

BAYS WEST STRATEGIC PLACE FRAMEWORK



IMAGE 0.1 Aerial view of Bays West / DPIE

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Prepared for :



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Welcome to Country

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

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

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

Ngeeyinee bulima nandiritah

(May you always see the beauty of this earth)

Welcome to Country provided by Shannon Foster

Government Registered Sydney Traditional Owner and D’harawal Knowledge Keeper

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

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

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We acknowledge the Traditional Custodians of the Country we work on and travel through and we pay our respects to Elders past, present and emerging.

We respect Country and seek to hear what she is telling us. We thank all those who have shared their knowledge and wisdom with us on this journey.

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ACKNOWLEDGEMENTS

The work included within this report has built upon previous work on Bays West which was undertaken in collaboration with larger teams of consultants working with Terroir Pty Ltd as the head consultant. We gratefully acknowledge the inputs into the work presented within this report from the consultants noted below and the broader government and project teams.

Terroir gratefully acknowledges the new contributions from Bangawarra and Atelier Ten/Integral Group on the supporting Frameworks associated with this document. Terroir thanks our key team of collaborators on the Bays West Strategic Urban Design Report: Aspect Studios, SJB, Design5 Architects, Arup, Sleth, Latz+Partners and Egbert Stolk.

Terroir also thanks the team from Design 5 Architects and McGregorCoxall that assisted Terroir with the White Bay Power Station Urban Design Framework which included some of the initial concepts which informed the expanded Bays West approaches.

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TERROIR

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Executive Summary

PART 1 - INTRODUCTION

Bays West represents one of the last strategic piece of inner harbour land available for urban renewal in Sydney. Bays West also represents Sydney Harbour’s last deep water and land interface, essential for port and working harbour functions. It constitutes renewal of a scale, time frame, and complexity well beyond that of a typical urban precinct. At 77 hectares, the Precinct encompasses White Bay, Glebe Island, Rozelle Bay, White Bay Power Station, and Rozelle Rail Yards, along with 76 hectares of adjacent harbour waterways.

Bays West has a rich and layered history with ongoing deep songlines and ancestral connections to Country. It features an outstanding but currently mostly inaccessible foreshore, charming and diverse neighbouring suburbs, an authentic identity as a ports and working harbour, and valued heritage and natural assets. Founded on extensive community consultation through *The Bays Precinct, Sydney: Transformation Plan*, the NSW Government set an ambition for The Bays in 2015 to make the area an iconic Sydney destination that would help drive an internationally competitive economy and deliver great outcomes for existing and new communities, and for the benefit of Greater Sydney and NSW. The *Bays West Place Strategy* builds on this ambition, and establishes a framework for government to deliver a landmark new piece of Sydney - a benchmark for responsive, sustainable, and culturally enriched urban renewal.



IMAGE 0.2 Aerial view of Glebe Island from Johnstons Bay

POSITION & CONTEXT

In addition to maintaining its role as a critical port and working harbour facility, the Precinct is currently being utilised to deliver a series of major infrastructure projects. However, the NSW Government is proactively considering its future beyond this. Urban renewal of the Precinct, integrated with port and working harbour uses, is considered essential to realising its future value. Government ownership of much of the precinct allows for prioritisation of how Bays West is developed to deliver well connected communities, quality local environments and a strong economy; optimising the timing, staging, and form of development to ensure the end vision takes precedence over short-term financial outcomes.

The Bays Station, part of Sydney Metro West, is seen as a catalyst project to unlocking the first phase of development within the Precinct, and a unique opportunity. Along with triggering its renewal, the metro will have a positive impact beyond the boundary of the Precinct and enable reestablished connections between the site and its adjacent neighbourhoods.

PURPOSE OF STRATEGIC PLACE FRAMEWORK (SPF)

The *Strategic Place Framework* serves as a high level strategic positioning document that outlines the future for Bays West. It contains extensive background analysis and existing government policy, which have informed and shaped the vision, directions and structure plan for the Precinct. The document is a companion piece to the *Bays West Place Strategy*, and functions as a reference for the project’s background material and the Precinct-wide intent to ensuring future interventions can be aligned with the end-state vision for Bays West.

PART 2 - BACKGROUND & ANALYSIS STRATEGIC CONTEXT

The *Strategic Place Framework* responds directly to current State and Local Government policy and aligns with their strategic objectives and priorities. The Precinct represents a major opportunity to address key policy commitments, including the delivery of a strong economy, well-connected communities, and quality local environments.



From the policy review, a series of policy themes were identified as key factors relevant to the renewal of Bays West:

- Rapid transport corridors and walking and cycling links are transport priorities for a global city
- Culture and quality places define successful global cities
- Cities must attract innovation and knowledge activities to remain competitive
- Bays West will retain strategic ports and working harbour functions
- Housing provision in urban renewal areas with good infrastructure and access to job centres

COMMUNITY ENGAGEMENT

Community engagement with regards to the future of Bays West has previously identified these key topics:

- Public benefit prioritisation

- Public foreshore access
- Opportunity for heritage and cultural offerings
- Connectivity and transport, traffic and access
- Provision of housing and jobs
- Need for design excellence
- Coordinated planning

PLACE ANALYSIS & KEY OPPORTUNITIES

Comprehensive background analysis of the Bays West study area and its broader context has been undertaken, identifying and mapping the significant place stories underpinned by Country perspectives, natural landform features, cultural and heritage artefacts, and existing environmental systems that together define the place attributes of the Precinct. This analysis and broader context has been used to establish a list of site-specific challenges and opportunities, and guided the development of the vision, directions, and structure plan set out in the *Bays West Place Strategy*.

Executive Summary

PART 3 - VISION

Building on the place analysis and consultation work, the vision outlines the NSW Government's aspirations for the future of Bays West.

THEMES & DIRECTIONS

To support the vision for Bays West, 14 Directions have been established which are grouped into five Themes. These will guide future masterplanning and development processes across the Precinct.

VISION FOR PLACE

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

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

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

LAND USE & FUNCTION



DIAGRAM 0.2 Bays West land use and function factors

Directions

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

DESIGN OF PLACES & SPACES



DIAGRAM 0.3 Bays West design of places and spaces factors

Directions

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

TRANSPORT & MOVEMENT



DIAGRAM 0.4 Bays West transport and movement factors

Directions

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

HERITAGE & CULTURE



DIAGRAM 0.5 Bays West heritage and culture factors

Directions

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

INFRASTRUCTURE DELIVERY & GOVERNANCE



DIAGRAM 0.6 Bays West infrastructure delivery and governance factors

Directions

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

Executive Summary

PART 4 - PLACE STRATEGY

STRUCTURE PLAN

The Bays West Structure Plan sets out an overarching and integrated framework for the future of Bays West. It illustrates the primary land use, open space, and access and movement layout that have been developed for the precinct to capitalise on its existing and desired future 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 can 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 represents the aspirational end-state of the Precinct’s urban renewal. It is a broader framework for the precinct which will be explored and tested by ongoing and further detailed investigations and engagement with stakeholders.

SUB-PRECINCTS

The Structure Plan has also led to the establishment of 10 distinct sub-precincts. These reflect a logical division of the Precinct based primarily on existing and desired future character zones. These are not representative of staging, with boundaries set to major structure elements, including changes in topography, roadways, and key public domain zones. It is assumed that future masterplanning and rezoning applications could encompass part of or multiple sub-precincts. The 10 sub-precincts established for Bays West are:

1. **White Bay Power Station (and Metro)**
2. **Robert Street**
3. **Glebe Island Silos**
4. **Glebe Island Central**
5. **Glebe Island East**

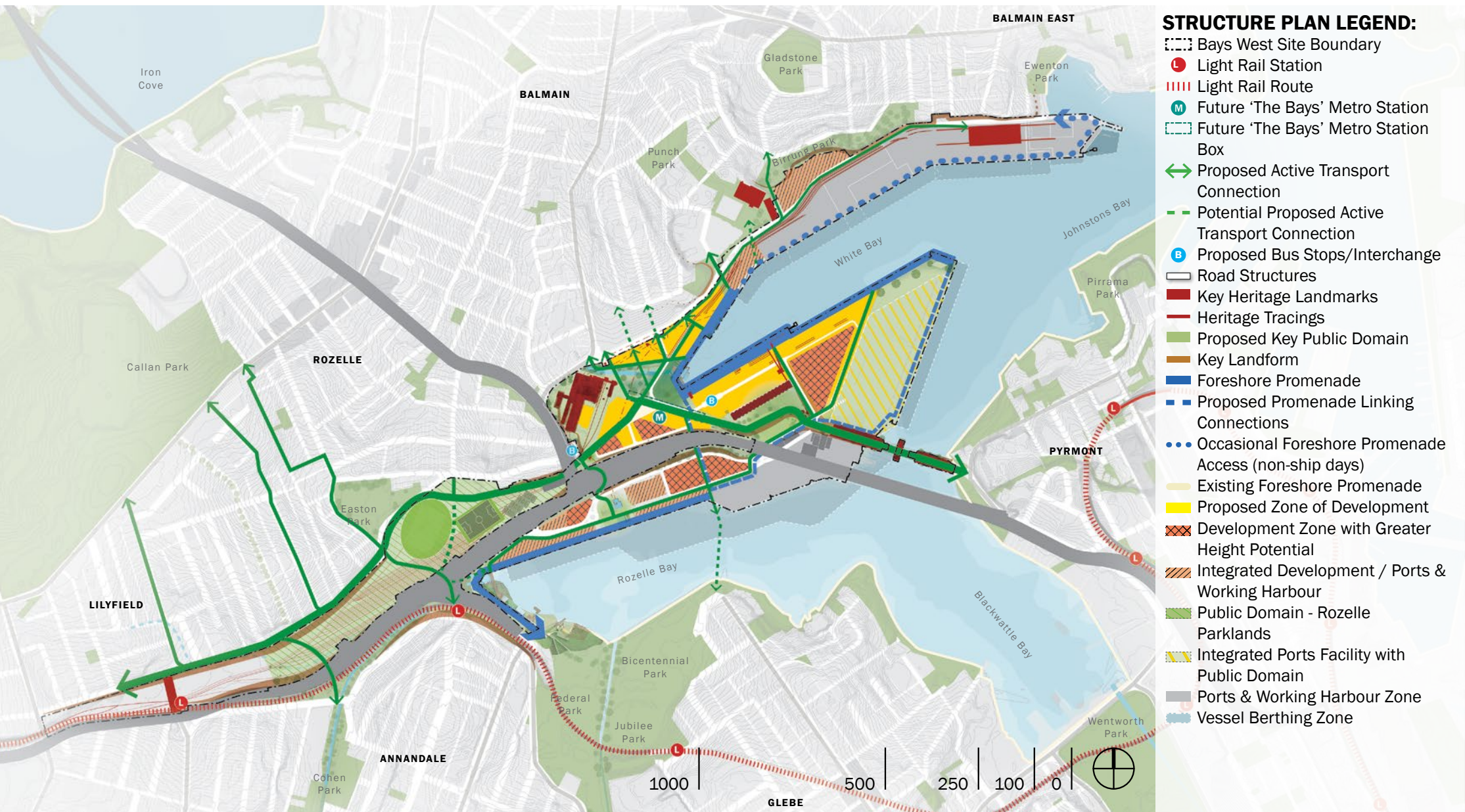


DIAGRAM 0.7 Bays West Structure Plan

6. **Rozelle Bay East**
7. **Rozelle Bay Central**
8. **Rozelle Bay West**
9. **White Bay**
10. **Rozelle Rail Yards**

PART 5 - IMPLEMENTATION

The *Bays West Place Strategy* has identified a number of Implementation Actions and initial staging considerations. These actions are needed to facilitate the coordinated development of masterplans and associated rezoning of each stage. A suite of precinct-wide studies and strategies have been identified to ensure an integrated and coordinated approach to the long-term redevelopment of the

Precinct. These will inform the staged masterplanning and rezoning of the Precinct. Within the actions are commitments to ongoing governance including coordination, ensuring the trigger and responsibility for the delivery of new infrastructure is established via needs assessment.

Where responsibility for major assets is already defined, feasibility studies and business case works will progress with regards to the future role of Glebe Island Bridge and the White Bay Power Station.

NEXT STEPS

The preparation of the *Bays West Place Strategy* is the first in a series of steps required to realise

the vision of Bays West over the coming decades. The first stage to undergo redevelopment will be the land around the new metro station. Sydney Metro and the Department of Planning, Industry and Environment will undertake masterplanning of the White Bay Power Station (The Bays Station Precinct) sub-precinct, informing the subsequent rezoning of the site and allowing state-significant development applications to be lodged by future proponents. There are a range of infrastructure projects already announced by the NSW Government within the precinct, including WestConnex and Western Harbour tunnel in addition to Metro West - there will be significant change and disruption in the precinct over the over the coming years as these projects are delivered.

A high-contrast, black and white aerial photograph of Sydney Harbour, Australia, taken from a high altitude of 16,000 feet. The image shows the complex coastline of the harbour, with numerous islands and peninsulas. The water is a light grey, while the land is a dark grey. The Sydney Harbour Bridge is visible in the lower center, spanning the water. The overall composition is abstract and dramatic, with strong geometric shapes and patterns.

1

INTRODUCTION

IMAGE 1.1 Sydney Harbour from 16,000 feet / David Moore

1.1

DEFINING BAYS WEST

Introduction

Bays West is a nominated State Significant Precinct primarily situated between the Balmain Peninsula and Pyrmont Peninsula.

Bays West comprises in total 77 hectares of land, covering Glebe Island, White Bay Power Station, White Bay, Rozelle Bay, and Rozelle Rail Yards. The study area also incorporates 76 hectares of adjacent waterways, including Rozelle Bay, White Bay and a portion of Johnstons Bay.

Bays West is less than two kilometres from the Sydney CBD and adjacent to the heritage-rich Inner West suburbs of Balmain, Rozelle, Lilyfield, Annandale, Pyrmont, and Glebe. The site forms part of the internationally-renowned Sydney Harbour. It is of a significant scale, with an interesting and varied topography, views to the Sydney Harbour Bridge and CBD skyline, and home to state heritage-listed assets primed for restoration and public access. Bays West also represents Sydney Harbour’s last deep water and land interface, essential for port and working harbour functions.

Bays West is predominantly located in the Inner West Council Local Government Area. However, a small portion of the Precinct, consisting of the eastern abutment of Glebe Island Bridge, is located in the City of Sydney Local Government Area.

The adjacent figure shows Bays West in context, including Blackwattle Bay precinct and associated water zones.

LEGEND

- Bays West Site - Land
- Bays West Site - Water
- Blackwattle Bay Site - Land
- Blackwattle Bay - Water
- Council Boundary
- Suburb Boundary

1.1 DEFINING BAYS WEST



DIAGRAM 1.1 Bays West precinct location and extents

Position & Context

The Precinct offers an opportunity to support an internationally competitive and productive economy by creating great destinations on Sydney Harbour. Bays West has the potential to reinforce Sydney's ongoing success and will build upon the city's liveability, employment, innovation, and tourism strengths.

Bays West provides the opportunity to create the next celebrated place in the transformation of Sydney; one that benefits community through the creation of great places supported by open space and infrastructure, and helps future-proof the economies of Greater Sydney, New South Wales and Australia.

The site is vast, sitting close to the CBD with a unique harbour-front setting, and represents the last significant strategic piece of inner harbour land available for urban renewal. It presents a unique opportunity to celebrate the distinctiveness of this place as a port and working harbour, and as a place to realise the innovative potential of the blue economy. Bays West is of an unprecedented scale relative to other significant renewal sites across the Sydney CBD. At 77 hectares, the Precinct is equivalent to three and half times the site area of Barangaroo and has far greater water front and urban edge boundary extents. It is proportionate in scale with the combined size of other Eastern City water front renewal sites including Blackwattle Bay, Darling Harbour, Barangaroo, Walsh Bay and Circular Quay.

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

In order to remain competitive Sydney needs to shift towards high-amenity, medium-density, and polycentric metropolitan living, supported by high-efficiency transport infrastructure. Bays West needs to be an exemplar of how

Sydney's urban areas can evolve to make the city better for all.

The existing port and working harbour facilities at White Bay, Glebe Island and Rozelle Bay are a critical asset for Sydney Harbour and NSW. The retention and expansion of these port and working harbour facilities is a real opportunity to strengthen the broader economy, however this needs to be balanced with place based outcomes for Bays West. Much of the site area at Bays West will be utilised in the coming years by a series of major infrastructure projects and other associated construction works. Sydney Metro West and the Government's commitment to a new station at The Bays is a catalytic project for the Precinct, offering significant development and connectivity opportunities for its future resident, worker and visitor populations.

The delivery of the new metro station represents an opportunity to capitalise on largely government-owned land, possessing unique strategic value. Inaction will see NSW miss out on an opportunity to capture significant land value uplift, economic productivity benefits, and future amenity underwritten by the upfront public investment in Sydney Metro.

Urban renewal of the Precinct, integrated with continuing and evolving port and working harbour uses, is essential to getting the best value for money from this strategic public asset in the future.

Government ownership also means that there is the ability to prioritise how this asset is developed for the community; optimising the timing, staging, and form of development to ensure the end vision takes precedence over

1.1 DEFINING BAYS WEST



COMPARISON OF WATERFRONT LENGTHS

BAYS WEST WATERFRONT LENGTH ~ 5,080m

BARANGAROO WATERFRONT LENGTH ~ 1,640m

COMPARISON OF URBAN EDGE LENGTHS

BAYS WEST URBAN EDGE LENGTH ~ 3,670m +~ 1,640m to arterial road

BARANGAROO URBAN EDGE LENGTH ~ 1,470m

BAYS WEST - Visualisation of planned urban renewal; WALSH BAY - Walsh Bay / Create NSW; CIRCULAR QUAY - Circular Quay / DestinationNSW; BARANGAROO - Barangaroo Reserve / Barangaroo Delivery Authority; SYDNEY FISH MARKETS - Visualisation of Sydney Fish Markets / Infrastructure NSW; BLACKWATTLE BAY - Blackwattle Bay / Craig Peihopa; DARLING HARBOUR AREA - Tumbalong Park, Darling Harbour / Darling Quarter

Process To Date

BACKGROUND

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

From 2013 to 2019, Infrastructure NSW (formerly Landcom and UrbanGrowth NSW Development Corporation) led an Urban Transformation Program for The Bays Growth Centre (The Bays). Between 2013 and 2015 *The Bays Precinct, Sydney: Transformation Plan* was developed with a broad consultation process. The period subsequent to the release of the Transformation Plan has seen significant engagement across the whole of government, with a particular focus on a series of large scale transport infrastructure projects.

With the commitment of the NSW Government to the new ‘The Bays’ Station, there is a clear need for an integrated land, water, and transport planning strategy for the future of Bays West.

Responsibility for Bays West planning was transferred to the Department of Planning, Industry and Environment in 2020.

1.1 DEFINING BAYS WEST

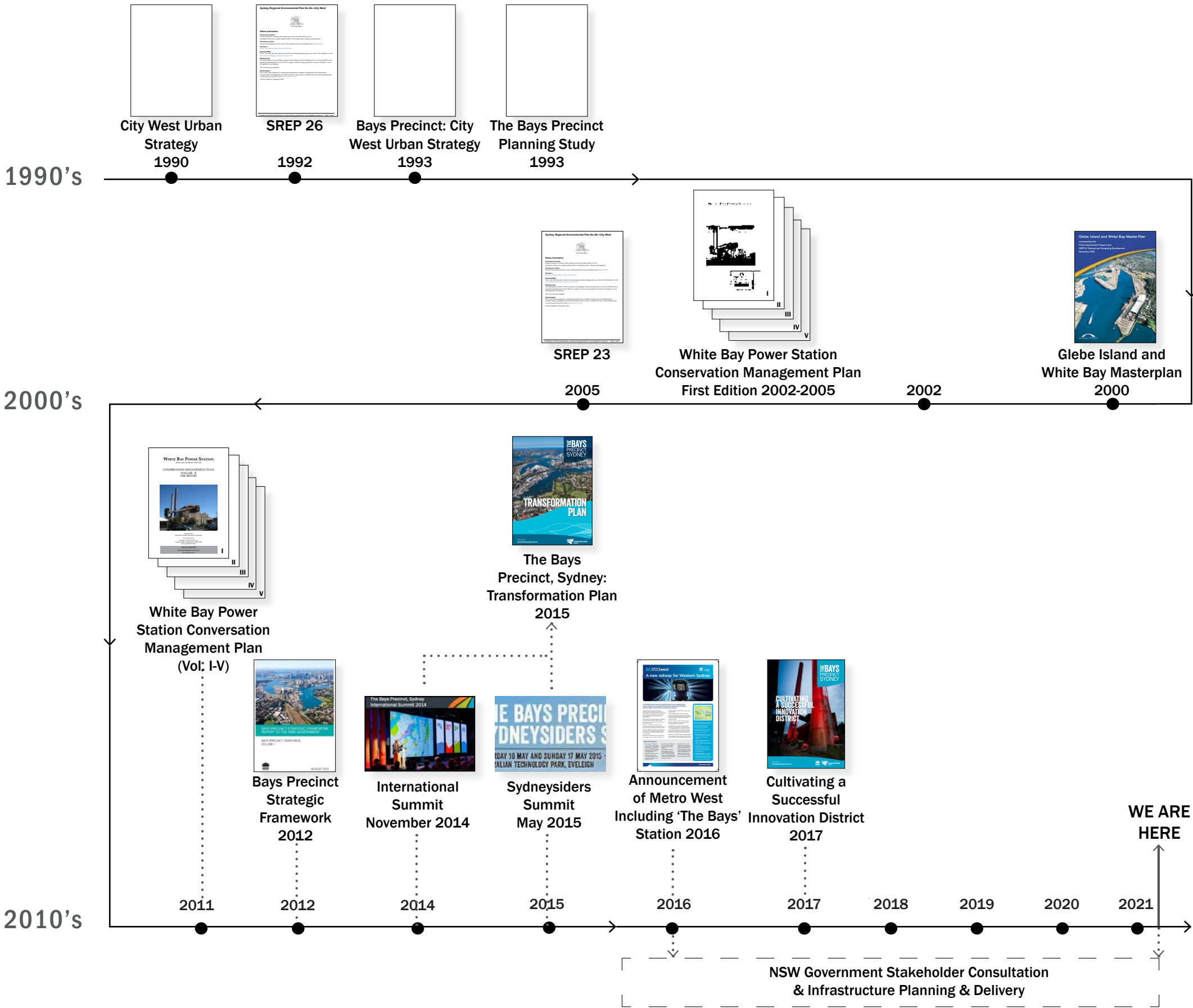


DIAGRAM 1.3 Timeline of previous NSW government studies and plans relating to Bays West

1.2

PURPOSE

Strategic Place Framework Purpose

BACKGROUND

This *Bays West Strategic Place Framework* (SPF) is one of the supporting documents to the *Bays West Place Strategy*, and articulates a revised and expanded vision for the Precinct that builds upon the previously stated government position.

The Department of Planning, Industry and Environment has a clear set of objectives and project outcomes, drawn from earlier phases of work and community/stakeholder consultation. The *Place Strategy* enables The Department to take this work forward, and leverage the best outcomes for NSW from the large-scale urban renewal of the Precinct.

The document has informed the Bays West Place Strategy and will support future renewal of the precinct.

ROLE OF THE DOCUMENT

The *Strategic Place Framework* provides the contextual narrative and founding directions that will inform the renewal and redevelopment of the Precinct. It has been developed to consider the whole of Bays West, mapping out the eventual long-term future end-state which could be achieved.

It is the first step in ensuring a sensitive, responsive, holistic and integrated approach to large scale regeneration of the built environment. The *Bays West Strategic Place Framework* establishes an end-state vision for the Precinct, and sets out a series of directions linked to overarching place-based logics. It aligns transformation opportunities with strategic drivers and preferences quality urban design outcomes.

There are many steps which need to be taken to achieve the end-state vision outlined in this document. For Bays West to be a success, a balance needs to be struck between providing certainty of place and quality urban outcomes, allowing for future urban regeneration,

evolution and flexibility.

The *Bays West Strategic Place Framework* demonstrates an understanding of the social, environmental, cultural, and economic context of the area. It outlines the place story (historic understanding), place evolution (contextual changes affecting the place, both past and present), and place analysis (current contextual influences). The key attributes of character and place valued by the community have provided a foundation for authentic design, and will continue to influence future approaches to activation and programming across the Precinct.

The place and community perspectives outlined in the *Strategic Place Framework* align with the NSW Government’s strategic planning and policy positions.

The *Bays West Strategic Place Framework* has:

- translated strategic planning directions into site-specific approaches
- coordinated with other related projects
- integrated key stakeholder interests and their concerns
- considered other technical consultant inputs
- provided clarity around key aspects of the vision as related to the site, including the embedding of shared values for urban quality and place
- allowed for flexibility around how this vision is achieved over time

The *Strategic Place Framework* establishes the Vision and Directions that will guide the future of the Precinct. The *Bays West Strategic Place Framework* also establishes a hierarchy of key spatial and urban design parameters, which address social, economic and environmental aspects of the project.



DIAGRAM 1.4 Relationship between Place Strategy and Final / Draft Framework Documents

Strategic Place Framework Purpose

LOOKING FORWARD

In the context of the long-term horizon of Bays West, any framework requires flexibility to deal with significant change, as the site continues to be developed, redeveloped, and adapted into the future. One of the principal roles of the *Strategic Place Framework* is to mitigate the risks associated with time, providing a clear vision for the future of Bays West and informing future development across the Precinct.

The *Strategic Place Framework* defines the core aspects of the project’s urban quality and place, presenting the Precinct’s Structure Plan and outlining how it responds to the directions established in the *Bays West Place Strategy*.

The principles and criteria for how future development should respond to the *Bays West Place Strategy*, form part of the *Bays West Draft Urban Design Framework* (separate document).

DOCUMENT OBJECTIVES

The strategic value of the *Bays West Strategic Place Framework* lies in its ability to:

- set the foundations of future place making, activation and programming
- be tested through community and stakeholder engagement
- provide a robust evidence base
- be developed collaboratively with all relevant NSW Government stakeholders and include other inputs from those consultants working in parallel
- inform subsequent urban design, land use, and built form outcomes
- guide and support masterplanning for the rezoning and development for project stages
- inform an amendment to the State Environmental Planning Policy (State Significant Precincts) 2005 and be expressed further in a precinct-specific Development Control Plan
- ensure the place-led outcomes for the Precinct remain in focus by establishing and embedding urban quality into the masterplanning process
- ensure a continuity of government agency collaboration for the masterplanning process by establishing and carrying forward shared project values
- enable development of a design excellence evaluation tool to guide the design quality for individual buildings and the public domain for future project stages
- be a precinct-wide guiding document for governance and approval authorities to consider site and place logics as future changes occur
- establish a clear intended end-state for the broader Precinct
- define a pathway for how the Precinct can be delivered

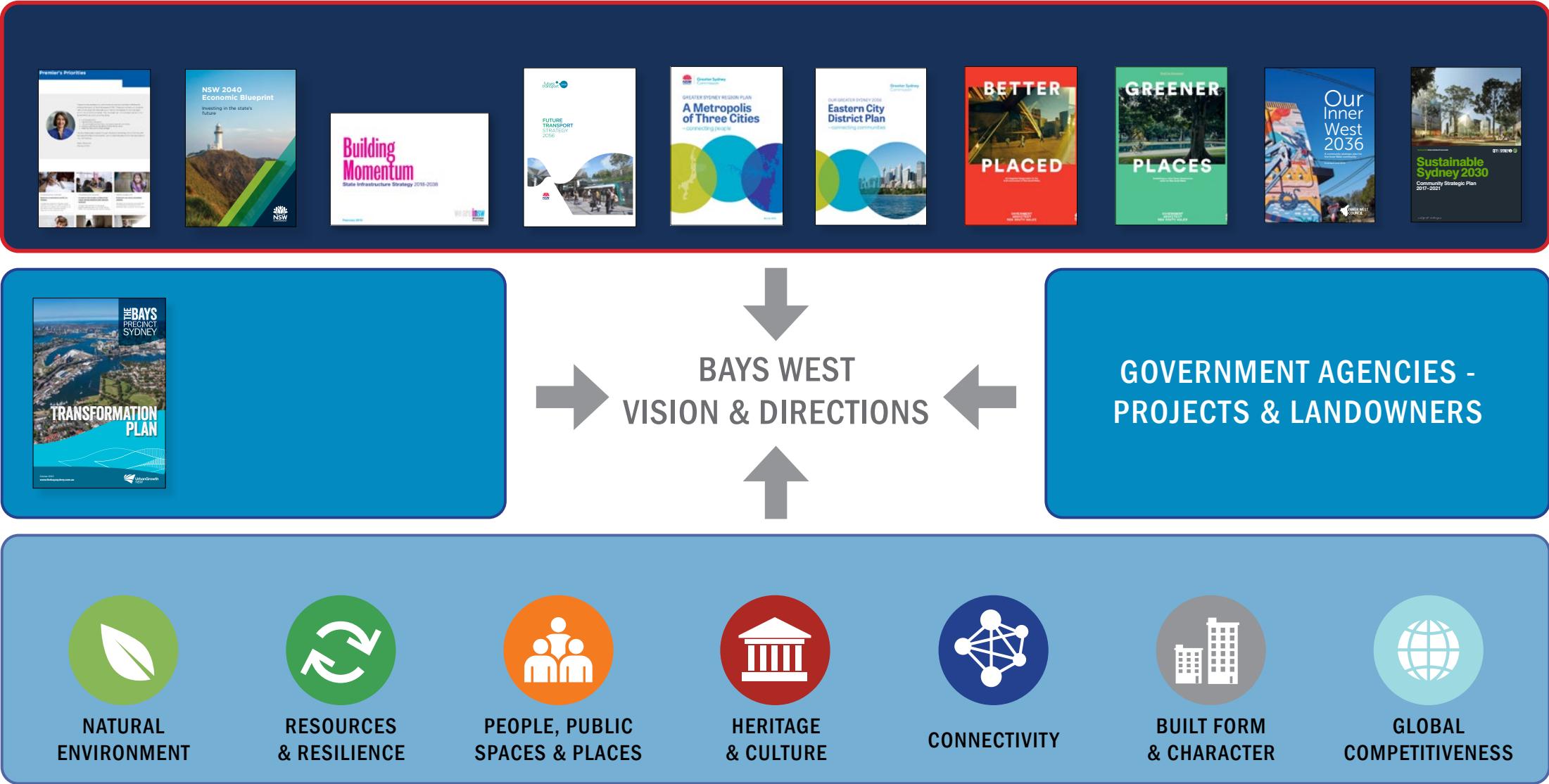


DIAGRAM 1.5 Elements that have informed the Vision and Directions for Bays West

1.3

RELATIONSHIP TO OTHER FRAMEWORKS

Relationship to Other Frameworks

1.3 RELATIONSHIP TO OTHER FRAMEWORKS

The *Bays West Strategic Place Framework* forms one part in a coordinated set of framework documents which have been developed to inform the *Bays West Place Strategy*. The *Place Strategy* has been compiled by the Department of Planning, Industry and Environment, and exists as the overarching positioning document for the Precinct.

While the *Place Strategy* presents a concise, easy-to-read overview of the NSW Government's vision and key directions for Bays West moving forward, the *Strategic Place Framework* further explains the foundations for this approach. It frames the strategic policy context for the Precinct, and highlights the existing site structures and significant place attributes that have influenced its future direction and offer unique renewal opportunities that speak directly to its place narrative.

The *Strategic Place Framework* has been developed concurrently with the *Bays West Draft Urban Design Framework*. The *Draft Urban Design Framework* will inform the evolution of Bays West including further detailed master planning work. This is a living document and will be updated once each precinct is master planned. The *Draft Urban Design Framework* builds on the vision and directions of the *Place Strategy and Strategic Framework*, and provides a more detailed set of principles and criteria to guide future development.

The *Draft Connecting with Country Framework* and *Draft Sustainability Framework* have been developed as companion documents which have informed both of the frameworks and the *Bays West Place Strategy*. These documents outline key considerations and site-specific opportunities across all future phases of the Precinct's masterplanning and redevelopment. The high level objectives and key initiatives of both documents have been integrated into the *Strategic Place Framework* and *Place Strategy*. These documents are integrated within the *Bays West Draft Urban Design Framework*.

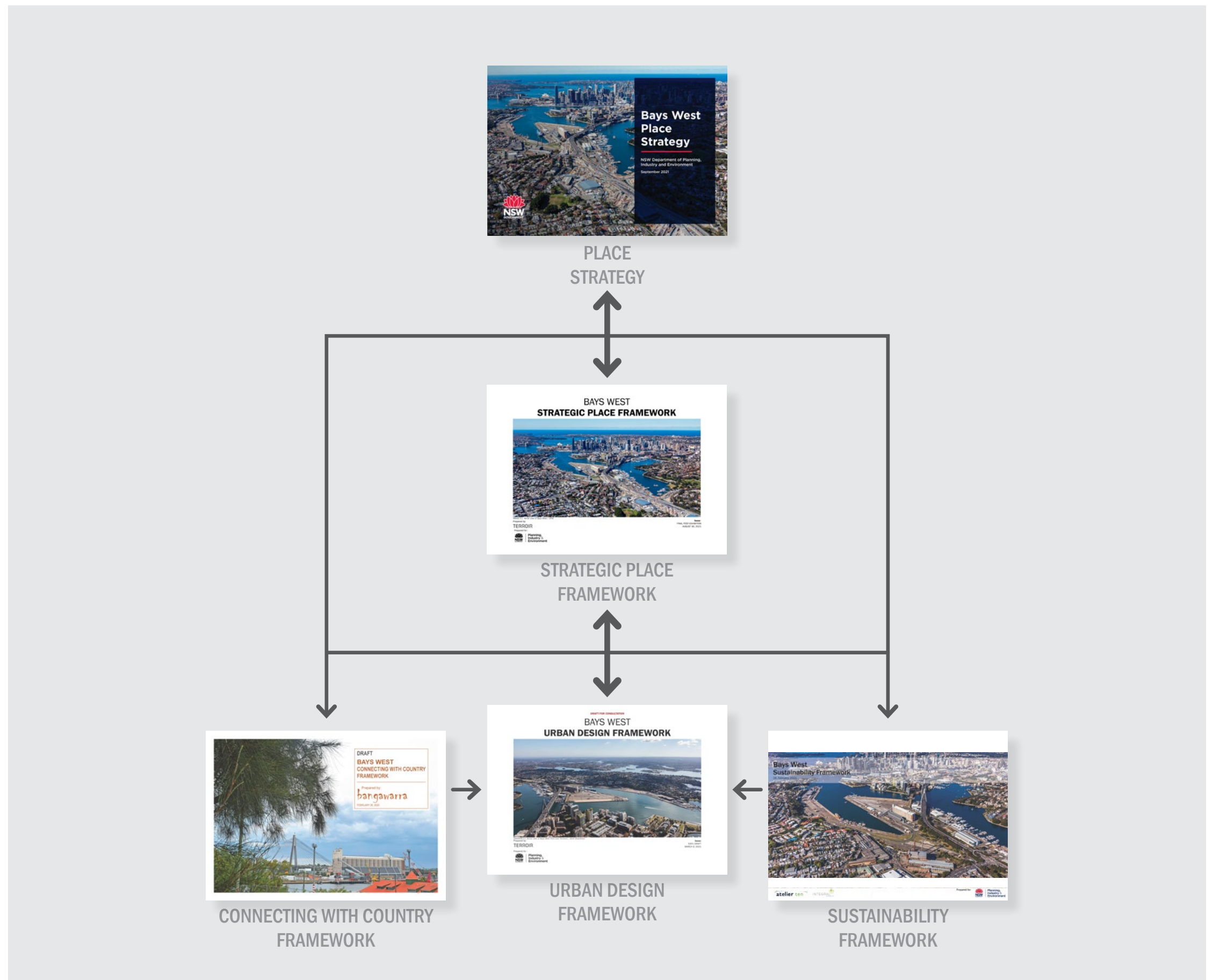


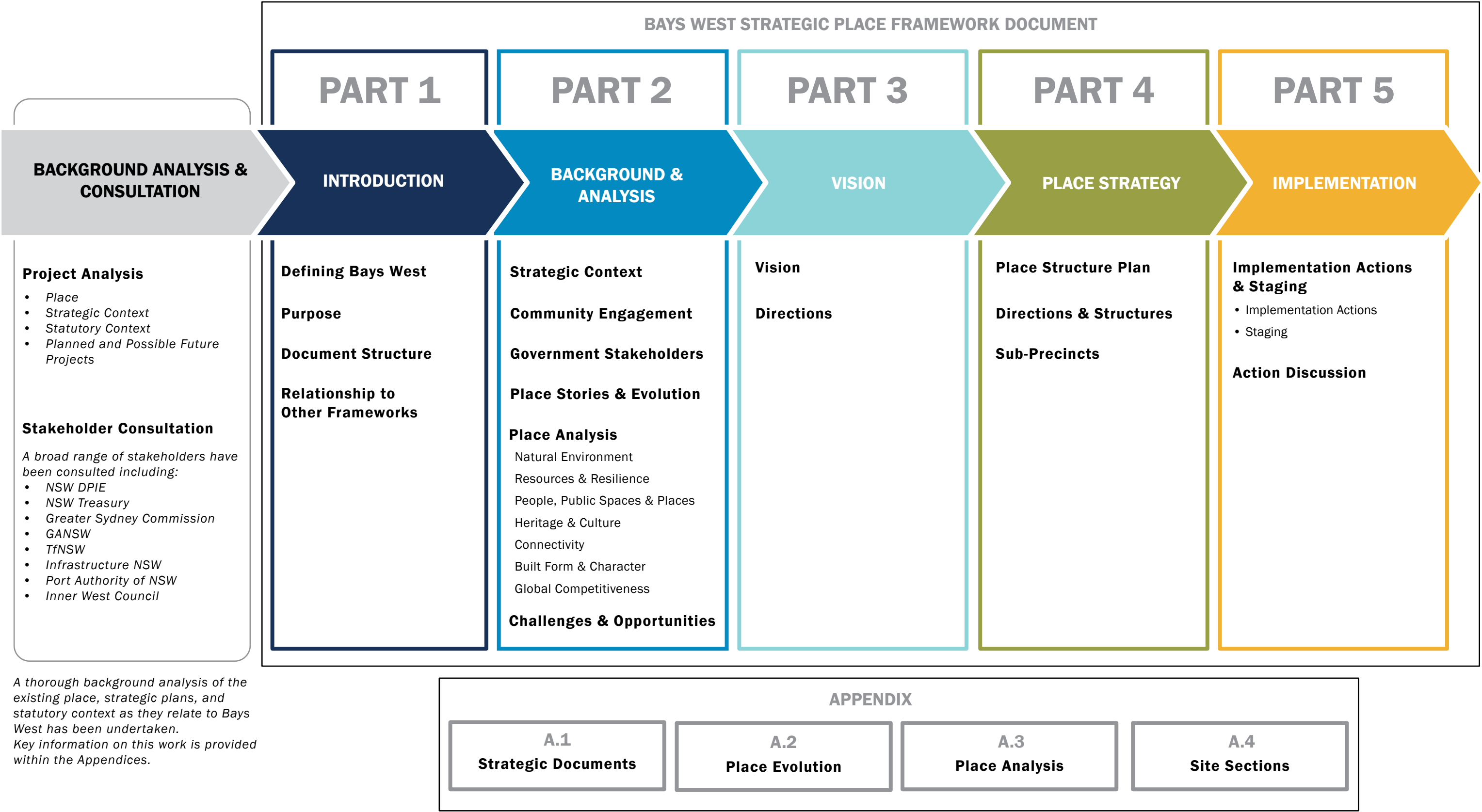
DIAGRAM 1.6 The relationship of the different framework documents that inform the Bays West Place Strategy

1.4

DOCUMENT STRUCTURE

Strategic Place Framework Structure

The *Bays West Strategic Place Framework* contains five parts and is structured as follows:



2

BACKGROUND & ANALYSIS

194. GLEBE ISLAND BRIDGE.

IMAGE 2.1 Historical photograph of Glebe Island Bridge from 1900's / Tyrell Collection from the Museum of Applied Arts and Sciences

2.1

STRATEGIC CONTEXT

Strategic Context

2.1 STRATEGIC CONTEXT

In developing the *Bays West Strategic Place Framework* it has been critical to ensure consistency with NSW Government policies and strategic priorities. The documents highlighted here are seen as the key strategy and policy documents of relevance to the future urban renewal of the Precinct, ensuring alignment across all levels of government.

Refer to **Appendix A.1** for an overview of these documents and their significance to Bays West.



DIAGRAM 2.1 Key Policies and Strategic Priorities relevant to Bays West

Strategic Context

POLICY FRAMEWORK

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

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

- *Greater Sydney Region Plan: A Metropolis of Three Cities*
- *Eastern Harbour City District Plan*
- *Future Transport 2056*
- *State Infrastructure Strategy 2018-2036*
- *NSW Freight and Ports Plan 2018-2023*

Other important policy documents which inform the strategic context for Bays West include Government Architect NSW’s (GANSW) *Better Placed* and *Greener Places* (and their respective supporting documents), and the Local Government strategic planning documents developed by both the Inner West and City of Sydney Councils in response to the Greater Sydney Commission’s Region and District plans. These include a Community Strategic Plan and Local Strategic Planning Statement, along with supporting land use, employment, and housing strategy documents.

High level summaries of each key policy document and its relevance to the Bays West

Precinct are provided in the **Appendix A.1**. Across the review of strategic documents a series of policy themes were identified which are considered to be key factors relevant to the urban renewal at Bays West:

Rapid transport corridors and walking and cycling links are transport priorities for a global city

The delivery of the Sydney Metro West project and a new station at Bays West will act as a catalyst for the urban renewal of the Precinct and provide an opportunity for integrated development. Metro’s high capacity service, connecting commuters at Bays to/from the CBD and Parramatta, unlocks significant long-term development potential while also improving transport choice and amenity for residents and workers in adjacent neighbourhoods. The project can embed low-car dependency across the Precinct from Day 1, supporting the objectives outlined in Transport for NSW’s (TfNSW) Future Transport 2056 and aligning with the Greater Sydney Commission’s vision for a 30 minute city.

The delivery of a new benchmark for urban mobility and connectivity will be key to supporting the Precinct’s future resident and worker populations, and unlocking its full potential. Targeted early investment in direct, highly efficient public and active transport services and supporting infrastructure is understood as paramount to ensuring the sustainable and integrated renewal of Bays West. There can be a commitment to a low car use precinct and prioritising active and public transport as default mobility choices across the Precinct.

Culture and quality places define successful global cities

Well-designed places make cities more appealing, liveable, and successful for the communities that live there. Good design

and associated highly ambitious approaches to sustainable practice add value, attracting global talent and promoting a culture that inspires creativity, boosts innovative thinking, and encourages investment. Urban regeneration projects must capitalise on creative and heritage opportunities to deliver well-connected cultural infrastructure, foster a unique place identity, and support the future prosperity of Greater Sydney.

There is a commitment and responsibility to sensitively integrate and celebrate Country at Bays West. Place stories and cultural knowledge should influence the future place narrative and structures of the Precinct, while also drawing on its rich maritime and industrial history. A unique opportunity exists to leverage off the iconic value, cultural identity, and sense of authenticity held within the Precinct’s signature heritage landmarks. Key landmarks such as the White Bay Power Station, Glebe Island Silos, and the Glebe Island Bridge are deemed key to rallying support for the Precinct’s renewal, retaining cultural memories while serving as attractors for new industry.

Cities must attract innovation and knowledge activities to remain competitive

To succeed in the 21st century economy, Australia needs to foster its growth as a knowledge-based economy. The NSW Government is targeting investment on projects that strengthen Sydney’s economic presence, expanding existing economic corridors and developing new connected centres through infrastructure projects such as Sydney Metro. Long-term jobs growth and job creation is critical to maintaining the city’s global economic role, and the economy-building opportunities presented at Bays West align with this objective.

The Precinct forms part of the emerging Innovation Corridor, and is one of several urban

renewal precincts currently identified to attract and support new knowledge-intensive industries to the Harbour CBD. The District Plan notes that for the Eastern City to remain globally competitive, it must be a powerhouse of creativity and innovation, a magnet for skilled people and innovative ideas from around the world. Commercial floorspace capacity growth within the CBD is limited. Hence, safeguarding the provision of new and diverse employment floorspace at Bays West is deemed critical to the long-term economic performance and global competitiveness of Sydney.

Bays West will retain strategic ports and working harbour functions

The retention and evolution of existing Ports, maritime, and industry uses within Bays West is strategically important. The NSW Government has endorsed retaining these operations with the understanding their configuration can be optimised so as to retain berth capacity while supporting the Precinct’s urban renewal ambitions. There is a commitment to supporting these industries and integrating their land/water interface requirements into the staged delivery of the Precinct’s redevelopment.

Housing needs to be provided in renewed areas with good infrastructure and access to jobs centres

The delivery of additional housing stock that is responsive to the changing needs of Sydney’s growing population remains a significant policy focus. Quality and diverse housing in proximity to key employment centres is fundamental to addressing shortfalls in housing choice and affordability, impacting Sydney’s key workers and threatening the city’s long-term productivity and global competitiveness. Inner West Council have noted a reliance on Bays West to help meet their 2036 new housing target and bolster their stock of diverse and affordable housing.

2.2

COMMUNITY ENGAGEMENT

Previous Community Engagement

There have been a series of ongoing community consultation events and panels with regards to the future of the Bays West Precinct. Feedback at these sessions has remained remarkably consistent and reinforced a series of community priorities. The key topics raised during consultation undertaken in the development of *The Bays Precinct, Sydney: Transformation Plan* are outlined below.

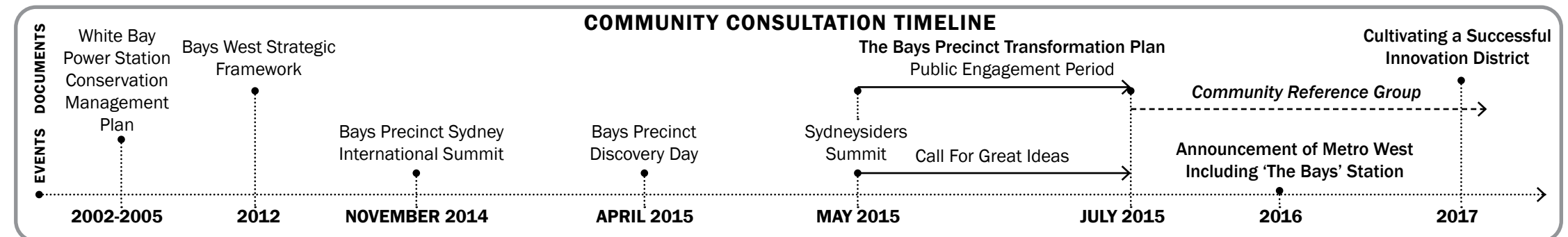


DIAGRAM 2.2 Community Consultation Timeline

PUBLIC BENEFIT PRIORITISATION

The community has regularly and significantly focused on the prioritisation of public benefit as a key outcome of Bays West. A whole range of components have been covered within this theme including the provision of new infrastructure, open space and recreation, services and facilities that cater for diverse needs and to support both the existing and proposed communities. There has been repeated commentary on the public foreshore, heritage adaptive reuse, and cultural offerings in particular. Each of these have been addressed in more specific detail.

PUBLIC FORESHORE ACCESS

Significant interest has been expressed for continuous public access to the foreshore with direct access to the water. Responses have suggested that the promenade be extended beyond the Bays Precinct foreshore and ensure there is good connectivity to it. Glebe Island Bridge has been specifically identified. Consideration of levels of activation and water recreation access have also been regularly raised. There has been extensive commentary on the public benefit and connectivity opportunities that the provision of public access to the foreshore would bring.

HERITAGE & CULTURE

The community has regularly raised considerations around the heritage associations and the potential that Bays West has to provide in terms of new art and cultural facilities and offerings. Any future development needs to acknowledge the history of the Precinct, including the ports and working harbour and Indigenous cultural associations with the site. Adaptive reuse of heritage assets has been frequently raised with particular opportunities flagged involving the restoration and use of White Bay Power Station and Glebe Island Bridge. Public and cultural uses for White Bay Power Station have regularly been raised.

TRANSPORT, TRAFFIC & ACCESS

Consideration of the connectivity of the Precinct has been considered by many community respondents to be a critical consideration for The Bays. Commentary has included the potential for new development to contribute to the already high road congestion, with the opportunity to consider limitation on the volume of private vehicles (including parking provision) and offsetting through a commitment to both active and public transport. Any new proposal should consider connection both to the surroundings and also ensure that the Precinct is well connected internally.

HOUSING

Many of the comments around housing provision within the Bays Precinct have been to set targets for affordable housing. This has been considered very important within community feedback with numerous comments provided. There is some tension around housing provision, with some comments indicating a preference for no housing in the area and concern flagged regarding high density impacts particularly in terms of loss of views and overshadowing. Considerations of diversity and mix and alternative models for tenure and financing options have also been raised.

JOB

Whilst the topic of jobs has seen less feedback from community, that which has been received has identified a high level of support for the creation of knowledge intensive jobs, responding to a growing population and retaining economic and thought leadership. The need for a diversity of jobs to be created has also been flagged. There have been some responses which also expressed the desire to see the retention of maritime and ports jobs within the Precinct, whilst some concerns have been directly raised about the impacts of some of these uses, particularly around the super yacht marina and the cruise terminal.

EXCELLENCE

Design Excellence as a pillar of any redevelopment community responses indicated that there is an underlying expectation that proposals to the place character and attributes. Community support on this has been particularly focused on sustainability and the creation of high-quality places for people. The opportunity for any design proposals to respect the natural landscape and achieve a high-quality outcome that balances the natural environment with the built environment was also raised for consideration. Opportunities for resolving known issues and cleaning of the harbour

COORDINATED PLANNING

The community has raised the need for a strong and transparent governance structure that incorporates whole-of-government, including local government, in ongoing coordinated planning and delivery as a key aspect for consideration. The need to produce a clearly articulated planning framework to consider the Bays Precinct as a whole, rather than as a series of individual projects, has also been a focus of feedback around this topic. The desire to see government retaining ownership of the Precinct on behalf of the public, along with considerations around funding mechanisms, have also been noted within responses.

2.3

GOVERNMENT STAKEHOLDERS

Land Ownership

Land within Bays West is almost entirely owned by government. Several NSW Government agencies own, manage, and use the site’s land, waterways, wharves, and infrastructure.

The government landowners within the Bays West site include:

- Place Management
- Port Authority of NSW (PANSW)
- Rail Corporation NSW
- Transport for NSW (TfNSW)
- Place Management NSW

Bays West and its surrounds will be used to deliver a number of major infrastructure projects for Sydney over the next 10 years, including WestConnex, the Western Harbour Tunnel and Sydney Metro West. The impacts of this construction activity and legacy needs to be considered now to ensure the best long-term place outcomes are achieved.

Many areas within the Bays West Precinct are currently leased and are licensed for a variety of uses. These are primarily associated with maritime uses, bulk materials storage and handling, and boat storage and repair facilities.

LEGEND

- Bays West Site Boundary
- Place Management NSW
- Port Authority of NSW water berthing zones
- Port Authority of NSW Leased Lots
- Transport for NSW (Roads & Maritime)
- Transport for NSW (Roads & Maritime) Leased Lots
- Temporary Transport of NSW Use - WestConnex Construction
- Transport for NSW
- Rail Corporation NSW
- Sydney Water
- Infrastructure Projects:
 - WestConnex Temporary Land Take
 - Indicative Western Harbour Tunnel Temporary Use Zones
- 'The Bays' Station Temporary Land Take
- 'The Bays' Station

2.3 GOVERNMENT STAKEHOLDERS

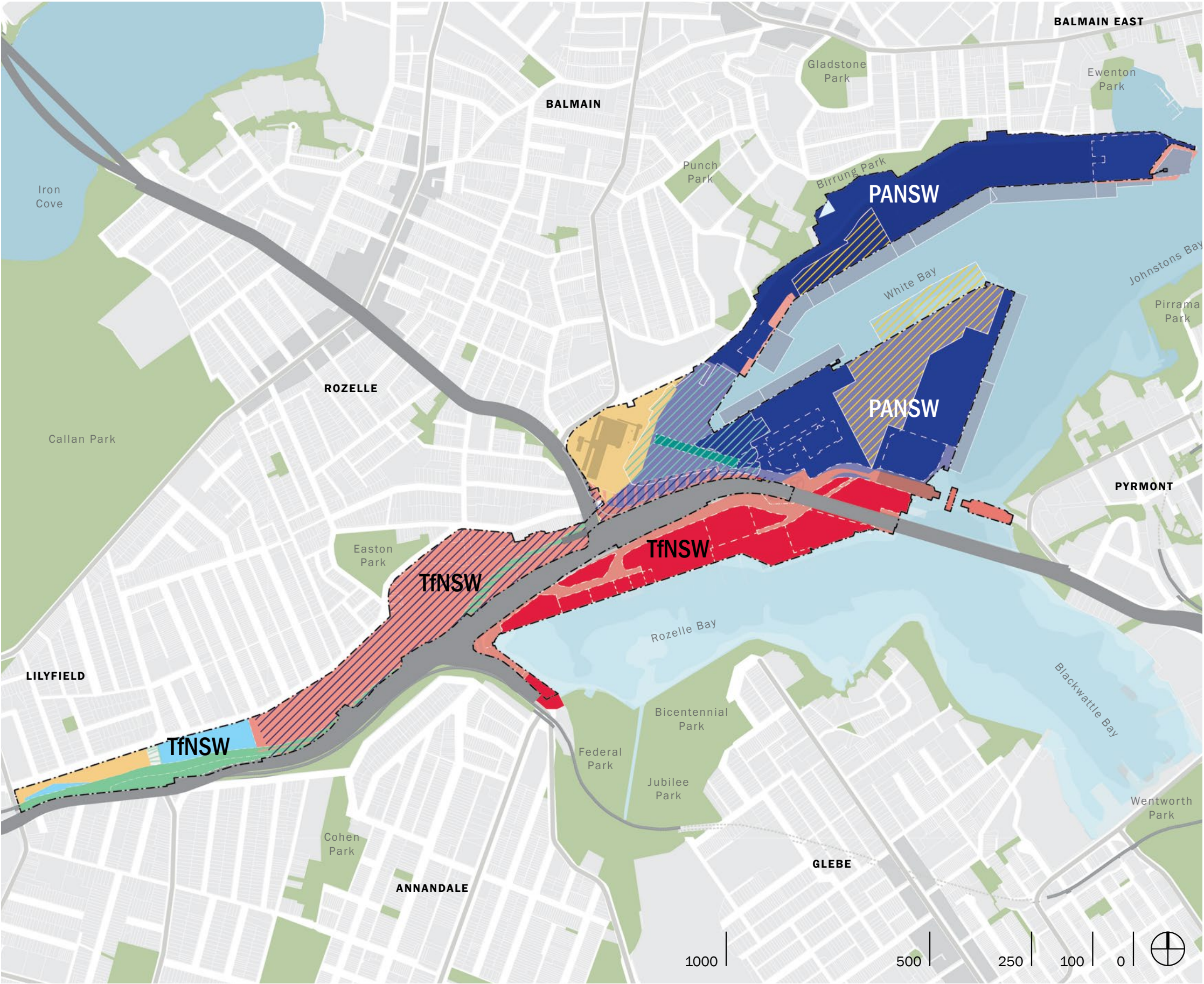


DIAGRAM 2.3 Land ownership at Bays West

Key Stakeholder Inputs

BRIEFED CONSTRAINTS

The map adjacent outlines the zones with briefing constraints from NSW Government agencies, with all project proposals and ongoing use requirements having been taken on board as the starting parameters for the *Bays West Strategic Place Framework*.

- ① The Bays Station Box and support precinct
- ② White Bay PANSW operations including Cruise Terminal
- ③ Integrated Port Facility - Glebe Island PANSW operation including Multi-User Facility and Concrete Batching Plant + associated berthing
- ④ Rozelle Bay TfNSW operations and all other current working harbour uses to be retained within the area. Specific location, sizes and water access arrangements to be accommodated
- ⑤ Rozelle Rail Yards WestConnex interchange and park footprint
- ⑥ Light Rail Stabling Yard at Rozelle Rail Yard
- ⑦ WestConnex/Western Harbour Tunnel Permanent and Potential Land Take Zones

LEGEND

- Bays West Site Boundary
- Existing Public Domain
- 'The Bays' Station Box
- White Bay Port Authority of NSW zone
- Rozelle Bay Maritime & mixed use zone
- Working Harbour & Port Authority of NSW water use zone
- Public Domain integrated into projects
- Integrated Ports Facility
- Light Rail Stabling Yard
- WestConnex Permanent Land Take
- WestConnex Tunnels under
- WestConnex/Western Harbour Tunnel Potential Land Take
- Blackwattle Bay

Note: WestConnex road design is indicative

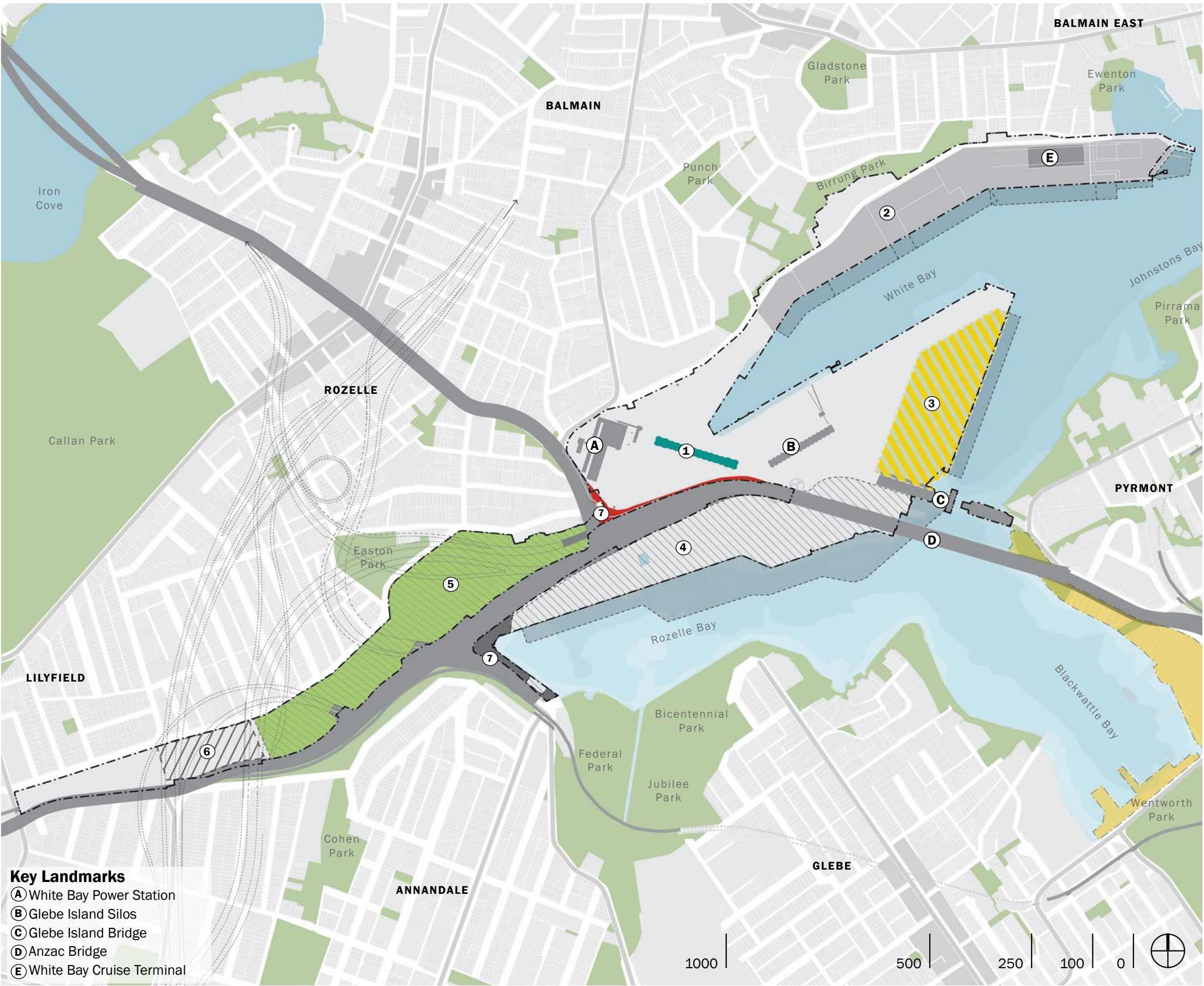


DIAGRAM 2.4 Briefed constraints from NSW Government agencies at Bays West

2.4

PLACE STORIES & EVOLUTION

Place Stories

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.

The ability to engage with Indigenous knowledges of Country has enabled greater understanding of this place and there has been enormous value in the cultural knowledges shared. The engagement with Bangawarra has given us the ability to expand our cultural awareness with access to Indigenous languages, build understanding and relationship with On Country Knowledge Holders, discover Ancestral stories which assist in reawakening memories of cultural landscape and share the different knowledges that we have of this place. This has added layers of richness and depth to how this place can be understood. We hope the dialogue that has been established can help others to understand the positive contribution that an understanding of Country can bring to our understanding.

The *Bays West Connecting with Country Framework* provides expanded information on the place themes from the Country perspective and how these can be implemented in the future approach at Bays West. The following pages include a summary of the place themes and a response that considers the ongoing relevance of these from the post-colonial era into the future. The *Bays West Connecting with Country Framework* is a critical and valuable resource to access further information on these perspectives.

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

Bangawarra have established an interrelated set of themes that speak to the enduring nature of this Country. This place has long been one of coexistence and healing, with a strong relationship to water and an abundance of resources provided by Country.

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

The Bays West area has seen drastic changes over the past 100,000 years, transformations that are well documented in the oral Ancestral stories of local Aboriginal peoples. The Sydney D'harawal stories of the Boomatjaril, Parradowee and Booambilyee in particular reference three evolutions of the 'harbour':

- Over 125,000 years ago, higher sea levels meant the original land areas of Bays West were lower-lying relative to sea level.
- During the last ice age, the surrounding peninsulas and Glebe Island formed escarpments to the lower river valley (now the bottom of Sydney Harbour).
- When the harbour flooded again at end of the ice age, the water level relative to adjacent peninsulas and Glebe Island returned almost to its current state, with the 'island' being accessible across the mud flats at low tide from Balmain Peninsula.

While change has accelerated post-1788, the themes identified for Country in this place have ongoing relevance. These themes have underpinned many of the stories and features of Bays West as we know it today. In many cases, there is clear evidence that misunderstanding and not responding appropriately to Country has had negative effects in Bays West. The lessons drawn from the evidence can inform the next steps and evolution of the area, allowing us to embrace a greater understanding of Country, recognise the ongoing connection that the local Aboriginal community has with this Country and embed this within the Bays West of the future.

Refer to **Supporting Framework S.1** of the *Bays West*

2.4 PLACE STORIES & EVOLUTION

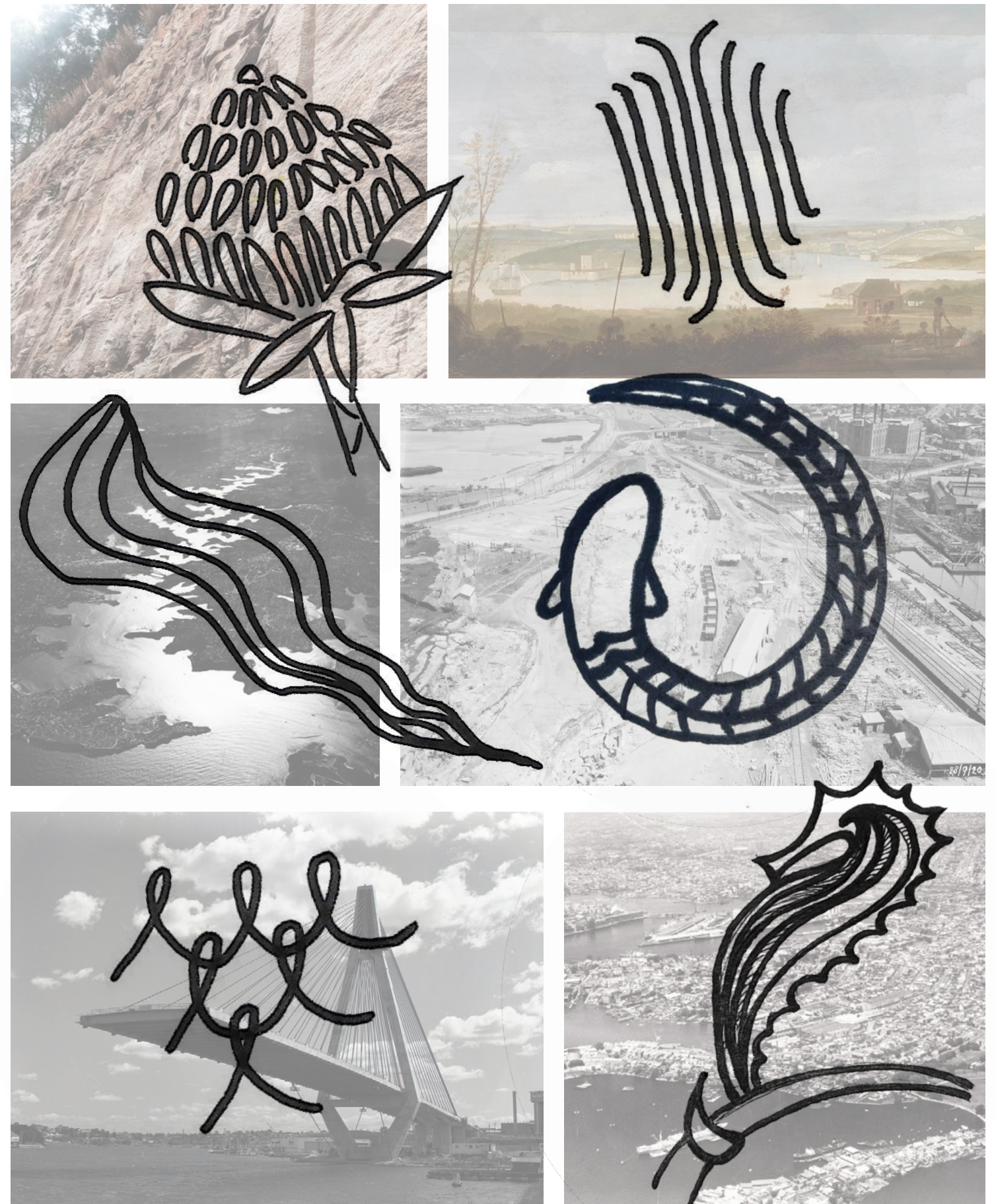


IMAGE 2.2 Dialogue between Country and post-colonial perspectives / BANGAWARRA & TERROIR

Place Stories - Country Perspectives (BY BANGAWARRA)

2.4 PLACE STORIES & EVOLUTION



SPIRIT OF COUNTRY

As the spiritual entity we know her to be, Country carries her spirit through time and successive occupations. The essence of all of the songlines that are associated with this Country are still present at Bays West and as a living entity Country adapts to the changes that occur. With these changes, lore and ceremony have also adapted over time in the changes in the environment. Country still holds Indigenous lore and ceremony and we are always on Country. It does not matter how much you develop the land, Country is still here and it is still vitally important to Aboriginal people and the future of our cultures.

Glebe Island is highly symbolic of this. Pre-colonisation has seen waves of successive change which has seen it go from low island, to the top of an escarpment and back to an island which was connected to and accessible from the Balmain Peninsula at low tide. This access over the mud flats means the island status is claimed on a technicality. In this incarnation, the 'island' holds ceremonial and cultural value to the Sydney peoples, and its relative isolation allowed for ceremony to be enacted without uninitiated people inadvertently being exposed to the event. Despite significant modification including the quarrying of sandstone on Glebe Island, the research has uncovered early photos showing traces of occupation and remnants of these were found whilst walking Country in 2020. Here the enduring spirit of peace, rest and ceremony remains.

IMAGE 2.3 Wurata (Waratah) / BANGAWARRA



COEXISTENCE AND HEALING

This Country holds the local D'harawal Songlines of both *Parradowee*, the Eel Spirit and law-keeper of the rivers, and *Booam'bilyee*, the Grey Nurse Shark spirit and law-keeper of the seas. These stories speak to the changing role of a healing space called *Boomartjaril*, which is near Bays West.

The *Boomartjaril* evolved from the sacred healing place of the shark (saltwater) to that of the eel (fresh water) during the ice age, when sea levels were low and the shark could no longer gain access.

As the sea levels rose again, *Booambilyee* the shark, in desperate need of the healing place, discovered *Parradowee* the eel occupying the *Boomartjaril*. They listened to each other's needs and values, and arranged to share their healing on the condition that each other's laws must be followed when on shared Country. They negotiated peace in these waters, and found respectful ways to share the same Country, and to care for Country sustainably. The story of *Parradowee* and *Booam bilyee* teaches people the importance of peace and healing, especially during times of need.

IMAGE 2.4 Boomartjaril (Healing Place) / BANGAWARRA

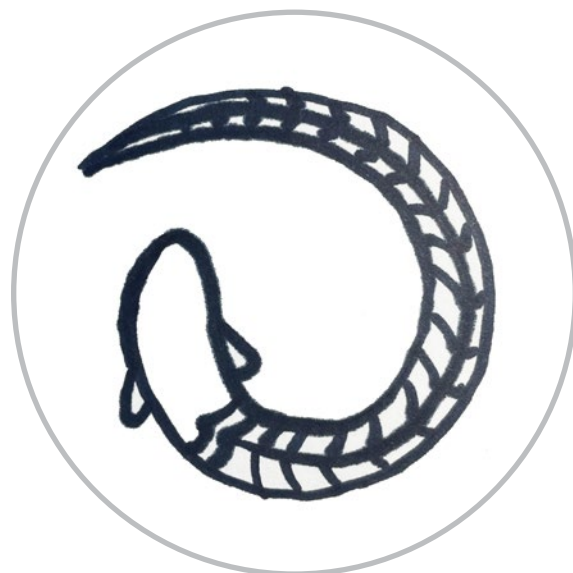


WATER

This is saltwater Country, known to local D'harawal peoples as *gari* or *garri*. The saltwater of the harbour is culturally, physically, and spiritually connected to Aboriginal people through the enactments of ceremony and culture that occur here, and have occurred here, for thousands of years. Aboriginal people's ways of living, including maritime voyages and fishing practices, means that here sea Country is as significant as the land.

Bays West is directly connected to freshwater *daragun* via the abundant creeks and springs that flow from the surrounding lands into the harbour. Where these two bodies of water meet, a special fusion happens, which supports unique ecosystems including mangroves, mud flats and salt marshes, which are critical nurseries for the creatures associated with this Country.

IMAGE 2.5 Nadan (Good Water) / BANGAWARRA



COUNTRY PROVIDES

This Country provides for the people and ecologies that make their home here in many ways. As saltwater Country for the past 6,000 years, the produce of the sea is an important resource for all of the Aboriginal peoples of this Country. There has always been an abundance of resources in this area and the careful storing of these is evident in what Sydney D'harawal people call *Buhrdi Mana* (a shell store or collection – often mistakenly called middens or waste piles).

The local people keep shells in storage for use as medicines, tools, fishhooks, and other resources, particularly for the cool seasons when the harvesting of shellfish is forbidden for sustainability purposes. What Country provides extends into every asset of this site, from the shelter of the sandstone ledges to all the plant and animal resources that are used sustainably.

IMAGE 2.6 *Parradowee (Eel Spirit)* / BANGAWARRA



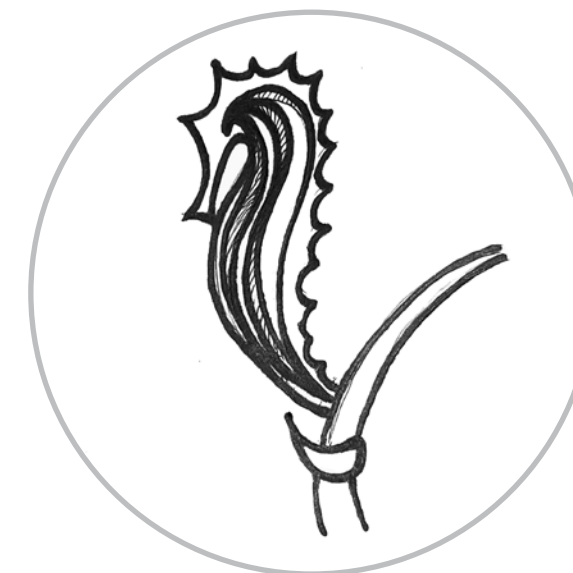
INFRASTRUCTURE AND INTERCONNECTEDNESS

This Country has been managed deliberately for thousands of years through the use of carefully balanced protocols and systems. Respecting the interrelatedness of all aspects of Country ensures a sustainable and equitable future for all who rely on the shared resources and shelter of this place.

Through acknowledging Country, we manifest the overarching principle of Aboriginal Lore that insists that all things are connected, and no action, word or thought is solitary or without consequence to the greater whole. Through a deep understanding of the interconnectedness of all parts of Country, local Aboriginal peoples have lived sustainably with the natural systems of Bays West for millennia.

As the spiritual entity we know her to be, Country carries this spirit through time and successive occupations. For thousands of generations, local Aboriginal people have lived an abundant and sustainable lifestyle in the Sydney Basin. They have done so within a complex kinship system of numerous families and communities including the D'harawal, Dharug, Eora, Gai-maragal, Gundangara and Guringai peoples, among others. The idea of borders and fixed territories is a colonisation of Aboriginal realities of interconnected and overlapping spatial connections. All peoples are responsible for caring for this Country and Country will then in turn care for the people.

IMAGE 2.7 *Bamuru Warura (Grass String)* / BANGAWARRA



RESILIENT COMMUNITIES

The Country now known as Bays West has undergone significant natural, cultural, and climatic changes through deep history, as well as more recent changes in land use and industry. Throughout all of the changes, the people and communities of this Country have developed and evolved ways to survive here. The people living in this area have adapted to climate and sea level change and flexibly adjusted how to share Country as this has happened.

This evolution has accelerated with the arrival of the colonial invaders and the challenges of introduced diseases and forced removal, including the removal of Aboriginal people to missions if they would not renounce all Aboriginal culture, language, family, and community. New communities have formed, drawn to labouring jobs and other opportunities, but they have often had to endure the more dangerous and unskilled jobs.

As Aboriginal people came together and the abhorrent conditions on the missions became apparent, their fight for justice and equality gave rise to activism. This continues even today through the fight against subsequent waves of displacement through gentrification, and ensuring their enduring connection to Country is respected and acknowledged.

IMAGE 2.8 *Raiagon (Sea Horse Spirit)* / BANGAWARRA

Place Stories - Post Colonial Perspectives

2.4 PLACE STORIES & EVOLUTION



SPIRIT OF COUNTRY

The arrival of Europeans and the ongoing migration which has occurred since, has caused enormous change and adaptation for Bays West and its surroundings. The pace of change has dramatically accelerated since the colonisation. These waves of change have been directly linked to the establishment and expansion of Sydney. Whilst the area has been substantially reshaped and altered, tangible evidence of the layers of change within the physical form and the histories that have been recorded for this area remain. Glebe Island retains these tracings of change with different moments of intervention legible in the sandstone, retained built elements and connections.

While further change to this area is unavoidable in a period of renewal, it can be done in a responsible and respectful way that ensures the essence and elements of the place is attuned to the needs of everyone and everything that will inhabit it. As part of this approach, we will also consider how this place will continue to adapt to the changes and challenges of a world that is affected by climate change and other significant global impacts.

IMAGE 2.9 Sandstone escarpment on Glebe Island



COEXISTENCE AND HEALING

The British government's decision to colonise Sydney was based on the false assumption of *terra nullius* – unoccupied or uninhabited land – that had been informed by the early explorations of Captain Cook. With the arrival of the First Fleet, a process began that led to the forced removal of the Indigenous communities who have lived and shared this space over thousands of generations. The Western concept of a sole land owner directly contradicts the coexistence with collective responsibilities that underpins Aboriginal ways of knowing, being and doing.

There have been wholesale shifts in patterns of land use in Bays West that are linked to the broader city evolution. Waves of industry have moved in and expanded, which created different eras of diverse industries operating side by side. Over time, these industries became redundant or moved to other parts of Sydney, with the exception of ports and working harbour operations. As Bays West evolved, people have been progressively excluded, and as a result, much of the space is now inaccessible to the public, resultant connection is missing, and life and vitality has been lost.

IMAGE 2.10 Painting entitled 'View of West Sydney Cove from the North Shore, 1820s' / State Library of NSW



WATER

Colonisation at Sydney Cove and much of Sydney's growth has been driven by the harbour and the discovery of fresh water attributes. At Bays West, the direct harbour access and fresh water supplies have drawn a range of users to the site. There has been dramatic reshaping of the land and water interface, with the land area being substantially expanded to take even greater advantage of the water access. This area has been a critical component of the maritime industry, which solely facilitated the long-range movements of people and goods up until the 1960s. Bays West is still home to the only remaining ports operations within Sydney Harbour and to strategic working harbour uses.

Sydneysiders are proud to claim the best harbour in the world, but we often overlook the effects of our modifications to the harbour and its uses. At Bays West, there is a legacy of infilled bays, artificial sea walls, destroyed ecosystems, lost biodiversity and habitat, stripped and lowered seabeds, channelled water ways and polluted sediments and water.

IMAGE 2.11 Sydney Harbour from 16,000 ft. 1966 / David Moore



COUNTRY PROVIDES

While European occupiers initially thought the colony's environment was harsh, strange, and scarce in food, they rapidly came to see its wealth. Initial land grants in Bays West and surrounding areas were given to prominent colonial figures. Estates were established and waves of subdivision and suburban expansion were driven by the industries that were established here.

Development has stripped the area of its original flora and fauna and the vast majority of industries have been noxious or polluting and extractive industries. These industries have decimated the assets and resources of this area or facilitated their export to other areas through coordinated handling and storage systems.

The result is a highly damaged and degraded environment. The water has been degraded but also the land areas, much of which needs significant remediation and rehabilitation to make it suitable for habitation. There are, however, amazing assets and features at Bays West that have survived. They speak to the (his)stories of this place and can form the backbone of change.

IMAGE 2.12 A historical photograph of Glebe Island / State Library of NSW



INFRASTRUCTURE AND INTERCONNECTEDNESS

The Western understanding of systems and approaches to managing land differs significantly from the Indigenous knowledge base. As a by-product of the industrial and maritime uses of Bays West and long-term changes to Sydney, there have been waves of 'enabling' infrastructure works. There are many examples within the precinct of early utilities and transport infrastructure that are now heritage-listed or have significant remaining attributes that attest to this legacy. Commerce and access to jobs drove early connections to bridges and tram networks, and freight rail infrastructure underpinned the expansion of larger-scale industry and maritime uses.

The road infrastructure has evolved beginning with the widening of Victoria Road in the 1930s. The changing ways the land has been used has cut the precinct off from its surroundings. The existing road infrastructure has evolved over time which has resulted in a relatively isolated precinct. The main movement corridors in the area have continued to expand in terms of capacity and demand which has contributed to further issues for the precinct, becoming increasingly cut off from its surrounds.

The lack of understanding of the natural systems and early attempts to force them to conform to engineered systems have also created unsustainable outcomes and problems that must be addressed, such as flooding. New infrastructure proposals need to address these shortcomings.

IMAGE 2.13 The Anzac Bridge under construction / The Daily Telegraph



RESILIENT COMMUNITIES

Early communities surrounding Bays West were drawn to jobs associated with the new industries and the population grew along the peninsulas in close proximity to places of work. Isolated subdivisions with walking access to work were established at the ends of the peninsulas and were only accessible by water.

