only street less than 100m south of the Metro station. The local bus movements will be in the form of a loop, using a roundabout at the eastern end of the Sub-precincts. As the broader Bays West area is developed, local services have the flexibility of connecting to other destinations within Bays West and beyond.

Under Option 1 of the Street Hierarchy, Taxi / Kiss and Ride will be provided for in dedicated bays within the streets immediately adjoining the Metro station. Option 2 these bays may be located elsewhere within the Sub-precincts. This will require further investigation of options as renewal of the precinct continues and will require ongoing discussions and alignment across NSW Government. This will include alignment with the Sydney Metro EIS for the Metro West line. There will be a total of 9 bays to accommodate demand for taxi and kiss and ride access to the Metro station. Other bays may be provided elsewhere in the precinct to accommodate demand generated by employment or entertainment/recreation opportunities.

As the Sub-precincts are developed over time, there may be a need to allow for changes in location of bus stops and/or taxi/kiss and ride bays.

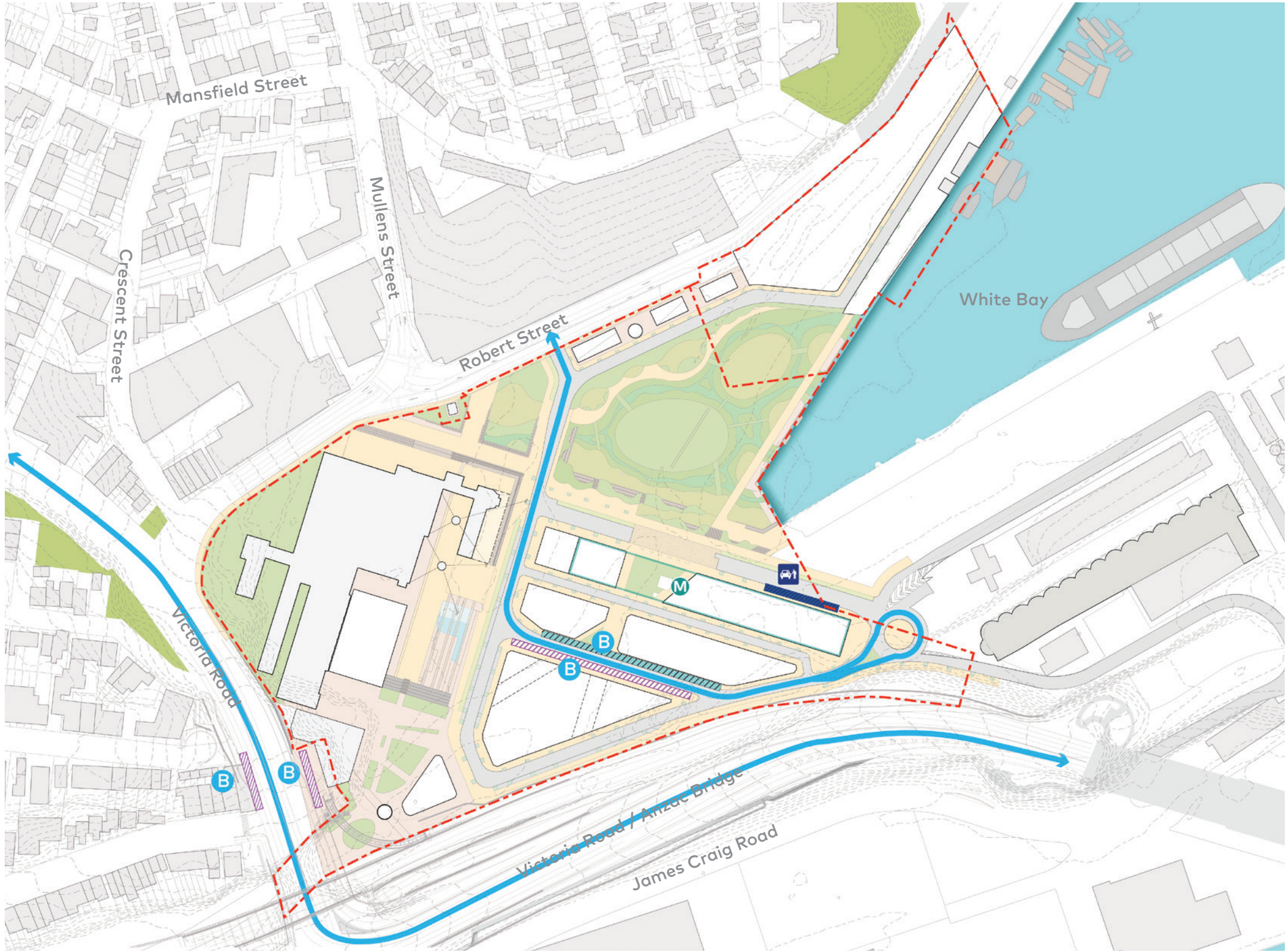


Figure 156: Public Transport

- | | | | | |
|-----------------------|------------------------|--------------------------------|-------------|-----------|
| Sub-precinct Boundary | The Bays station entry | Metro Station development site | Bus Routes | Bus Stops |
| Bus Stop Bays | Kerbside Bus Stops | Kiss & Ride Bays | Kiss & Ride | |

4.0 Urban Design Framework

4.17.6 Car Parking and Access

Parking will be required to service the various land uses and precinct. In line with aspirations for this to be an ultra-low car environment reduced parking rates are being considered and recommended.

A combination of on-street parking and a single graded basement can meet the parking needs of the Sub-precincts.

On street parking will be provided in locations that minimise interactions with pedestrians and cyclists whilst still providing for convenient accessible parking to the destinations and attractions within the site. On-street parking will primarily be provided for car share, accessible parking and electric vehicles.

Further investigation is required to explore the potential to deliver a single graded basement parking structure within the southern portion of the Sub-precinct to meet the required parking provision to support the mixture of uses and users within the Sub-precincts. This will have access points off the north-south street and/or on the Victoria Road/Anzac Bridge interface street.

Carpark access also needs to consider the desire to provide for a through-building visual or physical link within the southern development parcel.

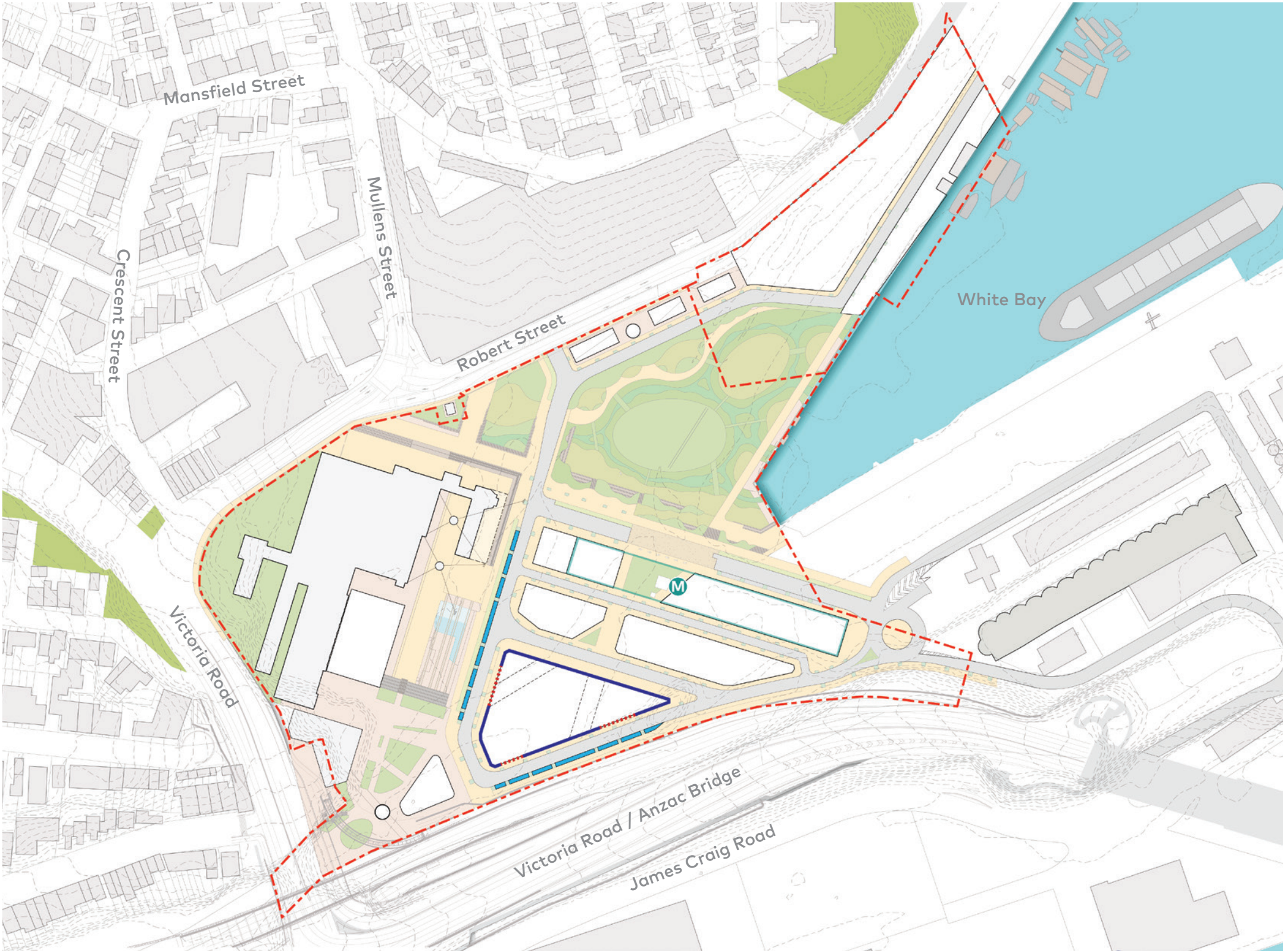
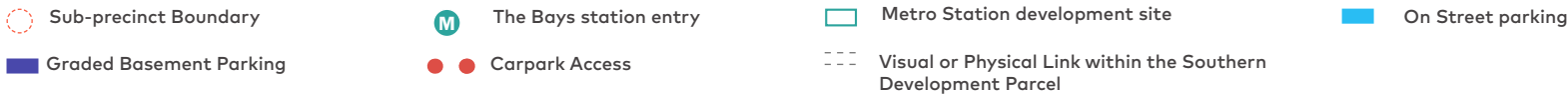


Figure 157: Car Parking and Access



4.17.7 Graded - Below Building/ Public Domain Shared Servicing and Carpark

The diagram adjacent identifies a proposed precinct wide parking and servicing approach:

- That attempts to avoid costly remediation.
- That combines low parking rates, high public transport mode share targets and on-street parking provision which significantly reduces the amount of parking required within development lots.
- That considers the level changes required to co-drain the site and protect against flooding, which affords an opportunity to provide a new layer above the existing ground condition.
- That proposes a concrete pavement as suitable for structural design purposes would be entirely appropriate to meet the site remediation/management requirements. No further excavation below existing ground levels would be needed to achieve these objectives.
- That where material disturbed for construction –foundations, inground servicing etc.. would then just be managed as it is produced.
- That Utilises the level change within the southern lots of the development precinct allows for above ground/below building parking and servicing.
- That suggests that should level differences or service vehicle heights require levels to be above the finished ground plane, that these are sleeved with active uses to the public domain.

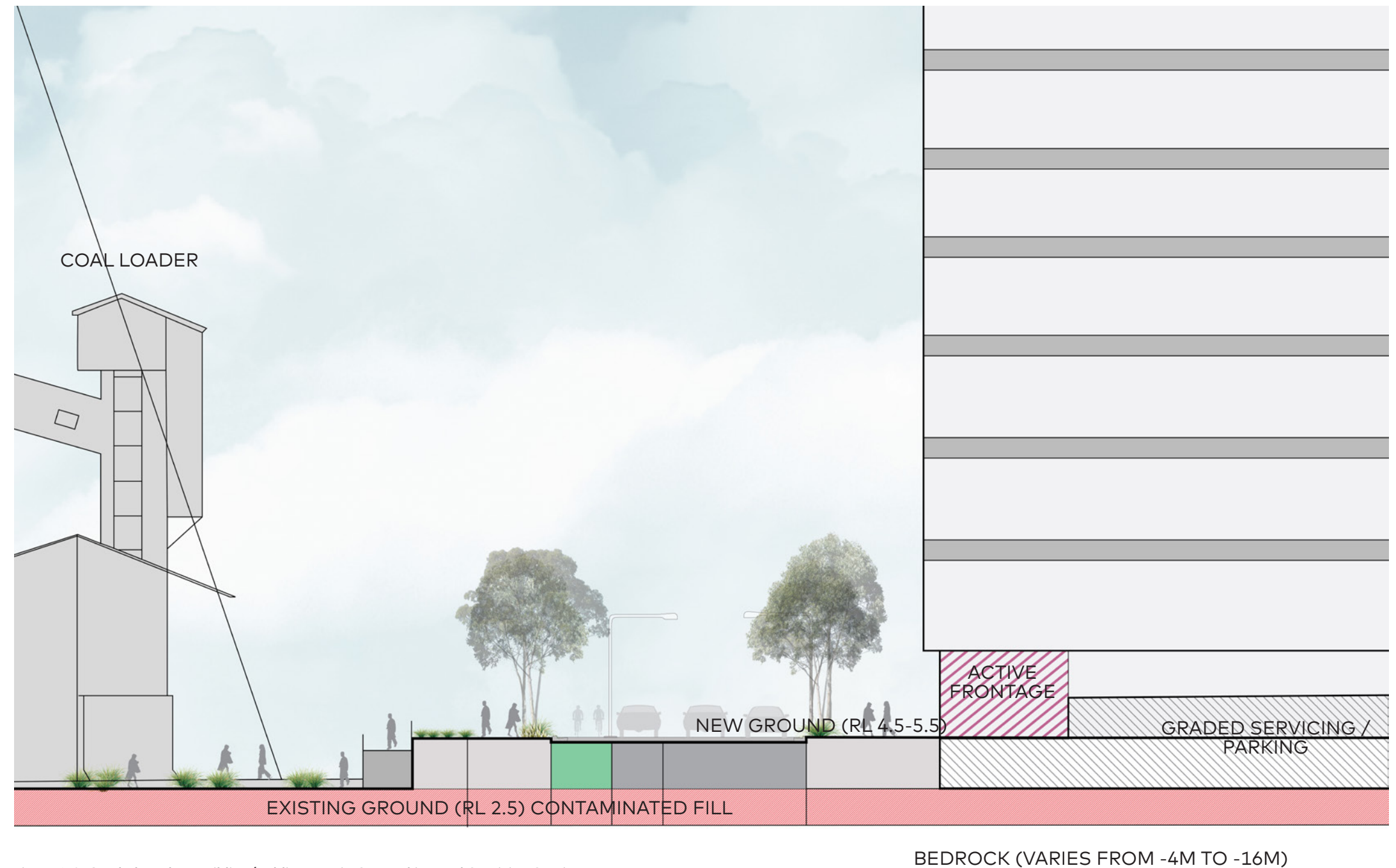


Figure 158: Graded - Below Building/Public Domain Car parking and Servicing Section

4.0 Urban Design Framework

4.17.8 Service Vehicles

An initial concept for loading and servicing has been prepared, but will need to be refined as the different building uses are confirmed through rezoning and subsequent development and approval pathways.

The diagram adjacent shows the servicing access locations for the various development plots including the White Bay Power Station.

The civic space immediately south of The Bays station may also need to accommodate bollards and street furniture for special event operations and security.

Service vehicle access also needs to consider the desire to provide for a through-building visual or physical link within the southern development parcel.

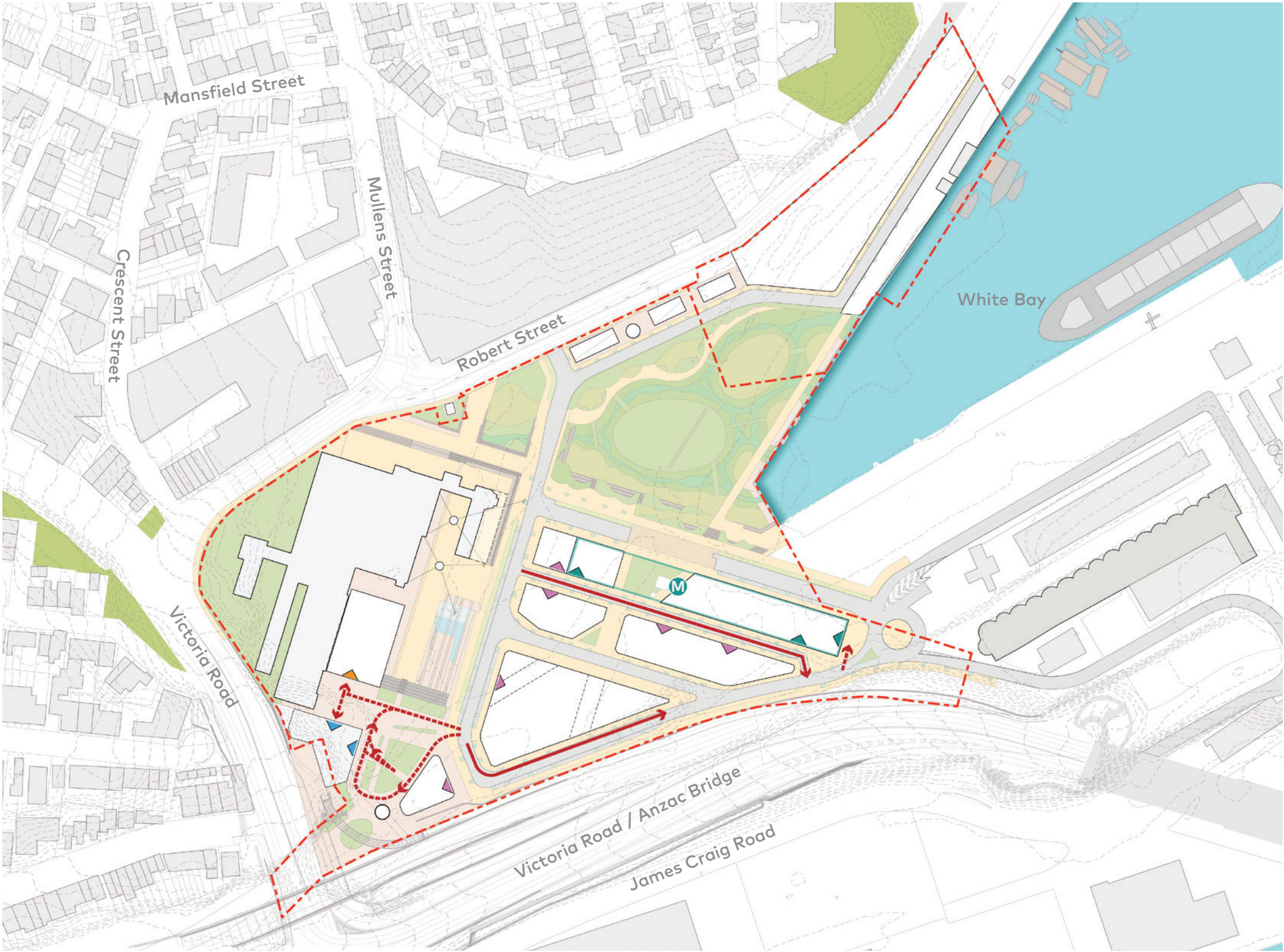


Figure 159: Service Vehicles



- | | | | |
|-----------------------------------|--|----------------------------------|--|
| Sub-precinct Boundary | The Bays station entry | Metro Station development site | Primary service vehicle routes |
| Off-street service vehicle routes | Metro Station service access | Intake Substation service access | White Bay Power Station service access |
| Development block service access | Visual or Physical Link within the Southern Development Parcel | | |

4.18 Uses and Yields

Uses

The diagram adjacent shows suggested uses of the development opportunities within the Sub-precincts.

The Bays station and development parcels to the south are primarily proposed to deliver non-residential floorspace with a focus on commercial office space, retail and food and beverage.

A transition to the south western urban blocks, for buildings adjoining the Victoria Road and Anzac Bridge interface may be an appropriate location for residential uses, only where the conflict between uses can be managed (e.g. residential at the levels of buildings above adjoining commercial buildings) as well as ensuring key amenity criteria can be met with respect to wind, noise and air quality.

