



2.0 Site Appreciation and Opportunities

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

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

2.0 Site Appreciation and Opportunities

2.1 Bays West Place Strategy

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

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

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

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

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

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

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

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

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

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

Key elements of the structure plan

-  **Ports & working harbour zone**
The structure plan outlines a transition of existing ports and maritime industries within the precinct into consolidated land and water zones. The location and arrangement of these zones are best suited to retain, optimise and grow existing operations, unlocking alternative use opportunities for the precinct.
-  **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 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.
-  **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**
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.
-  **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.
-  **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**
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.
-  **Heritage tracings**
Embedded within the grain of the structure plan are a series of heritage tracings. These highlight key opportunities to integrate places stories and interpretations overlays into the precinct's renewal narrative, highlighting its former and current uses, and promoting the preservation of existing artefacts.

Bays West Structure Plan 2040 and beyond

LEGEND

- Bays West site boundary
- Light rail station
- Light rail route
- Future 'The Bays' Metro Station
- Future 'The Bays' Metro Station box
- Proposed active transport connection
- Potential future active transport connection
- Proposed bus stops/interchange
- Key heritage landmarks
- Proposed key public domain
- Key landform
- Foreshore promenade
- Proposed promenade linking connections
- Occasional foreshore promenade access (non-ship days)
- Existing foreshore promenade
- Proposed zone of development
- Development zone with greater height potential
- Integrated development/ports & working harbour
- Public domain - Rozelle parklands
- Integrated ports facility with public domain
- Ports & working harbour zone
- Vessel berthing zone
- Road structures
- Heritage tracings

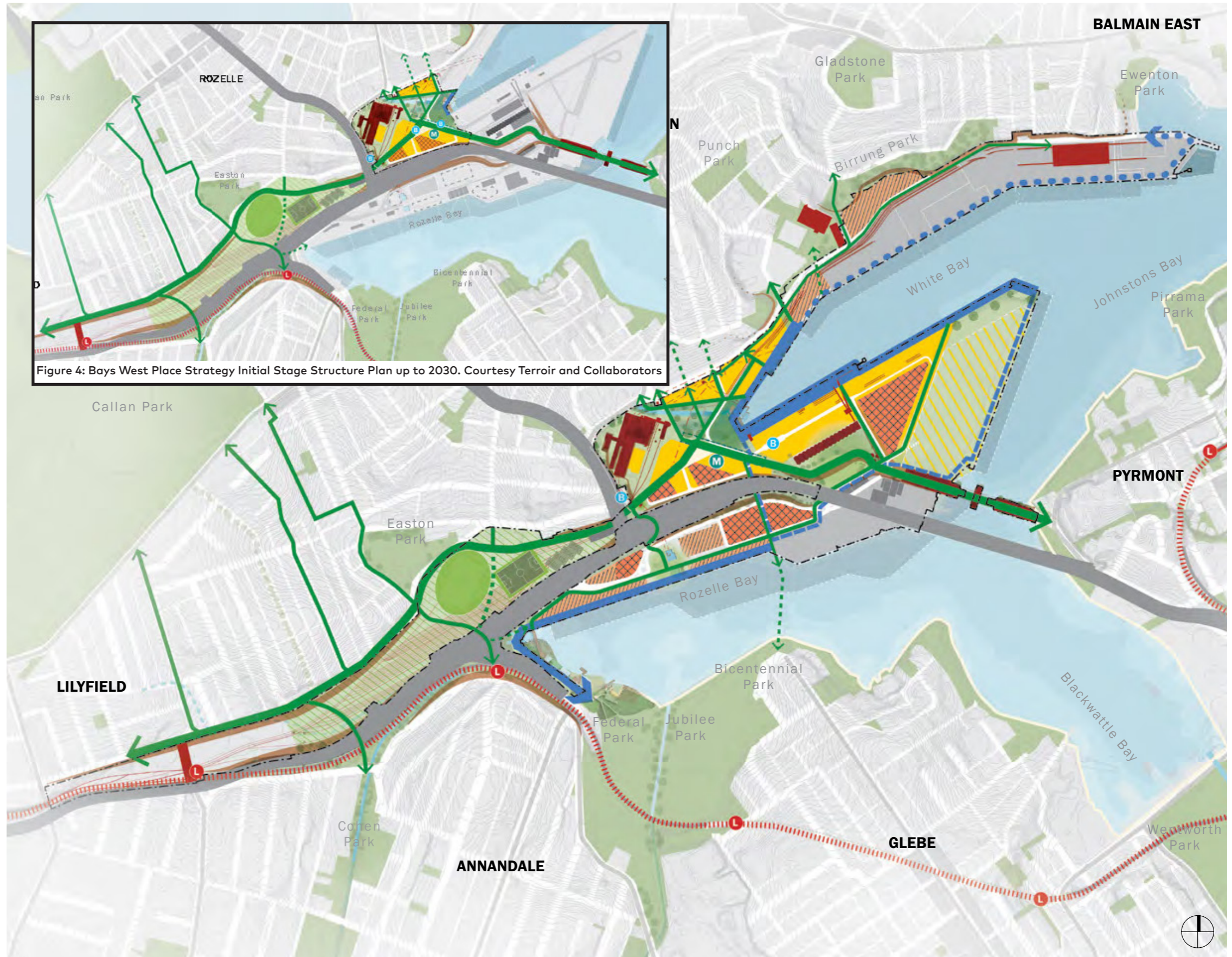


Figure 5: Bays West Place Strategy Structure Plan 2040 and beyond. Courtesy Terroir and Collaborators