As transport options increased, larger-scale industries came to the area and provided increased access to jobs elsewhere. The communities spread along the ridgetop streets (former Indigenous walking trails), where town centres including civic and religious uses became established. Construction subsequently filled the area to the waterfront zones. Large areas developed as tightly packed and high-density working-class accommodation evolved through demographic changes, including a large influx of immigrants after the Second World War. The environmental and living conditions were often as bad or sometimes worse than the tough working conditions. As a legacy of these conditions, the communities are known for their self-supporting character and roles in politics and activism, with many campaigns for change.

Despite the gentrification that has occurred in these areas, there is still an attachment to working-class ideals. While the community has been progressively excluded from the Bays West precinct, a strong community attachment to the site remains, and a desire to re-establish a connection with this place.

IMAGE 2.14 Balmain-Rozelle looking east aerial oblique / City of Sydney Archives

The Evolution of Bays West

The heritage and cultural analysis has identified a series of waves of development and evolution within Bays West and its surrounding context.

Key aspects of the evolution of the precinct have been mapped out on the adjacent timeline. Refer to **Appendix A.2** for detailed diagrams relating to the evolution of the Bays West site and surrounds from 1788 onwards. Also refer to the *Bays West Connecting with Country Framework* for additional information on Indigenous stories from both pre- and post-1788.

Image details can be found in **Appendix A.2**.



PRE-1788

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

The Country at Bays West includes part of the harbour, with this place being known as the abundant and sustaining Gari Gurad or Garri Nura (Saltwater Country), which holds deep cultural and ceremonial importance.

Bays West is formed from garaban (rock and sandstone) that is also fed with nattai daragun, which are freshwater creeks and springs that sustain life and culture in this place.

The communities would have accessed Glebe Island both at low tide using the mud flats or at high tide using various forms of water craft. These would have been regularly used for movement and fishing, with fishing from vessels traditionally undertaken by women of the communities. Males would have fished from the rocky edges of the waterways with mudung/mooting/callarr (fishing spears).

Where gari and nattai countries meet is known as the tucouerah, where the biddigalo (bitter water) merges in estuaries, marshy areas and mud flats. The coalescence of the three types of water-Country - gari, nattai, bididi - has always provided a rich variety of creatures and plants, habitats and environments for the communities that care for Country here. The communities would have gathered what they needed in line with their seasonal management practices from the surrounding peninsulas and these critical zones where land and water meet.

This is a place of sustainable, careful management of the abundant resources and where ceremony and culture have long been enacted.



1788-1840

Following the European colonisation of Aboriginal land that began in 1788, the land in and around the Bays West precinct was divided up and grants issued for farming and other estates. While some large estates with significant houses were established, the proximity to the Sydney township and the particular site conditions soon encouraged the subdivision of these estates.

An 1836 subdivision of the area now known as East Balmain laid out three key streets (Darling, Johnson, and Nicholson), which set the framework for many structures of Balmain today. The north-eastern tip of the Pyrmont Peninsula was also subdivided and both these areas were only connected to Sydney Town by a ferry service. Purchasers at East Balmain included merchants, boat builders, and master mariners who needed the deep-water frontages for their shipping activities, along with civil servants and professionals who bought land as an investment for later subdivision. The early industries brought with them the first wave of communities established within walking distance of their jobs.

The 1830s also saw many noxious industries progressively forced out of Sydney Town, with many moving into the Leichhardt areas and some setting up along Whites Creek for water supply and pollutant release.



1840-1900

More noxious industries moved into the area and the pace accelerated with the establishment of the colonial authorities' abattoirs on Glebe Island. This opened in 1860 and attracted industries such as boiling-down works, candle makers and tanneries, while the waterfront access continued to attract timber merchants and ship builders. Accessibility in the area began to change with the opening of a blackbutt timber toll bridge connecting Pyrmont to Glebe Island (1857) and further evolved with a dyke built over mud flats connecting the Balmain Peninsula to the island (1890). These changes initiated some of the earliest waves of earthworks, with land reclamation starting in the area at the head of White Bay for housing and, later, a proposed public park.

New access accelerated the rate of subdivision and occupation of both the peninsulas by associated worker communities from the 1850s onwards. Industrial functions were embraced as locals were often workers or business owners. It also initiated the quarrying of Pyrmont with new bridge access. The arrival of the tramways in 1892 accelerated community growth and this shift was a tipping point with the noxious or polluting industries being pushed out of the area. The establishment of the first local branch of the Labour Electoral League in Balmain in 1891 started a long association that the area has for working class rights and political activism.

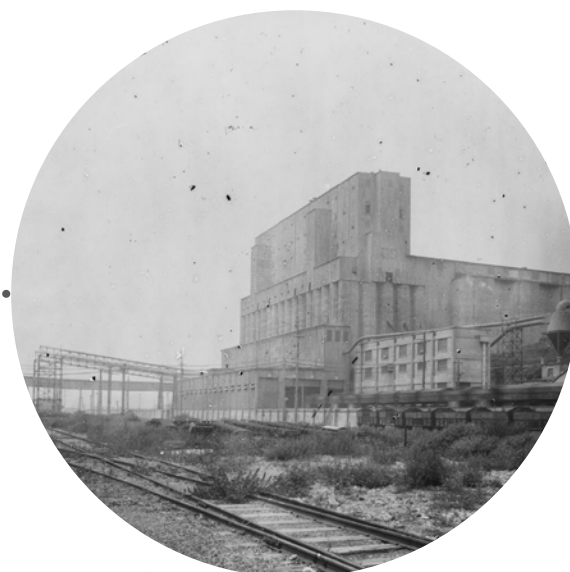


1900 - 1920

The desire for water access and greater accessibility in Bays West saw heavy industry establishing itself in the area at the start of the twentieth century. From 1915 the Sydney Harbour Trust (later called Maritime Services Board) commissioned quarrying works on Glebe Island with the intent to expand the area and establish significant berthing and handling space to facilitate maritime trade. The White Bay Power Station opened in 1917 initially to power Sydney's tram and train networks and the bridge network was upgraded with the opening of Glebe Island Bridge and Pyrmont Bridge as part of the Five Bridge Route. This was also the period in which the first state-owned ports operations began at White Bay.

Much of the ongoing expansion and success of the industries was enabled by the freight rail network. The Rozelle Marshalling Yards was established in 1916, formed via cuttings and land reclamation of the Whites Creek estuary. This railyard and its cuttings, bridges and viaducts is still a feature of the former Goods Line network within this part of Sydney. The yards and initial stages of these works supported the Bays West area's supply and shipping role during the First World War.

Land was also reclaimed for public space such as Jubilee Park (1908). This followed Easton Park, which had opened in 1890 as a waterfront park on reclaimed land of the estuary.



1920 - 1940

The new berthing, handling and rail infrastructure capacity supported significant shifts in this period including the establishment of one of the largest timber handling wharves in Sydney. The White Bay foreshore supported sawmills and furniture manufacturing established in the adjacent suburbs. The initial grain silos of Glebe Island were built between 1917 and 1921 with 63 silos built by 1925. The second stage of the White Bay Power Station was completed in 1928. Wharves 2 and 3 at White Bay were developed shortly after to accommodate specialist bulk chemical shipping. More land in the Rozelle Bay area was reclaimed around 1927 in response to the increasing volume of activity in Bays West.

These operations were all supported by new rail and road links and handling facilities. The Catherine Street Bridge was constructed in 1922, along with a second rail line connecting Darling Harbour with Rozelle via Glebe and Pyrmont, as part of the Goods Line network. Nearly two decades of work to widen Victoria Road began in 1930, which included acquisitions and demolition of parts of the suburb.

Development slowed during the Great Depression and the impacts of this were felt for almost a decade. There was continuous construction occurring in the surrounding suburbs and some areas such as East Balmain were built up by the 1940s.



1940 - 1965

The Second World War saw many parts of Bays West and the surrounding areas seconded to support the war effort. Glebe Island served as the main US Army depot in Sydney, handling supplies and the disembarking and re-embarking of troops. The Rozelle Marshalling Yards was used for storage and a US Army camp was established at Wentworth Park. Following this period, the area accommodated a large influx of post-war immigrants.

The 1950s saw coal export and loading facilities established at the head of White Bay, along with the staged modernisation of the White Bay Power Station. This modernisation included the installation of new machinery to increase capacity and the demolition of the original 1917 boiler house. Ownership of the White Bay Power Station was transferred to the Electricity Commission of NSW in 1956, with the modernisation works completed in 1958. Grain storage and shipping expanded on Glebe Island, with large vertical silos established in the 1950s. The tram was decommissioned from the 1950s and ceased operation in 1961.

The relocation of the timber industry to Homebush was the start of another dramatic shift in the area. Specialist chemical shipping continued at White Bay into the 1950s, but the effects of containerisation from the 1960s were felt as the area was not yet equipped to handle this system.



1965 - 2020

The late 1960s saw significant reclamation and dredging in White Bay, cutting of the sandstone escarpment, and the construction of wharves for container facilities. New extensions at Sydney Terminal saw additional concrete silos built in the 1970s. The 1980s saw a reduction in industrial uses, including the decommissioning of the White Bay Power Station in 1983, the relocation of Unilever from Balmain in 1988, and grain storage ceasing at Glebe Island in 1984. These changes, ultimately led to the closure of the freight rail in 1996 which has since been adapted for light rail use.

With the opening of Anzac Bridge in 1995, the Glebe Island Bridge was closed to traffic. The development of City West Link also had a significant effect on the area. The Glebe Island Silos were modified for cement and sugar storage, and disused silos were demolished. White Bay ceased operation as a container terminal in the early 2000s and car importation on Glebe Island closed in 2008. These waves of evolution have seen a reduction in the volume of activities, but in 2013 the Cruise Terminal was built to replace the temporary facilities erected at Barangaroo. Strategic working harbour uses have moved into the area that could no longer be accommodated elsewhere. Bays West is now playing a significant role for large-scale infrastructure projects in the area and there are plans for a new multi-user ports facility and concrete batching plant.

2.5

PLACE ANALYSIS

Introduction

Place is recognised as having growing importance across NSW Government policy. Place-focused frameworks, strategies, and guidelines are embedded in the approach to the built environment for many of government agencies. In this context, great places are an aspiration for environmental, social, and economic outcomes for the built environment, supported by place-led processes to guide decisions around planning, design, and development.

WHAT IS PLACE?

Places have a clear and strong identity and character; they are multi-layered and diverse environments. ‘Place’ cannot be comprehensively defined, but individual places can be described or understood by people in different ways and at different scales.

This is because places are made up of many interrelated layers and elements that are generally understood through the following:

- physical form – physical conditions of a place
- activity – use, vitality, and diversity
- meaning – how a place is perceived

(from *GANSW Advisory Note: Place Analysis*)

The *Bays West Place Strategy* acknowledges the need for a focus on place to guide design, planning, and development across all project stages. Great places are powerful catalysts to stimulate local economies, they attract investment, and build the capacity of local communities. Successful places emerge when local communities, business and stakeholders, and experts work in partnership across all stages of their renewal and development.

A detailed analysis of place has been undertaken to inform the *Bays West Strategic Place Framework*. This work has been collated under the following seven place analysis topics which were developed out of the original commitment topics of *The Bays Precinct, Sydney Transformation Plan 2015* and are specific to Bays West.

2.5 PLACE ANALYSIS



NATURAL ENVIRONMENT

A significant shift is required in the quality of the natural environment at Bays West. Any renewal needs to stabilise and co-exist with the natural systems. In doing so we can enable significant health and wellbeing benefits for residents, workers, and visitors.



RESOURCES & RESILIENCE

Renewal of the Precinct creates opportunities for remediation and development which can exemplify a benchmark for improved environmental conditions and ongoing resilience across Sydney.



PEOPLE, PUBLIC SPACES & PLACES

Within proximity of the renewal area are a series of well-established centres and surrounding areas with a strong sense of place, community character and supported by infrastructure. As a new addition, Bays West needs to balance providing new amenity and infrastructure without undermining the adjacent beloved neighbourhoods. The Precinct should look to connect with these established communities.



HERITAGE & CULTURE

This area of Sydney is highly recognised for both its heritage assets and character along with creative industries and their cultural offerings. These features can create significant place value for the proposed renewal of the Precinct, and support the reactivation of these highly valued attributes.



CONNECTIVITY

There is a significant transport task to establish new provisions to address the highly constrained nature of the existing network. Increasing the desirability of both active and public transport, prioritising their use, and promoting a shift in community behaviours will facilitate good outcomes for Bays West and the surrounding areas.



BUILT FORM & CHARACTER

Bays West forms a key gateway point in Sydney, linking the Inner West with Pyrmont and the CBD. The Precinct is highly visible from the Anzac Bridge, with its currently predominantly flat deck landscape showcasing remnant sandstone cuttings and a series of built landmarks as destination markers on this journey and from surrounding suburbs.



GLOBAL COMPETITIVENESS

Bays West offers an opportunity to provide expansion for the Eastern Harbour CBD and in particular the Innovation Corridor which runs from the TechCentral and Camperdown-Ultimo Collaboration area up through Pyrmont. The Innovation Corridor can naturally extend into Bays West with its highly attractive waterfront setting with significant heritage attributes and opportunities for maritime innovation.

Natural Environment

A significant shift is required in the quality of the natural environment at Bays West. Any renewal needs to stabilise and co-exist with the natural systems. In doing so we can enable significant health and wellbeing benefits for residents, workers, and visitors.

2.5 PLACE ANALYSIS

CHALLENGES

- Significant alterations have been undertaken to natural landform which have had adverse impacts on site conditions and created complex topography barriers to parts of the Precinct's urban interface
- Potential for unique expressions of topography to be seen as challenges and removed as part of development, which would lead to loss of unique sandstone cuttings



IMAGE 2.15

OPPORTUNITIES

- Utilise the understanding of original and existing landforms in order to create spaces for people that celebrate the site's landform and its evolution as a feature
- Explore and utilise the natural bathymetry of Sydney Harbour
- Understand the original shorelines and land reclamation processes and explore these as unique site interpretation opportunities

CHALLENGES

- Precinct has only minor pockets of green spaces across it which are cut off and difficult to access
- The site's natural environment has been impacted by industrial and maritime activity
- Maritime uses may impede ability to connect to existing open space at interfaces with adjacent suburbs



IMAGE 2.16

OPPORTUNITIES

- Connect the new public domain to the network of green spaces in the surrounding suburbs ensuring all residents are 10 minutes to a green open space
- Interconnect green spaces within the site and to the surrounding Green Grid
- Integrate local species and deliver superior urban tree canopy cover
- Establish controls to protect the amenity of any proposed new open space

CHALLENGES

- Significant flooding on site which affects key assets such as White Bay Power Station
- Potential for stormwater inundation events into Rozelle Bay and White Bay causing turbidity and other issues
- Catchments extend beyond the Precinct and need coordinated commitment to enable holistic improvements to water quality



IMAGE 2.17

OPPORTUNITIES

- Incorporate the harbour and foreshore as part of the site with a meaningful and genuine connection to the sea Country including access for recreation
- Incorporate overland flow paths into the Precinct's open space network
- Capture, hold and treat water at the bottom of overland flow routes as part of the public domain and to help mitigate flood risk

CHALLENGES

- Little biodiversity present on land or in waterways of the Precinct
- Current environment is inhospitable to flora and fauna
- Maritime uses may limit attempts to improve conditions at land-water interface and within the bays restricting restoration of complete ecologies. Coordination of balanced use and environmental outcomes needed



IMAGE 2.18

OPPORTUNITIES

- Create a blue/green network which links with other landside and waterside ecology corridors and spaces
- Establish an environment that can develop and sustain a flourishing marine ecosystem within Sydney Harbour including seagrasses, saltmarshes, and intertidal ecosystems
- Ensure a sustainable coexistence between the natural and built environments





IMAGE 2.15 Glebe Island Sandstone

IMAGE 2.16 Green Space on Sydney Harbour / Destination NSW

IMAGE 2.17 Glebe Island Bridge / Pyrmont History Group

IMAGE 2.18 Mangroves along the water edge at Rozelle Bay

LEGEND

-  Overland Flow Paths
-  Water Capture Zones for Treatment
-  Key Open Space (Blue/Green Zones)
-  Open Space Headland Park

Refer to Natural Environment on page 140 of Appendix A.3 and full legend

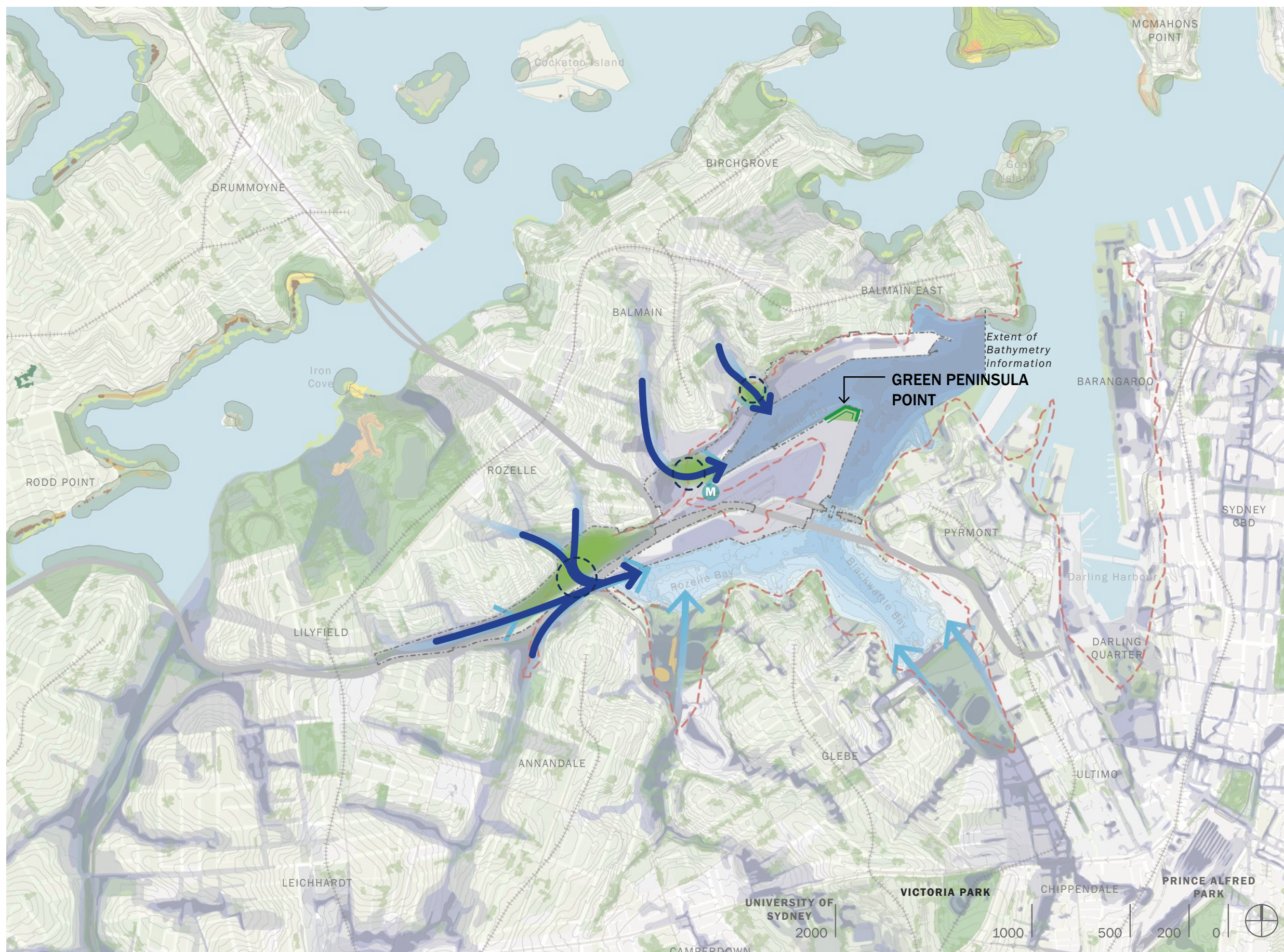


DIAGRAM 2.5 Analysis implications in relation to natural environment

Resources & Resilience

Renewal of the Precinct creates opportunities for remediation and development which can exemplify a benchmark for improved environmental conditions, performance, and ongoing resilience across Sydney.

2.5 PLACE ANALYSIS

CHALLENGES

- There is low water quality within the Bays harbour areas and in particular the shallow zone of Rozelle Bay has significant volumes of contaminants within its sediments
- Contaminant flows coming from both the existing creeks and from the broader harbour
- The southern bays do not benefit from water flushing due to their physical shape and Glebe Island Bridge constrained throat



IMAGE 2.19

OPPORTUNITIES

- Foster the marine ecology at the water's edge and at the points where water enters the Precinct and use these zones to contribute to natural remediation
- Work with surrounding local councils and other major landowners to support improved water catchment quality and overland flow paths
- Improve the water quality - harbour can be used for recreation

CHALLENGES

- Sea level rise and storm surge risks need to be addressed. Raising the foreshore to address this exacerbates site flooding conditions and coordinated responses are required
- Urban heat island effect is present here as with most built up areas of Sydney
- Deteriorating planetary health and finite and degrading resources are issues that need to be broadly considered



IMAGE 2.20

OPPORTUNITIES

- Ensure the Precinct is well-equipped to handle sea level rise along the waterfront with high quality public domain solutions
- Promote circular economy approaches including reduced resource consumption, resource re-use, and waste reduction
- Utilise natural harbour breezes, appropriate canopy cover, and water elements to mitigate heat island impacts

CHALLENGES

- The current predominantly flat decks of the site are subjected to high environmental impacts in terms of wind and solar exposure
- Increasing urban heat implications with climate change
- Ongoing arterial roads and maritime/ industrial uses have acoustic impacts which also create challenging conditions



IMAGE 2.21

OPPORTUNITIES

- Consider acoustic impacts and design in separation and attenuation approaches
- Ensure exceptional environmental quality in all spaces considering factors which impact on micro-climatic conditions created, and ensure wind tunnels and poor daylight access are avoided and heat rise addressed
- Achieve net zero carbon to support aim for net zero emissions to halt climate change

CHALLENGES

- Contamination exists from both the process of land reclamation with unknown material sources and various uses of site over time
- Challenges and costs will be involved in removing, remediating, and appropriately capping site contamination and the White Bay Power Station internal areas to allow its adaptive reuse
- Ongoing exposure to emissions from both the arterial roads, and Ports and maritime uses



IMAGE 2.22

OPPORTUNITIES

- Encourage resourcefulness, efficiency, and innovative approaches to remediate contamination including natural systems
- Express processes and issues being addressed as part of a living interpretation and education offering
- Provide buffering and protection from emissions created from arterial roads, and Ports and maritime uses



IMAGE 2.19 School kids interacting with a landscaped water zone / RB Landscape

IMAGE 2.20 Community vegetable garden / Inner West Council

IMAGE 2.21 A public plaza with integrated ground lighting / Carlo Ratti Associati

IMAGE 2.22 An accessible body of water in an urban context for public use / John Sturrock

LEGEND

-  Buffering Considerations
-  Water Ecology Zones

Refer to Resources & Resilience on page 152 of Appendix A.3 and full legend

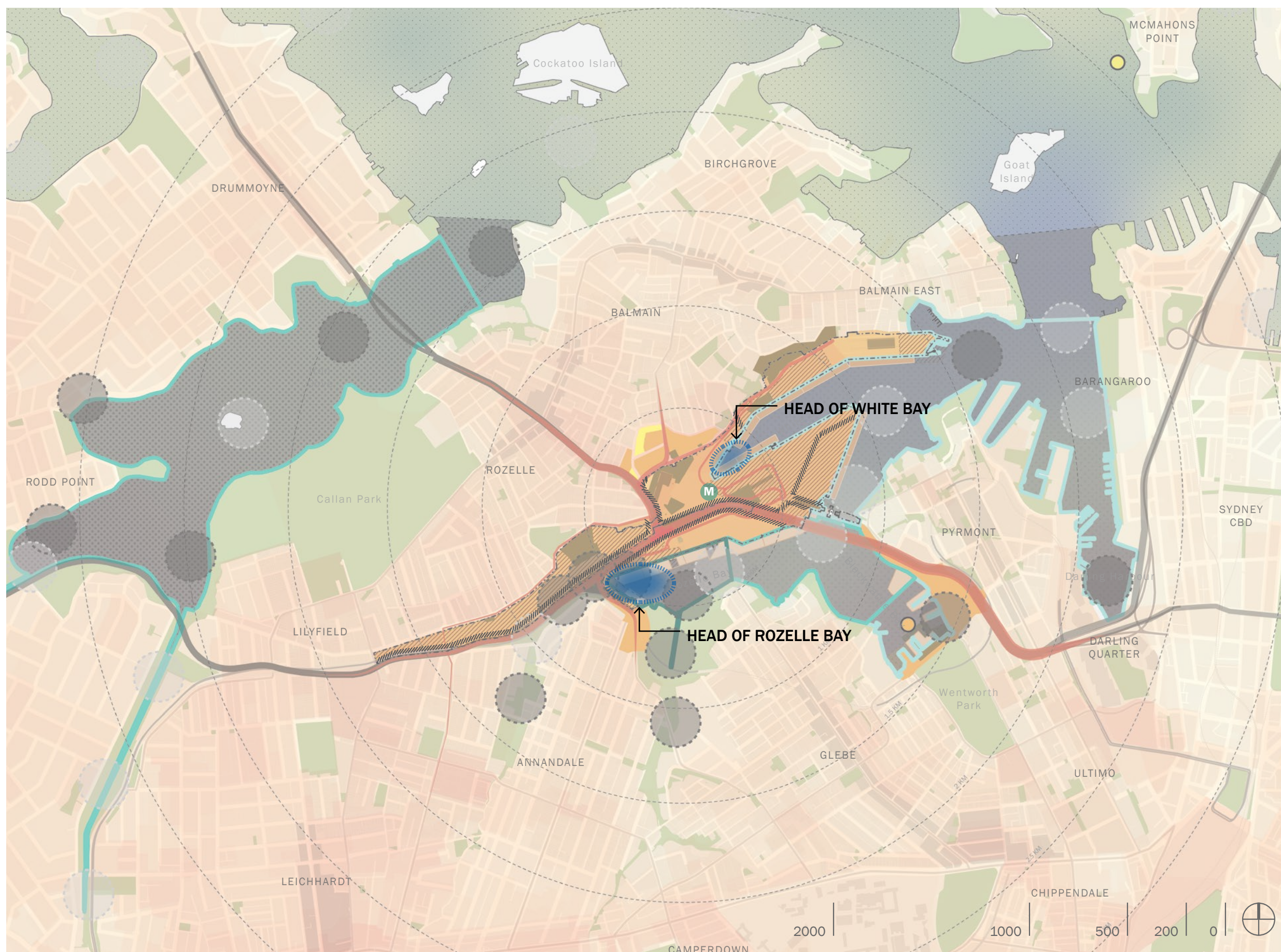


DIAGRAM 2.6 Analysis implications in relation to resources and resilience

People, Public Spaces & Places

Within proximity of the renewal area are a series of well-established centres and surrounding areas with a strong sense of place, community character and supported by infrastructure. As a new addition, Bays West needs to balance providing new amenity and infrastructure without undermining the adjacent beloved neighbourhoods. The Precinct should look to connect with these established communities.

2.5 PLACE ANALYSIS

CHALLENGES

- The Bays West site segregates a number of established neighbourhoods due to its land uses and other access barriers
- The established community hold strong opinions about current uses and the impacts that they have, and the future of Bays West
- Whilst the site is currently isolated from its surrounds any new proposals will be highly visible



IMAGE 2.23

OPPORTUNITIES

- Create desirable linkages between Bays West and the immediately surrounding ring of existing local centres
- Create diverse living and working environments within a 400-800m walking catchment of mass transit stations
- Create a network of centres that link together complementary services, recreation and cultural facilities and green space

CHALLENGES

- There are no existing elements of social or community infrastructure within the site, or areas which do not need significant cost considerations to establish
- With the established community and anticipated changes in demographics there are shortfalls in existing housing and infrastructure levels
- Potential that current infrastructure planning does not anticipate the Precinct's demands



IMAGE 2.24

OPPORTUNITIES

- Introduce alternative models of housing types/tenures not typically found within this area and include affordable housing
- Create places for recreation, including dual use of areas accommodating other large-scale infrastructure projects
- A connection network for access to cultural and community facilities within the Precinct and surrounding suburbs

CHALLENGES

- The community is currently restricted from accessing the majority of the site for safety reasons and a great deal of change is needed to create a condition which feels welcoming and inviting for people to use
- Integration of new communities and new built form within established neighbourhood areas
- Ensure on-Country Indigenous communities can establish/continue a connection with this area
- Fostering the establishment of a new community



IMAGE 2.25

OPPORTUNITIES

- Establish an early temporary activation programme to enable short-term experimental, cultural, and recreational opportunities which invite people back into the Precinct
- Enable ongoing engagement and community group participation opportunities
- Create places of interaction and connection between people via high quality social and community infrastructure including provisions for Indigenous communities

CHALLENGES

- Given the progressive transitioning of the site and potential impacts from existing uses and roads there will need to be detailed staging considerations to establish links and enable early renewal zones to feel safe and characterful
- Minimisation needed from the impacts of ongoing development will be difficult on both established and new stages



IMAGE 2.26

OPPORTUNITIES

- Encourage active transport options that promote healthy lifestyle choices
- Consider detailed staging issues in an ongoing and coordinated manner
- Address national health priorities including mental health
- Design all spaces for accessibility and safety. Cluster initial stages to concentrate direct connections, activation and passive surveillance



People, Public Spaces & Places

2.5 PLACE ANALYSIS

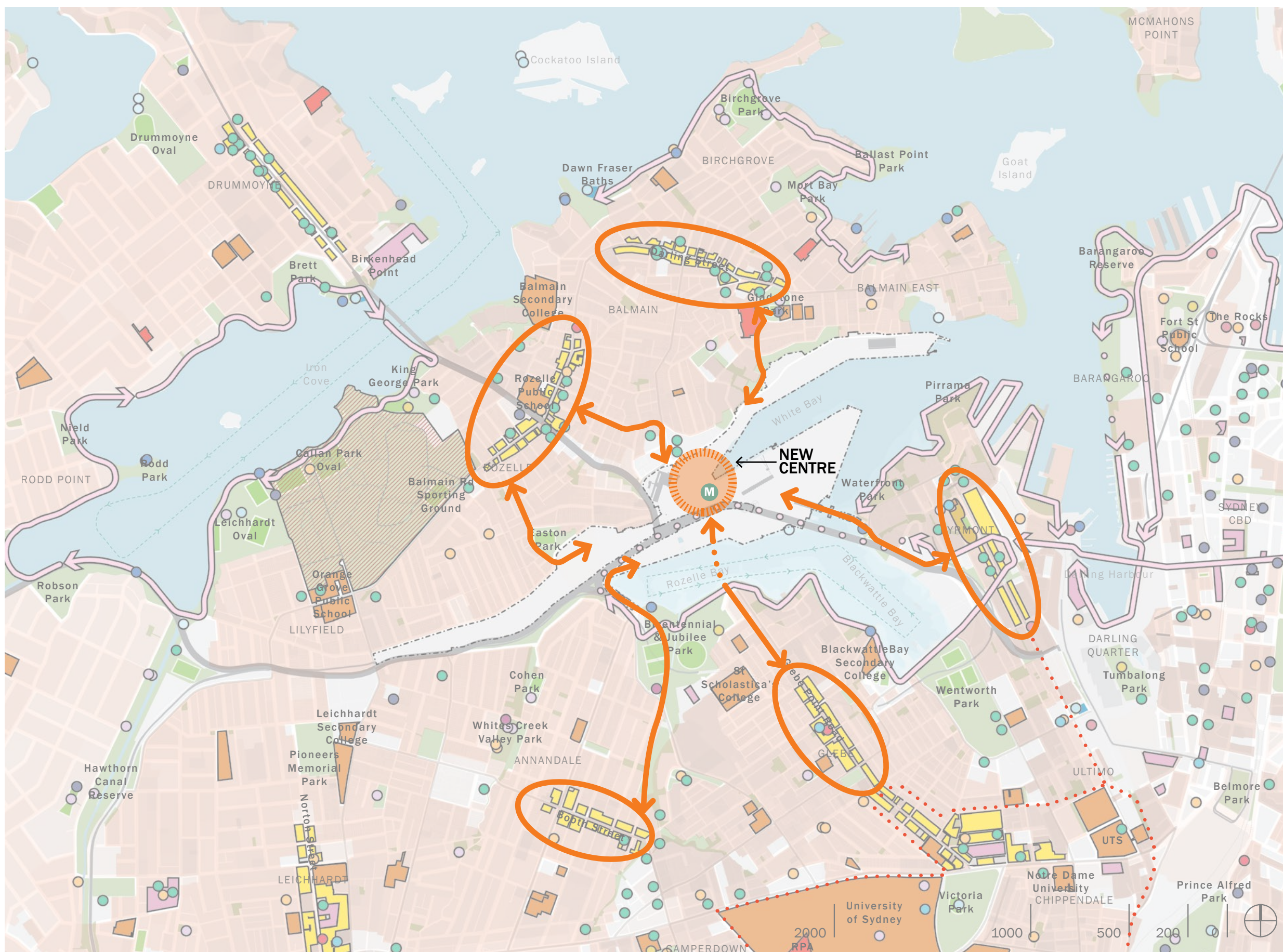


IMAGE 2.23 Lively green space alongside water / Muskegeon Chronicle

IMAGE 2.24 Children painting together / Harmony Week

IMAGE 2.25 Community event at Green Square library / City of Sydney

IMAGE 2.26 A pedestrian thoroughfare shaded by trees / Debra Kolkka

LEGEND

- New Centre at Bays West
- Existing Town Centre
- Links to New Centre

Refer to People, Public Spaces & Places on page 164 of Appendix A.3 and full legend

DIAGRAM 2.7 Analysis implications in relation to people, public spaces and places

Heritage & Culture

This area of Sydney is highly recognised for both its heritage assets and character along with creative industries and their cultural offerings. These features can create significant place value for the proposed renewal of the Precinct, and support the reactivation of these highly valued attributes.

2.5 PLACE ANALYSIS

CHALLENGES

- Connecting with all on Country Indigenous communities
- White Bay Power Station has an endorsed conservation management plan and other elements are to be treated with appropriate heritage responses
- Due to heritage restrictions site assets could be treated as impediments and devalued
- Value-add of culture and heritage viewed as intangible, limiting investment and support



IMAGE 2.27

OPPORTUNITIES

- Early and continued engagement with Indigenous communities to integrate an appreciation of Country and acknowledge the value of Indigenous cultural knowledge in understanding and nurturing place
- Ensure that heritage assets are conserved, adaptively reused, and interpreted in a manner that reflects their significant contribution to place identity and a sense of belonging

CHALLENGES

- Bays West site is adjacent to significant conservation areas; the overall setting and character are highly valued by the community
- The significance of heritage elements extend beyond the boundaries of the site, which can create development restrictions to ensure they are adequately addressed and preserved



IMAGE 2.28

OPPORTUNITIES

- Embed songlines and existing historical artefacts and structures into place structure
- Create a network of key heritage landmarks across the Precinct, which represent its maritime, industrial, and infrastructure significance and link to broader site elements
- Create connections which interact with heritage assets at key Precinct access nodes, and link to existing cultural and heritage walking trails

CHALLENGES

- All of the site's heritage attributes are currently shut off from public access apart from the Cruise Terminal which has limited access arrangements
- Extensive remedial works are needed in and around the White Bay Power Station to prepare this building for occupation, and investigations are needed into other assets to determine their condition



IMAGE 2.29

OPPORTUNITIES

- Encourage maximum public access of heritage assets and surround them with exemplary public domain spaces with logical and legible public access interface points
- Support appropriate new uses within heritage assets which allow public access/interaction, investigate their potential to create a unique attractor for visitors, residents, and workers
- Include spaces for Indigenous community and sharing/dialogue

CHALLENGES

- Investment is needed up front to undertake the necessary research and engagement to reveal lost (hi)stories and narratives, including those of Indigenous significance
- Precinct-wide planning is needed to ensure that heritage tracings and interpretations are integrated rather than presenting as a fractured series of elements delivered with different stages of development



IMAGE 2.30

OPPORTUNITIES

- Encourage storytelling of the site's past, present, and future through new walking trails
- Draw upon the authentic narrative and evolving character of the Bays, from Country through to its industrial and maritime uses, and engage with this through interpretations
- Embrace links to the surrounding context and include heritage interpretations in these broader networks and songlines






IMAGE 2.27 Dancers at Black Markets / Shannon Foster

IMAGE 2.28 View from Glebe Island Bridge to Glebe Island Silos and Anzac Bridge

IMAGE 2.29 White Bay Power Station Boiler House, Coal Loader, Ash Handling & Chimney Stacks

IMAGE 2.30 An interactive lighting display / Vivid Sydney

LEGEND

-  Heritage Anchor Elements
-  Heritage Axis/Gateway Zone
-  Heritage at Access Nodes
-  Links to Existing Heritage Trails
-  Conservation Areas

Refer to Heritage & Culture on page 176 of Appendix A.3 of Appendix A3 and full legend



DIAGRAM 2.8 Analysis implications in relation to heritage and culture

Connectivity

Increasing the desirability of both active and public transport, prioritising their use, and promoting a shift in community behaviours will facilitate good outcomes for Bays West and the surrounding areas.

2.5 PLACE ANALYSIS

CHALLENGES

- Minimal private car mode share possible given constrained surrounding road network
- Traffic associated with working harbour, Ports zones and Cruise Terminal to be maintained and potentially expanded
- Existing public transport in the area is also close to or at capacity
- Popular active transport connection to CBD on Anzac Bridge shared path is highly constrained due to topography



IMAGE 2.31

OPPORTUNITIES

- Metro is a key enabler for connections to CBD and strategic centres along Western Economic Corridor (including to existing major public transport network)
- Unlock additional catchment to metro
- Create large capacity and high quality active transport links by designing in as a priority
- Shift Cruise Terminal passenger trips from vehicle to public transport

CHALLENGES

- Access to Precinct currently cut off along full urban interface boundary except for limited access at two existing points
- Topography is complex in a number of areas
- Existing James Craig Drive intersection can't be altered due to arterial road network
- No direct vehicle access possible from either Victoria Road or Anzac Bridge
- Robert Street vehicle access constraints due to limiting impact on high value public domain



IMAGE 2.32

OPPORTUNITIES

- Unlock permeability at precinct edges via access nodes aligned to existing connections, greater permeability along the boundary to Balmain/Rozelle and connections to surrounding open spaces including Callan Park
- Integrate connections to and from points of interest and community infrastructure
- Investigate a crossing from Bays West to Pyrmont as a high quality active transport link and use new infrastructure to unlock barriers

CHALLENGES

- Harbour water surrounds creates a barrier to access and integration
- Topography and limited access points create separation from current public transport network and transport penetration is difficult given peninsula form
- Coordination required for new mobility network planning across all public transport modes and continuing active transport coordination across boundaries including into Balmain Peninsula



IMAGE 2.33

OPPORTUNITIES

- Create a foreshore promenade loop that works around Ports and other maritime uses and links together access points and the peninsula
- Relieve constrained bus corridors with an efficient network and metro interchange, investigate further connections to east
- Expand regional cycling network
- Expand ferry network and create high quality active transport connections to other public transport nodes beyond site

CHALLENGES

- Need to retain logistics and heavy vehicle access to working harbour, Ports zones and Cruise Terminal. This may put stress on place quality in the zones they traverse
- Topography and arterial road barriers separate the site into a series of disconnected zones which create difficulty in establishing a connected Precinct



IMAGE 2.34

OPPORTUNITIES

- Deliver a stageable and flexible road layout
- Limited car capacity allows focus on fostering other modes of transport that can create greater people-focused street activity and use
- Support wellbeing and encourage healthy connectivity choices through prioritisation of walking and cycling at a site level and make it the most desirable choice for local trips
- Facilitate harbour access to community




IMAGE 2.31 Commuters on Sydney Metro / NSW Government

IMAGE 2.32 Cycling across Eleanor Schonell Bridge/ Jimmy Bee

IMAGE 2.33 Transport Network Map / NSW Government

IMAGE 2.34 Storefronts that open out to Kensington St, a shared pedestrian and vehicle zone / Lauren Commens

LEGEND

-  'The Bays' Station
-  Primary Active Transport Access Links to surrounding network
-  Potential Foreshore Promenade

Refer to Connectivity on page 190 of Appendix A.3 and full legend

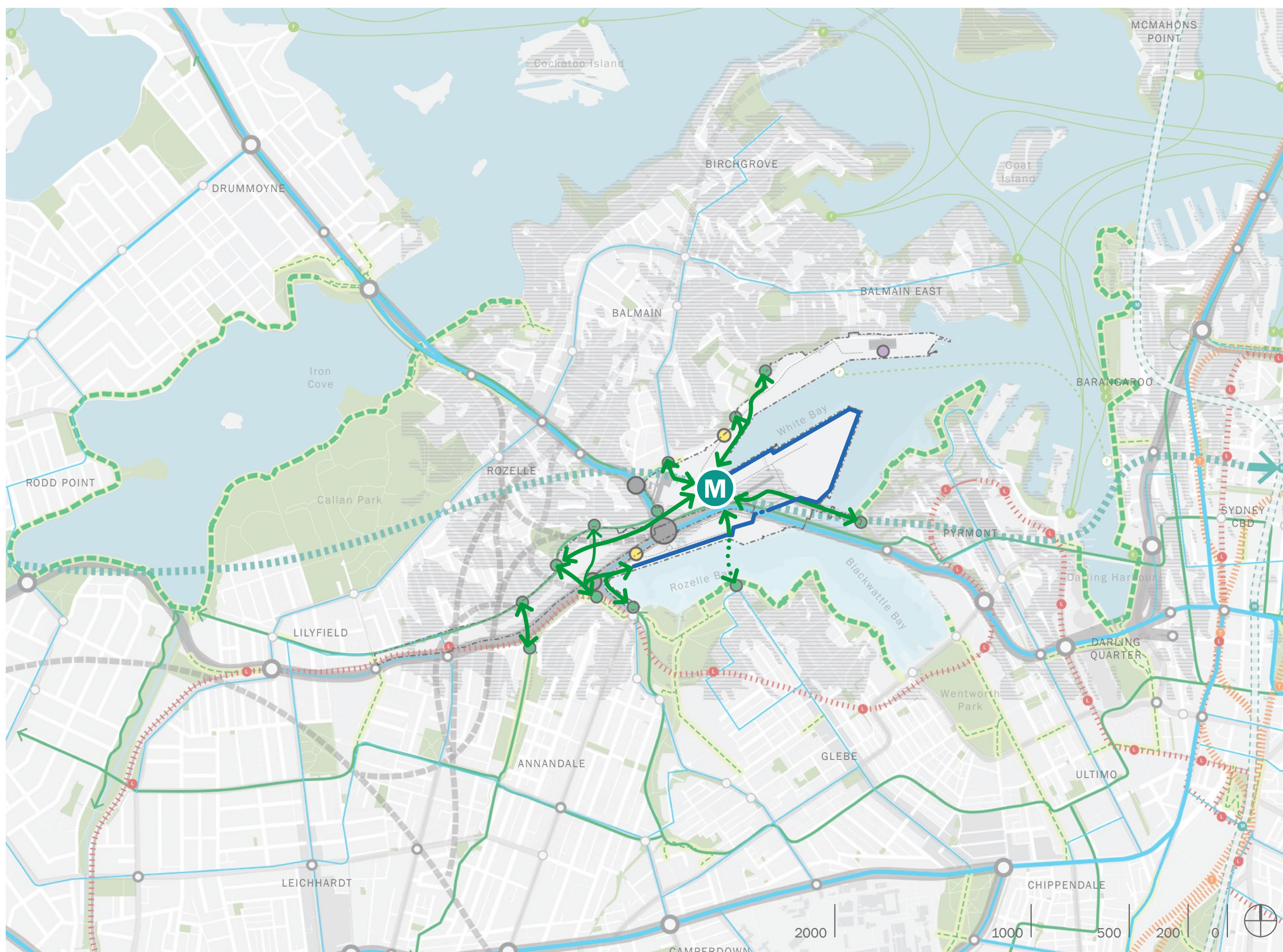


DIAGRAM 2.9 Analysis implications in relation to connectivity



Built Form & Character

Bays West forms a key gateway point in Sydney, linking the Inner West with Pyrmont and the CBD. The Precinct is highly visible from the Anzac Bridge, with its currently predominantly flat deck landscape showcasing remnant sandstone cuttings and a series of built landmarks as destination markers on this journey and from surrounding suburbs.

2.5 PLACE ANALYSIS

CHALLENGES

- Development needs to respond to surrounding established character and heritage conditions, which vary between light industrial, low to medium scale residential along the western flank, and higher density mixed-use in Pyrmont
- Risk that existing high quality character zones of Bays West (such as around White Bay Power Station) are adversely impacted by new development



IMAGE 2.35

OPPORTUNITIES

- Create unique experiences in city living through a variety of built form, paths/routes and open space, which respond to Country and retain and leverage the existing Precinct character
- Utilise the unique scales and characters of compression and release that existing built form elements offer
- Provide spaces with the capacity to welcome, stimulate, engage, and delight a range of users and the public linked to character elements

CHALLENGES

- Higher density development has perceived and real issues
- Height controls need to consider views, solar access, and airport limitations, and respond to the urban and water edge
- Height of existing landmarks need to be considered in built form responses



IMAGE 2.36

OPPORTUNITIES

- Provide transition zones to create appropriate scale at interfaces to existing suburbs
- Transition built form to the water's edge to enable enjoyment of the harbour foreshore following typical Sydney built form responses
- Provide built form controls and criteria to ensure design excellence and quality outcomes

CHALLENGES

- Existing Ports and maritime uses require large open flat deck zones and these do not create environmental and place conditions suitable for best practice urban renewal
- Detailed investigation of integration of Ports and maritime uses with other uses needed
- Integration of these uses with urban areas is unusual and will need careful attention and support to enable transition and progressive and considered staging



IMAGE 2.37

OPPORTUNITIES

- Consider a balance of existing Ports and working harbour needs with urban renewal and include appropriate interface controls that respects both uses
- Maintain the maritime character of the Precinct as part of its charm
- Undertake detailed staging reviews considering maritime lease holders and progressive evolution to end-state

CHALLENGES

- The site serves as a gateway to/from the Sydney CBD and is highly overlooked by people in transit and from the surrounding Inner West suburbs
- Retention of all existing views to site landmarks will be challenging given they can be seen in panorama from all directions. A targeted consideration of priority views from key public domain zones will be needed



IMAGE 2.38

OPPORTUNITIES

- Maintain views from key public locations to existing landmarks, heritage items and natural features to ensure a broad public benefit and retention of district status over individual views
- Ensure the suitability of the built form within its context to respond to and enhance its local and natural setting
- Consider the overall envelope shape and appearance of skyline from surrounding areas



Built Form & Character

2.5 PLACE ANALYSIS

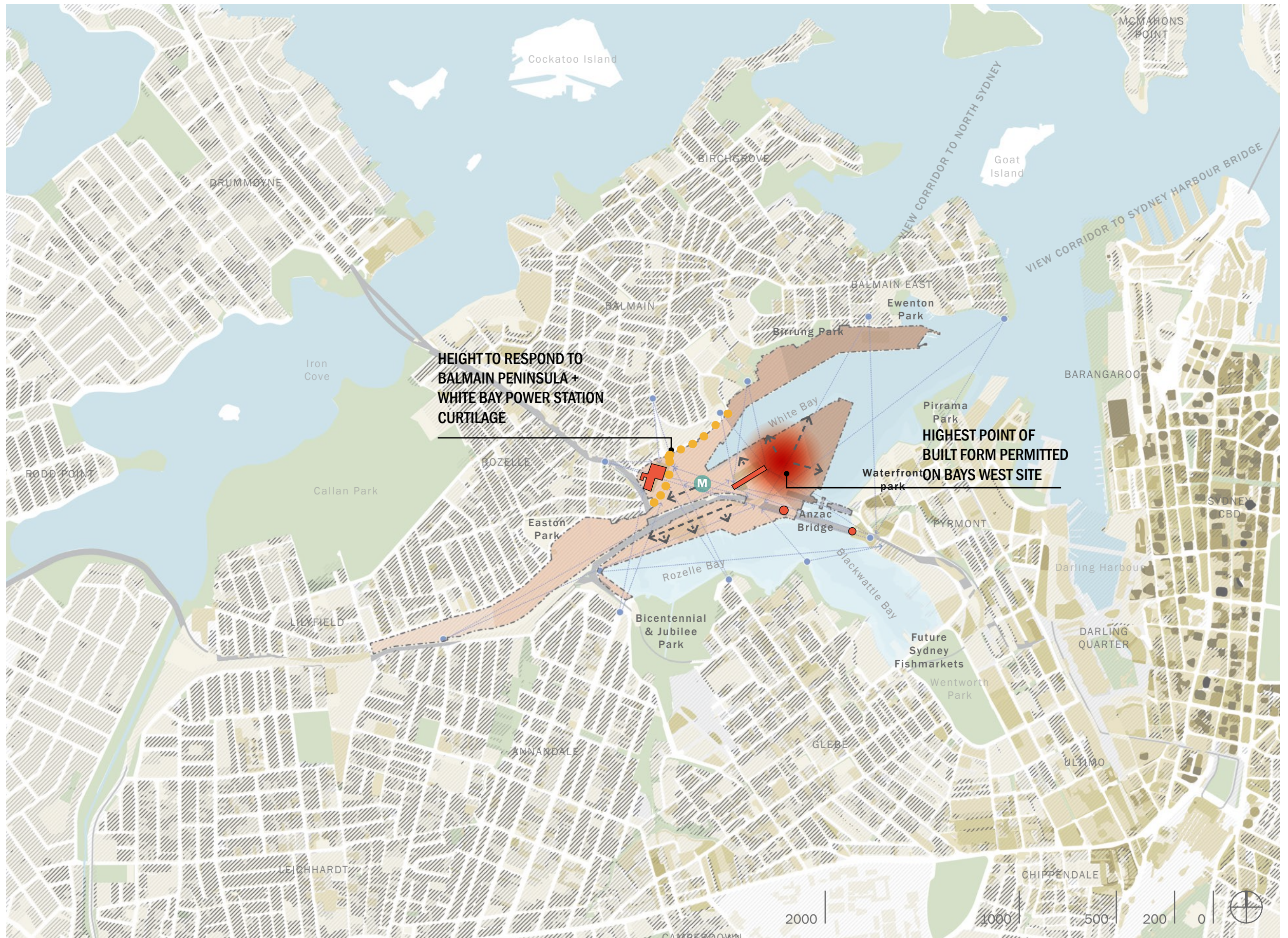


IMAGE 2.35 The Cutaway at Barangaroo Reserve / JPW

IMAGE 2.36 Glebe Island Bridge with the Anzac bridge in the background

IMAGE 2.37 Aker Brygge waterfront edge with integrated seating, Oslo / Thomasz Majewski

IMAGE 2.38 A view of the Anzac Bridge from White Bay

LEGEND

- Bays West Landmark
- Height response to context
- Built Form Height Zone
- Transition of Built Form to Waterfront

Refer to Built Form & Character on page 206 of Appendix A.3 and full legend

DIAGRAM 2.10 Analysis implications in relation to built form and character

Global Competitiveness

Bays West offers an opportunity to provide expansion for the Eastern Harbour CBD and in particular the Innovation Corridor which runs from the TechCentral and Camperdown-Ultimo Collaboration area up through Pyrmont. The Innovation Corridor can naturally extend into Bays West with its highly attractive waterfront setting with significant heritage attributes and opportunities for maritime innovation.

2.5 PLACE ANALYSIS

CHALLENGES

- There are a number of adjacent areas which are also being planned as innovation precincts and there could be competition with regards to focus and funding
- The precise focus of areas for innovation at Bays West are currently undefined
- There is also significant global competition to establish successful innovation precincts



IMAGE 2.39

OPPORTUNITIES

- The location and current uses on site offer some distinct innovation sector possibilities across maritime and harbour maintenance, design and construction with ESD focus, and the creative industries
- Co-location of Ports & maritime with mixed use development will be globally innovative
- Physical and digital linkages with other innovation precincts provide collaboration and learning opportunities

CHALLENGES

- Given the evolution of the site it is currently highly disconnected from its surroundings and unplugged from broader networks
- Significant investment is needed to reconnect the Precinct
- Lack of digital governance can limit attractiveness and potential



IMAGE 2.40

OPPORTUNITIES

- Metro offers the opportunity for priority connections to the two most established economic corridors of Sydney
- A significant jobs centre at Bays West can also help support growth in surrounding local jobs centres
- Investigate connections opportunities over water which can establish excellent local links to the Camperdown-Ultimo collaboration area through Pyrmont and Glebe

CHALLENGES

- The amenity conditions and offering within the Precinct is currently poor/non-existent beyond the waterfront setting
- Significant investment will be needed to provide the conditions and the diverse offer which will make this a major new Sydney destination and attract residents, visitors, new business, and workers



IMAGE 2.41

OPPORTUNITIES

- Capitalise on the authentic and unique attributes of the site
- A mixed use Precinct can foster a vibrant and interesting offering that will attract talented people and businesses
- Government control offers opportunity to curate the place brand, integrated digital and built environment, employment mix and ensure affordable spaces which can support creative and innovative businesses and start-ups

CHALLENGES

- Constraints exist on Central Sydney's capacity for employment space growth in the long-term
- Short-term pressures could result in other uses, rather than employment space being implemented at Bays West
- Capacity of employment space will be contingent on coordination with evolution of Ports and maritime uses



IMAGE 2.42

OPPORTUNITIES

- Bays West has the potential to become a significant job centre alongside the CBD/Pyrmont and can be attractive and unique for job seekers
- The metro station will support the ability to create a new employment centre that is easy to access via public transport for a large catchment

IMAGE 2.39 Development of Hudson Yards in New York / The Related Commons

IMAGE 2.40 A bustling market in an industrial space / European Network of Cultural Spaces

IMAGE 2.41 Superkilen In Copenhagen, Denmark is a public space with an iconic graphic ground element / Babyccino Kids

IMAGE 2.42 A vertical car park / Jerry Garrett

LEGEND

- Potential Key Attractor
- ↔ Future metro corridor (indicative)
- Proposed Nightlife zone
- Employment Growth Zone
- Camperdown-Ultimo Collaboration Area

Refer to Global Competitiveness on page 216 of Appendix A.3 and full legend



DIAGRAM 2.11 Analysis implications in relation to global competitiveness

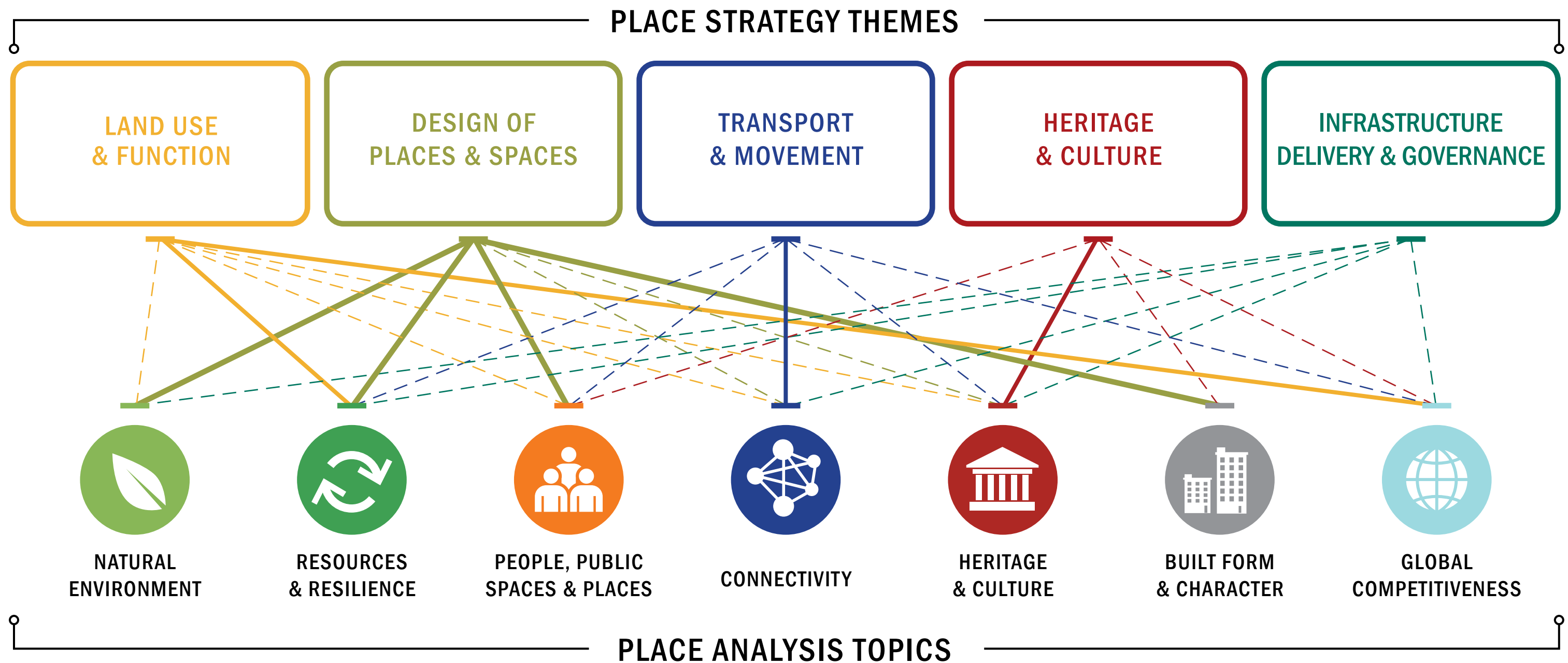
2.6

CHALLENGES & OPPORTUNITIES

Place Strategy Themes

2.6 CHALLENGES & OPPORTUNITIES

The *Bays West Place Strategy* sets out five distinct themes through which to expand the vision for Bays West and detail directions, principles, and performance measures to guide future masterplanning and development processes across the Precinct. To support and inform these, the challenges and opportunities identified across each of the place analysis topics have been reassigned to the most relevant theme. As highlighted below, multiple analysis topics were considered to have either direct alignment with (bold line) or relevance to (dashed line) each of the five themes.



Challenges

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

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

These challenges for the Precinct are considered through the development of the Structure Plan.

2.6 CHALLENGES & OPPORTUNITIES

LAND USE & FUNCTION

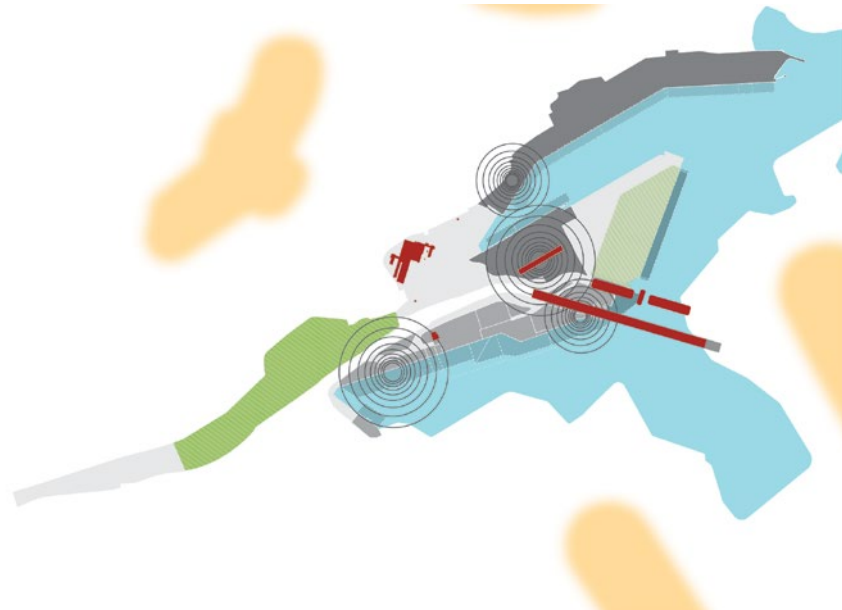


DIAGRAM 2.13 Land use and function challenges

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

DESIGN OF PLACES & SPACES



DIAGRAM 2.14 Design of places and spaces challenges

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

Challenges

2.6 CHALLENGES & OPPORTUNITIES

TRANSPORT & MOVEMENT

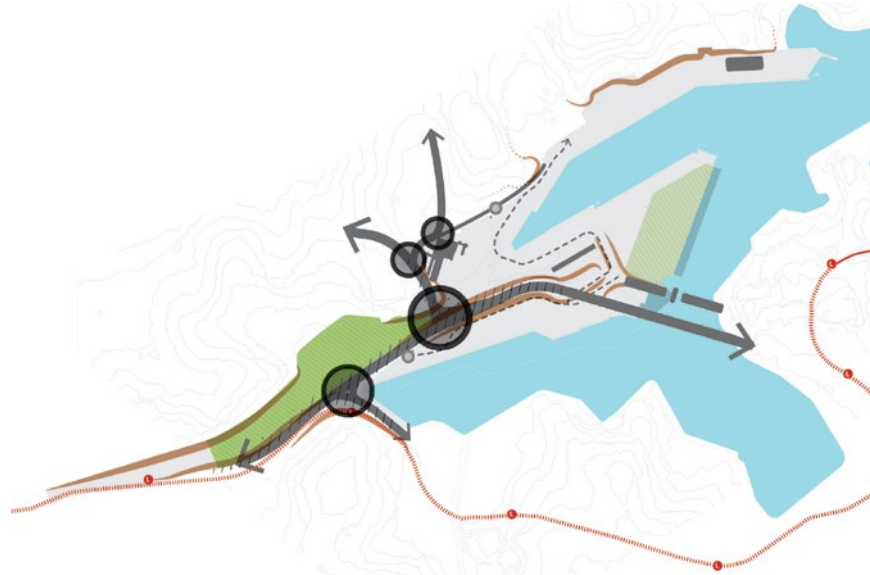


DIAGRAM 2.15 Transport and movement challenges

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

HERITAGE & CULTURE

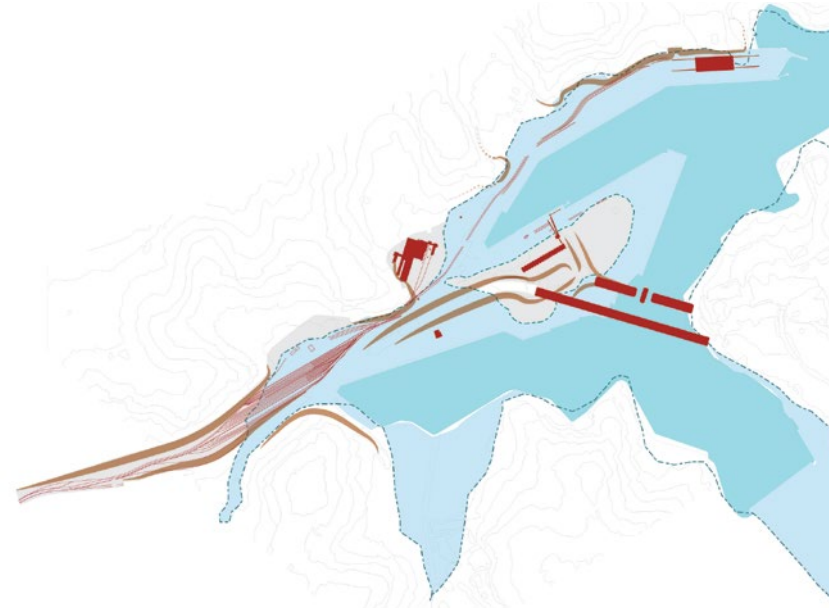


DIAGRAM 2.16 Heritage and culture challenges

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

INFRASTRUCTURE DELIVERY & GOVERNANCE

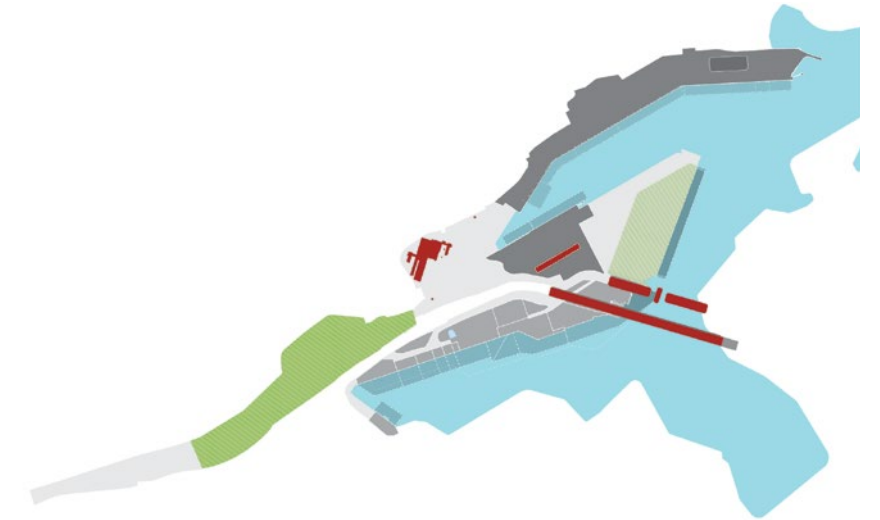


DIAGRAM 2.17 Infrastructure delivery and governance challenges

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

Challenges

The adjacent map locates and spatialises the key challenges for Bays West identified in the place analysis.

2.6 CHALLENGES & OPPORTUNITIES

LEGEND

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

Note: WestConnex road design is indicative and based on original EIS proposed layout

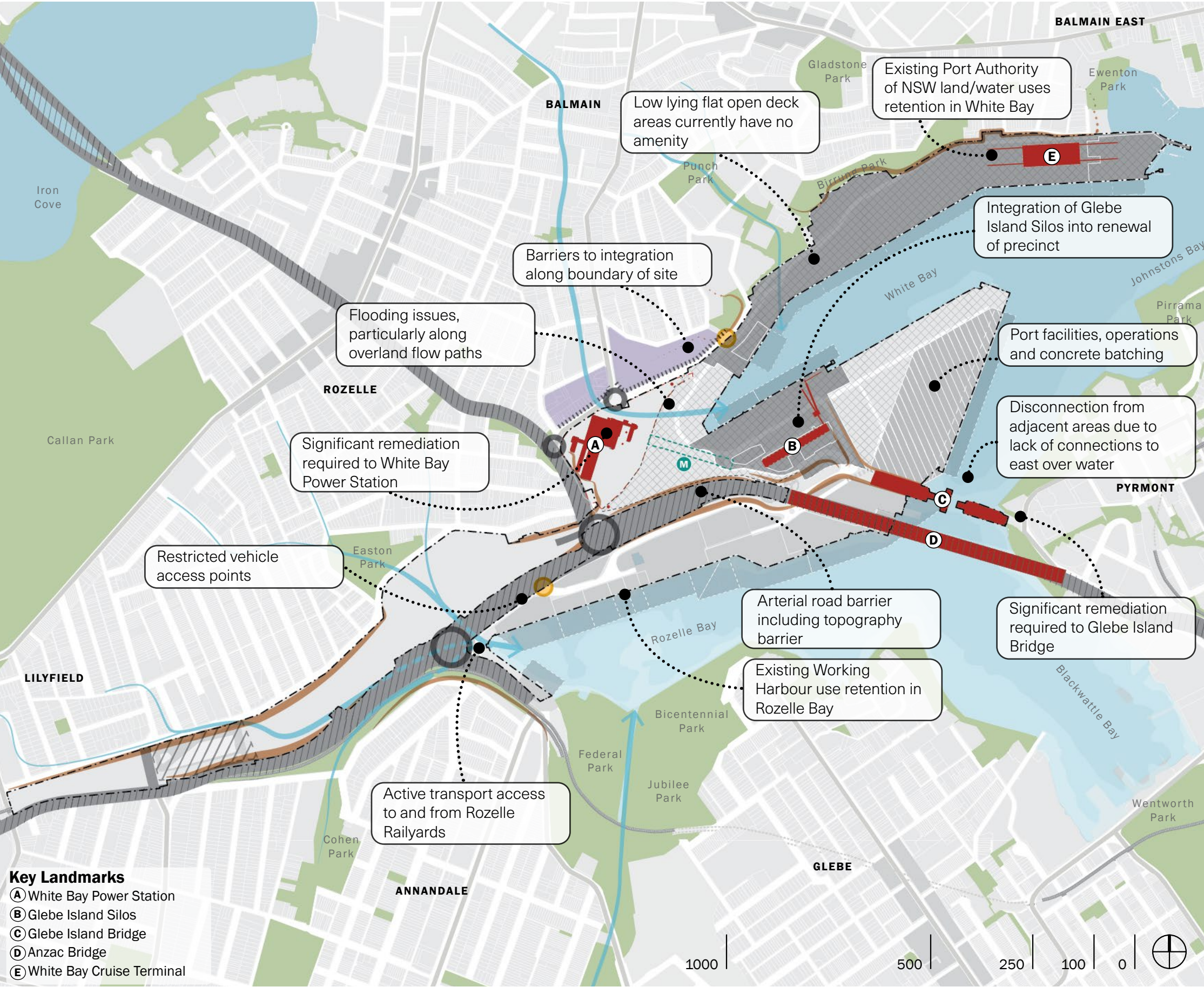


DIAGRAM 2.18 Bays West key challenges

Opportunities

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

These opportunities for the Precinct are considered and realised through the Structure Plan.

2.6 CHALLENGES & OPPORTUNITIES

LAND USE & FUNCTION

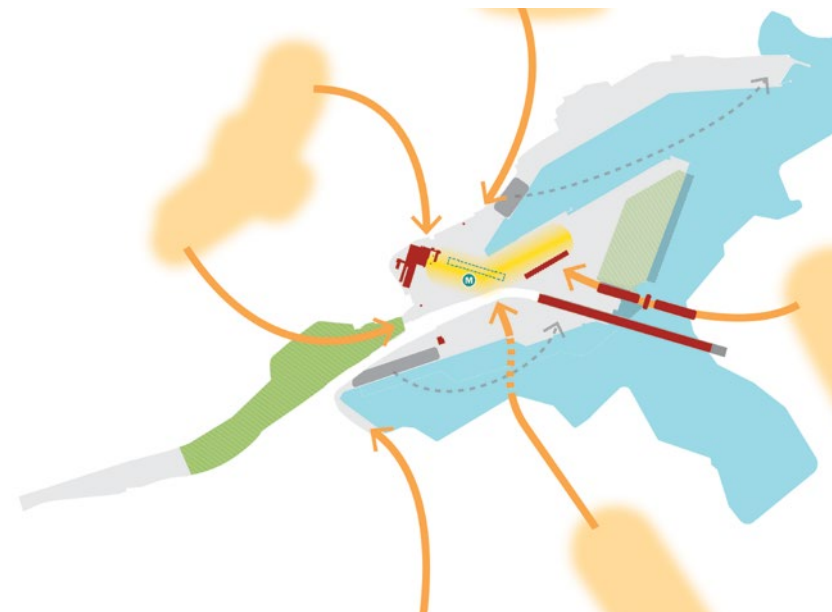


DIAGRAM 2.19 A map of Bays West emphasising zones related to opportunities of land use and function

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

DESIGN OF PLACES & SPACES

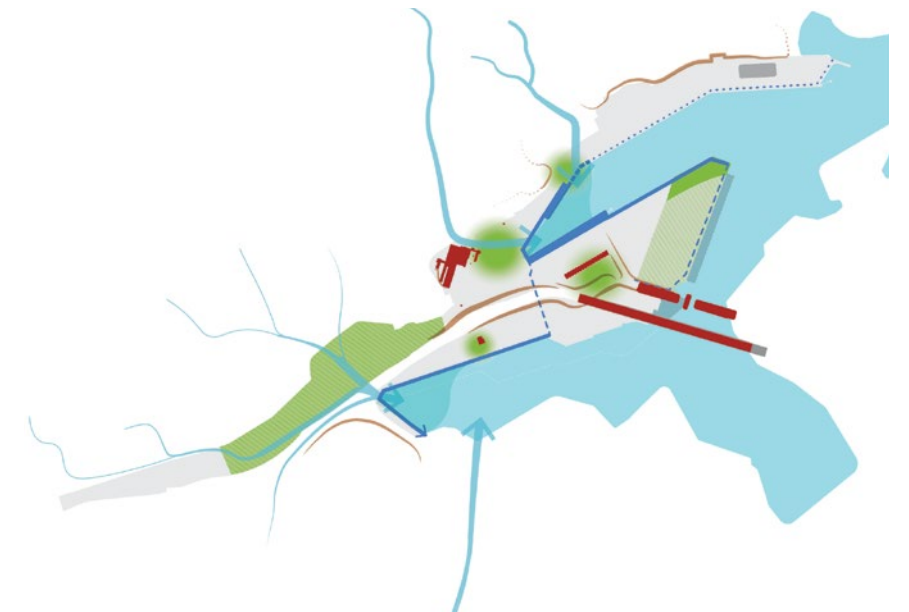


DIAGRAM 2.20 A map of Bays West emphasising zones related to opportunities of the design of places and spaces

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

Opportunities

2.6 CHALLENGES & OPPORTUNITIES

TRANSPORT & MOVEMENT



DIAGRAM 2.21 A map of Bays West emphasising zones related to opportunities of transport and movement

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

HERITAGE & CULTURE

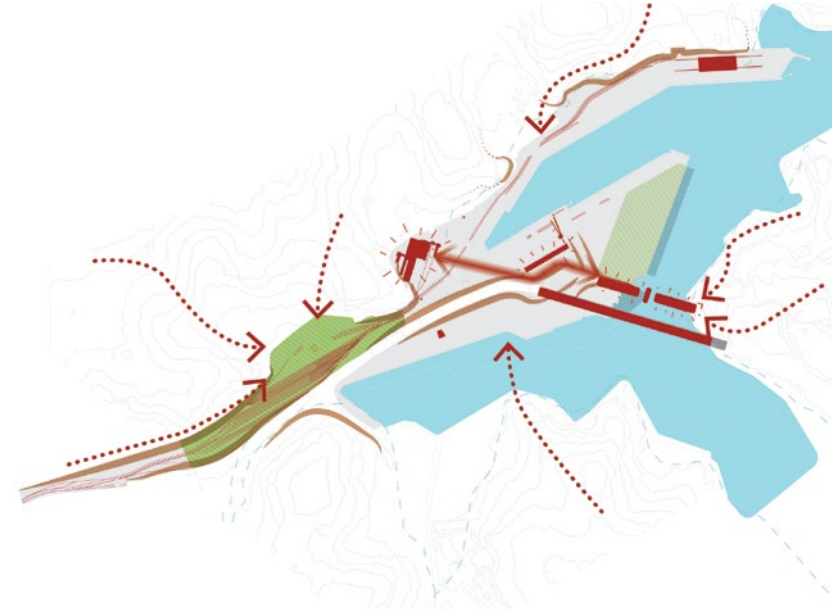


DIAGRAM 2.22 A map of Bays West emphasising zones related to opportunities of heritage and culture

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

INFRASTRUCTURE DELIVERY & GOVERNANCE

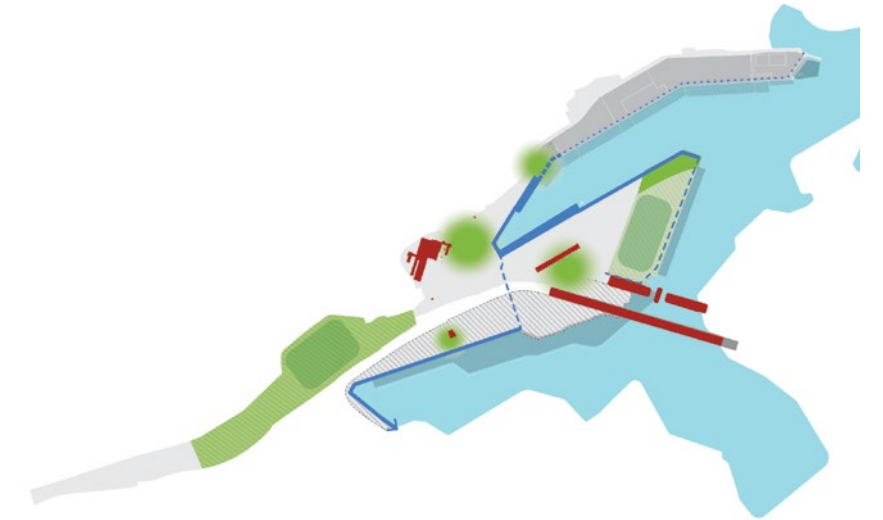


DIAGRAM 2.23 A map of Bays West emphasising zones related to opportunities of infrastructure delivery and governance

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

Opportunities

The adjacent map locates and spatialises the key opportunities for Bays West identified in the place analysis.

2.6 CHALLENGES & OPPORTUNITIES

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

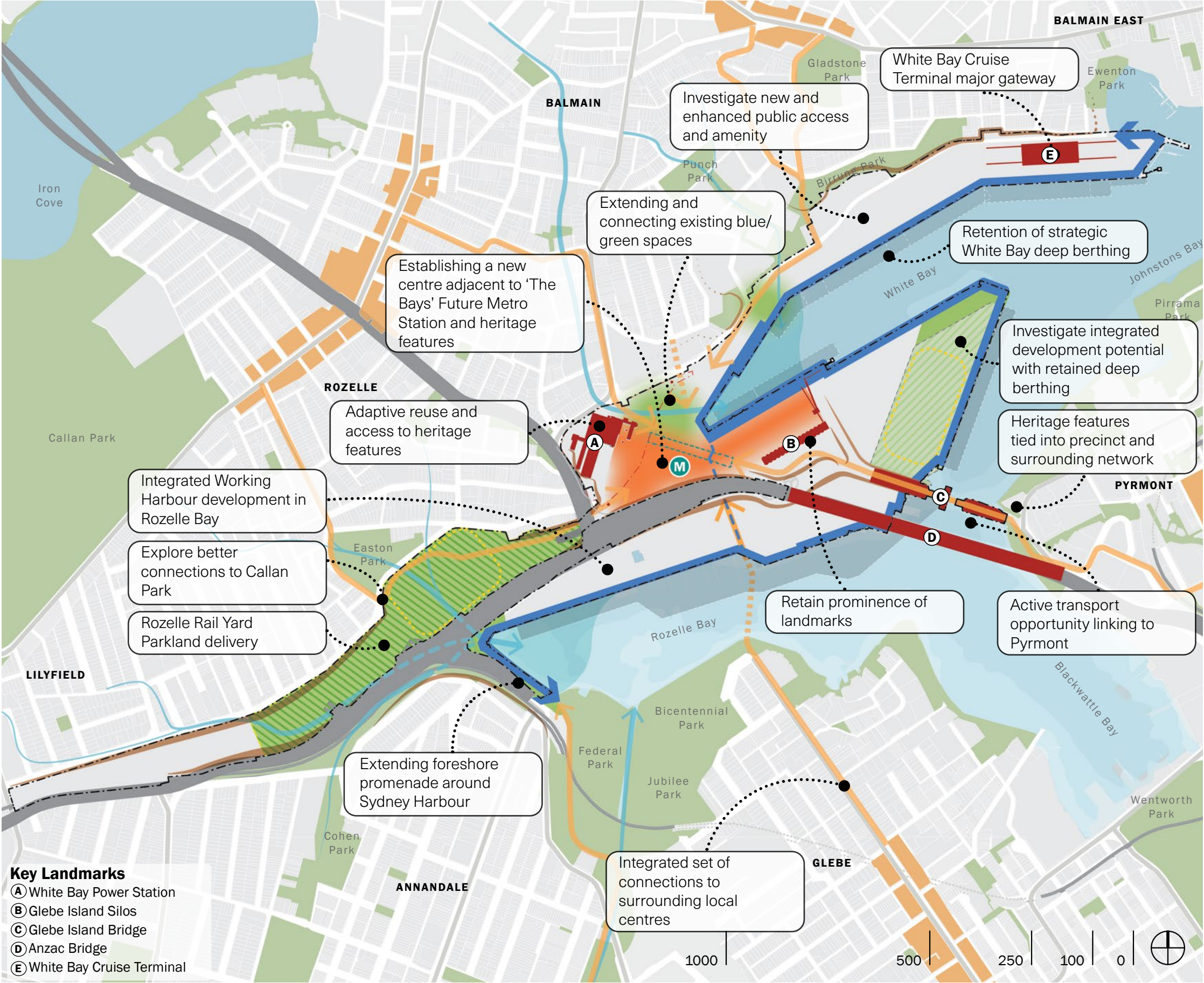


DIAGRAM 2.24 Bays West key opportunities

3 VISION

IMAGE 3.1 White Bay Power Station lit up as part of the VIVID Sydney light displays / DPIE

3.1

VISION

Vision

3.1 VISION

A new vision statement for the future of the Bays West Precinct has been established in the *Place Strategy*. Developed from the place analysis and consultation work, the vision outlines the NSW Government's aspiration for Bays West as a high quality place that is a sustainable and culturally enriched piece of the city.