The Intake Substation is critical infrastructure to the Metro.

The White Bay Power Station will deliver a mixture of community, cultural and commercial space.

The development opportunity adjoining Robert Street on the northern side of the park can accommodate low-rise food and beverage associated with the aspect over the park.

The majority of the Robert Street Sub-precinct is being explored for a variety of uses, short, medium and long term that may include working harbour and maritime activity associated employment, mixed use, and/or social infrastructure, all of which need to consider the current and future operations within White Bay.

Yields

Given the inherent flexibility in the UDF the following yield scenario represents just one of many permutations of how the Sub-precincts may be realised over time and will be subject to detailed additional testing as part of the rezoning phase of the project.

The indicative range of yields and uses anticipated within the UDF are;

- A total of approximately 130,000m2 Gross Floor Area (GFA) comprised of;
 - 105,000 to 110,000m2 Gross Floor Area of commercial, community and retail uses. 15,000m2 of the total GFA is located within the existing White Bay Power Station
 - 20,000 to 25,000m2 Gross Floor Area of residential uses

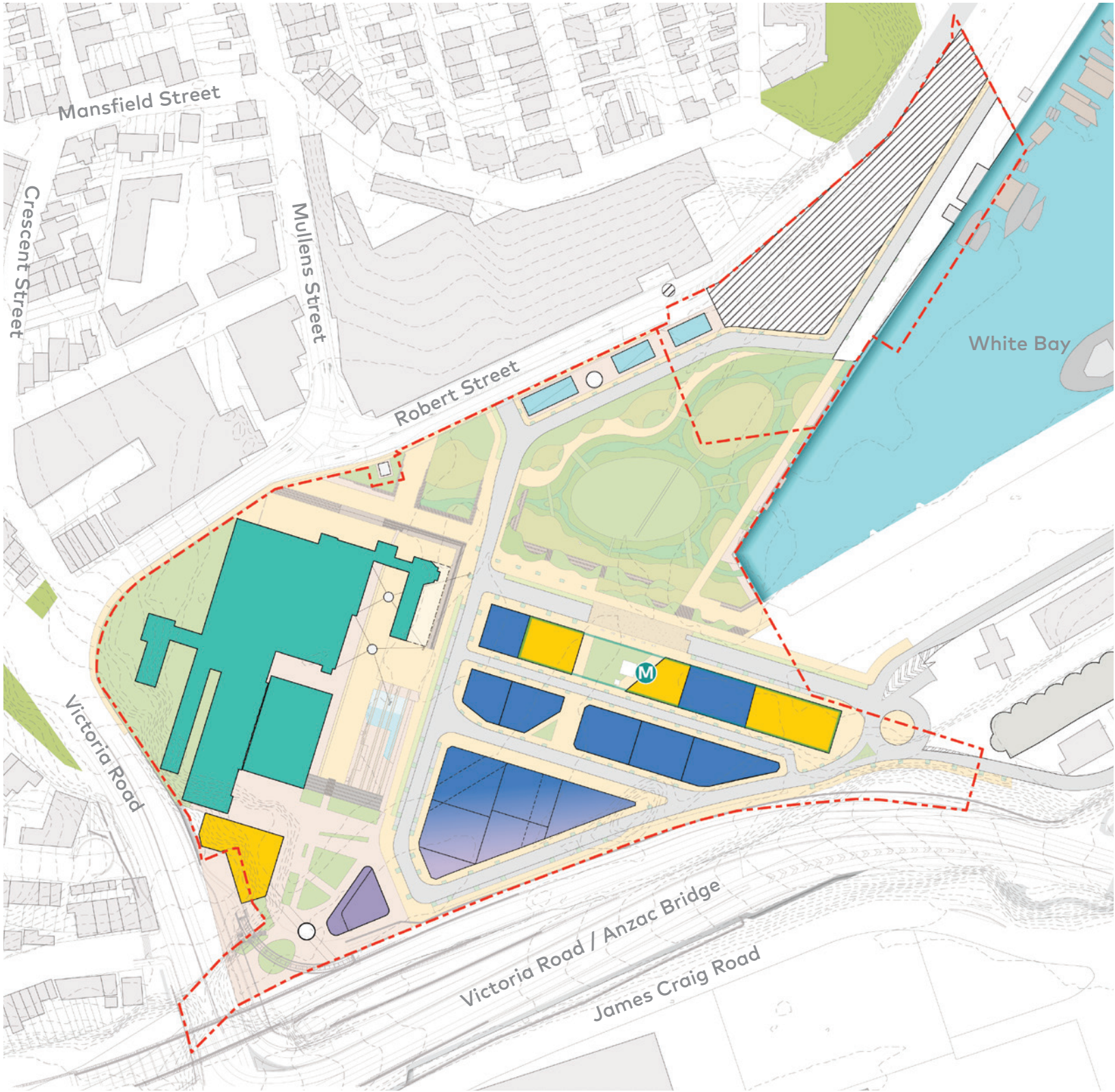


Figure 160: Land Uses

- | | | |
|------------------------------------|------------------------|---|
| Sub-precinct Boundary | The Bays station entry | Metro Station development site |
| Mixed uses (inc. residential) | Infrastructure | Commercial, retail, food and beverage |
| Community, Cultural and Commercial | Food and Beverage | Working Harbour and/or Mixed Uses and/or Community Infrastructure |

4.0 Urban Design Framework

4.19 Built Form

4.19.1 Activity Nodes and Active Frontages

The way in which a building addresses a street creates an important transition between public and private space. The careful design of this zone contributes to the liveliness, interest, comfort and safety of the street for those who use it.

Active frontages have been identified in the diagram adjacent to reinforce complementary uses or desired street character that should accommodate local retail, community, cultural uses and to reinforce their role as a focus for pedestrians.

Activity nodes are where permanent of temporary activities may occur that activate the public domain and are to be distributed throughout the Sub-precincts to help draw activity and activation across the site.

The provision of active frontages also needs to consider the desire to provide for a through-building visual or physical link within the southern development parcel.

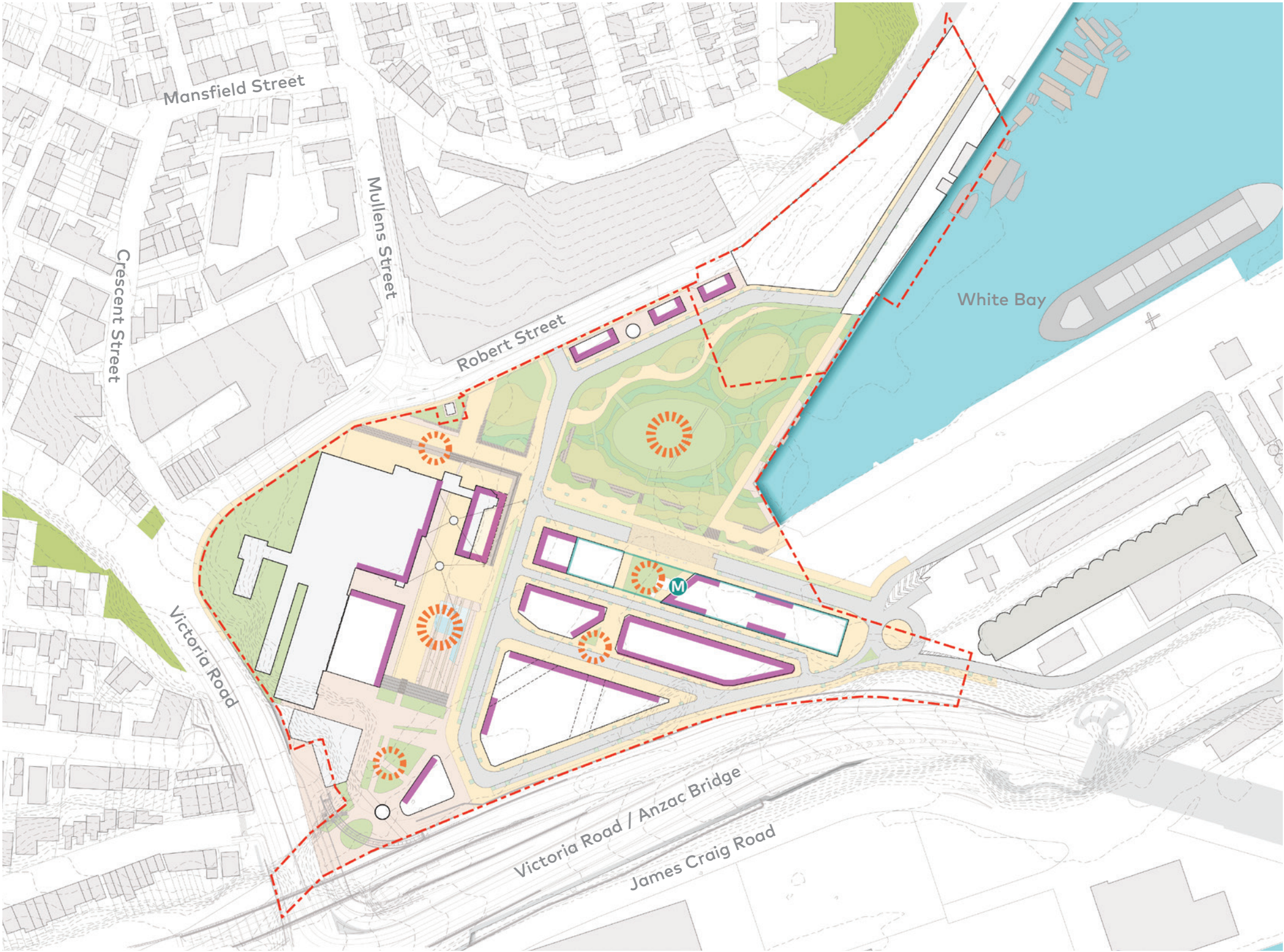


Figure 161: Activity Nodes and Active Frontages



4.19.2 Setbacks

The height of the street walls make a significant contribution to the experience of place and can add uniformity of character along particular streetscapes, or provide variations in areas where so desired.

The intention of the UDF is to deliver a new kind of urbanism, that references the built form of a traditional CBD with buildings "coming to the ground" without articulation that would ordinarily be the built form outcome in a typical podium and tower form.

In this instance the Metro station and the development opportunities surrounding it are proposed to have a 0m setback and that pedestrian amenity and weather protection is provided in the building height strategy and awnings over the public domain.

A minimum 2m primary setback from street boundary has been proposed for the development sites adjoining Robert Street, however, this may need to be reviewed based on the proposed uses and users.

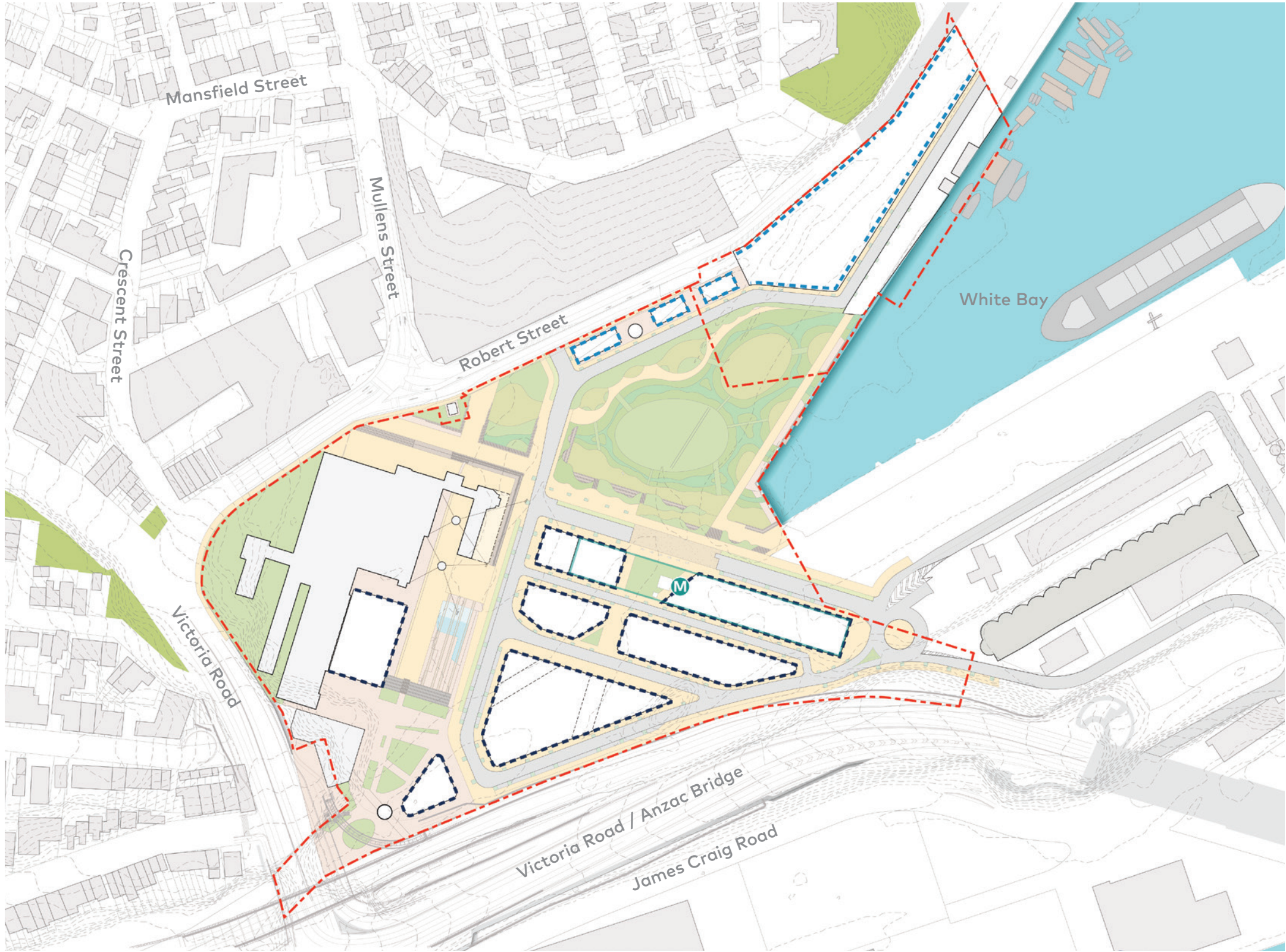


Figure 162: Setbacks



Sub-precinct Boundary
2m Primary Setback

The Bays station entry

Metro Station development site

0m Primary Setback

4.0 Urban Design Framework

4.19.3 Built Form Composition Strategy

The Built Form Composition Strategy has been formulated through a series of known constraints, transition considerations and urban design principles.

The adjoining diagram captures the considerations of the composition strategy for the Sub-precincts;

- The Metro station and associated services buildings at the equivalent of an 8-storey building.
- The requirement to preserve/offset views of the WBPS lost from the Anzac Bridge as a result of the Metro station with lower built form to the south
- The intention to transition up to higher buildings where appropriate curtilage to heritage buildings and views has been considered
- The composition of built form within the development precinct to share views to the harbour and to defend against south-westerly winds
- Transition down to the Rozelle Railyard approach
- Appropriate building height within the Boiler House footprint that acknowledges the existing Boiler House height
- Lower scale built form on the northern side of White Bay Park

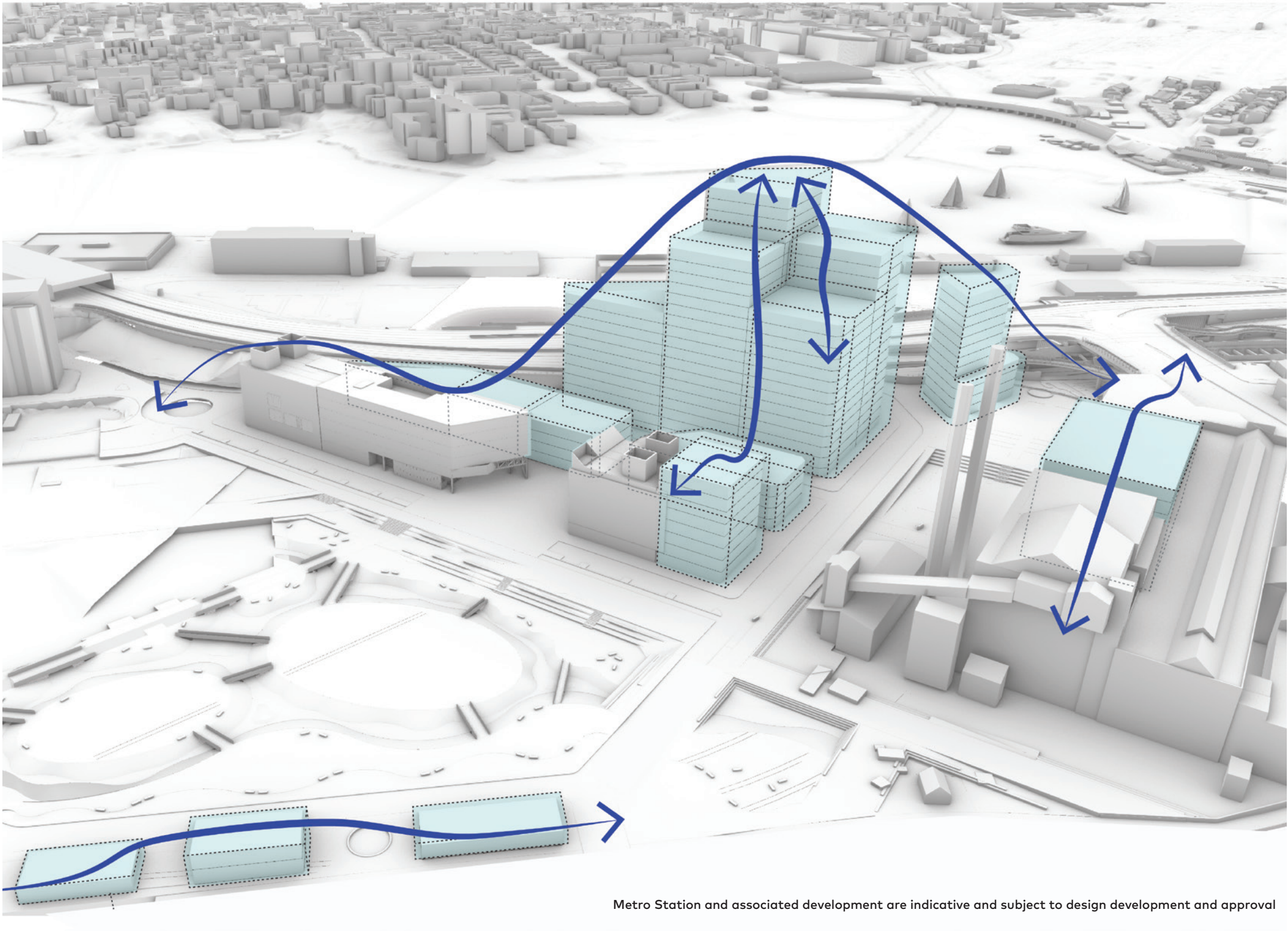


Figure 163: Built Form Composition Strategy

Building Envelopes

Height Transition

4.19.4 Building Heights

The translation of the built form composition strategy in to proposed building heights is shown in the diagram adjacent. The building heights are indicative and subject to change through the refinement of the UDF and rezoning stages of the Sub-precinct planning pathways.

- 8 storey for the Metro Station, services and Over Station Development
- 4 storey for the development immediately south of the Metro Station
- 12-22 storey for the buildings within the southern development precinct
- The Intake Substation is anticipated to be approximately 10m above the ground level
- 1-2 storey on the northern side of White Bay Park
- A 4-6 storey for the Robert Street Sub-precinct that considers the height of the publicly accessible open space on the northern side of Robert Street and the heights of the residential community to the north.

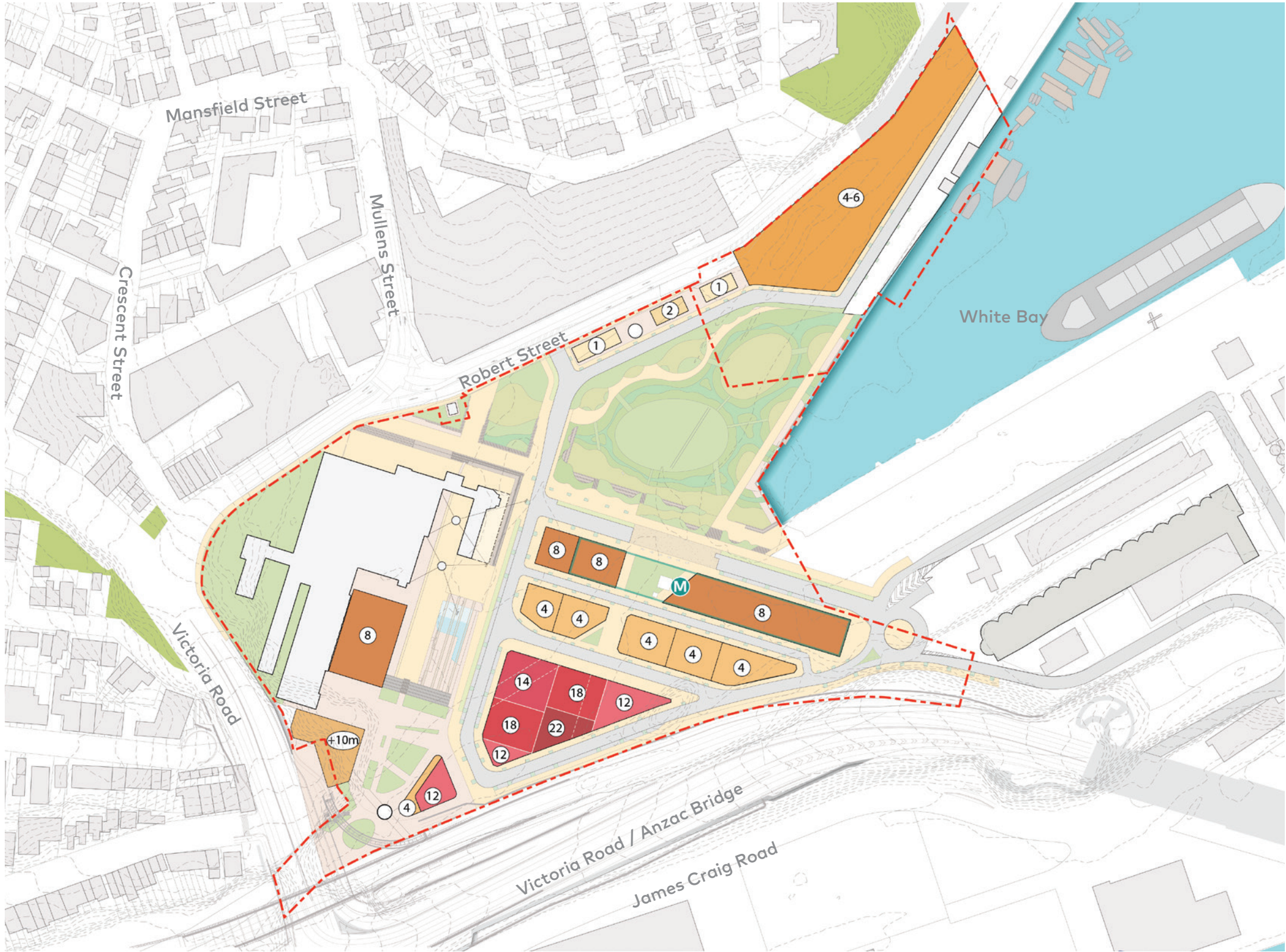


Figure 164: Building Heights

Sub-precinct Boundary
4 Storey
18 Storey

The Bays station entry
4-6 Storey
22 Storey

Metro Station development site
8 Storey
ISS Building 10+ meters above ground

1 Storey
12 Storey

2 Storey
14 Storey

0 50 100m

4.0 Urban Design Framework

4.20 View Corridors

4.20.1 White Bay Power Station

The views to the White Bay Power Station are preserved where possible in the proposed Built Form Composition Strategy and Building Heights.

The 4 storey built form south of the Metro Station acknowledges the “changing” view of the White Bay Power Station from the Anzac Bridge as one moves from east to west as a driver, passenger, pedestrian or cyclist.

The building footprints preserve the views to/from Observatory Hill and the Harbour Bridge, and Johnston Street to/from the White Bay Power Station.

The view to/from Glebe Point Road is already impacted by the existing boat sheds in Rozelle Bay, however, any additional built form impacts should consider that the chimneys should still be visible (see Figure 138).

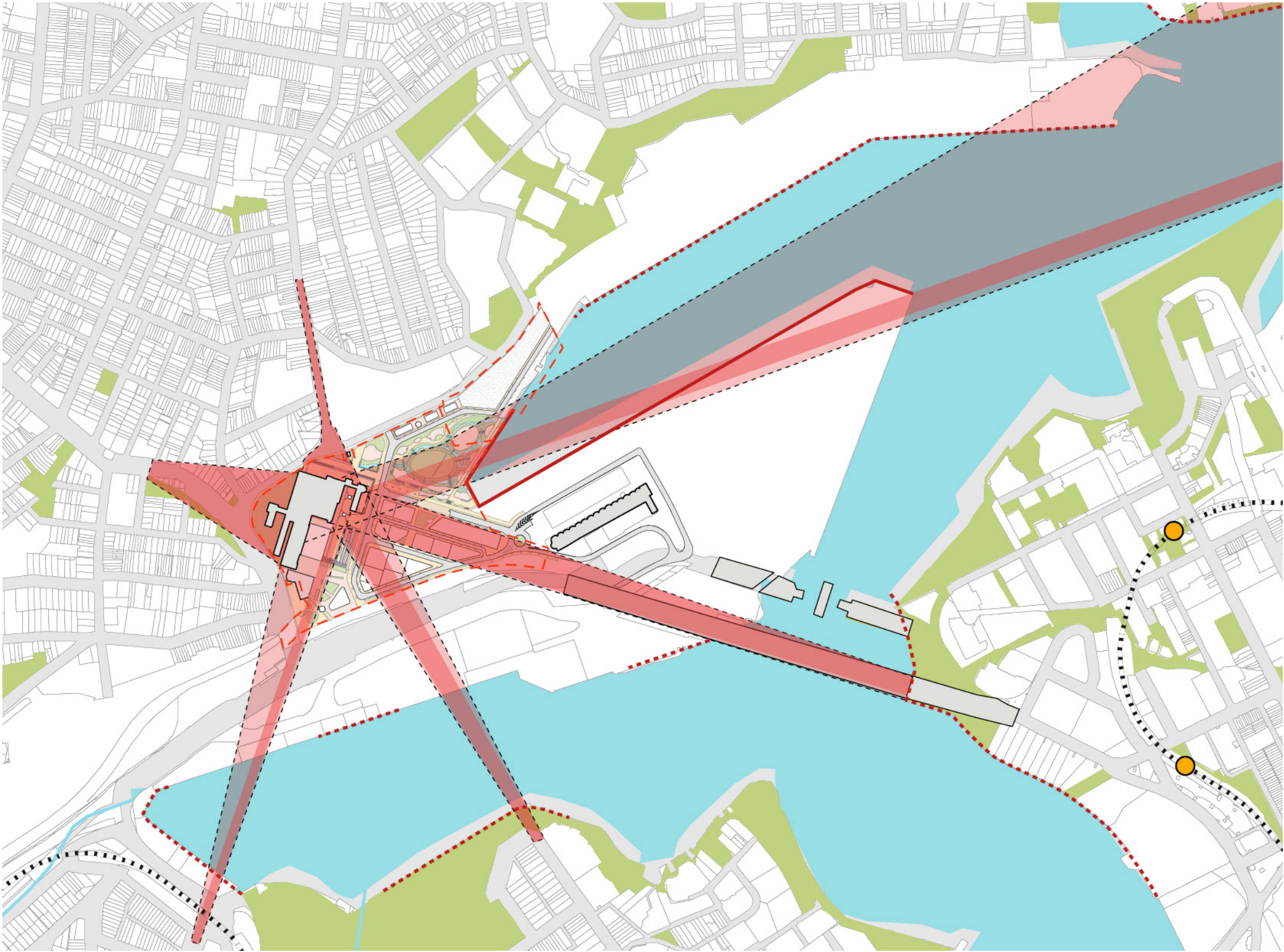


Figure 165: Scenic Landscape

Site Boundary Viewsheds Primary views Shorelines within viewsheds

4.20.2 Glebe Island Silos

The silos at Glebe Island have local heritage listing, however, have additional significance due to:

- Scale and size of silos in the Sydney region.
- Former use as main export wheat terminal significant to the state.
- Their scale and prominent location have made them a Sydney landmark.

Requirements

- The silos should retain visual relationship with key surroundings and be seen from White Bay Power Station, the western shore of White Bay and the Victoria Road approaches on the western side of Anzac Bridge.
- New buildings within the Sub-precincts may be constructed, however, they should be lower in height than the silos and respect views out lined in the above dot-point.

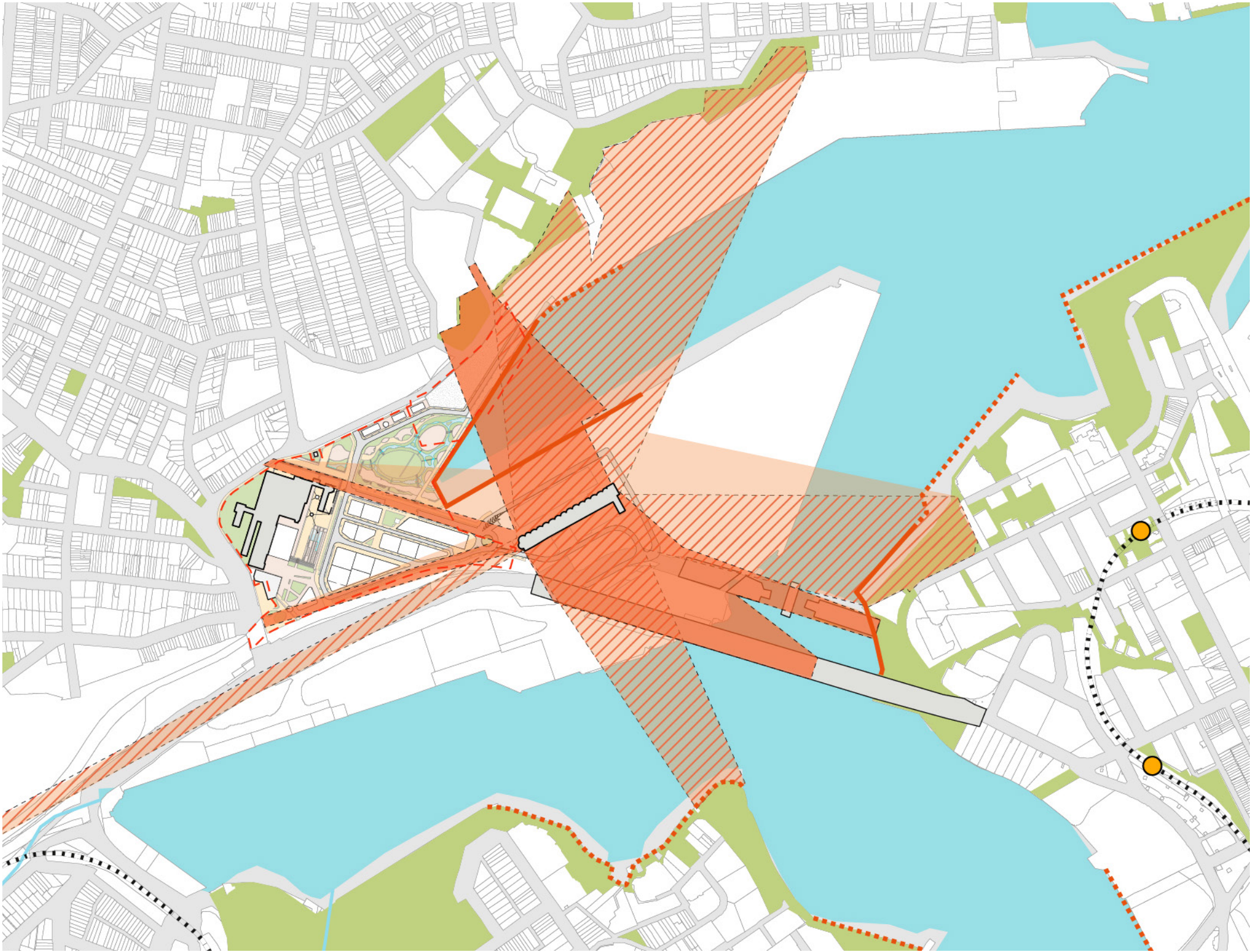


Figure 166: Heritage Landscapes

0 250m

- Site Boundary
- Significant Views for Retention
- Curtilage Associated with Viewshed
- Full Foreshore & Water View
- Partial Foreshore & Water View
- Other Views Desirable for Retention

4.0 Urban Design Framework

4.20.3 Anzac Bridge

The bridge is a modern landmark that dominates the Bays Precinct and provides essential part of Sydney's road infrastructure.

Requirements

- Retain significant views to the bridge particularly those views that cross the White Bay Precinct. This will support the landmark status in the area together with the silos and the White Bay Power Station.

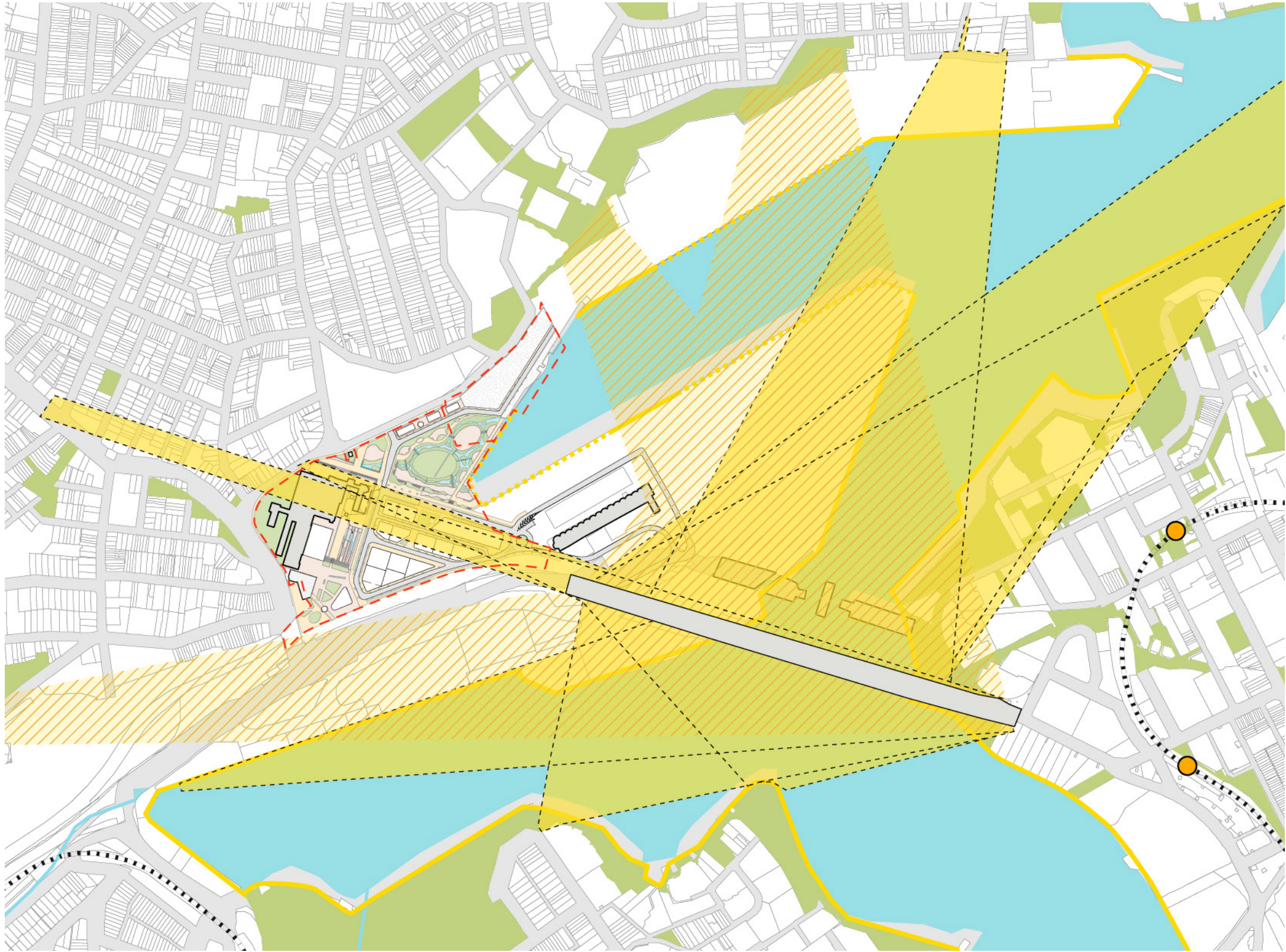


Figure 167: Heritage Elements



- Site Boundary
- Significant Views for Retention
- Curtilage Associated with Viewshed
- Full Foreshore & Water View
- Partial Foreshore & Water View
- Other Views Desirable for Retention

THIS PAGE INTENTIONALLY LEFT BLANK

4.0 Urban Design Framework

4.21 Retention of Significant Views

The UDF acknowledges the requirements of heritage viewsheds and intuitive wayfinding to, through and within the Sub-precincts. The following pages demonstrate how the UDF has protected and celebrated these key views.



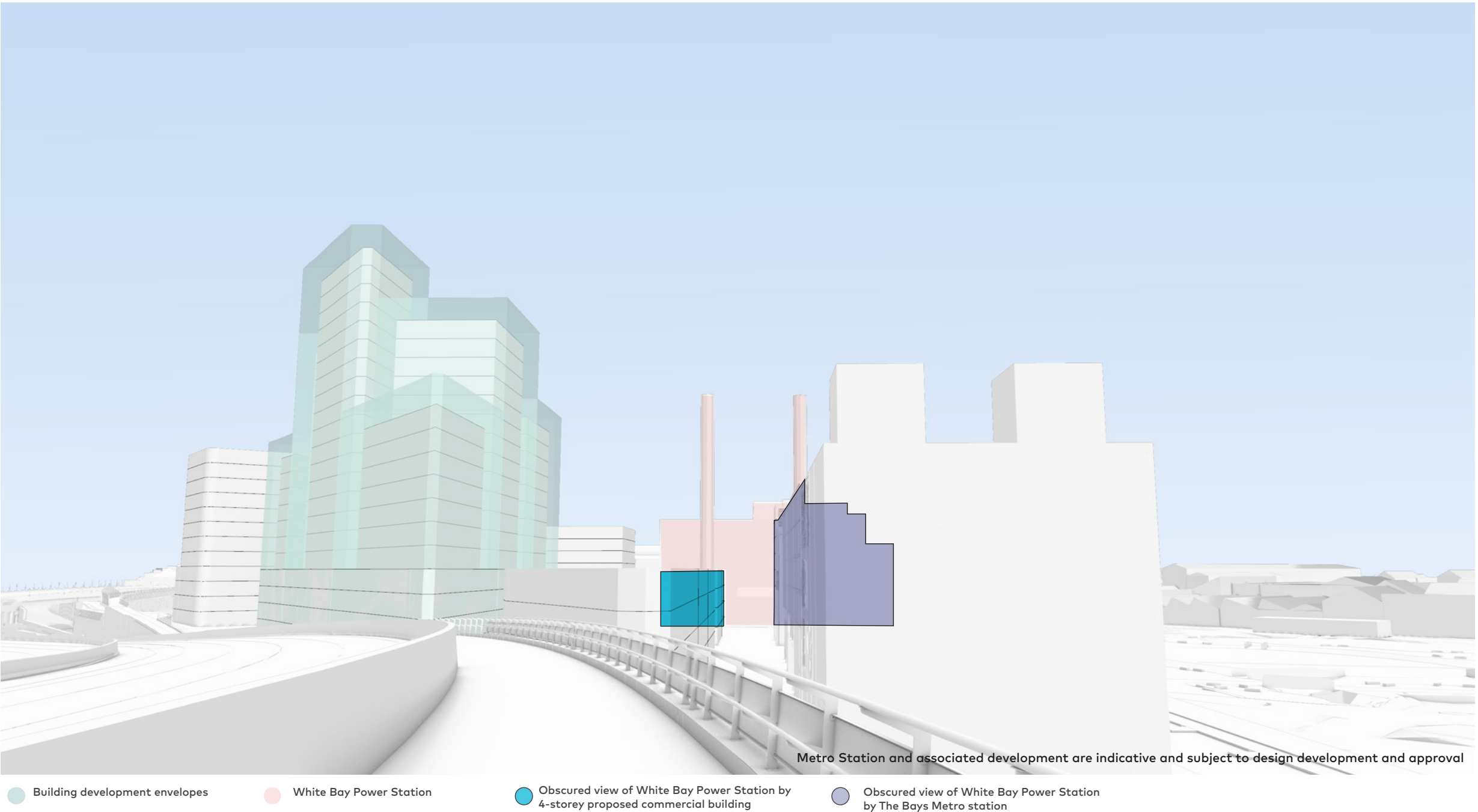
4.21.1 View towards White Bay Power Station from the Anzac Bridge

The view modelled on the diagram adjacent is a key view of the White Bay Power Station eastern facade from the Anzac Bridge pedestrian and cycle path.