VISION FOR PLACE

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

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

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



IMAGE 3.2 Sydney Harbour from 16,000 feet, 1966 / David Moore

3.2

DIRECTIONS

Directions

3.2 DIRECTIONS

The Directions have been established through a detailed review and correlation of key government policy thematics and objectives, with the outcomes of previous studies, inputs from community and government stakeholders, and the place analysis undertaken.



DIAGRAM 3.1 Elements that have informed the vision and directions for Bays West

Directions

3.2 DIRECTIONS

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

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

Sustainability approaches are also integrated across all of the Directions. These include place-based approaches which are integrated into the spatial outcomes of the Precinct and more specific embedded sustainability approaches.

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

The Directions are grouped into five enabling Themes as follows:

- **Land Use & Function:** addressing the future land uses of Bays West and what role it will play in Sydney's future
- **Design of Places & Spaces:** providing guidance on how Bays West will feel to people and what is important in the design of buildings, open spaces and public domain
- **Transport & Movement:** acknowledging the constrained nature of Bays West and establish how the people and goods will move to/from and through the Precinct
- **Heritage & Culture:** recognising the importance of the past and how understanding history and culture is critical to creating a place with meaning.
- **Infrastructure Delivery & Governance:** acknowledging the precinct will evolve over time and that multiple stakeholders are required to ensure that Bays West is successfully delivered.

LAND USE & FUNCTION

1. DELIVER DIVERSE EMPLOYMENT SPACES THAT CAN SUPPORT KNOWLEDGE INTENSIVE INDUSTRIES, WHICH ARE A KEY CONTRIBUTOR TO THE SUCCESS OF THE INNOVATION CORRIDOR

- Foster a mix of unique and distinctive employment uses with other complementary uses to create a vibrant and lively place.
- Balance the land use mix to address the short-term needs of the community while ensuring long-term resilience for future employment uses.
- Support the role of Bays West as a well-connected extension of Central Sydney and a northern anchor to the Innovation Corridor (as outlined in the Eastern City District Plan) with ease of access along the Sydney Metro West corridor.
- Guarantee the future prosperity of Sydney by fostering a precinct that supports emerging industries and technologies.
- Embed innovative approaches to site structures and mixes guided by Indigenous knowledges.
- Attract global talent through world-class amenity and place quality associated with the precinct's mix, character and best practice sustainability objectives.
- Retain diverse and affordable employment spaces that enable a broad range of activity, including the retention of existing uses.
- Use innovative sustainability approaches to manage climate risk factors.
- Support innovation and sustainability improvements with an advanced digital precinct framework with clear and assured digital governance.

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

- Deliver diverse residential options, including affordable housing and dedicated Aboriginal housing, to support the Precinct, the projected Inner West population and the growth of NSW.
- Ensure that affordable and key worker housing is delivered adjacent to employment centres which will be key to sustaining Sydney's productivity.
- Develop informed and appropriate targets within the Precinct for these.
- Integrate residential development into the Precinct to ensure a vibrant, activated place with a night-time economy in balance with the new existing neighbourhoods.
- Maximise the opportunity offered by metro to deliver new housing on the city fringe with serviceability and connection to the CBD and Parramatta.
- Create places which support and foster a new community.

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

- Embed responses to the spirit of Country that includes access to and movement across and through the water including the aquatic ecosystems.
- Understand and celebrate the living history of the precinct as an urban port facility and promote its value as a critical piece of infrastructure that plays a unique role in Sydney Harbour
- Utilise the last deep-water berthing facility with landside access in the Sydney metropolitan area to maximise strategic benefits.
- Optimise the opportunity to co-locate similar operations within the precinct and unlock opportunities for knowledge intensive industries associated with ports and maritime uses.
- Retain wharf and berthing infrastructure which form strategic maritime facilities unique to Bays West and are unable to be relocated elsewhere in Sydney Harbour.
- Incentivise the existing port and maritime operations to align with the place and sustainability ambitions and environmental performance of the precinct (net-zero emission, climate resilience, improved water quality, rehabilitated habitat and ecologies).
- Ensure innovative approaches are undertaken to achieve the best possible integration of new development and port and maritime industry uses where appropriate.
- Work with the ports and maritime uses to create a unique and distinctive place which reinforces Sydney Harbour's status as the best in the world.

DESIGN OF PLACES AND SPACE

4. A KEY FOCUS OF THE PRECINCT IS THE DESIGN OF OPEN SPACE AND SOCIAL INFRASTRUCTURE, ENSURING CAREFUL INTEGRATION WITH THE NATURAL, INDUSTRIAL, MARITIME AND CULTURAL HERITAGE

- Acknowledge that Country here has always performed as an important civic, public and ceremonial place and ensure that Country is embedded through language, cultural stories and locally native ecologies.
- Ensure the precinct is structured around a network of high-quality open spaces, carefully located to celebrate place features, and respond to remnant landform, the relationship to water and the layers of history of the site including the enduring spirit of Country.
- Ensure site structures maximise opportunities to capture, preserve and interpret place stories and features that define the sense of place and character.
- Deliver generous public space that responds to and interprets the industrial, maritime and cultural heritage of the site
- Offer a diversity of community and social infrastructure distributed through the precinct and in close proximity to the characterful open space zones.
- Encourage active mobility through restorative and connected open spaces and address national mental and physical health and wellbeing priorities.

5. PROMOTE DESIGN EXCELLENCE AND EMBED A PEOPLE-FOCUSED APPROACH TO DELIVER HIGH QUALITY, ACCESSIBLE AND DIVERSE BUILT FORM AND AMENITY OUTCOMES

- Prioritise Connecting with Country strategies in the built form and public domain spaces, ensuring Indigenous perspectives on Country is considered from the beginning and prioritised throughout the evolution of development at Bays West.
- Promote high quality buildings with excellent interfaces with open space and street structures that respond to the place features.
- Create a design excellence framework which protects and enhances the public value and ownership of the precinct's foreshore setting, new high-quality and amenity buildings and public, significant landmarks and artefacts.
- Establish performance criteria for the protection of the public domain design quality including solar access, wind and other factors that support healthy and safe places for living, working and playing.
- Achieve best-practice sustainability outcomes to improve the quality, excellence and amenity of the place.
- Deliver a people-centric precinct that addresses national health priorities through design and place-making; asthma, cardiovascular health, diabetes, mental health and obesity.

6. ENHANCE BIODIVERSITY ON LAND AND WATER, AND IMPROVE WATER QUALITY IN THE HARBOUR WHILST RESTORING AND EXPANDING THE GREEN AND BLUE NATURAL SYSTEMS

- Care for the ecological health of Country as a means to provide healthy amenity to the community now and into the future.
- Celebrate Sydney Harbour as one of the city's greatest assets and create opportunities for people to connect and engage directly with the water.
- Improve the water quality of the Bays to support broader harbour-wide initiatives and improvements.
- Align new proposals to the surrounding blue and green infrastructure to expand and strengthen system performance.
- Integrate opportunities to naturalise the green and blue systems throughout the precinct.
- Integrate restorative and biophilic approaches to the buildings and infrastructure of Bays West and its surrounds.
- Rehabilitate functional complete ecosystems to co-exist within the new and existing uses and create both land and water habitats to support on-Country local species.
- Secure the rare Seahorse habitat of this Country by nurturing healthy marine ecologies and creating protections for its communities.

7. DELIVER A WORLD CLASS SUSTAINABLE PRECINCT WHICH IS CARBON NEUTRAL AND DELIVERS EFFICIENT MANAGEMENT OF ENERGY AND WATER, AND THE ELIMINATION OF WASTE

- Embed Aboriginal knowledges of sustainably caring for Country as part of precinct approaches.
- Establish a high-level ambition and framework for sustainability outcomes in the design, delivery, and long-term operation of the Precinct.
- Prioritise resource-efficient, future-proofed, and climate-resistant development.
- Deliver a world-class sustainable precinct that manages climate risk factors by addressing the impacts of rising temperatures, sea level and increased intensity and frequency of natural disasters.
- Integrate precinct-wide initiatives which deliver on the potential of the scale and ambition of Bays West with progressive staged delivery.
- Target net-zero emissions to create a sustainable and resilient precinct for the future.
- Establish a Circular Economy approach which sets the basis for thinking around the multiple systems in play at the site to reinforce reduction in resource use and waste production.

TRANSPORT & MOVEMENT

8. IMPROVE THE PRECINCT'S CONNECTIVITY AND INTEGRATION INTO ITS LOCALITY AND SURROUNDING AREAS

- Reconnect with surrounding areas associated in Ancestral stories and songlines.
- Unlock public access to the foreshore that is currently prohibited and disconnected.
- Create connections to adjacent established neighbourhoods and surrounding open spaces such as Callan Park with new or reopened transport links aligned to promote appropriate modes of transport.
- Encourage a shift in traditional recreational/commuter behaviour patterns with resilience to changing trends in future transport.
- Establish a new benchmark for urban mobility that supports the future resident and worker population to unlock its potential as a key urban renewal precinct in Sydney.
- Establish an integrated transport and land use solution that aligns with the Future Transport plans and objectives which integrates the necessary ports and maritime traffic and provides for the freight and logistics needs of the new uses.
- Support future mobility transitions, including vehicle sharing, ride-sharing, electric and connected and autonomous vehicle interfaces, shared micro-mobility stations located throughout the public realm.
- Create a responsive and integrated mobility network that aligns with identified place structures, and enables the experience of natural systems and place features.
- Provide an exemplar of a balanced movement and place outcome.

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

- Celebrate the Songlines and embed these stories to welcome and inform at access points and along pathways through the Precinct.
- Prioritise new links across boundaries to connect to the immediately surrounding suburbs of Balmain, Rozelle, Annandale, Lilyfield, Glebe, and Pyrmont.
- Utilise metro as the catalyst for enabling new uses to be established on the site.
- Leverage the positive sustainable mode share approach which can be established due to the new metro.
- Establish new access points and connections which increase the potential catchment of the metro station beyond the boundaries of the Precinct.
- Create an intuitive interchange which supports the metro's broader connection with the public transport network.
- Address existing barriers due to topography and transport infrastructure along interfaces to improve the accessibility and permeability of the site.
- Develop a network of connections that minimises private vehicle traffic.

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

- Employ stories of Country to connect spaces across the site, bringing people to key areas and engaging with place features and the layers of evolution.
- Investigate the reinstatement of a crossing from Bays West to Pyrmont for walking and cycling access to and from the Precinct, and investigate its potential to support the public transport network.
- Prioritise active forms of transport within the Precinct along with the use of public transport to reduce dependence on private vehicles and a long term sustainable transport system.
- Unlock a high percentage of trips to by the precinct's residents, workers and visitors via the metro and incentivise an efficient transport solution that supports this role.
- Create a network within the Precinct which established walking and cycling as the logical and attractive way to access the metro station.
- Create the most direct, amenable, safe and attractive cycling links with new access nodes that join the site into the existing regional network and further improve the commuter experience.
- Deliver a highly walkable precinct that maximises public access and celebrates the unique harbour foreshore setting.
- Improve physical activity in support of public health priorities by encouraging active mobility and recreational exercise, and implementing health and wellbeing initiatives in every aspect of the planning, design and construction of the Precinct.
- Consider the impacts on mobility in relation to future heat scenarios and design resilient solutions to these issues.

HERITAGE & CULTURE

11. BRING NEW LIFE TO EXISTING DIVERSE ASSETS AND USES, INTEGRATING RICH LAYERS OF CREATIVITY, HERITAGE AND CULTURE ACROSS THE PRECINCT

- Utilise the stories of Country to educate and connect diverse community groups and local industry to a deep sense of knowledge about this place.
- Capitalise on creative and heritage opportunities to deliver well-connected cultural infrastructure, fostering a unique place identity and supporting the future prosperity of Sydney.
- Ensure that heritage assets are conserved and interpreted in a manner which reflects their significant contribution to place identity and integrates public access and engagement with the site's rich history.
- Leverage the iconic value, cultural identity and sense of authenticity held within the precinct's heritage landmarks, thoughtfully considering the restoration and featuring of the Glebe Island Bridge, adaptive reuse of the White Bay Power Station and with consideration of the adaptive reuse for any other landmark site or building in the precinct.
- Ensure that renewal is balanced and ongoing, celebrating all layers of history, knowledge and culture and responsive to the existing features including the heritage elements.
- Integrate creative and cultural practice and expression within the uses and spaces of the precinct to support sense of self, community and place.
- Foster community cohesion and support the development of a resilient community through public open space and free neighbourhood infrastructure.

12. ENSURE THAT FUTURE DEVELOPMENTS RECOGNISE, EMBRACE AND CREATE OPPORTUNITIES FOR DEEPER UNDERSTANDING OF OUR CULTURE, STORIES AND CONTINUED CULTURAL PRACTICES

- Become a benchmark for recognition of Country and showcase the currency and value that Indigenous cultural knowledge and stories offer.
- Provide places within the Precinct which enable a continued connection to the civic, cultural and ceremonial aspects of Country.
- Embed opportunities for the experience of and learning from Indigenous knowledges throughout the Precinct.
- Create a place that is welcome and inclusive of all people regardless of background, race, gender, age or ability.
- Incorporate storytelling and integrated interpretation of the site's rich history, drawing on the ongoing legacy and connection to its evolving character that Indigenous communities have, and engaging these with the place attributes which reflect these stories.
- Support new opportunities for diverse cultural experiences and foster community cohesion and resilience through the delivery of creative, welcoming, and inclusive public infrastructure and open space.

INFRASTRUCTURE DELIVERY & GOVERNANCE

13. USE A WHOLE-OF-GOVERNMENT APPROACH TO DELIVER STRONG AND COORDINATED PLACE OUTCOMES FOR BAYS WEST OVER TIME

- Ensure ongoing collaboration between all government stakeholders to enable the successful renewal of Bays West.
- Manage the renewal at a Precinct-wide level. The intricacies and complexities associated with integrating new land and water uses on the site, while accommodating continuing ports and maritime operations, requires careful management of staging and development.
- Include local Aboriginal governance by working with a range of local D'harawal, Dharug, Eora, Gaimeraigal and Gundungara Elders and Knowledge Keepers to design and deliver place identity, stories and embed language across the Precinct.
- Establish the strategic requirements (eg. land use, transport/social infrastructure) and outline mechanisms for their implementation and delivery.
- Embed the Precinct-wide sustainability approaches such as circular economy and net-zero emissions target into planning, procurement, delivery and operation of a functional place (recognising health benefits in business case for public places and infrastructure).
- Work with other government agencies and landowners to consider opportunities for integration and evolution of areas beyond the Precinct boundary aligned with the renewal of the Precinct.

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

- Establish a stakeholder and community consultation strategy for the future renewal of the Precinct and continue to engage regularly with local residents, workers and other community groups.
- Enable public access to the waterfront and integrating ports and maritime uses to ensure the ongoing retention, expansion, and success of activity within the Precinct.
- Incentivise early engagement and activation to parts of the Precinct to promote community participation and inclusion in shaping the future direction of Bays West.
- Examine existing and projected demands for new community infrastructure within the Precinct, and how to best serve the needs of existing established neighbourhoods and the future Bays West community.
- Ensure Bays West is appropriately supported by infrastructure noting that existing infrastructure supports the current surrounding community.
- Incorporate the Sydney languages D'harawal, Eora, and Gaimeraigal in the site strategy and enable engagement opportunities for local First Nations communities.
- Consider Aboriginal engagement processes that reflect the complex kinship system that exist here and does not limit engagement to one 'owner' group, but includes (in alphabetical order) D'harawal, Dharug, Eora, Gaimeraigal, and Gundungara custodians.

An aerial photograph of Glebe Island, a large, rectangular landmass in the middle of Johnston's Bay. The island is mostly paved and appears to be under development or recently cleared, with some construction equipment and materials visible. To the left, a cable-stayed bridge spans the water, connecting the island to the mainland. The surrounding area is densely populated with residential houses and buildings. The water is a deep blue-green color, and several boats are visible in the bay. The overall scene is a mix of urban development and natural waterways.

4

PLACE STRATEGY

IMAGE 4.1 Aerial view of Glebe Island from Johnston's Bay / DPIE

4.1

PLACE STRUCTURE PLAN

Structure Plan

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

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

Embedded within the Structure Plan are elements which respond to the strategies identified in the *Bays West Connecting with Country Framework*. These are explained in further detail in the *Bays West Draft Urban Design Framework*.

The Directions which have been established for Bays West have been integrated into the proposed Structure Plan. These approaches, and how the Structure Plan responds to each of the Directions is explained in further detail in Part 4.2.

Key elements of the Structure Plan:

PORTS & WORKING HARBOUR ZONES

The structure plan outlines a transition of existing ports and maritime industries within the precinct into consolidated land and water zones. The location and arrangement of these zones are best suited to retain, optimise and grow existing operations unlocking alternative use opportunities for the precinct.

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 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.

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.

INTEGRATED DEVELOPMENT/PORTS & WORKING HARBOUR ZONES

Port and working harbour operations to be retained and integrated into future development. Critical Transport for NSW operations in Rozelle bay to be retained

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.

4.1 PLACE STRUCTURE PLAN

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.

PROPOSED KEY PUBLIC DOMAIN ZONES

An evenly distributed and interconnected series of key public domain zones have been established across the precinct. These are typically located to incorporate either natural features or heritage artefacts, maximising public benefit and amenity of these elements.

FORESHORE PROMENADE

The precinct’s harbour foreshore will be progressively unlocked, and a new foreshore promenade established, reclaiming public access and delivering recreation opportunities. The promenade will stitch together key public domain zones and connect into the broader harbour foreshore network. Where and when required, public access will be managed to give priority to port and maritime uses 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 overlaid 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

4.1 PLACE STRUCTURE PLAN

- 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 Proposed Active Transport Connection
 - Proposed Bus Stops/Interchange
 - Road Structures
 - Key Heritage Landmarks
 - Heritage Tracings
 - 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

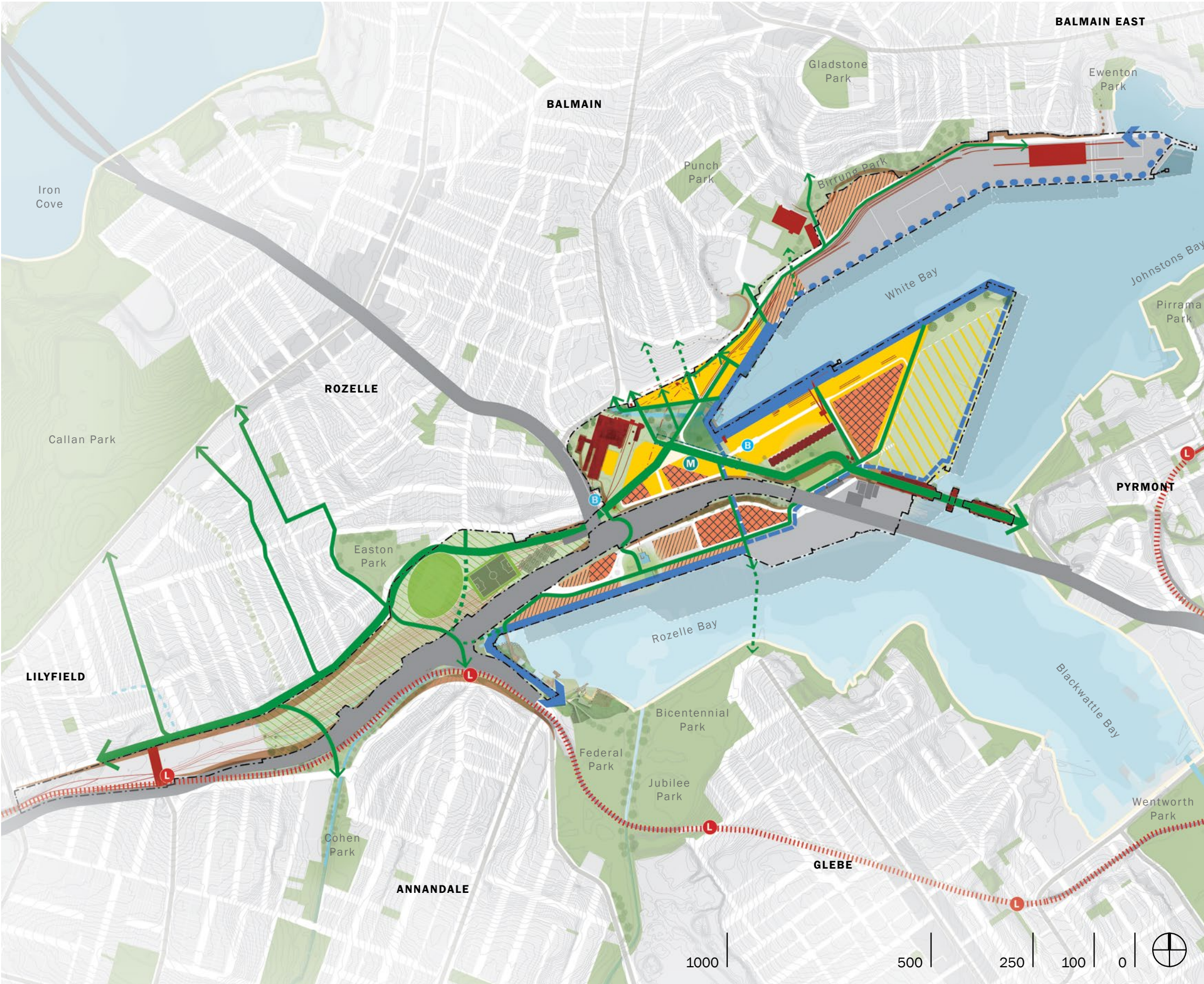


DIAGRAM 4.1 Structure Plan of Bays West at end state

Bays West Initial Stage Structure Plan up to 2030

4.1 PLACE STRUCTURE PLAN

- 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 Proposed Active Transport Connection
 - Proposed Bus Interchange
 - Road Structure
 - Key Heritage Landmarks
 - Heritage Tracings
 - Proposed Key Public Domain
 - Key Landform
 - Foreshore Promenade
 - Proposed Zone of Development
 - Development Zone with Greater Height Potential
 - Public Domain - Rozelle Parklands
 - Ports & Working Harbour Zone
 - Vessel Berthing Zone
 - Existing Buildings
 - Future Development/Building



DIAGRAM 4.2 Structure Plan of Bays West at Stage 1

4.2

DIRECTIONS & STRUCTURES

Land Use & Function

4.2 DIRECTIONS & STRUCTURES

DIRECTIONS

1. DELIVER DIVERSE EMPLOYMENT SPACES THAT CAN SUPPORT KNOWLEDGE INTENSIVE INDUSTRIES, WHICH ARE A KEY CONTRIBUTOR TO THE SUCCESS OF THE INNOVATION CORRIDOR
2. DELIVER A RANGE OF HOUSING, INCLUDING AFFORDABLE HOUSING, TO SUPPORT THE JOBS CREATED IN THE PRECINCT AND THE ONGOING GROWTH OF THE EASTERN HARBOUR CITY AND METROPOLITAN SYDNEY
3. RETAIN, MANAGE AND ALLOW THE ESSENTIAL STRATEGIC PORT AND MARITIME INDUSTRY USES TO GROW AND EVOLVE, TO ENSURE THEY CONTINUE TO SUPPORT THE NSW ECONOMY

Structure Plan response:

- Allows strategic maritime uses to retain access/use of deep-water berthing zones (adjacent structurally sound hardstand areas) and integrates Ports uses to these zones to enable best arrangements for evolving operations and integration with other development
- Positions and clusters other strategically important maritime uses (which prohibit public foreshore access) into areas with other constraints, maximising public access opportunities to high amenity foreshore zones
- Complements the chain of employment centres in the Eastern Harbour City to Central River City Corridor through provision of future-focused employment space
- Clustering a focused volume of new employment provision in proximity to metro station
- Creates potential for a greater housing diversity offer in the area through provision of alternate densities and types than are currently available in Inner West suburbs with existing scale and heritage challenges
- Creates a disbursed mixed-use character across the Precinct with a balanced volume of residential and other uses to ensure all the strategic roles of the Precinct can be delivered
- Supporting existing and new residents, workers and visitors with new public space, connections, and community infrastructure
- Establishes a new day/night local centre in proximity to metro, White Bay Power Station, the head of White Bay, and the Glebe Island Silos, and balances its role with the surrounding established centres
- Utilises the adaptively reused activation anchors and key public domain zones to concentrate activity

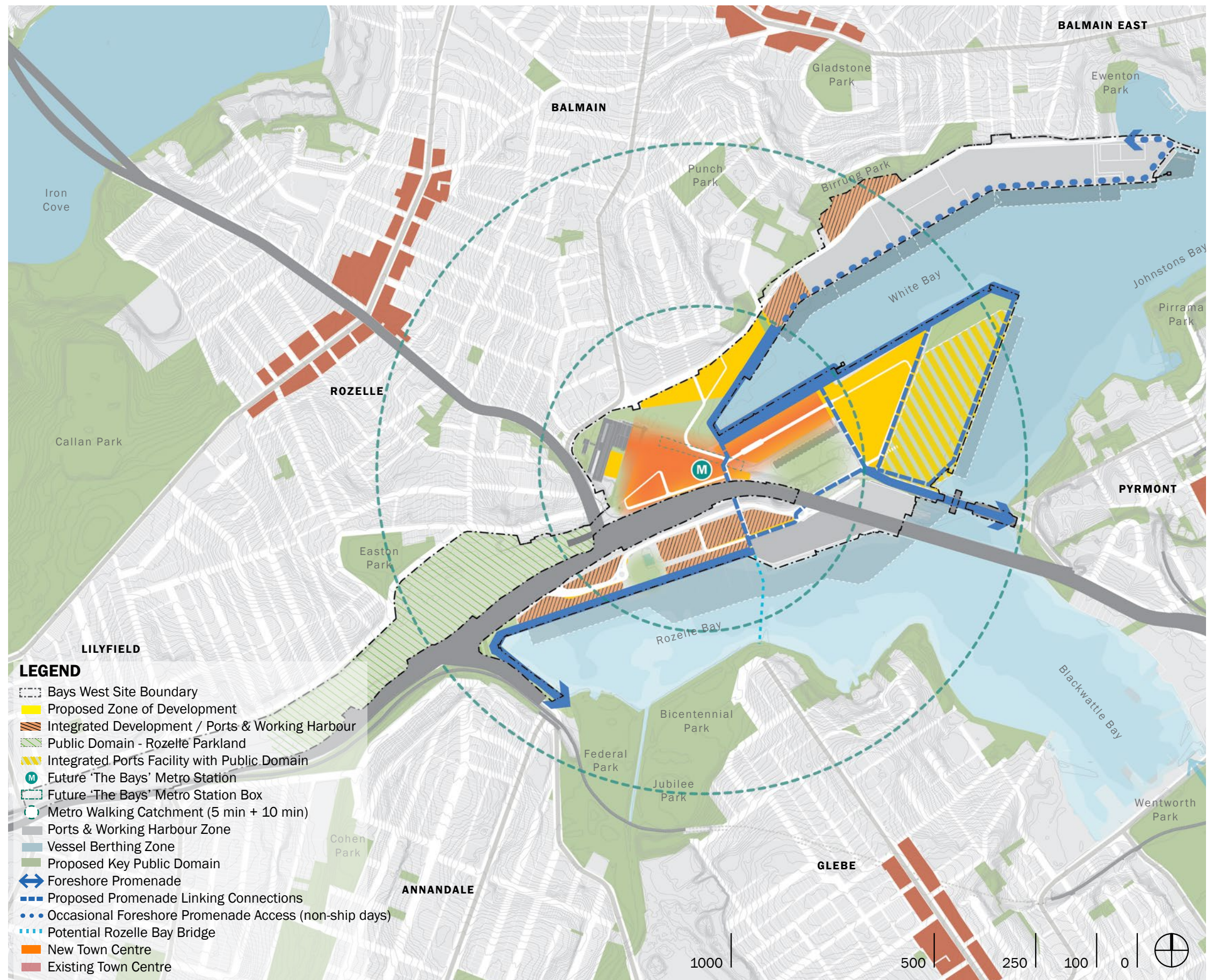


DIAGRAM 4.3 Structure plan's response to Land use and function

Scale 1:10,000 @ A3
75

Design of Places & Spaces

4.2 DIRECTIONS & STRUCTURES

DIRECTIONS

4. A KEY FOCUS OF THE PRECINCT IS THE DESIGN OF OPEN SPACE AND SOCIAL INFRASTRUCTURE, ENSURING CAREFUL INTEGRATION WITH THE NATURAL, INDUSTRIAL, MARITIME AND CULTURAL HERITAGE
5. PROMOTE DESIGN EXCELLENCE AND EMBED A PEOPLE-FOCUSED APPROACH TO DELIVER HIGH QUALITY, ACCESSIBLE AND DIVERSE BUILT FORM AND AMENITY OUTCOMES
6. ENHANCE BIODIVERSITY ON LAND AND WATER, AND IMPROVE WATER QUALITY IN THE HARBOUR WHILST RESTORING AND EXPANDING THE GREEN AND BLUE NATURAL SYSTEMS
7. DELIVER A WORLD CLASS SUSTAINABLE PRECINCT WHICH IS CARBON NEUTRAL AND DELIVERS EFFICIENT MANAGEMENT OF ENERGY AND WATER, AND THE ELIMINATION OF WASTE

Structure Plan response:

PUBLIC DOMAIN FOCUSED

- Prioritises public access to key site attributes and features including harbour edge, open space, and heritage elements
- Reinstates and extends original creek corridors and creates green spaces around these where water is held and treated to improve water quality flowing into the Bays and supporting biodiversity
- Promotes green ecology and biodiversity throughout the Precinct via connected green street networks
- Demonstrates caring for sea Country by establishing ecology and biodiversity zones at the heads of Rozelle Bay and White Bay connected to the new blue corridors and establish sea horse protection zones
- Distributes public domain zones at dramatic landform locations, such as the point and ridge of Glebe Island and adjacent to heritage features, providing meaningful place anchors as the character focus of different spaces
- Establishes a high-quality foreshore promenade as an extension of the existing links and connects together proposed open space
- Incorporates land/water interface zones that can deal with sea level change and environmental shocks
- Establishes a variety of waterfront character zones with opportunities for both outlook and direct engagement and recreational use of the water

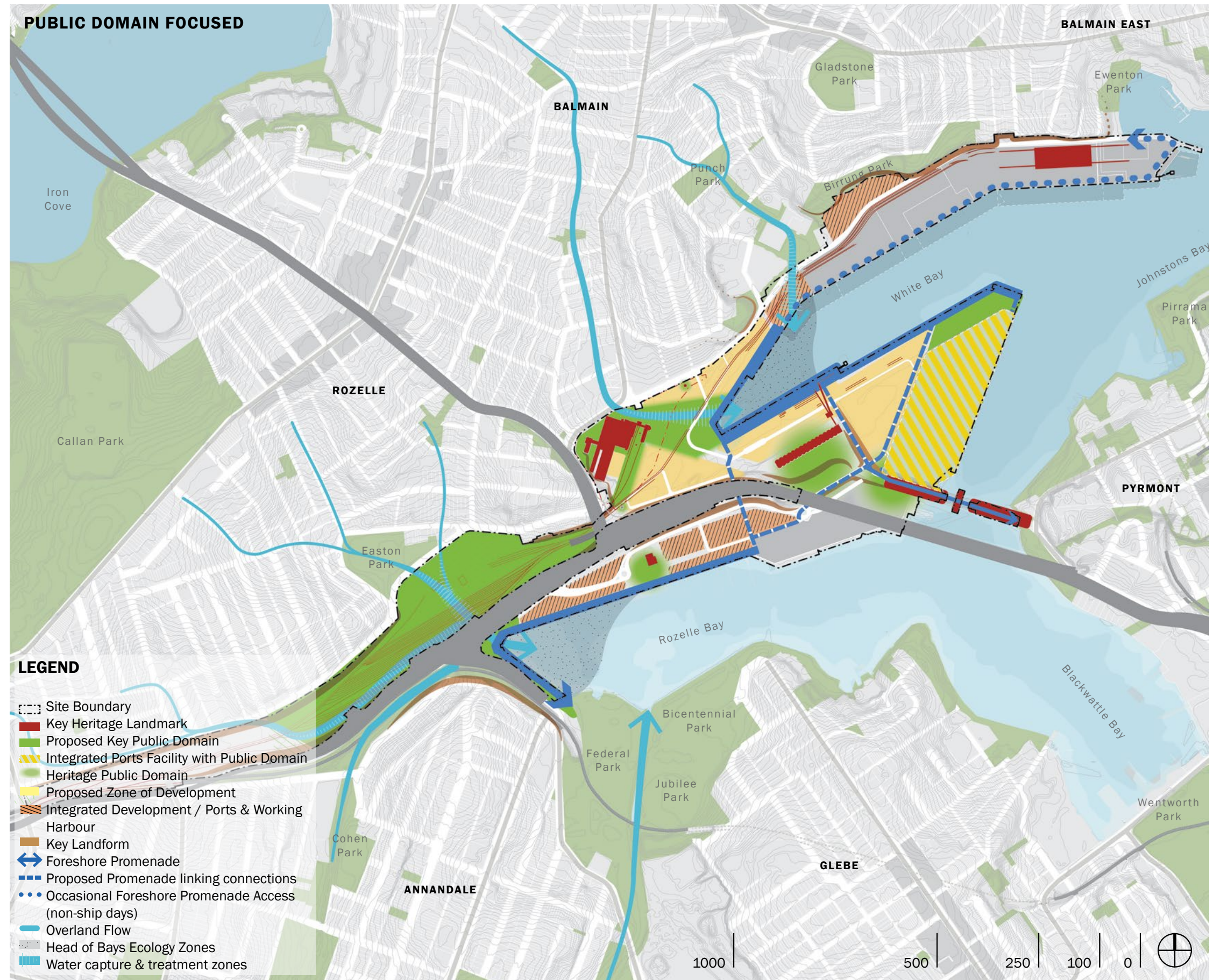


DIAGRAM 4.4 Structure plan's response to Design of Places and Spaces focused on public domain

Scale 1:10,000 @ A3
76

Design of Places & Spaces

4.2 DIRECTIONS & STRUCTURES

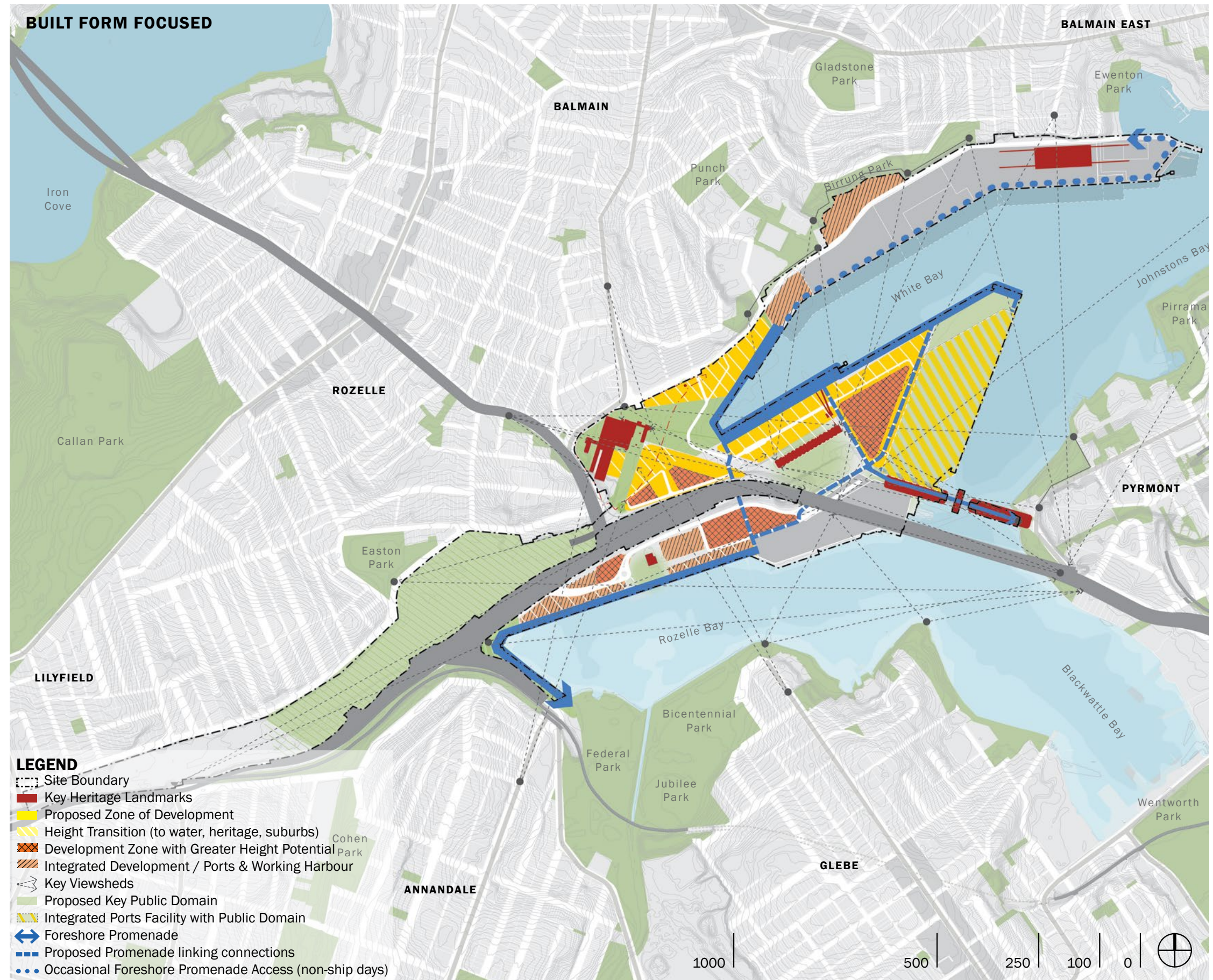
DIRECTIONS

4. A KEY FOCUS OF THE PRECINCT IS THE DESIGN OF OPEN SPACE AND SOCIAL INFRASTRUCTURE, ENSURING CAREFUL INTEGRATION WITH THE NATURAL, INDUSTRIAL, MARITIME AND CULTURAL HERITAGE
5. PROMOTE DESIGN EXCELLENCE AND EMBED A PEOPLE-FOCUSED APPROACH TO DELIVER HIGH QUALITY, ACCESSIBLE AND DIVERSE BUILT FORM AND AMENITY OUTCOMES
6. ENHANCE BIODIVERSITY ON LAND AND WATER, AND IMPROVE WATER QUALITY IN THE HARBOUR WHILST RESTORING AND EXPANDING THE GREEN AND BLUE NATURAL SYSTEMS
7. DELIVER A WORLD CLASS SUSTAINABLE PRECINCT WHICH IS CARBON NEUTRAL AND DELIVERS EFFICIENT MANAGEMENT OF ENERGY AND WATER, AND THE ELIMINATION OF WASTE

Structure Plan response:

BUILT FORM FOCUSED

- Provides social and community infrastructure components to address the diverse needs of the existing and new community, located in proximity to key open space areas to promote use and enable the infrastructure to gain amenity benefit
- Establishes key heritage character zones
- Provides transition to water and surrounding low scale suburbs, which sees most significant height located on the former Glebe Island footprint where it is most separated from surrounding suburbs and minimizes adverse impacts
- Preserves district and local views of landmark features that form a significant part of the place character
- Positions higher zone in location which can protect the current high level of solar access to the existing and proposed Blackwattle and Rozelle Bay open space and foreshore promenade
- Provides solar access protection to the Precinct's proposed open space areas and water zones, through a balanced approach which respects the siting constraints and provides a diversity of conditions over the course of the day
- Provides great outlook to sky and views of desirable features within and beyond the Precinct from both public domain and within new built form via siting and orientation



Transport & Movement

4.2 DIRECTIONS & STRUCTURES

DIRECTIONS

- 8. IMPROVE THE PRECINCT'S CONNECTIVITY AND INTEGRATION INTO ITS LOCALITY AND SURROUNDING AREAS
- 9. PROVIDE FOR NEW CONNECTIONS TO EXISTING PLACES BY REMOVING EXISTING BARRIERS TO ALLOW CONNECTIONS THROUGH THE SITE AND CONVENIENT ACCESS TO THE NEW METRO STATION
- 10. PRIORITISE WALKING, CYCLING AND PUBLIC TRANSPORT BY CAPITALISING ON THE NEW METRO STATION, CREATING MORE CONVENIENT AND DIRECT ACTIVE TRANSPORT CONNECTIONS AND INVESTIGATE THE REINSTATEMENT OF A CROSSING FROM BAYS WEST TO PYRMONT

Structure Plan response:

- Creates inviting access points for active transport links aligned to existing and planned routes that support access to/from and through the Precinct including the foreshore
- Creates a key link through the site within the regional cycling network between the Inner West suburbs and Pyrmont/CBD
- Prioritises active transport as a highly desirable mode by considering conflict avoidance, safety, amenity, and experience of the network, catering to both local commuter and recreational users
- Links together all open space zones with active transport routes through the Precinct to improve access and gain a positive amenity experience along journeys
- Provides active transport links, the foreshore promenade and other open space elements which support healthy lifestyle choices
- Promotes walkability through high amenity and ability to include appropriate block scale to create high permeability throughout, especially in proximity to open space and waterfront zones
- Creates a street network and major active transport links which support the public transport network and maximise connectivity to mass transit services
- Enables intuitive interchange between transport modes around the metro station
- Overcomes key barriers around and within the Precinct in the form of arterial roads and waterways with appropriate infrastructure (bridges & tunnels)
- Discourages dependence on private vehicles through design of access points, routes and movement limitations in key high amenity areas



DIAGRAM 4.6 Structure plan's response to Transport and Movement

Heritage & Culture

4.2 DIRECTIONS & STRUCTURES

DIRECTIONS

11. BRING NEW LIFE TO EXISTING DIVERSE ASSETS AND USES, INTEGRATING RICH LAYERS OF CREATIVITY, HERITAGE AND CULTURE ACROSS THE PRECINCT
12. ENSURE THAT FUTURE DEVELOPMENTS RECOGNISE, EMBRACE AND CREATE OPPORTUNITIES FOR DEEPER UNDERSTANDING OF OUR CULTURE, STORIES AND CONTINUED CULTURAL PRACTICES

Structure Plan response:

- Embeds Country perspectives into Precinct design, consultation, delivery, care, 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
- Delivers 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”
- Maintains the legibility of the dramatic landform features of original island, the escarpments, and the reclaimed flats that have been created, providing interpretation of their original form and evolution
- Establishes a key east-west link founded on heritage and landform anchors and acting as continuation of proposed Pyrmont interpretation trail
- Integrates links to surrounding heritage conservation areas and other established heritage and creative and cultural networks, reconnecting surrounding areas of heritage significance
- Retains the legibility of large landmark elements from public places which represent a gateway sequence between Pyrmont/CBD and the Inner West
- Celebrates heritage elements at all key access nodes
- Enables revealing of the richness of the layers of evolution through interpretations and public art embedded into the public domain and Precinct structures
- Employs heritage elements, in particular landmarks for wayfinding anchors within the Precinct
- Enables utilization of parts of the adaptive reuse of heritage features to support creative culture/ institutions



DIAGRAM 4.7 Structure plan's response to Heritage and Culture

Scale 1:10,000 @ A3
79

Infrastructure Delivery & Governance

4.2 DIRECTIONS & STRUCTURES

DIRECTIONS

13. USE A WHOLE-OF-GOVERNMENT APPROACH TO DELIVER STRONG AND COORDINATED PLACE OUTCOMES FOR BAYS WEST OVER TIME
14. PROVIDE SERVICES AND INFRASTRUCTURE TO SUPPORT THE NEEDS OF THE EXISTING AND FUTURE COMMUNITY OF BAYS WEST AND ITS SURROUNDS AS IT GROWS OVER TIME

Structure Plan response:

- Sets out 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 the community.
- Enables 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 (flooding, water quality, energy and waste)
- Provides broader opportunities to value-add beyond the boundaries of the Precinct, to consider zones where integrated renewal to be considered and deliver integrated community services and infrastructure that improve the amenity and wellbeing of the Bays West and wider Inner West community
- Utilises large scale spaces created by major infrastructure projects and zones to accommodate the large active recreation elements
- Provides network for diverse and distributed set of land and water recreation opportunities that address existing and new community diverse needs
- Identifies potential key investment items, including: investigate the reinstatement of a crossing from Bays West to Pyrmont, a potential future Rozelle Bay bridge and tunnel link connecting the Precinct to Glebe, a Ports Cap (over the consolidated Glebe Island Multi-User Facility and Concrete Batching Plant), 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
- Provides for 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 the existing Inner West resident/worker population



DIAGRAM 4.8 Structure plan's response to Infrastructure Delivery and Governance

Scale 1:10,000 @ A3
80

4.3

SUB-PRECINCTS

Bays West Sub-Precincts

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

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

4.3 SUB-PRECINCTS



1. WHITE BAY POWER STATION (AND METRO)

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



2. ROBERT STREET

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



3. GLEBE ISLAND SILOS

The north-west facing waterfront and the silos create a character zone which extends and builds out from the White Bay Power Station. A range of activities and uses will create a sub-precinct that is a place to enjoy both new activities and the maritime heritage. In relation to the Silos this may include a continuation of existing uses and/or the introduction of new uses.



4. GLEBE ISLAND CENTRAL

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



5. GLEBE ISLAND EAST

Accommodating critical port uses in an integrated facility, which may allow for public and green space to be provided. This zone presents a unique opportunity for the evolution of port uses and the integration of public domain. Sub-precinct master planning should investigate a range of scenarios to inform detailed discussions, with equal priority given to intensify port and maritime uses with broader public benefits.

Note: The numbers for each sub-precinct are solely used to identify their location on the following map, they do not represent order of development or any other interpretation.

IMAGE 4.2 A bustling marketplace amongst an industrial backdrop of the Zollverein UNESCO World Heritage Site, Germany / Jochen Tack

IMAGE 4.3 Restaurant spilling out onto a shared pedestrian and vehicle zone on Kensington Street, Sydney / Kimberley Low

IMAGE 4.4 Silos and industrial space re-purposed as a site for a festival on the Auckland waterfront, New Zealand / Simon Devitt

IMAGE 4.5 The Elbe Philharmonic Hall along the Elbe River alongside medium density buildings, Germany

IMAGE 4.6 Group outdoor exercise along the waterfront in Boston, USA / Boston Public Health Commission

6.



ROZELLE BAY EAST

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

IMAGE 4.7 Working harbour areas in Rozelle Bay

7.



ROZELLE BAY CENTRAL

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

IMAGE 4.8 Medium-scale apartment blocks alongside public waterfront in Copenhagen, Denmark

8.



ROZELLE BAY WEST

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

IMAGE 4.9 Active waterfront edge with shading by trees on the banks of Saone in Lyon, France / BASE Landscape

9.



WHITE BAY

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

IMAGE 4.10 White Bay Cruise Terminal / Ethan Rohloff

10.



ROZELLE RAIL YARDS

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

IMAGE 4.11 A soccer field surrounded by dense vegetation as part of a multifunctional sports facility in Slovenia / Arhitektura Krusec

Bays West Sub-Precincts

- 1. White Bay Power Station (and Metro)
- 2. Robert Street
- 3. Glebe Island Silos
- 4. Glebe Island Central
- 5. Glebe Island East
- 6. Rozelle Bay East
- 7. Rozelle Bay Central
- 8. Rozelle Bay West
- 9. White Bay
- 10. Rozelle Rail Yards

Note: The numbers for each sub-precinct are solely used to identify their location on the following map, they do not represent order of development or any other interpretation.

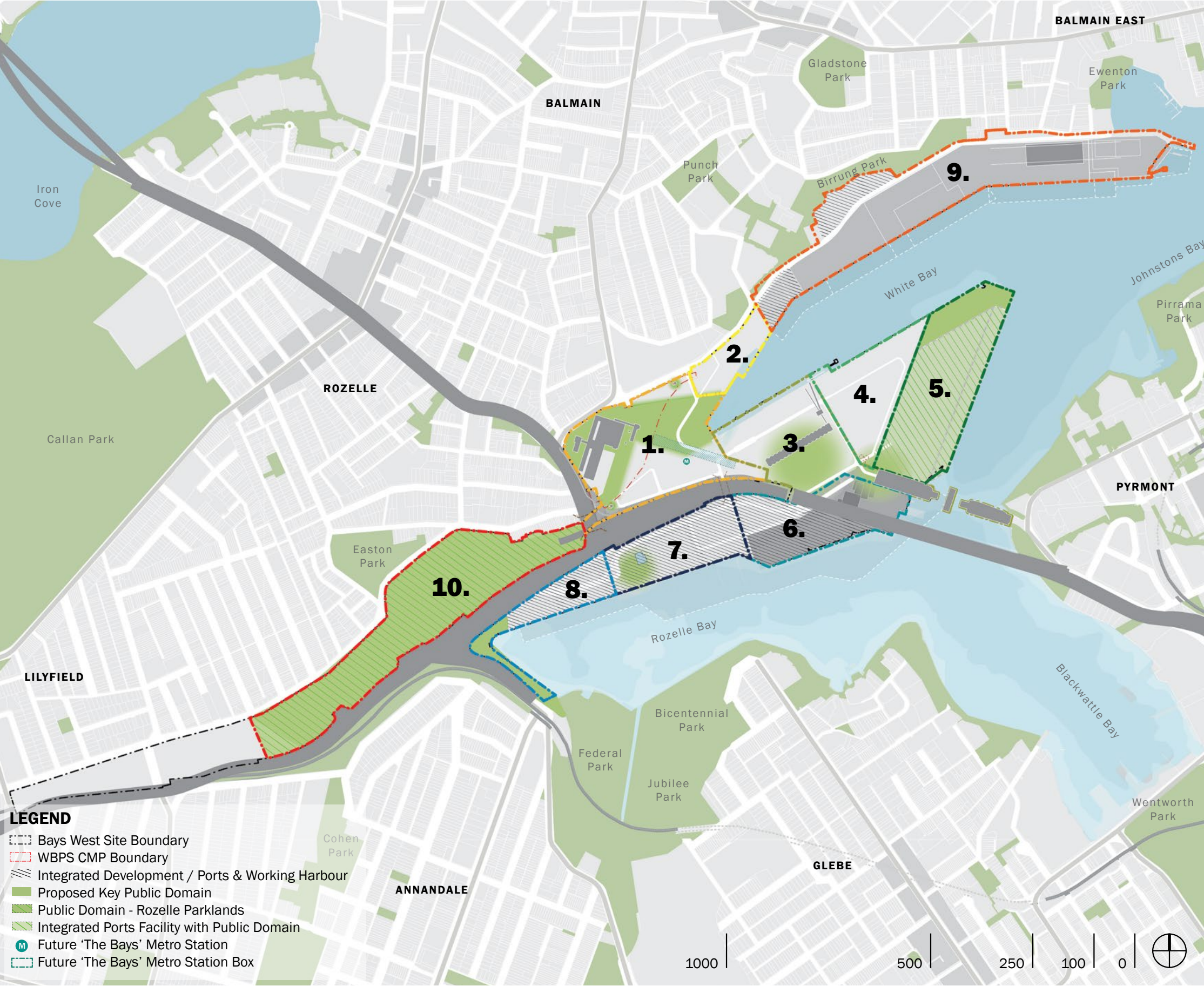


DIAGRAM 4.10 Bays West sub-precincts

5

IMPLEMENTATION

IMAGE 5.1 White Bay Power Station Boiler House, Coal Loader, Ash Handling & Chimney Stacks

5.1

IMPLEMENTATION ACTIONS & STAGING

Implementation Actions

5.1 IMPLEMENTATION ACTIONS & STAGING

INTRODUCTION

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

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

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

Masterplans will support rezoning of parts of the precinct to guide and support the ultimate development form. Development control requirements are likely to appear, ultimately, in the local

environmental plan, supported by development control plans and appropriate infrastructure contribution plans.

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

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

Implementation Actions

5.1 IMPLEMENTATION ACTIONS & STAGING

BAYS WEST PRECINCT WIDE ACTIONS

	Action	Timeframe	Responsibility
1	Evolve the urban design framework as sub-precincts are master planned	Ongoing	DPIE (Department of Planning, Industry and Environment)
2	Undertake precinct-wide studies and strategies including (but not limited to): <ul style="list-style-type: none"> • Transport Plan • Connecting with Country Framework • Sustainability Strategy and Climate Adaption Plan • Public Domain Manual • Heritage and Interpretations Plan • Implementation and Delivery Strategy • supporting infrastructure plan, including social infrastructure such as education and health facilities • Economic, Employment and Innovation Strategy, including analysis of opportunities for Bays West 	2 years	DPIE with support of relevant agencies
3	Establish a precinct wide approach to design excellence and design excellence strategies for specific projects to guide design quality for planning, development and delivery of the precinct	2 years (initial stage) and ongoing	DPIE (Government Architect NSW)
4	Undertake master-planning for each sub-precinct, beginning with the White Bay Power Station (and Metro) sub-precinct	1 year (initial stage) and then ongoing	DPIE, TfNSW (Sub-precinct 10)
5	Progress the Sydney Harbour Strategy	2 years	NSW Government
6	Undertake rezoning of land to facilitate development, beginning with the Metro Station site and land immediately surrounding	2 years (initial stage) and then ongoing	DPIE
7	Develop an infrastructure contributions plan(s) which acknowledges funding for growth infrastructure will be shared across the public and private sector	1 -2 years (initial stage) and then ongoing	DPIE
8	Develop the detailed urban design framework and appropriate development controls to accompany each stage of re-zoning	Ongoing	DPIE
9	Investigate and identify a lead delivery agency to oversee the renewal of Bays West	1-3 years	NSW Government
10	Develop an Implementation Plan to support and embed the Bays West Connecting with Country framework to support Aboriginal outcomes as the precinct evolves.	Ongoing	DPIE

Implementation Actions

5.1 IMPLEMENTATION ACTIONS & STAGING

ACTIONS TO ACHIEVE THE DIRECTIONS

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

Implementation Actions

5.1 IMPLEMENTATION ACTIONS & STAGING

ACTIONS TO IMPLEMENT THE BIG MOVES

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

Staging

BAYS WEST INITIAL STAGE STRUCTURE PLAN UP TO 2030

The Bays West Initial Stage Structure Plan shows the Bays West precinct when the Metro Station opens. 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
- Rozelle Parklands is constructed and open to the public.

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 Proposed Active Transport Connection
- ⓑ Proposed Bus Interchange
- ▬ Road Structure
- Key Heritage Landmarks
- Heritage Tracings
- Proposed Key Public Domain
- Key Landform
- Foreshore Promenade
- Proposed Zone of Development
- ▨ Development Zone with Greater Height Potential
- Public Domain - Rozelle Parklands
- Ports & Working Harbour Zone
- Vessel Berthing Zone
- Existing Buildings
- Future Development/Building

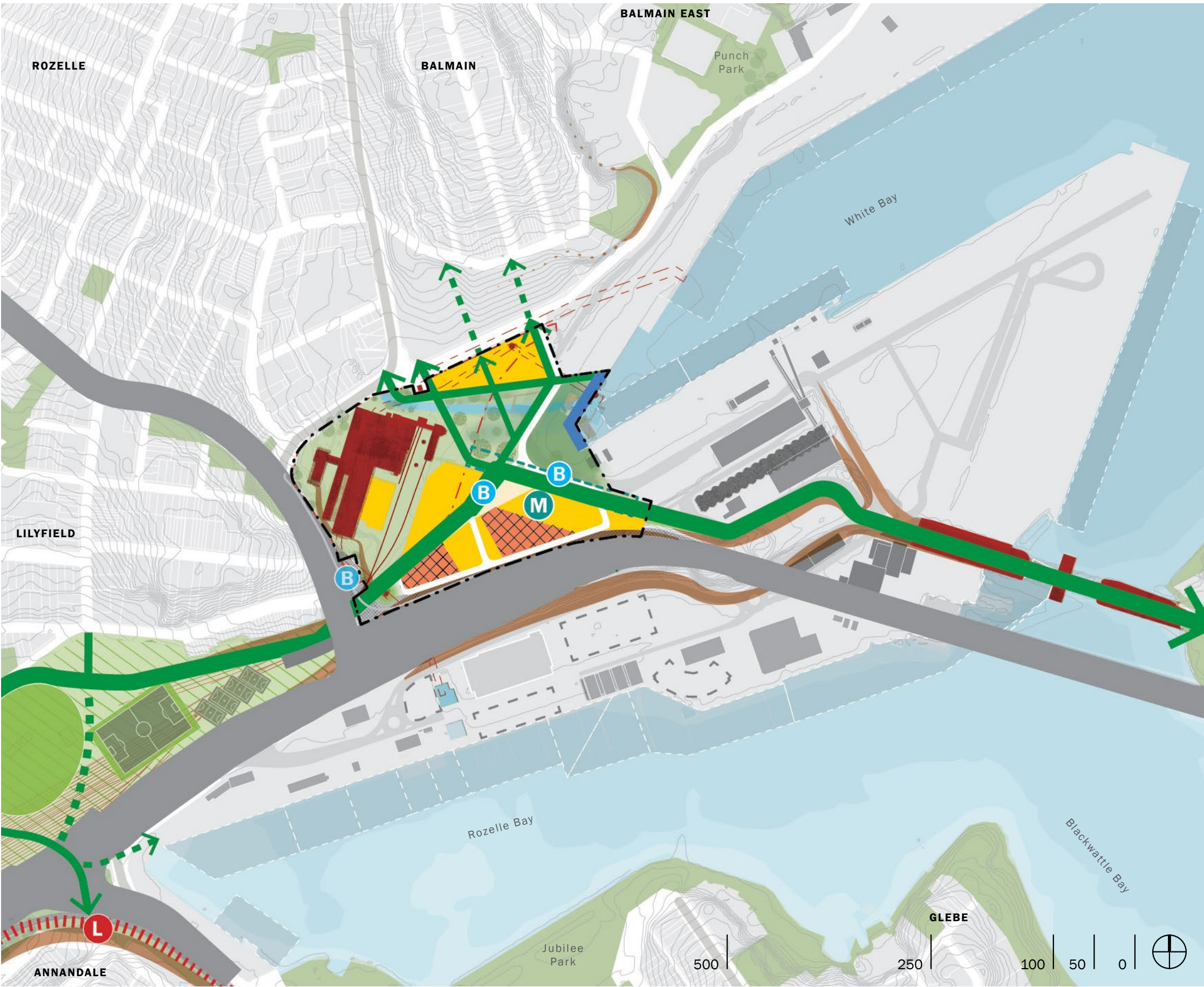


DIAGRAM 5.1 Bays West Stage 1 Structure Plan

Staging

BAYS WEST STRUCTURE PLAN 2040 AND BEYOND

The end-state Structure Plan sees the realisation of an integrated urban renewal of the full Precinct, while facilitating the continued operation of the strategic Ports and maritime uses to be retained. The timing, order, and detailed resolution of each sub-precinct will be further resolved as part of ongoing investigations in the Precinct. However, the *Bays West Place Strategy* and its supporting documents are designed to ensure a Precinct-wide perspective and coordinated delivery, while allowing flexibility to accommodate future changes in land/water use demands and community needs in subsequent development phases.

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 Proposed Active Transport Connection
- Proposed Bus Stops/Interchange
- Road Structures
- Key Heritage Landmarks
- Heritage Tracings
- 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

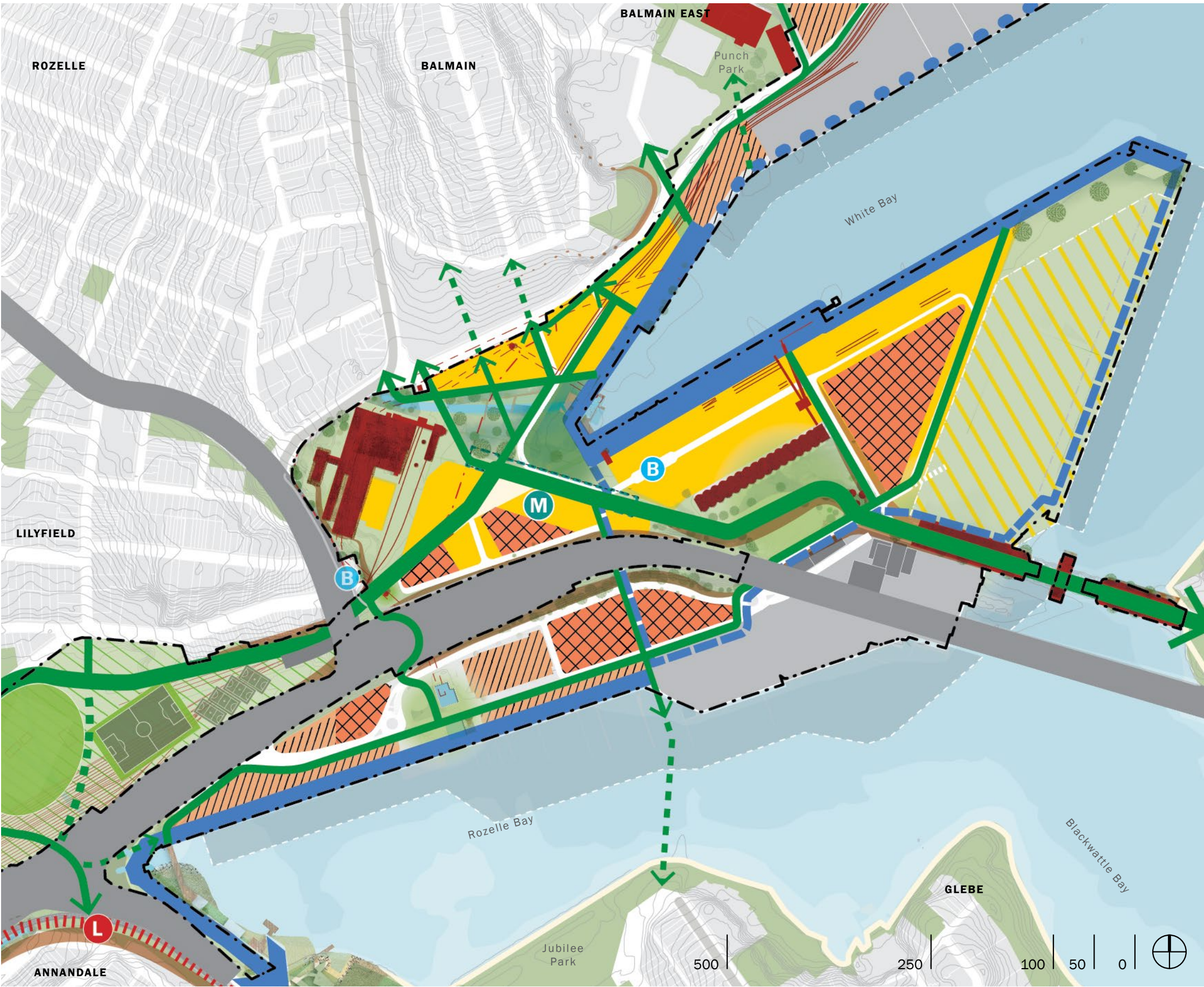


DIAGRAM 5.2 Bays West End State Structure Plan

5.2

ACTION DISCUSSION

Overview

The overall precinct-wide implementation actions are an inter-related set of items to achieve the phased master planning and subsequent rezoning of the site.

As part of this process, the Urban Design Framework will be updated in response to ongoing inputs from the more detailed work that is undertaken, in terms of both the studies (addressed in the following pages) and the master planning itself. The updated Urban Design Framework will provide more detail for the following master plans and be utilised as part of the rezoning process along with detailed development controls.

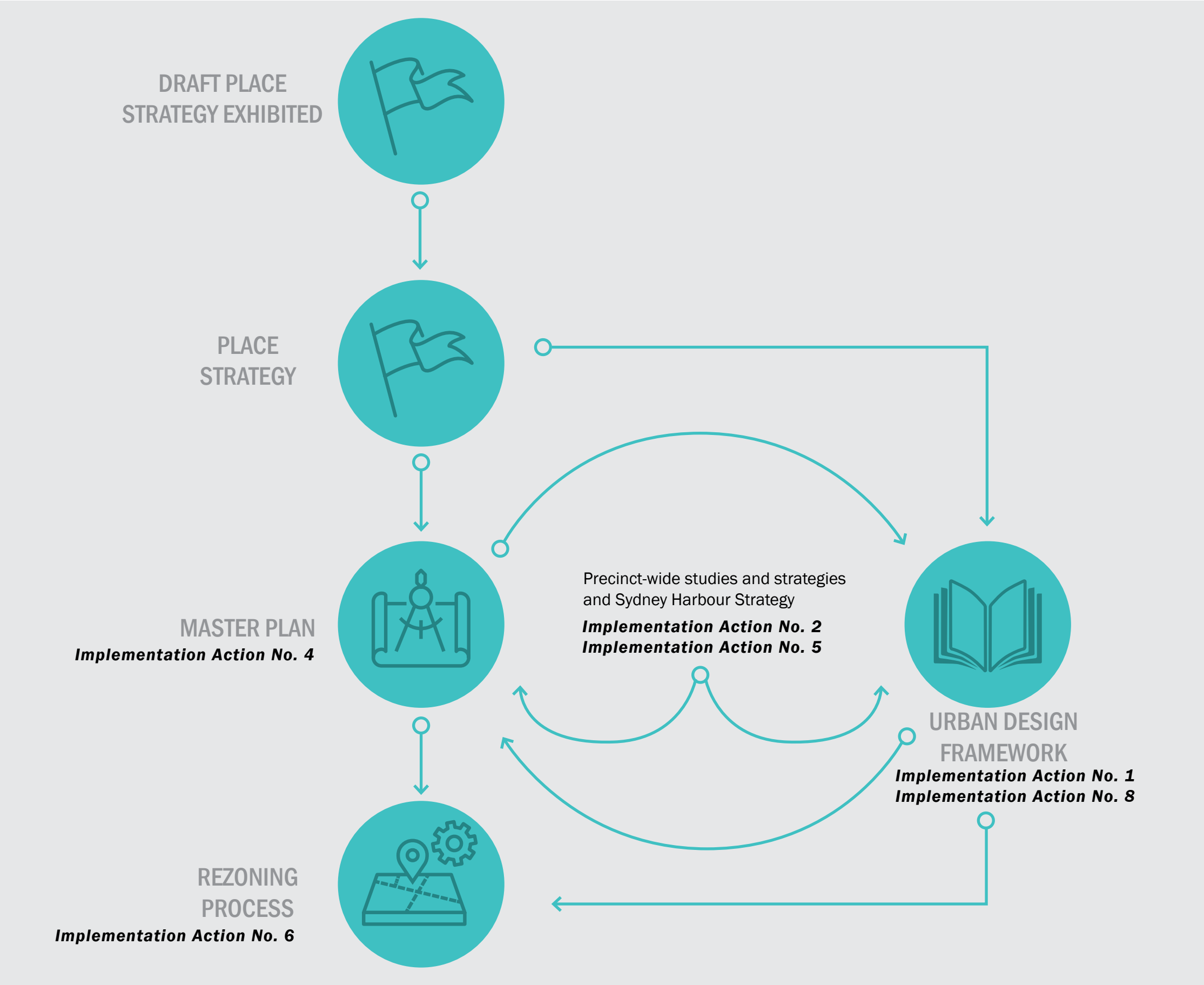


DIAGRAM 5.3 Implementation Flow Chart & Relationships to other documents

Precinct-wide Studies and Strategies

5.2 ACTION DISCUSSION

More detailed work is needed at a Precinct-wide level across a number of areas to ensure the success of Bays West. In **Implementation Action No. 2 & 3**, a number of distinct companion documents have been identified as needed to further support further processes to renew Bays West. This suite of documents will be developed to help ensure an integrated and coordinated approach to the long-term redevelopment of the Precinct.

The documents will retain a whole-of-Precinct perspective, and drive continuity in the consideration and response to their respective areas of study. In addition to being conceived in the context of the *Bays West Place Strategy*, each of these supporting documents will respond to each other and integrate all relevant and overlapping considerations.

The documents to be developed include:

- Connecting with Country
- Sustainability
- Public Domain Manual
- Heritage & Interpretation Plan
- Transport Plan
- Design Excellence Strategy

This is not an exhaustive list, and other Precinct-wide studies and strategies may be identified for provision during the masterplan development of the White Bay Power Station (and Metro) sub-precinct.

CONNECTING WITH COUNTRY

This work is underway, with the development of a high level Connecting with Country Framework for Bays West already completed. This has allowed preliminary findings and key considerations with regards to local Aboriginal knowledges of Country, cultural practices, and on-Country (hi)stories to be embedded into the *Place Strategy* and associated documents. The Framework identifies opportunities and flags matters for consideration at each stage of the design and development process to embed a Country perspective into the Precinct. Further work needs to be undertaken, including the continued development of this work along with engagement with Traditional Custodians and Aboriginal knowledge-holders to expand this into a completed strategy.

SUSTAINABILITY

This work is also in process, with the Sustainability Framework for Bays West already prepared. It has scope key sustainability strategies and opportunities that have been integrated into the *Bays West Place Strategy* and associated documents. The Framework identifies key project concerns and makes the case for achieving world's-best practice in sustainability. The Framework outlines nine sustainability concepts; both those that are more place-based and those to be embedded in the onward design and delivery processes. It also contemplates the assurance mechanisms to be implemented. Further work needs to be undertaken to advance the framework, providing more detailed plans and implementation proposals.

PUBLIC DOMAIN

To ensure continuity in the approach and quality of public domain zones delivered across the Precinct a Public Domain Manual and incorporate the Connecting with Country directions. In the likely event of various public domain zones being designed by numerous independent parties and delivered over several decades, the Manual would provide benchmarking on the performance level of different kinds of public space and inform their development. The Manual would expand on the public domain structure, its character, and other relevant considerations. It would provide additional detail on their resolution, and integrate with other relevant Precinct-wide studies and strategies.

HERITAGE & INTERPRETATION

The rich and evolving history of Bays West offers a unique opportunity to embed stories and artefacts of its former uses within the Precinct's urban renewal. To ensure that this is achieved in a holistic and coordinated way across each sub-precinct and provide guidance on appropriate preservation and adaptive reuse of heritage fabric as it is developed requires a precinct wide plan. The Plan should consider the layers evolution of the Precinct over time, and build on the learnings in the *Bays West Connecting with Country Framework*. The plan should also expand on the key opportunities outlined in the *Bays West Place Strategy* to provide public access and interaction with the Precinct's landmark artefacts, and guidance on the integration of other heritage tracings into public domain elements. This work should be developed in parallel with the Public Domain Manual to ensure coordinated consideration.

TRANSPORT

A comprehensive Bays West Transport Plan needs to be developed to confirm the priorities and delivery pathways for all transport network and connectivity provisions called out in the *Bays West Place Strategy*. DPIE will be working with TfNSW to verify the predicted impact of trip generation for a future Bays West on the existing and evolving network, as subsequent stages of development are delivered. The Plan must consider the implications of the staged delivery of the Precinct's finer grain transport related actions, including 2a, 2d, 2e, 4d, 17 and 19 (as outlined in Part 5.1).

DESIGN EXCELLENCE

Design Excellence is a key requirement across all future planning and development within the Precinct. As such, the Government Architect NSW is collaborating with the Department of Planning, Industry and Environment on the development of a Design Excellence Strategy for Bays West. An initial statement of intent for Design Excellence at Bays West has been integrated into the *Draft Urban Design Framework*. The Strategy is to be a future facing document that reflects the direction established in the *Bays West Place Strategy*. It outlines for all stakeholders the key processes and overarching considerations that will be imposed to ensure an integrated, Precinct-wide approach to design and development across all scales. The Strategy is tailored to Bays West, and factors in complex development pathways, long implementation timeframes, and staging across multiple sub-precincts.

Infrastructure Demands & Delivery

Any new development needs to consider how appropriate infrastructure is delivered in a timely manner to support new and existing communities and how this is funded. As per **Implementation Actions No. 2 (2c)**, a Bays West Supportive Infrastructure Plan is considered critical to ensuring a coordinated, Precinct-wide approach to the delivery of community infrastructure. As flagged in **Implementation Actions No. 18** the development of the public open space components should be done with the ports and working harbour needs in mind.

To secure the long-term success of Bays West as a new destination for Sydney, it is important to develop a detailed understanding of the known and likely infrastructure demands of residents, workers, and visitors; and map out a clear pathway for their delivery. Understanding of the potential scale of these users is a key component of the needs assessment.

Establishing a level of continuity in the approach to infrastructure delivery across the Precinct is key to providing quality outcomes across both early and later stages of its redevelopment. There are a number of notable influence factors that need to be articulated and addressed Precinct-wide, including the level of long-term development intensity and the proposed split of residential and non-residential uses. Understanding how best to accommodate the corresponding infrastructure demands and establishing specific trigger points will enable their delivery in a coordinated and integrated manner, while ensuring later-stage development opportunities remain a possibility.

There is also a need to properly quantify any existing latent demand for community infrastructure in and around the Precinct, and factor this into the assessment of additional infrastructure requirements resulting from the renewal of Bays West. This will help in determining the best funding and delivery mechanisms, and guide how new infrastructure is managed in the long-term.

NEEDS-BASED ASSESSMENT

To adequately plan for a future-proof for the long-term redevelopment of the Bays West Precinct, a number of needs-based assessment studies are required to be conducted at a whole-of-Precinct level. These may include:

Social Infrastructure

- School (with input from Dept. of Education)
- Local Childcare Centres
- Local or District Community Centre & Library
- Local Medical Centre
- Aged Care Facilities & Services
- Emergency Services (Police, Fire, Rescue)

Active Recreation

- Sports Fields
- Playing Courts
- Indoor Recreation (eg. courts, gymnasiums)
- Water Recreation Opportunities (eg. small crafts - kayaks, paddle boards, rowing)

Cultural Infrastructure

- Creative/Maker Spaces
- Galleries & Studio Spaces
- Heritage/Culture Centre (incl. local heritage tours and interpretations trails)
- Larger scale institutional needs
- Performance & Rehearsal Spaces

Public Domain

Understand the potential end-state green and open space demands for the Precinct, and address factors such as proximity, scale, and variety. This includes the provision of both active play areas and dedicated passive recreation zones.

Transport

Quantify the level of support infrastructure needed to sustain low car dependency across the Precinct. This includes secure bike storage and End-of-Trip facilities, ride-share drop-off and parking, and interchange facilities.

COST & FUNDING MECHANISMS

As per **Implementation Action No. 7**, in addition to assessing the known and likely infrastructure requirements of the Precinct, this analysis should verify their associated costs and make recommendations on the most suitable funding mechanisms to support their delivery. The long-term and staged renewal of the Precinct makes establishing appropriate funding mechanisms and contribution pathways early critical to securing the delivery of high quality and integrated infrastructure.

Funding mechanisms may differ to suit the type, scale, and point of delivery. Further work is required to properly understand how these factors influence the best funding and procurement pathways. Examples include:

- Special Infrastructure Contributions (SIC)
- Satisfactory Arrangement Conditions (SAC)
- Voluntary Planning Agreements (VPA)

DELIVERY TRIGGERS & RESPONSIBILITY

A detailed needs-based assessment will result in a compiled list of identified infrastructure demands to sustain the future resident and worker population of Bays West. In developing this list there are a series of key questions that also need to be addressed regarding delivery triggers and responsibility.

Primarily, the analysis should articulate at what point in the Precinct's development are key infrastructure elements best delivered to achieve staging efficiencies and cater to an increase in demand. This will establish a series of delivery triggers, although it is important to note that development intensity and the split between residential and non-residential development and scale of development are key influence factors.

In addition, the assessment should include recommendations against each of the identified infrastructure projects regarding who holds responsibility for their delivery. This is likely to be influenced by who holds the responsibility for the long-term operational management of specific elements. However, end-state ownership may differ from the authority responsible for monitoring and coordinating its integrated delivery.

Land Use Investigations

5.2 ACTION DISCUSSION

To facilitate the implementation of the *Bays West Place Strategy* and enable the development of concept masterplans and the rezoning of the various sub-precincts, a series of land and water use investigations will further inform this work. These would examine in detail the existing site uses and their projected evolution, develop a deeper understanding of latent and projected market demands in and around the Precinct, and provide an analysis of local demographics and employment needs, along with the appropriate balance for residential to address needs and precinct character. Indicative absorption rates will also need to be considered for the staging and delivery of the precinct.

This analysis will further guide the staged redevelopment of Bays West, ensuring its renewal is responsive to changing needs, delivered in a measured and coordinated manner, and aligned with the strategic directions of its local and broader community.

As per the Implementation Actions noted in Part 5.1 of this document, the priority areas of further study identified with regards to land and water use within Bays West are:

- Employment
 - Implementation Action No. 2**
 - Implementation Action No. 4a**
- Ports & Working Harbour
 - Implementation Action No. 5**
 - Implementation Action No. 11**
 - Implementation Action No. 17**

EMPLOYMENT

Urban renewal of the Bays West brings with it a significant opportunity to strengthen and evolve the employment offerings in and around the Precinct. Its location allows it to develop into a linking community hub, which stitches together a series of established local centres. The inclusion of the Precinct as a future anchor in the emerging Innovation Corridor offers a significant opportunity to establish an expanded Harbour CBD. In addition, the delivery of metro will see the Precinct join the chain of existing employment centres linking the Eastern Harbour City to the Central River City.

Determining the long-term scale and specific mix of employment at Bays West is not something able to be locked down at this early phase in the project. Consideration needs to be given to the planned renewal of other areas and how Bays West will best compliment and integrate with these plans. Additional analysis is required to examine the current and projected market demands of the area, which will help guide early development in the Precinct. However, it is important not to restrict the potential evolution of employment uses as more of the Precinct is unlocked for development, and not preclude the introduction of other emerging industries in later stages.

PORTS & WORKING HARBOUR

The urban renewal potential within the Precinct hinges on a successful integration with strategic Ports and other working harbour uses that which need to be retained on the site and afforded flexibility to grow into the future. Previous studies (commissioned by PANSW) have identified the potential to optimise and integrate some of the existing operations to help unlock key land and water zones.

To enable this, there is a need to investigate current and potential future Ports and Working Harbour operations in the context of an evolving Precinct and broader Sydney Harbour, with a view to future integration as a key component of Bays West. Identifying the strategic uses to be retained on site, as well as potential strategic future Port and Working Harbour uses, and their specific requirements will enable the development of detailed option plans. The plans would seek to ensure the continued successful operation of these uses, while transitioning to an optimised, yet future-proofed configuration.