The area identified in purple is the view of the White Bay Power Station that will be obscured as a result of The Bays station services and Over Station Development.

The area in pink is the view that is retained and reinforced by the controls within the UDF.

The area in blue is the view of the White Bay Power Station that will be obscured as a result of the proposed 4-storey commercial buildings proposed within the UDF, however, maintaining the view of the top of the boiler house and the southern chimney.



4.21.2 View towards Glebe Island Silos from Southern Entry

The view modelled on the diagram adjacent is a key view of the Glebe Island Silos (shown in pink) from the arrival to the Sub-precincts from the Rozelle Railyards Regional open space network.

The draft UDF proposes that buildings are set back and a street is located along this view corridor to maintain the views to the heritage listed building and to facilitate intuitive wayfinding.



Metro Station and associated development are indicative and subject to design development and approval

● Building development envelopes ● Glebe Island Silos

4.0 Urban Design Framework



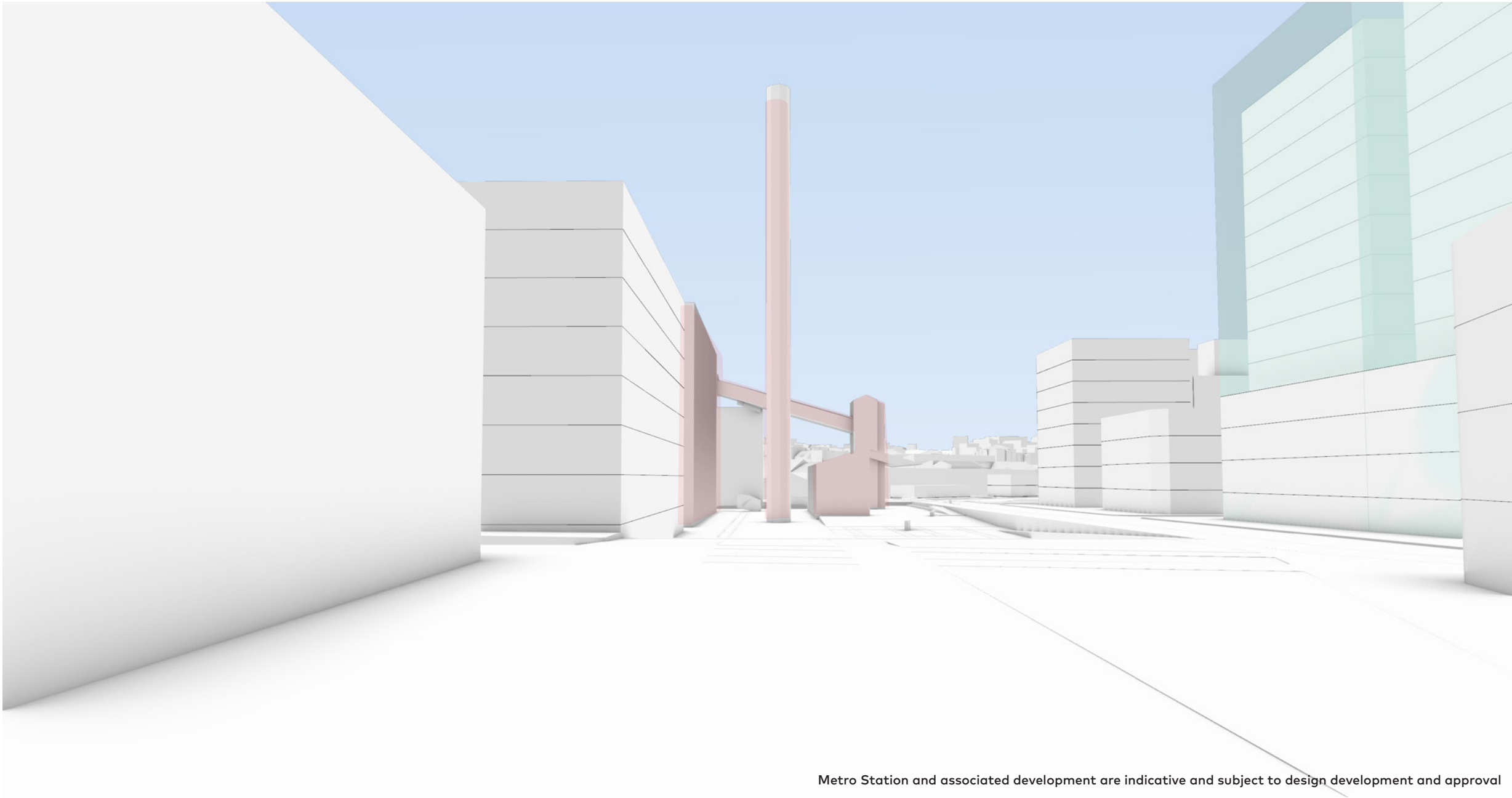
4.21.3 View towards White Bay Power Station from south western arrival

The view modelled on the diagram adjacent is a key view of the White Bay Power Station, coal loader shed and chimneys (shown in pink) from the arrival to the Sub-precincts from the Rozelle Railyards Regional open space network.

The draft UDF proposes that the north-south street is appropriately set back to the right of the diagram to acknowledge the significant scale of the White Bay Power Station and to provide an appropriate curtilage to these elements.

Views to the White Bay Power Station, chimneys and coal loader facilitate intuitive wayfinding through the Sub-precincts.

A building is proposed within the footprint of the old boiler house, in line with the Conservation Management Plan for the White Bay Power Station.



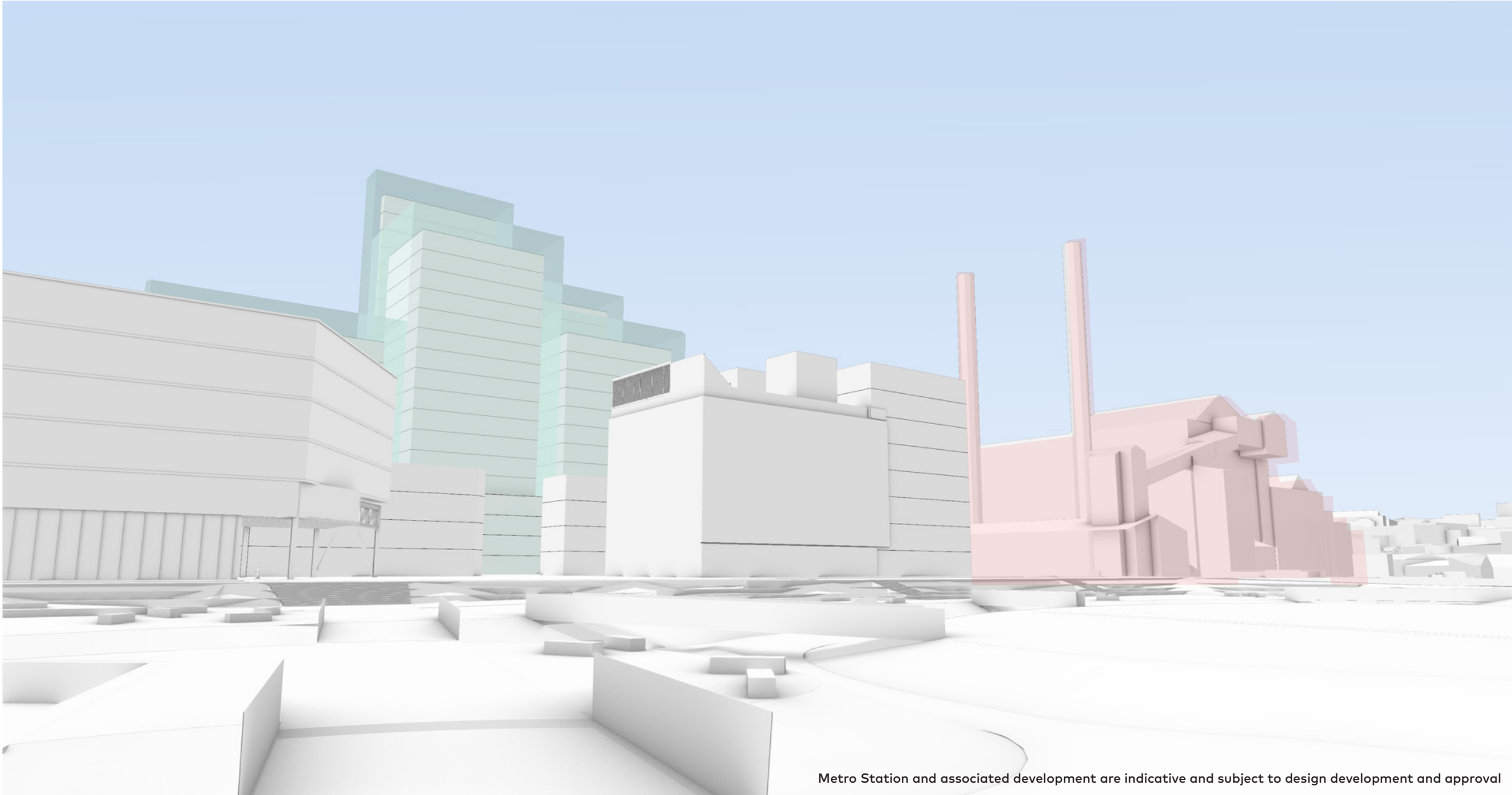
● Building development envelopes ● White Bay Power Station

Metro Station and associated development are indicative and subject to design development and approval

4.21.4 View towards White Bay Power Station from eastern arrival

The view modelled on the diagram adjacent is a key view of the White Bay Power Station (shown in pink) from the arrival to the Sub-precincts from Glebe Island to the east.

The draft UDF proposes that the north-south street and the western metro OSD building are appropriately set back to acknowledge the significant scale of the White Bay Power Station and to provide an appropriate curtilage to these elements.



Metro Station and associated development are indicative and subject to design development and approval

● Building development envelopes ● White Bay Power Station

4.0 Urban Design Framework

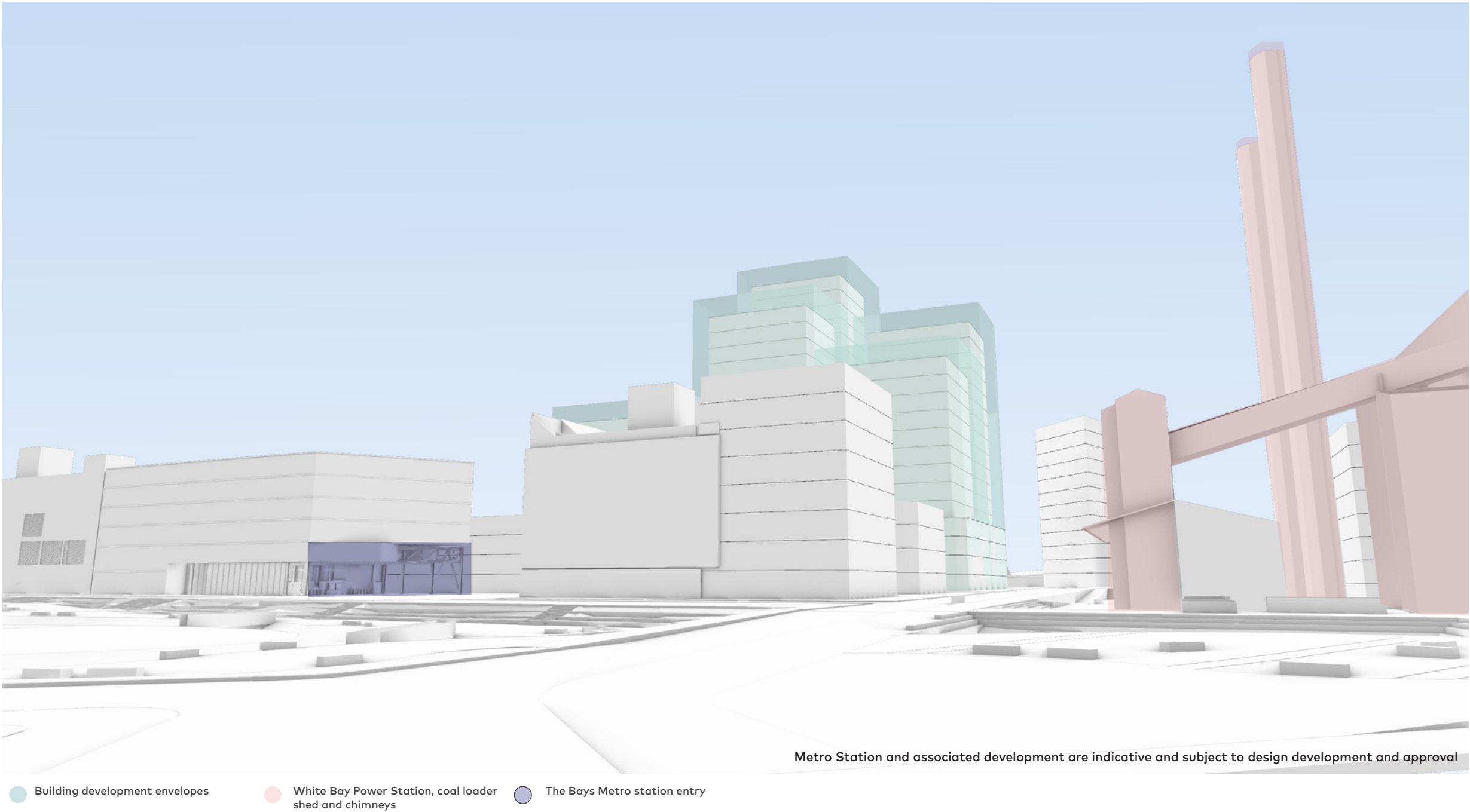


4.21.3 View towards White Bay Power Station from northern arrival

The view modelled on the diagram adjacent is a key view of the White Bay Power Station, coal loader shed and chimneys from the arrival to the Sub-precincts from Robert Street to the north.

The draft UDF proposes that the north-south street is appropriately set back to the right of the diagram to acknowledge the significant scale of the White Bay Power Station and to provide an appropriate curtilage to these elements.

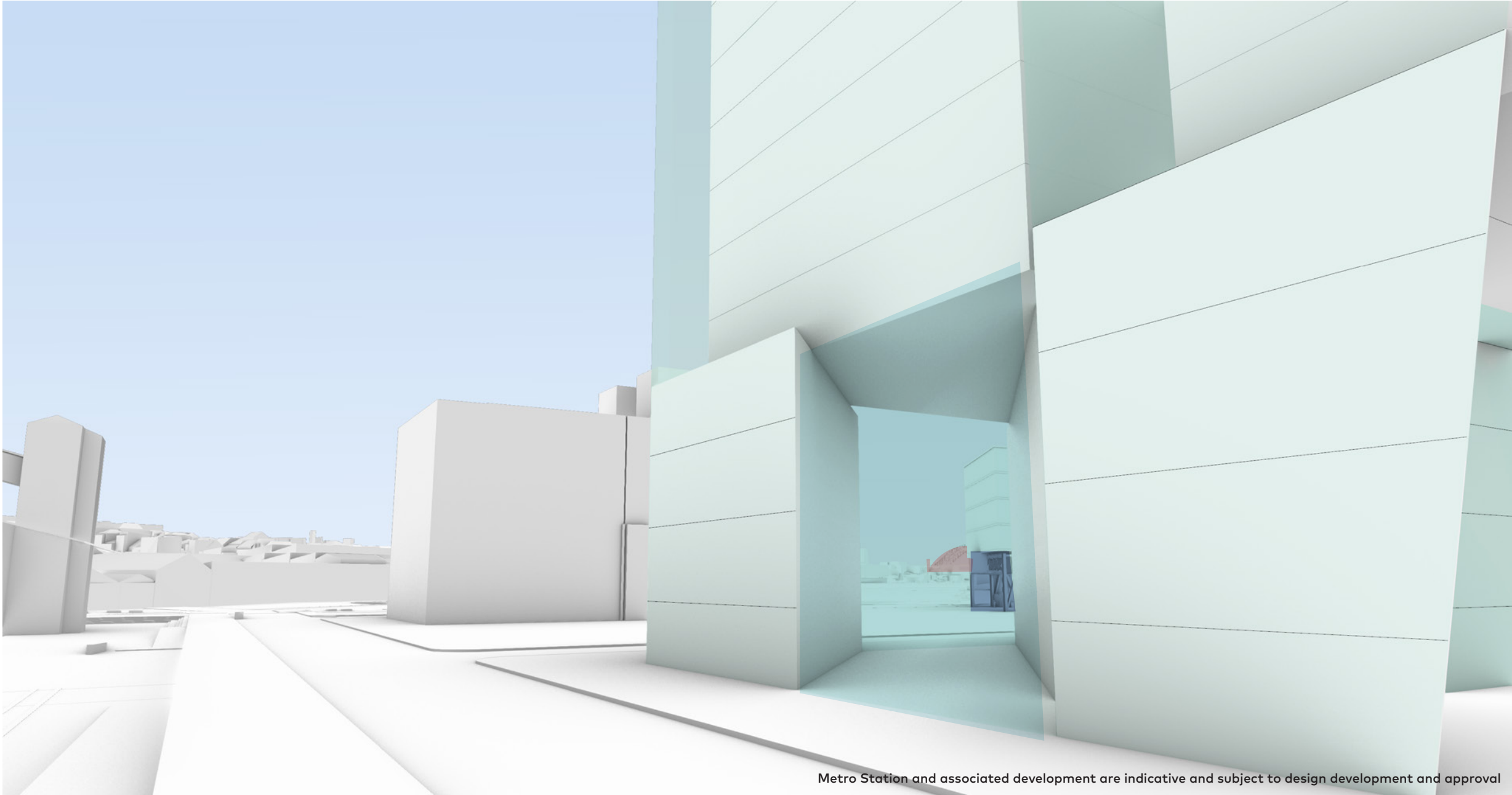
Direct views across the proposed park toThe Bays station (shown in purple) and to the White Bay Power Station, chimneys and coal loader (shown in pink) facilitate intuitive wayfinding through the Sub-precincts



4.21.2 View towards Sydney Harbour Bridge and Metro Station from Southern Entry

The view modelled on the diagram adjacent is a key view of the Sydney Harbour Bridge (shown in pink) and The Bays station (shown in purple) from the arrival to the Sub-precincts from the Rozelle Railyards regional open space.

The draft UDF proposes that the view is preserved either through an enclosed visual link through the building, or a physical pedestrian link. This link should be approximately 4 storeys high and at least 6m wide to provide for the views to be retained.