In alignment with the end-state structure plan developed in the *Place Strategy*, these detailed investigations should prioritise the unlocking of land and water zones within the Precinct that maximise public benefit and ecological outcomes. This includes targeting consolidation of related maritime uses (eg. marine contractors) to enable foreshore access, key active transport connections and ecology zones across the land/water interface.

Additionally, this study should examine alternative use opportunities for dedicated Ports and working harbour zones when they are not in operation. This includes the expansion of

use of the existing Cruise Terminal as an events space, and the potential for common hardstand areas in White Bay to serve as temporary recreation or special events areas are examples of this.

Critical to the successful introduction of new development and alternate uses into the Precinct is determining innovative approaches to integration and a better understanding of compatible adjacent uses to the various Ports and working harbour zones. An integrated maritime and development precinct will be highly innovative in a global context as the majority of renewal in harbour and waterfront areas has only occurred with the removal of larger scale operations. Given this context it is important to understanding the operational requirements of the proposed uses and consider the interface buffering requirements and develop strategies to mitigate impacts of noise and other emissions so that the proposed uses are able to co-exist. As flagged in **Implementation Action No. 17**, the Ports and Working Harbour user needs should also be developed with community connectivity in mind.

Finally, this study must include a detailed staging strategy outlining the timeframes associated with the transitioning of existing uses, including their relocation and consolidation to progressively unlock additional development zones. The staging strategy will need to include a detailed feasibility study for the proposed Glebe Island Ports Cap, outlining the challenges and risk factors associated with an integrated multi-user facility and concrete batching plant, along with potential adaptive reuse opportunities in the event of their possible relocation in the long-term.

Governance & Major Assets

To support the other required actions there are a series of implementation items which deal with the governance requirements and responsibility for key precinct assets:

GOVERNANCE

Ongoing governance frameworks will be established to ensure all stakeholders jointly guide the future of the precinct as stated in **Implementation Actions No. 13**.

Responsibilities will include managing incoming information from other implementation actions and ensuring these are coordinated. There will be a need to oversee the coordination of delivery triggers, and assign responsibilities, as decisions are made in an ongoing manner.

Two specific actions items also require a broader coordination role with areas beyond the boundary of the site. These are:

- **Implementation Actions No. 2e** - During the development of the precinct-wide transport plan, the City of Sydney and Inner West Council to consider active travel links might connect into their local active travel network.
- **Implementation Actions No. 20** - Work with councils, landowners and their partners to secure any missing links along Sydney Harbour, including beyond the Bays West precinct.

Other opportunities exist for the governance structure to ensure that any thinking on other areas which surround the precinct that may transition in response to the changes at Bays West are considered.

Further consideration should be given to Indigenous representation and participation, and how it may be enabled through the governance structure.

MAJOR ASSETS

Responsibility for major assets has already been assigned as noted in the implementation actions list:

White Bay Power Station:
Responsibility lies with Place Management for both the remediation and rehabilitation of the White Bay Power Station structure and seeking proposals for use as outlined in **Implementation Actions No. 14 & 15**.

Glebe Island Bridge:
As the agency responsible for the State Heritage Listed Glebe Island Bridge, Transport for NSW will undertake necessary maintenance and repair of the bridge to ensure it remains safe and intact, and its heritage features are preserved as outlined in **Implementation Actions No. 16**

DELIVERY

The importance of precinct wide delivery to support the directions established has been identified:

Lead Agency:
The NSW Government will investigate and identify a lead delivery agency to oversee the renewal of Bays West as identified in **Implementation Actions No. 9**.

Continued Connecting with Country Implementation:
To ensure that the Connecting with Country Framework is supported and embedded into the precinct and approaches undertaken, an implementation plan is to be developed as per **Implementation Actions No. 10**

A

APPENDIX

A.1

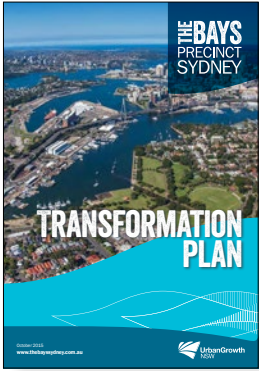
STRATEGIC DOCUMENTS

Strategic Context





This section reviews each of the relevant NSW Government strategic policy documents, and other context documents of relevance to the Bays West Precinct. They represent the Government’s prior dialogue with community regarding a vision and strategy for the future of NSW, and establish a coordinated effort to align these plans to achieve optimum public benefit and place-based design outcomes. The documents are seen as important governing statements that outline the ambitions and targeted priorities to be integrated into the Precinct’s place narrative and strategic framework documents.

Each policy document has been categorised based on its association to the Precinct, and is presented with a summary statement highlighting its context and direct relevance to the urban renewal of Bays West.

BAYS PRECINCT DOCUMENT



The Bays Precinct Transformation Plan

- Document Map Legend**
-  NSW Wide Strategic Planning & Policy Docs
 -  Design Policy Documents
 -  Eastern City Context Documents
 -  Bays West Context Document

A.1 STRATEGIC DOCUMENTS



DIAGRAM A.1 Key Policies and Strategic Priorities relevant to Bays West

NSW Government

The policy documents have been grouped into a series of categories as follows:

NSW GOVERNMENT POLICY AND PRIORITIES

The context of the Bays Precinct goes beyond its immediate site and physical context and needs to consider a broad range of issues including the strategic context of the State Government. The strategic context includes regional planning, transport planning, infrastructure planning and district planning. Each of these facets of planning under the NSW Government forms the overall strategic context for the future planning of Sydney.

BAYS WEST

The Bays Precinct Sydney Transformation Plan was released in 2015 as the NSW Government’s strategy for the future development of the Bays Precinct. Since its release, there has been progression in the policy and strategic context of The Bays Precinct, which mandate certain requirements in The Bays Precinct, such as the government working assumptions and changes in land ownership.

INNER WEST COUNCIL

The Inner West Council Local Environment Plans are the legal documents that provide planning controls that apply to the Inner West Local Government Area. It is made up of written instruments with accompanying maps that should be viewed together to provide an understanding of zoning and building controls across the area or for a particular property. Whilst the LEP does not apply to the Bays Precinct, it provides the context to better understand the surrounding areas within the Inner West LGA.

CITY OF SYDNEY COUNCIL

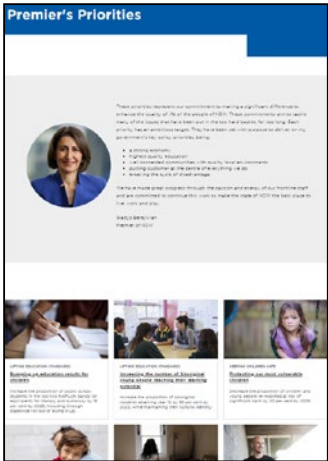
The City of Sydney Environmental Planning Instruments apply to development within the City of Sydney local area. For Bays West, the only area that falls within the City of Sydney

LGA is the eastern abutment of the Glebe Island Bridge, however it is important to consider the surrounding context and the City of Sydney LEP in relation to the Bays Precinct.

STATUTORY PLANNING

All development sites, regardless of their location or scale are subject to statutory environmental planning instruments at various levels of government. The statutory planning that governs the Bays West Precinct at a state level is the Sydney Regional Environmental Plan and the State Environmental Planning Policies.

At a local level, the Bays West Precinct sits within the LGA boundary of Inner West Council, but interfaces with the City of Sydney LGA along the harbour foreshore at Rozelle Bay and future connection links to Pyrmont (Glebe Island Bridge) and Glebe. Whilst the Precinct is not governed by these Council’s local environmental plans, it is important to recognise and understand the statutory planning context of the site’s surrounding areas.



PREMIER’S PRIORITIES

The Premier’s Priorities reinforce a State Government commitment to making a significant improvement to quality of life for the people of NSW. Each priority has an ambitious target and has been set with the purpose of delivering on several key policy priorities: a strong economy; the highest quality education; well connected communities and quality local environments; putting the customer at the centre of decision making; and breaking the cycle of disadvantage.

For the redevelopment of Bays West, the two key Priorities noted are those relating to a better built environment outcome for community; increasing the tree canopy and green cover across Greater Sydney, and increasing the proportion of homes in urban areas within a 10-minute walk of quality green, open, and public space. A people-focussed and place-based urban design response at Bays West, driven by an informed and responsive set of strategic directions as outlined in this Strategic Place Framework, would also target measurable improvements in health, education, safety, accessibility, and equal opportunity, as called out in the Premier’s Priorities.

A.1 STRATEGIC DOCUMENTS



NSW 2040 ECONOMIC BLUEPRINT

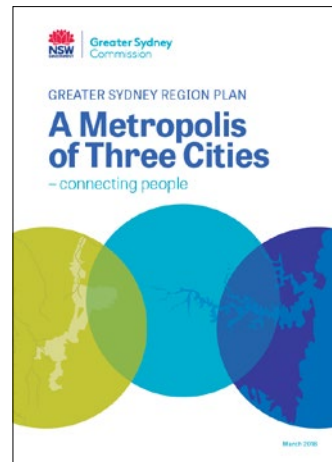
The NSW Economic Blueprint is designed to help chart a course for the State’s economy and ensure its strength and prosperity as we move towards 2040 and beyond. It sets the direction for continued economic success in a changing world and makes recommendations about where to focus future efforts. The Blueprint outlines a series of aspirations, acknowledges the key global trends that will play a role in shaping the NSW economy, and suggests seven core policy levers to improve economic performance. Together these inform two types of action: attacking long-lived problems that slow productivity and progress; and the implementation of longer-term strategies that prioritise those industries best placed to fuel the state’s future prosperity.

The Blueprint outlines immediate and longer-term recommendations aligned to the following aspirations:

- A two-trillion-dollar economy after 2040
- Healthy, productive people
- Vibrant, well-connected cities
- Productive, vibrant regions
- Innovative, world-class businesses
- Sustainable environmental and resources management
- Better government performance

NSW Government Strategic Planning

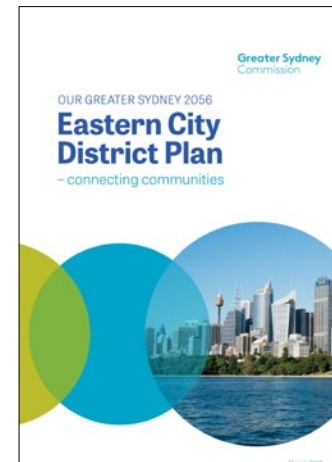
A.1 STRATEGIC DOCUMENTS



A METROPOLIS OF THREE CITIES

The Greater Sydney Region Plan 'A Metropolis of Three Cities', sets out a 40-year vision for Greater Sydney and establishes a 20-year plan to manage and coordinate growth in relation to its social, economic, and environmental infrastructure. It maps out Sydney's future as a polycentric city where residents live within 30 minutes of their jobs, education, health facilities, services, and great public places - all accessible via public and active transport. The Plan establishes four spatial elements, landscape, housing, jobs, and connectivity, which integrate into the new Greater Sydney structure plan. It outlines 10 directions and 40 supporting objectives to guide the transition of Sydney into a Metropolis of Three Cities.

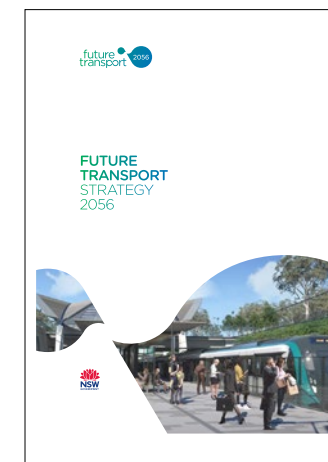
The Plan also sets out the planning framework for five districts which make up the Greater Sydney Region. The Bays West Precinct is located within the Eastern City District Plan, and is identified as a key urban renewal area for the Harbour CBD. The Precinct is specifically referenced in relation to the Harbour CBD's Innovation Corridor, the future Sydney Metro West project, and unlocking views and public access to the harbour and its foreshore.



EASTERN CITY DISTRICT PLAN

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve its 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the Greater Sydney Region Plan 'A Metropolis of Three Cities', at a district level and is a bridging piece between regional and local planning. The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals, as well as community strategic plans and policies. It guides the decisions of State agencies and informs the private sector and wider community on approaches to manage growth and change.

The District Plan identifies the Planning Priorities to achieving a liveable, productive, and sustainable future for the District. These Priorities build on the relevant objectives, strategies, and actions from 'A Metropolis of Three Cities', integrating the Eastern City District's challenges and opportunities with its overarching vision for Greater Sydney.



FUTURE TRANSPORT STRATEGY

The Future Transport Strategy 2056 outlines the Government's overarching strategy and implementation framework for transport services and infrastructure in NSW. The Strategy considers rapid changes in technology and innovation, and sets out a pathway for maintaining a world class, safe, and reliable transport system, with expanded capacity and choice, improved efficiencies, and integrated network outcomes. The Strategy establishes a 40-year vision, strategic directions, and customer experience outcomes for transport and mobility, supported by infrastructure and services plans to deliver on these directions across NSW.

The Strategy informs the Greater Sydney Services and Infrastructure Plan, which details investment in higher capacity public transport links to support urban renewal precincts within the Eastern Harbour City. Future Transport initiatives identified in relation to the future needs of Bays West include the Sydney Metro West corridor and Bays Precinct station (10-20 years), and rapid bus links through the Precinct between the Eastern Suburbs and the Inner West (0-10 years). Other relevant projects include the WestConnex M4-M5 Link and Rozelle Interchange (0-10 years), the future Western Harbour Tunnel and Beaches Link (0-10 years). Further investigation is noted in regards to a potential Bays Precinct loop extension to the Inner West Light Rail via Glebe Island Bridge (10-20 years).

The *NSW Freight and Ports Plan 2018-2023* is a supporting document of the Future Transport Strategy 2056. It has been developed to assist in making the NSW freight task more efficient and safer so NSW can continue to move and grow.



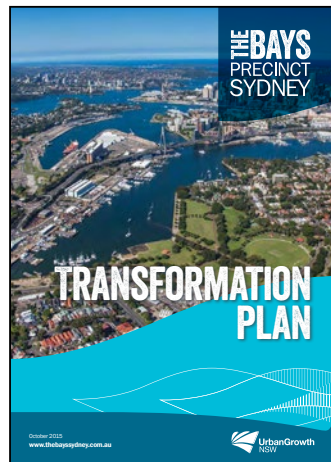
STATE INFRASTRUCTURE STRATEGY

'Building Momentum', the State Infrastructure Strategy 2018-2038, provides the NSW Government with guidance around future infrastructure policy and investment priorities. The advice is geared towards boosting the State's economic prosperity and global competitiveness, while meeting the challenges of population growth. Implementing the recommendations of the Strategy would significantly expand employment opportunities, lower travel times, and improve health, education, and other services.

The Strategy specifically references the Bays West Precinct in relation to housing and jobs growth targets, and transport accessibility. As one of the key opportunity precincts for urban renewal within the Harbour CBD, Bays West is pegged to play an integral role in the future economic growth of the Eastern Harbour City.

Previous Investigations into Bays West

A.1 STRATEGIC DOCUMENTS



THE BAYS PRECINCT TRANSFORMATION PLAN

The Bays Precinct Sydney Transformation Plan was released in 2015 as the NSW Government's strategy for the future development of the Bays Precinct.

The Bays Precinct, Sydney: Transformation Plan provides the guiding direction for the future renewal of the Bays Precinct, which encompasses 95 hectares of land, 94 hectares of Sydney's harbour, and the associated 5.5 kilometres of continuous harbour foreshore. The Plan considers how the Precinct can build on its rich place character and heritage, support established local communities, provide new amenity and public infrastructure, optimise maritime uses and integrate with public foreshore access, and develop social capital to support the continued growth of Sydney as a prosperous and globally competitive city.

The Plan identified eight 'Destinations', although subsequently the Bays Precinct was divided into Bays East and Bays West. As such, the Bays West Precinct only encompasses five destinations: White Bay Power Station, White Bay, Glebe Island, Rozelle Bay, and Rozelle Rail Yards (along with their adjacent harbour water zones). Each destination is described with a distinct context and ambition, built on vision objectives and place-based opportunities.

The Plan also established the following six 'Precinct Commitments' to focus the implementation of future resources and instil accountability in the delivery of the Bays Precinct transformation.

Diverse and Socially Inclusive

Build on the Bays Precinct's unique history by creating a place that is diverse and socially inclusive and that contributes to healthy, prosperous, and resilient lifestyles.

Globally Competitive

Catalyse knowledge-intensive, globally competitive industries that will attract talent and create new jobs to help drive a prosperous and resilient economic future for the nation. Plan for future generations by being open to new ideas and embracing emerging trends.

Connected

Create new places that blend with their neighbours, supported by physical, social, and digital infrastructure to achieve optimal levels of connectivity, inclusivity, and productivity.

Heritage and Culture

Celebrate the Bays Precinct's authentic industrial, maritime, and market-based history.

Built Environment

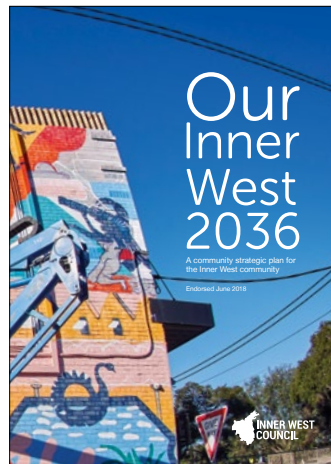
Ensure that the built environment achieves leading-edge sustainability standards, drawing on viable technologies to create well designed, inviting and safe mixed-use places

Natural Environment

Improve the quality of the environment to increase biodiversity and recreation opportunities while being resilient to the disruptive risks of climate change.

In addition to the six Precinct Commitments, the Transformation Plan describes 20 principles that summarise the priorities for the site. These principles cover public access, uncovering and celebrating the history of the site, transport, public space, land use, economic development and governance, among others. They are aspirational principles that are supported by the Precinct Commitments.

Inner West Council

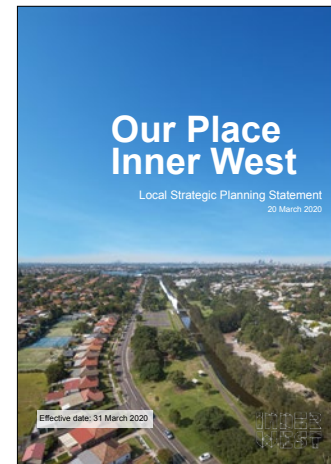


INNER WEST COUNCIL COMMUNITY STRATEGIC PLAN

The Inner West Community Strategic Plan 'Our Inner West 2036' identifies the community's 10-year vision for the future, their long-term goals, strategies to get there, and performance indicators to track progress. It has been developed to inform future strategic decision-making for the Council in the context of pressure to increase population density and looming environmental and economic challenges. The Plan is designed to protect the unique place-attributes of the Inner West and enhance local community values, while achieving inclusivity, sustainability, accountability, and innovation in service delivery.

The five strategic directions outlined in the Plan are:

- An ecologically sustainable Inner West
- Unique, liveable, networked neighbourhoods
- Creative communities and a strong economy
- Caring, happy, healthy communities
- Progressive local leadership

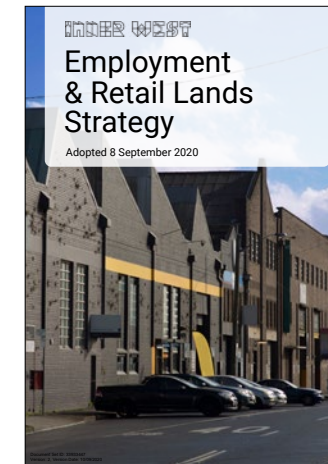


OUR PLACE INNER WEST LOCAL STRATEGIC PLANNING STATEMENT

The Inner West Local Strategic Planning Statement outlines the strategic priorities that apply across the its local government area, and as such also relate to the Bays West Precinct. These cover a variety of factors from risk management to climate mitigation and resilience, targeting access to open space and community facilities including the affordable provision of fit-for-purpose creative and cultural spaces. They consider the retention, replacement, and buffering of industrial lands, the demand for affordable and universal housing, people centred transport, and the need to protect the heritage of scenic and cultural landscapes.

Of direct relevance to the urban renewal of the Bays West Precinct, Inner West Council have specifically highlighted the following:

- Planning Priority 13 and Actions 13.10 and 13.11 which speak directly to the Bays Precinct
- Planning Priority 2 and Action 2.3 which targets a zero emissions community
- Planning Priority 10 and Action 10.1 which focuses on Aboriginal cultures and histories



OUR INNER WEST EMPLOYMENT & RETAIL LANDS STRATEGY

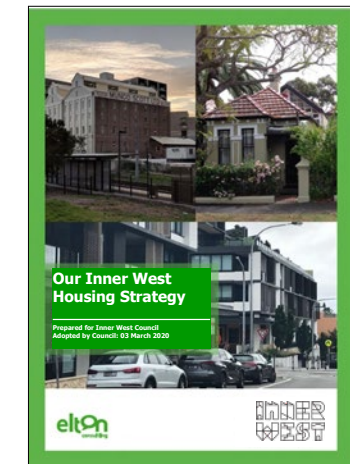
The Employment & Retail Lands Strategy prioritises the long-term supply of industrial land and additional commercial space within the Inner West, identifying distinct areas of business and employment lands. It provides clear controls for productive commercial and industrial land uses to facilitate job growth and support a thriving local economy.

Inner West Council have highlighted a number of strategies and actions of relevance to the future redevelopment of Bays West, including:

- Strategy 1.3 - Quality public domain that supports business and cultural activity
- Strategy 1.8 - Night-time economy
- Action 1.8.1 - Embed agent of change principle
- Strategy 2.2 - Protect employment lands from erosion by conflicting and incompatible uses
- Strategy 2.3 - Diversity of employment land
- Strategy 2.4 - Adaptable and flexible floor space
- Strategy 2.5 - Maximise employment outcomes from urban renewal/infrastructure projects
- Strategy 3.4 - Support innovation, culture and creative industries
- Strategy 4.2 - Manage land use conflicts between employment and residential uses

In addition, Section 9.4.3 of the supporting study and Actions 2.5.1, 2.5.2, and 2.5.3 of this Strategy speak directly to the Precinct.

A.1 STRATEGIC DOCUMENTS



OUR INNER WEST HOUSING STRATEGY

The Inner West Housing Strategy identifies the factors which make different areas of the Inner West more or less suitable for housing development, and when and what types of housing might be delivered. The Housing Strategy projects housing growth to 2036, and based on current capacity identifies areas of investigation for increased housing intensity.

It identifies the Bays West Precinct as a longer-term investigation area (from 2026). Of particular note within the Strategy are:

- Section 6.7.1, which establishes the basis of housing projections for the Bays Precinct (noting a potential for 1,500–3,000 dwellings)
- Section 6.7.10, which identifies a waterfront opportunity site in Balmain for the possible relocation of the Water Police from within the Precinct
- Sections 4.8 and 4.9, which make recommendations in relation to achieving affordable housing



SUSTAINABLE SYDNEY 2030 COMMUNITY STRATEGIC PLAN

Sustainable Sydney 2030 is a Community Strategic Plan prepared by City of Sydney which sets out a vision for Sydney as a green, global, and connected city, and expresses a commitment to the sustainable future development of Sydney to 2030 and beyond. The purpose of the Plan is to identify the community's main priorities and aspirations for the future, and establish a framework for achieving these goals.

The framework for action outlines ten strategic directions for a Sustainable Sydney:

- A globally competitive and innovative city
- A leading environmental performer
- Integrated transport for a connected city
- A city for walking and cycling
- A lively and engaging city centre
- Resilient and inclusive local communities
- A cultural and creative city
- Housing for a diverse community
- Sustainable development, renewal and design
- Implementation through effective governance and partnerships



CITY PLAN 2036

City Plan 2036 is a Local Strategic Planning Statement prepared by City of Sydney, which sits under their Community Strategic Plan (Sustainable Sydney 2030) and reinforces the link between the NSW Government's strategic plans and the local planning controls that guide development in the city. The Planning Statement sets out a 20-year vision for land use planning, the planning priorities and actions needed to achieve their vision, and the governance and monitoring structures to facilitate these priorities and actions.

The Planning Statement will guide future changes to the planning controls in the City's Local Environmental Plan (LEP) and Development Control Plan (DCP). NSW Government agencies will also use the Planning Statement to inform their infrastructure planning and service delivery, such as schools, hospitals, and transport, to support local communities. It may also inform NSW Government agencies on future changes to their legislation and policy direction.

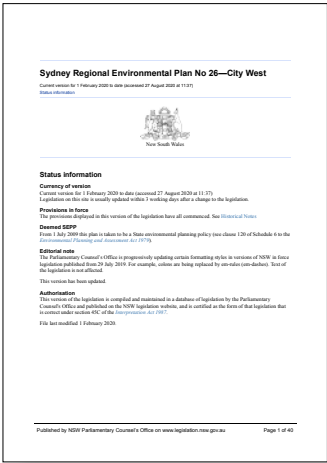


CENTRAL SYDNEY PLANNING STRATEGY

The Central Sydney Planning Strategy is a 20-year growth strategy that revises previous planning controls and expands on City of Sydney's Sustainable Sydney 2030 vision for a green, global, and connected city. As the economic heart of Australia's most global city, Central Sydney plays a critical role in the continued growth and economic success of wider Sydney and the national economy. Planning for development in Central Sydney means planning for Sydney's ongoing competitiveness, appeal, and resilience. Through 10 key moves, the strategy balances opportunities for development to meet the demands of growing numbers of workers, residents, and visitors, and considers their changing needs. It includes provisions for affordable housing, community facilities, open space, and the essential services that will help these populations thrive.

The Strategy makes specific reference to the Bays Precinct as a significant urban renewal project and key to securing the long-term growth potential of Central Sydney. Its redevelopment offers an opportunity to assist Central Sydney in meeting its employment projections to 2036 and beyond. Priorities outlined for the Bays Precinct include investment in new integrated public transport infrastructure, diverse employment opportunities and significant uplift in floor space capacity, and the provision of affordable housing stock.

Statutory Planning



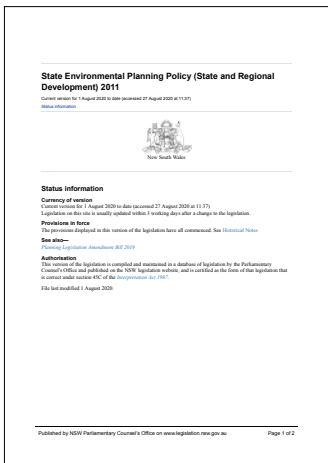
SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.26 - CITY WEST

SREP 26 provides planning controls (zoning, heights, and floor space ratios) for land in Ultimo–Pyrmont, the Bays Precinct, and Eveleigh Precinct, covering all of the land within the Bays West study area. It zones the majority of the Bays Precinct ‘Ports & Employment’, with some areas for ‘Waterfront Use’ and ‘Waterfront Recreation’.

Clause 40 requires that development consent must not be granted unless there is an adopted master plan for the land and that the master plan has been taken into account. However, the Minister holds the power to waive this requirement in certain circumstances.

The land subject to the Master Plan includes:

1. Blackwattle Bay area
2. Rozelle Bay area
3. White Bay Power Station area
4. Rozelle Rail Yards area
5. Glebe Island & White Bay area

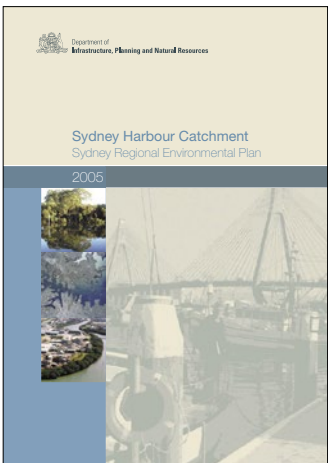


STATE ENVIRONMENTAL PLANNING POLICY (STATE & REGIONAL DEVELOPMENT) 2011

This Policy identifies State Significant Development for which the Minister is the consent authority. Schedule 2 of the Policy identifies the Bays Precinct as a State Significant Development site, and all development within the Precinct that has a capital investment of more than \$10 million as being a State Significant Development.

SEPP (STATE SIGNIFICANT PRECINCTS) 2005

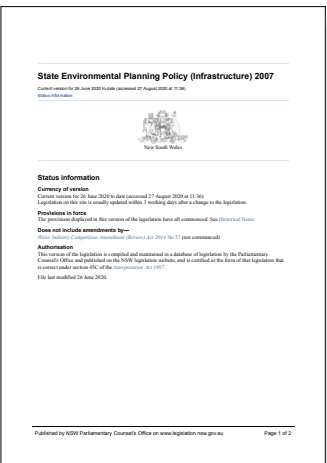
This Policy establishes the Minister for Planning as the consent authority for any development within the area identified Sydney Harbour Port Related Employment lands (Glebe Island, White Bay, Rozelle Bay, and Blackwattle Bay) with a capital investment value of not more than \$10 million that is carried out by a person other than a public authority.



SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

This Regional Environmental Plan covers the area of Sydney Harbour and its tributaries, including the Parramatta River. The SREP provides principles for consideration in the preparation of local environmental plans for the lands adjoining the water, and matters for consideration in assessing development on land adjacent to the waterways.

The consent authority for land based and land-water interface development is the Council of the local government area in which the development is located, unless specified by another environmental plan or SEPP to be the Minister for Planning (which is the case for the Bays West Precinct).



STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

This Policy facilitates the delivery of infrastructure across the State, improving regulatory certainty and efficiency by:

- Providing greater flexibility in the location of infrastructure and services by identifying a broad range of zones where types of infrastructure are permitted
- Allowing for additional infrastructure on State owned land where it would otherwise be prohibited under an LEP, if the uses are permissible on adjacent land and a site compatibility certificate is obtained from the Director General of the Department of Planning and Environment
- Outlining the approval process and assessment requirements for infrastructure proposals
- Identifying works of minimal environmental impact as exempt or complying development

The Infrastructure SEPP has specific planning provisions and development controls for the following types (sectors) of infrastructure that are relevant to existing and planned working harbour uses:

- Parks and other public reserves
- Port, wharf and boating facilities
- Public administration buildings

Design Policies & Frameworks

A.1 STRATEGIC DOCUMENTS



BETTER PLACED (GANSW)

To support good design and amenity for the built environment in the context of the *Environmental Planning and Assessment Act 1979*, Government Architect NSW (GANSW) has prepared *Better Placed* – an integrated design policy for the built environment of NSW. *Better Placed* provides the following 7 key objectives:

1. **Better fit** - contextual, local and of its place
2. **Better performance** - sustainable, adaptable and durable
3. **Better for community** - inclusive, connected and diverse
4. **Better for people** - safe, comfortable and liveable
5. **Better working** functional - efficient and fit for purpose
6. **Better value** - creating and adding value
7. **Better look and feel** - engaging, inviting and attractive.

These inter-related objectives enable the policy to:

- establish expectations for good design across built environment projects of all scales
- outline the benefits and public value of good design
- define the characteristics of a well-designed built environment as:

Healthy Responsive Integrated Equitable & Resilient

To support *Better Placed*, GANSW has released a series of frameworks, advisory notes and guideline documents to support good design process and its response to key design related subject matter (e.g. Country, Heritage, and Movement and Place).

BAYS WEST STRATEGIC PLACE FRAMEWORK
AUGUST 30, 2021



GREENER PLACES (GANSW)

Greener Places is GANSW urban green Infrastructure design framework. It seeks to capture the collective aspiration and expectations for the planning, designing and delivering green infrastructure in urban areas of NSW.

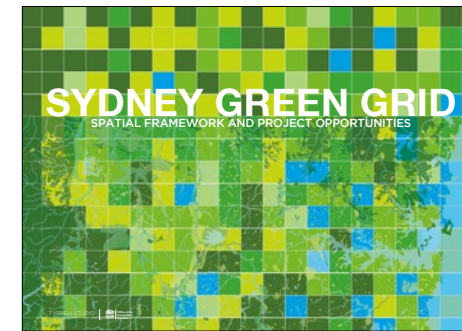
The framework addresses the network of green spaces, natural systems and semi-natural systems that are strategically planned, designed and managed to support a good quality of life in the urban environment. The document aims to create a healthier, more liveable, and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.

Under the framework well-designed green infrastructure responds to four key principles:

- Integration:** combine green infrastructure with urban development and grey infrastructure
- Connectivity:** create an interconnected network of open space
- Multifunctionality:** deliver multiple ecosystem services simultaneously
- Participation:** involve stakeholders in development and implementation

The framework is supported by the (draft) *Greener Places Design Guides*, providing advice on:

- Open space for Recreation: green infrastructure for people,
- Urban tree canopy; green infrastructure for adaptation and resilience and
- Bushland and waterways: green infrastructure for habitat and ecological health



SYDNEY GREEN GRID

The Sydney Green Grid maps out the hydrological, recreational, and ecological fragments of the city and then outlines a proposition for a cohesive green infrastructure network for Greater Sydney. The report builds on investigations undertaken by the Government Architect NSW for the Department of Planning and Environment in the development of District Plans, and develops an overview of the green infrastructure needs and character of each district to inform a series of strategic opportunities for prioritisation.

The Bays West Precinct is located within the Central District (in this Plan), and is noted as being a strategically important part of Sydney's harbour foreshore. The proposed changes in land use associated with its transformation have the potential to allow for additional public open space, active sports facilities, and increased foreshore access to support the surrounding densely populated inner western suburbs. The opportunity exists to maximise the amount of foreshore access available and to secure high-quality open space for future growth.



CREATING PLACES FOR PEOPLE

Creating Places for People is an Urban Design Protocol developed by the Council of Australian Governments as a national guiding document for the delivery of high-quality urban design outcomes within the built environment. The Protocol's aim is to create productive, sustainable, and liveable places for people through leadership and the integration of design excellence. It establishes 12 high level principles for achieving quality urban spaces, which focus on place, people, and governance.

Place: Productivity & Sustainability

- Enhancing the local economy, environment, and community
- Connected physically and socially
- Diversity of options and experiences
- Enduring, resilient, and sustainable

People: Liveability

- Comfortable and welcoming
- Vibrant and activated with people
- Safe environment
- Walkable – enjoyable and easy to walk and cycle around

Leadership and Governance

- Context – work within the planning, physical and social context
- Engagement – engages with relevant stakeholders
- Excellence, innovation, and leadership
- Custodianship and long-term maintenance considerations

A.2

PLACE EVOLUTION

The Evolution of Bays West

The heritage and cultural analysis has identified a series of waves of development and evolution within Bays West and its surrounding context.

This diagram describes the evolution of Bays West from pre-Colonial era through to the present. Bays West has been a site of extreme change over time, from the natural environment and land reclamation, to the productive era of industrialisation, maritime services and supporting a growing population. It is a site that plays a significant part in the history of Sydney.

Please refer to Part 2.4 of the Bays West Strategic Place Framework for a description of these phases and the way the site has evolved over time. The *Bays West Connecting with Country Framework* provides substantial information on Indigenous stories from both pre-1788 and after colonial occupation.

The following sequence of diagrams indicate the morphology and typology of the site and the impact that land reclamation, industrial activity and maritime services have had on shaping the landscape at Bays West during the Post-Colonial Era and indicate some critical dates for certain events.

Subsequent to these diagrams there is additional supporting information on heritage assets that remain within the Precinct.



PRE-1788

IMAGE A.2 A drawing of Port Jackson from 1789 / National Gallery of Victoria



1788-1840

IMAGE A.3 A drawing of Glebe Island from 1857 / Pyrmont History Group



1840-1900

IMAGE A.4 Glebe Island Bridge at Johnston's Bay dated from around 1878-79 / National Library of Australia



1900 - 1920

IMAGE A.5 Historical photograph of Glebe Island Bridge from 1900's / Tyrell Collection from the Museum of Applied Arts and Sciences



1920 - 1940

IMAGE A.6 Historical photo of former Glebe Island silos / National Library of Australia



1940 - 1965

IMAGE A.7 Railway access to coal loading facilities at Balmain, ca. 1960 / Maritime Services Board of NSW



1965 - 2020

IMAGE A.8 Anzac Bridge under construction / City of Sydney Archives

Evolution 1788 - 1840

YEAR	DESCRIPTION
1788	Arrival of the First Fleet.
1790	Reverend Richard Johnson, First Chaplain of New South Wales, granted 400 acres of land in the area that became known as Glebe.
	The grant area included 23 acre Glebe Island
1800	Governor John Hunter grants 550 acres to the colony's principal surgeon, William Balmain (area currently known as Rozelle and Balmain). Land transferred to fellow surgeon John Gilchrist the following year for five shillings.
	Glebe Estate subdivided.
1828	Noxious industries forced out of Sydney and relocated to Leichhardt area.
1830s	Subdivision of eastern part of the Gilchrist estate (area currently known as East Balmain). The subdivision laid out Darling Street along the ridge, Johnson Street and Nicholson Street and were accessed by ferry.
1836	Houses such as Hampden Villa (12B Graften Street and listed on the SHR) built in 1847.
	Remainder of Balmain subdivision slow to progress due to land title disputes.



LEGEND

- Bays West Site Boundary
- Foreshore line
- Existing building
- Shading water
- Shading industry
- Underground feature
- Rail
- Primary road
- Secondary road

DIAGRAM A.4 Key feature of Bays West and surrounds, 1788 to 1840

Evolution 1840 - 1900

YEAR	DESCRIPTION
1852	Subdivision of Gilchrist's land (Balmain).
1856	John Booth steam Saw Mills dominated the Balmain shoreline.
1857	Subdivision well established at the head of White Bay.
1860	Toll bridge connecting Pyrmont and Glebe Island opened. The bridge was built of blackbutt timber and named 'Blackbutt Bridge'.
1860s	Abattoirs opened on Glebe Island, other small industry inhabits east Balmain including timber merchants, ship builders, and tanneries using harbour for effluent.
1870s	Local protests over the abattoirs as a heavy source of pollution in the Bays area.
1880s	Balmain dominated by working class residences located close to industry. The concentration of industry and noxious uses made the area unattractive for the wealthy.
1882	Royal Commission into noxious and offensive trades. Abattoirs remained a heavy source of pollution in the area and a cause of complaints from Balmain and Glebe residents.
1890s	Development of heavy industry in White Bay, most notably Lever Brothers Soap Factory and the Sunlight Oil works.
1891	Most of Balmain built out as housing.
1892	Trams introduced to Balmain increasing the residential population.
1895	Some reclamation of east shoreline of Balmain for Lever Brothers industrial facilities producing Sunlight Soap.
1899	Reclaimed land at the head of White Bay set aside as a reserve or public recreation.

LEGEND

- Bays West Site Boundary
- Foreshore line
- Existing building
- Shading water
- Shading industry
- Underground feature
- Rail
- Primary road
- Secondary road

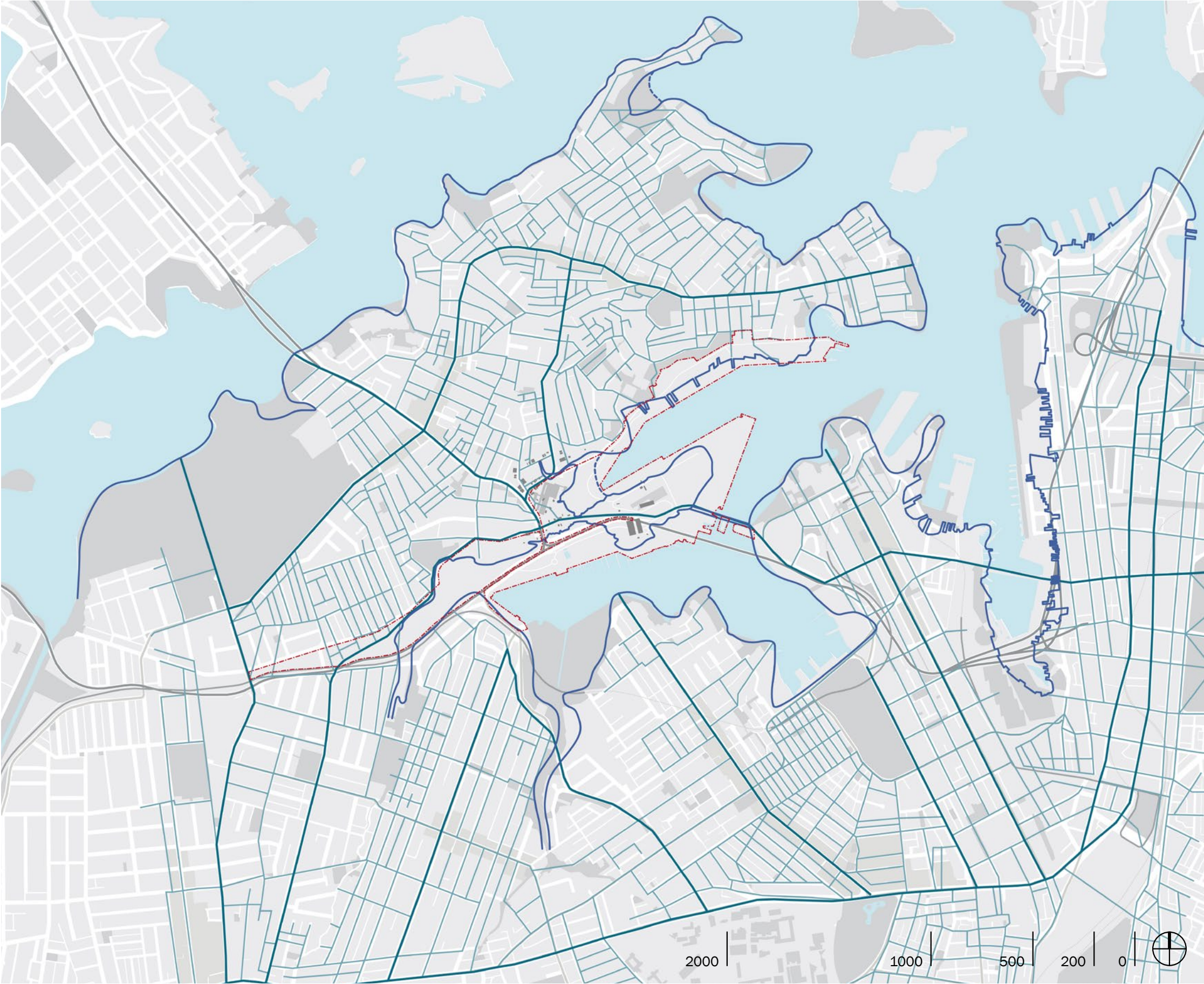


DIAGRAM A.5 Key feature of Bays West and surrounds, 1840 to 1900

Evolution 1900 - 1920

YEAR	DESCRIPTION
1901	Glebe Island Bridge opened replacing the earlier Blackbutt Bridge.
1908	Southern part of Rozelle Bay, originally Johnsons Creek within the Toxteth Estate, reclaimed for Jubilee Park.
1911	Construction begins on the White Bay Power Station located at the head of White Bay, by the NSW Railway Commissioners.
1912	The Sydney Harbour Trust (later Maritime Services Board) planned broadside wharfage which included Glebe Island. Metropolitan Meat Industry resolve to relocate abattoirs to Homebush.
1916	Opening of rail line connecting Dulwich Hill to Rozelle and Glebe Island, including establishment and opening of the Rozelle Marshalling Yard. Construction of the Victoria Road Bridge.
1917	First stage of White Bay Power Station completed and supply of power to Sydney's tram and railway. White Bay Hotel relocates to land on Victoria Road due to road changes caused by the Power Station.
1919	Rail tracks extended through Rozelle linking Pyrmont and Darling Harbour.
1917-1921	The abattoirs demolished and a new principal grain storage facility and grain export terminal constructed at Glebe Island. A total of 143 reinforced concrete silos erected, plus a working house, power control station and improved wharfage.

LEGEND

- Bays West Site Boundary
- Foreshore line
- Existing building
- Shading water
- Shading industry
- Underground feature
- Rail
- Primary road
- Secondary road

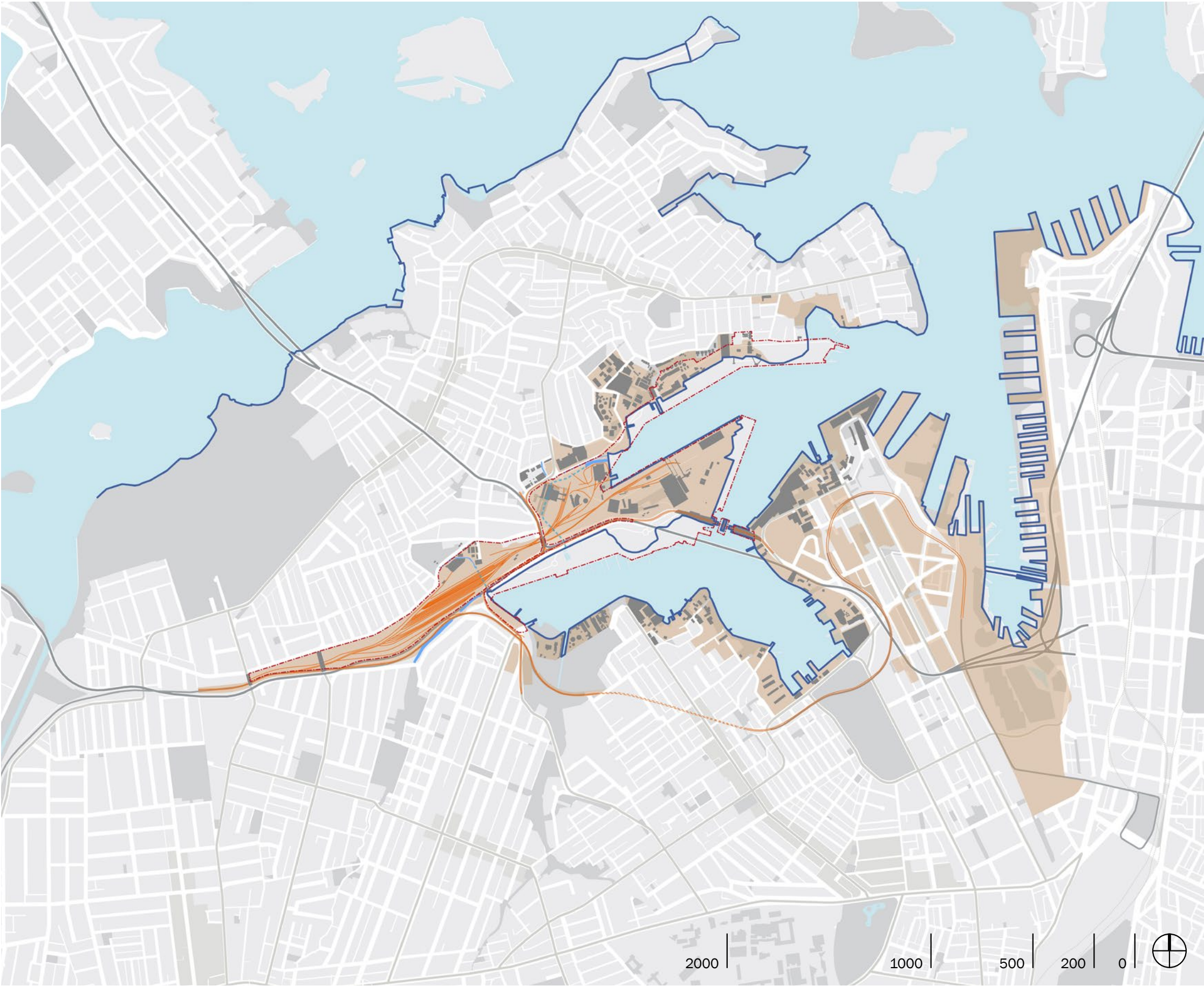


DIAGRAM A.6 Key feature of Bays West and surrounds, 1900 to 1920

Evolution 1920 - 1940

YEAR	DESCRIPTION
1920s	Viaduct built at the head of Rozelle Bay for goods railway.
1920s	Coal handling infrastructure established at White Bay.
1921	The grain silos operated by the Grain Elevators Board of NSW.
1922	Construction of the Catherine Street Bridge (heritage item).
	Second rail line connecting Darling Harbour with Rozelle through Glebe and Pyrmont opened. Work includes two tunnels through Glebe and Pyrmont and rock cuttings in Pyrmont to avoid duplication of the bridge at Glebe Island.
1925	The grain silo complex extended with a further 63 silos constructed and building stock, rail and road links, and handling facilities expanded.
1927	Further reclamation of Rozelle Bay.
1928	Second stage of the White Bay Power Station completed.
1930s	Wharves 2 and 3 of White Bay developed for specialist bulk chemical shipping. The Great Depression slows development.
1939 - 1945	World War II. Glebe Island becomes the main US Army depot in Sydney for disembarking and re-embarking troops and handling supplies. (The US enters the war in 1941).

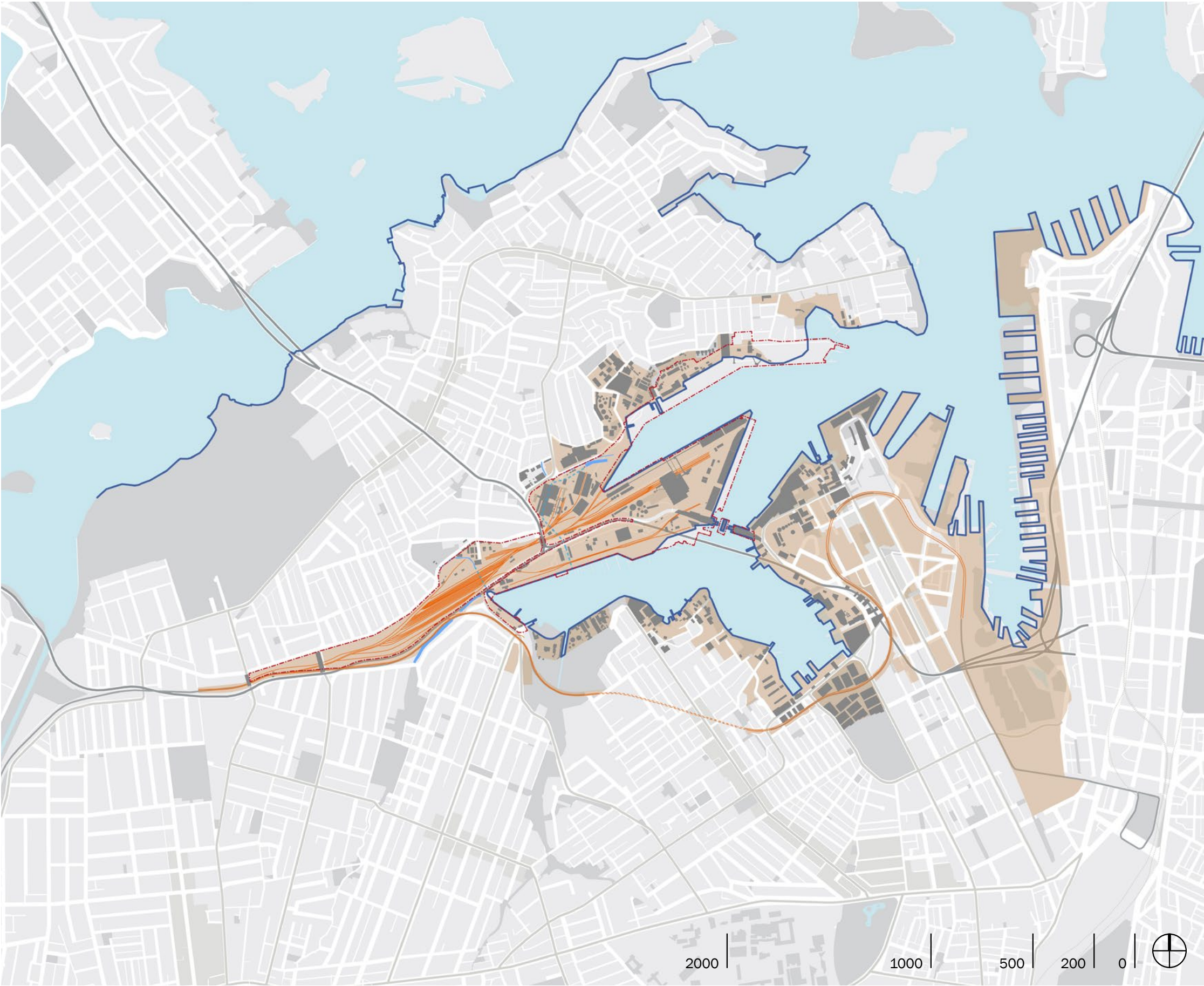


DIAGRAM A.7 Key feature of Bays West and surrounds, 1920 to 1940

Scale 1:20,000 @ A3
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LEGEND

- Bays West Site Boundary
- Foreshore line
- Existing building
- Shading water
- Shading industry
- Underground feature
- Rail
- Primary road
- Secondary road

Evolution 1940 - 1965

YEAR	DESCRIPTION
1953	First stage of White Bay Power Station modernisation completed, including new machinery, greater capacity and demolition of original 1917 boiler house.
1950s	Establishment of export coal and coal loading facilities at the head of White Bay.
1956	Ownership of White Bay Power Station transferred to the Electricity Commission of NSW.
1958	Second stage of White Bay Power Station modernisation completed.
1950s/60s	Container shipping introduced bringing about significant changes to wharfage and wharf facilities.
1960s	Development of Botany Bay as a container terminal reduced the need for wharfage in Sydney.

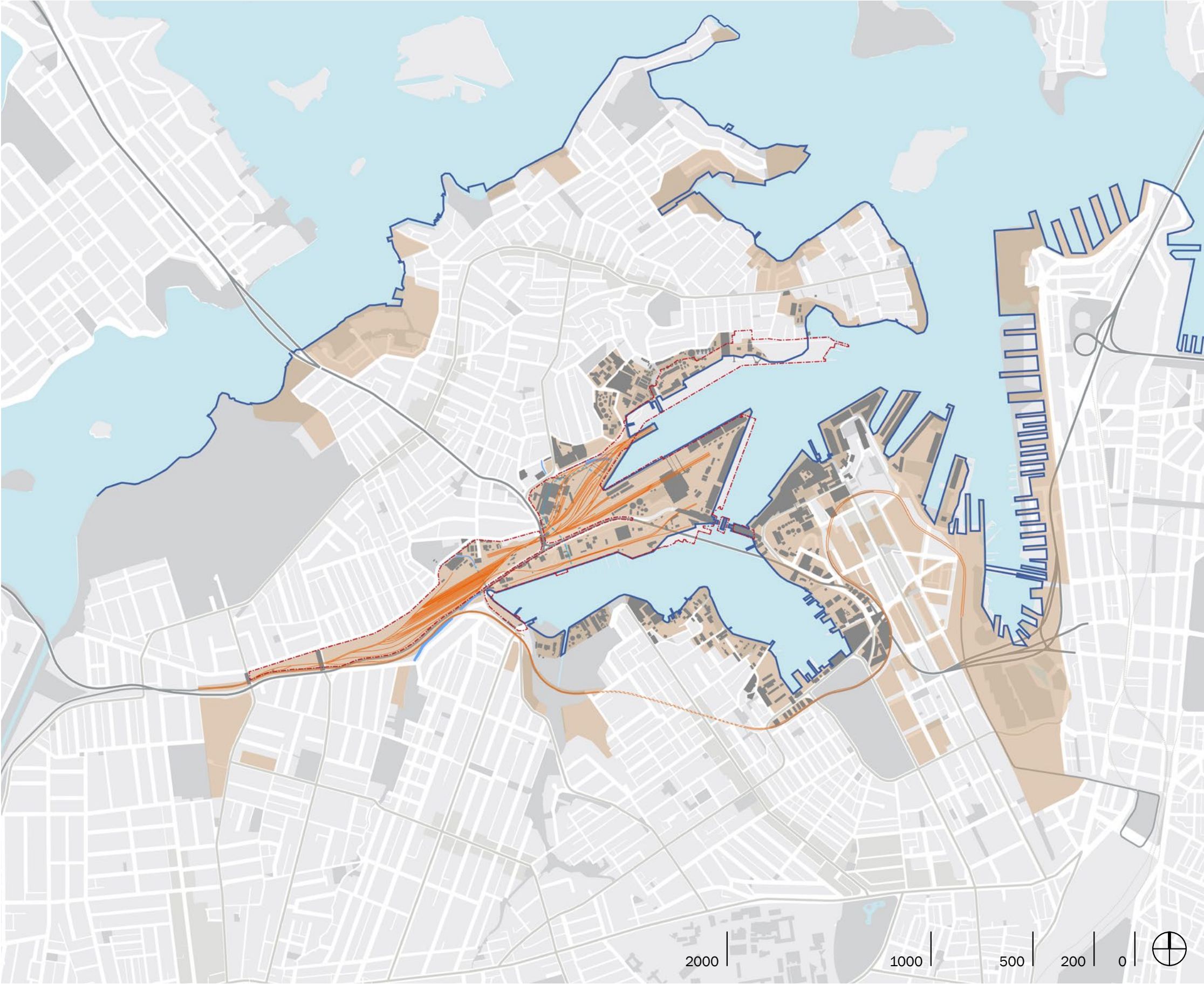


DIAGRAM A.8 Key feature of Bays West and surrounds, 1940 to 1965

Evolution 1965 - 2020

YEAR	DESCRIPTION
1967	Construction of wharves 4, 5, and 6 at White Bay by Maritime Services Board. Includes approximately 8 acres of reclamation and cutting back of the escarpment and dredging.
1970s	Changes to wharfage for containerisation.
1974	New extensions at Sydney Terminal including construction of 30 tall cylindrical concrete silos.
1980s	Resident action brings about extensions to Bicentennial and Jubilee Parks at Annandale and Glebe and reduction in industrial uses.
1983	White Bay Power Station decommissioned.
1984	Grain storage at Glebe Island ceased in favour of new facility at Port Kembla.
1988	Unilever relocated industrial operations away from Balmain foreshore.
1994	Silos modified for cement storage with the remainder for sugar.
1995	Anzac Bridge is opened at a cost of \$170 million providing a link between Sydney City and the suburbs to the west. Glebe Island Bridge no longer used.
1999	Original disused silos at Glebe Island demolished.
2000	Sydney Olympics East side of the Silos painted and signage along the roof line erected.
2004	White Bay ceased operation as a container terminal.
2008	Fire destroys White Bay Hotel (located on Victoria Road).
2013	White Bay Cruise Terminal opens.

LEGEND

- Bays West Site Boundary
- Foreshore line
- Existing building
- Shading water
- Shading industry
- Underground feature
- Rail
- Primary road
- Secondary road

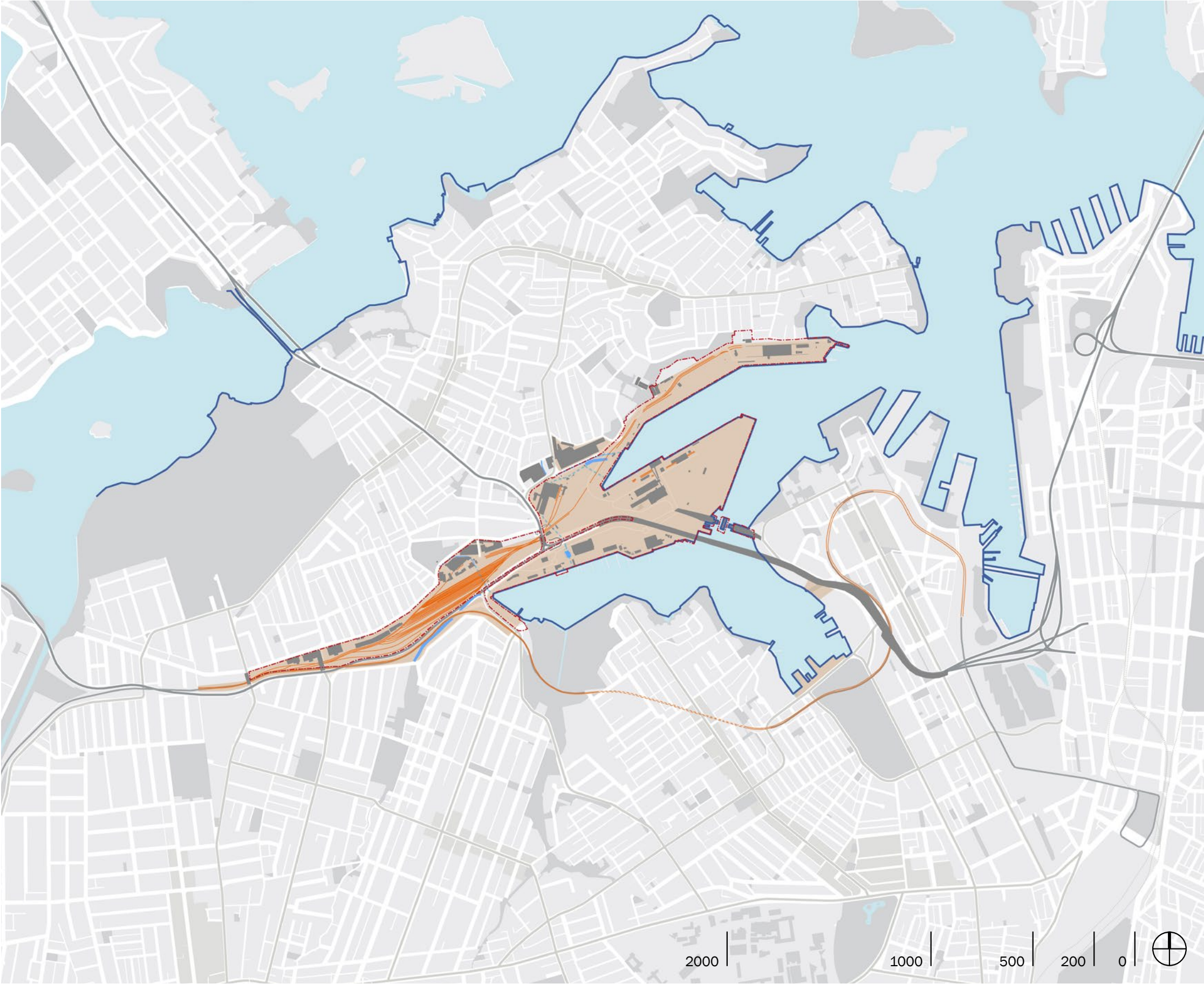


DIAGRAM A.9 Key feature of Bays West and surrounds, 1965 to 2020

Non-Indigenous Heritage

A.2 PLACE EVOLUTION

The following section outlines additional detail on the non-indigenous heritage assets of Bays West. This has been based on substantial inputs from Design5 Architects who in previous phases of work have utilised their substantial knowledge of the White Bay Power Station, plus reviewed various other reports and studies that have been undertaken, and supplemented with their own studies and site research to provide information on the listed and potential items.

The unique character of Bays West is a legacy of the evolution of the site over time. Consideration of connection to Country, the natural environment and ancient morphology of the site, along with the remaining post-industrial structures and landscapes are fundamental to this place. Bays West has played a crucial role in the development of Sydney's industrial, infrastructural and maritime history.

The area retains strong historic and social values that are of exceptional significance to the growth of Sydney and New South Wales more broadly. There should always also be consideration of the relationships that the site has to its surroundings and broader city-wide factors. The precinct contains structures and landscapes of exceptional significance that embody Sydney's once thriving industrial and maritime past with links to existing and future uses.

Each of the precincts within Bays West has strong historic and thematic links to their surrounding suburbs, which traditionally housed their workforce in modest worker accommodation. While the heritage elements within the Bays West site are important, they only tell part of the story of this area of Sydney. It is necessary to consider how the Bays West site sits amongst the collection of Inner Western suburbs that surround it, given the strong cultural, economic, social and infrastructural relationships between these areas.

Much of the precinct encompasses land that has been created by reclamation, or that has been heavily modified the natural environment and topography. The area defined as White Bay, including the White Bay Cruise Terminal, land around White Bay Power Station, and the eastern portion of Rozelle Bay, is mainly composed of reclaimed land dating from the mid-19th to the early and mid-20th century. Documentary evidence of foreshore reclamation and the flattening of Glebe Island exists from as early as the 1840s with construction of the causeway connecting the mud flats to Balmain; but extensive work to flatten the island to its modern form took place in the early 20th century. Rozelle Rail Yards was formed through a combination of the reclamation of part of an estuary of Rozelle Bay, and the cutting back of the nearby escarpment. This evolution of the topography is part of the heritage value of the precinct and retaining the legibility is an important consideration.

Whilst there were diverse uses, all of the parts of Bays West are inextricably reliant on each other for their siting, function and development, and together play a major role in the industrial growth of Sydney. The late-19th century to mid-20th century is considered the peak period for much of the maritime industrial land use activity within Sydney Harbour; a period where there was the need for wharfage and related industrial activity close to the city, prior to containerisation. Some industrial uses, including the abattoirs on Glebe Island, timber joinery works and later the Unilever plant along Balmain East, predate this period. These earlier industrial uses have largely been removed or replaced; however, some archaeological potential may exist in some locations.

Unlike other former industrial precincts in Sydney, including The Rocks, Walsh Bay, Darling Island, or Eveleigh, the topography and industrial growth of this area is mainly representative of the early to mid-20th century. Today, this is represented through rich and diverse heritage items, ranging from large landmark status items such as the White Bay Power Station

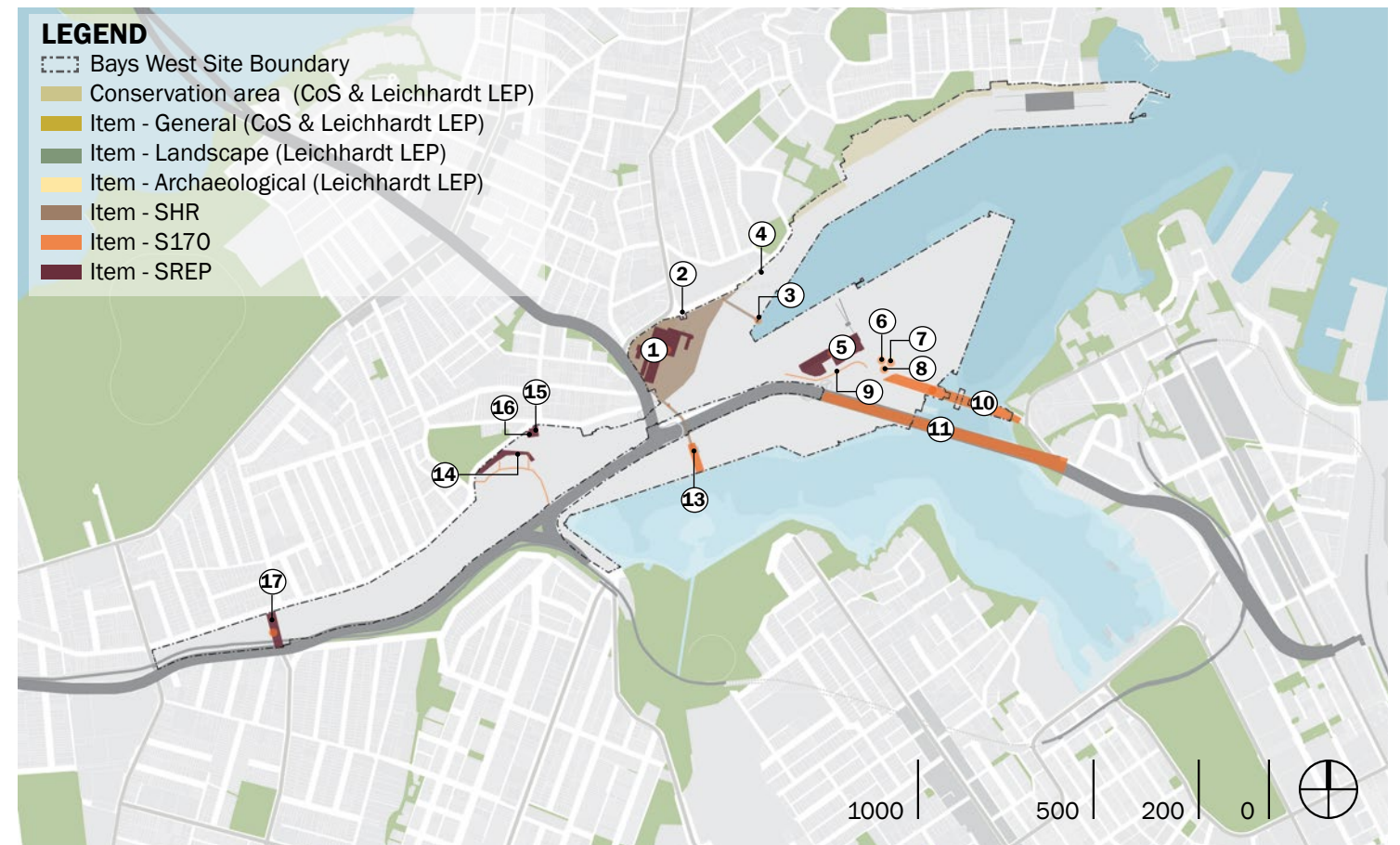


DIAGRAM A.10 Heritage Listed Items & Areas

Scale 1:20,000 @ A3

and the Glebe Island Grain Silos, to hard industrial wharf landscapes and other much smaller and more discreet elements.

This industrial precinct has exceptional heritage value and significance with respect to the growth of Sydney and its international trade, its industry and working harbour, and history of transporting goods and materials. In today's terms, the site offers an opportunity for new urban spaces, uses, and modern commerce and industry, whilst allowing for reflection on the city and our shared cultural heritage. This rich heritage can help inform, educate, and foster new connections with it as a special place in Sydney.

The major heritage and landscape elements associated with the more modern phase of Bays West and surrounds are described on the following pages.

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



DIAGRAM A.11 Surrounding Heritage Listed Items & Areas Scale 1:20,000 @ A3

Item	SHR	SREP	LEP	S.170 and SHFA Registers
1	White Bay Power Station Complex	SHR listing No.01015	SREP 26 item no.11	
2	Sewage Pumping Station No 7 (SP0007) Roberts Street, Balmain Sydney		SREP No 26 (City West), item no.4	S.170 Sydney Water Item No. 4571705
3	White Bay Power Station Inlet Canal			S.170 Sydney Ports Corporation item no.4560062 (inlet)
4	Beattie Street Stormwater Channel no.15			S.170 Sydney Water item no.001489
5	Glebe Island wheat silos (components A, B , C)		SREP no.26 (City West), Item no.1.	S.170 Ports Corporation item no.4560016
6	Item No. 5 Monument, Glebe Island		SREP no.26 (City West) item no.5,	S.170 Sydney Ports Corporation item no.4560012
7	Glebe Island Sandstone Quarry Samples			S.170 Sydney Ports Corporation item no.4560014
8	Monument, Glebe Island (Container terminal plaque)			S.170 Sydney Ports Corporation item no. 4560013
9	Glebe Island Dyke Exposure			S.170 Sydney Ports item no.4560056

Item	SHR	SREP	LEP	S.170 and SHFA Registers
10	Glebe Island Bridge No. 61	SHR item no.01914		S.170 RMS item no.4301666 and the Glebe Island Bridge approach item no.4560015
11	Anzac Bridge			S.170 RMS item No. 4305018
12	White Bay Power Station Outlet Canal			S.170 Sydney Ports Corporation item no. 4560026 Sydney Harbour Foreshore Authority item no.4305018
13	Whites Creek Stormwater Channel No 95 (impacted by WCX Rozelle interchange)			S.170 Sydney Water item no.4570343
14	Cadden Le Messurier", 84 Lilyfield Road (impacted by WCX Rozelle interchange)		SREP no.26 (City West) item no.3	
15	Former Hotel, 78 Lilyfield Road (impacted by WCX Rozelle interchange)		SREP no.26 (City West) item no.2	
16	Catherine Street Railway Bridge		SREP No.26 (City West) item no.12	S.170 Transport NSW item no.4800245
17	Former Unilever copra store, including interiors 9 Rosebery Place, Balmain			I306
18	Easton Park		I752 Conservation Area C18	
19	Whites Creek Stormwater Channel No.95			S.170 Sydney Water Item no. 4570343
20	Johnston Street Railway Bridge/ Viaduct			S.170 Railcorp Register
21	Allan Truss Bridge, former Federal park bridge, Federal Park		I815	
22	Johnstons Creek Stormwater Channel No.55			S.170 NSW State agency no. 001517
23	Jubilee Oval & Park		I648	
24	Glebe and Wentworth Park Railway Viaducts	SHR item no. 01034		S170 State Rail Authority Heritage Register - Number SRA104
25	Jubilee Oval & Park (Alternate address)			
26	Private houses including interior			
27	Bellevue, site of former Venetia (demolished), 55 Leichhardt Street	SHR item no. 00470	I168	
28	Sewer Vent, Lilyfield Road			S.170 Sydney Water Item no. 4570347
29	Sewage Pumping Station No 6 (SP0006) Lilyfield Road, Rozelle			S.170 Sydney Water Item no. 4571704
30	Annandale (Railway Parade) Railway Bridge			S.170 Railcorp Register

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



WHITE BAY POWER STATION

The White Bay Power Station (WBPS) is a state heritage listed item and one of the key landmarks associated with the Bays West Precinct. It was developed in a series of phases starting in 1912 and the first stage became operational in 1917. There have been waves of subsequent changes and the power production ceased to operate on Christmas Day 1983, although continued to function as a substation beyond this period.

A Conservation Management Plan (CMP) has been produced for the site, initially in 2005 and updated in 2011 and which has been endorsed by the Heritage Council of NSW. This document is very detailed and includes extensive information on the WBPS history, buildings significance, social significance, grading of significance across the different elements and appropriate controls to guide any future development in its four volumes.

The document includes the following Statement of Cultural Significance:

White Bay Power Station was the longest serving power station in metropolitan Sydney, generating electricity continuously for more than seventy years. Its extant buildings, structures and machinery provide important and rare tangible evidence of the first phase of large-scale power generation in New South Wales. It made a major contribution to the expansion

of Sydney's electric tram and rail network and to the daily lives of millions.

It is the only surviving power station in New South Wales from the early and mid twentieth century to retain a substantially intact and representative set of buildings, structures and in-situ machinery that demonstrate the complete operating systems and processes of coal fired power generation and supply. Its extant machinery elements and associated structures are, both individually and collectively, of exceptional historic, technical and aesthetic significance and include a representative sample of the coal, ash and smoke handling systems, boilers and feed water systems, circulating cooling water, turbines and generators, electrical switch gear, and control systems.

White Bay Power Station contains buildings structures, and internal and external spaces of exceptional historic, aesthetic, technical and social significance. They include raw industrial spaces of a scale, quality and configuration which are increasingly rare and which inspire visitors and users alike. The significance of these structures and spaces is greatly enhanced by, and in most cases dependent on their associated, extant, in-situ machinery elements.

White Bay Power Station is of exceptional aesthetic and social significance to Sydney residents as a prominent and widely recognised harbourside industrial landmark, signalling the entry point to the Balmain peninsular from the south and east, and is highly visible from major approach roads, streets and surrounding areas. The form and arrangement of the buildings, and in particular the two chimney stacks, are visible from many parts of the inner west and are a constant reference point. The power station, including the site of the former White Bay Hotel, defines a major entry point to the city from the west. It also forms part of a closely related group of industrial and large scale structures and spaces on this western edge of the city (former White Bay container terminal, Glebe Island silos and the former container terminal, and the Anzac Bridge).

White Bay Power Station is of exceptional social significance for both local residents and former employees as an important landmark, one of few surviving industrial structures that were once the signature of this locality. It is a potent symbol of the area's industrial origins and working traditions which have influenced domestic and community life, and is associated with a 'working class' character. It is of exceptional social significance for those who worked in the power station for its ability to demonstrate technological systems and processes that were a

feature of their working lives in this era of power stations and that create for them an important and highly valued connection.

The CMP provides further detail on the history of the site and the role of the WBPS in the evolution of Bays West. The document includes a series of identified issues, opportunities and the policies which have been developed in response. Please refer to the CMP for more detail.

IMAGE A.9 Hall of Machinery in the White Bay Power Station, 1930 / National Library of Australia

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



GLEBE ISLAND BRIDGE

The Glebe Island Bridge is a State Heritage Listed item and significant piece of transport infrastructure which forms part of the Five Bridges Route project commenced in the 1880s and which was key to unlocking the expansion of Sydney to the north-west.

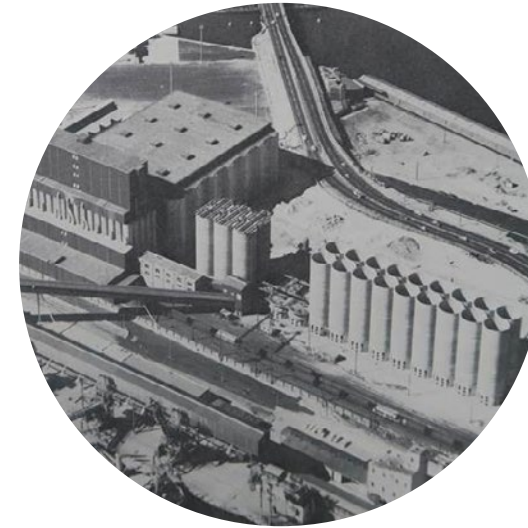
The following statement of significance is provided on the NSW Office of Environment and Heritage Database:

The Glebe Island Bridge, across Johnstons Bay, is of state significance as it demonstrates one of the earliest examples of an electric-powered swing bridge in Australia. Technically, it is a complementary structure to the already acclaimed Pyrmont Swing Bridge, and has all the same significant features, including the electrically-driven swing span. Both bridges were designed by Percy Allan, a highly regarded Australian bridge designer of the late 19th and early 20th century. Both represent the only examples of such types of bridges in New South Wales and are still operable.

Community consultation and preliminary transport planning has also identified the critical role that the re-activation of the Glebe Island Bridge could play in the active transport connectivity of the Bays Precinct and surrounding areas. The bridge has the ability to be a catalytic piece of infrastructure for walking, cycling and public transport. The Conservation Management Plan is dated from 2000 and was

prepared by the Department of Works and Services. It recommends that the CMP should be reviewed and management policies updated to reflect the current and further objectives of the Bays precinct along with updating it to include the James Craig Road underpass and associated cutting.

IMAGE A.10 Glebe Island Bridge in open mode in 1910 / City of Sydney Archives



GLEBE ISLAND GRAIN SILOS

The Glebe Island Wheat Silos, constructed between 1917-1921 are listed as heritage items in both the SREP and on the S170 register (Sydney Ports Corporation). The following statement of significance is provided on the NSW Office of Environment and Heritage Database:

Glebe Island Grain Terminal is a seminal site in the development of the bulk wheat storage and export industry in Australia. As such it has a pre-eminent position in the historical development of one of Australia's most important primary industries. It was the first and most important of the port terminals and encompassed technologies that were specific to the industry and influential in the development of that industry throughout the country. The first construction phase is particularly noteworthy because of the circumstances of its wholly imported design and technological expertise. The carefully planned and integrated system, by the 1930's, was considered to be one of the largest, most efficient and well planned installations of its type. The fabric contained within the site, although compromised by alterations and missing elements is capable of demonstrating and recording the evolution of the industrial processes that evolved over several decades. The silos, in particular are the most visible and easily interpreted elements of that former use and form a powerful and well-known landmark. The

site also has significance for its associations with, and demonstration of, Commonwealth and State government initiatives (McPhee, Thorpe, Stuart 1994).

Previously engaged heritage consultants have reviewed the various materials and assessments that have been undertaken on the silos and have stated that there is a case to be made for the silos to be considered of state significance due to:

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

IMAGE A.11 Glebe Island Silos / Grainvator Magazine for Grain Elevators Board Volume 1 1973

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



ANZAC BRIDGE

The Anzac Bridge is a significant piece of transport infrastructure which was completed in 1995 and is included on the RMS S.170 register. It has significant technical and aesthetic value. The bridge is a modern landmark that dominates the Bays Precinct with the two 120m high towers and the associated cables being highly visible and recognisable.

The following statement of significance is provided on the NSW Office of Environment and Heritage Database:

Anzac Bridge has significance at a State level because of its technical qualities; it is a world standard bridge in scale, aesthetics and design features. Anzac Bridge is a reinforced concrete cable-stayed bridge built over Johnstons Bay between Glebe Island and the inner Sydney suburbs of Pyrmont and Darling Harbour. The bridge was designed and built between 1989 and 1995 by the Roads and Traffic Authority (RTA) and its predecessor, the Department of Main Roads (DMR), and is currently the longest such bridge in Australia.

The subtle sweep of the bridge's cantilevered deck, which links into the arterial road network and is supported at either end by monumental reinforced concrete towers, forms a striking and integral part of the Sydney skyline. It has quickly become one of the iconic images of Sydney, particularly for those

who have views of it, cross it to work by road or bike, or use Anzac Bridge is also historically significant because it is a contemporary solution to a longterm problem for government agencies responsible for road building and maintenance in Sydney. It replaces the Glebe Island Bridge of 1903, adjacent to Anzac Bridge, which was historically part of the five bridges route connecting Sydney to the north shore. This route was important in connecting Sydney to Parramatta and the north shore from the middle of the nineteenth century, and for much of the twentieth century. The design and construction of a new bridge at the Johnstons Bay crossing (along with the associated freeway road systems) from the late 1980s through to the mid 1990s reflected the desire of the road authorities (the DMR, latterly the RTA) to cut travel times for commuters, and also to limit the build up of traffic on the Glebe Island Bridge. Anzac Bridge is part of the Glebe Island Arterial, and forms an essential part of Sydney's road infrastructure.

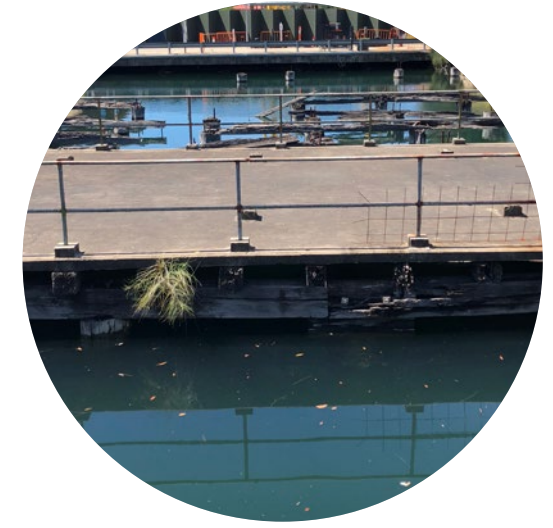
IMAGE A.12 Anzac bridge under construction in 1994 / Pyrmont History Group



WHITE BAY POWER STATION INLET CANAL

Located in White Bay and is listed on the Sydney Ports Corporation S.170 register. It is understood that the original 1913 inlet canal has been filled in and was modified in 1951. Its significance is derived from the significance of the White Bay Power Station and it forms part of the cooling system which is one of the eight operating systems of which a slice of the operating machinery has been retained. Whilst this element is predominantly below ground, apart from the water edge components, this item should be preserved and interpreted. Importantly, all components of the water-cooling system contribute to the overall heritage significance of White Bay Power Station.

IMAGE A.13 Capping and outlet on top of White Bay Power Station inlet canal. Glebe Island Silos in background



WHITE BAY POWER STATION OUTLET CANAL

Located in Rozelle Bay and is listed on the Sydney Ports Corporation S.170 register and is a Sydney Harbour Foreshore Authority heritage item. Its significance is derived from the significance of the White Bay Power Station and it forms part of the cooling system which is one of the eight operating systems of which a slice of the operating machinery has been retained. Whilst this element is predominantly below ground, there is a large section exposed in Rozelle Bay at its southern extent where it is surrounded by a timber wharf structure. This item should be preserved and interpreted. All components of the water-cooling system contribute to the overall heritage significance of White Bay Power Station.

IMAGE A.14 White Bay Power Station outlet canal

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



SEWAGE PUMPING STATION NO 7

Sewage Pumping Station No. 7 is listed in the SREP heritage register and on the Sydney Water S.170 register and it is considered to be of historic, aesthetic and technical/research significance. It was part of an original network of twenty low level sewage pumping stations that were constructed at the end of the 19th century to serve Sydney as part of a major advance to protect the public health of Sydney by ending the discharge of sewage into the Harbour.

The Pumping Station is prominently located on Roberts Street across from the Mullens St junction and contributes to the local built form.

IMAGE A.15 Sewage pumping station No. 7



BEATTIE STREET STORMWATER CHANNEL

The Beattie Street stormwater channel is an extensive element running from the Balmain Peninsula and runs directly along the Roberts St boundary of the precinct and then enters the site and empties into White Bay. This item is on the Sydney Water S.170 Register and is one of a group of the first nine purpose built stormwater drains to be constructed in Sydney in the 1890's which replaced the natural watercourses which had become contaminated with sewage from the large population that had been settling in the surrounding suburbs. This element is predominantly below ground but an open section is located between Roberts St and Parsons St as the drain reaches the Bays West precinct. This item still operates and provides a key opportunity to interpret the changes to water systems that have occurred since European settlement of the area.

IMAGE A.16 Historical image of Beattie Street Stormwater Channel / State Archive and Records



GLEBE ISLAND

From the early 20th century until relatively recently, Glebe Island has contained a dense collection of industrial structures, storage tanks, gantries, conveyors, and large sheds - including a complex of large concrete grain silos predating the current Silos. Since the 1990s, many of the former industrial buildings have been removed from the site to suit its use as a container port and then subsequently for import car storage. Most recently it has been a temporary site for the Sydney Exhibition Centre during the construction of its new facility at Darling Harbour. In addition to the grain silos, the island contains several small brick structures that likely date back to early 20th century industrial uses. These are considered to have some archaeological potential.

GLEBE ISLAND FORMER WAREHOUSE

Glebe Island Former Warehouse is located at the head of White Bay on the eastern Glebe Island waterfront near the silos. The building is the last remnant warehouse building that proliferated along the edges of Glebe Island from 1913 to 1960s. These warehouses were likely associated with the original grain silos.

IMAGE A.17 View from Glebe Island to Pyrmont and Sydney CBD, 1950 / City of Sydney Archives



GLEBE ISLAND DYKE EXPOSURE

Glebe Island Dyke Exposure is located on Glebe Island to the south and east of the Glebe Island Wheat Silos and is included on the Sydney Ports Corporation S.170 Register. The following significance is quoted from the report Bays Precinct Heritage Constraint Assessment prepared by Urbis, August 2014:

The Glebe Island shoreline has been significantly modified over the past 150 years. Glebe Island was a substantial rock mass that has been cut away and its scale and height significantly reduced. The majority of the precinct is located on extensively levelled or reclaimed land. The only evidence remaining of the natural landform are sections east of the current silos and areas partially used as the approaches to the Anzac Bridge.

The sandstone cutting and rock shelf adjacent to the Anzac Bridge and including the Anzac bridge approach, are the only remaining remnant of the substantial rock mass that would have dominated the bays.

IMAGE A.18 Sandstone cutting on Glebe Island where dyke exposure occurs

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



ITEM NO 5 MONUMENT GLEBE ISLAND

Item No. 5 Monument Glebe Island commemorates the first landing of US Armed Forces at the Port of Sydney on 28th March 1942 and the subsequent use of this area for the movement of personnel and supplies through this area by sea and rail. The monument was erected in 1946 but during the changes in and the expansion of the port operations on Glebe Island the setting of this monument has been altered (including the removal of its original stone base) and also relocated. It currently sits in a road side verge near the western end of the Glebe Island Bridge abutment.

IMAGE A.19 Memorial in the background of the 30th Annual Memorial Service in 1972 / War Memorials Register



GLEBE ISLAND SANDSTONE QUARRY SAMPLE

Located on Glebe Island in close proximity to Item No. 5 Monument Glebe Island. The sample that is the prominent element was found in 2003 and is important given the significant history of quarrying that occurred at Glebe Island. The following statement of significance is provided on the NSW Office of Environment and Heritage Database:

Of local significance in illustrating the range of early industries that once occupied Glebe Island especially the sandstone quarrying which was an important local industry in the area. Quarrying was one of the early industries on Glebe Island. The first evidence occurs in the 1850's when local sandstone was used to build the State Abattoirs. In the early years the softer accessible sandstone was able to be easily quarried with picks and hand tools. As the years progressed these deposits were exhausted and new technology was required to economically extract the stone.

The sample found in 2003 shows evidence of hand picks on its surface rather than the more modern techniques involving abrasion saws and blasting. The sample salvaged therefore is more likely to date from the early quarries such as those used to quarry the blocks for the Abattoirs.

IMAGE A.20 Historic image of the quarry sample / Sydney Ports Corporation from Heritage & Environment NSW



MONUMENT, GLEBE ISLAND (CONTAINER TERMINAL PLAQUE)

Monument, Glebe Island is located in close proximity to Item No. 5 Monument Glebe Island and the Glebe Island Sandstone Quarry Sample and is listed on the Sydney Ports Corporation S.170 Register. It was unveiled in 1973 when the Sydney Container Terminal was officially opened. The plaque was relocated in 2004 when further remodeling and development at Glebe Island were undertaken. The following statement of significance is provided on the NSW Office of Environment and Heritage Database:

The plaque is of local historical significance as it commemorates the opening of the Container Terminal at Glebe Island. The Container Terminal was an important innovation in the operation of the Port and was a direct response to changes in international shipping.

IMAGE A.21 Container terminal plaque



GLEBE ISLAND FORMER WAREHOUSE

Glebe Island Former Warehouse is located at the head of White Bay on the eastern Glebe Island waterfront near the silos. The building is the last remnant warehouse building that proliferated along the edges of Glebe Island from 1913 to 1960s. These warehouses were likely associated with the original grain silos.

IMAGE A.22 Former warehouse at head of White Bay

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



ROZELLE RAIL MARSHALLING YARDS

The Rozelle Rail Marshalling Yards occupies reclaimed land that was once part of the estuary to Rozelle Bay. The rail lines were approved in 1914 to solve the congestion of the freight train network particularly at Darling Harbour so they could move independently of passenger trains. The marshalling yards were crucial for connecting the State's freight rail network with Sydney harbour ports and international shipping. Most of this area of Bays West is being impacted by the Rozelle Interchange works but there remain opportunities within these works to retrospectively interpreting the importance theses within this project and preserving the interpretation of this key gateway into the core development area of the Bays West precinct. The team has identified the potential for the Rozelle Rail Marshalling Yard potential for listing of cutting a far western end beyond the Catherine St Bridge to warrant consideration of heritage listing as per the cutting in Pyrmont.

The recent Westconnex work and construction zone has impacted the Rozelle Rail Marshalling Yards with the removal or displacement of heritage-listed rail remnants. At the completion of this infrastructure project, there is a unique opportunity to reinstate the historic artefacts and create an interpretation feature that acknowledges and celebrates the history of the site.

IMAGE A.23 Rail tracks and gantries in the Former Rozelle Rail Marshalling Yards



RAILWAYS, CUTTINGS & ASSOCIATED TRANSPORT INFRASTRUCTURE

Throughout the Bays West precinct there were various railways, cuttings and associated transport infrastructure which link most of the five destinations. These rail lines have exceptional significance in demonstrating the interdependencies of the destinations in their growth and evolution; particularly in relation to coal and grain transport, but also in support of other industry.

The most obvious are the rail lines and spur ways connecting Rozelle Rail Yards with White Bay Power Station, White Bay, and Glebe Island. These rail lines have exceptional significance in demonstrating the interdependencies of the destinations in their growth and evolution, particularly in relation to coal and grain transport, but also in support of other industry. These rail lines connected back into Sydney's broader rail network, which included other industrial precincts such as Darling Harbour and the metropolitan goods line (now disused). Several heritage items are associated with the rail lines including the Yardmaster Office near White Bay Power Station (c1943) and Victoria Road Bridge (c1913).

IMAGE A.24 Locomotive hauling container train at Balmain container terminal / National Library of Australia



CATHERINE STREET RAILWAY BRIDGE

Catherine Street Railway Bridge is located towards to western extent of the Rozelle Rail Yards portion of the site and is to the west of the CESLR compound. The bridge is a road bridge over the rail tracks and links between Lilyfield Road and City West link and provides one of the few local links between Annandale and Lilyfield given the rail infrastructure. The following statement of significance is provided on the NSW Office of Environment and Heritage Database:

The Lilyfield (Catherine Street) overbridge has local significance as a good representative example of a large brick overbridge constructed in the 1920s as part of the NSW railway network. The overbridge was constructed to carry vehicle traffic across the Rozelle Goods Yard and the tracks of the Metropolitan Goods Line and is thus associated with the separate railway network built between 1910 and 1922 for freight trains to traverse the metropolitan area independent of the passenger train network. It is an important functioning component of the inner Sydney road and rail network and a tangible link to the former goods line and yards.

Given the relationship with the Rozelle Rail Yards this item may offer opportunities for interpretation.

IMAGE A.25 Catherine Street Railway Bridge from the former Rozelle Rail Yard / Mark Dunn

Non-Indigenous Heritage

A.2 PLACE EVOLUTION



SUBTERRANEAN FEATURES

The Bays West Precinct and its surrounding area contain various associated subterranean cables, tunnels, and water channels. One primary example is the inlet and outlet channels, located in White Bay and Rozelle Bay respectively, that relate to the former operation of the White Bay Power Station. The subterranean channels which run directly under the building's Turbine Hall formed part of its heat exchange system, feeding water into the building to cool the machinery and then discharging it out into Rozelle Bay. Associated with the channels are two penstocks, located adjacent to the White Bay Power Station. The channels and penstocks are largely intact and should be considered in terms of the State Heritage listing of the Power Station.

There is also a cable tunnel approximately 3m wide and 3m high connecting the Rozelle Marshalling Yards under Rozelle to the Control Room of the White Bay Power Station. Other subterranean features are known about, but many have not been mapped.

IMAGE A.26 Electrical cabling conduits running from White Bay Power Station to Rozelle Rail Yards



SEA WALLS

The Bays West Precinct retains a considerable water frontage, although it is almost completely artificially constructed - built for berthing and maritime uses. White Bay contains one of only two deep water berthing zones located west of the Sydney Harbour Bridge. The sea walls have been built up over time, using a variety of materials. They mainly consist of sandstone blocks close to the White Bay Power Station, and more modern concrete walls with rubber buffers around Glebe Island and White Bay. Subject to further study, the sea walls are understood to be relatively modern with very little heritage value.

IMAGE A.27 Timber wharf in front of sea wall on the north-west edge of Glebe Island



SYDNEY HERITAGE FLEET AND ROZELLE BAY FORESHORE

The Sydney Heritage Fleet and Rozelle Bay Foreshore are highly visible elements of the Bays West precinct for drivers and the pedestrians on the Anzac Bridge, the southern end of Victoria Rd, The Crescent at the head of Rozelle Bay and to the immediate north-west of Rozelle Bay. These components are emblematic of the maritime history of the Bays Precinct with the interesting grit and grain of the Rozelle Bay foreshore. The large vessel, the John Oxley, being repaired by the Sydney Heritage Fleet has become part of the local landmarks which identify the precinct to Sydneysiders. Many of the components in Rozelle Bay are not in a fixed location so it was agreed that the approach could be more flexible. The focus is on the retention of the unique character and retaining vessels in a suitable location within the broader precinct.

IMAGE A.28 Boats moored at Rozelle Bay as part of the Sydney Heritage Fleet



WHITE BAY CRUISE TERMINAL

The White Bay Cruise Terminal is not a heritage listed item as it is a relatively new building, beginning operation in 2013. However, this award-winning building is recognised for its sensitive place-based response through the integration of the former gantry elements into the building – providing both architectural quality and an interpretation value. Given there are a number of significant views of this item across the water from Jacksons Landing and Pirrama Park along with other Pyrmont foreshore areas and the eastern end of the Balmain Peninsula, any built form along the eastern face of Glebe Island needs to consider its impacts on the existing views. Views from within the precinct and particularly across the water were noted as being of significance and should be preserved for the full length of the foreshore promenade to Glebe Island and the head of White Bay.

IMAGE A.29 White Bay Cruise Terminal / Ethan Rohloff

A.3

PLACE ANALYSIS



NATURAL ENVIRONMENT

GEOMORPHOLOGY

Sydney Harbour is considered a drowned river valley and is characterised by steep banks of carved Sydney sandstone eroded by water. The configuration of the entire estuary and the orientation of the bays and shorelines are a result of the underlying faults and fractures, the lines of least resistance to water. Water has and continues to shape this place.

At the end of the last glacial period, the sea advanced and drowned the major river valley forming a flood tide delta. At a finer grain smaller water courses also deposited sediments where they met with the sea. The after effect of this series of geological and hydrological processes over a long period of time have resulted in the topography of sandstone peninsulas we see today.

The identity of the Bays West Precinct is bound to its waterfront. However, since European settlement there have been a number of significant man-made interventions and modifications to the foreshore and surrounding topography.

The Precinct encompasses large areas of land created by reclamation dating from the mid-19th to mid-20th century. The zone defined as White Bay (including the Cruise Terminal), the area around the White Bay Power Station, and the eastern portion of Rozelle Bay are all predominantly composed of reclaimed land.

Foreshore reclamation and the flattening of Glebe Island dates back to the 1840s, with only remnants of its original sandstone outcrop remaining. Similarly, the Rozelle Rail Yards were formed by a combination of land reclamation (part of an estuary of Rozelle Bay) and the cutting back of the existing escarpment.



IMAGE A.30 Sandstone wall fringed with native grasses



IMAGE A.31 Rugged sandstone coastline. This example is in Watson's Bay which is a peninsula that sits at the mouth of Sydney Harbour to the Pacific Ocean / Viator








IMAGE A.32 Sydney Harbour from 16,000 feet, 1996 / David Moore


GEOMORPHOLOGY

LEGEND

 Bays West Site

-  Filled or reworked soils, man made
-  Hawkesbury sandstone
-  Residual soils on shale
-  Ashfield Shale
-  Intertidal Flat

Source: *Geology / Soil landscapes, from Chapman and Murphy, 1989.*

 Great Sydney Dyke

Source: *The Geology and Engineering Geology of the 'Great Sydney Dyke' Sydney NSW, Dale, Rickwood and Won, 1997*

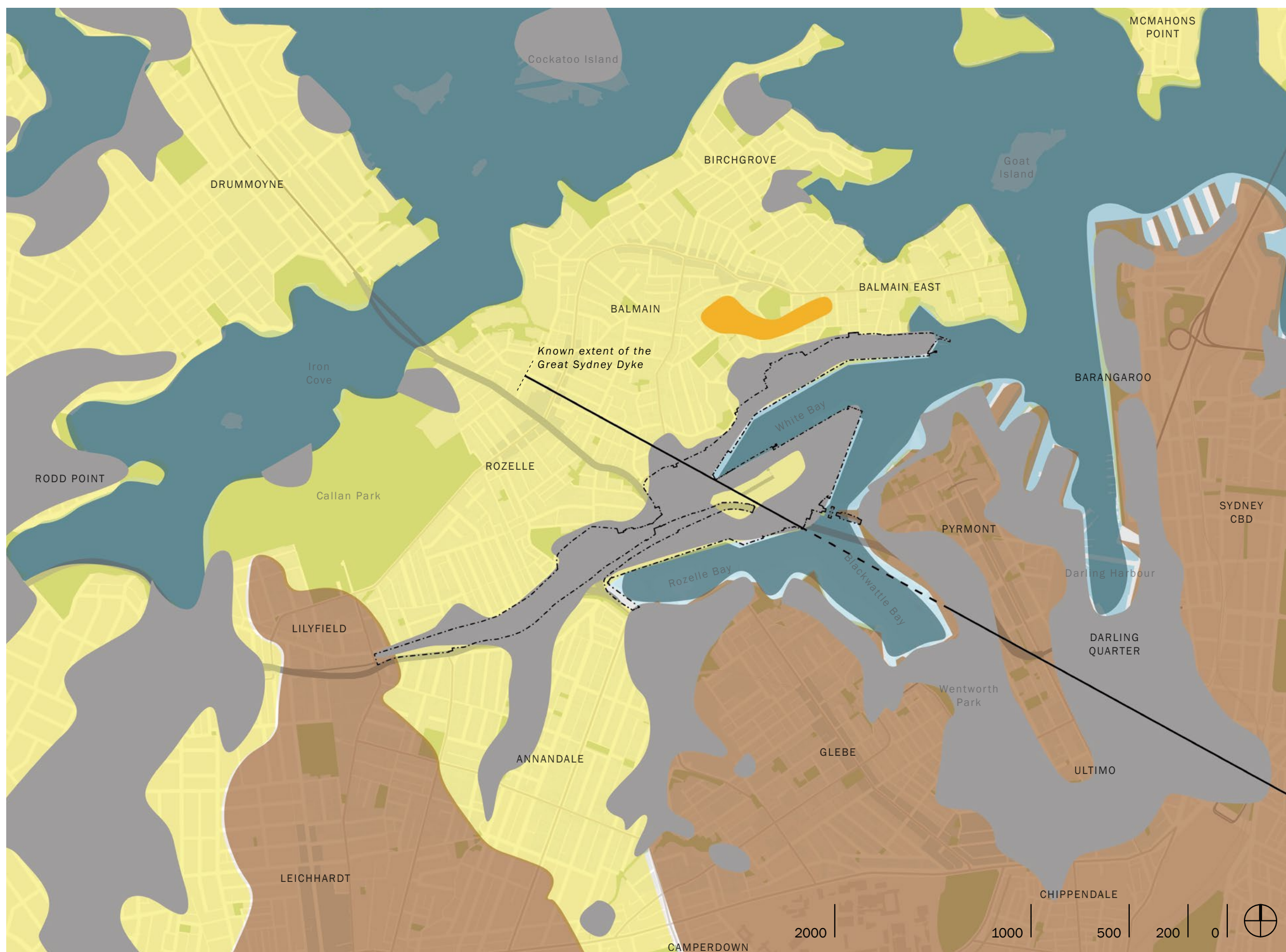


DIAGRAM A.12 Geomorphology across and the Bays West site and surrounds

Scale 1:20,000 @ A3
129

TOPOGRAPHY AND BATHYMETRY

The topography of the site varies between steep escarpments and flatter transition areas along the waterfront edge. To date the predominant forces shaping this landscape have been the slow erosion effects of waterways flowing towards the harbour and man-made interventions such as cutting and reclamation.

There is a direct link between the Precinct's geomorphology, hydrology, and topography that has influenced its former and current uses. As a drowned river valley, early development patterns in Sydney followed the ridges, with parkland areas often located in the valleys. The deep bathymetry and sheltered nature of Sydney Harbour made it an ideal place for port and maritime operations.

With the expansion of industry post European settlement, interventions were made to the existing place characteristics to further optimise the harbour's capacity for port and maritime industrial processes in close proximity to the city.

Today, Bays West exists as disconnected 'island-like' piece of Sydney's Inner West. With significant portions of the Precinct's boundary defined by steep topography transitions and its current uses all facing towards and relying upon the harbour edge, there is little association or integration with the surrounding neighbourhoods.

With the removal of commercial port trade uses from other areas of Sydney Harbour to make way for foreshore redevelopment (such as Barangaroo), Bays West now provided the last remaining deep-water common user berths with landside support in Sydney. As such, the NSW Government recognises the water berths at Glebe Island and White Bay to be of long-term strategic importance, and a need to retain and integrate these uses with the future development of the Precinct.



IMAGE A.33 White Bay Cruise Terminal / Ethan Rohloff

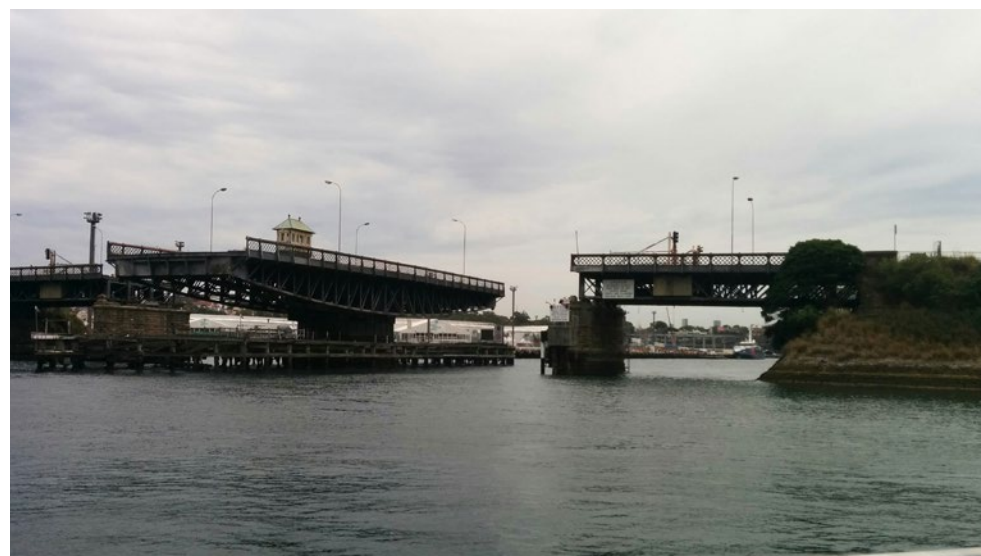


IMAGE A.34 Glebe Island Bridge



IMAGE A.35 Sandstone escarpment, White Bay








IMAGE A.36 View from Victoria Road on White Bay Power Station site



IMAGE A.37 Sandstone escarpment along Robert Street

TOPOGRAPHY AND BATHYMETRY

LEGEND

-  Bays West Site
-  Extent of Bathymetry Information
-  Contour (2m Interval)
-  High Level Underwater
-  Deep Level Underwater

Source: NSW OEH Topography data



DIAGRAM A.13 Topography and bathymetry of the Bays West site and surrounds

There are significant water catchment areas that feed towards Bays West, and in some instances steep grades result in these waters traveling at speed and in significant quantity.

The Rozelle Rail Yards currently performs a key role in slowing and storing overland flow waters during a storm event. This area is currently being developed as part of the WestConnex Rozelle Interchange project, and so details on specifics relative to stormwater management, flooding, and WSUD are still being finalised. However, changes to the landform and/or reliance on channelised waterways will present significant challenges in rehabilitating water ecologies at the head of Rozelle Bay. Details on the assumed speed and quantity of water being discharged into Rozelle Bay via the new Rozelle Rail Yards Parklands were not provided for this study.

There are large extents of the site which are subject to flooding. This is seen as resulting from both the extensive land reclamation that has taken place within the Precinct and the de-naturalisation of creek lines. We note ongoing efforts by local authorities, particularly along Johnston Creek and Whites Creek, to provide more naturalised waterway systems and improve the overall water quality entering the bays.

Early flood studies specifically around the White Bay Power Station identified a number of significant flooding issues. It was noted that the site is currently inundated by stormwater from its upstream catchment in storm events from the 5 year ARI, and that the existing truck stormwater infrastructure serving this catchment has a capacity substantially less than the 20 year ARI. It was also noted that existing site levels are below the sea wall crest elevations likely required to respond to sea level rise as a result of climate change. However, raising site levels to address this will have implications for managing the substantial overland flow from upstream, and will likely require regrading of the adjacent roads.

As a harbour-side Precinct, the projected sea level rise due to climate change is a significant factor, which needs to be properly addressed early in the staged redevelopment of the site to ensure its longevity and resilience.



IMAGE A.38 Sydney Fish Markets / Adventurous Trails



IMAGE A.39 Rozelle Bay edge condition, Jubilee Park Glebe / Keegan Lovell



IMAGE A.40 White Bay Cruise Terminal / **Fielders**

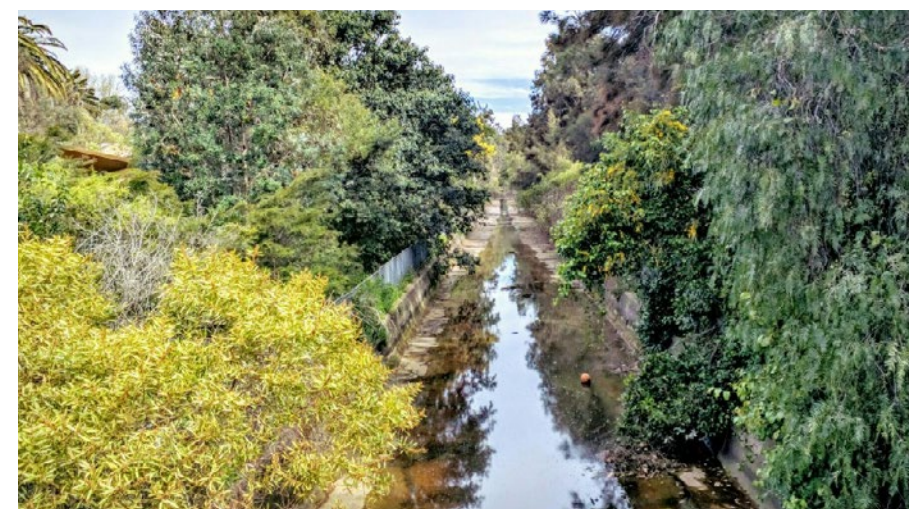


IMAGE A.41 White's Creek in Annandale / Postcard Sydney

HYDROLOGY AND FLOODING

LEGEND

--- Bays West Site

- - - Catchment Area

→ Canals

Wetlands

Urban Growth NSW, Water Quality Strategy The Bays, October 2016

City of Sydney Floodplain Management Plan, no date

Parramatta River Catchment Group, no date

North Sydney Water Management Plan, 2010-2015

Indicative 5yr Flood Extent

Indicative 100yr ARI Flood Extent

PMF Flood Extent

Source: City of Sydney Council, Inner West Council, Leichhardt Council, Leichhardt Floodplain Risk Management Study and Plan, 2017

/// Areas with unavailable flood information

NOTE:

AVERAGE RECURRENCE INTERVAL (ARI)

The long-term average number of years between the occurrence of a flood as big as or larger than the selected event. ARI is another way of expressing the likelihood of occurrence of a flood event.

PROBABLE MAXIMUM FLOOD (PMF)

The PMF is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation, with the worst flood producing catchment conditions. The PMF defines the extent of flood prone land, that is, the floodplain.

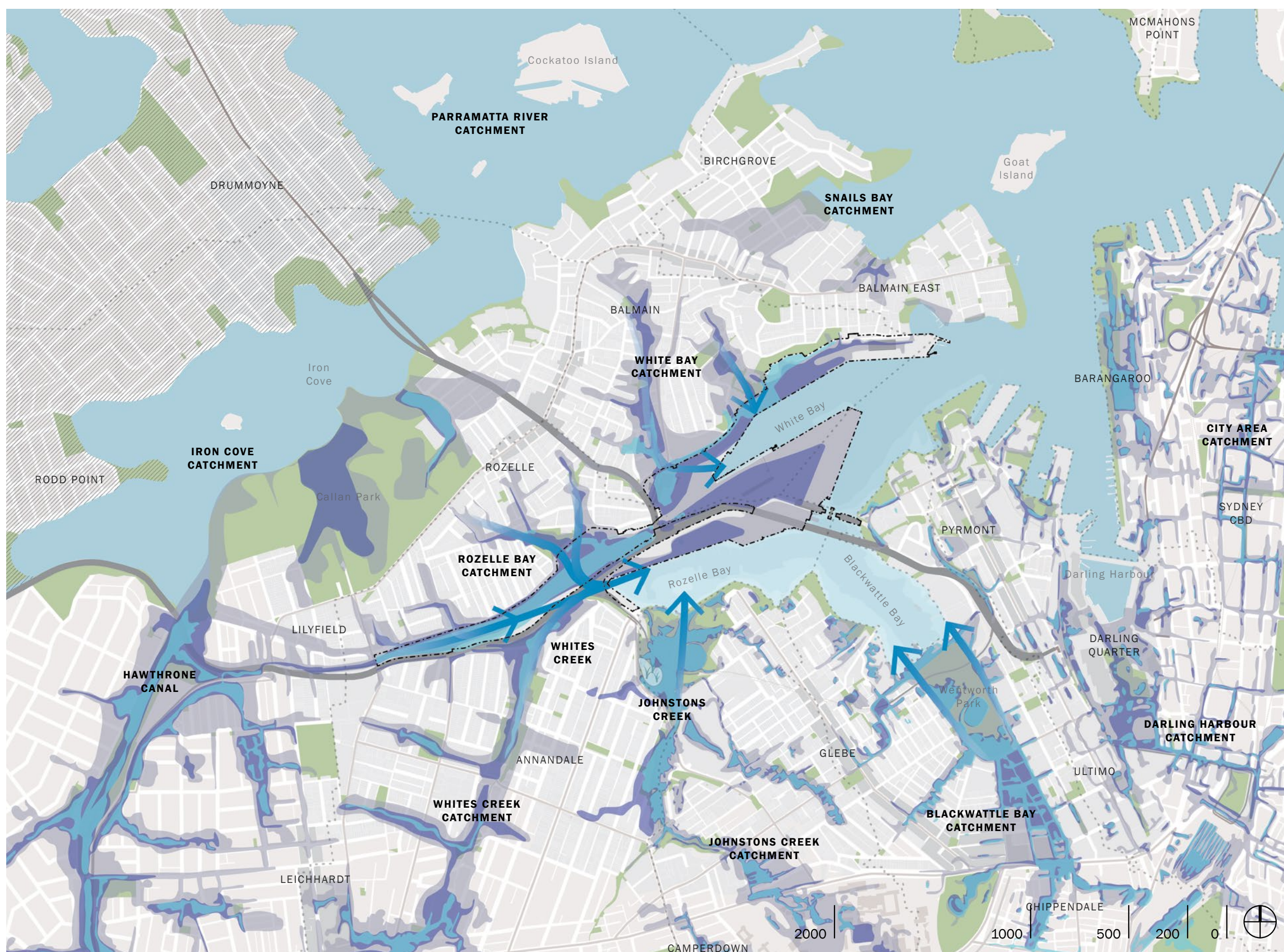


DIAGRAM A.14 Hydrology and Flooding information across and the Bays West site and surrounds

Scale 1:20,000 @ A3
133

FORMER ECOLOGIES

Sandy coastlines, peat, and mudflats once extended as generous intertidal zones along the harbour edge of Bays West, mitigating the erosive qualities of water and providing specific habitat areas.

Heath and woodland forests capped the ridges and clung along escarpments and sandstone outcrops, while several creek lines tracked rain water from what we now know as Balmain, Lilyfield, Rozelle, Annandale, and Glebe into streams.

Natural systems evolved to slow and filter the water. In these places there were diverse ecosystems with interlinked communities of flora and fauna.

The rocky waterfront along Rozelle Bay and the swamp associated with the White Creek estuary would have featured vegetation characteristic of similar environments around Sydney Harbour. Estuarine wetlands were influenced by the salinity of the water and are characterised by mangroves and saltmarsh. Where the shoreline is rocky and the estuary is deep, mangroves can establish a hold and are restricted to a narrow line along the shore. Saltmarsh can be found between the mangroves and the shoreline. Estuarine wetlands have generally survived well and most of their destruction has been due to landfill tipping and construction.



IMAGE A.42 Seagrass that is found the southern areas of Australia / Jackie Pocklington

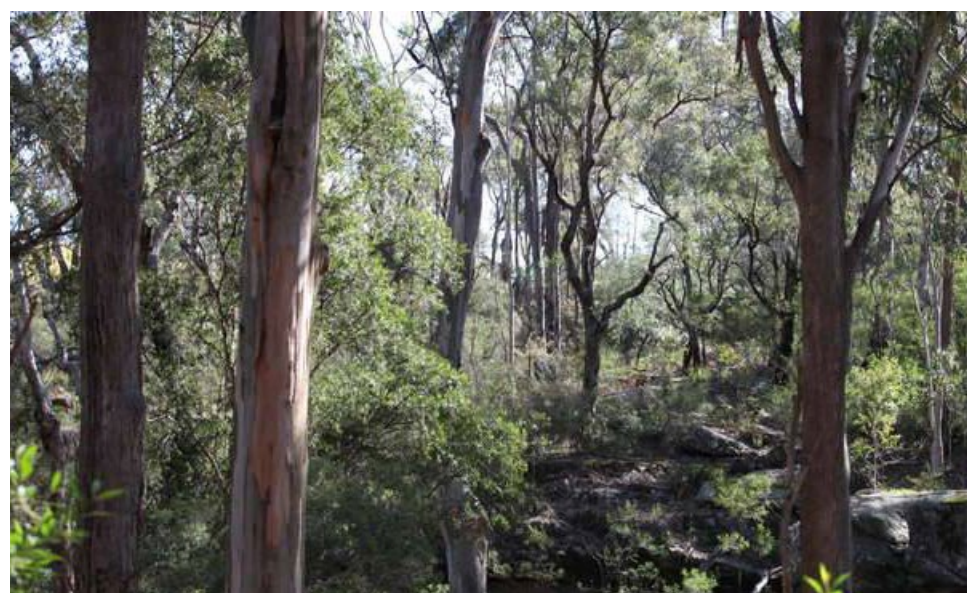


IMAGE A.43 Example of Sandstone Heath Woodland/Forest / Georges Riverkeeper



IMAGE A.44 Turpentine Ironbark forest / Georges Riverkeeper



IMAGE A.45 Mangrove ecosystem in Gladesville / Len Cordiner

FORMER ECOLOGIES

LEGEND

- Bays West Site
- 1788 shoreline
- Sandstone Heath Woodland/Forest
- Shale
- Sandy Peat and Mudflats
- Mangrove Swamp and Saltmarsh
- Turpentine-Ironbark Forest

Map was drawn from information interpreted and extrapolated from Benson, D. H. & Howell, Jocelyn, 1944- & Royal Botanic Gardens (Sydney, N.S.W.) (1990). Taken for granted: the bushland of Sydney and its suburbs.

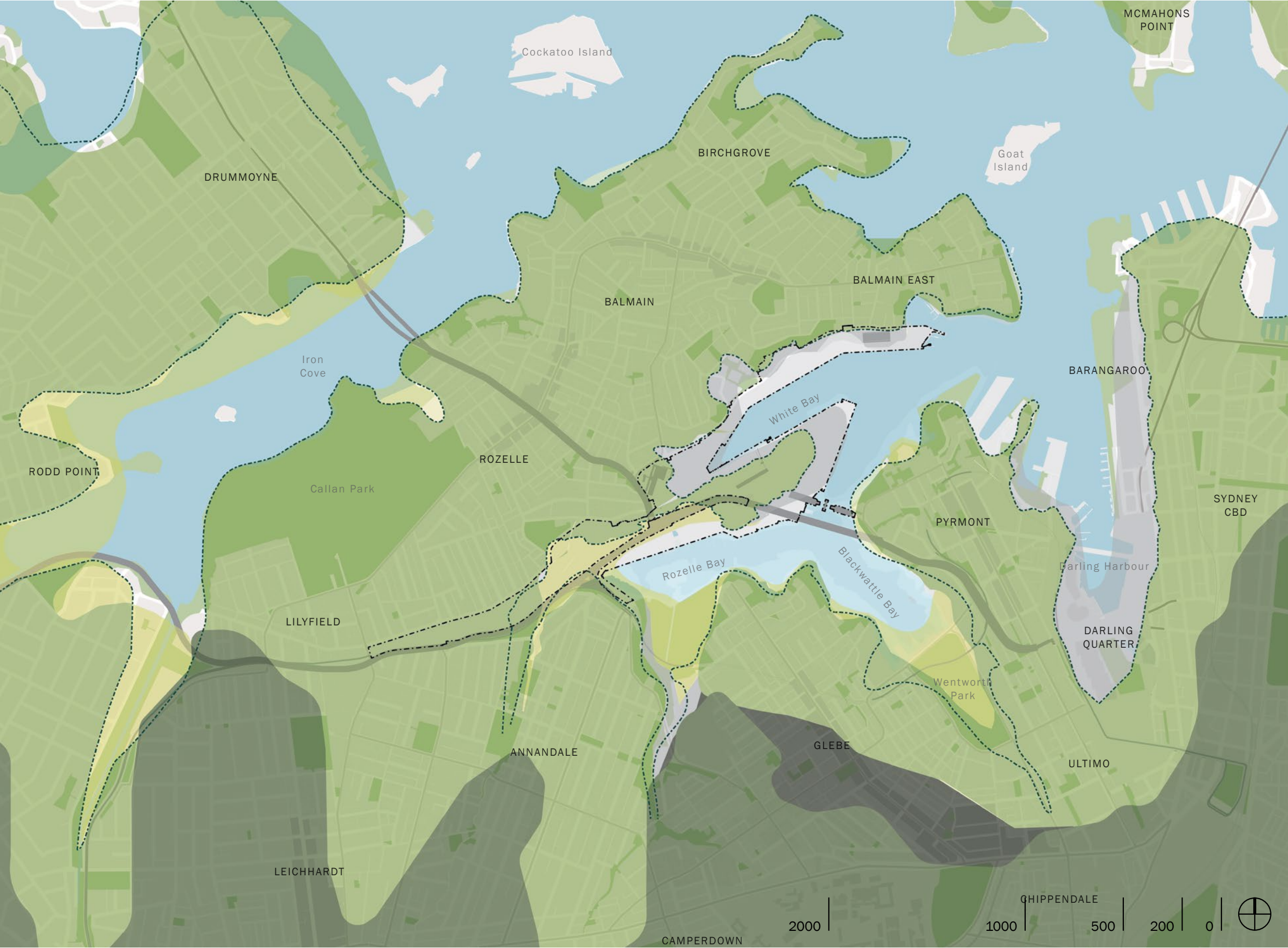


DIAGRAM A.15 Former Ecological Zones across the Bays West site and surrounds

CURRENT ECOLOGIES

The subsequent waves of industrialisation throughout the 19th and 20th century achieved significant advances in technology and living standards, but not without consequence. As we know, the legacy of this progress and development in and around the Precinct has eroded local ecologies, compromised ecosystems, and threatened species.

Polluting industries, land clearing, the channeling of natural waterways, the infilling of former estuaries, and repeated land reclamation within the bays have all significantly affected the natural land patterns.

The ease of trade that Sydney Harbour provided left a legacy of infilled bays, stripped and lowered seabeds, polluted land and waterways, all resulting in very limited remaining habitat. Post settlement, the majority of the natural flora was progressively removed in Bays West, in line with Sydney's pattern of occupation and growth.

In order to create attractive walkable streets and manage the urban heat island effect, improvements in Sydney's green infrastructure and urban tree canopy are mandated in NSW Government policy documents. The Greater Sydney Region Plan (Objective 30) requires that the urban tree canopy cover is increased, with a specified target

of 40%.

Further guidance is provided in the GANSW Greener Places Design Guide (Draft), where urban tree canopy targets are set-out for different development conditions. For medium and high density development sites outside the CBD (such as Bays West), the urban tree canopy target is greater than 25%.



IMAGE A.46 Wentworth Park in Ultimo / City of Sydney



IMAGE A.47 Path along Johnston's Creek / City of Sydney



IMAGE A.48 Overgrown vegetation at the White Bay Power Station site, alongside Victoria Road



IMAGE A.49 Mangroves in Rozelle Bay, Jubilee Park

CURRENT ECOLOGIES

LEGEND

- Bays West Site
- High vegetation coverage*
- Medium vegetation coverage*
- No vegetation coverage*
- Wetland Protection Area
- Mangrove Forest
- Coastal Headland Banksia
- Swamp Oak Forest
- Dry Sclerophyll Forest
- Sydney Ironbark
- Seagrass Meadows
- Saltmarsh
- Weeds & Exotics
- Urban Native and Exotic Cover

*Vegetation coverage generated from high resolution vegetation imagery and digital aerial photography from 2016 - OEH.

Source: NSW DPIE 'Vegetation Classification' data

Foreshore Habitats and epifaunal species dominating the intertidal and subtidal zones in the Bays Precinct:

- Oysters
- Barnacles
- Macroalgae - Sargassum linearifolium
- Kelp - Ecklonia radiata

The Bays Water Quality Strategy, December 2017



DIAGRAM A.16 Current Ecological Zones across the Bays West site and surrounds

Natural Environment

CLIMATE

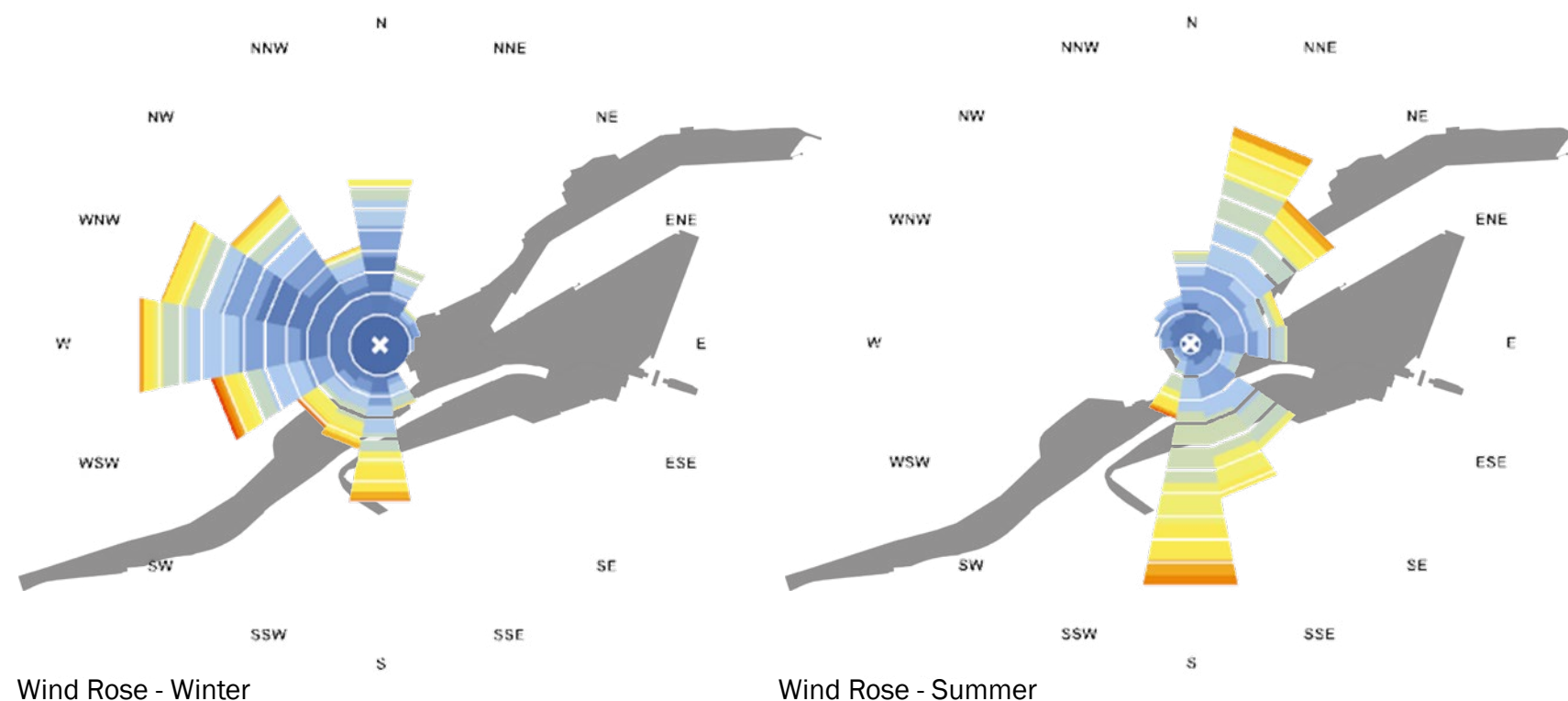
The prevailing wind during winter is from a westerly aspect coming over land with a speed of up to 13m/s. The masterplan should aim to mitigate the cold winter winds. During summer the wind is from a north easterly direction coming from the harbour and from a southerly aspect over land with a speed up to 16m/s, providing a cool relief which the masterplan should capture.

The mean maximum temperature for the Precinct is 25 °C and the mean minimum temperature is 13.8 °C. Forecasting to 2080, temperature is expected to increase by 1.5-2 °C.

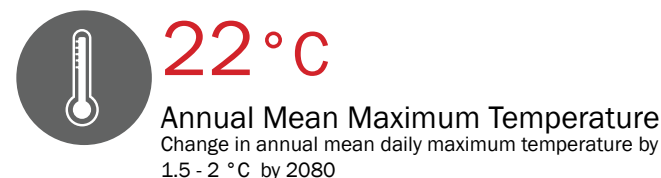
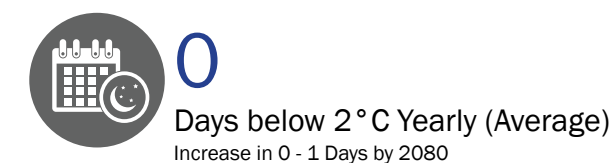
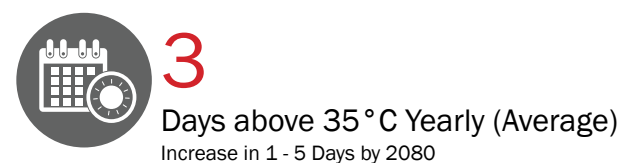
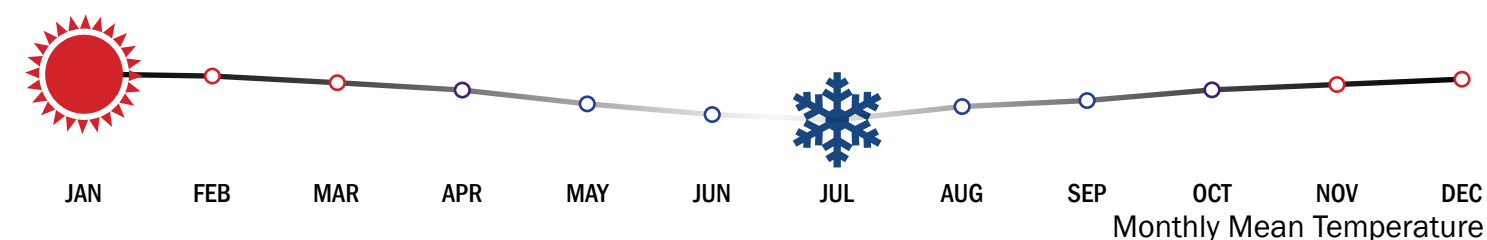
The monthly mean rainfall shows that rain is more prevalent in Autumn months with an average of 143 days of precipitation a year and 1215mm mean rainfall.

A.3 PLACE ANALYSIS

WIND



TEMPERATURE



RAINFALL

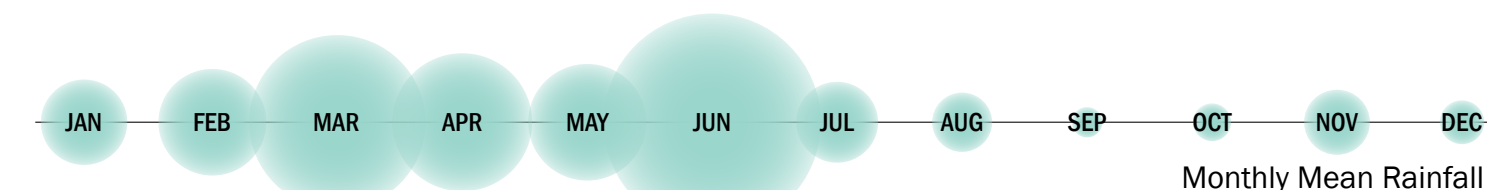


DIAGRAM A.17 Weather and Climate data for Bays West

CLIMATE



DIAGRAM A.18 Hours of Sunlight across the Bays West site and surrounds

LEGEND

▭ Bays West Site

Flooding:

- Watercourses
- Indicative 5yr Flood Extent
- Indicative 100yr ARI Flood Extent
- PMF Flood Extent

Landform:

- Contours 2m apart
- ≡≡≡ Ridgelines

Vegetation Coverage:

- High vegetation coverage*
- Medium vegetation coverage*
- No vegetation coverage*

*Vegetation coverage generated from high resolution vegetation imagery and digital aerial photography from 2016 - OEH.

Source: NSW DPIE 'Vegetation Classification' data

Vegetation Coverage:

- Wetland Protection Area
- Mangrove Forest
- Coastal Headland Banksia
- Swamp Oak Forest
- Dry Sclerophyll Forest
- Sydney Ironbark
- Seagrass Meadows
- Saltmarsh
- Weeds & Exotics
- Urban Native and Exotic Cover

The Bays Water Quality Strategy, December 2017



DIAGRAM A.19 Compilation of Natural Environment factors across the Bays West site and surrounds



RESOURCES & RESILIENCE

WATER QUALITY

White Bay and Rozelle Bay were both defined as having moderate water quality (B+) by state authority research conducted in 2015. However, the water quality of the Bays is greatly impacted by the ongoing industrial and maritime uses within the Precinct. This is due to the uncontrolled, fast moving stormwater runoff from its surrounding catchment areas, nutrient uprisings from underlying sediment due to changes in turbidity, and the increasing role of climate change.

The site's overall water quality is somewhat a reflection of the long-term detrimental impacts of the significant environment interventions it underwent in the late 19th and 20th century. Land reclamation and the mass clearing of established flora in and around the Precinct saw the loss of both land and water ecologies, while the former creek lines were infilled and channelised.

There are opportunities within the scope of the Precinct's redevelopment to re-establish some of these former flow paths through the site. Previous design work on the White Bay Power Station site explored this as an option to resolve existing overland flow and flooding issues, while mitigating the impact of sea level rise and improving the water quality and recreation potential at the head of White Bay. Some recent efforts have also been made by local council and the

community to provide more naturalised waterways (along Johnston Creek and Whites Creek) and improve the overall water quality entering the Bays.

The Rozelle Rail Yards currently performs a key role in the slowing and storing of overland flow waters during a storm event. The new Parklands being delivered as part of the WestConnex Rozelle Interchange project will need to continue to act in this way. Specifics on stormwater management and details on how the design responds to WSUD principles are still being finalised. However, the project's Urban Design & Landscape Plan identifies a number of key features within the Parklands to monitor and improve water quality. These include a new water treatment plant (which processes stormwater pumped out of the motorway tunnel system), a wetland maintained by water from the treatment plant, permeable level soaker zones reserved for playing fields, and vegetated swales which feed surface water run-off towards Rozelle Bay.

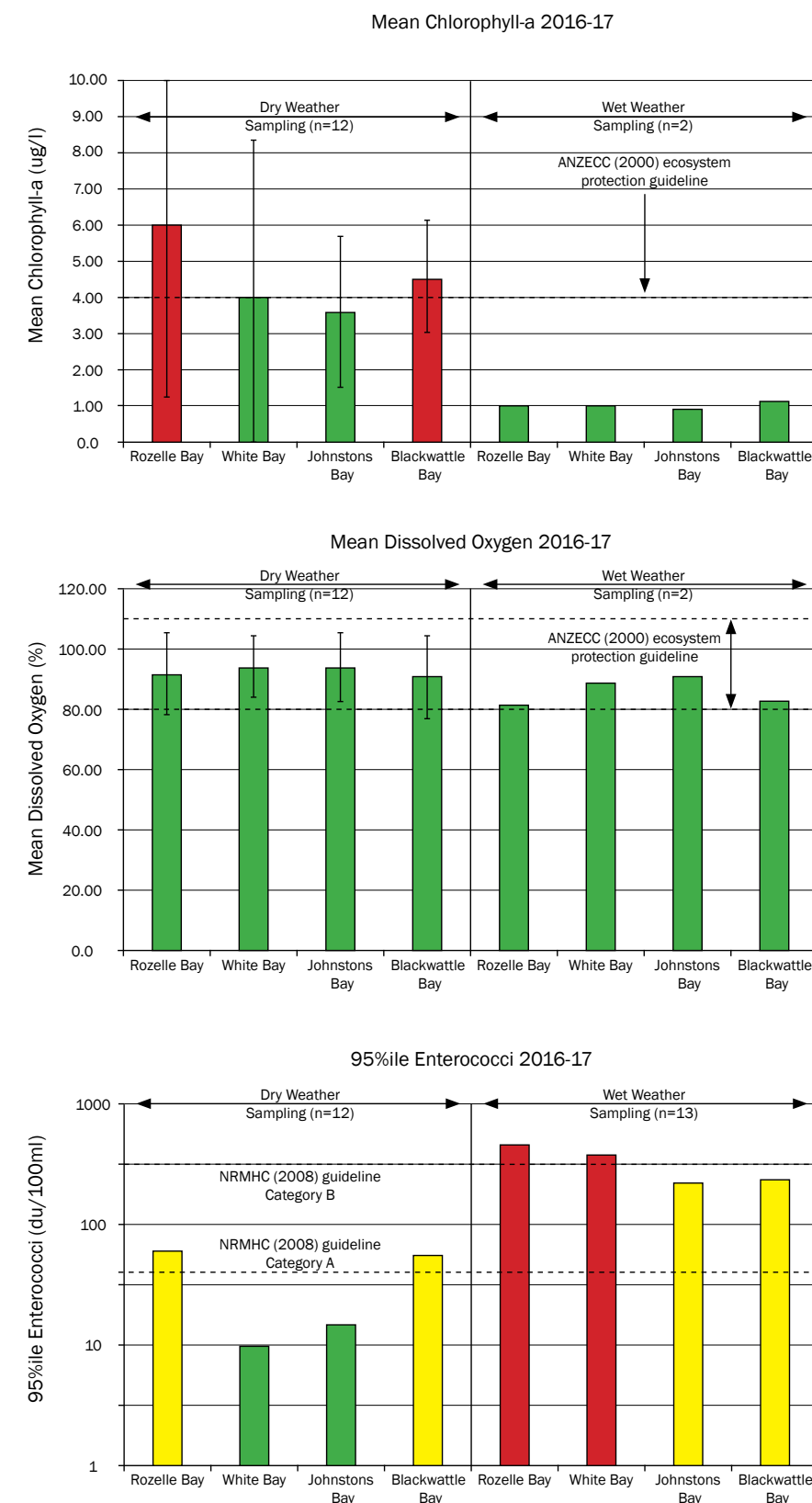
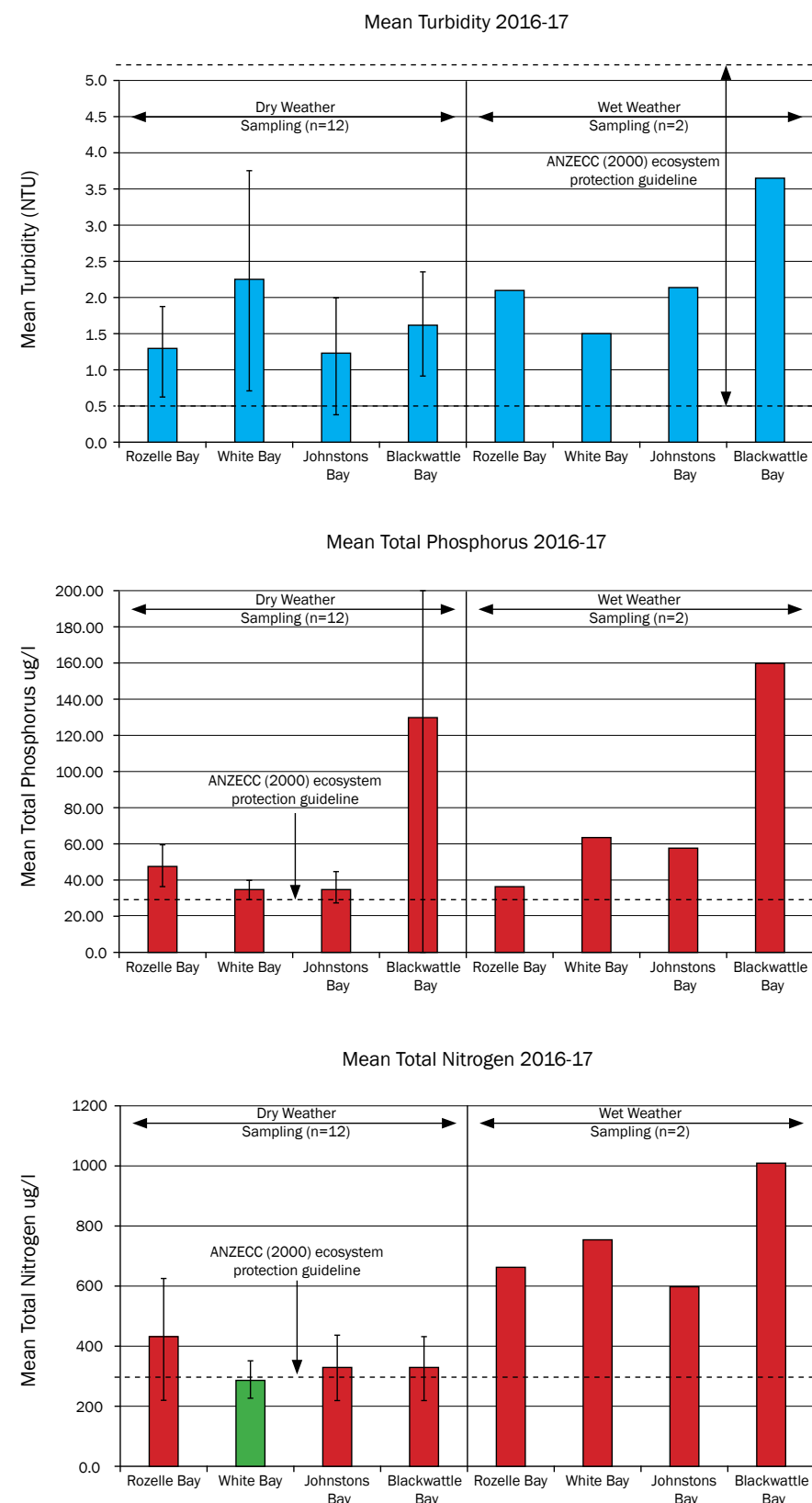


DIAGRAM A.20 Source: The Bays Water Quality Strategy, December 2017 / UrbanGrowth NSW Development Cooperation

WATER QUALITY

LEGEND

Bays West Site

Micro-plastics fragments per 100ml:

- 11 - 21
- 22 - 40

DDT in surface sediment (measured in parts per billion):

- >50
- 5 - 50
- <5

Distribution of Lead in bottom sediments:

- > 400
- 300 - 400
- 200 - 300
- 100 - 200
- < 100

Water Quality:

- Grade A
- Grade B+
- Grade B

Source: The Bays Water Quality Strategy, December 2017, UrbanGrowth NSW Development Cooperation

BAYS WEST STRATEGIC PLACE FRAMEWORK

AUGUST 30, 2021

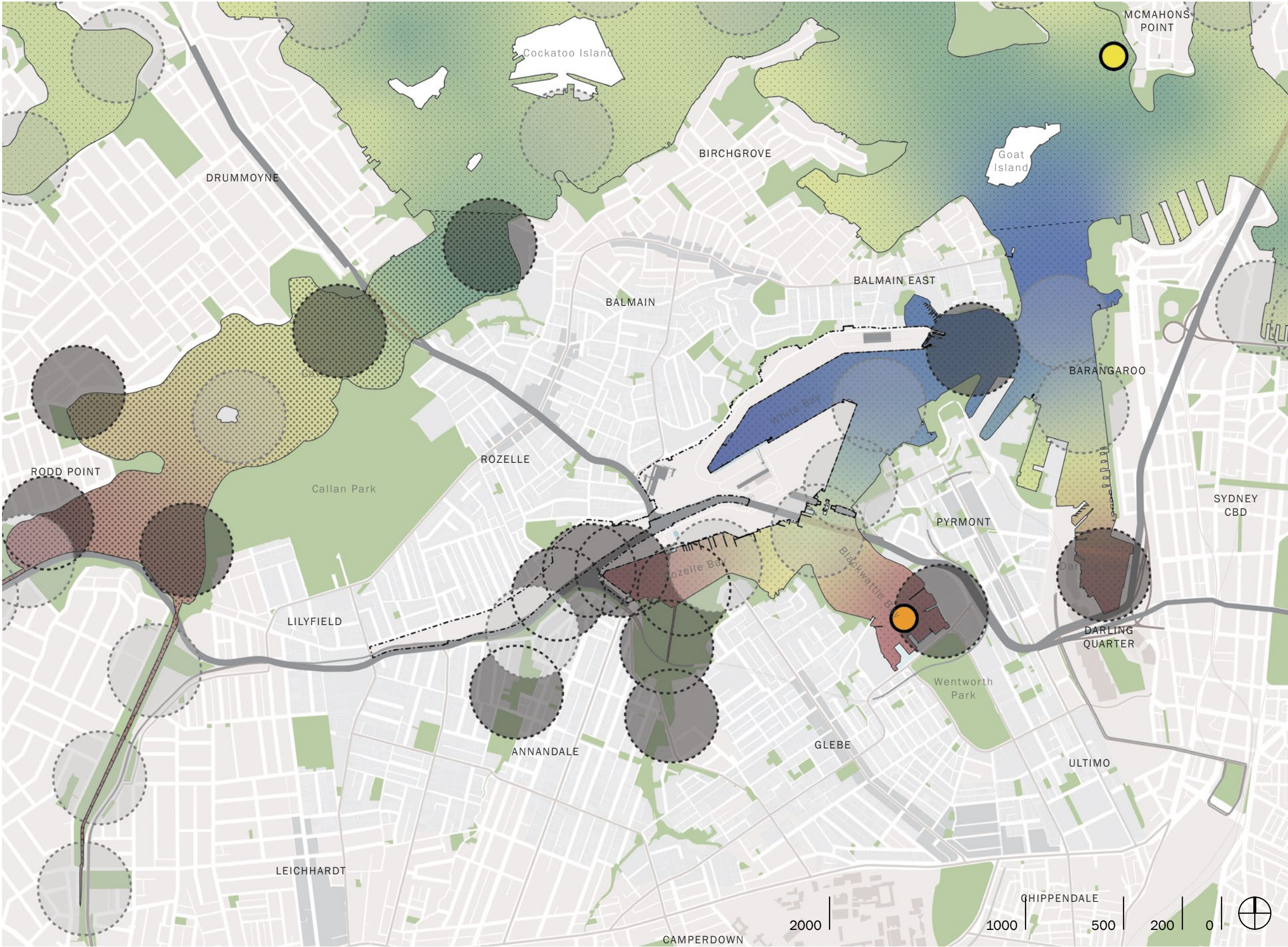


DIAGRAM A.21 Water quality information across the Bays West site and surrounds

Scale 1:20,000 @ A3

143

CONTAMINATION

The known historical uses across the Precinct bring with them a range of potential contamination issue to be appropriately addressed to facilitate redevelopment and occupation at Bays West.

A Preliminary Contamination Assessment of the Precinct was carried out in 2014, identifying Areas of Environmental Concern (AEC) and the associated Contaminants of Potential Concern (COPCs). Risk ratings based on the site's specific use history and known contamination were determined for each of the AEC. The areas within the Precinct deemed to present a high risk can be identified in the following mapping.

Potential contaminants include heavy metals, PAHs, TPH, VOCs, asbestos, PCBs, TBT, herbicides and OCPs, ground gases, and acid sulfate soils. The potential affected media identified within the study area include soils, sediments, groundwater, and vapours.

The source of contamination varies based on the type of contaminant. Potential sources of heavy metals and PAHs (polycyclic aromatic hydrocarbons - typically associated with the burning of coal, crude oil, and gasoline) include former industrial land, railway corridors, and fill material used during land reclamation. The land adjacent to the White Bay Power Station poses a significant

contamination risk, while known sources of contamination existing within the building itself (eg. substations, transformers, and deteriorated metalwork).

More detailed (intrusive) contamination investigations are required to be undertaken in order to assess the appropriate remediation and management plans needed to address any potential risks to human health or the environment, and ensure the long-term suitability of the Precinct for its proposed new uses.



IMAGE A.50 White Bay Power Station, 1930 / NSWGR Archives



IMAGE A.51 Glebe Island Wheat Silos, 1920 / State Library of NSW



IMAGE A.52 Research project at White Bay Power Station to review effectiveness of plants for contamination treatment



IMAGE A.53 PPE is needed while on site visits to White Bay Power Station site

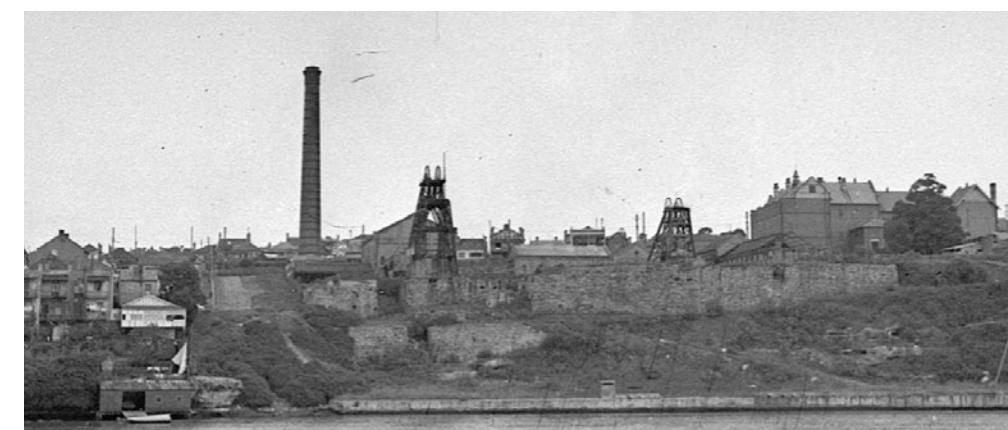


IMAGE A.54 Balmain Coalmine, 1950 / State Library of NSW



IMAGE A.55 White Bay Power Station, 1958 / Electricity Commission of New South Wales

CONTAMINATION

LEGEND

Bays West Site

- High
- Medium
- Low

Source: Preliminary Contamination Assessment
'Bays Precinct', JBS&G 2014

Chemical and toxicity scores:

- Stratum Boundary
- Highly degraded
- Moderately degraded
- Slightly degraded

Sediment Quality :

- Grade B
- Grade F

Source: The Bays Water Quality Strategy, December
2017, UrbanGrowth NSW Development Cooperation

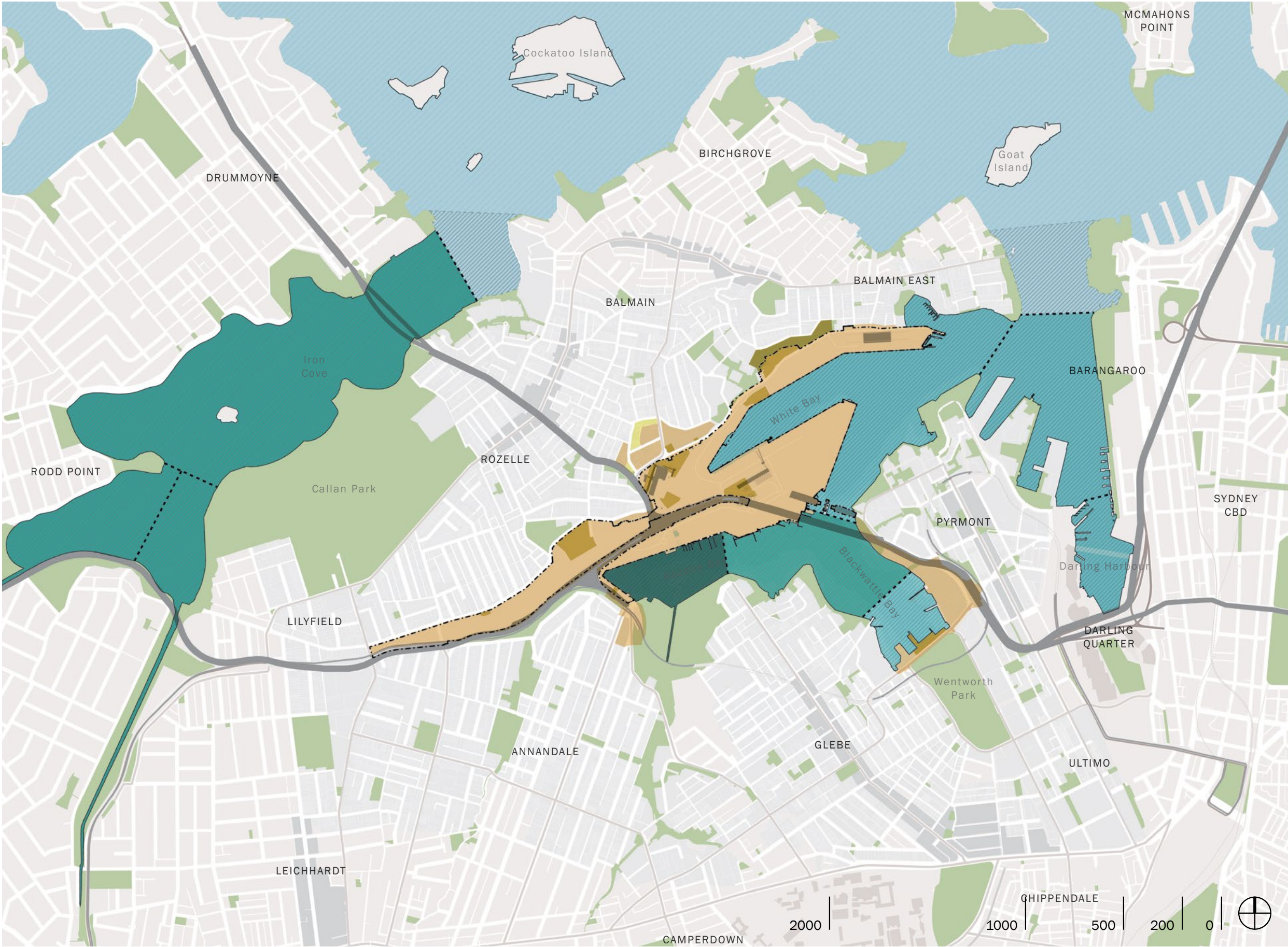


DIAGRAM A.22 Contamination information across the Bays West site and surrounds

UTILITY AND EASEMENTS

There is a large network of utilities that run through the precinct, which development may potentially connect to, and be conscious of, during development.

Easements have also been identified which are areas that must be accessible at all times, limiting development opportunity.

The utilities and easement diagrams on the adjacent page are indicative and are based on information supplied by others. Detailed investigation will need to be undertaken to verify and update utilities and easement information.