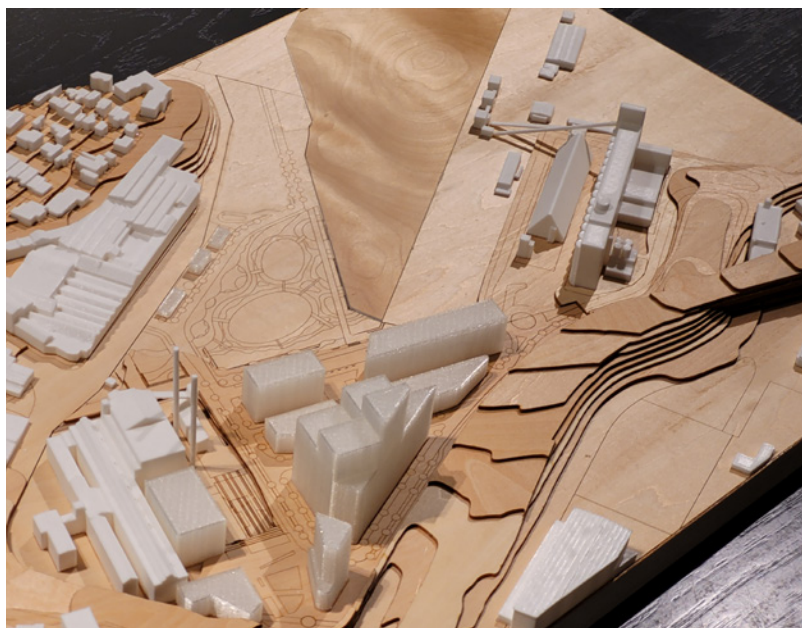
Metro Station and associated development are indicative and subject to design development and approval

● Building development envelopes ● Sydney Harbour Bridge ● The Bays Metro station entry

4.0 Urban Design Framework

4.22 Massing, Siting and Separation









5.0 Public Domain Concept Plan

The Public Domain Concept Master Plan represents just one of many permutations of how the Urban Design Framework for the White Bay Power Station (and Metro) and Robert Street Sub-precincts can be realised.

The Public Domain Concept Master Plan represents a reference scheme that demonstrates how the project vision, and objectives and the urban design principles and parameters can be achieved whilst adhering to the Urban Design Framework.

Metro Station and associated development are indicative
and subject to design development and approval

5.0 Public Domain Concept Plan

5.1 Vision

Sydney Harbour reaches in to the Sub-precincts at the head of White Bay. A relationship between land and water that has been significantly altered over time. The vision is to acknowledge the past, but plan for the future, as a station on the Sydney Metro West network affords the opportunity to provide public access to a foreshore that has long been inaccessible. The ideas, concepts and options within this Master Plan seek to position the landscape and public domain as a fundamental unifying element of the redevelopment of the waterfront into a place of culture, community, recreation, commerce and living for thousands of people day and night, weekday and weekend, winter and summer.

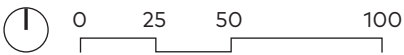


5.2 Public Domain Master Plan

All public open space names are placeholders with the intention that appropriate names can be determined through aboriginal and community consultation.

KEY

- 1. White Bay Power Station (WBPS)
- 2. Historic Sewer Pump Station
- 3. The Bays station
- 4. Future Development
- 5. White Bay Power Station West Gardens
- 6. Cycleway
- 7. Southern Entry Plaza
- 8. Heritage and Shoreline Interpretation
- 9. Urban Platform - RL3.70
- 10. Lower Sunken Plaza - White Bay Power Station Curtilage
- 11. Entry/Exit into White Bay Power Station and New Boiler House 2
- 12. Open Space Adjacent to The Bays station
- 13. Raised Pedestrian Threshold
- 14. Central Open Lawn
- 15. Playground
- 16. Foreshore Platform
- 17. Landscape Shelf
- 18. Penstock Plaza
- 19. Robert Street Sub-precinct
- 20. Sourwater Creek
- 21. Provision For Community Building
- 22. Urban Plaza



5.0 Public Domain Concept Plan

5.2.3 Focus Areas

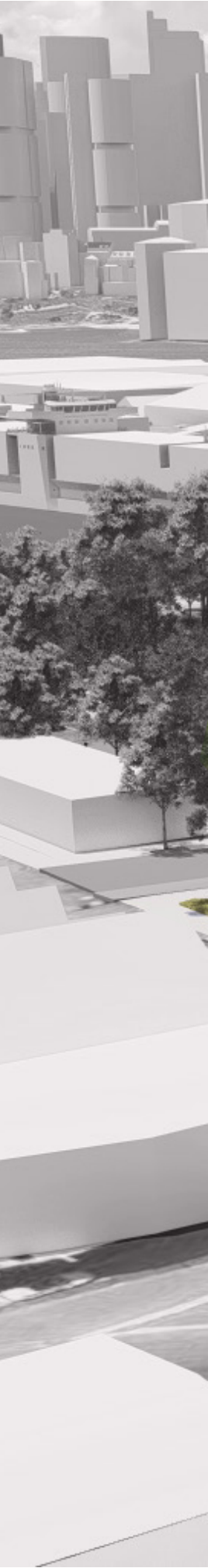
KEY

- 1. White Bay Power Station Northern Frontage
- 2. White Bay Power Station East
- 3. Southern Entry
- 4. White Bay Power Station West Gardens
- 5. Development Precinct
- 6. Metro Park and Harbour Interface
- 7. White Bay Park
- 8. Penstock Plaza



5.3

White Bay Power Station Northern Frontage





Metro Station and associated development are indicative
and subject to design development and approval

5.0 Public Domain Concept Plan

5.3 White Bay Power Station - North Frontage

The White Bay Power Station North Frontage is a multifaceted space. A raised "urban platform" captures overland flood water from Robert Street and protects the White Bay Power Station from flooding.

This platform creates an elevated and activated space that promotes pedestrian movement and increases the curtilage to the White Bay Power Station. Captured floodwater is also appreciated and redirected into freshwater bioretention, before eventually flowing into White Bay Park's creek system.

Key public domain outcomes include:

- Generous equal access pedestrian walkways in east-west and north-south directions
- Strong visual connection to the White Bay Power Station - coal loader shed used to direct pedestrian movement
- Shaded soft sunken spaces, with endemic planting and freshwater
- Retention of existing spur lines



View from pedestrian walkway connecting to upper urban platform. Clear visual connections to the White Bay Power Station northern frontage and eastern plaza are maintained with vertical chimneys framing the entrance.



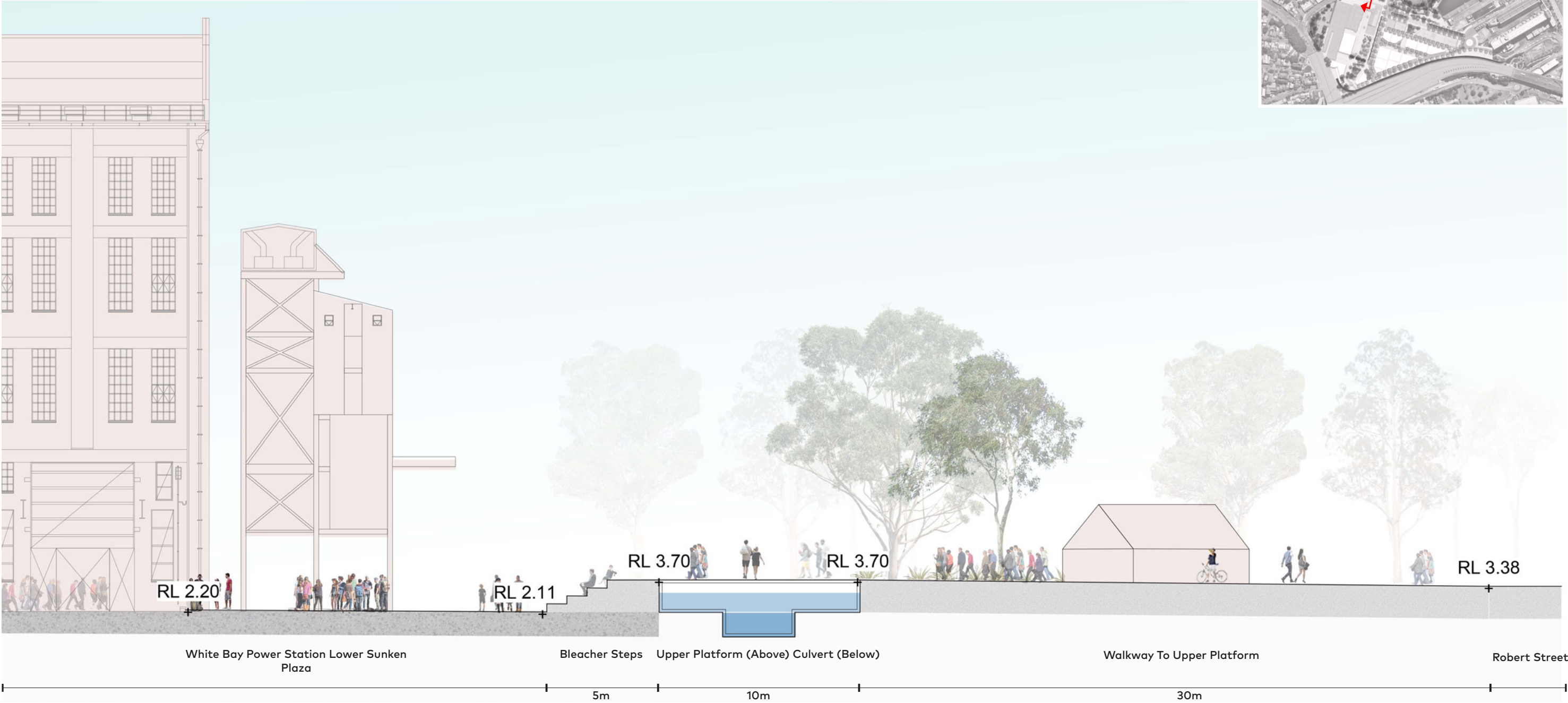
KEY

1. White Bay Power Station
2. White Bay Power Station Lower Sunken Plaza - RL 2.50
3. Existing Coal Loader Curtilage
4. Historic Sewer Pump Station
5. Upper Urban Platform RL 3.70
6. Switch-back walkway 1:20
7. Bleacher Seating and Stairs
8. Spur Line Interpretation
9. Access to Urban Platform from Robert Street
10. Freshwater Bioretention
11. Gravel Plaza with Native Planting
12. Coal Loader Shed Utilised to Direct Pedestrian Movement

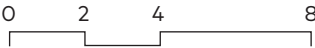


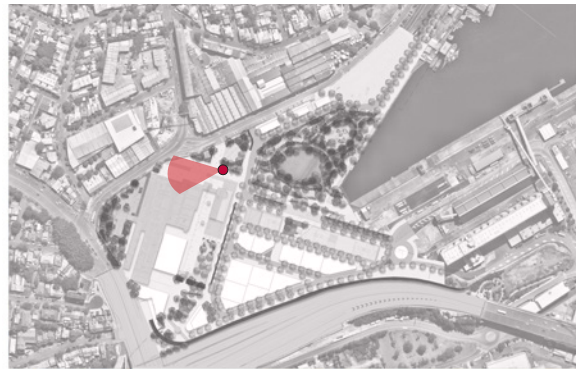
5.0 Public Domain Concept Plan

5.3 White Bay Power Station - North Frontage



The section illustrates the pedestrian walkway that connects Robert Street to the urban platform. Stair and walkway access to the lower sunken plaza provides direct access to the White Bay Power Station curtilage.





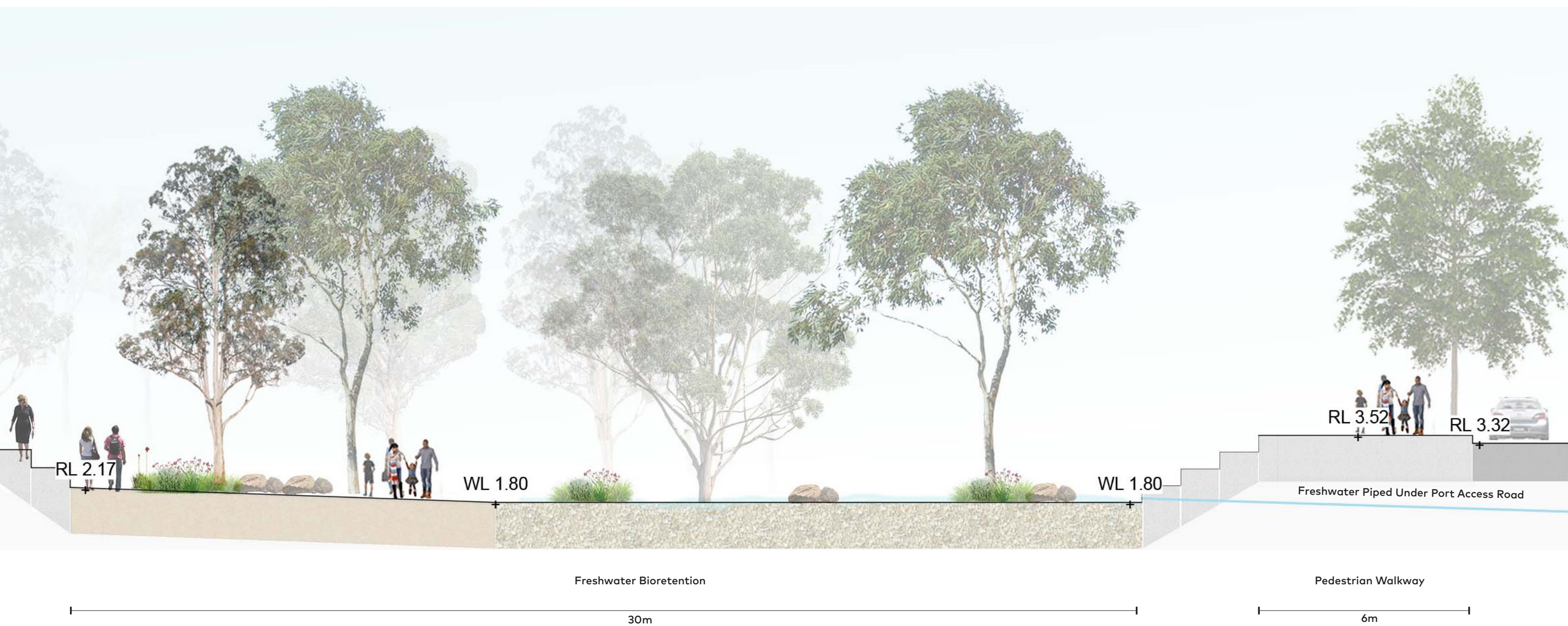
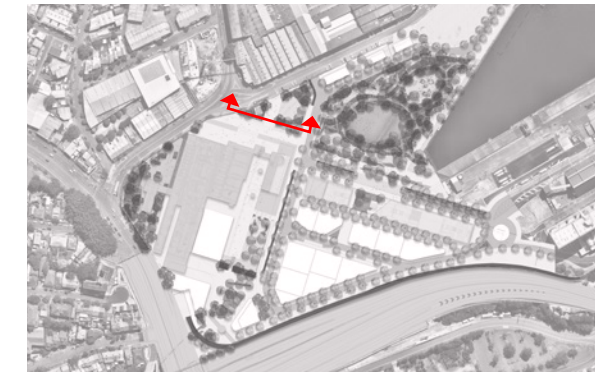
View looking west over the urban platform and White Bay Power Station lower sunken plaza. A clear visual contrast is formed between the industrial heritage of the White Bay Power Station and beginning of freshwater bioretention.

5.0 Public Domain Concept Plan

5.3 White Bay Power Station - North Frontage

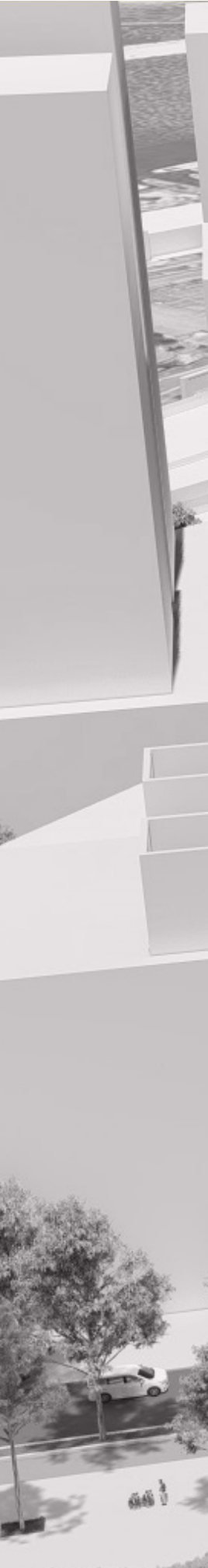
The section illustrates the interfaces of the sunken bioretention retention areas. These sunken areas treat overland flow, prior to being piped into White Bay Park through the N/S Street. The Historic Sewer Pump Station is given adequate curtilage for servicing, with the remainder of the space being softened with native planting.





5.4

White Bay Power Station East





Metro Station and associated development are indicative
and subject to design development and approval

5.0 Public Domain Concept Plan

5.4 White Bay Power Station - East

White Bay Power Station East is a sunken plaza space that celebrates the layers of history and Country that surround the White Bay Power Station.

The Coal Loader Shed and the concrete plinth that it occupies are retained, with the addition of an awning providing shade and shelter in the public domain. Site lines to the "chimneys" are prioritised and form strong vertical feature to the public domain.

The southern portion of plaza is comprised of interpretive overlays from past histories surrounding the White Bay Power Station. The pre-colonial shoreline is reinstated, with a shallow wetland. In addition, the tracks of historical spur lines and built form footprints are re imagined in the public domain ground plane creating a 'heritage' plaza.

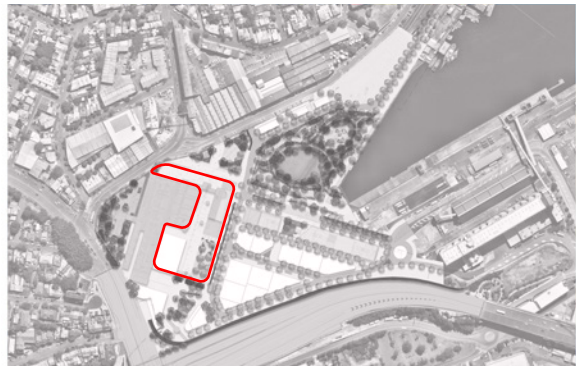
The space is highly permeable and promotes pedestrian movement in both north-south and east-west directions. Equal access walkways are integrated into the public domain to allow access up to the surrounding streets on all sides.

Key public domain outcomes include:

- Key visual connections north-south
- Equal access walkways
- Opportunity for event and amenity in plaza, with generous curtilage on the east of White Bay Power Station
- Retention of existing spur lines
- Expression and interpretation of the original shoreline

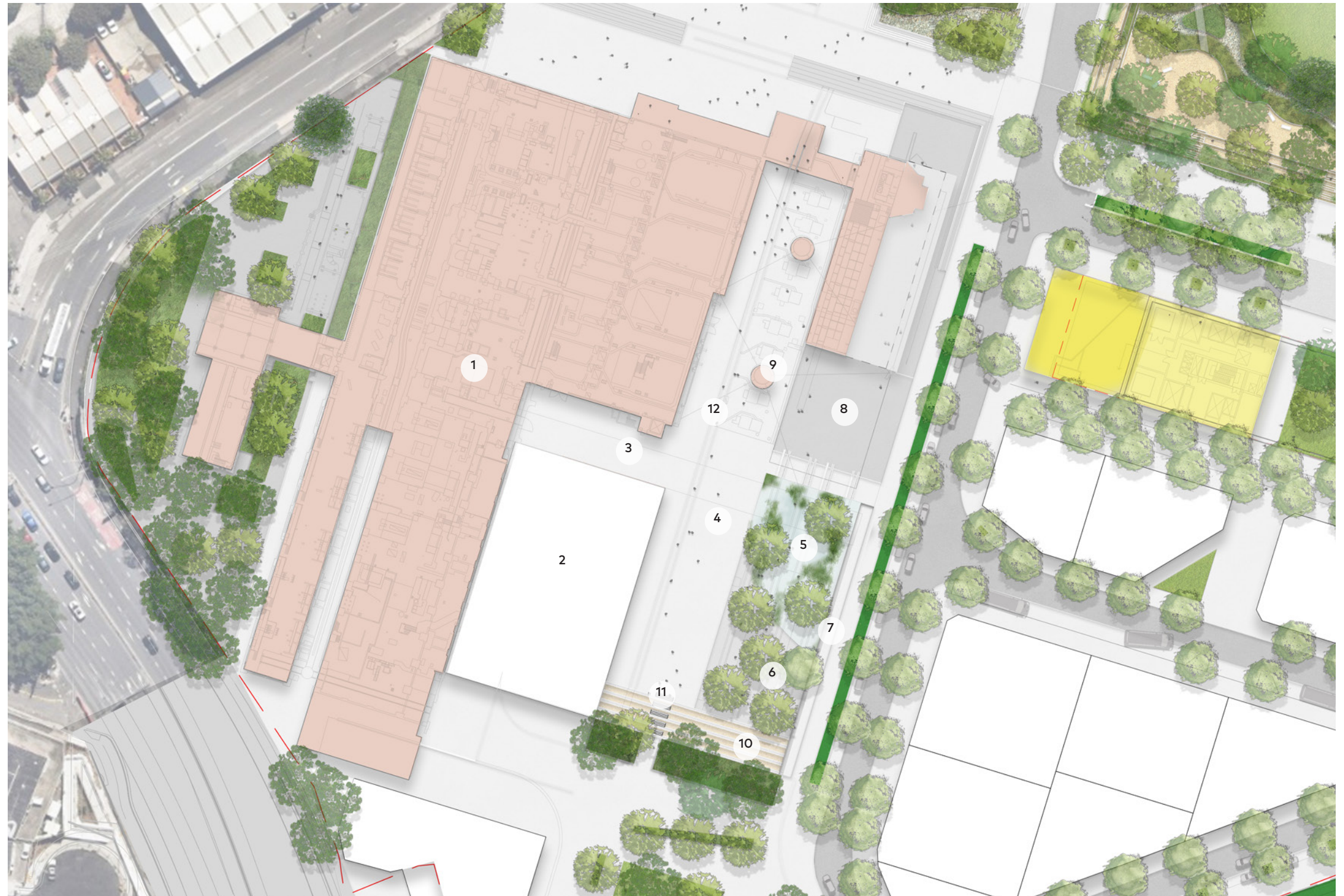


View looking north towards Robert Street showing Interpretive overlays such as rail tracks, building footprints and the original shoreline.