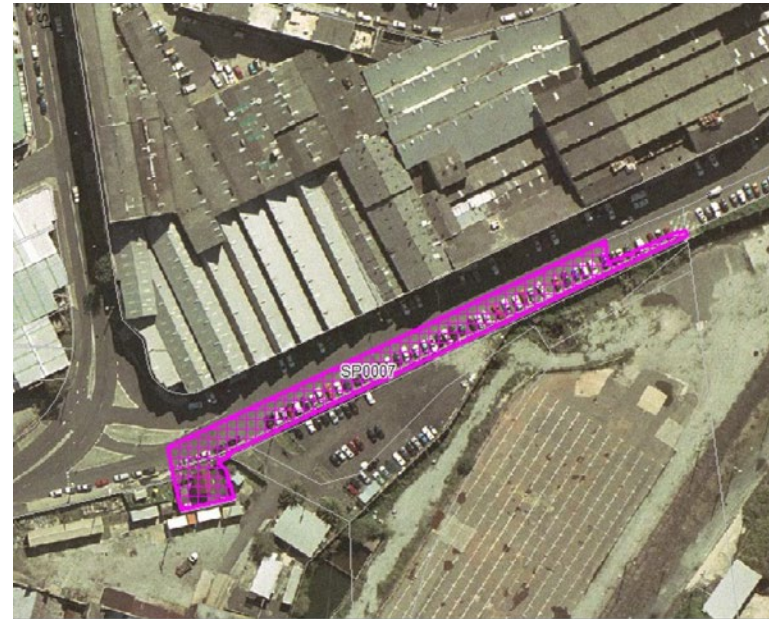


IMAGE A.56 Curtilage Plan for Sewage Pumping Station 7 / Sydney Water



IMAGE A.57 Beattie Street Stormwater Channel 15 / State Archive and Records



IMAGE A.58 Beattie Street Stormwater looking south with White Bay Power Station / Department of Environment & Heritage



IMAGE A.59 Sewage Pumping Station 7 / Sydney Water

UTILITY AND EASEMENTS

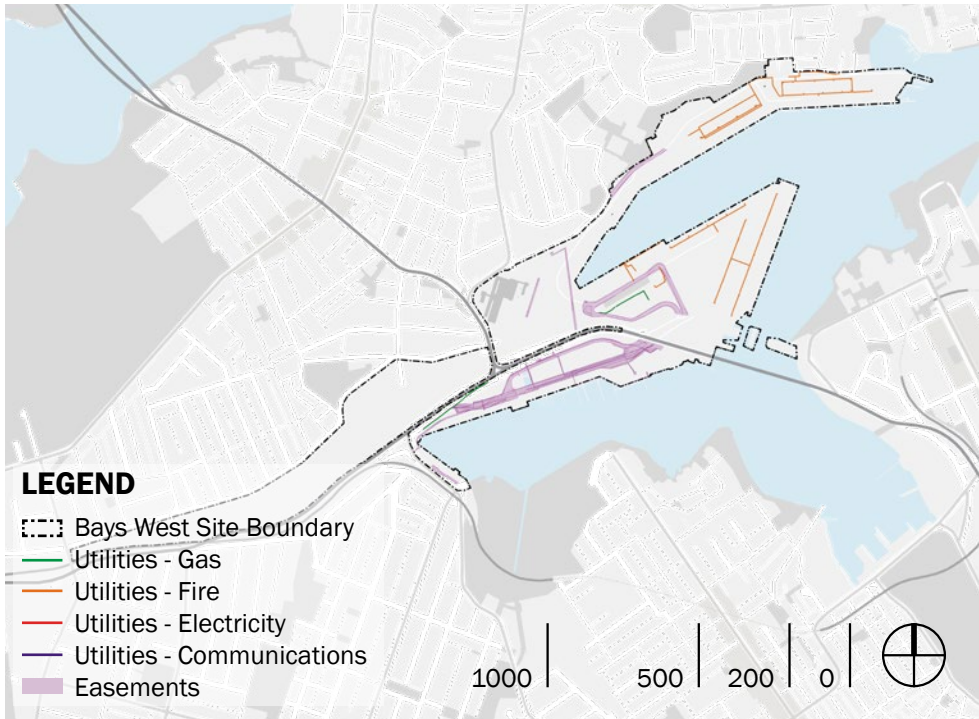


DIAGRAM A.23 Gas & Fire Utilities

Scale 1:25,000 @ A3

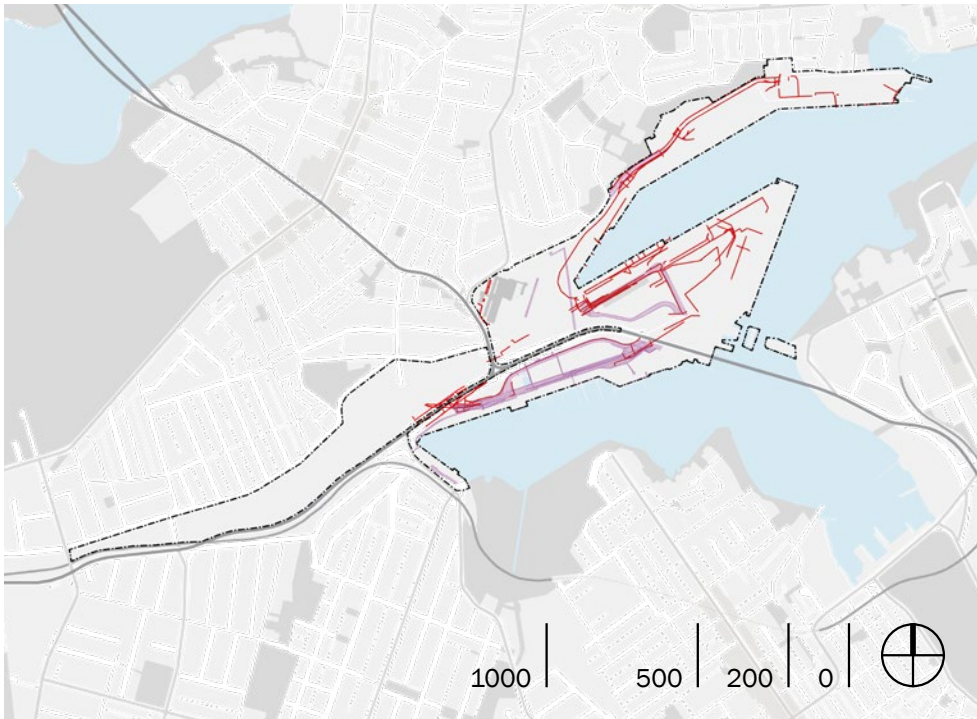


DIAGRAM A.24 Electricity Utilities

Scale 1:25,000 @ A3

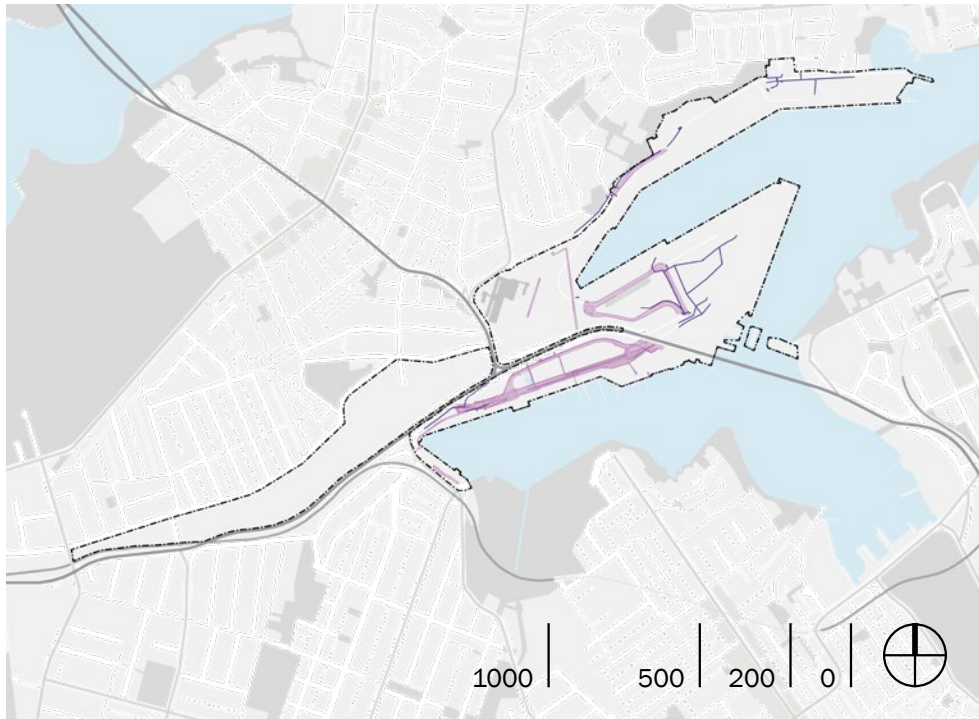


DIAGRAM A.25 Communications Utilities

Scale 1:25,000 @ A3

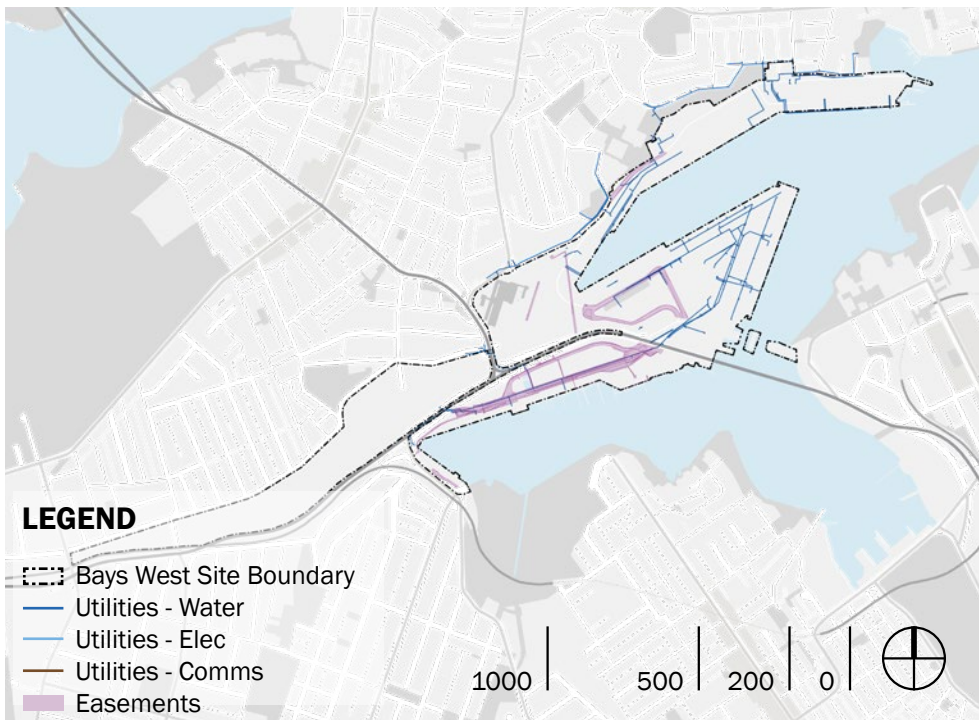


DIAGRAM A.26 Water Utilities

Scale 1:25,000 @ A3

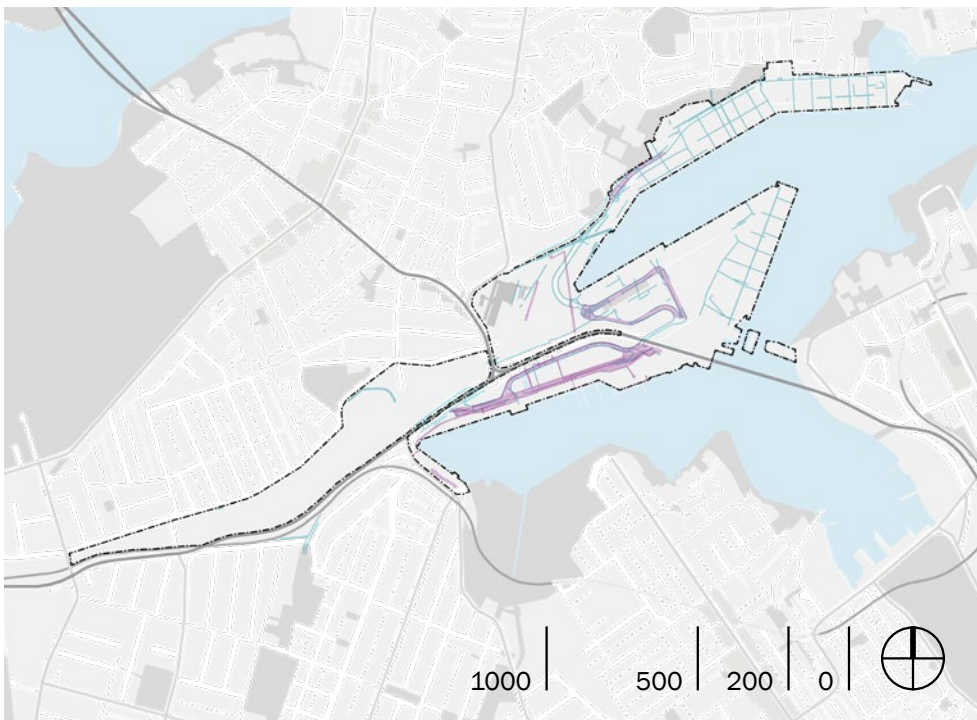


DIAGRAM A.27 Stormwater Utilities

Scale 1:25,000 @ A3

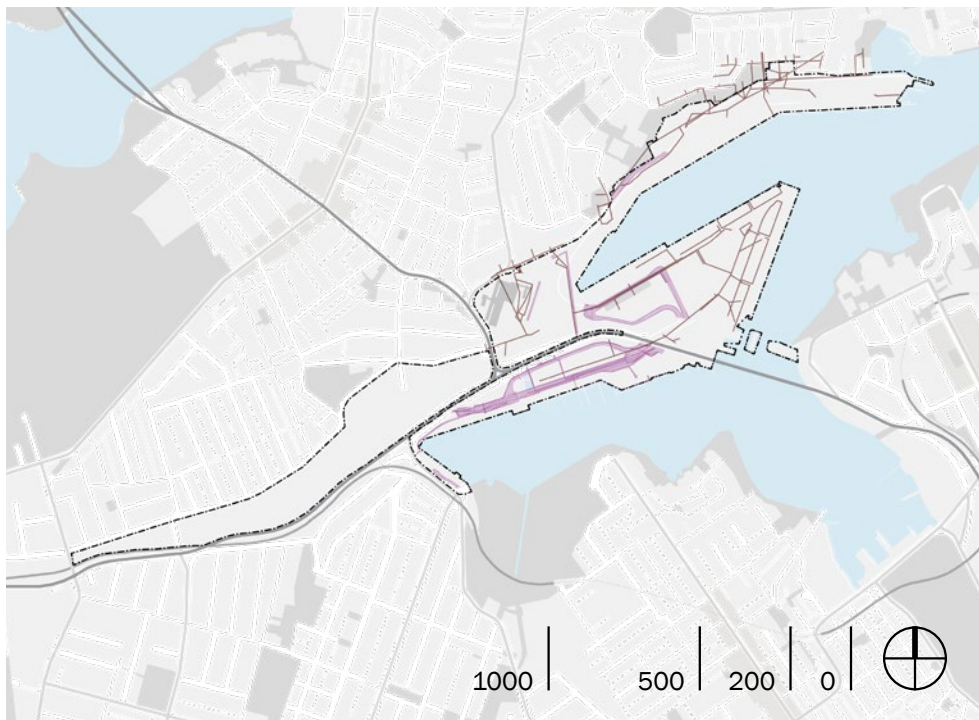


DIAGRAM A.28 Sewage Utilities

Scale 1:25,000 @ A3

Source: Google Maps

EMISSIONS

There are a number of emission generating uses and elements within or adjacent to the Bays West Precinct which relate to noise, vibrations, and air quality. These are highlighted in the adjacent mapping, and include both the existing arterial road network and ports/maritime operations.

The noise and air quality emissions associated with the White Bay Cruise Terminal and bulk material handling at Glebe Island are monitored and reported regularly on the PANSW website. Additional investigation is required to ascertain whether the proposed Multi-User Facility and Concrete Batching Plant at Glebe Island will limit use opportunities for the adjacent land in and around the facility, and what additional investment is required to make possible the proposed integrated development options.

The WestConnex Rozelle Interchange project sees a significant increase in the scale and capacity of the surface road traffic immediately adjacent to the Precinct. In addition, the project's motorway tunnel system is supported by extensive ventilation infrastructure and an operations monitoring facility, with detailed investigation undertaken to locate the project's ventilation exhaust stacks so as to not adversely impact outdoor air quality for existing local residents.

As outlined in the Rozelle Interchange Urban Design & Landscape Plan, noise barriers and significant vegetation buffers have generally been designed to separate road infrastructure from public domain zones and existing residential areas. With respect to the future redevelopment of the Precinct, the public amenity and extensive vegetation buffering needed at the head of Rozelle Bay is critical to the end state resolution of the promised public Foreshore Promenade.

All new residential and commercial development within the Precinct will need to consider its proximity to maritime and road infrastructure, and be designed to integrate suitable mitigation systems with respect to potential noise, vibration, and air quality issues.



IMAGE A.60 Cruise ship berthed at the White Bay Cruise Terminal



IMAGE A.61 Vessels moving around the waterways

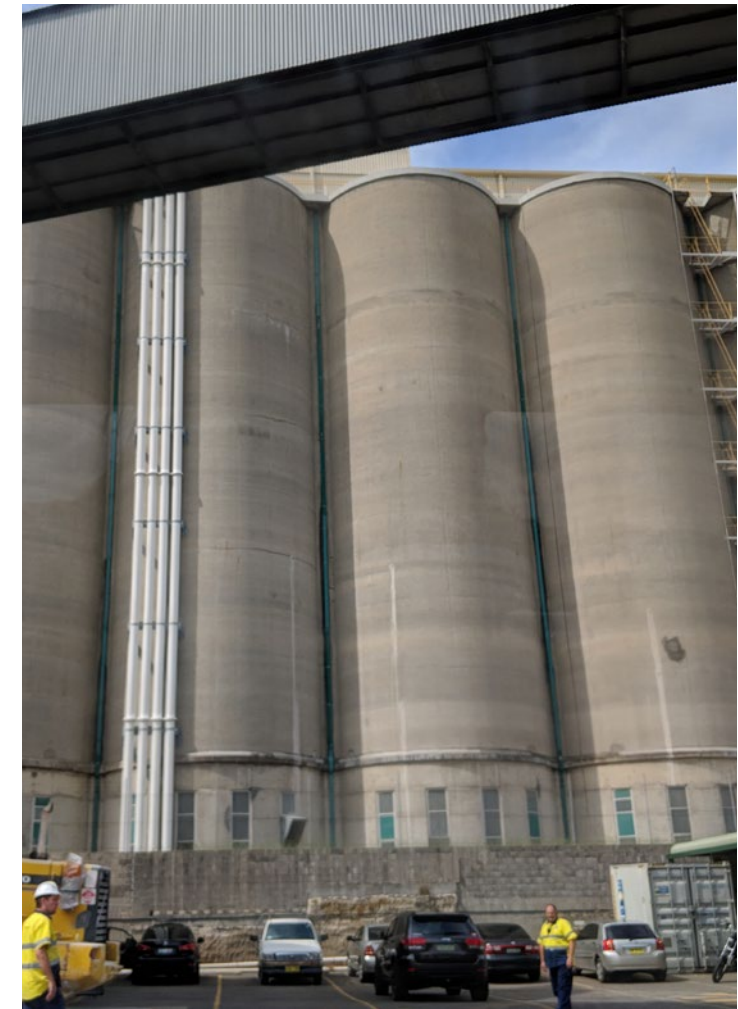


IMAGE A.62 Glebe Island Silos



IMAGE A.63 Victoria Road approaching the ANZAC Bridge into the city

EMISSIONS

LEGEND

- Bays West Site
- Factors impacting Noise Emissions / Vibration / Air Quality on site
 - Roads
 - Industrial act
 - Large vessel berthing
 - Maritime water activity
 - Distance radius

Source: TERROIR Analysis



DIAGRAM A.29 Zones of impact from emissions across the Bays West site and surrounds

URBAN HEAT ISLAND EFFECT

The Urban Heat Island Effect measures the temperature deviation in an urban area relative to a non-urban vegetated reference area. The loss of vegetation and tree canopy cover resulting from development has a direct correlation to localised temperature increase. This is particularly apparent in areas of medium and high density development with limited green infrastructure and vegetated open space.

The existing land uses within the Precinct area, and nature of its reclaimed landform - predominantly concrete hardstand to serve the land/water interface requirements of ports and maritime operators - offer little opportunities to minimise its contributions to the local urban heat island effect. This will be one of the key urban design environmental sustainability parameters to address as part of the Precinct's proposed renewal and redevelopment.

The Greater Sydney Commission established a new target of 40% urban tree canopy cover; refer to Objective 30 in The Greater Sydney Region Plan - A Metropolis of Three Cities. This is supported in the GANSW draft Greener Places Design Guide, which specifically targets 25% canopy cover within medium and high density development precincts.

Some initial relief will be provided with the delivery of the new Rozelle Rail Yards Parkland, a 9 hectare public green space being delivered as part of the WestConnex Rozelle Interchange project. As outlined in the project's Urban Design & Landscape Plan, the new Parkland has been designed to maximise opportunities for significant tree planting, and has committed to exceeding the GANSW's urban tree canopy target of 25%.

Future masterplans developed for sub-precincts within Bays West will also be required to mitigate the urban heat island impact of the proposed development, and at a minimum exceed the 25% urban tree canopy cover target.



IMAGE A.64 Expansive, empty concrete decks, White Bay



IMAGE A.65 Glebe Island Bridge, White Bay



IMAGE A.66 Rail tracks adjacent White Bay Power Station chimney stacks

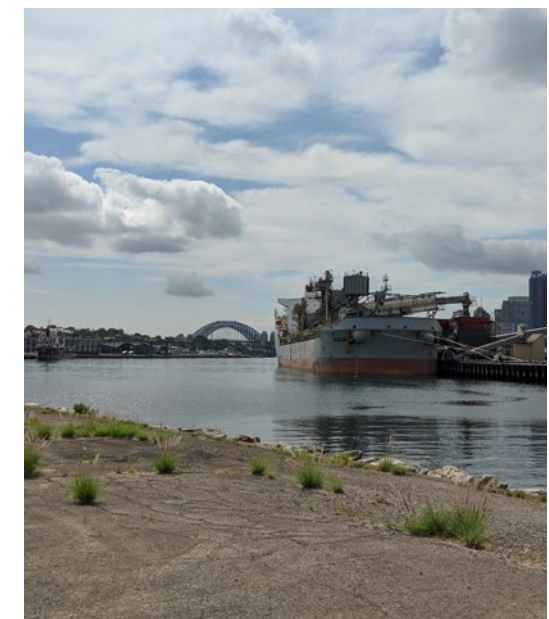






IMAGE A.67 Concrete apron adjacent White Bay

URBAN HEAT ISLAND EFFECT

LEGEND

 Bays West Site

Urban Heat Island Effect*:

-  Up to 12°C hotter than reference area temp.
-  5°C to 9°C hotter than reference area temp.
-  Reference area temp.
-  Cooler than reference area temp.

**Urban Heat Island Effect measures the deviation of temperature to a non-urban vegetated reference area. The data has been derived from the analysis of Land surface temperature.*

Source: NSW OEH 'Urban Heat and Green Cover Research and Evaluation Project, extracted data



DIAGRAM A.30 Urban heat island effect across the Bays West site and surrounds

LEGEND

Bays West Site

Micro-plastics fragments per 100ml:

- 11 - 21
- 22 - 40

DDT in surface sediment (measured in parts per billion):

- 5 - 50
- <5

Distribution of Lead in bottom sediments:

- > 400
- 300 - 400
- 200 - 300
- 100 - 200
- < 100

Water Quality:

- Grade A
- Grade B+
- Grade B

Chemical and toxicity scores:

- Highly degraded
- Moderately degraded
- Slightly degraded

Sediment Quality :

- Grade B
- Grade F

Source: The Bays Water Quality Strategy, December 2017, UrbanGrowth NSW Development Cooperation

Factors impacting Noise Emissions / Vibration / Air Quality on site:

- Roads
- Industrial act
- Large vessel berthing
- Maritime water activity
- Distance radius

Source: TERROIR

Contamination:

- High
- Medium
- Low

Source: Preliminary Contamination Assessment 'Bays Precinct', JBS&G 2014

Urban Heat Island Effect*:

- Up to 12°C hotter than reference area temp.
- 5°C to 9°C hotter than reference area temp.
- Reference area temp.
- Cooler than reference area temp.

*Urban Heat Island Effect measures the deviation of temperature to a non-urban vegetated reference area. The data has been derived from the analysis of Land surface temperature.

Source: NSW OEH 'Urban Heat and Green Cover Research and Evaluation Project, extracted data

BAYS WEST STRATEGIC PLACE FRAMEWORK
AUGUST 30, 2021



DIAGRAM A.31 Compilation of Resources and Resilience factors across the Bays West site and surrounds

Scale 1:20,000 @ A3
152



PEOPLE, PUBLIC SPACES & PLACES

People, Public Spaces & Places

COMMUNITY AND SOCIAL INFRASTRUCTURE

There are currently very limited community and social infrastructure located within the Precinct, largely due to its industrial and maritime land uses and restricted public foreshore. It is therefore noted that any redevelopment within Bays West will need to incorporate these supporting facilities.

Looking further afield, there is an established network of existing community facilities within the adjacent local centres. However, previous studies have identified existing shortfalls in social infrastructure for these growing neighbourhoods, including child care, sporting fields, and indoor recreation, along with potential shortages in community centres, libraries, government schools, community health and medical centres, and play spaces.

In order to integrate a future Bays West Precinct with its context, there is a need to consider both the generation of demand from new residents and workers within the Precinct and recognise the existing social infrastructure gaps in the surrounding, established communities.

The demand for new social infrastructure within Bays West will be somewhat determined by the proposed density of new residential and commercial

development and its staged delivery. It is also noted that high density communities lean very heavily on community infrastructure, relying on these facilities and spaces to accommodate activities and social events outside of apartment dwellings.



IMAGE A.68 Sydney Heritage Fleet



IMAGE A.69 Pirrama Park / Brett Boardman



IMAGE A.70 Tumbalong Park at Darling Harbour / ASPECT



IMAGE A.71 Tramsheds at Glebe / Mirvac Group

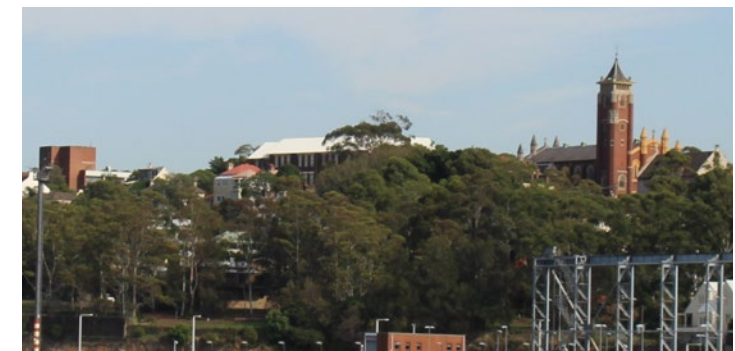


IMAGE A.72 St. Augustine's Catholic Church

COMMUNITY AND SOCIAL INFRASTRUCTURE

LEGEND

- Bays West Site
- Retail
- Education
- Hospital
- Health Facility
- Shopping Centre
- Library
- Museum
- Community Facility
- Existing Open Space

Source: NSW DPIE data, GIS mapping data

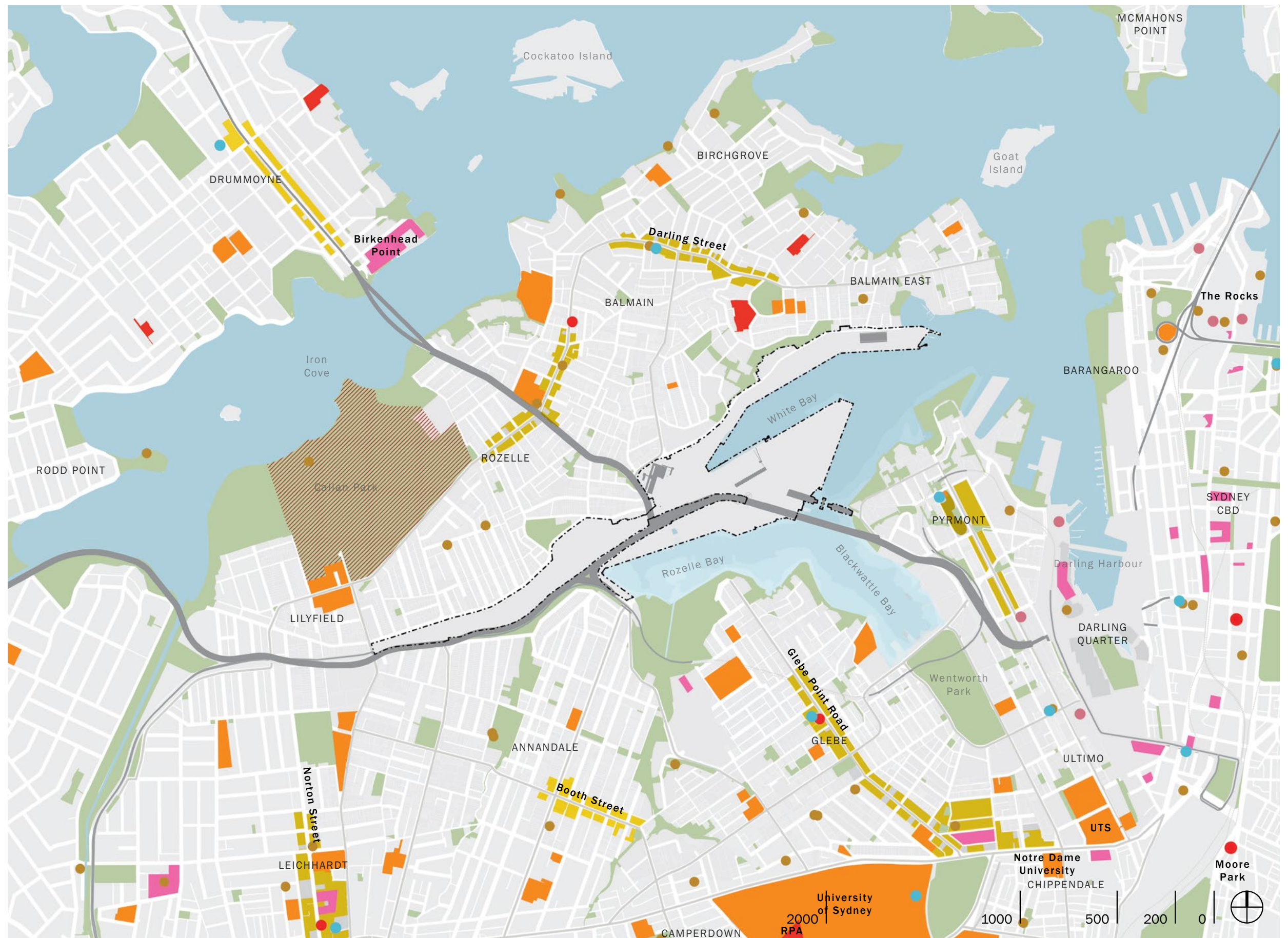


DIAGRAM A.32 Places of community and social infrastructure across the Bays West site and surrounds

Scale 1:20,000 @ A3
155



People, Public Spaces & Places

ACTIVE RECREATION

Sport and physical recreation have long been important features of the Australian lifestyle and identity, with health and fitness becoming a major lifestyle movement in recent years. However, a number of key trends in physical recreation participation and facility use reflect changes in demand and a movement from organised, team sports to a focus on individual fitness and more informal, unstructured recreation activities (walking, running, swimming, cycling, and attending fitness gyms).

These trends in participation and demand for recreation facilities should be reflected in the Precinct's urban renewal. In addition to the need for outdoor active recreation spaces, such as playing fields and courts, there is growing demand for indoor sport and recreation facilities. Time pressures and changing work practices are also increasing the demand for greater flexibility in the accessibility of these facilities (eg. extended opening hours).

With rapid population growth, increased living densities, and changing demographics across Sydney there is an increased reliance on public open space and demand for community active recreation facilities. Both the City of Sydney and Inner West Council have identified a need to allow for greater open space within close walking distance to

new medium and high density development sites, targeting open space within a 400m walk for all residents. Rather than relying on small 'pocket parks', new open recreation spaces should be large enough to be flexible and multi-purpose, catering to the diverse range of age groups and recreational interests.

Located within the Precinct site is the proposed new Rozelle Rail Yards Parklands, to be delivered as part of the WestConnex Rozelle Interchange project. As presented in the project's draft Urban Design and Landscape Plan, the 9 hectare Parkland has been designed to respond to a variety of community recreation demands, offering passive and active play areas, fitness and nature trails, and level turfed areas space-proofed for playing fields and future games courts.

As part of the Bays West Precinct, the new Parklands will contribute to the open space and active recreation needs of its future resident and worker community. This future demand should be considered when assessing how the Parklands can address any shortfalls in active recreation facilities within the adjacent local neighbourhoods.

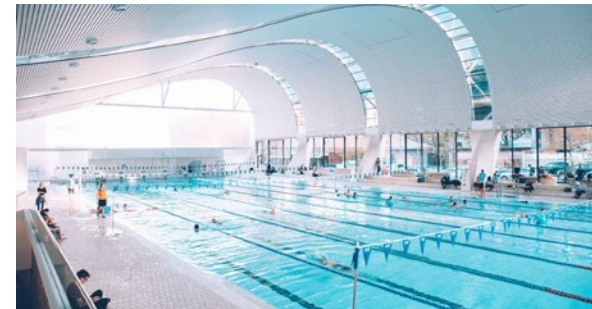


IMAGE A.73 Ian Thorpe Aquatic Centre / Jesse Jaco



IMAGE A.74 Jubilee Oval / Sydney Uncovered



IMAGE A.75 Illoura Reserve, Balmain / Postcard Sydney



IMAGE A.76 Jubilee Park Playground, Glebe / Brett Boardman



IMAGE A.77 Twilight game at Waterfront Park / Balmain & District Football Club



IMAGE A.78 Pirrama Park / Fleetwood Urban



IMAGE A.79 Pirrama Park / ASPECT



IMAGE A.80 Bicentennial Park



IMAGE A.81 Dawn Fraser Baths / Brooke Mitchell

ACTIVE RECREATION

- LEGEND**
- Bays West Site
 - Existing Open Space
 - Playing Fields
 - Swimming Pool
 - Sports Court
 - Sports Centre
 - Sports Club
 - Marina
 - Outdoor Gym
 - Gym
 - Skatepark
 - Rowing/Sailing/Dragonboat Club
 - Boat Ramp
 - Popular Foreshore Run/Walks
 - Existing Walking Paths
 - Rowing Course

Source: Google Maps, NSW DPIE data

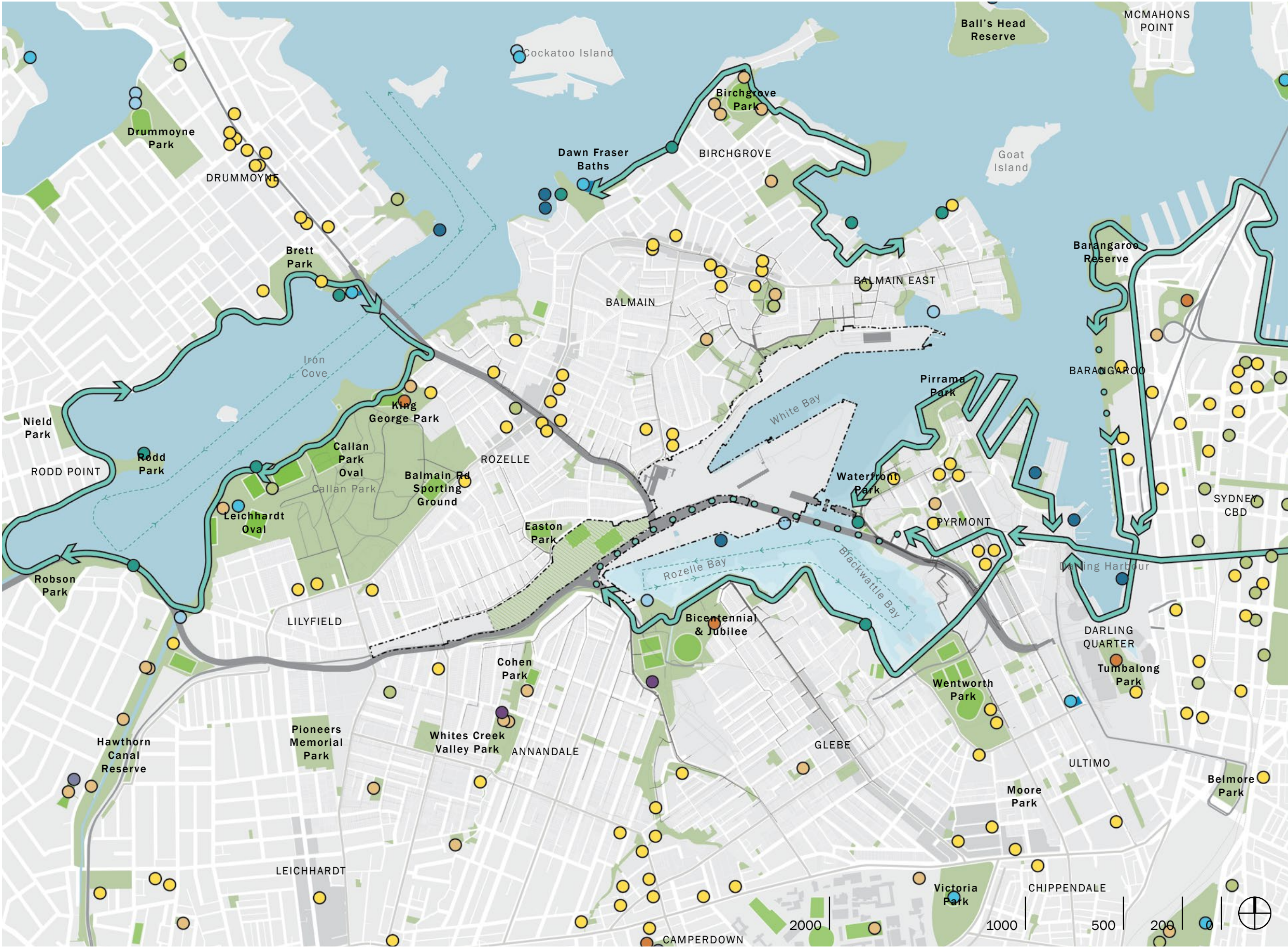


DIAGRAM A.33 Place of active recreation across the Bays West site and surrounds

Scale 1:20,000 @ A3
157

DEMOGRAPHICS

The following table summarises the demographic trends of the immediate suburbs surrounding the Bays West Precinct: Balmain, Rozelle, Lilyfield, Annandale, Glebe, and Pyrmont. The information has been compared to the Greater Sydney average, and correlations across the data set considered relative to projected demographics within a future Bays West.

The table analyses population data, household demographics, employment statistics, and transport trends. Existing population densities vary significantly across these suburbs. Pyrmont is by far the most densely populated at 148.4 people/ha, almost double the density of Glebe, Balmain, and Annandale. Despite being one of the larger suburbs by land area, Lilyfield has the lowest density at just 36.74 people/ha.

Renting is the more common form of housing tenure, compared to either owned outright or mortgaged. In Pyrmont and Glebe approximately 60% of all households are living in rented dwellings.

Household sizes all sit below the Greater Sydney average, with the majority of households across the study area identifying as couples without children (equating to more than 50% of households in Glebe and Prymont).

Median weekly rents are generally aligned or slightly higher than the Sydney average, whereas weekly incomes sit considerably under the median for Greater Sydney. This data emphasises a need for the Precinct to deliver greater housing diversity and address affordability for key workers.

The majority of households living in the surrounding suburbs are noted as owning at least one car, and despite their proximity to the CBD travel to work by private car is generally high relative to public or active transport. Glebe and Prymont represent the least dependency on car trips, with up to 19% and 38% of commuters respectively walking to work.

Source: Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in atlas.id by id.

	GREATER SYDNEY	BALMAIN	ROZELLE	LILYFIELD	ANNANDALE	GLEBE	PYRMONT
RESIDENTS	5,029,768	11,396	9,336	8,104	9,973	11,532	13,812
ABORIGINAL AND TORRES STRAIT ISLANDERS POPULATION	1.5%	0.9%	0.7%	1.4%	1.1%	1.9%	0.9%
BORN OVERSEAS	37%	29%	29%	26%	26%	36%	53%
CULTURAL BACKGROUND (TOP 4)	25.3% ENGLISH	39.1% ENGLISH	39.1% ENGLISH	35.3% ENGLISH	35.3% ENGLISH	36.4% ENGLISH	20% ENGLISH
	23.5% AUSTRALIAN	26.7% AUSTRALIAN	26.7% AUSTRALIAN	29.7% AUSTRALIAN	29.7% AUSTRALIAN	29.2% AUSTRALIAN	18.2% CHINESE
	10.1% CHINESE	16.8% IRISH	16.8% IRISH	15.8% IRISH	15.8% IRISH	15.5% IRISH	14% AUSTRALIAN
	8.6% IRISH	6.4% SCOTTISH	6.4% SCOTTISH	10.5% SCOTTISH	10.5% SCOTTISH	10.8% SCOTTISH	7.8% IRISH
	32.5% OTHER	11% OTHER	11% OTHER	8.7% OTHER	8.7% OTHER	8.1% OTHER	40% OTHER
SUBURB SIZE (HA)	N/A	155	179	221	140	223	93
DENSITY (PERSONS PER HA)	4.07	73.69	52.05	36.74	71.02	76.83	148.4
AGED 25 - 34	16.0%	26.9%	29.3%	20.9%	27.5%	30.6%	43.2%
HOUSEHOLDS RENTED	34.1%	42.6%	39.4%	36.4%	42.9%	59.4%	60.6%
MEDIAN WEEKLY RENT	\$540	\$600	\$655	\$498	\$540	\$400	\$652
MEDIAN WEEKLY INCOME	\$1,750	\$1,342	\$1,457	\$1,133	\$1,162	\$834	\$1,111
NUMBER OF PEOPLE PER HOUSEHOLD	2.8	2.4	2.2	2.3	2.3	2.3	2.3
COUPLES WITH CHILDREN	49.5%	43.5%	41.1%	52.7%	44.5%	28.1%	26.5%
MAJORITY TRAVEL TO WORK	CAR	CAR	CAR	CAR	CAR	CAR	WALK
HOUSEHOLDS OWN CARS	81.4%	80.0%	88.0%	78.3%	82.8%	63.1%	67.3%

DIAGRAM A.34 Demographic comparison of Inner West suburbs to Greater Sydney

DEMOGRAPHICS

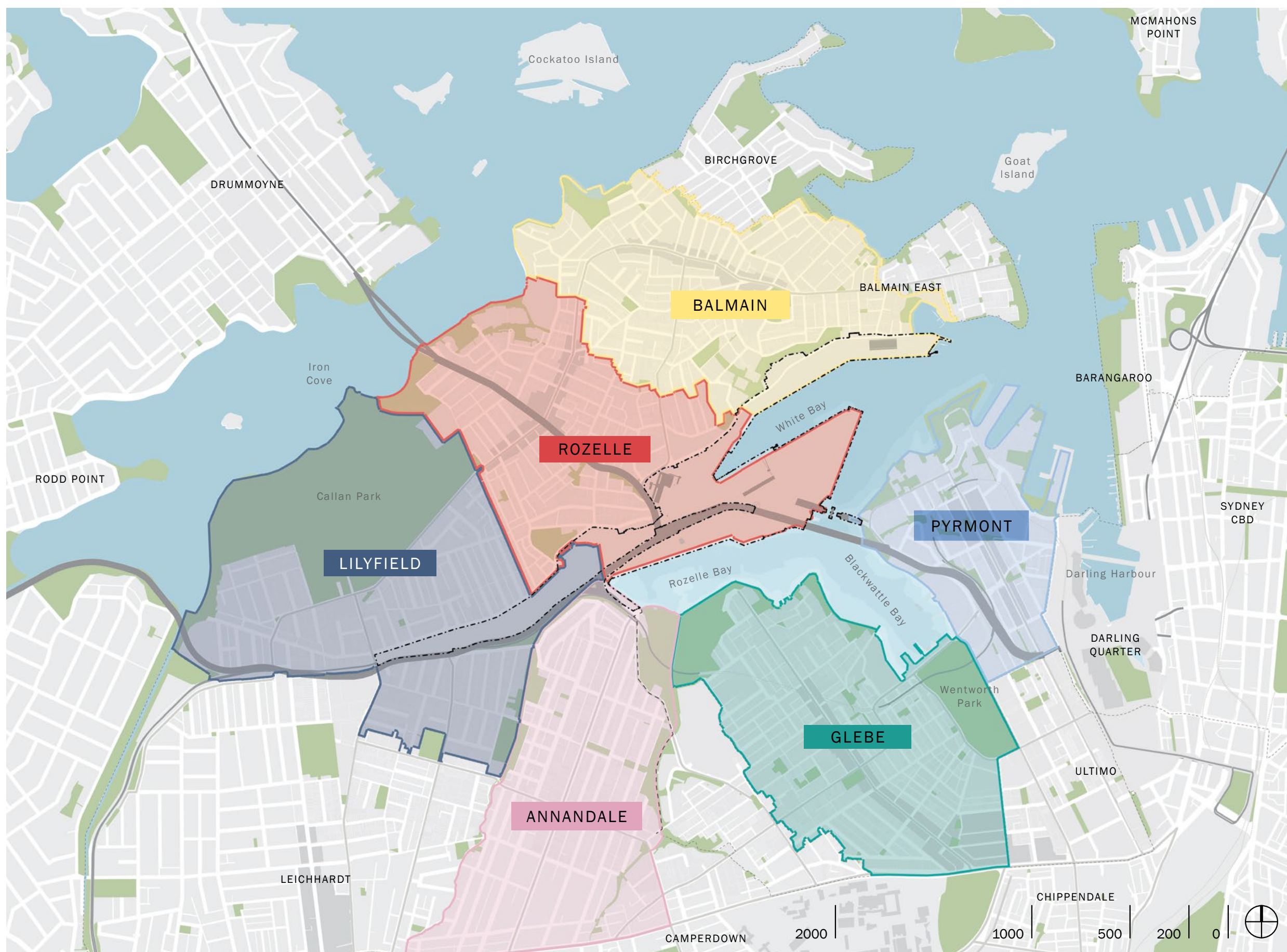


DIAGRAM A.35 Suburb catchments across the Bays West site and surrounds

People, Public Spaces & Places

A.3 PLACE ANALYSIS

HOUSING DENSITY

Sydney's projected strong population growth will see a progressive increase in housing density across the CBD's fringe suburbs. The Greater Sydney Commission's Eastern City District Plan sets out specific density and housing targets to support projected growth to 2056.

Outside of the Precinct, a series of significant growth areas have already been identified to support increased density within the Harbour CBD, correlating with urban renewal zones, new and existing infrastructure projects, and potential urban infill developments. These include Prymont, Ultimo, Glebe/Forest Lodge, Balmain East, Balmain West, and Central Sydney.

The Bays West Precinct has long been highlighted as a key urban renewal opportunity and future growth centre for Sydney. The high density redevelopment potential of the Precinct, unlocked by the optimisation of existing port and maritime uses and the delivery of Sydney Metro West, is being relied upon by Inner West Council to meet their medium and long-term housing targets.

There is also a need to address the existing shortfall in affordable and social housing stock within the local area. As government owned land, Bays West provides a unique opportunity to establish a mandated percentage target for the delivery of permanently

dedicated affordable housing as part of the Precinct's redevelopment.



IMAGE A.82 Mixed housing types on Donnelly Road adjacent to Birrung Park, White Bay



IMAGE A.83 Pedestrian Bridge between apartments at Jackson's Landing, Pyrmont



IMAGE A.84 Terrace Houses on Grafton Street, Balmain




IMAGE A.85 Apartments on Robert Street, White Bay





IMAGE A.86 Apartments on Jackson's Landing, Pyrmont

HOUSING DENSITY

LEGEND


 Bays West Site


 High Density Housing


 Low Density Housing


Source: Census 2016 - Residential Density

Households renting social housing

 75% - 100%

 50% - 74%

 25% - 49%

 0% - 25%

Source: Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in atlas.id by id.



DIAGRAM A.36 Housing density across the Bays West site and surrounds

Scale 1:20,000 @ A3
161



People, Public Spaces & Places

SAFETY AND CRIME

There are considerable topographical and infrastructure barriers that existing both within and along the land boundary of the Precinct which present significant challenges with respect to the safe and free movement of people.

A series of major arterial roads dissect Bays West, prioritising vehicular movement and limiting pedestrian and cycling network opportunities. Steep grades and sudden elevation changes along much of the site's neighbourhood edge condition need to be properly considered in the staged redevelopment of Bays West to avoid compromised and unsafe areas of public domain, such as pinch points, confined spaces, dead ends, and cul-de-sacs.

Large areas of public open space and active recreation zones must integrate quality urban design strategies such as passive surveillance, lighting, and other CPTED principles. Ensure all required clear zone and safe sight distance setbacks are maintained to avoid the creation of hidden public spaces.

A series of lighting, safety, and crime prevention strategies have been outlined in the draft Urban Design and Landscape Plan for the new Rozelle Rail Yards Parkland, which is being delivered as part of the WestConnex Rozelle Interchange project. These include maximised opportunities for

passive surveillance to all shared user pathways and bridges, integrated lighting and wayfinding design, intuitive network of pathways and generous sight lines for pedestrians, cyclists, and motorists, and CCTV cameras in potential blind spots (such as the Victoria Road underpass).



IMAGE A.87 View across to Glebe Island and Sydney Harbour Bridge beyond



IMAGE A.88 View of White Bay Power Station from Victoria Road, Anzac Bridge



IMAGE A.89 Sommerville Road under Anzac Bridge, Glebe Island



IMAGE A.90 Stair access under Anzac Bridge, Glebe Island

SAFETY AND CRIME

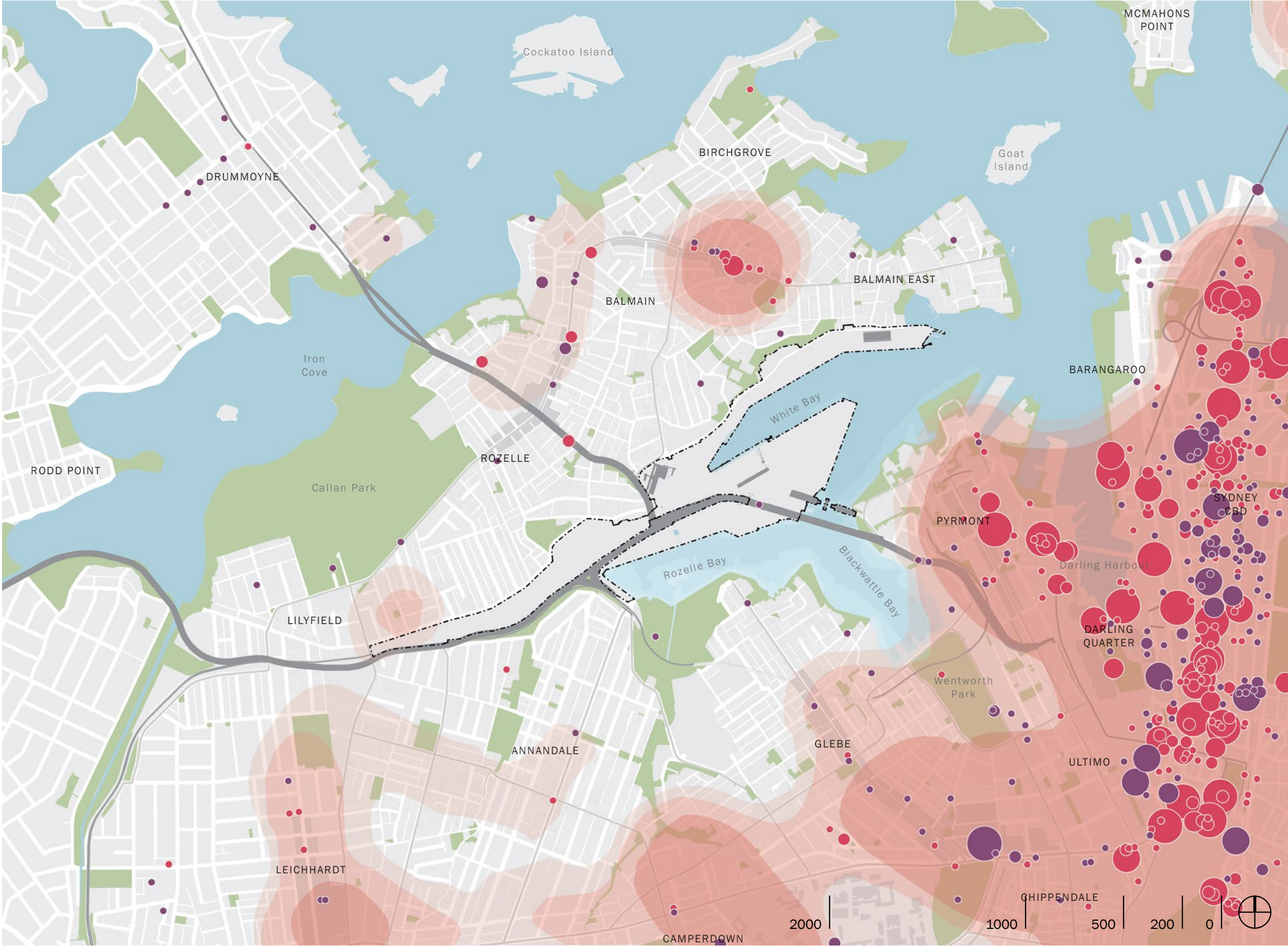
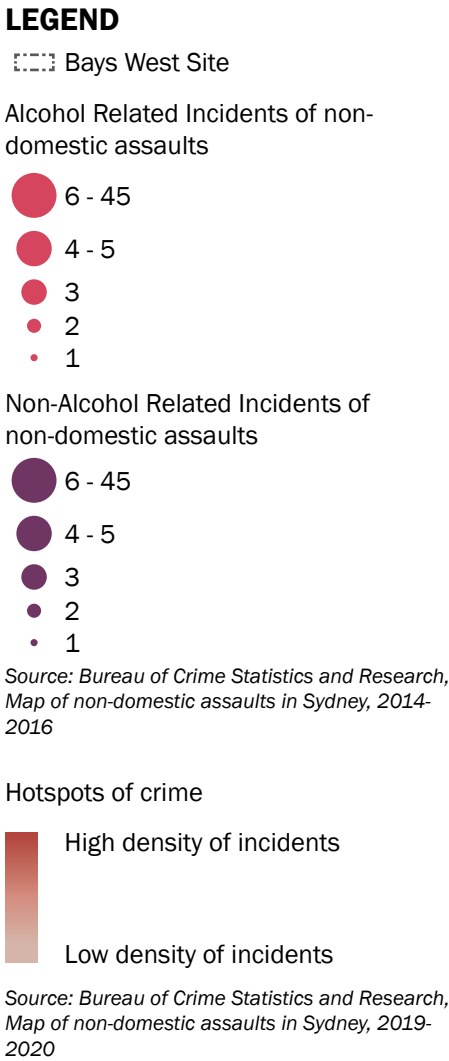


DIAGRAM A.37 Safety and crime information across the Bays West site and surrounds



People, Public Spaces & Places

A.3 PLACE ANALYSIS

LEGEND

--- Bays West Site

Community and Social Infrastructure:

- Library
- Community Centre
- Museum
- Hospital and Medical Centre
- Schools
- Shopping Mall
- Retail Streets

Active Recreation:

- Active Space
- Gym
- Skate Park
- Swimming Pool
- Sports Court
- Sports Centre and Clubs
- Outdoor Fitness and Gyms
- Rowing Club and Boat Hire
- Boat Hire
- Rowing Course
- Popular Runs

Housing Density:

- High Density Housing
- Low Density Housing

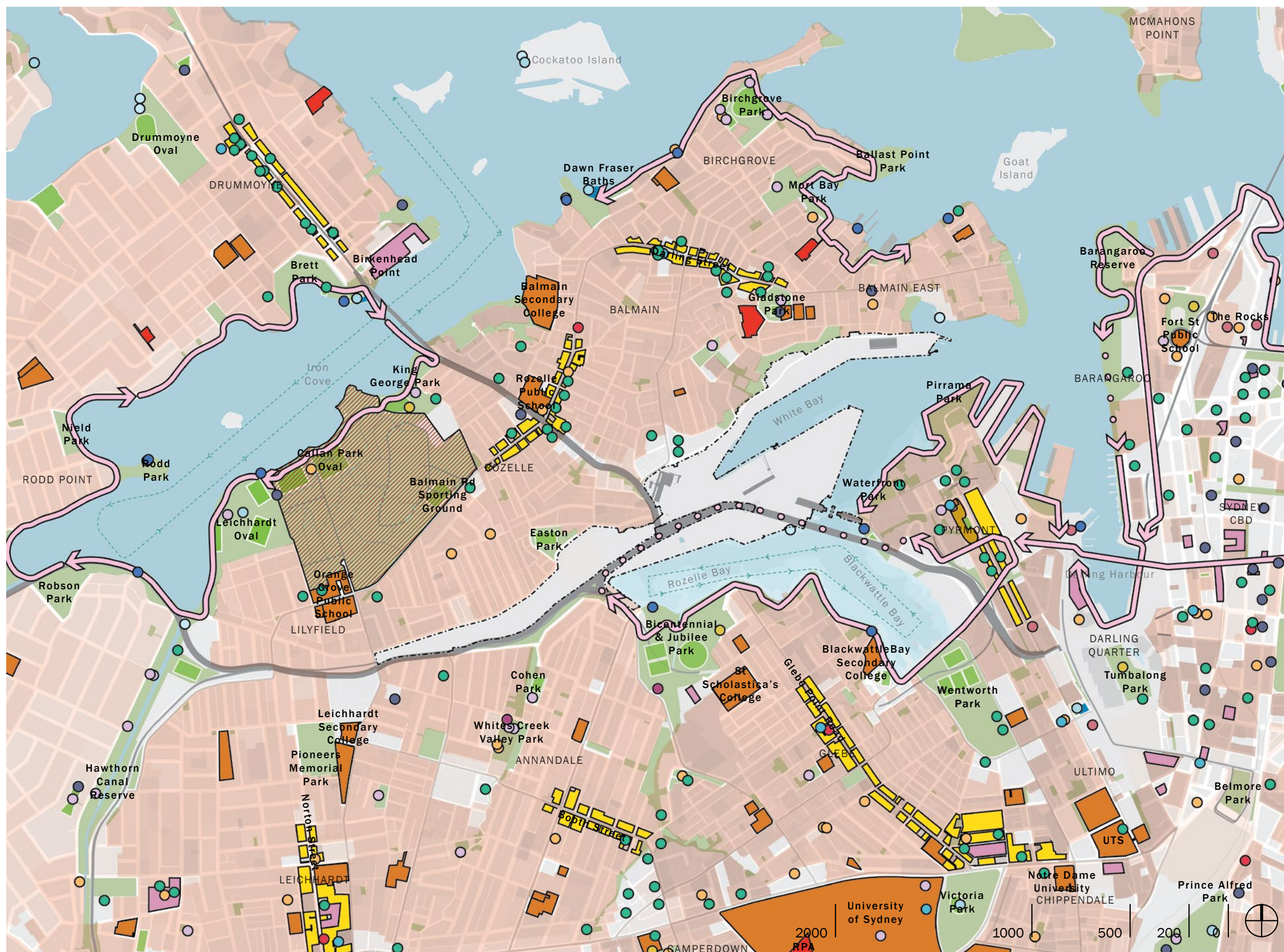


DIAGRAM A.38 Compilation of People, Public Spaces and Places factors across the Bays West site and surrounds

Scale 1:20,000 @ A3
164



HERITAGE & CULTURE

At Bays West, Songlines speak to tens of thousands of years of occupation and connection to Country by Aboriginal peoples of the Sydney basin. The Country at Bays West includes part of the harbour, known as the abundant and sustaining Gari Gurad or Garri Nura (Saltwater Country), which holds deep cultural and ceremonial importance. Bays West is garaban (rock and sandstone) is also fed with nattai daragun, which are freshwater creeks and springs that sustain life and culture in this place.

Colonial records attributed British ideas of land and ownership, borders and single owners of specific locations, with references to Wangal and Gadigal peoples of the Eora, as the inhabitants of this area. However, with detailed input from Indigenous consultants on the Aboriginal Heritage at Bays West, there is a far greater understanding of the complex, nuanced kinship systems of communities with shared responsibilities for caring for Country. It is in fact the D'harawal, Dharug, Eora, Gai-maragal, Gundangara and Guringai peoples, among others, who have negotiated a peaceful coexistence here for tens of thousands of years. This is a place of sustainable, careful management of the abundant resources and where ceremony and culture have long been enacted.

British notions of boundaries,

border lines and fixed territories have never existed for the interconnected communities of this Country. Bays West presents a complex interconnected stories and connections and provides an opportunity to link the various branches of site history and knowledge into a series of vistas, site movements and experiences.

Colonial archives prioritised physical accounts, dominated by visual readings of the local people, their artefacts and activities. Rock shelters at Bays West can be recognised as features used by Aboriginal peoples for habitation, rest, initiation and ceremonial sites. If we consider the these from an Aboriginal perspective, the colonial accounts can be enriched by local cultural stories, knowledges, as well as medicinal and nutritional uses that provide a different way to read the Country, and to care for Country.

These aspects of Country are often disregarded or unknown to heritage consultants so many parts of Country are classified as “not of cultural significance” and can be destroyed in development.

There are many sites where finds have been located within the surrounds of Bays West and whilst on Country with Shannon Foster (D'harawal Knowledge Keeper) shells were found on the ridge of Glebe Island which were likely from Burdhi Mana collections as also seen in early photographs of Glebe Island.



IMAGE A.91 View of Sydney CBD from North Sydney, painted in 1825 / State Library of NSW



IMAGE A.92 View from Port Jackson, drawn in 1789 / National Gallery of Victoria

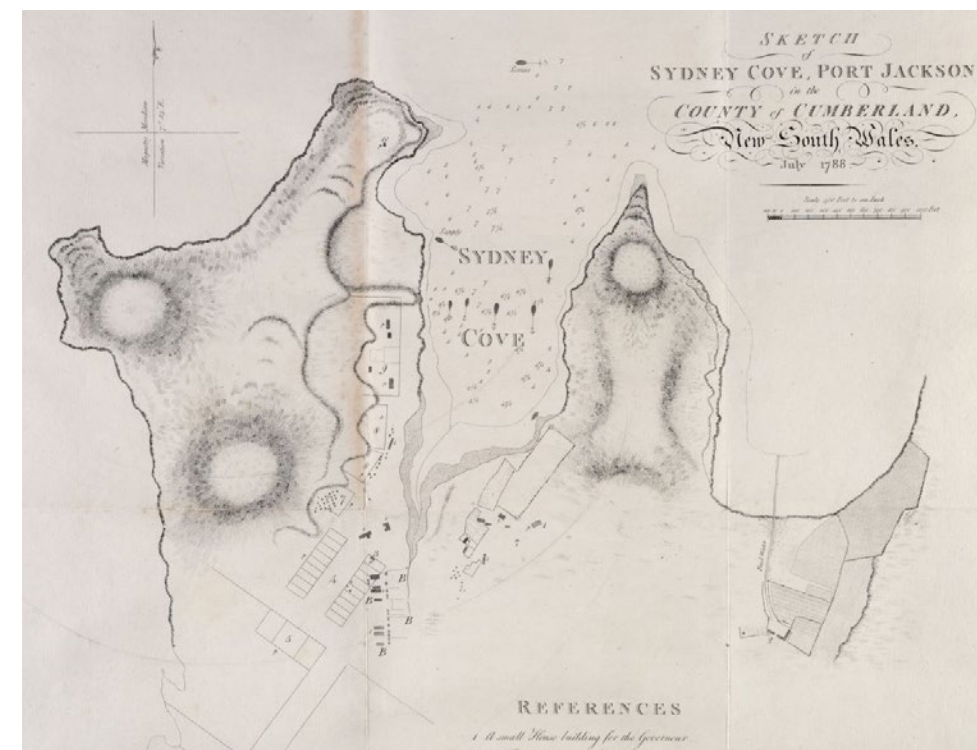


IMAGE A.93 Sketch of Sydney Cove from 1788 by John Stockdale / Australian National Maritime Museum Collection



IMAGE A.94 Glebe Island Abattoirs, 1870s. / Mitchell Library, State Library of NSW.

ABORIGINAL HERITAGE

LEGEND

Bays West Site

Registered Sites from the Aboriginal Heritage Information Management System

Source: White Bay Aboriginal Cultural Heritage Assessment (Urban Growth) 2016

Registered Sites from Aboriginal Heritage Information Management System

Aboriginal Heritage Feature

Source: Pyrmont Peninsula Place Strategy, NSW DPIE 2020

Sites of Early Contact

Source: Barami Barabugu, Sydney's Aboriginal Journey, City of Sydney, 2013

Findings during on Country walk 2020

Source: BANGAWARRA Site Visit

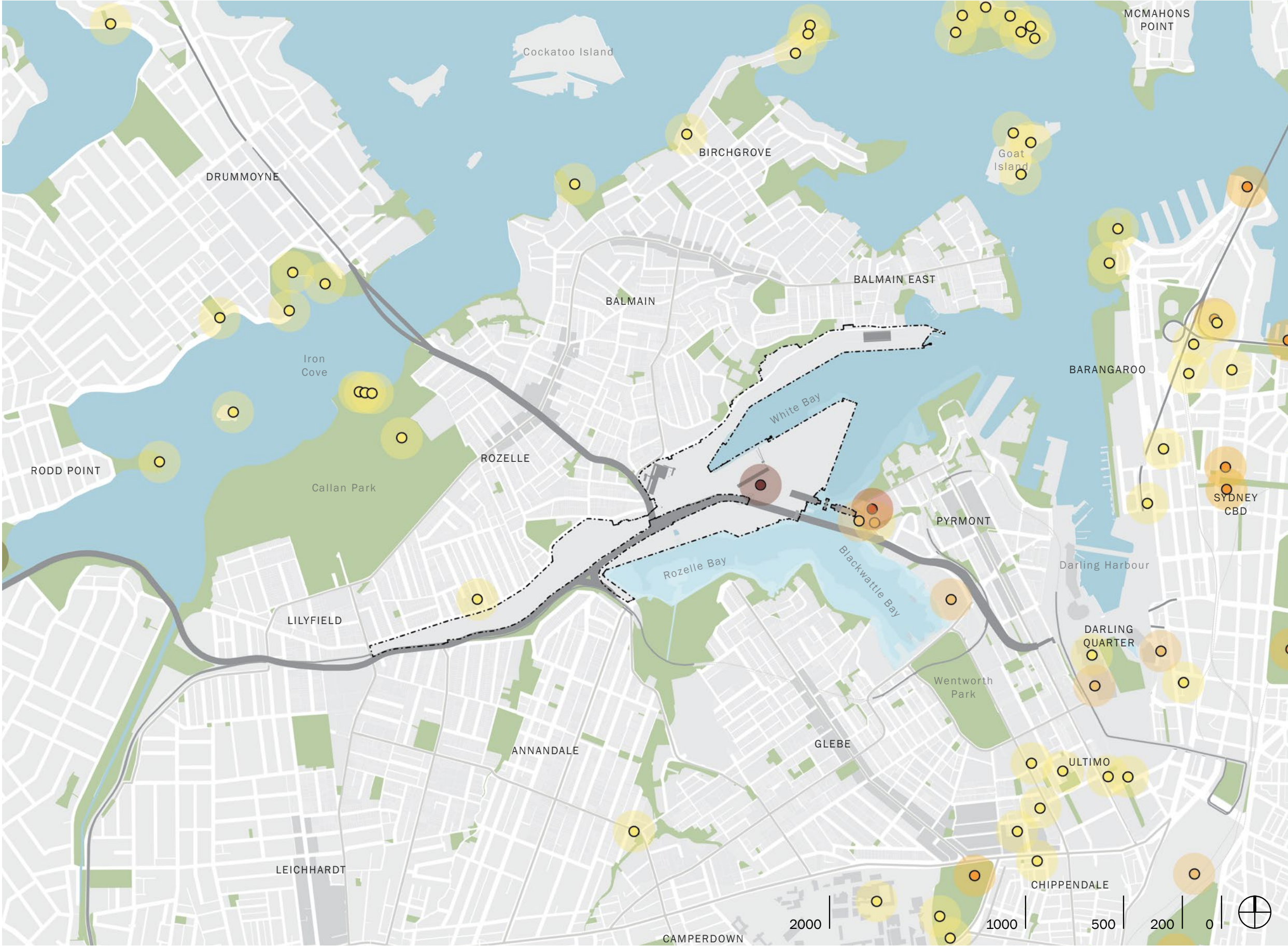


DIAGRAM A.39 Locations of items of Aboriginal Heritage across the Bays West site and surrounds

SENSITIVE: NSW CABINET



Heritage & Culture

SHORELINE EVOLUTION

The original natural shoreline within Bays West has been altered many times through man-made interventions to serve the evolving industrial and maritime uses of the Precinct.

Major land reclamation occurred across the Precinct, beginning in the late 19th and extending through the 20th century, to accommodate new industrial sites and recreational areas. The Rozelle Rail Yards site occupies land over what was once part of the estuary of Rozelle Bay, reclaimed to facilitate the Rozelle Marshalling Yard opened in 1916. Jubilee Park, which adjoins the southern part of Rozelle Bay was originally Johnsons Creek and a mangrove foreshore before being reclaimed in 1908.

In Rozelle Bay early jetties were removed and land reclamation used to create deeper water berths. It became the site of the largest timber handling wharves in Sydney, with sawmills and furniture manufacturers operating alongside the bay and in nearby suburbs.

The foreshore of White Bay was also developed for industrial uses in the late 1890s, including Lever Brothers Soap Factory and the Sunlight Oil Works. The construction of the first Glebe Island Bridge in 1901 and the rail tracks through Rozelle linking Pyrmont and Darling Harbour in 1919 further supported industrial

development within the Precinct area. From the 1930s to 1950s Wharves 2 and 3 of White Bay were developed for specialist bulk chemical shipping. In the 1960s, waterfront industries began to close down due to changing technologies, with sites converted for port activities and additional land reclaimed to accommodate containerisation.

Glebe Island, initially a rocky island joined to the mainland by a narrow sandbar (submerged at high tide), remained undeveloped until it was selected as the site for the city's abattoir. Massive earthworks transformed the topography and connected the island to the mainland in the 1850s. From 1912, the abattoir was abolished and the island's rocky outcrop leveled and made suitable from wharves. Extensive land reclamation was undertaken to facilitate deep water berths and bulk handling and storage facilities for wheat and coal.

Today, the foreshore of Bays West continues to accommodate a variety of strategically important ports and maritime uses for Greater Sydney. These include bulk material importation, handling, and storage, marine contractor facilities, commercial vessel maintenance and berthing, common user berthing with land-side access for construction projects and special events, and the cruise terminal.

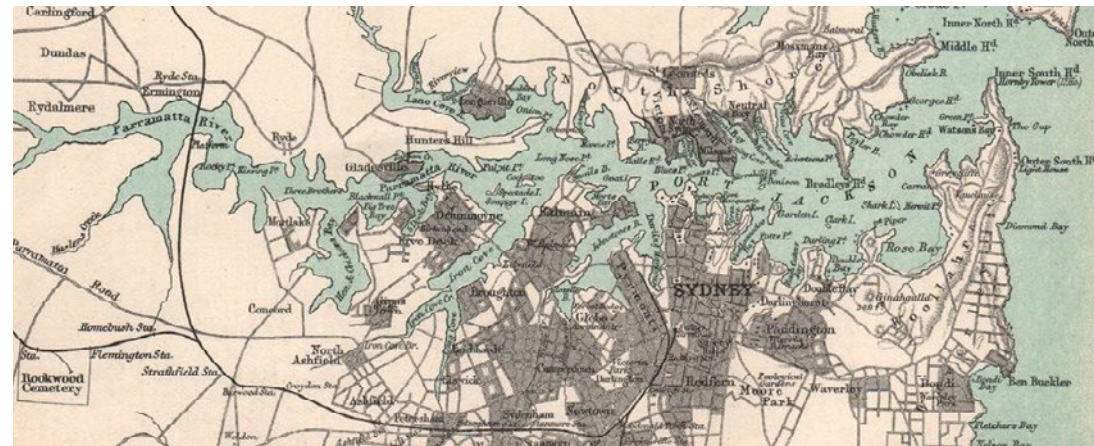


IMAGE A.95 Map of Sydney from 1904 by John Bartholomew / National Library of Australia



IMAGE A.96 Aerial photograph of 1943 / NSW SIXMAPS

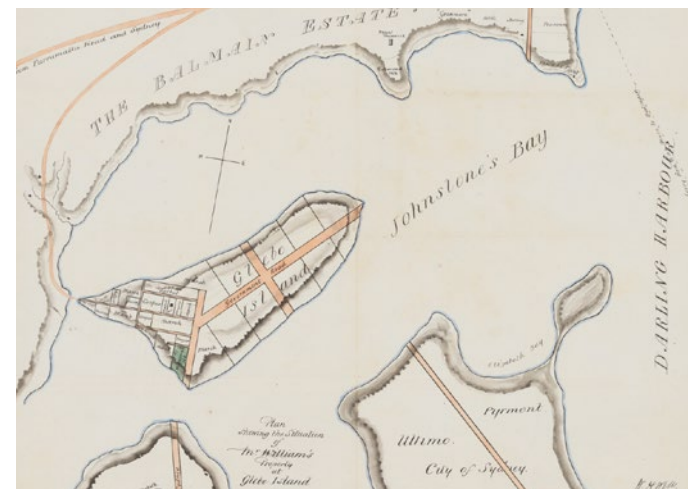


IMAGE A.97 Glebe Island by W.H. Wells from 1844 / State Library of NSW



IMAGE A.98 Map of Glebe Island including Abattoirs /Leichhardt Council



IMAGE A.99 Map of Sydney from 1890 / Vintage Maps Prints

SHORELINE EVOLUTION

LEGEND

Bays West Site

1788-1890

1890-1920

1920-1943

1943-1965

1965-2017

New Land

Source: Design5 Architects mapping overlay of former maps and aerial photographs of area

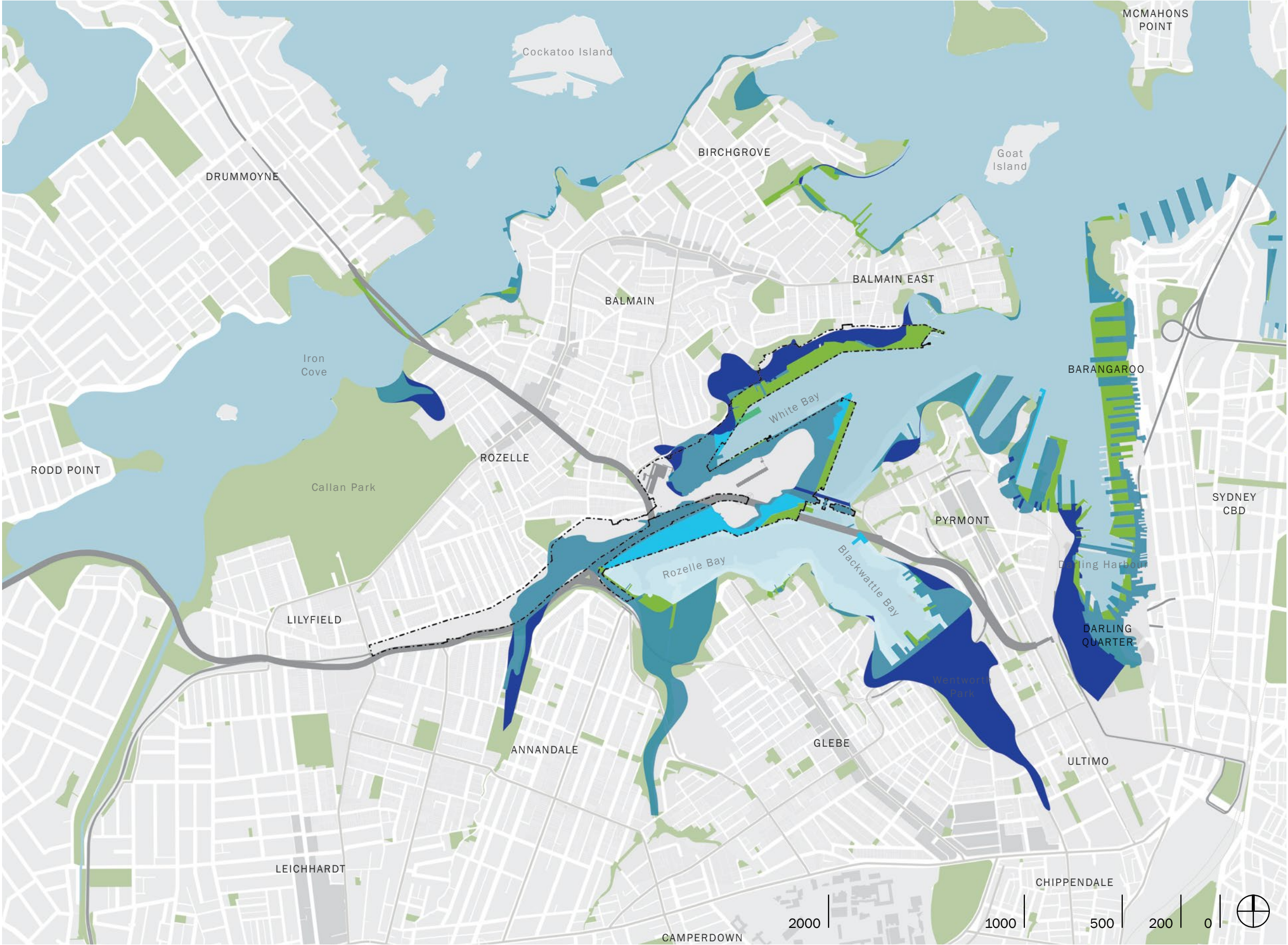


DIAGRAM A.40 Shoreline evolution of the Bays West site and surrounds

ARCHAEOLOGICAL POTENTIAL

The Precinct has been subjected to extensive modification and disturbance since the arrival of Europeans. Extensive land reclamation and other man-made interventions across the site have significantly impacted the potential for any Aboriginal archaeological material to have survived intact in subsurface deposits. However, such material has been discovered in nearby Sydney CBD areas where pockets of relatively undisturbed subsoils remain, and therefore may also be located within the study area. The remnant outcrops of sandstone also have the potential to contain surviving shelters and art sites.

While it was previously understood that Aboriginal sites did not exist at Bays West because there is no physical record of them, detailed input from Indigenous consultants reveals that the site can be understood not simply via physical accounts of archaeological artefacts, but through local cultural stories, knowledges and experiences. This approach must be embedded in the processes at Bays West.

Rozelle Rail Yards is considered to have low potential for the survival of any significant archaeological resource. The area is predominantly reclaimed land and there is no evidence it was substantially occupied prior to the construction of the rail lines.

The head of White Bay was originally mud flats and the
BAYS WEST STRATEGIC PLACE FRAMEWORK
AUGUST 30, 2021

shoreline in front of the Power Station and around to the Cruise Terminal has been significantly modified over the past 150 years. Again there is no evidence of significant occupation of these areas prior to their development for industry, with the majority of land resulting from cutting, leveling and reclamation. Despite general industrial use of the area, older industrial sites and wharves are assumed to have been demolished as they became obsolete.

Similarly, Glebe Island consists of extensively leveled and reclaimed land. Apart from evidence of quarrying seen along its interface with White Bay and Rozelle Bay, the assessment provided was that there is very low potential for the presence of an archaeological resource. Despite this there were shells found during On Country walk with indigenous consultant suggesting that some potential does remain for findings.

At Rozelle Bay there is some potential for remnant wharf and seawall structures to survive around the foreshore under reclamation fill. However, it is likely to be of low to moderate local significance.

The adjacent diagram describes the level of potential for archaeological artefacts, but also the remnant built form heritage tracings that lend themselves to further investigation and interpretation.



IMAGE A.100 Glebe Island wharves, 1950 / Sydney Reference Collection, Len Stone / Vic Solomons Collection: 451, City of Sydney Archives



IMAGE A.101 Railway access to coal loading facilities at Balmain, ca. 1960 / Maritime Services Board of NSW



IMAGE A.102 Power poles, railway tracks, silos and the road to ANZAC Bridge, Glebe Island, 1998 / National Library of Australia



IMAGE A.103 John E Hyde loading coal for Japan, Balmain, Sydney, October 1961 / National Library of Australia

ARCHAEOLOGICAL
POTENTIAL

- LEGEND**
- Bays West Site
 - Built Form Heritage Tracings 1920-1961
 - Indigenous Archaeological Potential
 - No Potential
 - Low Potential
 - Moderate Potential

Source: WestConnex M4-M5 Link Environmental Impact Statement, August 2017.
Bays Precinct study area map of archaeological potential, Artefact.
Former buildings were located via examination of aerial photographs and original maps/plans of the site



DIAGRAM A.41 Zones of archaeological potential across the Bays West site and surrounds

Scale 1:20,000 @ A3
171

NON-INDIGENOUS HERITAGE

Heritage, enriched by its traditions and its diversity, provides a sense of pride in valuing place and identity, and includes major social, economic, and environmental benefits. Heritage can incorporate both the tangible and intangible elements of a place and incorporates the many layers of narrative that a place can have. It can be present in many forms including landscapes, landmarks, places, buildings, objects, languages, customs and ceremonies.

Our definition of heritage encompasses anything inherited from the past that is valued enough to leave for future generations. This goes beyond just the items that have listings indicating their heritage value and incorporates key site elements, structures, and stories which can assist in the interpretation of this place.

Heritage is a living part of the Bays West site and many of the heritage items and landmarks that exist particularly talk to the layers and stories of place associated with the industrial, maritime, and transport infrastructure of Sydney. The heritage items within the Bays West Precinct are indicated on the next page. There are different levels of heritage listing for these items, with many falling under multiple categories.

In addition to the heritage items on the Bays West site, the Precinct is located in a very heritage-rich part of Sydney. It is acknowledged that there is a strong inter-related set of heritage themes and considerations between the Precinct and its surrounds. Further information on the evolution of the Bays Precinct post-settlement and its relationship with the surrounding suburbs is contained in Section 2.2 of this Strategic Place Framework.



IMAGE A.104 White Bay Power Station / Tamara Dean



IMAGE A.105 Glebe Island Silos



IMAGE A.106 Glebe Island Bridge



IMAGE A.107 ANZAC Bridge

NON-INDIGENOUS HERITAGE

LISTED HERITAGE ITEMS INSIDE SITE BOUNDARY

- 1 White Bay Power Station Complex
SHR listing No.01015, SREP 26 item no.11.
- 2 Sewage Pumping Station No 7 (SP0007)
Roberts Street, Balmain Sydney
SREP No 26 (City West), item no.4, S.170 Sydney Water Item No. 4571705
- 3 White Bay Power Station Inlet Canal
S.170 Sydney Ports Corporation item no.4560062 (inlet).
- 4 Beattie Street Stormwater Channel no.15
S.170 Sydney Water item no.001489.
- 5 Glebe Island wheat silos (components A, B , C)
S.170 Ports Corporation item no.4560016. SREP no.26 (City West), item no.1..
- 6 Item No. 5 Monument, Glebe Island
SREP no.26 (City West) item no.5, S.170 Sydney Ports Corporation item no.4560012.
- 7 Glebe Island Sandstone Quarry Samples
S.170 Sydney Ports Corporation item no.4560014.
- 8 Monument, Glebe Island (Container terminal plaque)
S.170 Sydney Ports Corporation item no. 4560013.
- 9 Glebe Island Dyke Exposure
S.170 Sydney Ports item no.4560056
- 10 Glebe Island Bridge No. 61
SHR item no.01914, S.170 RMS item no.4301666 and the Glebe Island Bridge approach item no.4560015
- 11 Anzac Bridge
S.170 RMS item No. 4305018
- 12 White Bay Power Station Outlet Canal
S.170 Sydney Ports Corporation item no. 4560026, and Sydney Harbour Foreshore Authority item no.4305018.
- 13 Whites Creek Stormwater Channel No 95
S.170 Sydney Water item no.4570343.
- 14 Cadden Le Messurier", 84 Lilyfield Road
SREP no.26 (City West) item no.3
- 15 Former Hotel, 78 Lilyfield Road
SREP no.26 (City West) item no.2
- 16 Catherine Street Railway Bridge
SREP No.26 (City West) item no.12, S.170 Transport NSW item no.4800245.
- 17 Former Unilever copra store, including interiors 9 Rosebery Place, Balmain
Leichhardt LEP item no.1306

LEGEND

- Bays West Site
- Conservation area
- Item - LEP
- Item - Landscape
- Item - Archaeological
- Item - SHR
- Item - S170
- Item - SREP
- Item - Potential for heritage listing

Source: Council LEP mappings, NSW OEH data



DIAGRAM A.42 Items of non-indigenous heritage across the Bays West site and surrounds

Authentic integration of cultural and creative amenity for its residents, workers, and visitors will be fundamental to establishing a renewed identity and sense of place at Bays West. While the site is currently largely inaccessible to the public, previous government strategies and the *Bays West Place Strategy* have outlined a strategy for applying innovation, conservation, and interpretation to the Precinct's key industrial and maritime heritage elements to ascertain and cement their socio-economic value for both Bays West and Greater Sydney.

The Precinct is located within the Inner West Council LGA, which identifies itself as the creative and cultural engine room of Sydney. Inner West Council's Strategic Plan Our Inner West 2036 outlines creative communities to drive a strong economy as one of their strategic directions. The Plan articulates the nurturing of a 'creative ecosystem' that reflects the relationship between creativity and place, linking together the economy (creative industries), places (creative spaces), and people (creative talent) to generate socio-economic growth and development.

"We are the home of artists, musicians, writers, studios, galleries, creative industries, artist-run initiatives, academics, theatres and festivals. We are an incubator for the new ideas, at the forefront of the using new

technologies to support and grow a diverse and thriving local economy. Our residents, workers and visitors enjoy food, music, the arts, recreation, diverse shopping experiences and interesting places that are vibrant, inspiring and pleasurable."

The City of Sydney is also working hard to sustain and grow its cultural offerings and support creative industries. More than 35% of Greater Sydney's creative industries workforce work within the city centre, with more the 50% of jobs within the arts/performing arts, film and media based in Central Sydney. Employment in the information, communication, and technology (ICT) sector has grown 23% since 2006 to become the 3rd largest industry in the City of Sydney. The Council is working to support local entrepreneurs and start-ups through its creative spaces programs, providing low-cost studio, office, retail and apartment spaces for artists, graphic designers, trans-media makers, musicians, fashion designers, and other creative businesses across the city.



IMAGE A.108 Roberts Street Mural / Inner West Council



IMAGE A.109 Clontarf Cottage / Inner West Council



IMAGE A.110 An artist studio in Rozelle / Inner West Council



IMAGE A.111 Birrung Park Open Graffiti Wall / Inner West Council

CULTURAL AND CREATIVE

- LEGEND**
- Bays West Site
 - Major Art Projects at Key Public Squares
 - Art Galleries
 - Theatres
 - Museums
 - Art Projects at Key Development Sites
 - Major Event Locations
 - Public Art
 - Historical Point of Interest
 - Indigenous Point of Interest (City of Sydney)
- Public Walks
- Art and Cultural Walk
 - Historical Walk
 - City of Sydney Cultural Ribbon
 - Indigenous History Walk

Sources: Google Maps, City of Sydney Council, Inner West Council, Canada Bay Council

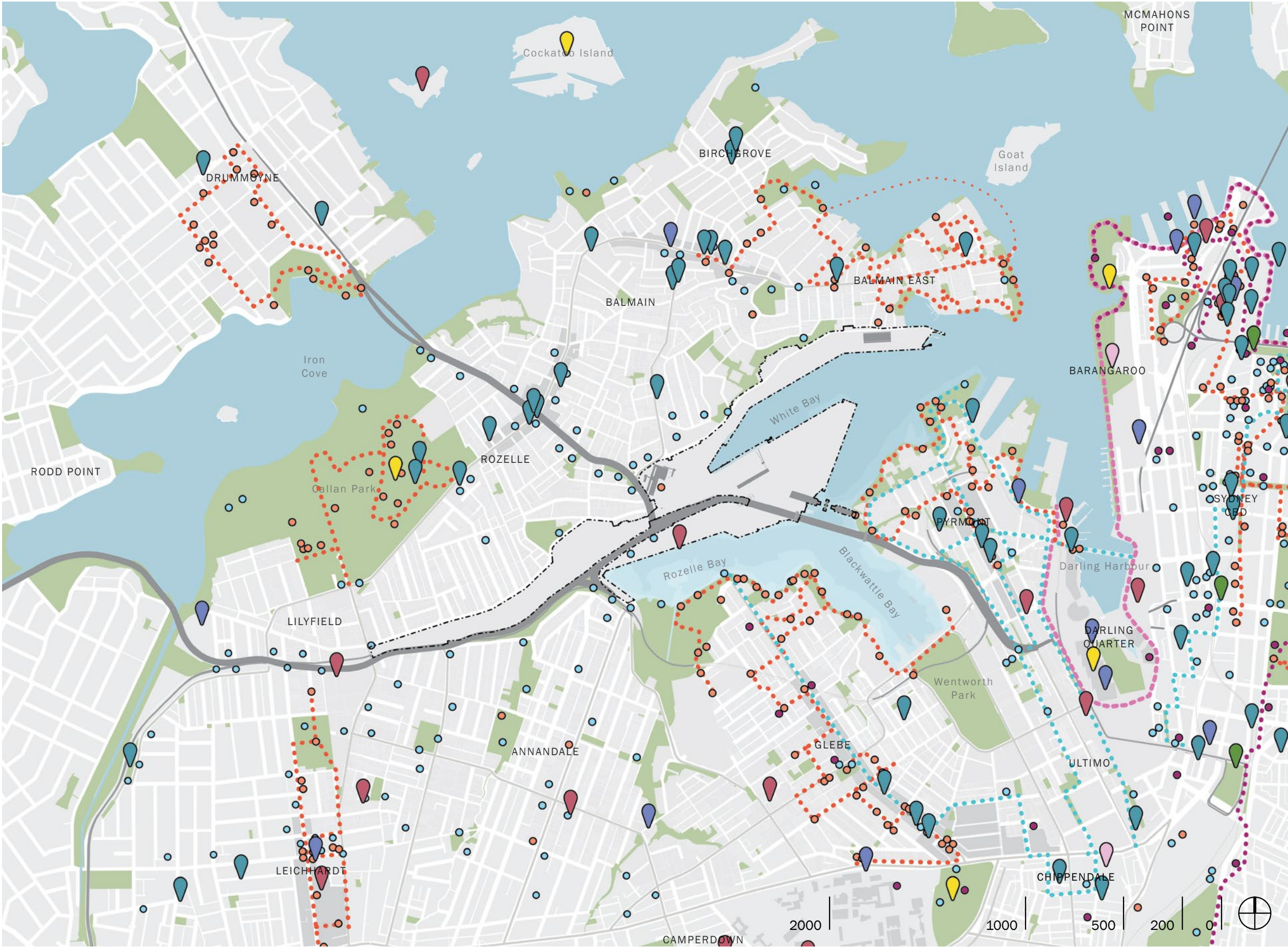


DIAGRAM A.43 Cultural and creative items across the Bays West site and surrounds

SENSITIVE: NSW CABINET

LEGEND

--- Bays West Site

— Original Shoreline

Heritage Listed:

Conservation area

Item - LEP

Item - Landscape

Item - Archaeological

Item - SHR

Item - S170

Item - SREP

Item - Potential for heritage listing

Source: Council LEP mappings, NSW OEH data

Archaeological Potential:

No Potential

Low Potential

Moderate Potential

Source: WestConnex M4-M5 Link Environmental Impact Statement, August 2017.

Bays Precinct study area map of archaeological potential, Artefact.

Aboriginal Heritage:

Registered Sites from Aboriginal Heritage Information Management System

White Bay Aboriginal Cultural Heritage Assessment (Urban Growth) 2016

Registered Sites from Aboriginal Heritage Information Management System

Aboriginal Heritage Feature

Pymont Peninsula Place Strategy, NSW DPIE 2020

Sites of Early Contact

Barami Barabugu, Sydney's Aboriginal Journey, City of Sydney, 2013

Cultural and Creative:

Major Art Projects at Key Public Squares

Art Galleries

Theatres

Museums

Art Projects at Key Development Sites

Major Event Locations

Art and Cultural Walk

Historical Walk

City of Sydney Cultural Ribbon

Indigenous History Walk

Sources: Google Maps, City of Sydney Council, Inner West Council, Canada Bay Council

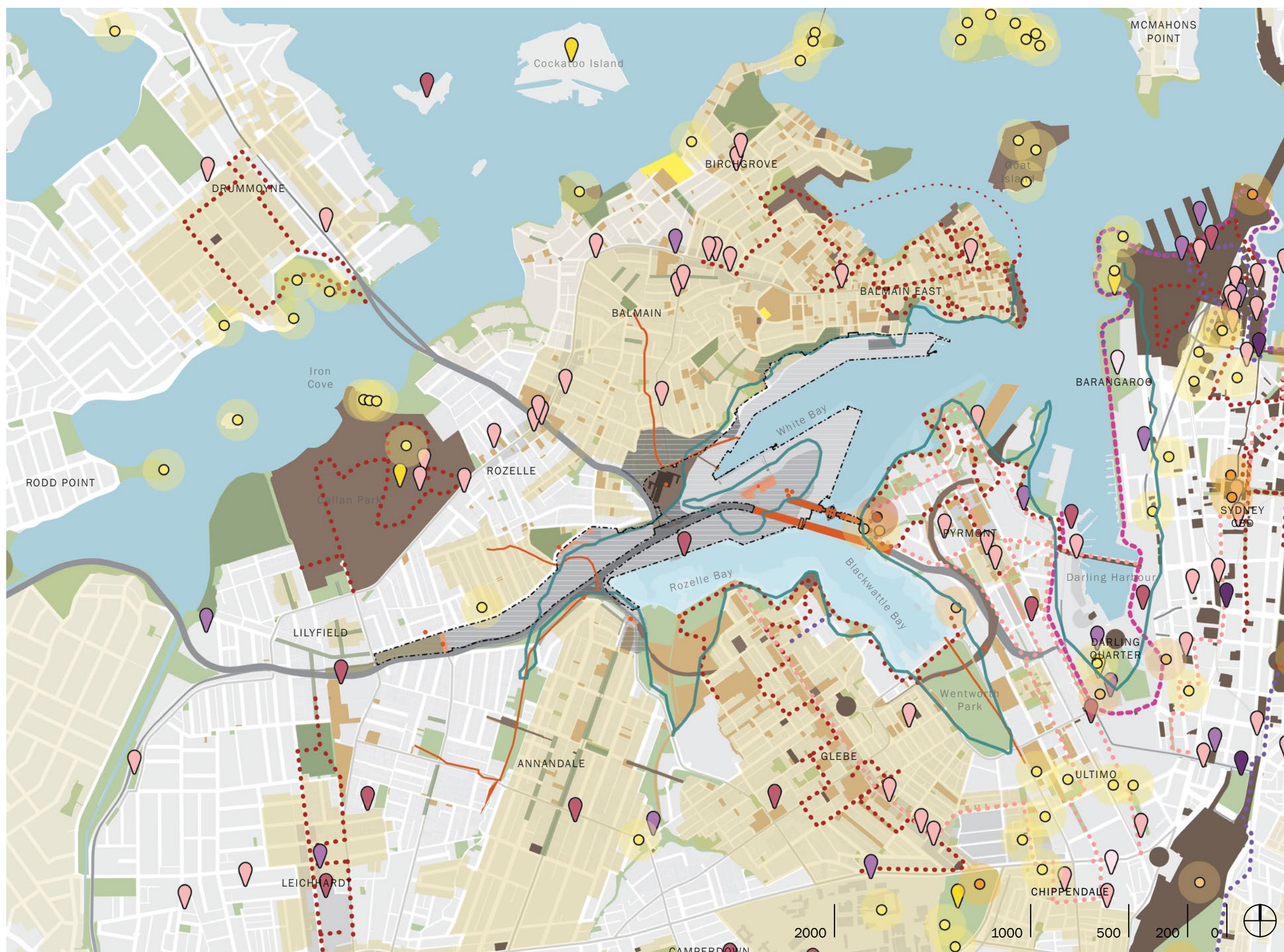


DIAGRAM A.44 Compilation of heritage and cultural factors across the Bays West site and surrounds

Scale 1:20,000 @ A3
176



CONNECTIVITY

The existing road infrastructure in and around Bays West presents one of the biggest challenges in unlocking development opportunities across the Precinct. Three major arterial roads, City-West Link, the Western Distributor, and Victoria Road, together separate the Precinct into isolated and disconnected zones, while offering little service opportunity for Bays West. Road access into the Precinct is extremely constrained, with only two existing vehicle entry points: James Craig Road in Rozelle Bay and Robert Street in White Bay.

With the completion of the WestConnex Rozelle Interchange the volume of vehicle movements around the Precinct is expected to increase considerably. The proposed Western Harbour Tunnel project is expected to reduce traffic volumes on the Anzac Bridge and City West Link, which may provide some capacity benefit for vehicles accessing the Bays West Precinct. However, latent demand of vehicle movements to/from the surrounding residential neighbourhoods may result in higher congestion levels across the road network overall.

This means that private vehicle access into the Precinct should

be considered extremely limited, and significant investment in highly efficient and attractive public and active transport service infrastructure is essential to unlocking the desired long-term development potential. An ultra-low mode share target for private vehicles of 5% is required, with access prioritised to servicing and utility vehicles, and the traffic associated with retained ports and maritime uses. Internal roads should be designated as 'Places for People' and be developed to discourage through-traffic movements to align with the Precinct place outcomes.

A Precinct-wide parking management strategy will be critical to influencing the volume of private vehicle trips in and out of the site from Day 1, and achieving the ultra-low private vehicle target.



IMAGE A.112 High vehicle movement between Victoria Rd and Anzac Bridge



IMAGE A.113 Intersection of The Crescent and City West Link Rozelle

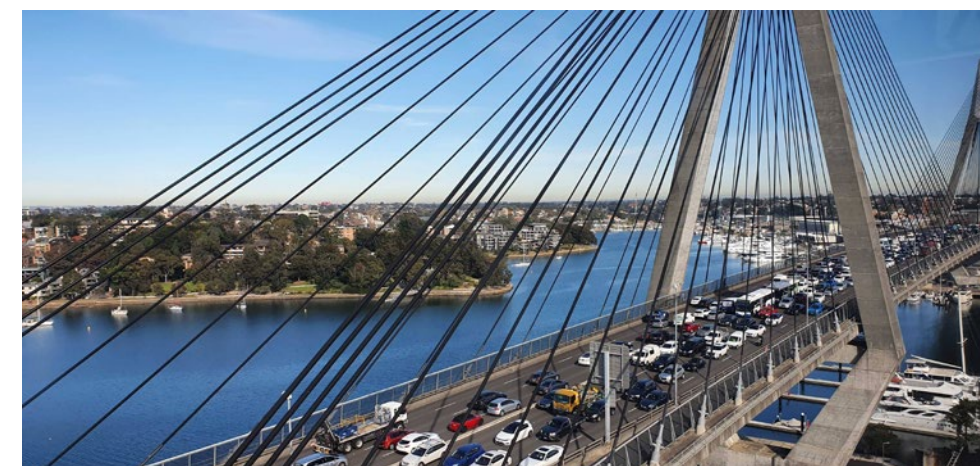


IMAGE A.114 High traffic on Anzac Bridge / 7NEWS



IMAGE A.115 High speed vehicle movement along City West Link

ROADS

- LEGEND**
- Bays West Site
 - Existing Public Domain
 - Arterial Roads
 - Primary Roads
 - Secondary Roads
 - Internal Precinct Roads
 - Primary Node
 - Secondary Node
 - Local Node
 - Existing Access Points
 - Proposed WestConnex Road and Tunnel alignment
 - Proposed Western Harbour Tunnel alignment

Source: TfNSW, RMS, WCX Urban Design and Landscape Plan document, WHT mapping from Infrastructure Australia

Note: WestConnex road design is indicative and based on original EIS proposed layout

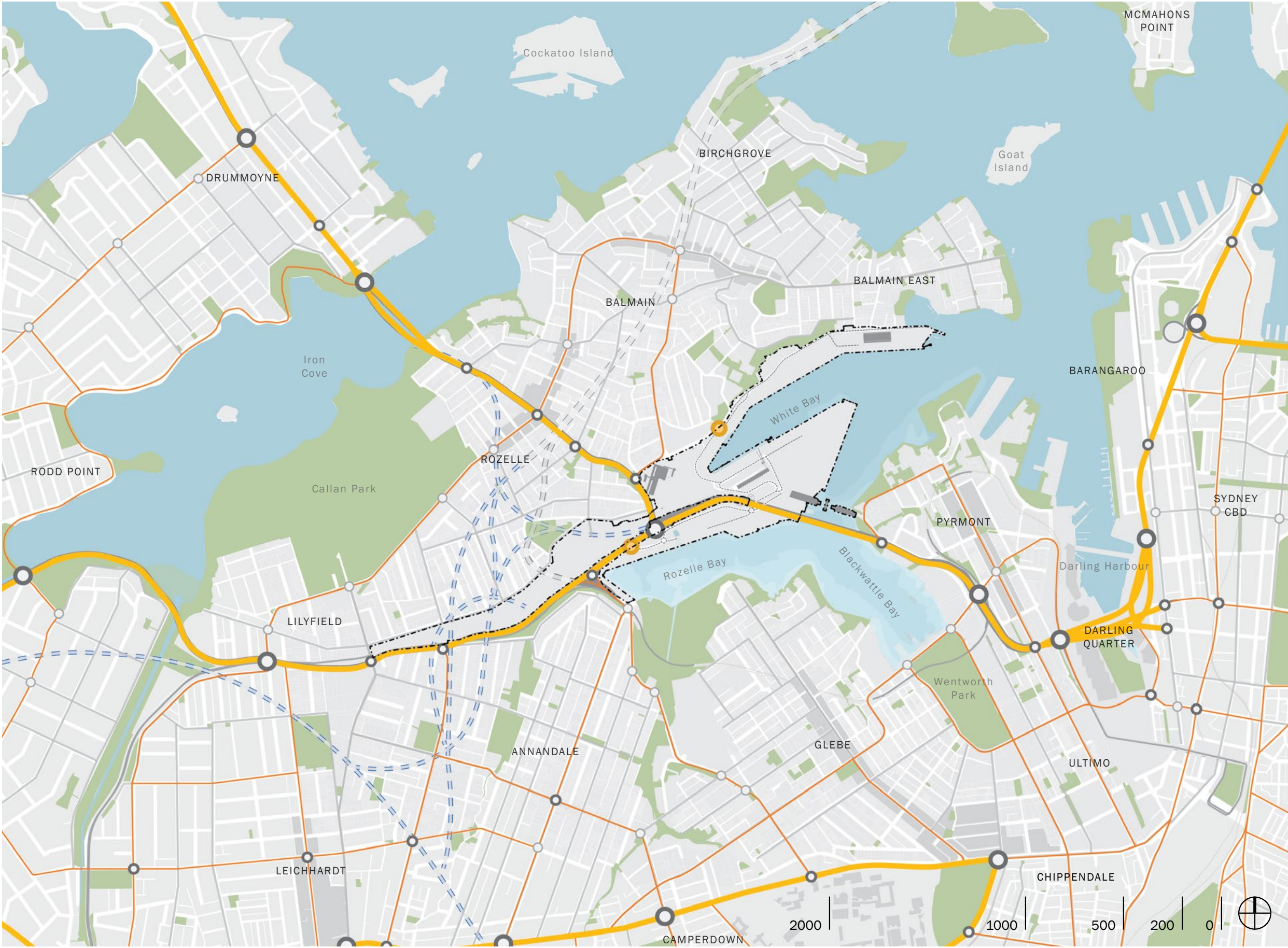


DIAGRAM A.45 Road networks across the Bays West site and surrounds

There are currently very limited mass transit options servicing Bays West. A series of trunk bus routes operate along Victoria Road and the Western Distributor on route to the Sydney CBD, but future access from the existing Victoria Road bus stop down into the Precinct (not currently permitted) is challenged by a considerable break in topography. The Inner West Light Rail runs about 1km south of the Precinct's centre, but does not provide a direct connection and is already considered to be running at capacity in the peak. And finally, a private ferry service does connect the White Bay Cruise Terminal with the city, but only on certain days.

The announced Bays Precinct station on the future Sydney Metro West project on track for completion in 2030, will be the catalyst mass transport project for realising urban renewal at Bays West. It will connect the Precinct with both the Harbour CBD and the River City at Parramatta, ensuring that Bays West achieves the 30 minute city vision of the Greater Sydney Commission's Metropolis of Three Cities. The station entry is proposed in the heart of the Precinct at the head of White Bay, so as to serve as a key connectivity and interchange node while

maximising its catchment area across both established and future residential neighbourhoods.

To achieve the Precinct's ultra-low private vehicle target, public transport is tasked with delivering a 60% mode share. The bulk of this is expected to be served by Sydney Metro, while the balance is achieved through investment in supportive intermediate transit options, including bus, ferry, and light rail. As outlined in Future Transport 2056, a series of short-term and long-term transport service and infrastructure projects are being investigated to integrate the Precinct with the broader network and achieve TfNSW's target customer outcomes. These include a rapid bus link service connecting the Bays and Inner West to the Eastern Suburbs, reinstating connection of Precinct to Pyrmont via the Glebe Island Bridge, and a potential extension spur or loop of the existing light rail via the Precinct.



IMAGE A.116 Bus route on The Crescent Annandale



IMAGE A.117 Light Rail Rozelle Bay, John Cowper



IMAGE A.118 Bus route on Mullens St Balmain / Flickr

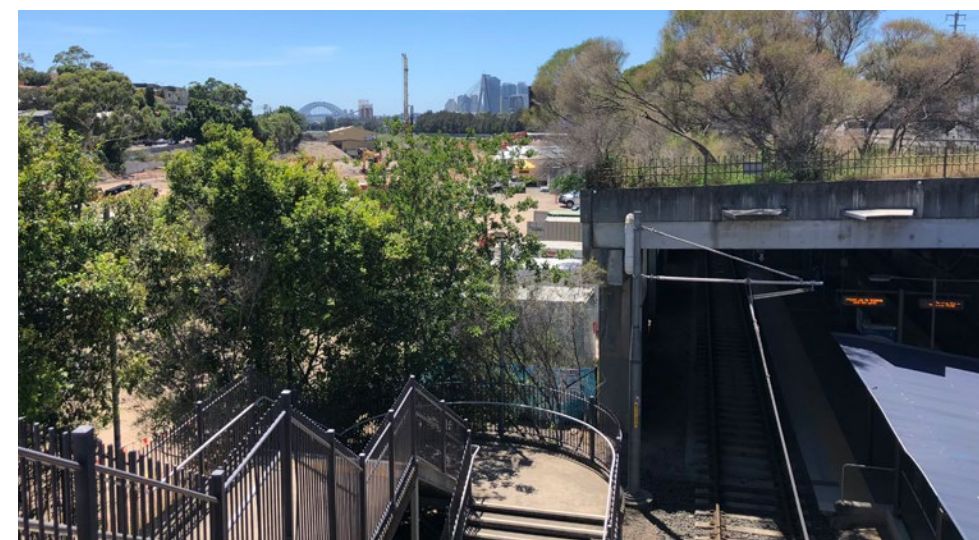


IMAGE A.119 Lilyfield Light Rail Station



IMAGE A.120 Rozelle Bay Light Rail Station / StupidityHole on Wordpress

PUBLIC TRANSPORT

- LEGEND**
- Bays West Site
 - Train Station
 - Train Route
 - Light Rail Stop
 - Light Rail Route
 - Rapid Bus Route
 - Suburban Bus Route
 - Local Bus Route
 - Ferry Wharf
 - Ferry Route
 - White Bay Cruise Terminal Ferry Wharf
 - White Bay Cruise Terminal Ferry Shuttle route
 - Future 'The Bays' Metro Station
 - Future Metro Route (indicative only)

Source: TfNSW, Sydney Metro West Project Overview Document

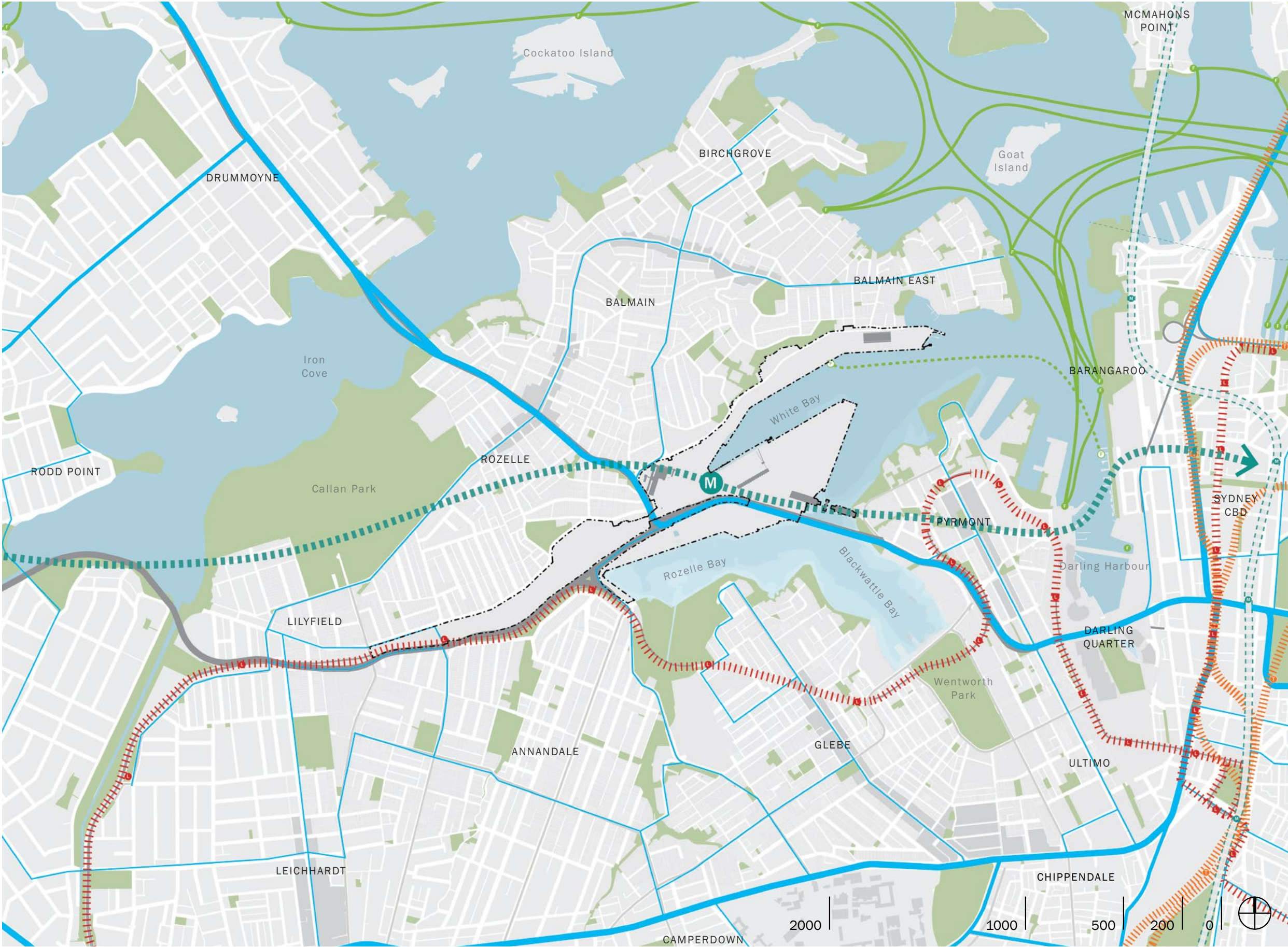


DIAGRAM A.46 Public transport networks across the Bays West site and surrounds

At present there is a very limited walking and cycling network within the Precinct, largely due to the nature of the existing land use. There are significant topography features that run along some of the site's main neighbourhood interfaces, which make direct, desire line connectivity a challenge. The major arterial roads that dissect the Precinct present a further barrier to creating the permeable, and high-amenity pedestrian and cycling network needed to support its redevelopment.

However, in the surrounding areas surrounding the Precinct there is an extensive network of active transport links supporting residents, including some already heavily utilised regional cycle routes feeding commuters from the Inner West to the city. A shared pedestrian/cycleway over Anzac Bridge from the east links to Pyrmont and the CBD, although steep grades and fast moving cyclists present a conflict with pedestrian traffic. A shared pedestrian/cycleway along Victoria Road from the north links Balmain, Rozelle, and Drummoyne to the Anzac Bridge, but is narrow, with no separation from the road, and is considered of poor quality. There is also an on-street cycle lane along Lilyfield Road from the west, feeding commuters for Leichhardt, Haberfield,

Ashfield, and Summer Hill into the CBD, which will be upgraded and rerouted through the future Rozelle Rail Yards Parklands as part of the WestConnex Rozelle Interchange project. This link will provide a direct feed into the Bays West Precinct and the future metro station at the head of White Bay. Finally, a shared pedestrian/cycleway along The Crescent from the south links Glebe and Annadale to Rozelle, Pyrmont and the city.

North-south connections over City West Link and the Western Distributor will be altered with the completion of the WestConnex Rozelle Interchange project. The existing grade-separated overpass that connects Victoria Road to Rozelle Bay will be demolished to allow for road widening and tunnel dive structures. Two new shared pedestrian/cycling bridge links will be installed over City-West Link connecting the new Parklands to the Rozelle Bay light rail stop and Brennan Street respectively.

The quality and attractiveness of the walking and cycling network within and around the Precinct is critical to unlocking the desired development potential at Bays West. To ensure the ultra-low private vehicle target is achieved, the

active transport mode share target has been set at 35%. This will require significant investment in supportive infrastructure to make walking and cycling the logical, default commute option for residents and workers in Bays West.



IMAGE A.121 Off road shared path in Bicentennial Park



IMAGE A.122 Anzac Bridge pedestrian ramp in Pyrmont



IMAGE A.123 Anzac Bridge shared path



IMAGE A.124 Shared Path at Rozelle Bay Light Rail Station



IMAGE A.125 On road cycle lane on Lilyfield Rd Rozelle

ACTIVE TRANSPORT

LEGEND

- Bays West Site
- Regional Active Transport network
- Foreshore shared path network
- Off road shared path network
- Walking Paths
- Cycle network difficulty gradings:
 - High
 - Medium
 - Low
 - Unclassified

Source: Inner West Council, Ashfield Council, City of Sydney Council, TfNSW

- Harbour Foreshore Walk
- Strategic Active Transport Route

Source: Pyrmont Peninsula Place Strategy, Hassell, 2020

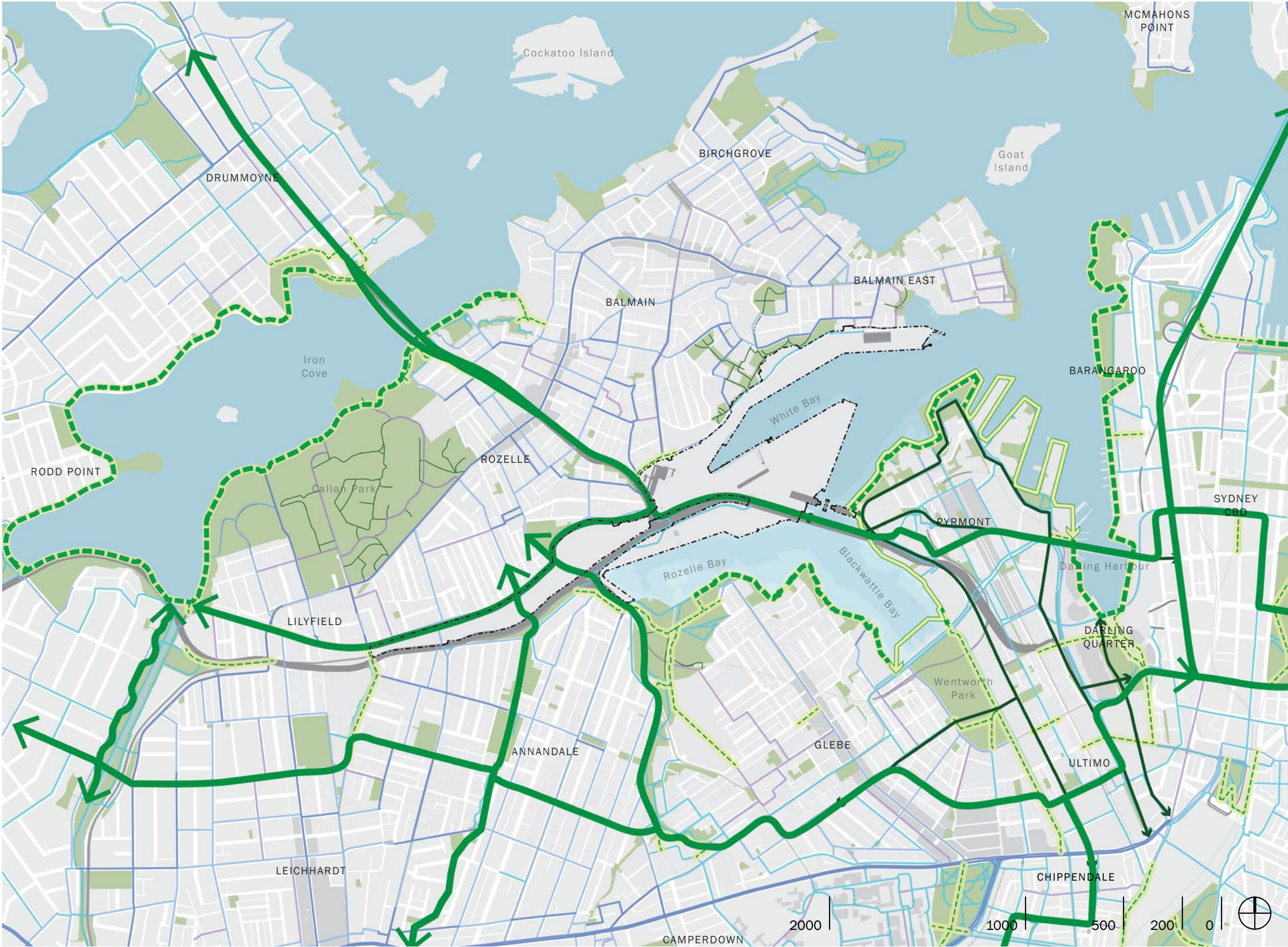


DIAGRAM A.47 Active transport network across the Bays West site and surrounds

The accessibility of the Precinct site is challenged by topographical features, existing built form, a congested road network, and transport infrastructure that currently ignores servicing requirements of a future Bays West development. The interface potentials of the Precinct boundary with its adjacent neighbourhoods is critical to understanding how to best deliver an integrated and responsive connectivity network; one that serves both Bays West and its surrounding communities.

While there is expected to be a level of self-sufficiency achieved in the Precinct - people who both live and work at Bays West - the delivery of a metro station will establish it as both an interchange and new destination for the people of Greater Sydney. Therefore, to maximise the potential of the Precinct it is important to understand its catchment opportunities and their associated arrival/departure nodes.

The following series of mapping examine the key interface nodes for the Precinct, highlighting the surrounding neighbourhood zones from which residents might feed into Bays West, or to which either residents of Bays West or metro commuters may

feed back out. It is at these nodes that we should prioritise investment in new or upgraded active transport infrastructure, so as to maximise utilisation and support the high mode share target for the Precinct.

Note - the catchment mappings are a reflection of travel distance time only. They assume use of the existing road network, and do not adjust or account for any specific active transport provisions (eg. dedicated lane or grade separated cycleways) or amenity factors (eg. traffic congestion, steepness of grade).



IMAGE A.126 Steep topography changes on Glebe Island



IMAGE A.127 Sandstone cutting along Robert St White Bay



IMAGE A.128 Sandstone cutting next to White Bay Power Station

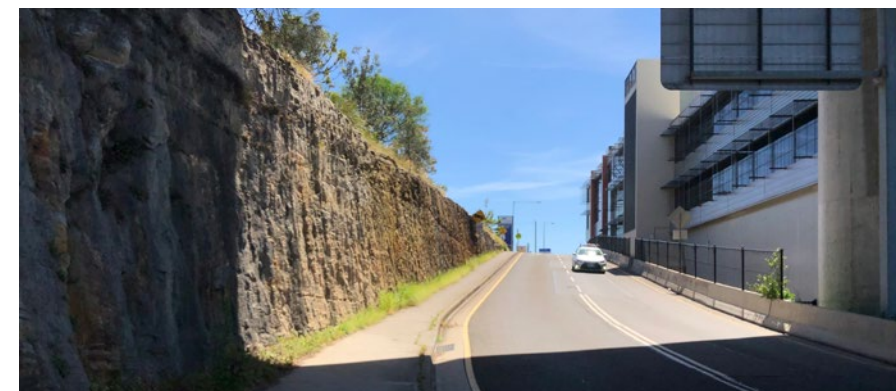


IMAGE A.129 Sandstone cutting under Anzac Bridge towards Glebe Island

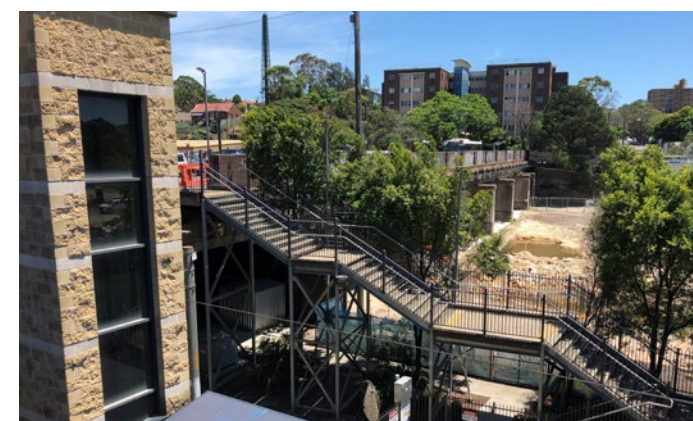


IMAGE A.130 Lilyfield Light Rail Station

ACCESSIBILITY

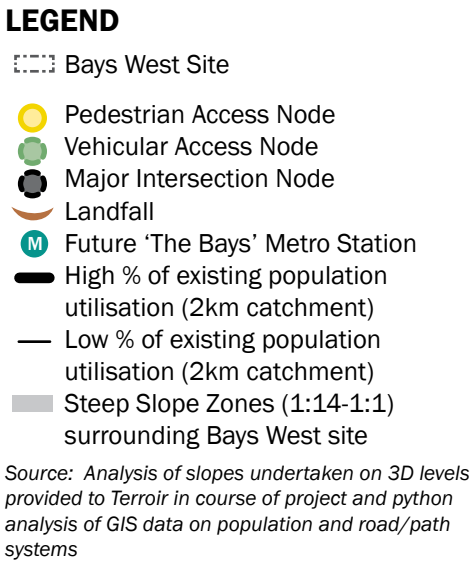


DIAGRAM A.48 Accessibility information across the Bays West site and surrounds

CYCLING CATCHMENTS

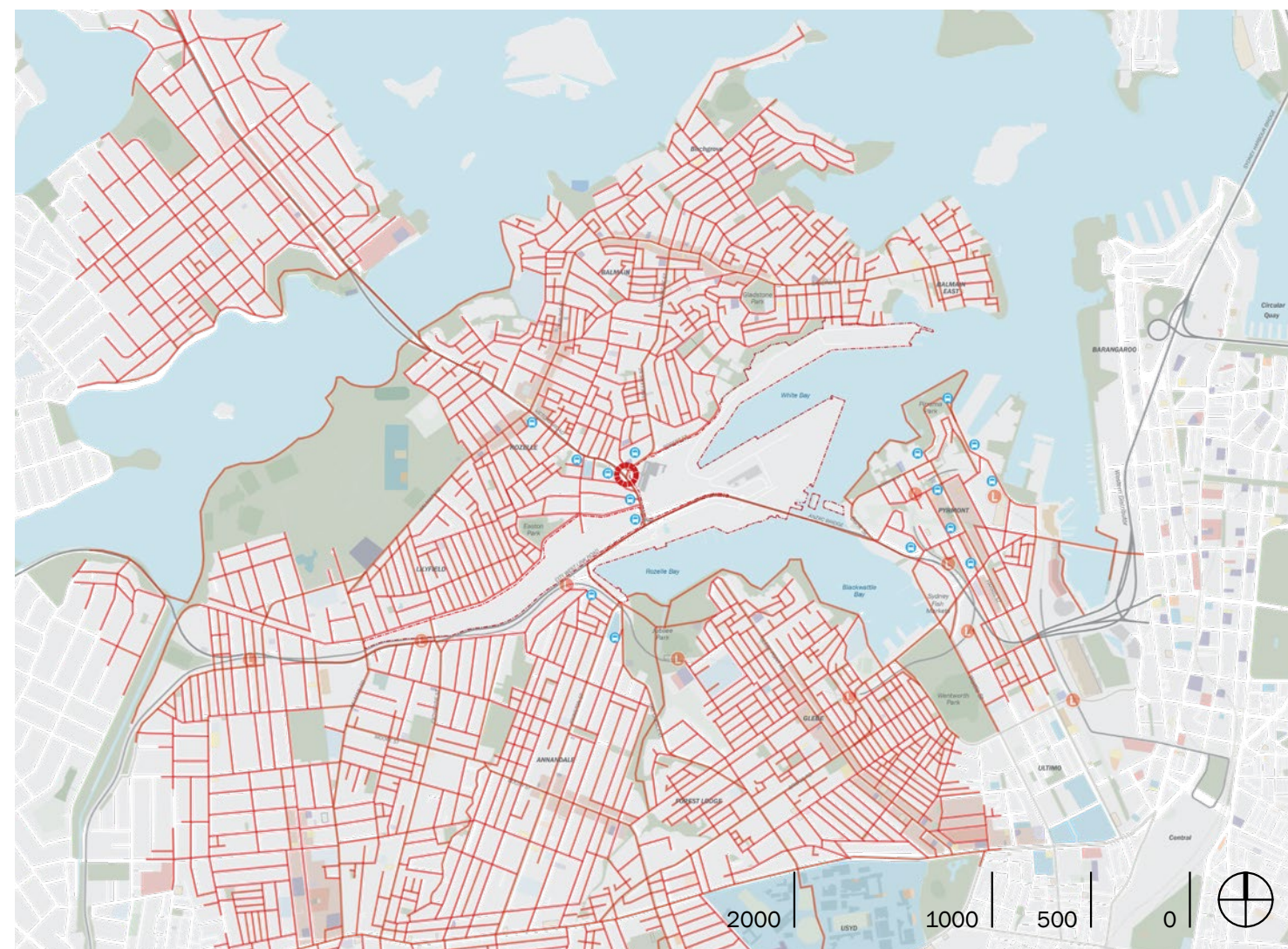


DIAGRAM A.49 Mullens Street Access Point

The precinct is well connected from a cyclist's perspective. From the access point at Mullens Street, a 15 minute cycle will connect to Drummoyne, Lilyfield, Pyrmont, Glebe, Annandale, Rozelle and Balmain.

LEGEND

- | | |
|-----------------------|----------------|
| Bays West Site | Library |
| Art Gallery | Medical |
| Childcare | Museum |
| Church | Recreation |
| Community Centre | Retail Streets |
| Education (Primary) | Shopping Mall |
| Education (Secondary) | Active Space |
| Education (Tertiary) | Passive Space |

Source: Google Maps

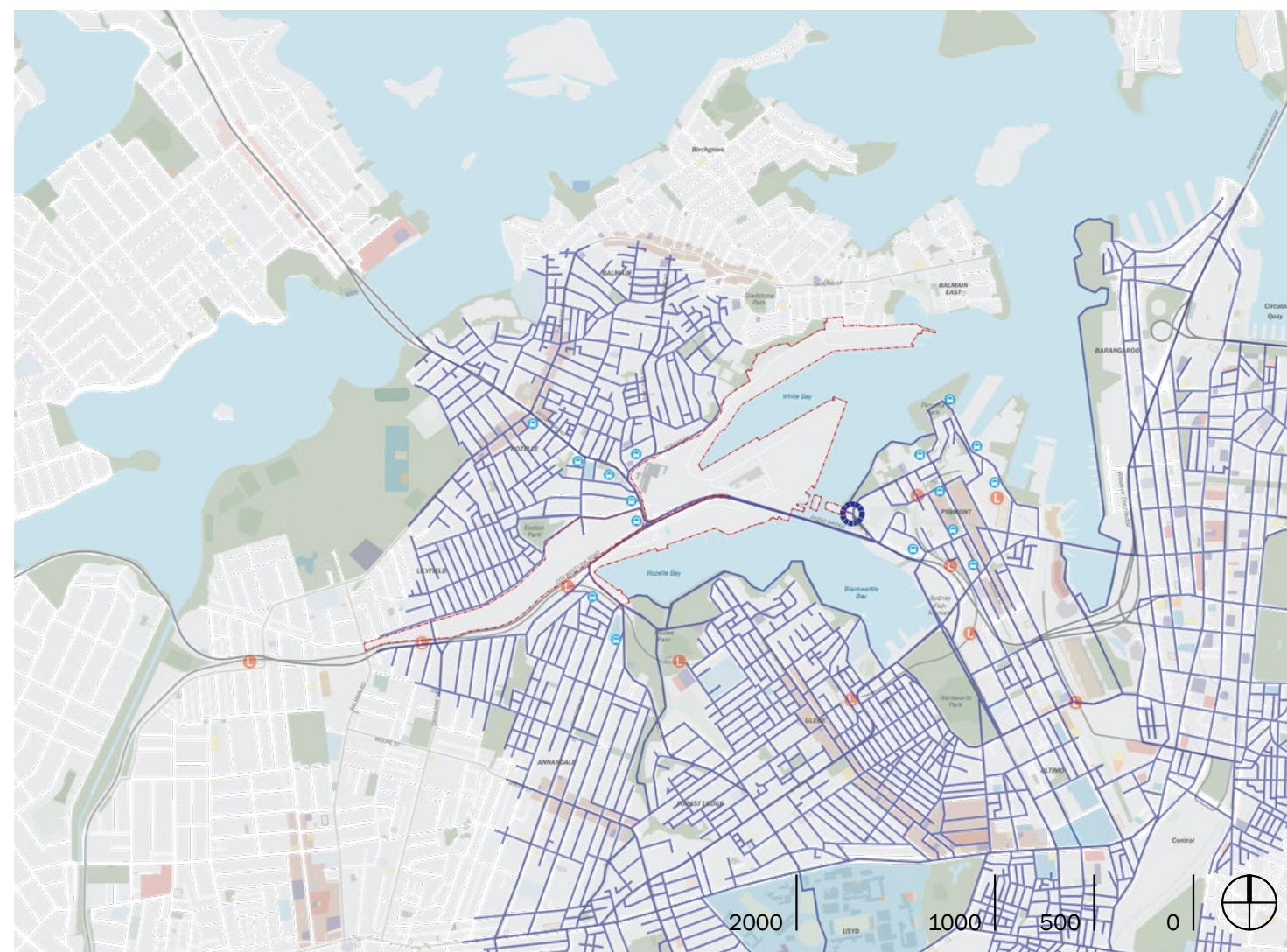


DIAGRAM A.50 Banks Street Access Point

The precinct is well connected from a cyclist's perspective. From the access point at Banks Street, a 15 minute cycle will connect to the Sydney CBD, Pyrmont, Glebe, Annandale, Rozelle, Lilyfield and Balmain.

LEGEND

- | |
|----------------------------|
| Access Point |
| 15 Minutes Riding Distance |

WALKING CATCHMENTS



DIAGRAM A.51 James Craig Avenue Access Point

From the access point at Rozelle Bay, a 15 minute walk will connect to bus services along Victoria Road, Rozelle Bay Light Rail Station, Jubilee Park and to the retail offering at Harold Park. A 30 minute walk will connect to retail offering at Balmain, Annandale and Glebe.

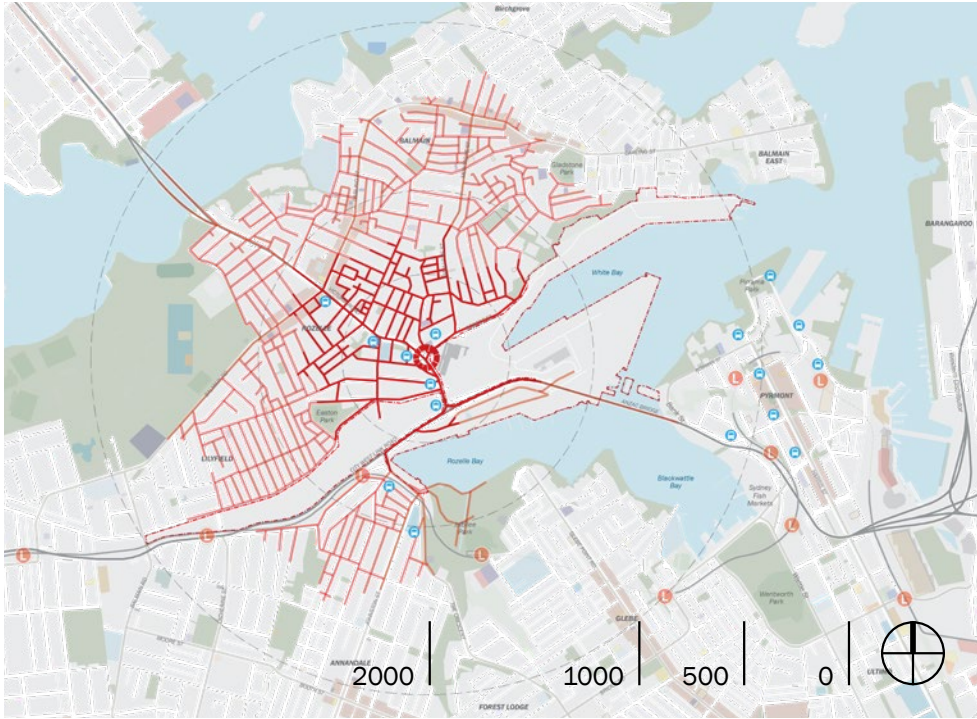


DIAGRAM A.52 Roberts Street and Victoria Road Access Point

From the access point into White Bay and Glebe Island, a 15 minute walk will connect to bus services along Victoria Road, Rozelle Bay Light Rail Station and retail offering at Balmain. A 30 minute walk will connect to Gladstone Park, as well as Jubilee Park.



DIAGRAM A.53 Roberts Street and Mullens Street Access Point

From the access point into White Bay and Glebe Island, a 15 minute walk will connect to bus services along Victoria Road, Rozelle Bay Light Rail Station and retail offering at Balmain. A 30 minute walk will connect to Gladstone Park, as well as Jubilee Park.

LEGEND

- Bays West Site
- Art Gallery
- Childcare
- Church
- Community Centre
- Education (Primary)
- Education (Secondary)
- Education (Tertiary)
- Library
- Medical
- Museum
- Recreation
- Retail Streets
- Shopping Mall
- Active Space
- Passive Space

LEGEND

- Bus Stops
- Light Rail Tracks
- Light Rail Station
- Access Point
- 15 Minutes Walking Distance
- 30 Minutes Walking Distance

LEGEND

- Access Point
- 15 Minutes Walking Distance
- 30 Minutes Walking Distance

LEGEND

- Access Point
- 15 Minutes Walking Distance
- 30 Minutes Walking Distance

Source: Google Maps

WALKING CATCHMENTS



DIAGRAM A.54 Booth Street Access Point

From the access point into Balmain, a 15 minute walk will connect to retail offering at Balmain. A 30 minute walk will connect to the Balmain East Ferry Wharf, retail offering at Rozelle and also to bus services along Victoria Road.



DIAGRAM A.55 Buchanan Street and James Craig Road Access Point

From the access point into Balmain, a 15 minute walk will connect to retail offering at Balmain. A 30 minute walk will connect to the Balmain East Ferry Wharf and to bus services along Victoria Road.









DIAGRAM A.56 Denison Street and Lilyfield Road Access Point

From the access point at Lilyfield, a 15 minute walk will connect to retail offering at Rozelle and to bus services along Victoria Road. A 30 minute walk will connect to the Rozelle Bay and Lilyfield Light Rail Stop as well as to the retail offering at Balmain.




LEGEND

-  Bays West Site
-  Art Gallery
-  Childcare
-  Church
-  Community Centre
-  Education (Primary)
-  Education (Secondary)
-  Education (Tertiary)
-  Library
-  Medical
-  Museum
-  Recreation
-  Retail Streets
-  Shopping Mall
-  Active Space
-  Passive Space




LEGEND

-  Bus Stops
-  Light Rail Tracks
-  Light Rail Station
-  Access Point
-  15 Minutes Walking Distance
-  30 Minutes Walking Distance

LEGEND

-  Access Point
-  15 Minutes Walking Distance
-  30 Minutes Walking Distance

LEGEND

-  Access Point
-  15 Minutes Walking Distance
-  30 Minutes Walking Distance

Source: Google Maps

WALKING CATCHMENTS



DIAGRAM A.57 The Crescent Access Point

From the access point at The Crescent, a 15 minute walk will connect to Tramsheds, Jubilee Park, as well as Jubilee Park and Rozelle Bay Light Rail Stops. A 30 minute walk will connect to the retail offering at Balmain, Annandale and Glebe.



DIAGRAM A.59 Glebe Point Road Access Point

From the access point at Glebe Point Road, a 15 minute walk will connect to Jubilee Park, Tramsheds, and Jubilee Park Light Rail Stop. A 30 minute walk will connect to the retail offering on Glebe Point Road, and Glebe Light Rail Stop.



DIAGRAM A.58 Banks Street Access Point

From the access point at Jacksons Landing, a 15 minute walk will connect to retail offering at Pyrmont, the Fish Market, bus services along Harris Street, as well as to John Street Square and Fish Market Light Rail Stops. A 30 minute walk will connect to Darling Harbour, The Star, Wentworth Park and to Wentworth Park and Glebe Light Rail Stops.

LEGEND

- Bays West Site
- Art Gallery
- Childcare
- Church
- Community Centre
- Education (Primary)
- Education (Secondary)
- Education (Tertiary)
- Library
- Medical
- Museum
- Recreation
- Retail Streets
- Shopping Mall
- Active Space
- Passive Space

LEGEND

- Bus Stops
- Light Rail Tracks
- Light Rail Station
- Access Point
- 15 Minutes Walking Distance
- 30 Minutes Walking Distance

LEGEND

- Access Point
- 15 Minutes Walking Distance
- 30 Minutes Walking Distance

LEGEND

- Access Point
- 15 Minutes Walking Distance
- 30 Minutes Walking Distance

Source: Google Maps

LEGEND

▤ Bays West Site

Access Nodes:

- Pedestrian Access Node
- Vehicular Access Node
- Major Intersection Node

Source: TERROIR

Roads:

- ▬ Arterial Roads
- ▬ Primary Roads
- ▬ Secondary Roads
- ▬ Precinct Roads
- Primary Node
- Secondary Node
- Local Node
- ▬ Proposed WestConnex Road and Tunnel alignment
- ▬ Proposed Western Harbour Tunnel alignment

Source: TfNSW, RMS, WCX Urban Design and Landscape Plan document, WHT mapping from Infrastructure Australia

Public Transport:

- Train Station
- ▬ Train Route
- Light Rail Stop
- ▬ Light Rail Route
- ▬ Rapid Bus Route
- ▬ Suburban Bus Route
- ▬ Local Bus Route
- Ferry Wharf
- ▬ Ferry Route
- White Bay Cruise Terminal Ferry Wharf
- ▬ White Bay Cruise Terminal Ferry Shuttle route
- Future 'The Bays' Metro Station
- ▬ Future Metro Route

Source: TfNSW, Sydney Metro West Project Overview Document

Active Transport:

- ▬ Regional Active Transport network
- ▬ Foreshore shared path network
- ▬ Off road shared path network

Source: Inner West Council, Ashfield Council, City of Sydney Council

Landform:

- ▬ Steep Slope Zones (1:14-1:1) surrounding Bays West site

Source: TERROIR

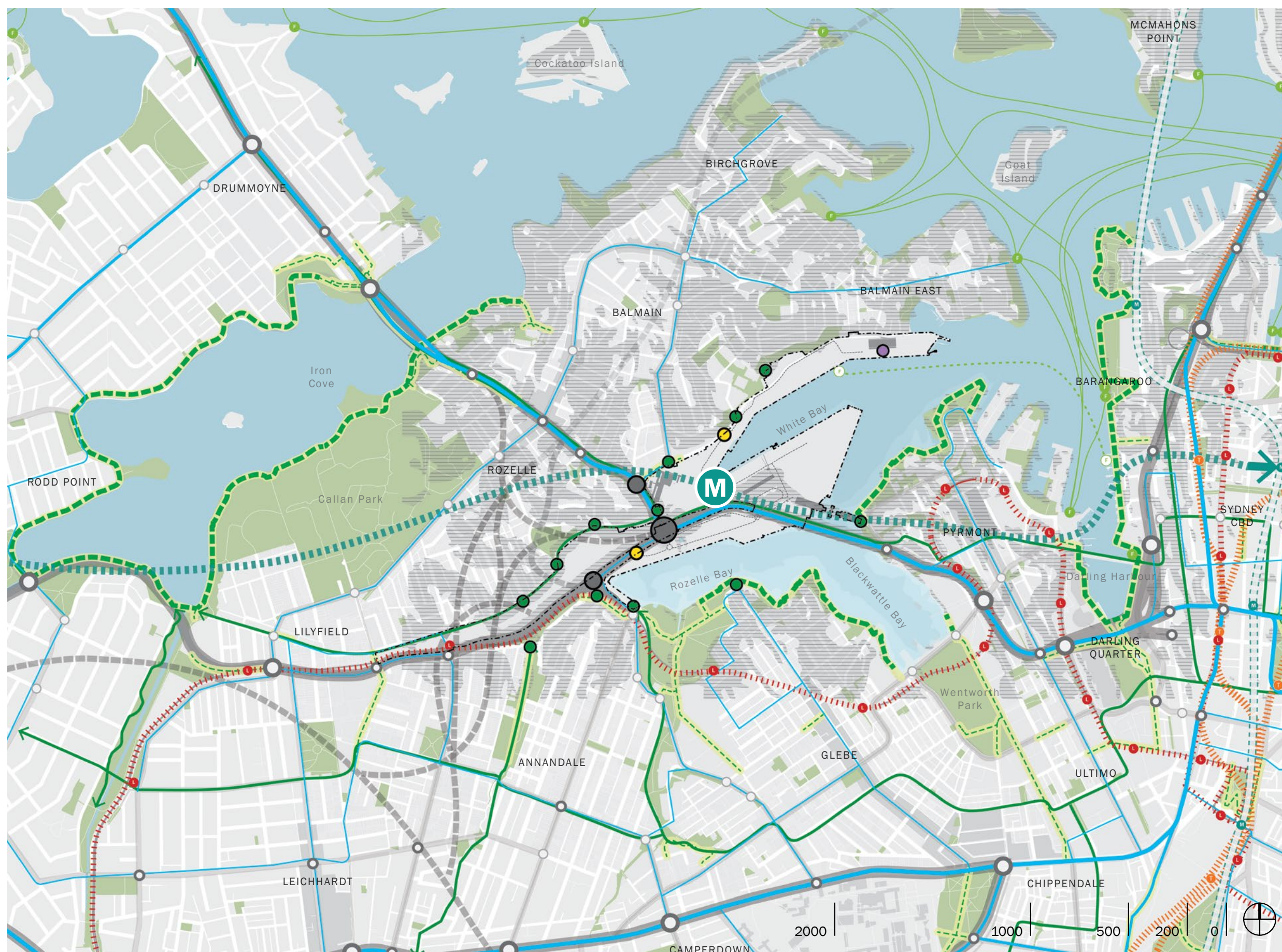


DIAGRAM A.60 Compilation of connectivity factors across the Bays West site and surrounds



BUILT FORM & CHARACTER



Built Form & Character

PUBLIC VISTAS AND LANDMARKS

There are a number of significant landmarks located within the Bays West Precinct, which act as unique visual markers on the journey between the Inner West and Sydney's CBD. These elements, which include the iconic White Bay Power Station, the Glebe Island Silos, and ANZAC Bridge, are embedded in the existing place narrative and cultural identity of the Precinct. Therefore, it is critical for any future development within Bays West to respect and preserve the existing signature views towards these landmarks from key public viewpoints. These views offer a deep connection between the site, its immediate neighbourhood, the surrounding districts, and the broader city in terms of navigation, memory, and identity.

White Bay Power Station

The White Bay Power Station is a state heritage listed item and one of the key landmarks associated with the Bays West Precinct. A Conservation Management Plan has been produced for the site, which details a number of development constraints and sets out a series of prescribed viewsheds to help preserve its landmark status and visual prominence from key parts of the public realm. These consider both distant and localised views from both a land and a water approach, noting that while the building's facade and roof form are important within the local context, the two chimneys are a distinct feature of Sydney's skyline and clearly visible from further afield including at Observatory Hill and from the Sydney Harbour Bridge.

ANZAC Bridge

Since it was constructed in 1995, the ANZAC Bridge has become an iconic feature of Sydney Harbour. The bridge serves as a significant piece of transport infrastructure, and is included on the RMS S170 register for both its technical and aesthetic value. It is a modern landmark that dominates the existing built form of the Precinct, with its two 120m high towers and the highly visible and recognisable suspension cables. There are a number of significant views of the bridge from across the water including Jacksons Landing and Pirrama Park, along with the foreshore areas of

Balmain Peninsula, Rozelle Bay, and Blackwattle Bay. Broader and partial views should also be considered from suburbs such as Glebe, Milsons Point, and North Sydney which see the profile of the bridge running east-west.

Glebe Island Silos

The Glebe Island Silos are another key marker of industry on the landscape within the Precinct. They are a heritage listed item in both the SREP and on the S170 register (Sydney Ports Corporation). Their significance and value is viewed both in their former use as the main bulk wheat storage and export terminal in NSW and current landmark status due to their scale and prominent location. Heritage recommendations relative to the retention and potential ongoing adaptive reuse of the Silos within a future Bays West development include a maintained visual relationship with key surroundings. They should be visible from White Bay Power Station, the western shore of White Bay, and the Victoria Road approaches on the western side of ANZAC Bridge, along with from the bridge itself.

Other landmark elements within the Precinct include:

Glebe Island Bridge

The Glebe Island Bridge is a unique feature of Sydney Harbour as the gateway to Rozelle Bay and Blackwattle Bay, and has a special place in the maritime history of Sydney. The bridge is a state heritage listed item and demonstrates one of the earliest examples of an electric-powered swing bridge in Australia. Given the scale of the bridge within its context, it is only distinctly visible when viewed in close proximity. Most of the key views to it are from on the water, or along the Prymont, Glebe, and Glebe Island foreshore. Therefore, its visibility is unlikely to be impacted by future development at Bays West.

White Bay Cruise Terminal

The distinctive form of the White Bay Cruise Terminal makes it easily visible from within the Precinct and further afield. It is not a heritage listed item, but has been recognised and awarded for its architectural quality and clever integration of the site's existing gantry structures. Views of the Cruise Terminal across Johnsons Bay from Pirrama Park are noted as being of significance, while views from within the Precinct should also be preserved with respect to future development, including the full length of the foreshore promenade to the head of White Bay and Glebe Island.

Sydney Heritage Fleet

The Sydney Heritage Fleet site is highly visible for both drivers and pedestrians on the ANZAC Bridge, the southern end of Victoria Road, and The Crescent at the head of Rozelle Bay, while also viewed across the water from the existing Foreshore Promenade and Jubilee Park. The Fleet is emblematic of the maritime history of the Bays West Precinct, with the John Oxley vessel currently being repaired now seen as one of the local landmarks that identify the Precinct to Sydneysiders.

The Precinct presents a number of signature views to other Sydney landmarks, including the Sydney Harbour Bridge which should also be considered and maximised for public benefit. Much of the Sydney CBD skyline is visible from within the Precinct, which along with the direct and significant connection to the harbour foreshore provides a unique opportunity to deliver a new piece of high amenity public domain for Sydney.

PUBLIC VISTAS AND LANDMARKS

- LEGEND**
- Bays West Site Boundary
 - Landmark
 - 1. Sydney Fish Market
 - 2. Glebe Island Bridge
 - 3. Anzac Bridge
 - 4. Glebe Island Grains Silos
 - 5. White Bay Power Station
 - 6. Sydney Heritage Fleet
 - 7. White Bay Cruise Terminal
 - Church
 - Balmain Townhall
 - Balmain Hospital
 - White Bay Power Station - Boiler Room
 - Vista to Boiler Room - On Path
 - Disturbed Vista to Boiler House - On Path
 - Path
 - Vista to Boiler House - In Public Space
 - White Bay Power Station - Chimneys
 - Vista to Chimney (Only) - On Path
 - Disturbed Vista to Chimney (Only) - On Path
 - Vista to Chimney (Only) - In Public Space
 - Vista to Chimney (Only) - On Higher Level Path
 - Vista to Chimney (Only) - In Higher Level Public Space
 - Glebe Island Silos
 - Vista to Silos - On Street
 - Disturbed Vista to Silos - On Path
 - Vista to Silos - In Public Space
 - Anzac Bridge
 - Vista to Anzac Bridge - On Path
 - Disturbed Vista to Anzac Bridge - On Path
 - Vista to Anzac Bridge - In Public Space
 - Glebe Island Bridge
 - Sydney Heritage Fleet
 - White Bay Cruise Terminal
 - Viewpoint of More Than Two Landmarks
 - Landmarks
 - High-rise / Bays West Interface
 - High-rise Commercial
 - High-rise Residential
 - High-rise Mixed Use



Source: TERROIR

DIAGRAM A.61 Public vista and landmark information across the Bays West site and surrounds



Built Form & Character

BUILDINGS TYPOLOGIES

The terrace house form is the most common building typology on and around the Balmain peninsula. It represents the working-class history of the area, although the area has since transitioned into an expensive and highly desirable location to live in Sydney. The terraces are characterised by their narrow form, repetition in rows, and low-rise one to two level adjoining blocks.

Scattered within these areas of largely intact 19th century residential buildings exist a couple of distinct pockets of industrial land, including the Robert Street Industrial Neighbourhood. These areas are characterised by the warehouse building typology, reflective of their proximity and relationship to the maritime and industrial uses within Bays West.



IMAGE A.131 Residential apartment buildings, Jacksons Landing / Jacksonslanding.net



IMAGE A.132 White Bay Power Station



IMAGE A.133 Terrace Houses on Lilyfield Road, Rozelle / Real Estate



IMAGE A.134 Warehouse buildings on Robert Street, Rozelle / I.B. Property

BUILDINGS TYPOLOGIES

LEGEND

--- Bays West Site

Dominant Building Type:

- Hospital
- Office
- Retail
- Industrial buildings and Warehouses
- High Density Housing (Apartments and Units)
- Medium Density Housing (Terraces)
- Single Dwellings (Houses)
- Train Station
- Large Format Buildings

Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data).
Compiled and presented in atlas.id by id., Google Maps, Open Street Map for 'buildings' data

//// Incoming Changes

Source: Pyrmont Peninsula Place Strategy, Hassell, 2020

BAYS WEST STRATEGIC PLACE FRAMEWORK
AUGUST 30, 2021



DIAGRAM A.62 Building typologies across the Bays West site and surrounds

Scale 1:20,000 @ A3
195



Built Form & Character

CHARACTER AREAS

Character areas in the Inner West Council and City of Sydney Council areas are established based on their character, including topography, setting, heritage, streetscape, character of the neighbourhoods and important elements that contribute to the existing character. The *Pymont Peninsula Place Strategy* has also outlined a series of character areas and these have been used to name the various zones covered by this straggly as the most recent NSW government document on this area.

The Inner West Council character areas that directly interface with the Bays West northern site boundary include Nanny Goat Hill in Lilyfield, Easton Park, The Valley, Robert Street in Rozelle, and Gladstone Park in Balmain. To the western edge of the Bays West site, Annandale character areas including Young Street and Johnston Street interface with the precinct.

The City of Sydney character areas that interface with the Bays West site across key water bodies include Pirrama in Pymont which includes the Jacksons Landing area, and Glebe Point and Toxteth in Glebe.

The character areas and their character statements are important to consider when developing the future character of the Bays West Precinct.



IMAGE A.135 Rozelle Street, view towards City CBD / Cobden and Hayson



IMAGE A.136 Glebe Point Rd, Glebe / Adam J.W.C



IMAGE A.137 Annandale Residential Street / Sydney Suburb Review



IMAGE A.138 East Balmain waterfront / Getty Images

CHARACTER AREAS

LEGEND

Bays West Site

Inner West Council Character Areas:

- Balmain
- Rozelle
- Annandale
- Lilyfield
- Leichhardt

Source: Inner West Council Document - Part C
Place: Section 2 Urban Character

City of Sydney Council Character Areas:

- Central Sydney
- Millers Point
- Ultimo / Pyrmont
- Surry Hills
- Chippendale, Camperdown, Darlington
- Glebe and Forest Lodge



DIAGRAM A.63 Character areas of across the Bays West site and surrounds



Built Form & Character

HEIGHT OF BUILDINGS

There are a limited number of buildings and structures located within the Bays West Precinct. Rozelle Bay hosts the majority of these, a series of low to medium scale structures associated with TfNSW (formerly RMS) and marine contractor operations, and recreational vessel berthing and maintenance. The largest of these is the dry boat storage facility, at a height of approximately 22m AHD.

The remainder of the Precinct is largely absent of development, adding to the visual presence and significance of structures such as the White Bay Power Station (Chimney stacks approximately 81m AHD), Glebe Island Silos (northern end at approximately 62m AHD), and ANZAC Bridge (at 120m). Their height and scale within an otherwise barren industrial landscape has helped embed their landmark status within the Inner West and broader Sydney context. It is therefore important to respect and preserve the visual presence of these key structures within this landscape and ensure they are not diminished or concealed by a future Bays West development.

Analysing the existing height patterns within the site's surrounding context, the landscape is predominantly populated with buildings of very low scale (less than 7m). This is reflective of the fine grain residential character of Balmain, Rozelle, Lilyfield, and

Annandale. There are pockets of taller buildings (8-19m) across Glebe, and areas of greater height increase within Pyrmont, with building heights around Jackson's Landing reaching 51-75m.

The history and scale of existing built form within the surrounding suburbs must be considered in the urban regeneration of Bays West. Their unique, much-loved, and highly valued suburban character is to be protected, with responsive height transitions of new built form at key interface points and a general tapering of building heights across the Precinct recommended.



IMAGE A.139 Low scale buildings on Balmain peninsula



IMAGE A.140 Jacksons Landing buildings

A.3 PLACE ANALYSIS

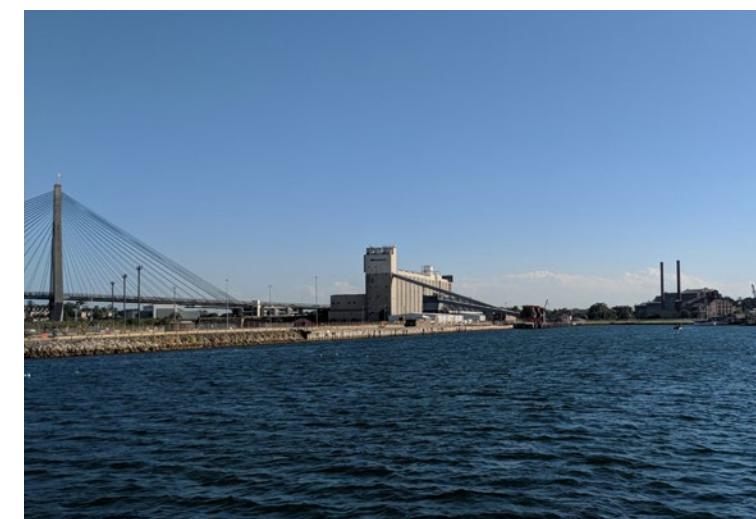


IMAGE A.141 ANZAC Bridge, Glebe Island Silos and the White Bay Power Station are currently the tallest built element at Bays West Precinct

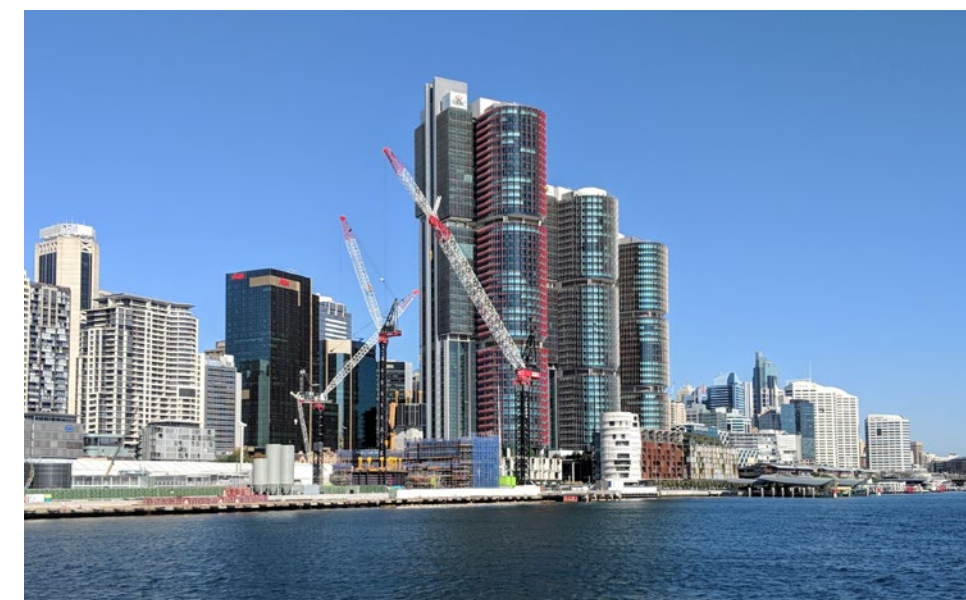


IMAGE A.142 Barangaroo and CBD beyond

HEIGHT OF BUILDINGS

LEGEND

- 0-7m
- 8-19m
- 20-38m
- 39-50m
- 51-75m
- 76-124m
- 125-174m
- 175m+

Source: Central Sydney Planning Framework, City of Sydney, Google Maps

//// Tall Building Cluster

Source: Pyrmont Peninsula Place Strategy, Hassell, 2020



DIAGRAM A.64 Height of buildings across the Bays West site and surrounds



Built Form & Character

LOT SIZE

The scale and pattern of lot sizes across the Precinct's wider context is reflective of its historical development and evolving use patterns. Larger lot sizes (those greater than 2,000m²) are most commonly located along the waterfront. Whereas, the medium and smaller lot sizes are more focused around local centres. As is typical of Sydney's evolution, these orientate themselves to the ridgelines and transition down towards the water.

The site's surrounding neighbourhoods are dominated by smaller lots, predominantly less than 400m². These are representative of the fine grain low scale workers cottage and terrace housing developed across Balmain, Birchgrove, and Glebe in the late 19th century. Much of this dense building stock remains intact today, and falls within heritage conservation areas. There are a number of larger lots located immediately adjacent to the Precinct, each distinct pockets of industrial land with existing or former relationships with the maritime and industrial uses within Bays West.

The lots that make up the Precinct area represent a unique and significant opportunity for the future growth and prosperity of Sydney. In contrast to its surrounding context, Bays West encompasses a series of large consolidated land holdings all under government ownership.

Such pockets of land within Sydney are becoming increasingly rare, and hence the strategic merits of their ongoing use must be carefully considered with respect to delivering both longevity and the highest public benefit achievable.

As can be seen in the attached mapping, there are a series of large consolidated government land holdings some of which are also linked to urban renewal and regeneration. These include Darling Square, Central Station, and Barangaroo.

The map also highlights the primary areas of public recreation, which again are predominantly situated adjacent to the waterfront.

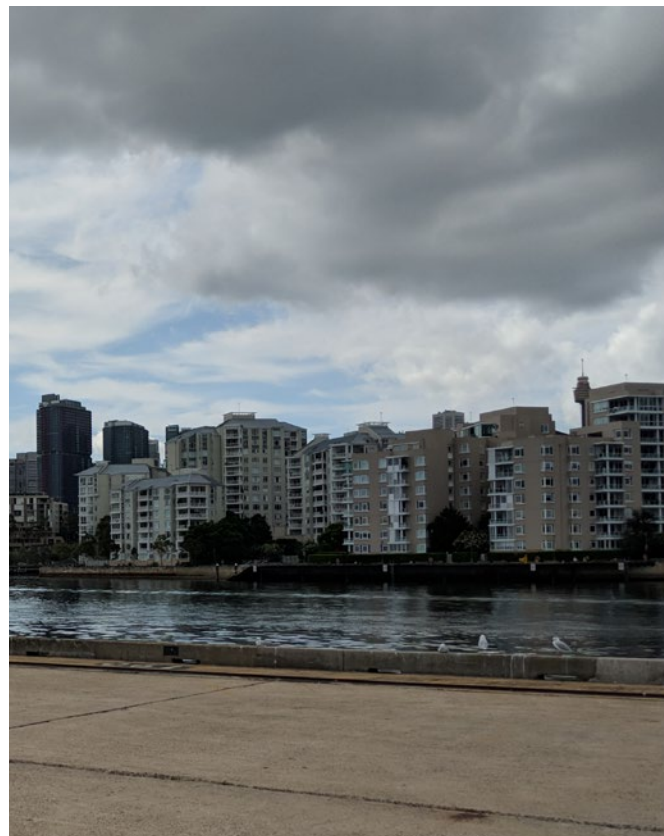


IMAGE A.143 Small to medium residential lots, Jacksons Landing



IMAGE A.144 Large lot size, Glebe Island







IMAGE A.145 Large lot size, White Bay Power Station



IMAGE A.146 Small lot size, Balmain

LOT SIZE

LEGEND

-  Bays West Site
-  Small - less than 400m²
-  Medium - between 400m² and 2,000m²
-  Large - Greater than 2,000m²

Source: NSW Government, Leichhardt Council LEP 2013 Maps, NSW DPI Environmental Planning Instrument, 'Lot Size' data



DIAGRAM A.65 Lot size across the Bays West site and surrounds

Built Form & Character

AERONAUTICAL CONTROLS

There are a series of aeronautical controls and airspace protections associated with Sydney Airport which have been reviewed relative to potential redevelopment opportunities for Bays West. The Airports (Protection of Airspace) Regulations 1996 (APAR) recognises the need to restrict the height of buildings and other structures near airports or under flight paths to ensure aviation safety is not compromised.

The Commonwealth Department of Infrastructure, Transport, Cities & Regional Development (DIRDC) is the authority charged with making the final determination of any airspace-related height intrusion applications.

A series of charts detail the prescribed airspace protection, with the following controls identified as impacting on height limitations within the Precinct:

- 1 - Obstacle Limitation Surface
- 2 - Procedures for Air Navigation Services - Aircraft Operations
- 5 - Radar Terrain Clearance Chart
- 6 - Combined Radar Departure Assessment Surfaces (Omni Directional)

It has been identified in the Combined Radar Departure Assessment Surfaces chart that there is a gap in information in the published chart over the Bays West development zone so this chart has not been considered in further detail here. Additional advice will be required to clarify

the implications of this for future master planning.

Note - charts which do not apply to Bays West have not been noted but for ease of reference the numbers have been retained as used by Sydney Airport.