KEY

1. White Bay Power Station
2. Future Development
3. Entry/Exit Into White Bay Power Station and Proposed Building
4. Lower Sunken Plaza
5. Shoreline Interpretation With Wetland
6. Interpretation Of Historic Built Form
7. Walkway - Access From North-South Street
8. Retained Coal Load Surrounds
9. White Bay Power Station Chimneys
10. Bleacher Steps
11. Stair Access From Southern Entry to Lower Sunken Plaza
12. Spur Line Interpretation

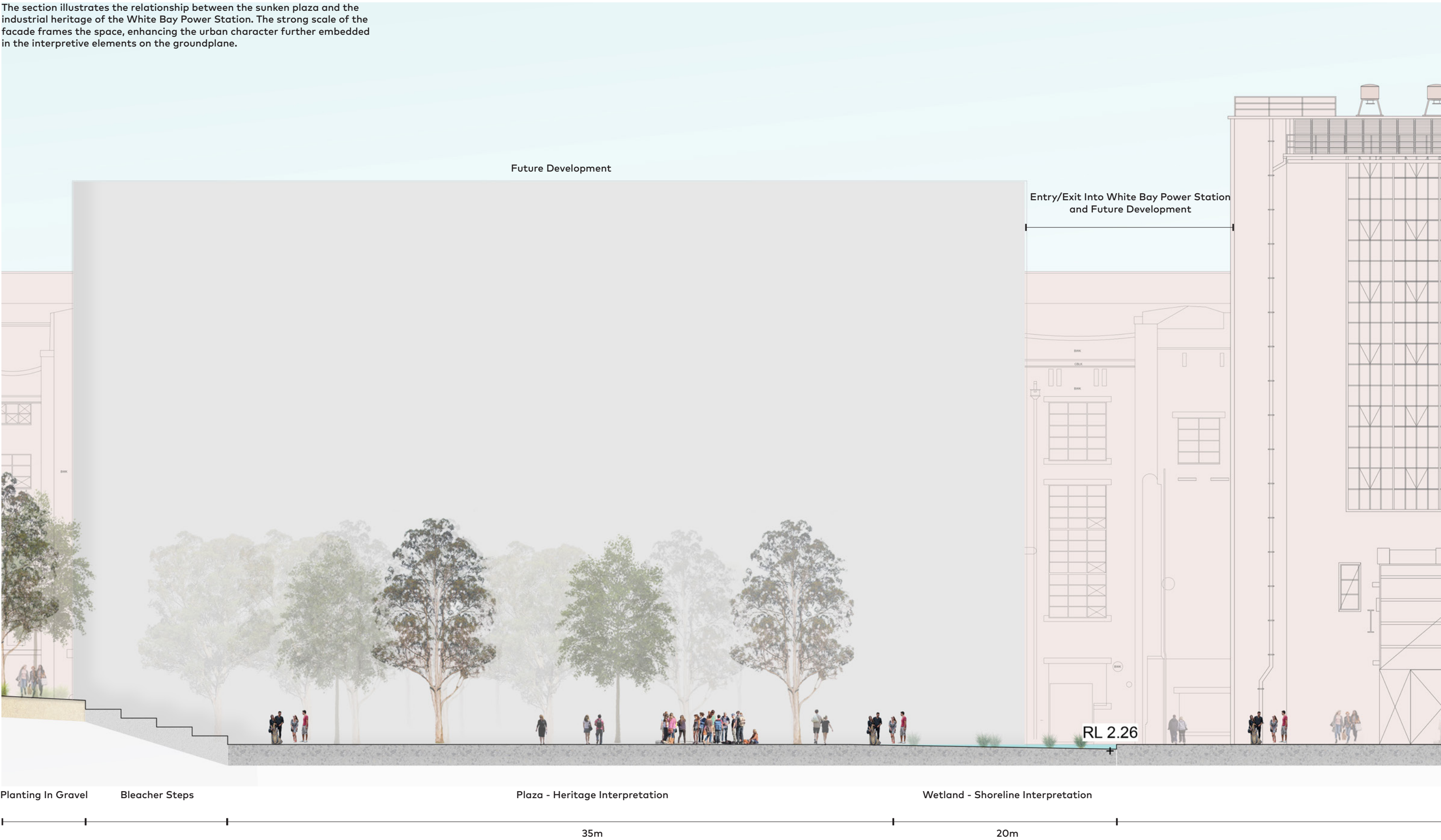


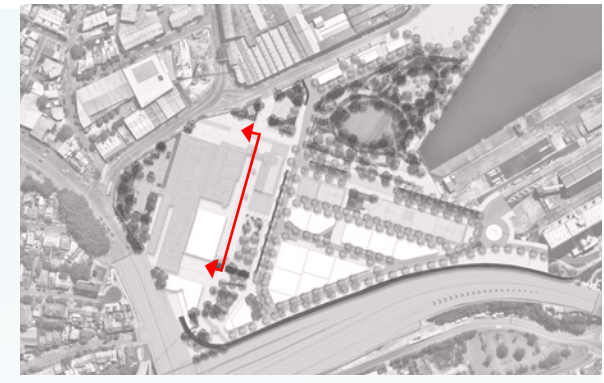
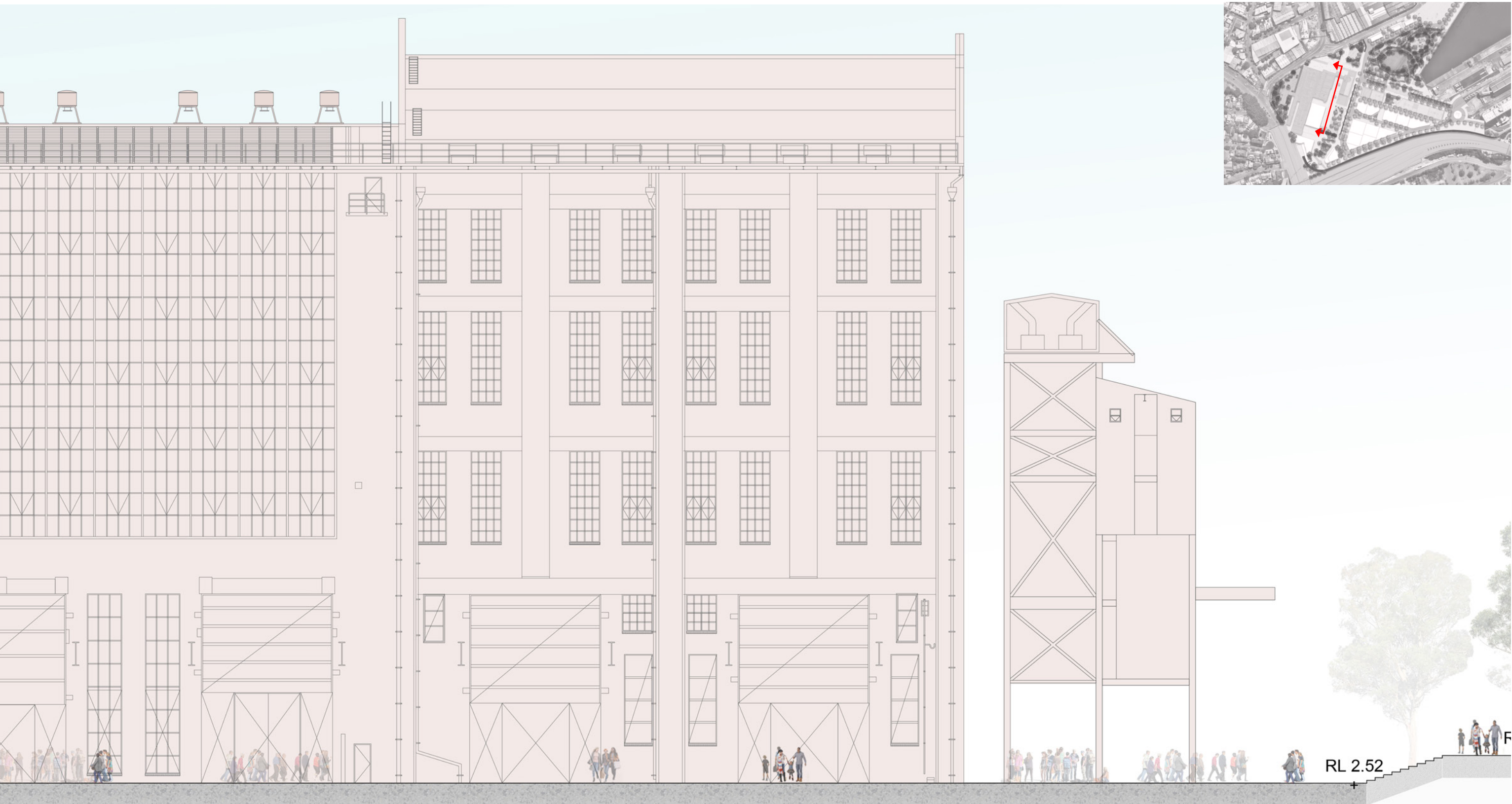
0 10 20 40

5.0 Public Domain Concept Plan

5.4 White Bay Power Station - East

The section illustrates the relationship between the sunken plaza and the industrial heritage of the White Bay Power Station. The strong scale of the facade frames the space, enhancing the urban character further embedded in the interpretive elements on the groundplane.





Lower Sunken Plaza

Access To Upper Platform

85m

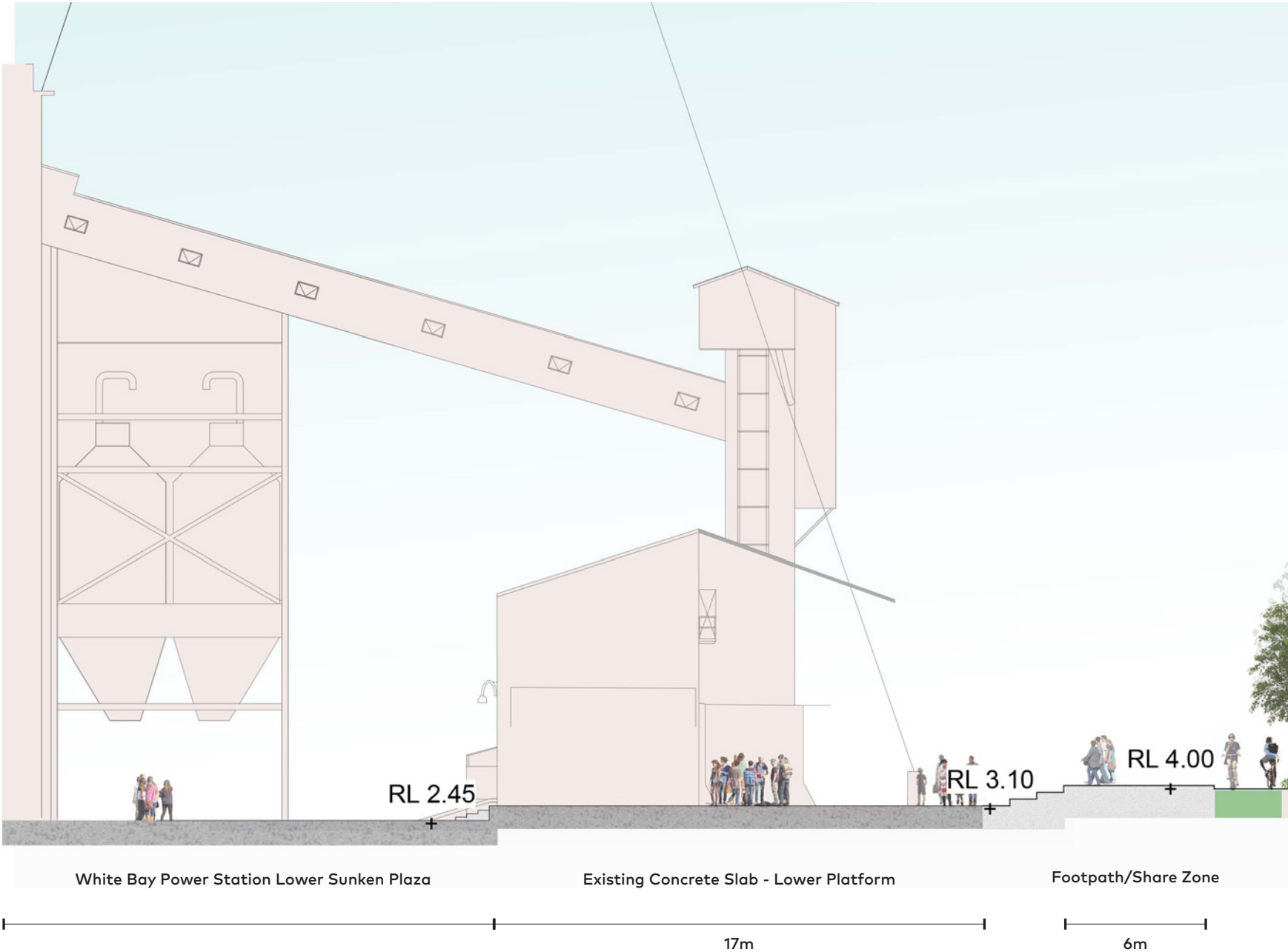
RL 2.52

0 2 4 8

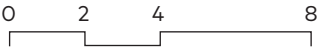
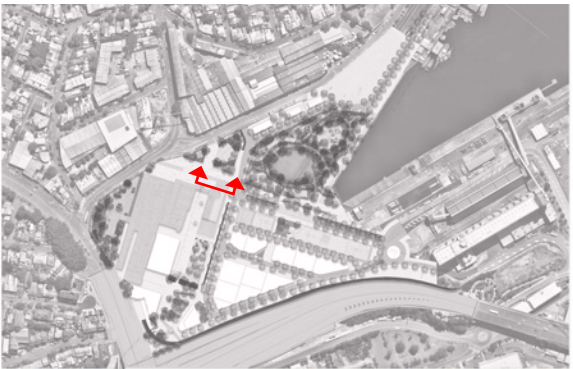
turf COX

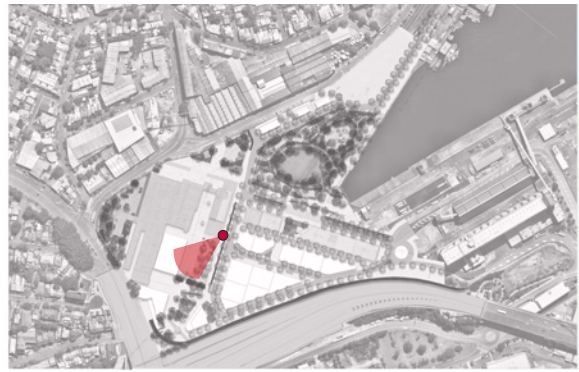
5.0 Public Domain Concept Plan

5.4 White Bay Power Station - East



The section shows the retention of the coal loader shed and its associated concrete platform and how it will interface with the new public domain.





View looking south showing interpretation of the shoreline and other elements on the groundplane.

5.5

Southern Entry





Metro Station and associated development
are indicative and subject to design development

5.0 Public Domain Concept Plan

5.5 Southern Entry

The rich offering of open space at the southern end of the precinct known as the southern entry provides a key node of activation and public open space that will draw people into the precinct and emphasise key landmarks such as the White Bay Power Station.

A mixed use building is included within this location that helps to define and activate the public realm, terminating the view along the north-south street and serving as a wayfinding device within a transient location within the Sub-precincts.

The public domain is comprised of a series of passive lawn and planting spaces. The heritage penstock is unearthed and the cooling tunnels are interpreted in the ground plane.

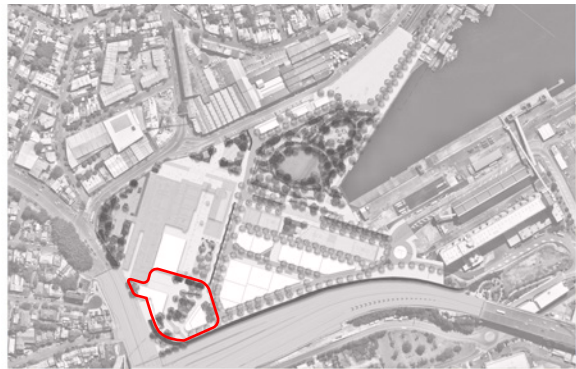
The space accommodates for the servicing of the White Bay Power Station and proposed Intake Substation (ISS).

Key public domain outcomes include:

- Key connection point to Bays Precinct and Greater Sydney
- Visual connection to White Bay Power Station Fine grain open lawn spaces
- Pockets of endemic planting
- Penstock and cooling tunnels highlighted as historical interpretative elements
- Space accommodates servicing requirements of White Bay Power Station and ISS

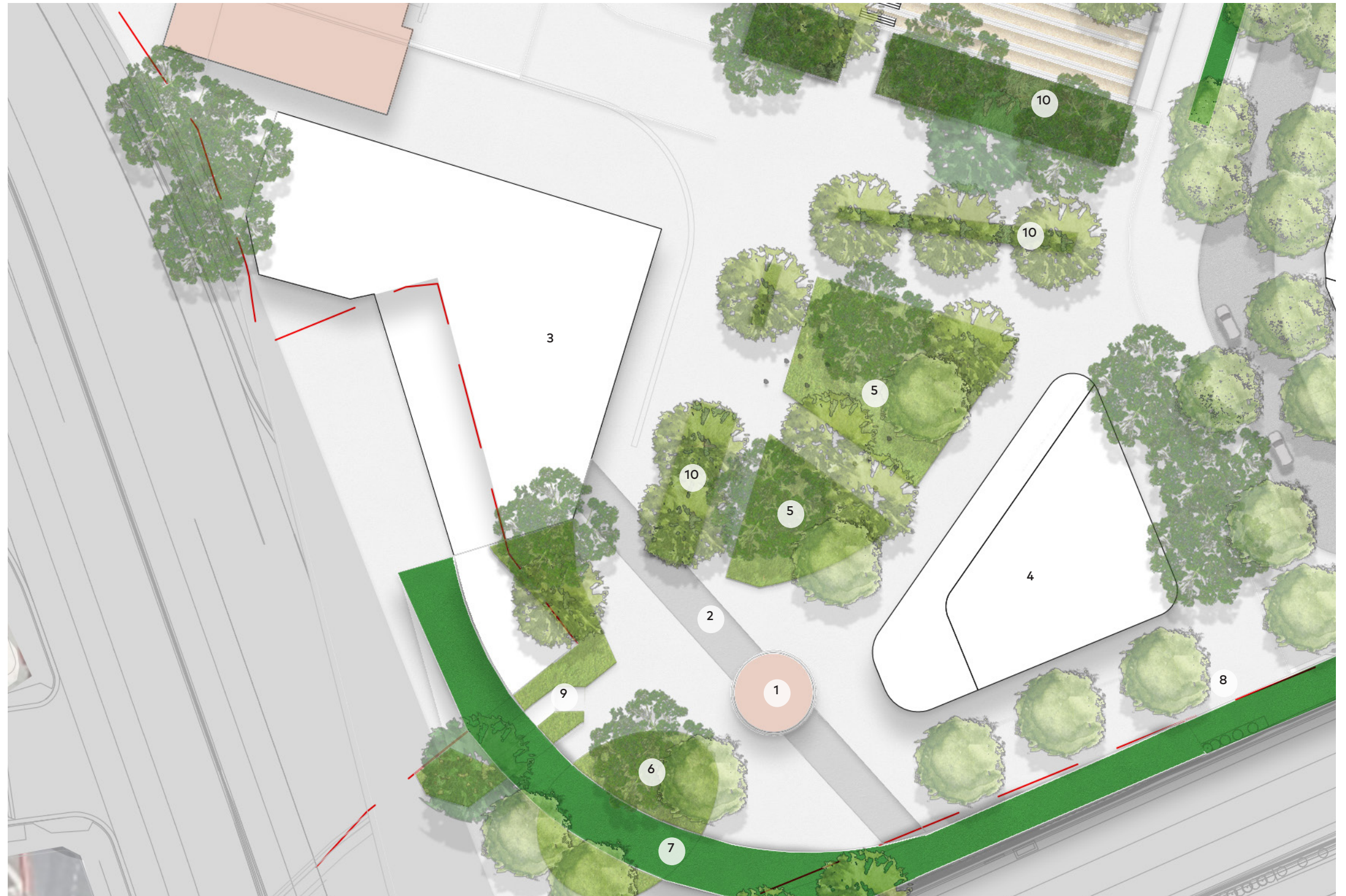


View looking north from the southern entry/Rozelle railyards arrival. Clear views to the White Bay Power Station, Silos and the Anzac Bridge are maintained on arrival.



KEY

1. Penstock
2. Cooling Tunnel Interpretation
3. ISS Building
4. Future Development
5. Passive Open Lawn Space
6. Entry Garden and Lawn
7. Cycleway
8. Connection To Anzac Bridge Cycleway
9. Pedestrian Access To Victoria Road
10. Native Garden



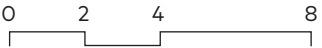
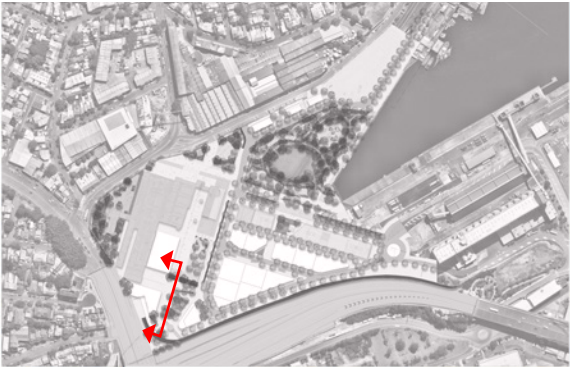
0 5 10 20

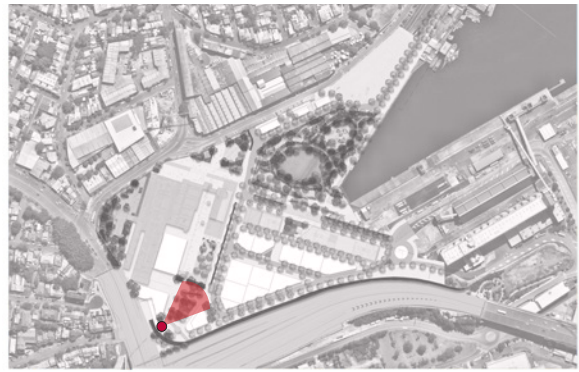
5.0 Public Domain Concept Plan

5.5 Southern Entry



The section shows the collection of small green spaces upon entry from the south. Intake Substation indicative only and subject to design development by Sydney Metro.





View looking north amongst green spaces in the southern entry. A mixed palette of native planting and heritage interpretation are expressed, interwoven by pathways for users to transition through to the White Bay Power Station.

5.6

White Bay Power
Station West Gardens





5.0 Public Domain Concept Plan

5.6 White Bay Power Station West Gardens

The West Gardens are comprised of a series of terraced garden spaces intertwined into the heritage fabric and relics of the White Bay Power Station surrounds. The fine grain outdoor rooms are passively zoned for future occupants of the White Bay Power Station and users of the Bays Precinct. Endemic planting will be utilised throughout all spaces and appropriate to the micro climate.

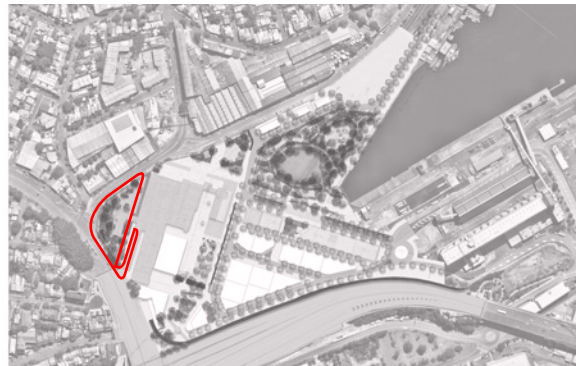
The existing bridge connection from Victoria Road to the White Bay Power Station will be reinstated and will flyover the space.

Key public domain outcomes include:

- Integrated pedestrian movement into heritage fabric
- Fine grain outdoor rooms
- Shade from western sun by endemic tree planting
- Retention and reuse of heritage elements



PRECEDENT - Duisburg Nord Landscape Park, Germany -
Heritage fabric has been preserved and enhanced through the creation of small contained gardens that express a range of different micro climates. The layers of planting are intertwined with pedestrian movement corridors, forming passive green zones that embellish the existing character of the site.



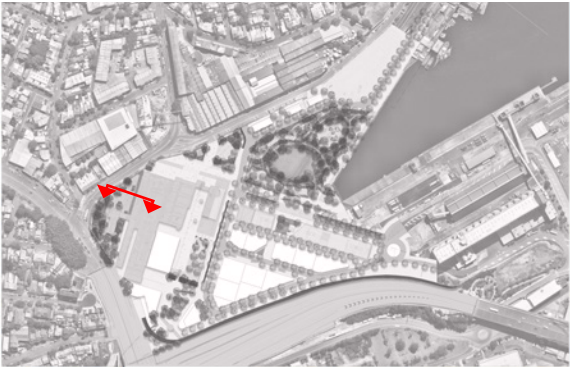
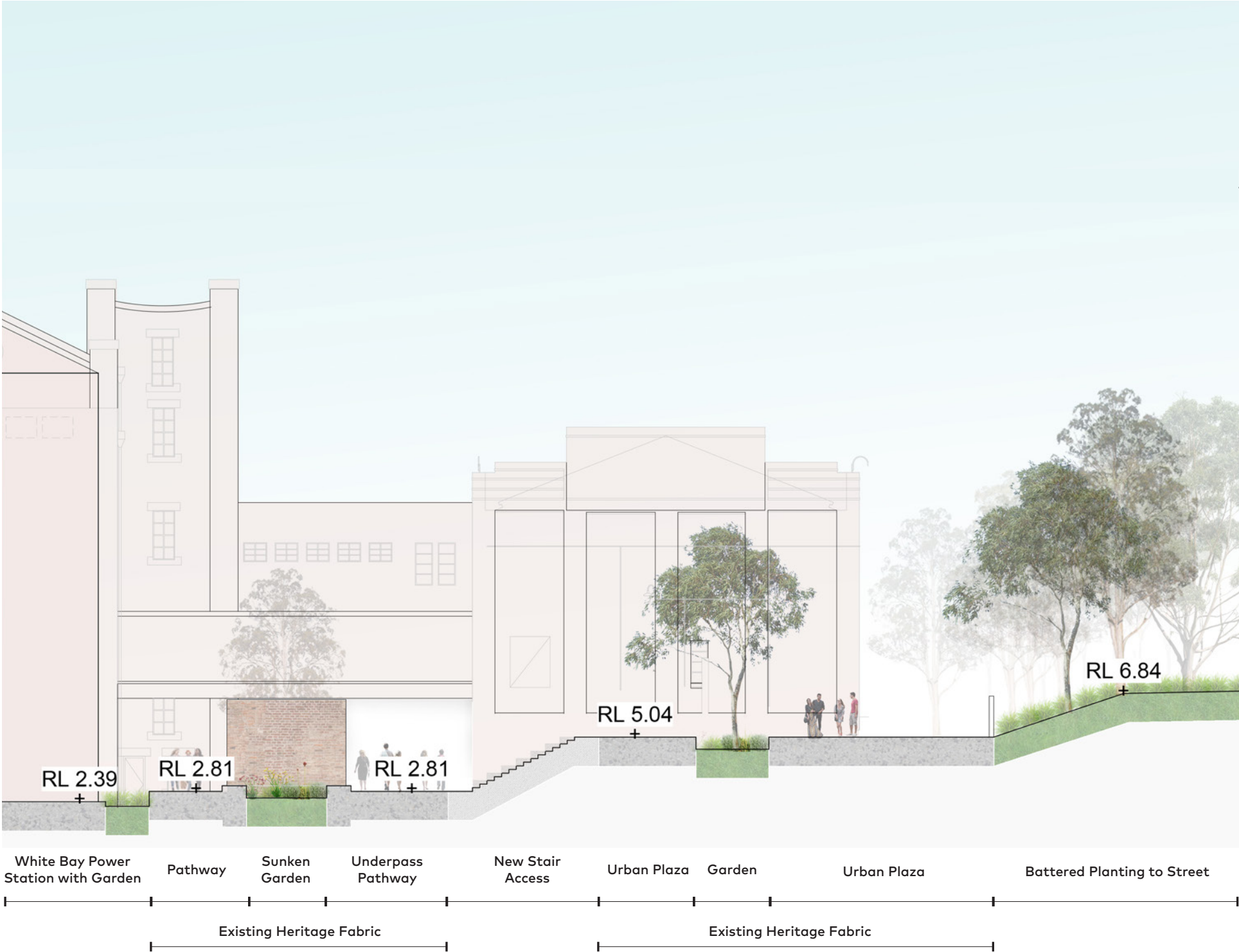
KEY

1. White Bay Power Station
2. Substation Gardens Between Existing Walls - Fine Grain Rooms
3. Existing Walls
4. West Plaza - Retaining And Interpreting Existing Concrete Slab
5. Outcrop Garden - Sloped, Rugged and Robust
6. Gully Garden
7. Bridge Connection From Victoria Road to White Bay Power Station Public Entry
8. White Bay Power Station Control Room
9. Greening Against White Bay Power Station
10. Entry From Robert Street



5.0 Public Domain Concept Plan

5.6 White Bay Power Station
West Gardens



The section articulates the various tiers of landscape intertwined with the existing heritage conditions from the White Bay Power Station. An opportunity to explore the industrial, material character of the existing environment and develop unique garden spaces.



PRECEDENT - Paddington Reservoir, Sydney -
The chambers of the bottom level reinstate the original building footprint and material fabric of the ruins. The gardens form enclosed rooms and respond to the water-tolerant climate that compliments the bold textural character.

5.7 Development Precinct





Metro Station and associated development
are indicative and subject to design development

5.0 Public Domain Concept Plan

5.7 Development Precinct

The Development Precinct promotes pedestrian movement with porous built form allowing for movement in both north-south and east-west directions.

Streets are tight with a priority on greening and pedestrians moving around and enjoying the precinct. Active transport also has high priority with cycleways and shared zones provided in key N/S & E/W directions.

Key public domain outcomes include:

- Generous pedestrian movement spaces
- Dense canopy
- Material palette that mitigates the urban heat island effect, creating pleasant micro climates
- Access to multiple forms of public transport
- Maintained views to the harbour bridge/ foreshore



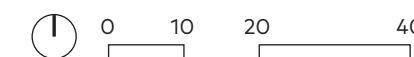
The streets layout promotes access and movement, prioritising pedestrians through generous shareways and plaza spaces. Openings between built form allow view corridors to the foreshore.



KEY

1. Future Development
2. Bus Pull In
3. Pedestrian Plaza
4. Shared Way
5. Connection To Anzac Bridge Cycleway

*Final design subject to detailed design development, ongoing investigations and will be informed by final option selection



5.8

Metro Park and Harbour Interface





Metro Station and associated development
are indicative and subject to design development
Final design subject to detailed design development, ongoing
investigations and will be informed by final option selection

5.0 Public Domain Concept Plan

5.8 Metro Park and Harbour Interface

The Bays station is a core activation anchor for the Bays Precinct. The station interface prioritises people and safety. The station is at the heart of the Bays West Precinct linking people to open space, White Bay, pre-colonial and post colonial histories.

Key public domain outcomes include:

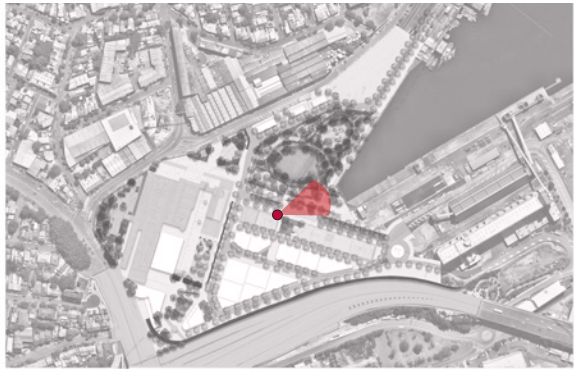
- Pedestrian movement between the station and White Bay Park is prioritised with a raised pedestrian threshold to slow vehicles and/or cyclists approaching the metro arrival
- A strong visual connection to the White Bay Power Station, White Bay Park and White Bay is established at the entry/exit point of the eastern metro building
- Informal and scattered tree planting provides a consistent canopy, whilst maintaining a porous public domain for pedestrian movement in key areas



Option 1: Primary street out the front of Metro Station
Views looking East towards the Silos. With vehicles present Bollards and landscape elements will improve safety and signalise caution to motorists and pedestrians alike. Metro Station indicative only and subject to design development by Sydney Metro.



Figure 169: Option 2: Primary street next to the Anzac Bridge approach
View looking East towards the Silos. Without vehicles bollards are not required. Metro Station indicative only and subject to design development by Sydney Metro.



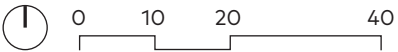


KEY

1. The Bays Station
2. Entry/Exit From The Bays Station
3. Metro Skylight
4. Metro Open Space (Placeholder Design - To Be Delivered By Metro)
5. Raised Pedestrian Threshold
6. East/West Cycleway
7. Walkway Into White Bay Park
8. Stair Access Into White Bay Park
9. Provision For Community Building
10. Pedestrian Shareway
11. Nature Strip



Note plan shows Option 1 - Primary Street out the front of Metro Station



5.0 Public Domain Concept Plan

5.8 Metro Park and Harbour Interface

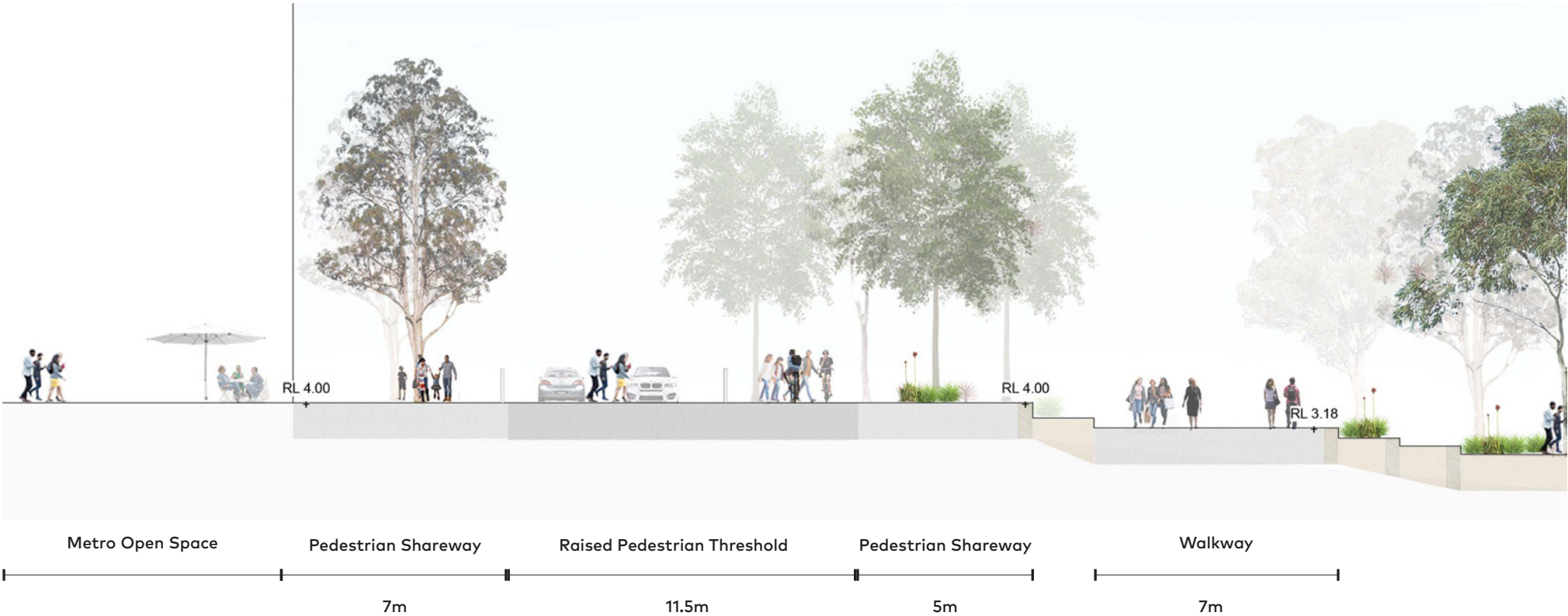


Figure 170: Option 1: Primary street out the front of Metro Station
The sections highlights the pedestrian movement from the Metro entry into White Bay Park. Clear site lines guide users down the stairs and or walkway towards a lower gravel plaza.

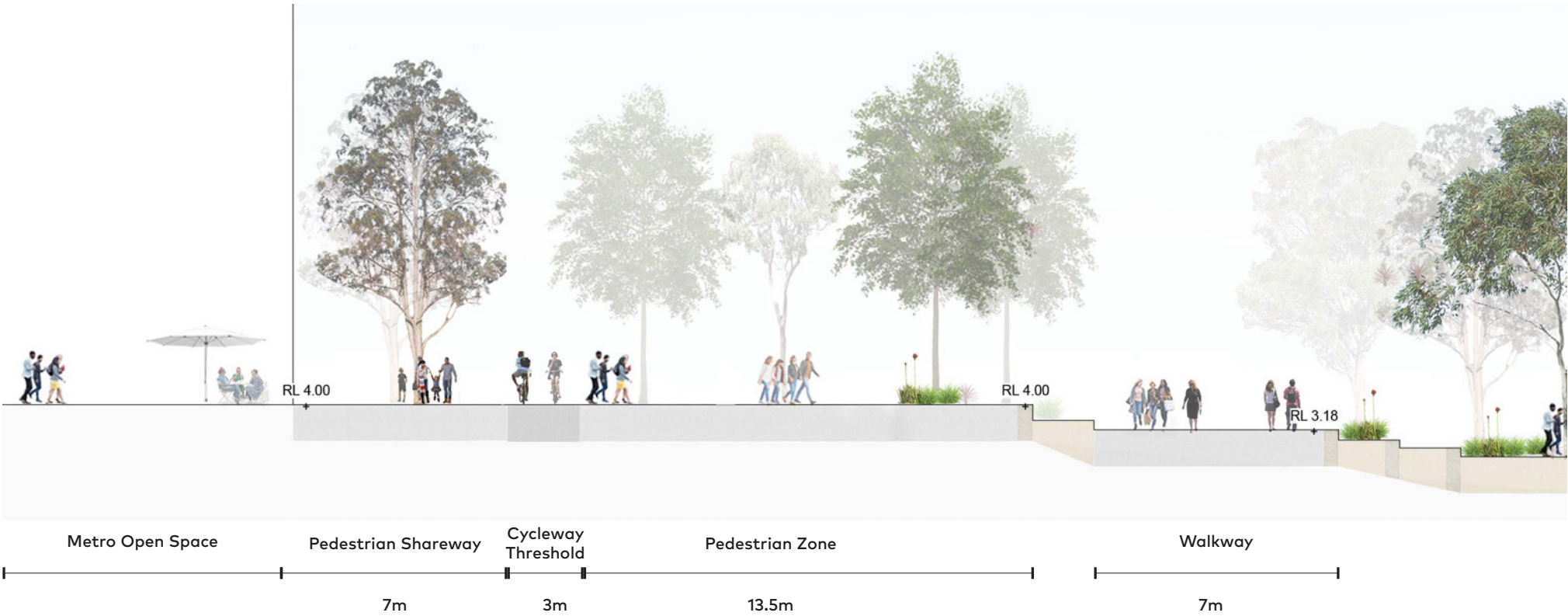


Figure 171: Option 2: Primary street next to the Anzac Bridge approach
The sections highlights the pedestrian movement from the Metro entry into White Bay Park. Clear site lines guide users down the stairs and or walkway towards a lower gravel plaza.