IMAGE A.147 Plane flying above Sydney Harbour, Qantas 747 special farewell flight / Sam Chiu



IMAGE A.148 Plane over Rozelle / Inner West Council

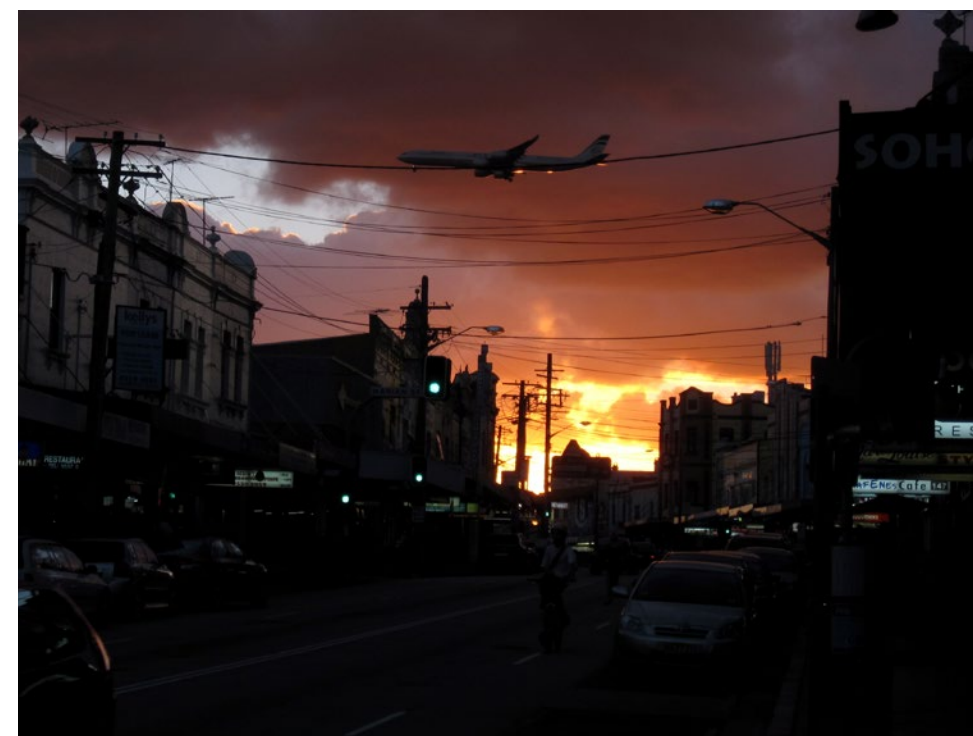


IMAGE A.149 Plane over Enmore Road / 'Stanmore and the City'

AIRPORT OLS

The Obstacle Limitation Surface (OLS) is a set of invisible surfaces above ground level intended to provide airspace that is sufficiently clear of obstacles when flying visually. Permanent intrusions above the OLS are permitted on occasion, provided they do not impact the safety, efficiency, or regularity of the airport’s current or future operations. A formal application is made to the Sydney Airport Corporation Limited (SACL), and then referred to DIRDC for final determination.

Relative to the OLS, the Bays West Precinct development area sits within the outer horizontal surface zone, which also covers the Sydney CBD and North Sydney with the surface at 156m AHD. There are numerous precedents within the CBD of buildings intruding above the OLS, and the strategic importance of Bays West as an extension of the CBD would presumably form part of the application argument should OLS intrusions be proposed.

LEGEND

[Dashed Box] Bays West Site

Source: Sydney Airport OLS 2015.

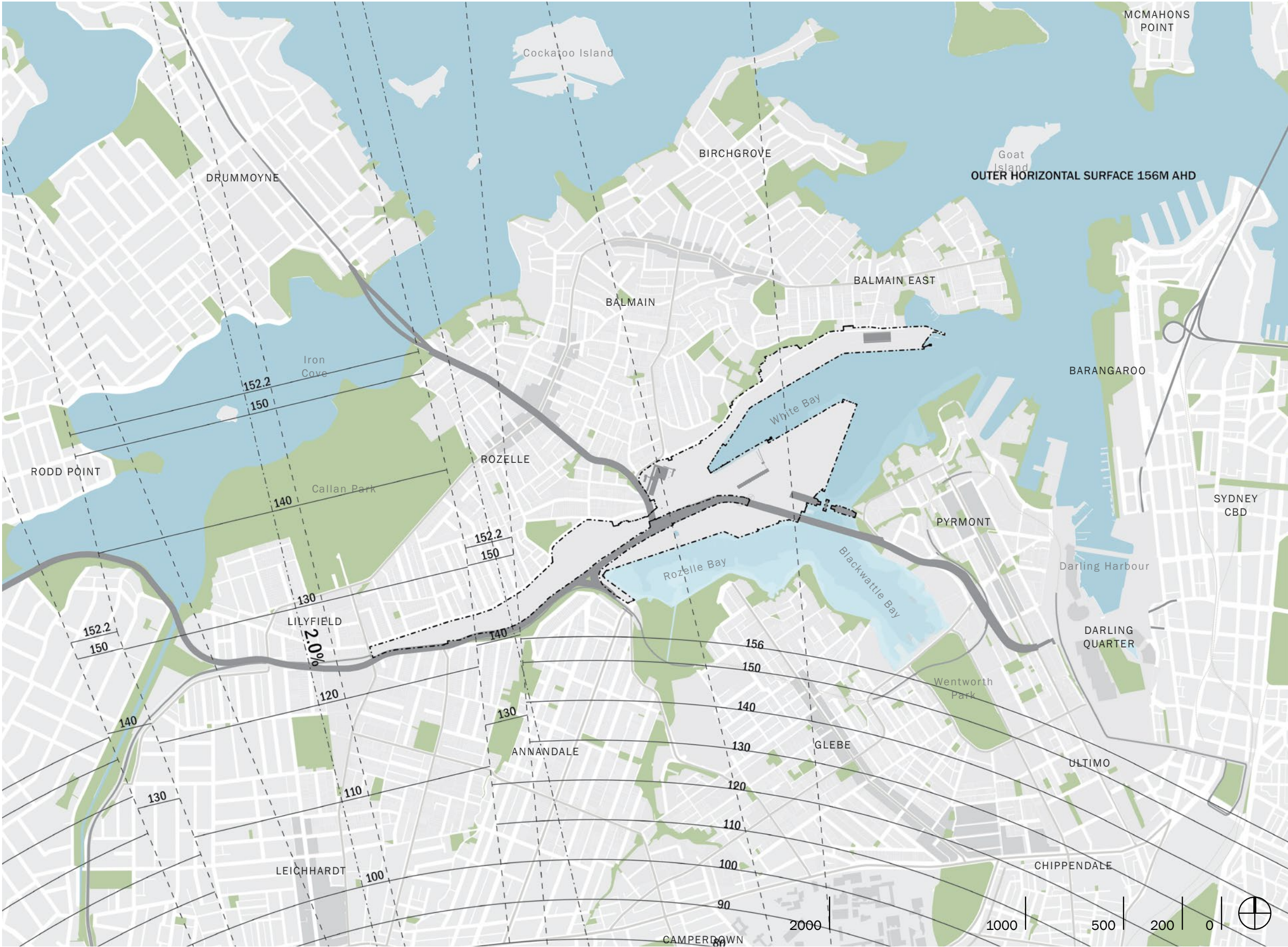


DIAGRAM A.66 Obstacle Limitation Surface (OLS) information mapped across the Bays West site and surrounds



Built Form & Character

A.3 PLACE ANALYSIS

AIRPORT PAN-OPS

The Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) generally sit above the OLS except on runway approaches, and provides additional obstacle clearance protection for all aircraft operated under Instrument Flight Rules (IFR) in the vicinity of Sydney Airport. This enables aircraft to fly safely in poor weather and low light levels (“non-visual conditions”).

Relative to development opportunities within the Precinct, airspace above the PANS-OPS is defined as prescribed airspace and any intrusions into this zone are highly unlikely to be permitted. This is based on technical consultant advice, previous project experience, and the nature of operations covered by this chart. Hence, the PANS-OPS should be treated as a hard limit, with future built form options developed with sufficient clearance under to allow for hammer-head crane or other rooftop elements (lift over-runs, antennas etc.).

LEGEND

- Bays West Site
- RWY 16R LLZ/DME
- RWY 16R RNAV/VOR

Source: Sydney Airport Pans OPS 2015.



DIAGRAM A.67 Procedures for Air Navigation Services relating to aircraft operations mapped across the Bays West site and surrounds

AIRPORT RTCC

The Radar Terrain Clearance Chart (RTCC) is another set of horizontal surfaces which represent the safe maximum permissible obstacle heights related to the Minimum Vector Altitude (MVA) sectors. Airspace above the RTCC is not explicitly defined as prescribed airspace under the Airports (Protection of Airspace) Regulations 1996, but gains that status because it has been approved as part of the airport's Declared Airspace.

Due to the importance of the RTCC to air traffic operations, any intrusions to the RTCC are highly unlikely to be permitted. This advice is based on technical consultant input and previous project experience. Relative to the Bays West Precinct, recent updates to the Minimum Vector Altitude sector boundaries may have affected the RTCC height constraints. This could mean the height limit over some of the Precinct's western portion may have increased, but this has not yet been confirmed.

LEGEND

- Bays West Site
- Radar Terrain Clearance

Source: Sydney Airport, Chart 5B - Radar Terrain Clearance Chart Surfaces

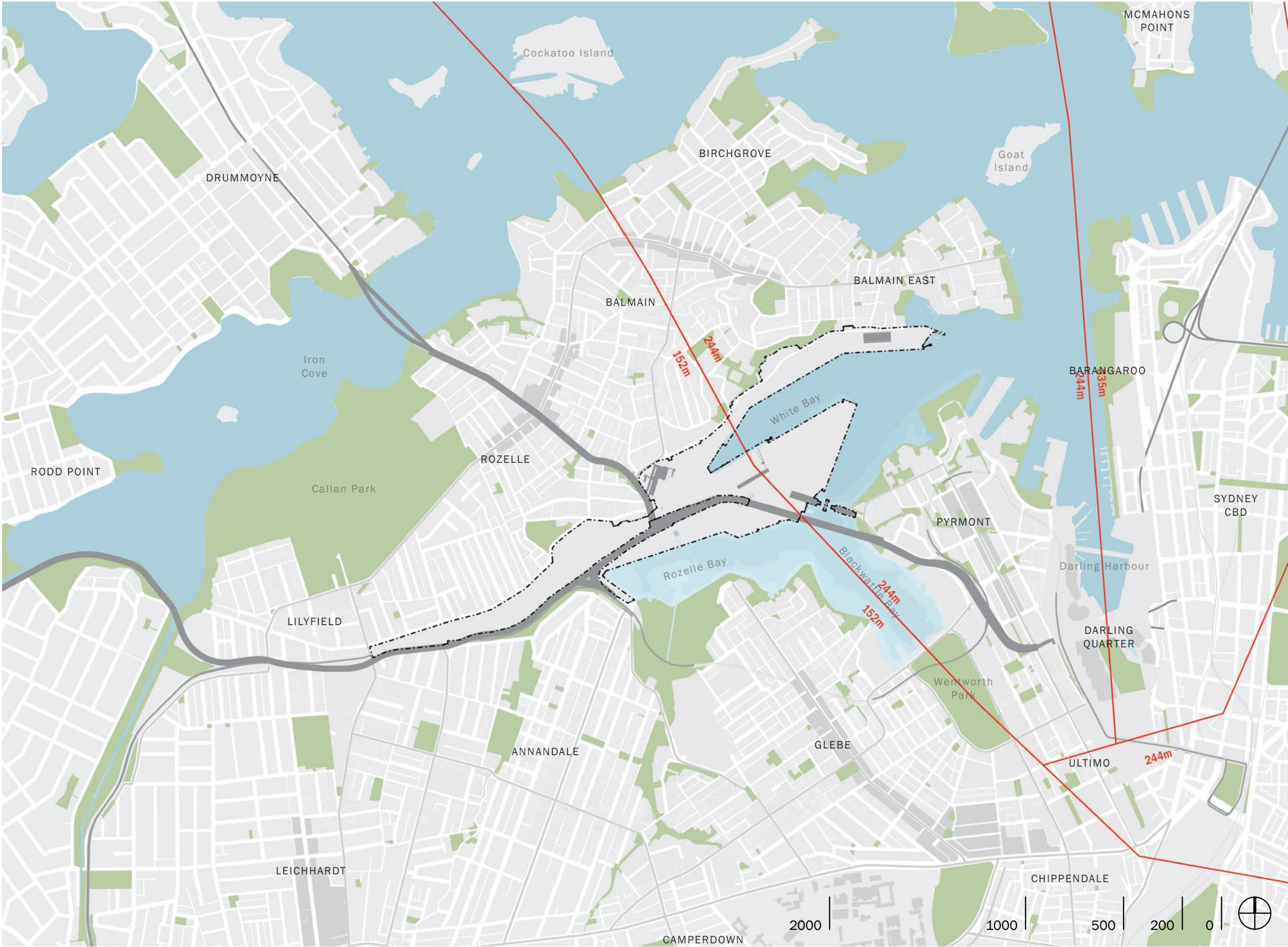


DIAGRAM A.68 Radar Terrain Clearance Chart information mapped across the Bays West site and surrounds



Built Form & Character

A.3 PLACE ANALYSIS

LEGEND

▤ Bays West Site

Lot Size

- ▤ Small - less than 400m²
- ▤ Medium - between 400m² and 2,000m²
- ▤ Large - Greater than 2,000m²

Source: NSW Government, Leichhardt Council LEP 2013 Maps, NSW DPIE Environmental Planning Instrument, 'Lot Size' data

Height of Buildings:

- 0-7m
- 8-19m
- 20-38m
- 39-50m
- 51-75m
- 76-124m
- 125-174m
- 175m+

Source: Central Sydney Planning Framework, City of Sydney, Google Maps

▤ Tall Building Cluster

Source: Pyrmont Peninsula Place Strategy, Hassell, 2020

Views and Solar Access:

- ▤ Key Views to Bays West site

Source: TERROIR

Aeronautical Controls:

- PANS-OPS Height Limit 62.2m
- RTCC Height Limit 152m
- PANS-OPS Height Limit 200-250m/
RTCC Height Limit 244m
- PAN-OPS Height Limit 240+/
RTCC Height Limit 244m

Source: Sydney Airport, Chart 5B - Radar Terrain Clearance Chart Surfaces, Sydney Airport Pans OPS 2015, Sydney Airport OLS 2015.



DIAGRAM A.69 Compilation of built form and character factors across the Bays West site and surrounds

Scale 1:20,000 @ A3
206



GLOBAL COMPETITIVENESS

JOBS DENSITY

Despite the strategic importance noted across some of the existing land uses and operations within the Precinct, relative to its overall area they offer low job density. However, through the optimisation and integration of these uses with new development, the Precinct provides a significant opportunity to deliver new and diverse employment space and support additional jobs in emerging industries.

The Bays West Precinct falls under the Greater Sydney Commission's Eastern City District Plan which outlines the approach for delivering increased job opportunities and employment space in metropolitan and strategic centres to grow and strengthen Sydney's productivity and prosperity. This plan is further supported by TfNSW's Future Transport Strategy 2056, and the delivery of a 30 minute city which will enable more efficient access to workplaces, services, and community facilities.

Within the Eastern City District, the Harbour CBD is envisioned to be the city's financial and business capital, supporting a large commercial office market and boosting opportunities for high-value jobs. The Harbour CBD has been pegged to deliver between 662,000 and 732,000 jobs by 2036.

The Harbour CBD's Innovation Corridor, of which the Bays Precinct forms a key strategic anchor, has been mapped out within the Eastern City District Plan. This emerging corridor will continue to grow and evolve to support knowledge intensive jobs, creative and technology focused industries, and foster new start-ups. Supportive transport, social, and cultural infrastructure will be required in the successful development of this Innovation Corridor, and to ensure the global competitiveness of the Harbour CBD.

The City of Sydney's Central Sydney Planning Strategy highlights the Bays Precinct as a critical medium to long-term growth centre in sustainably delivering additional employment floorspace within the Harbour CBD.



IMAGE A.150 Barangaroo Foreshore / Lendlease



IMAGE A.151 Pyrmont / Visit Sydney Australia



IMAGE A.152 Darling Street, Balmain / Belle Property

A.3 PLACE ANALYSIS




IMAGE A.153 Pyrmont at dusk / Jessica Meyers




IMAGE A.154 Darling Street, Balmain / Sydney Visitor Guide

JOBS DENSITY

LEGEND

 Bays West Site

 High Job Density

Low Job Density

Source: Census 2016, Jobs Denisty



DIAGRAM A.70 Job Density across the Bays West site and surrounds

EMPLOYMENT CLUSTERS

The Bays West Precinct is located within close proximity to the Sydney CBD, while also having strong ties to a number of local centres and employment clusters across the Inner West. There are opportunities to connect to existing hubs along the emerging Innovation Corridor, supporting knowledge intensive jobs, and health and education precincts.

Employment precincts within the surrounding suburbs support a variety of key industry sectors, including construction and manufacturing, retail and wholesale trade, education and training, health and social care, along with growth in creative, tech, finance, and tourism services.

The arrival of Sydney Metro will create additional opportunities for the precinct. It will be an opportunity to open the employment opportunities further afield, including the new corridor to Paramatta and Westmead.

The City of Sydney's Central Sydney Planning Strategy highlights a existing trend of industry hubs growing beyond its traditional boundary, including creative and tech sector clusters. These are naturally occurring across some industries, due to a lack of affordable and suitably sized employment space within the CBD. Relocating to CBD fringe zones with greater proximity to housing choice, good transport connectivity, and supportive

social/cultural amenities is geared at enticing and retaining skilled and productive employees. The clustering of distinct industries also facilitates knowledge sharing and efficiencies in resource, workflow, and productivity.

The Inner West Council's Employment and Retail Lands Strategy (2020) highlights the strategic imperative to retain the diversity of industrial lands within the LGA, and look at ways to further increase the capacity of their employment generating uses. The Council identifies the creative industries and services sector as a key stakeholder and incubator of new ideas, innovation, and emerging technologies.



IMAGE A.155 University of Sydney / Jeppe Aagaard Anderson and Turf Design Studio



IMAGE A.156 Pyrmont Peninsula / Pyrmont Peninsula Place Strategy

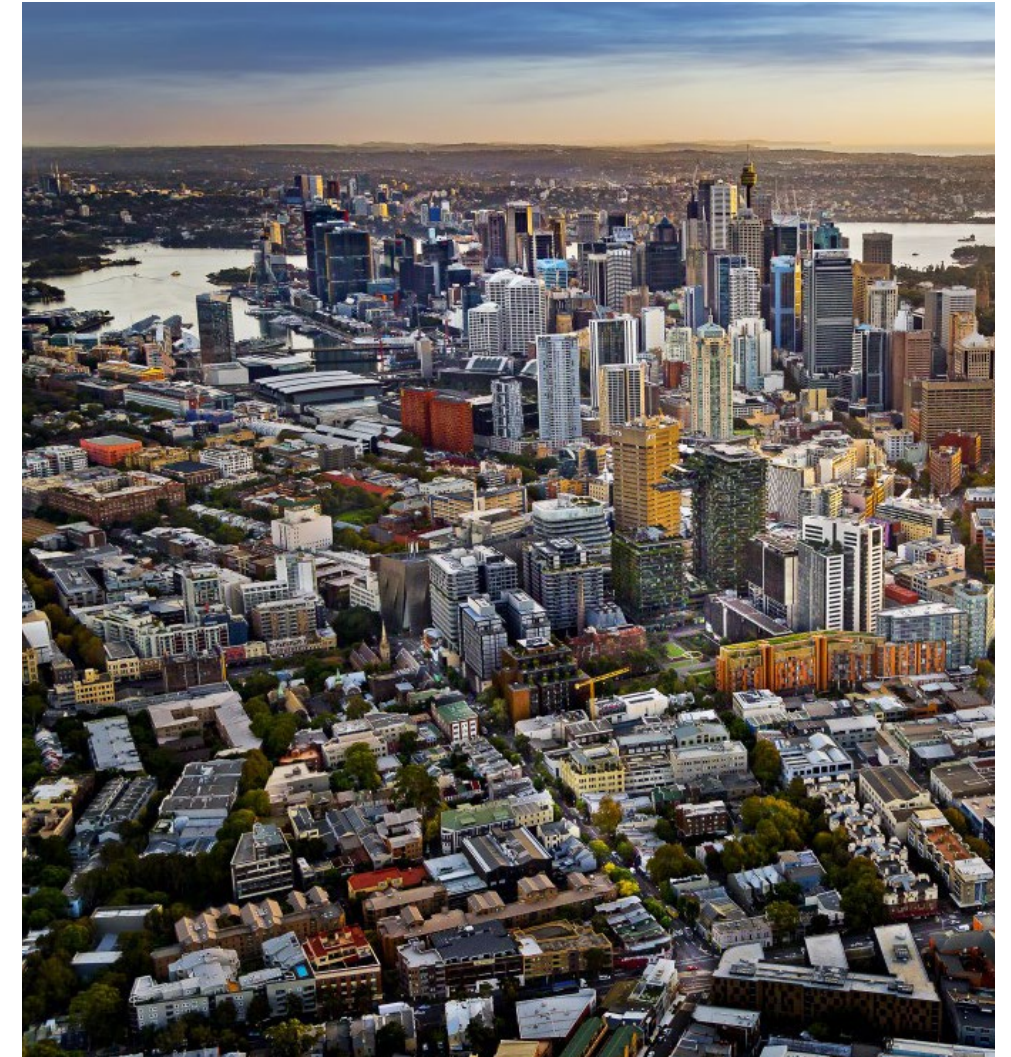


IMAGE A.157 View of Central Sydney from Chippendale / Central Sydney Planning Strategy



IMAGE A.158 Glebe Point Road / Adam Hollingworth

EMPLOYMENT
CLUSTERS

LEGEND

- Bays West Site
- Health
- Mixed Business
- Education
- Financial / Professional Services
- Retail
- Tourism & Lifestyle
- Arts & Creative
- Light Industrial
- Existing Green Space

Source: TERROIR Analysis



DIAGRAM A.71 Employment clusters across the Bays West site and surrounds

Scale 1:20,000 @ A3
211

MARITIME USES

The Bays West Precinct is one of the few remaining areas of working waterfront in Sydney Harbour, and is currently home to a broad cross section of strategically important maritime uses.

These existing uses include charter fleets, boat repair facilities, marine construction yards, refueling, maritime events and project staging areas, bulk material import, handling, and storage, and commercial/cruise vessel berthing. Transport for NSW (formerly RMS) also provide a number of maritime services which rely on a waterside location, and there are a range of recreational vessel berthing and storage facilities (both on land and in marinas).

There is very little opportunity within Sydney Harbour for many of these strategic operations to relocate, due to a lack of available deep water locations with easy landside access for heavy vehicles. The sheltered nature of the Bays is also a key consideration, offering protection from swell, wind, and waves generated on the harbour. As such, the NSW Government has endorsed the need to retain these strategic maritime uses within the Precinct, while promoting opportunities for optimisation to enable urban renewal and integrated development to deliver broader public benefit.

The ports and maritime uses are currently dispersed across the Precinct, and operate with different levels of intensity. Some areas of the site remain relatively under-utilised, such as the zone between White Bay Power Station and the head of White Bay, and are therefore best suited to redevelopment in the short to medium term. This area is currently being used in the short term for major projects works, including the construction site for The Bays Station.

There is currently very limited public access to the area except via the port access road, which only allows access to the White Bay Cruise Terminal on days of operation or via the shared cycle path which runs alongside the road and is open and allows access to the Cruise Terminal area at any time. Given this access is a one way system to an area which has very little community use, there is presently little engagement within and no understanding of the types and importance of the activities that occur within this part of Sydney, and how they relate to Sydney Harbour as a whole.



IMAGE A.159 White Bay Cruise Terminal with cruise vessel berthed



IMAGE A.160 White Bay berths



IMAGE A.161 Rozelle Bay TfNSW Operation Berths



IMAGE A.162 Rozelle Bay TfNSW operations area



IMAGE A.163 Rozelle Bay Superyacht berths

MARITIME USES

LEGEND

- Bays West Site
- Vertical wall or suspended deck into deep water
- Marina Access and Boat Hire
- Public Wharf, Jetty Landing or other access
- Ferry Wharf
- Vacant Space
- Marine Contracting, vessel servicing and TfNSW (formerly RMS) Operations
- Private and community non-motorised vessels
- Private recreation vessels
- Private use
- Concrete Batching
- Driving Aids
- Other Uses
- Water Uses
 - Marine Contracting, Vessel Servicing and Roads and TfNSW (formerly RMS) Operations
 - Commercial Vessels
 - Private Recreational Vessels
 - Cruise Berths
 - Dry Bulk Berths
 - Other

Source: e8urban, UrbanGrowth NSW, Rozelle Bay Urban Design Study, 2017.
SMEC, The Bays Working Harbour Land Use and Economic Study, 2016.
Glebe Island Urban Transformation Project - Preliminary Business Case, 2016

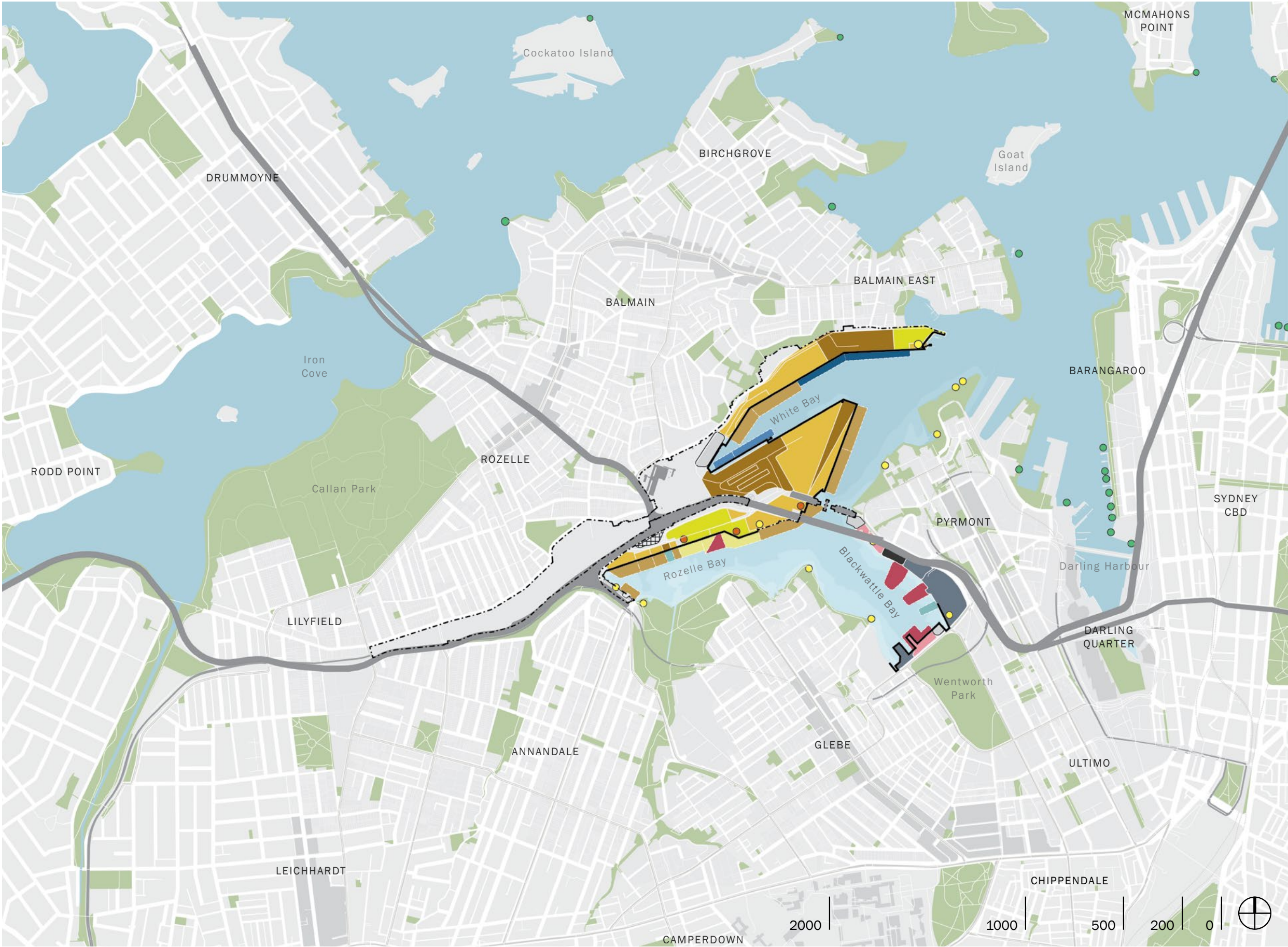


DIAGRAM A.72 Maritime uses across the Bays West site and surrounds

ATTRACTIONS

While the Precinct is largely not currently publicly accessible, its surrounding context includes a series of established local centres each with valued attractors including galleries, museums, markets, and green spaces. In some instances the influence of these extend far beyond local residents, drawing regional visitors and driving tourism in both national and international markets.

Key attractions across the Harbour CBD are commonly located along the waterfront and often establish themselves as the anchoring public or cultural landmark within a broader urban precinct. Visitors are drawn to precincts such as Circular Quay, Darling Harbour, Barangaroo, and Pyrmont because of their established attractors - the Opera House, MCA, Convention Centre, Aquarium, Maritime Museum, Headland Park, Powerhouse Museum, Star Casino, and Fish Markets.

This pattern, as highlighted in the analysis mapping, acknowledges a series of exemplar precedents and clear pathway for establishing Bays West as a new destination precinct within Sydney for both local and international visitors. A clear opportunity exists at Bays West to exploit the landmark status already acquired by the existing built heritage elements within the site, including the White Bay Power Station and Glebe Island Silos. Co-locating cultural

and public functions within and adjacent to these structures would help respond to and nurture the level of pride and ownership already articulated in community consultation.

The Bays Precinct Transformation Plan (BPTP) articulated a vision for the future of the Precinct as a new destination for Sydney and an attractor for industries and people from all over the world. In the BPTP, one of the priority objectives identified was to unlock the potential of structures such as the White Bay Power Station, recognise their history, and celebrate the broader site's heritage and culture in the creation of new Precinct experiences.



IMAGE A.164 East view visualisation of Sydney Fish Markets / 3XN, BVN and Aspect Studios for INSW



IMAGE A.165 Darling Quarter / Florian Groehn



IMAGE A.166 Sydney Convention and Exhibition Centre / ICC Sydney

A.3 PLACE ANALYSIS



IMAGE A.167 Australian National Maritime Museum / UTAS



IMAGE A.168 International Convention Centre / ICC Sydney

ATTRACTIONS

LEGEND

-  Bays West Site
-  Population-Serving Retail
-  Shopping Centre
-  Night time precinct
-  Key Destination
-  Existing Open Space

Source: TERROIR Analysis, Google Maps

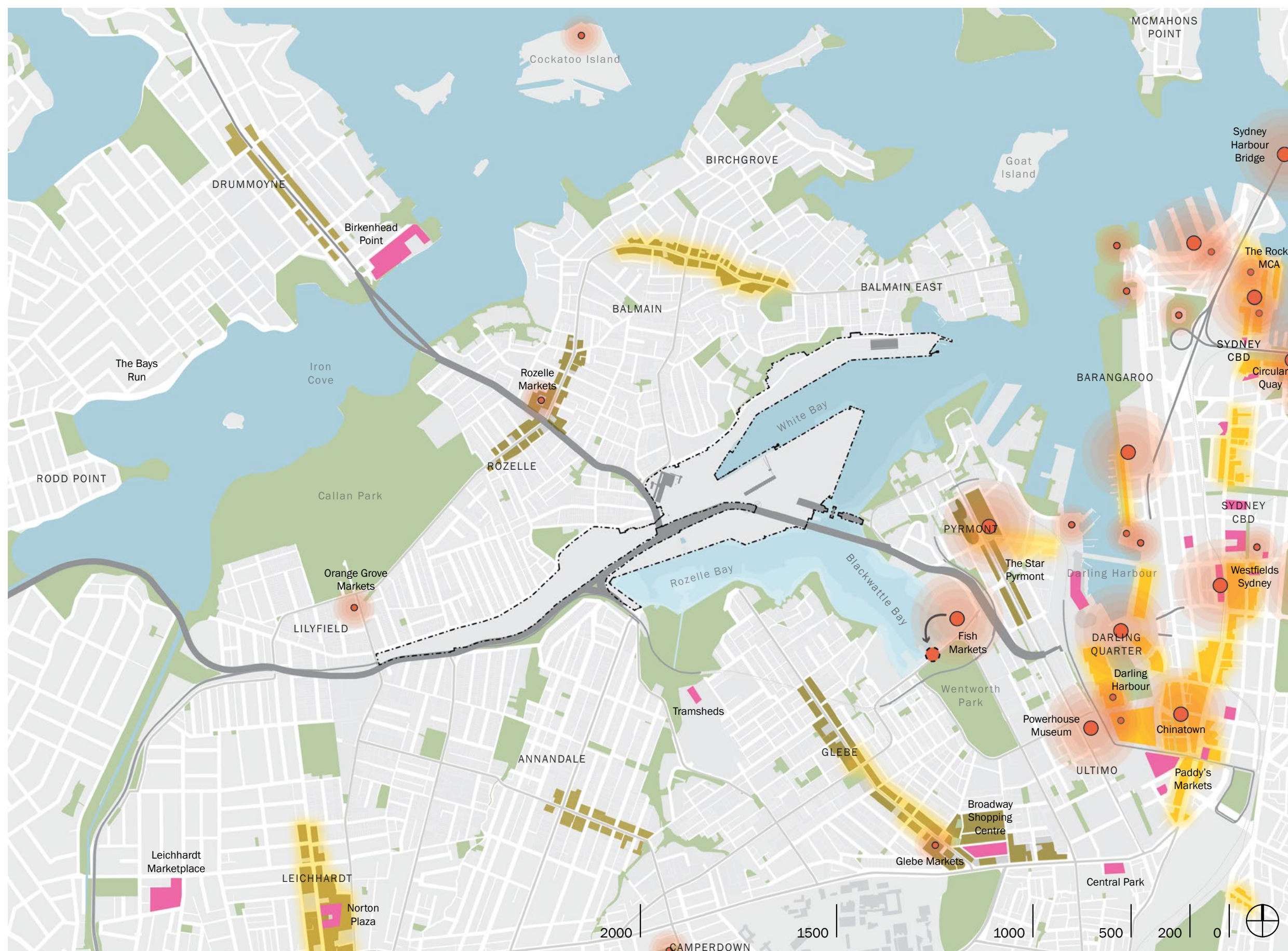


DIAGRAM A.73 Attractions across the Bays West site and surrounds

Scale 1:20,000 @ A3
215



LEGEND

Bays West Site

Job Density:

High Job Density

Low Job Density

Employment Clusters:

- Health
- Mixed Business
- Education
- Financial / Professional Services
- Retail
- Tourism & Lifestyle
- Arts & Creative
- Light Industrial

Source: NSW DPIE data

Attractors:

- Population-Serving Retail
- Shopping Centre
- Night time precinct
- Key Destination

Source: Google Maps

Maritime Uses:

- Vertical wall or suspended deck into deep water
- Marina Access and Boat Hire
- Public Wharf, Jetty Landing or other access
- Ferry Wharf

Water Uses

- Marine Contracting, Vessel Servicing and Roads and Maritime Services Operations
- Commercial Vessels
- Private Recreational Vessels
- Cruise Berths
- Dry Bulk Berths
- Other

Source: e8urban, UrbanGrowth NSW, Rozelle Bay Urban Design Study, 2017.

SMEC, The Bays Working Harbour Land Use and Economic Study, 2016.

Glebe Island Urban Transformation Project - Preliminary Business Case, 2016

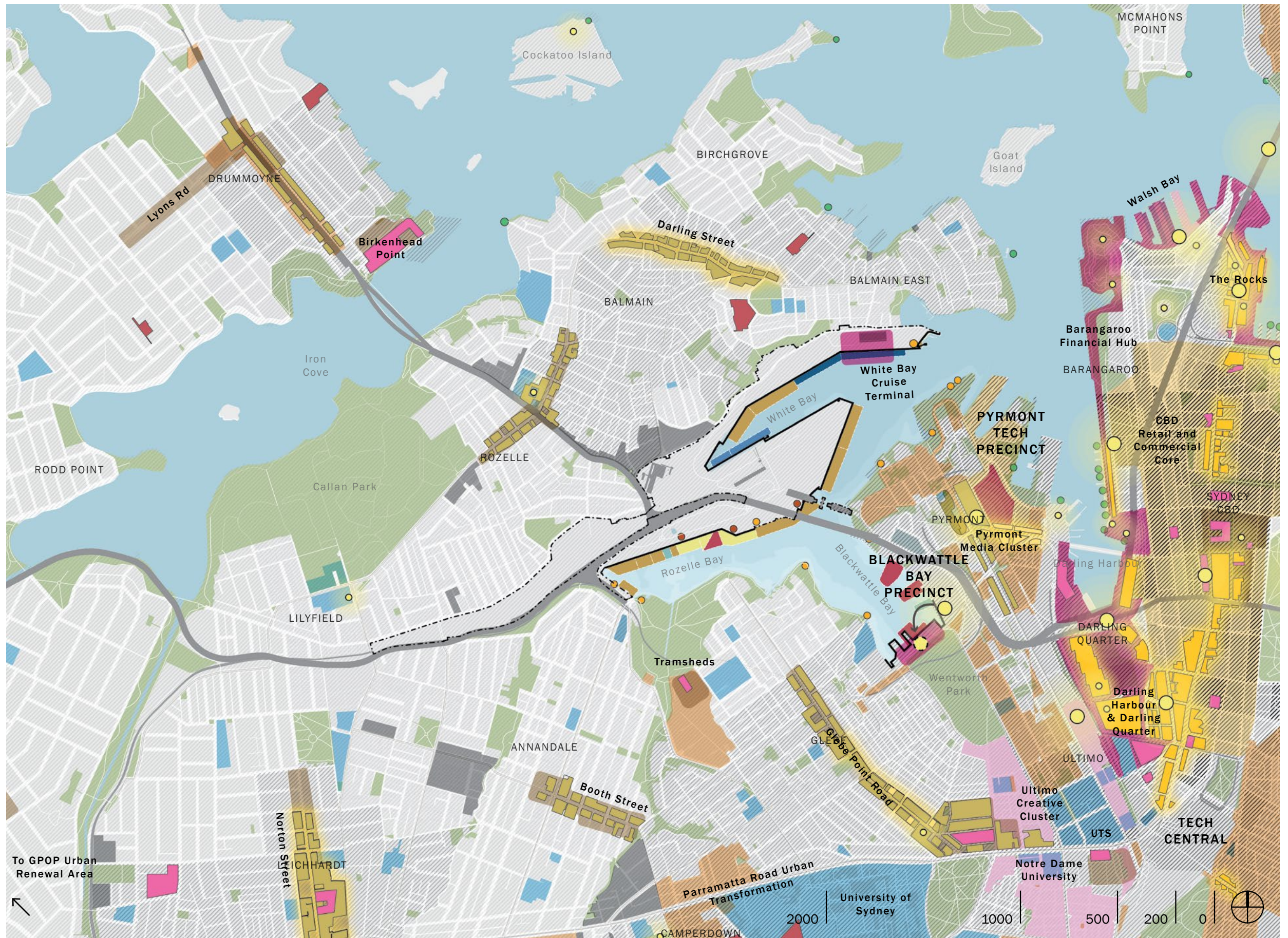


DIAGRAM A.74 Compilation of global competitiveness factors across the Bays West site and surrounds

Scale 1:20,000 @ A3
216

A.4

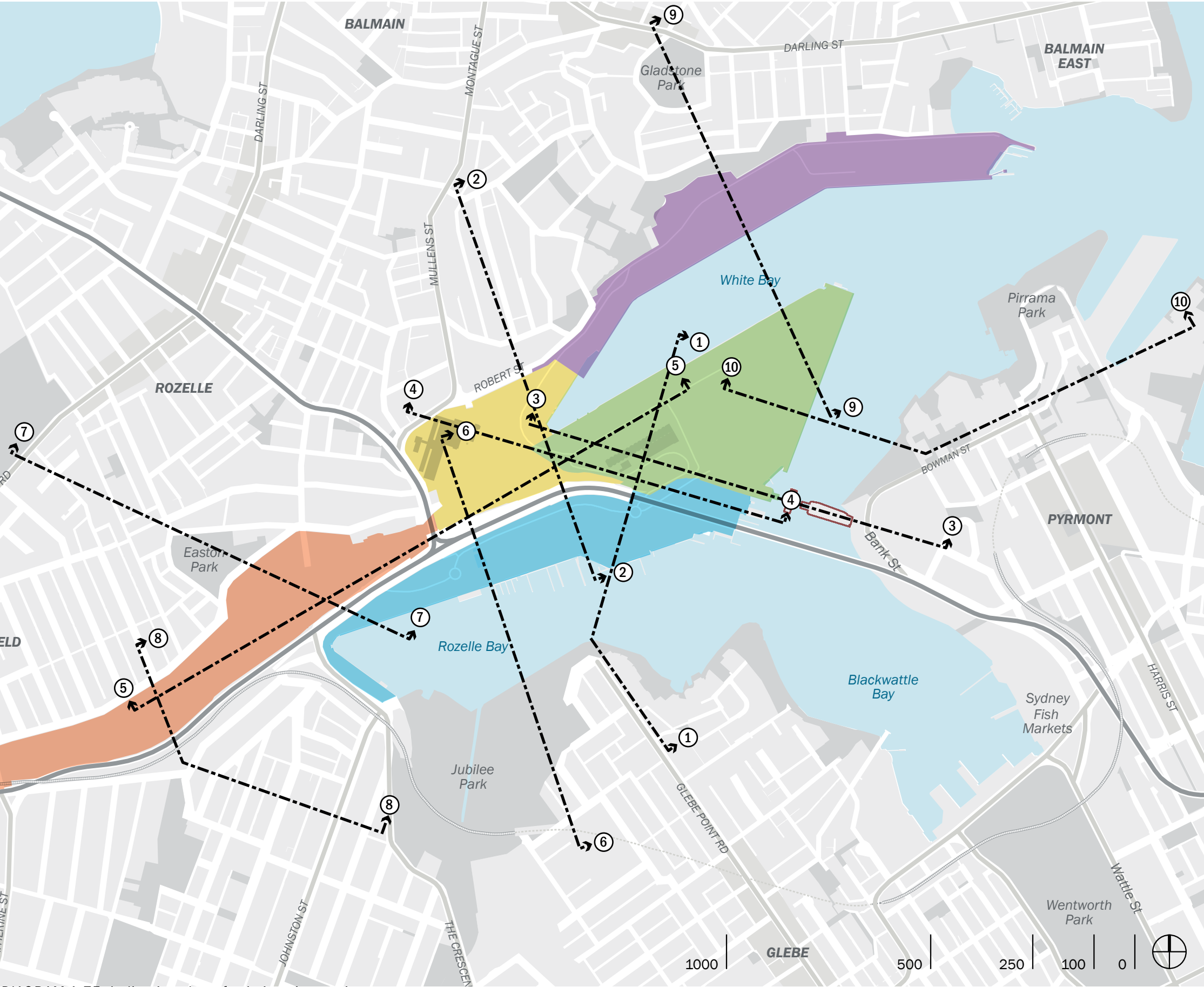
SITE SECTIONS

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Site Sections

REFERENCE PLAN

In order to understand the topography and change in scale of the precinct, several sections have been provided.



LEGEND

- Rozelle Bay
- Rozelle Railyards
- White Bay Power Station
- Glebe Island
- White Bay

Source: 3D Survey file by DPIE

DIAGRAM A.75 Indicative plan of existing site sections

Site Sections

SECTION 1

A.4 SITE SECTIONS

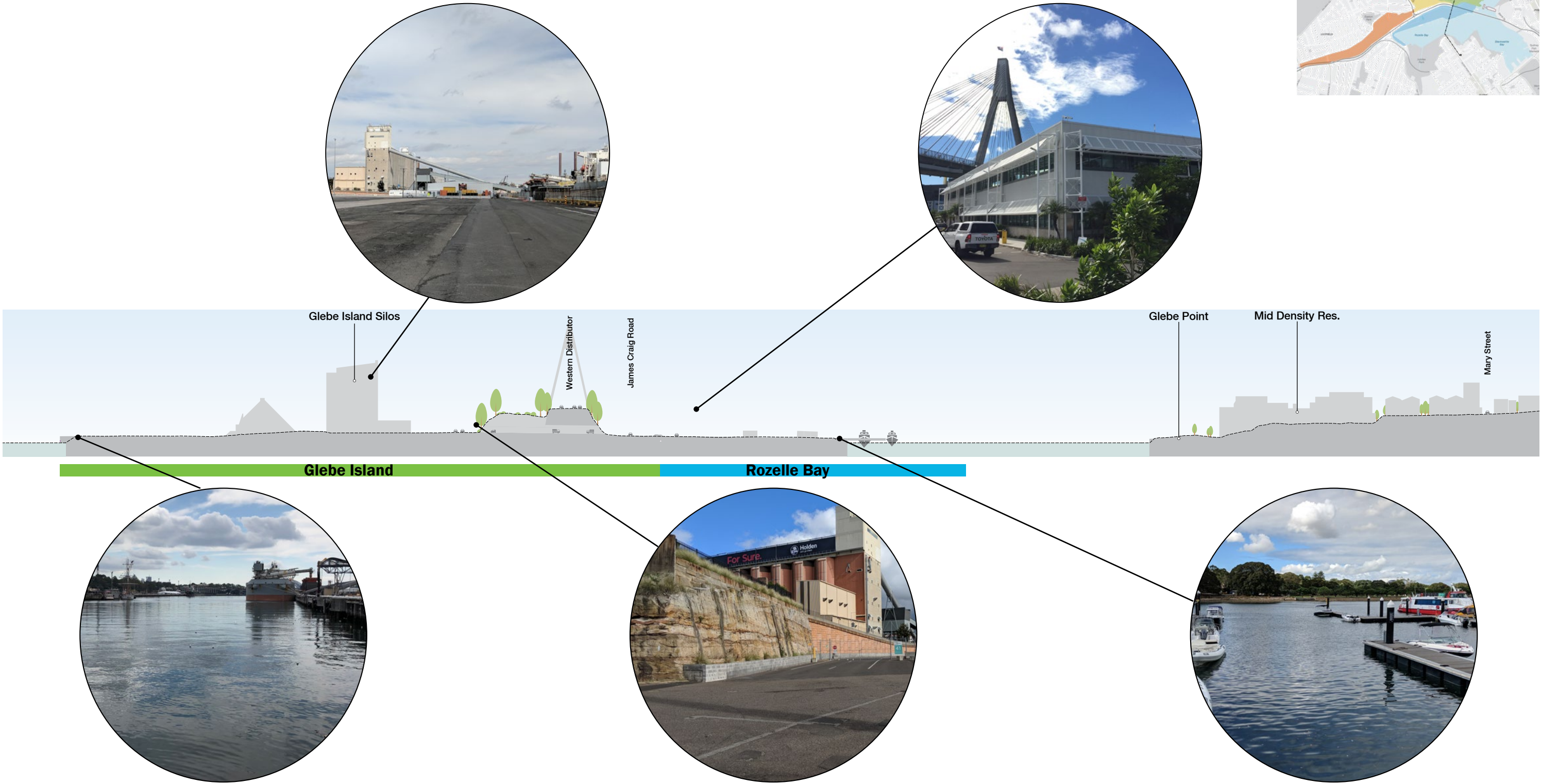


DIAGRAM A.76 Site section through Glebe Island and Rozelle Bay with images indicating local conditions

Site Sections

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A.4 SITE SECTIONS

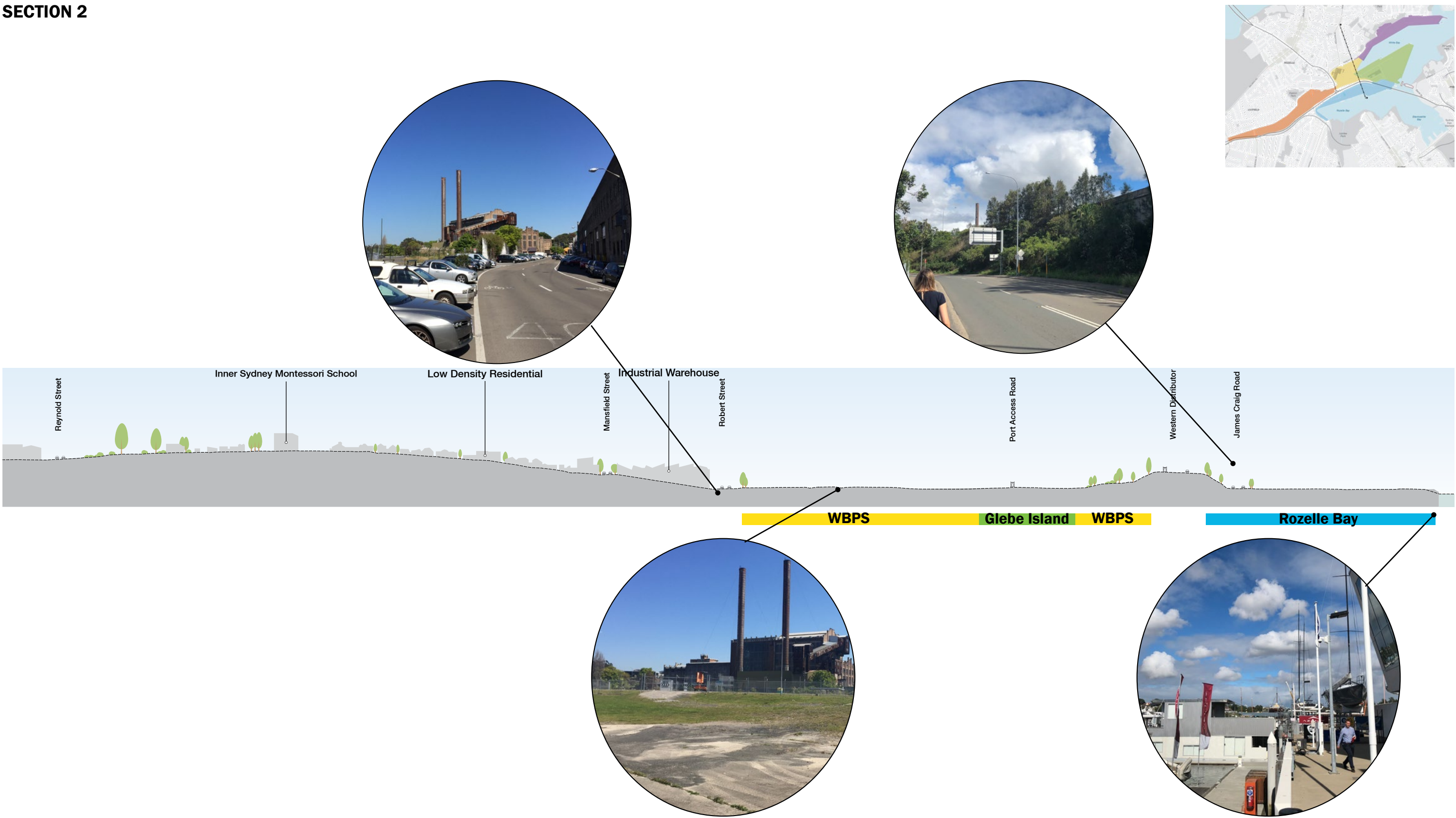


DIAGRAM A.77 Site section through the White Bay Power Station forecourt and Rozelle Bay with images indicating local conditions

Site Sections

SECTION 3

A.4 SITE SECTIONS



DIAGRAM A.78 Site section through Glebe Island with images indicating local conditions

Site Sections

SECTION 4

A.4 SITE SECTIONS

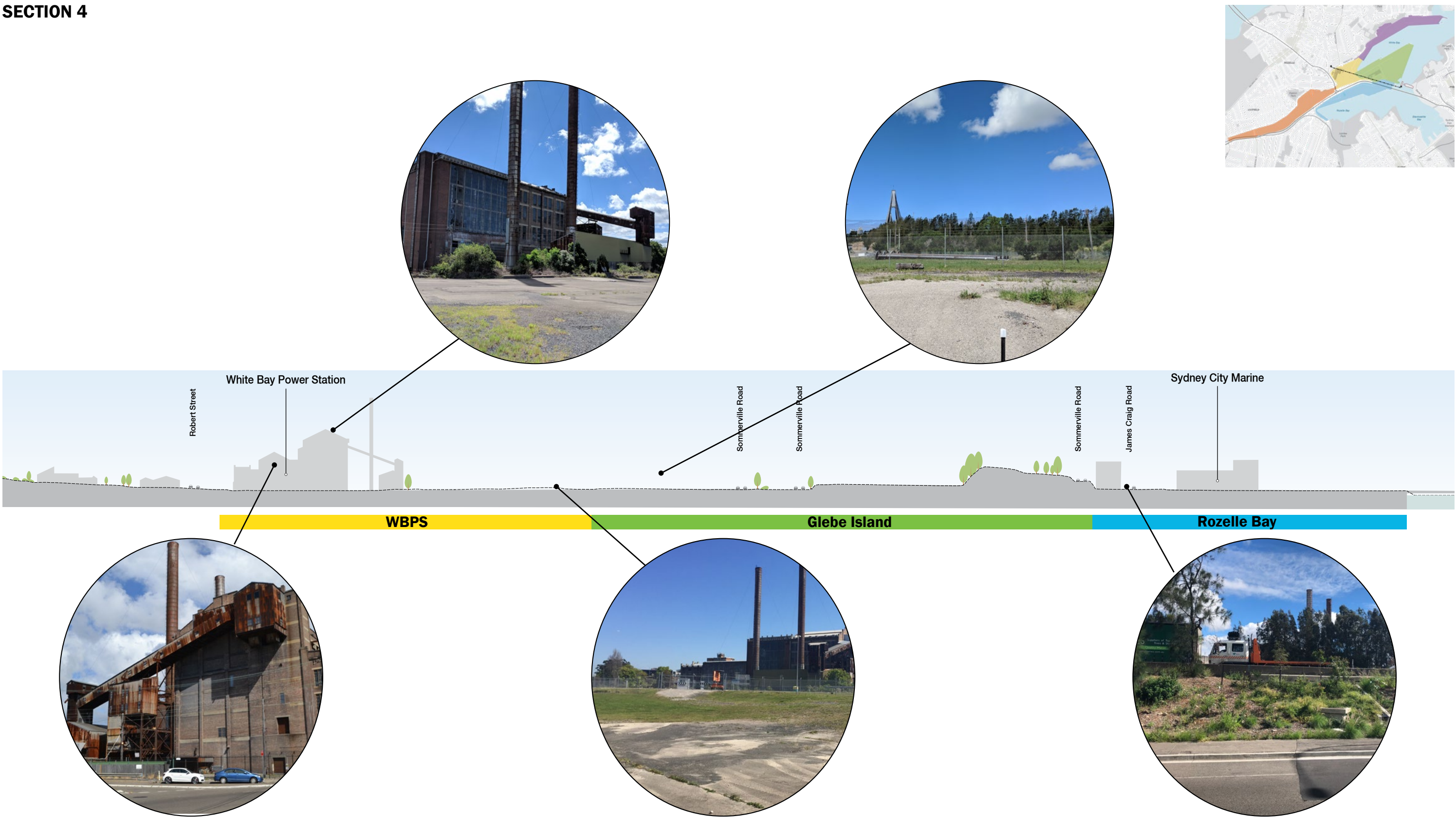
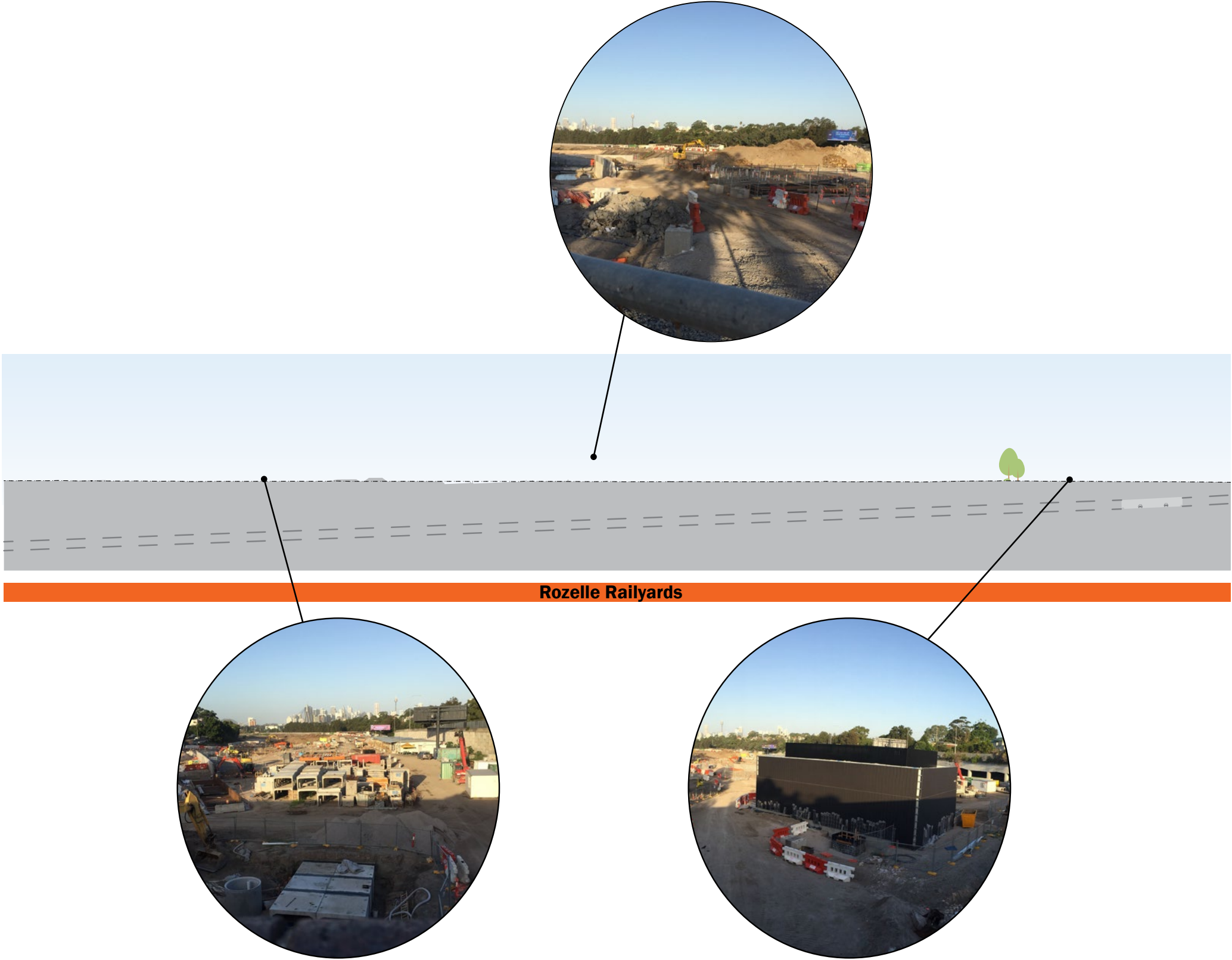


DIAGRAM A.79 Site section through the White Bay Power Station, Glebe Island and Rozelle Bay with images indicating local conditions

Site Sections

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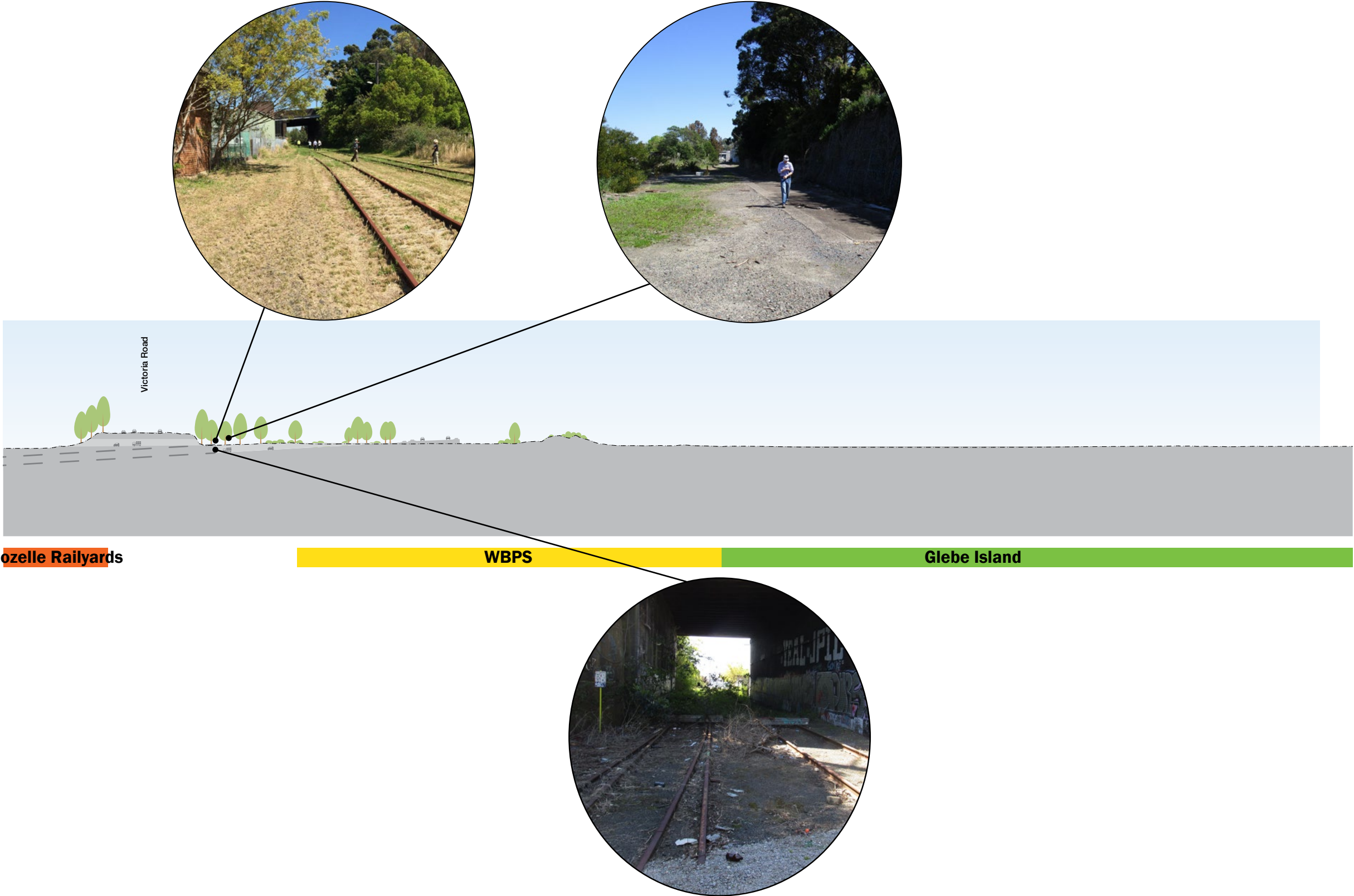
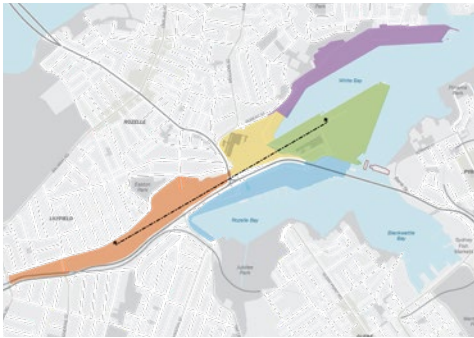
A.4 SITE SECTIONS



Site Sections

SECTION 5

A.4 SITE SECTIONS



Site Sections

SECTION 6

A.4 SITE SECTIONS

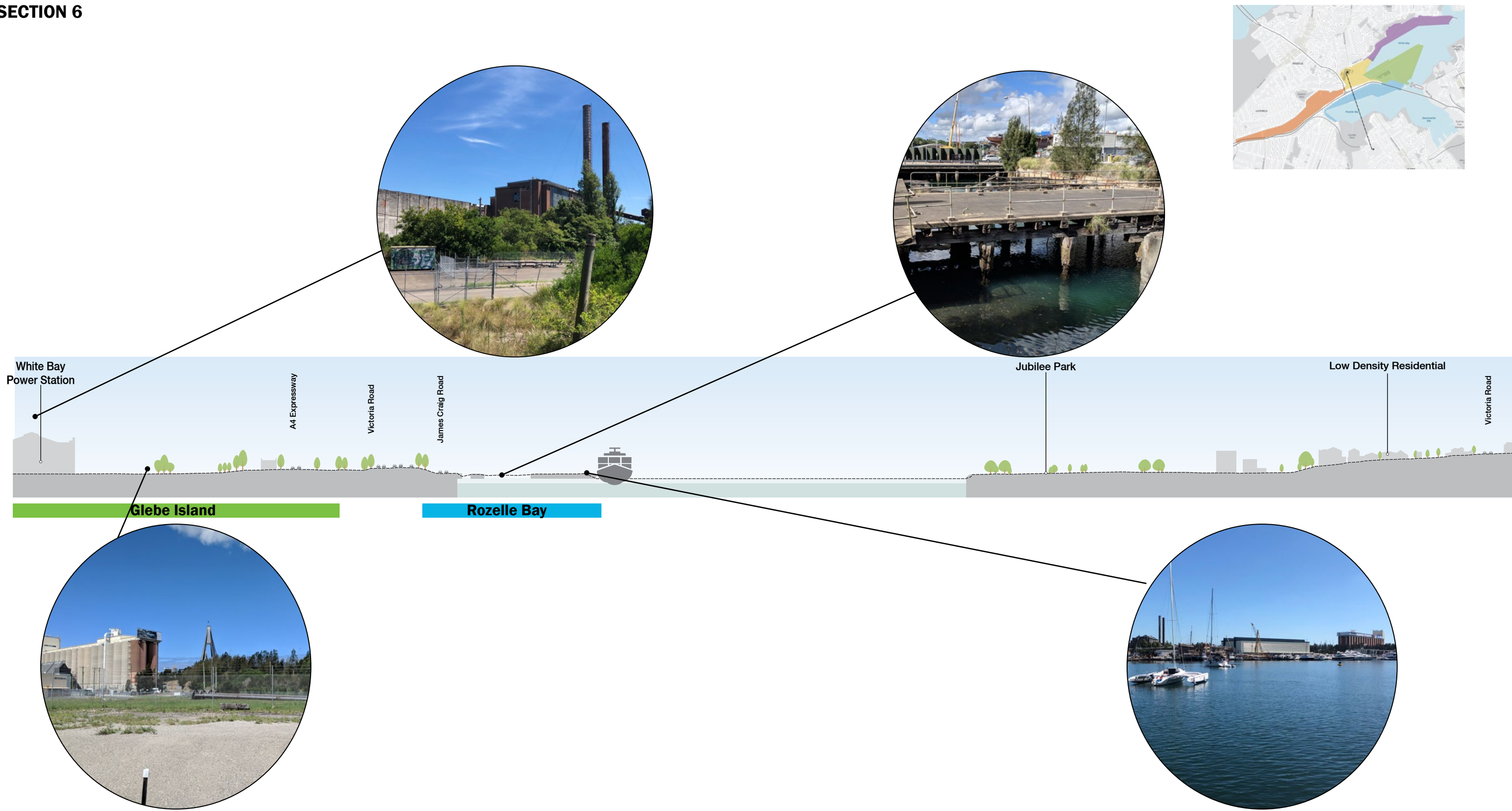


DIAGRAM A.81 Site section through Glebe Island, Rozelle Bay and Glebe with images indicating local conditions

Site Sections

SECTION 7

A.4 SITE SECTIONS



DIAGRAM A.82 Site section through Rozelle, the Rozelle Railyards, and Rozelle Bay with images indicating local conditions

Site Sections

SECTION 8

A.4 SITE SECTIONS

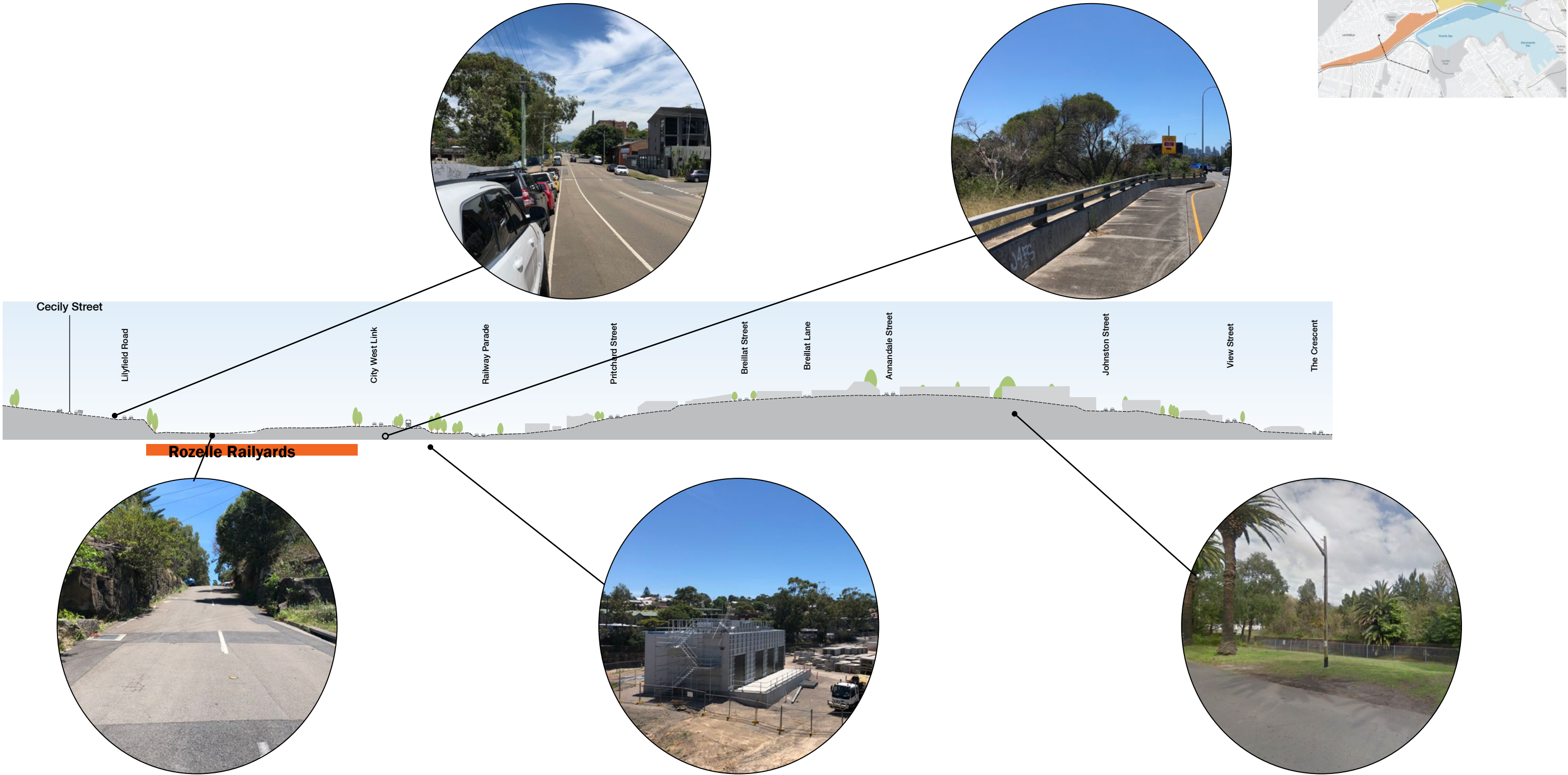


DIAGRAM A.83 Site section through the Rozelle Railyards and Annandale area with images indicating local conditions

Site Sections

SECTION 9

A.4 SITE SECTIONS



DIAGRAM A.84 Site section through the Balmain, White Bay, and Glebe Island with images indicating local conditions

Site Sections

SECTION 10

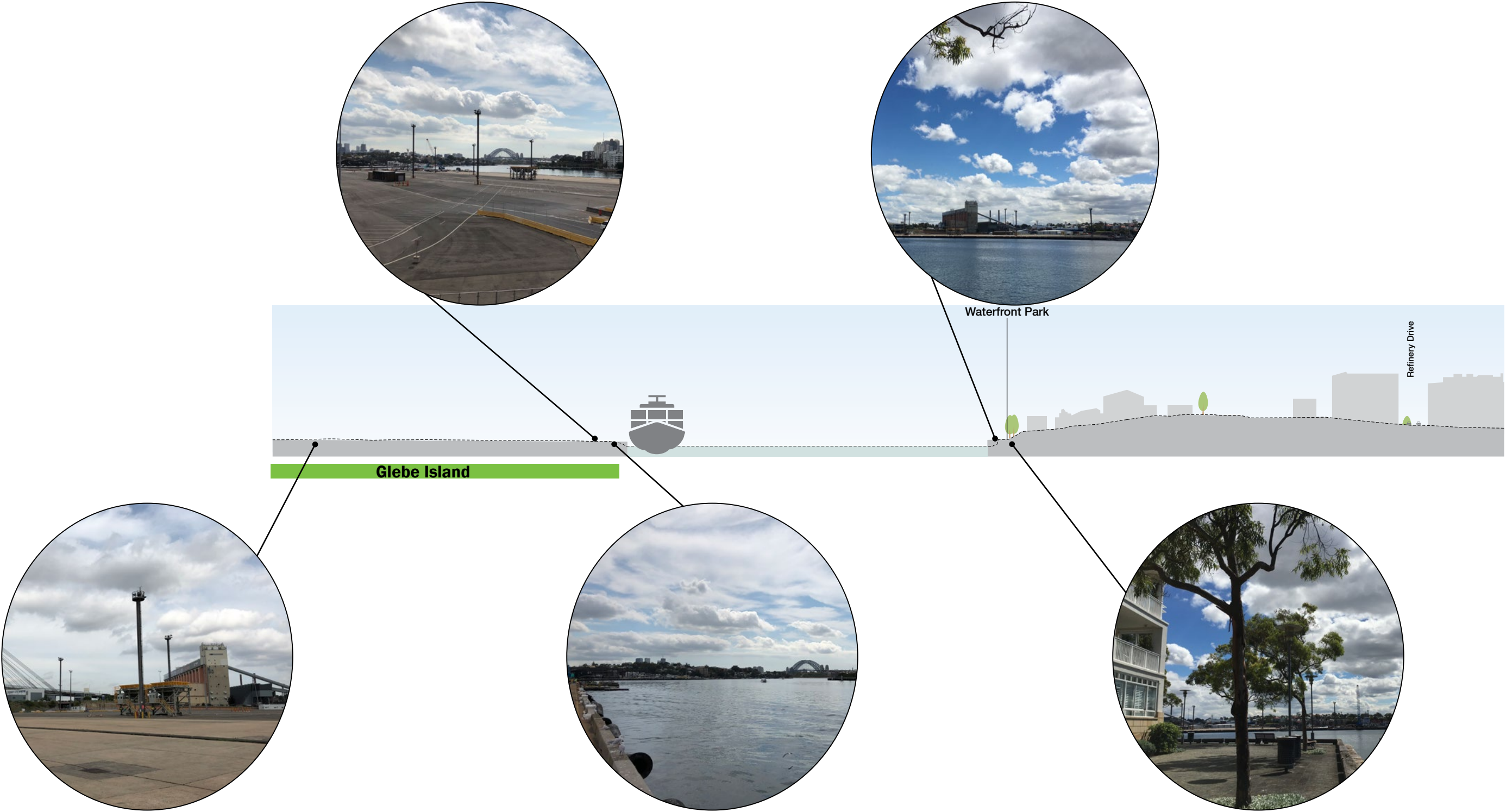


DIAGRAM A.85 Site section through Glebe Island and Pyrmont area with images indicating local conditions

Site Sections

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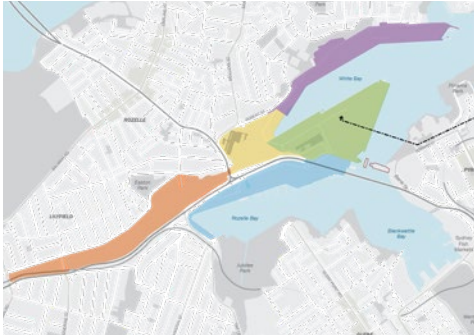
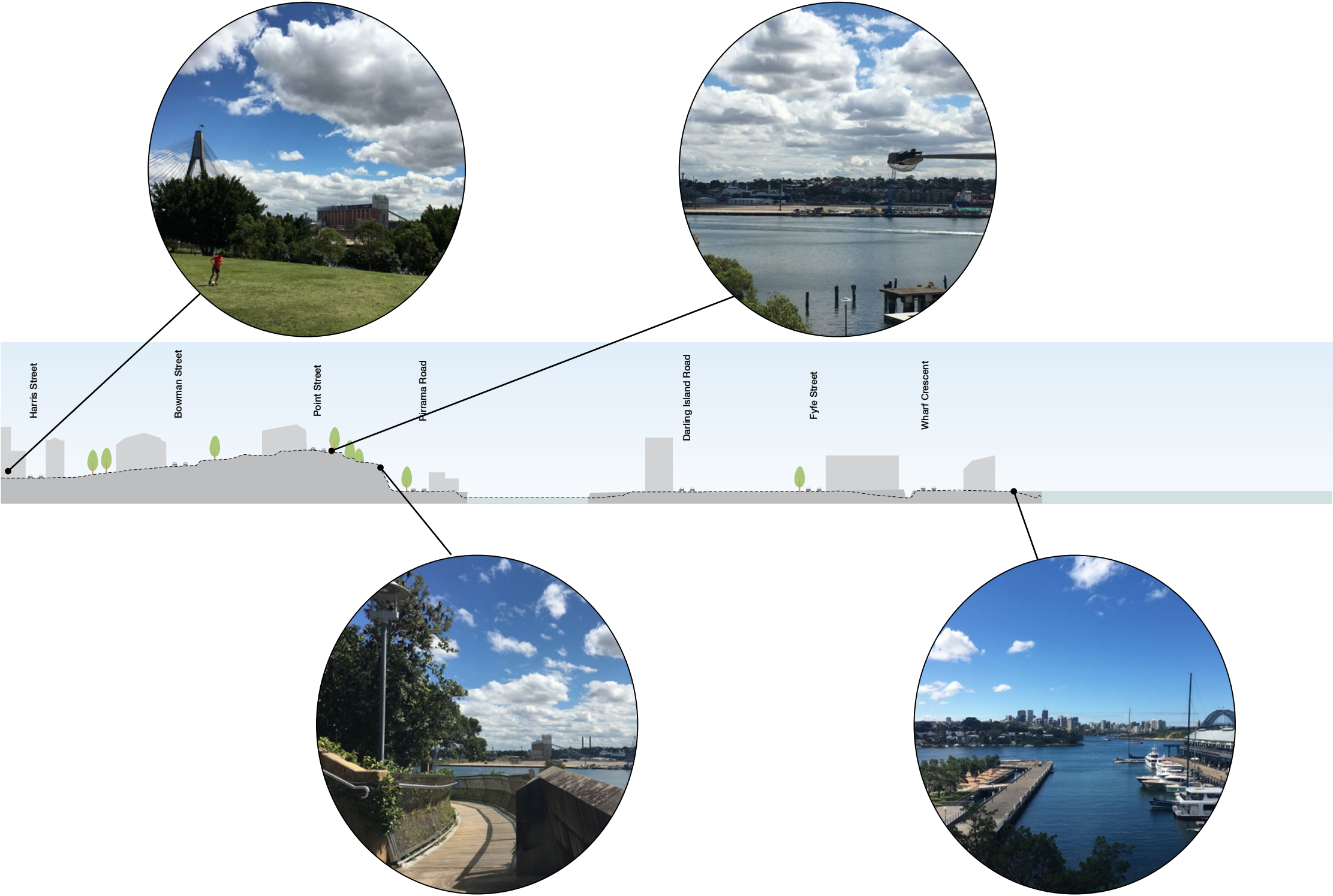


DIAGRAM A.86 Site section through the Balmain, White Bay, and Glebe Island with images indicating local conditions



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BAYS WEST STRATEGIC PLACE FRAMEWORK
AUGUST 30, 2021

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