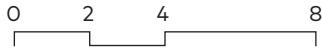




Figure 173: Option 1: Primary street out the front of Metro
View looking north from the Metro to the foreshore walk. Users have an immediate connection with the water and parklands, with direct access across the raised pedestrian threshold.



Figure 172: Option 2: Primary street next to the Anzac Bridge approach

5.0 Public Domain Concept Plan

5.8 Metro Park and Harbour Interface



Figure 175: Option 1: Primary street out the front of Metro Station
View looking east towards the Metro . A strong canopy of street trees shades the pedestrian plaza and park entry, guiding users towards The Bays station. Metro Station indicative only and subject to design development by Sydney Metro.



Figure 174: Option 2: Primary street next to the Anzac Bridge approach. Metro Station indicative only and subject to design development by Sydney Metro.



Figure 177: Option 1: Primary street out the front of Metro Station
View looking north towards White Bay Park highlights the key stair access from the upper to lower plaza.



Figure 176: Option 2: Primary street next to the Anzac Bridge approach

5.9

White Bay Park





Metro Station and associated development
are indicative and subject to design development

5.0 Public Domain Concept Plan

5.9 White Bay Park

White Bay Park celebrates a songline of 5 Islands surrounded by a shallow creek system. The park is set down from the Metro and Road surrounds to enhance the immersion in Country and connection to water.

Three foreshore islands with bridge connections allow users to move along the White Bay foreshore while a large open lawn island and a nature play island facilitate significant activation of the park.

The creek system is allowed by foreshore "weirs" that catch the top 200mm of the tide from White Bay. As tide water flows up the park creek system freshwater flows from under the Port Access Road and mixes in the rock and sand pools of the creek.

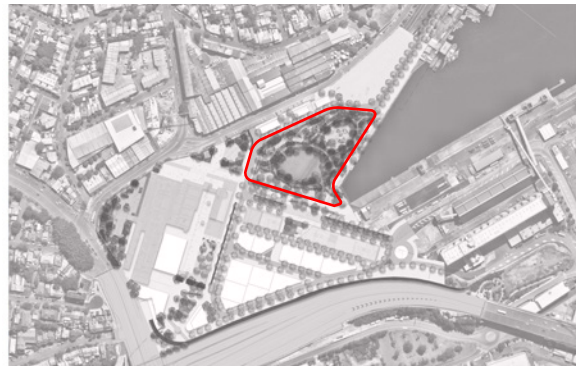
The generous open lawn Island provides a key foreshore recreation space that complimenting the programmed open space at the Rozelle Parklands. An all inclusive nature play island enables all users to play regardless of age, ability or cultural background. The landscape shelf connects users from the broader precinct to the park. Barbecuing, picnic facilities and seating are integrated into nooks and under trees.

Key public domain outcomes include:

- Equal access pedestrian movement into and throughout the park
- Visual connection to White Bay, White Bay Power Station chimneys and Metro
- Regional level nature play



View looking east through the open lawn of White Bay Park. The foreground articulates the native planting palette, including Melaleucas and Eucalypts that compliment the sandstone geology.



KEY

1. Open Lawn
2. Nature Play Island
3. Landscape Shelf - Picnic And BBQ
4. Gravel Plaza
5. Sandstone Bleachers and Steps From Metro
6. Native Garden Pockets Over Bleachers
7. Spur Line Interpretation
8. Pedestrian Bridges
9. Native Planting Buffer Surrounding Islands
10. Bioretention - Creek
11. Mangrove Islands
12. Entry From Port Access Road
13. Urban Platform Along Foreshore
14. Islands With Breakout Space
15. Walkway- Access to White Bay Park

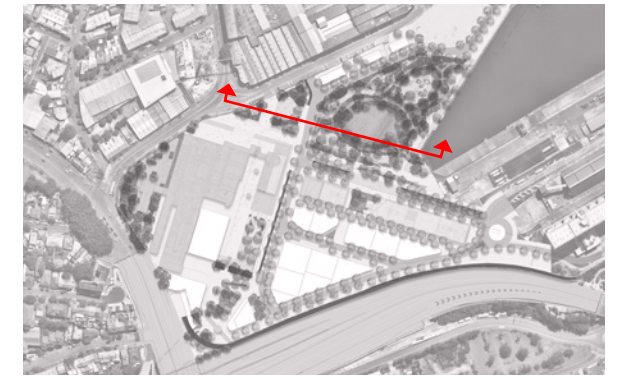
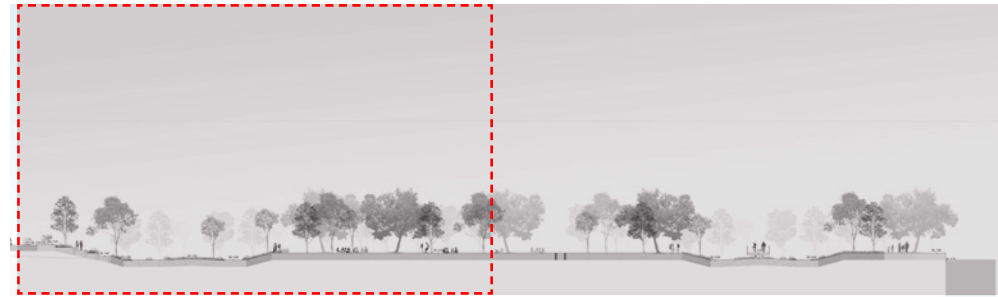


5.0 Public Domain Concept Plan

5.9 White Bay Park

The transect illustrates access into White Bay Park from the street, transitioning from the upper levels to the sunken gravel plaza. A large passive lawn space is central to the park, providing an enclosed retreat amongst native trees and planting.





ting

Open Lawn (continued)

70m

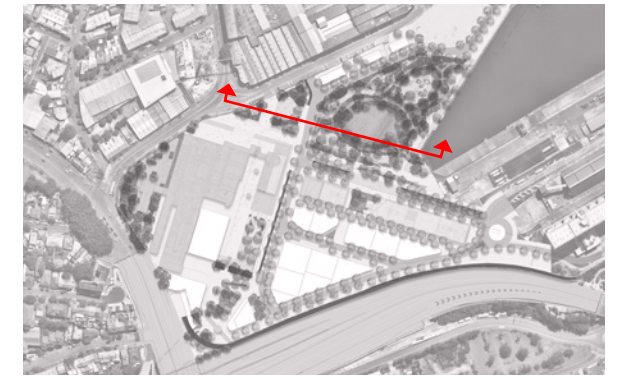
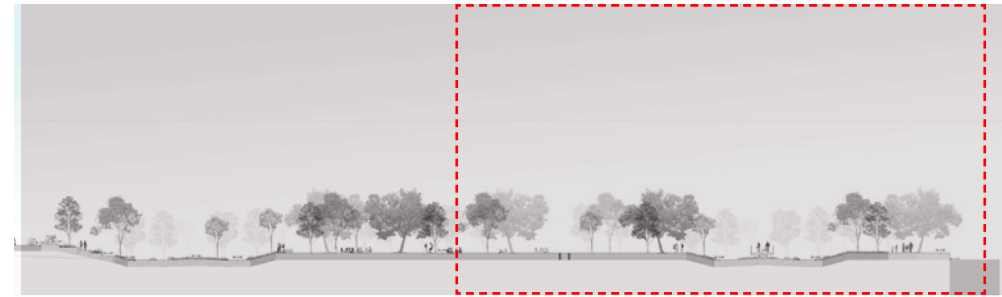
0 1 2 4

5.0 Public Domain Concept Plan

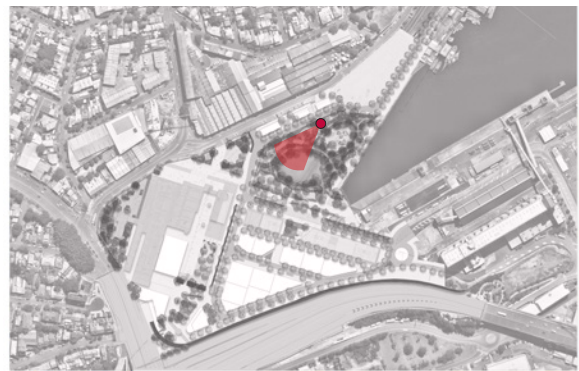
5.9 White Bay Park

The open lawn continues through to the Bays foreshore, with pedestrian bridges connecting users from islands into the central space. At the edge, an urban platform stretches alongside the bay visually and physically linking users from Robert Street to the Metro.





0 1 2 4



The park promotes areas of gathering and picnic, with small BBQ zones within the gravel plaza. Views into the lawn space enclose users amongst the greenery.



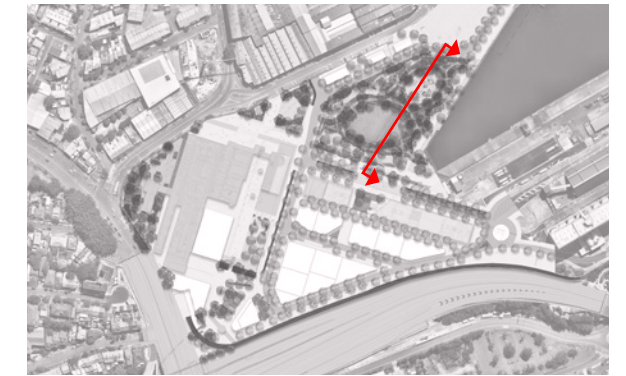
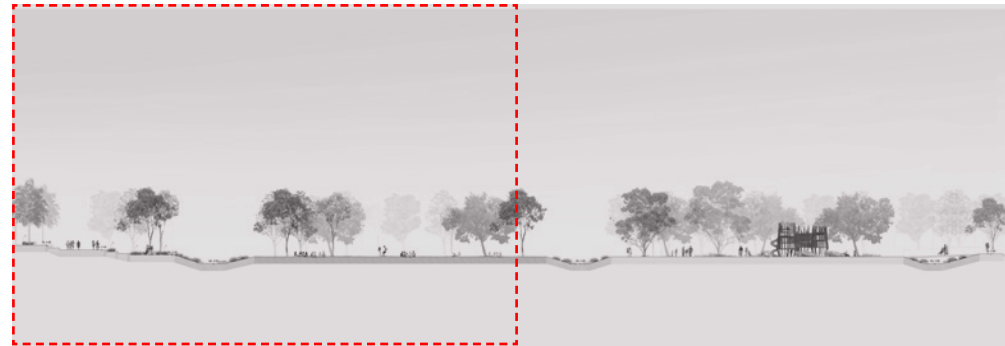
View looking south towards the Metro, articulating the Bay foreshore and pedestrian movement corridor. Metro Station indicative only and subject to design development by Sydney Metro.

5.0 Public Domain Concept Plan

5.9 White Bay Park

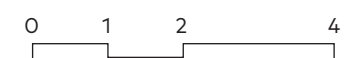
The section illustrates the north- south connection from the metro towards the central green space. Bleacher seating transitions down into the gravel plaza with native mixes of shrubs softening the urban streetscape.





Open Lawn

50m

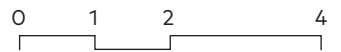
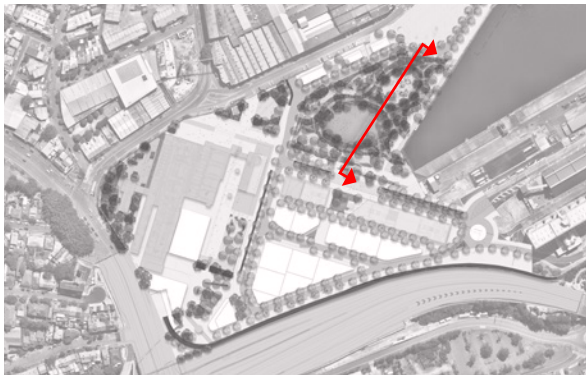
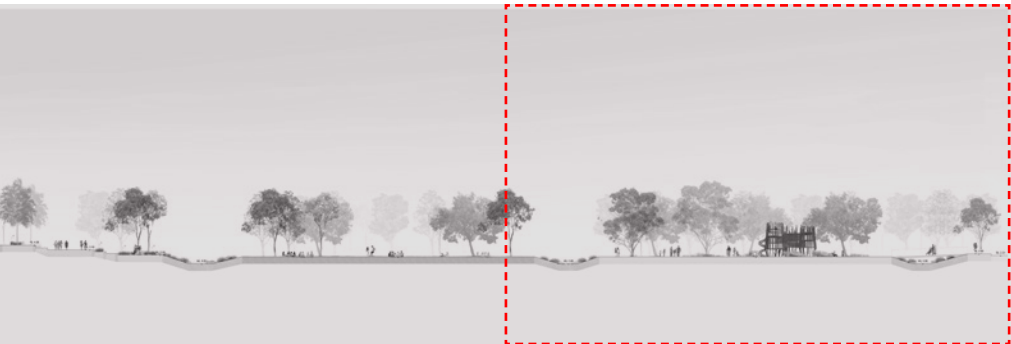


5.0 Public Domain Concept Plan

5.9 White Bay Park

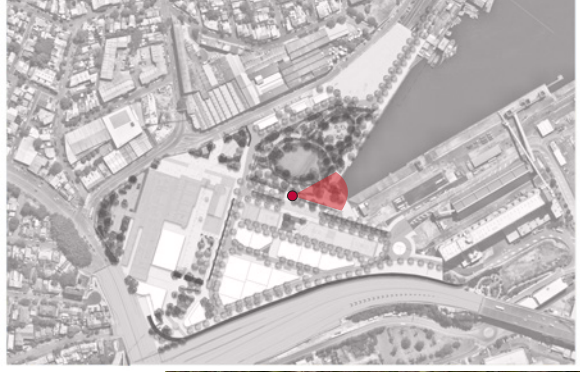
The north- east island promotes active play with opportunity for a unique playground structure for all users. Reflecting on the local endemic ecologies and geology, the space incorporates nature and wild play. Connections via bridges and walkways increase the access from Port Access Road.







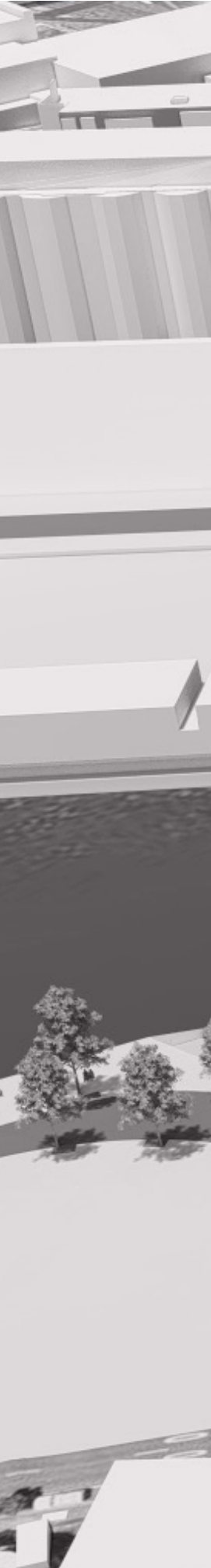
The playground offers amenity and play for all users complimenting the wild - native planting character of the islands. Pedestrian access via bridges connects users from the central lawn and gravel plazas.



The view looking east illustrates the pedestrian walkway that connects users from the upper platform of the metro towards White Bay Park and foreshore.

5.10

Penstock Plaza





Metro Station and associated development
are indicative and subject to design development

5.0 Public Domain Concept Plan

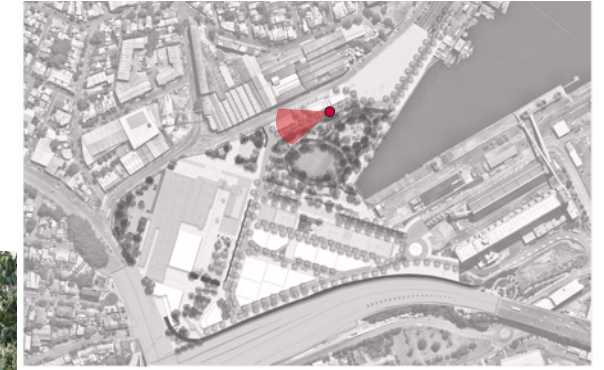
5.10 Penstock Plaza

Penstock Plaza is located between Robert Street and White Bay Park. The Heritage Penstock is unearthed in the plaza, with the cooling tunnel beneath interpreted in the ground plane. A cafe/community building is utilised as a community anchor, drawing people from within the Bays West precinct, warehousing from Robert Street and surrounding suburbs.

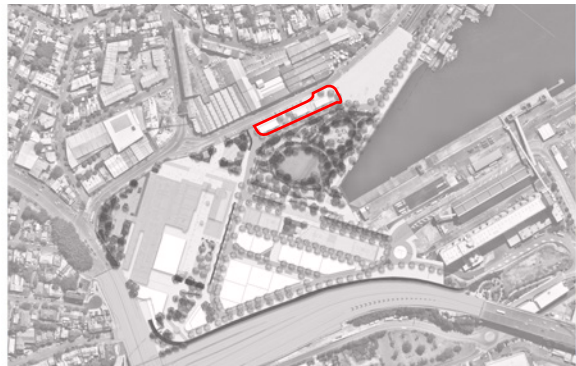
Key public domain outcomes include:

- Pedestrian plaza space
- Visual connection between White Bay Power Station, Robert Street warehousing, White Bay Park and Metro.
- Community hub
- Strong sense of endemic canopy
- Retention of heritage elements

Depending upon the final configuration of the street network and the vehicular movements associated with the port users and the White Bay Cruise Terminal, that a street in this location may not be required and could accommodate complementary development to define the White Bay park edge.



View looking south along Robert Street Interface highlighting the penstock plaza and cafe. The open plaza space creates a space to celebrate the penstock and heritage of the site in the context of the adjacent warehousing and foreshore.



KEY

1. Penstock
2. Cooling Tunnel Interpretation
3. Spur Line Interpretation
4. Proposed Cafe and/or mixed uses
5. Proposed Public Buildings and/or mixed uses
6. Penstock Plaza

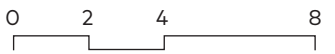


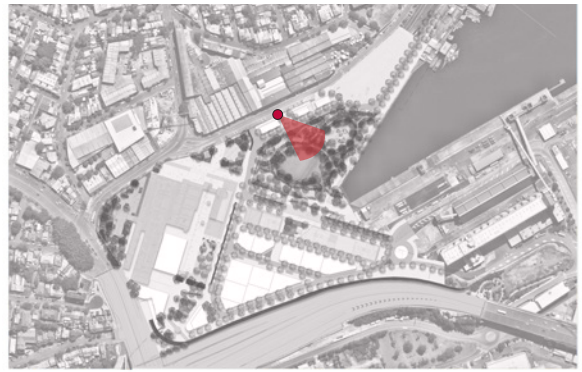
5.0 Public Domain Concept Plan

5.10 Penstock Plaza



The section captures the transition from penstock plaza into the White Bay Park. Access for all users is key, with entry from the open lawn.





View from the cafe looking at the unearthed penstock in the foreground and White Bay Park across the Port Access Road