2.0 Site Appreciation and Opportunities

2.2 Bays West Place Strategy Context

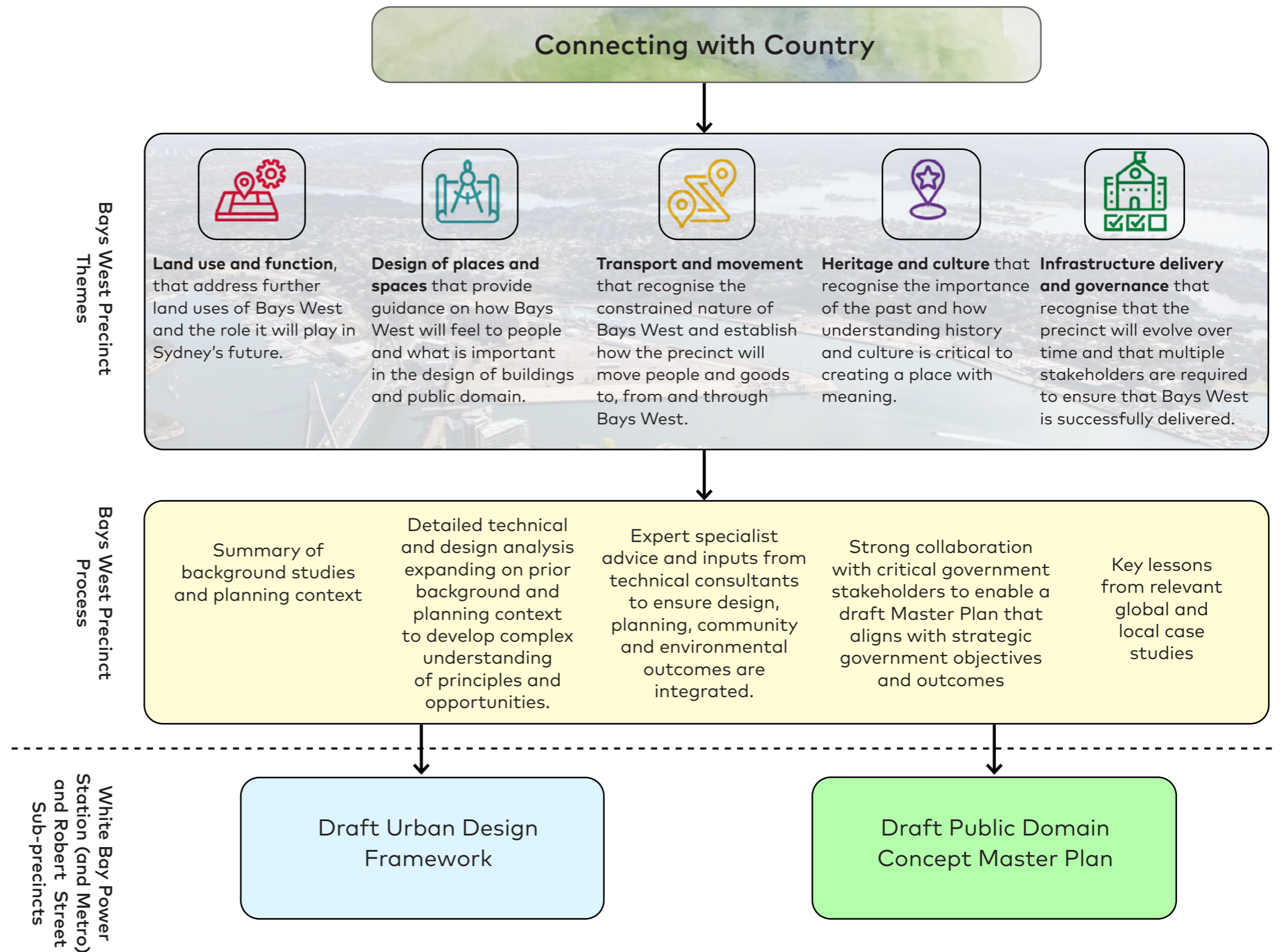
2.2.1 Enabling Themes

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

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

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

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



2.2.2 Big Moves

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



Figure 6: Courtesy of Terroir with collaborators.

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



Figure 7: Glebe Island Bridge. Courtesy of DPE

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



Figure 8: Glebe Island. Courtesy of DPE



Figure 9: Community amenity. Courtesy of DPE

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



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

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



Figure 11: Foreshore walk. Courtesy of DPE

Enable a world-class harbour foreshore walk.

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

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

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

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

2.0 Site Appreciation and Opportunities

2.3 Bays West Place Strategy Connecting to Country

2.3.1 Connecting to Country Framework

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

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

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

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

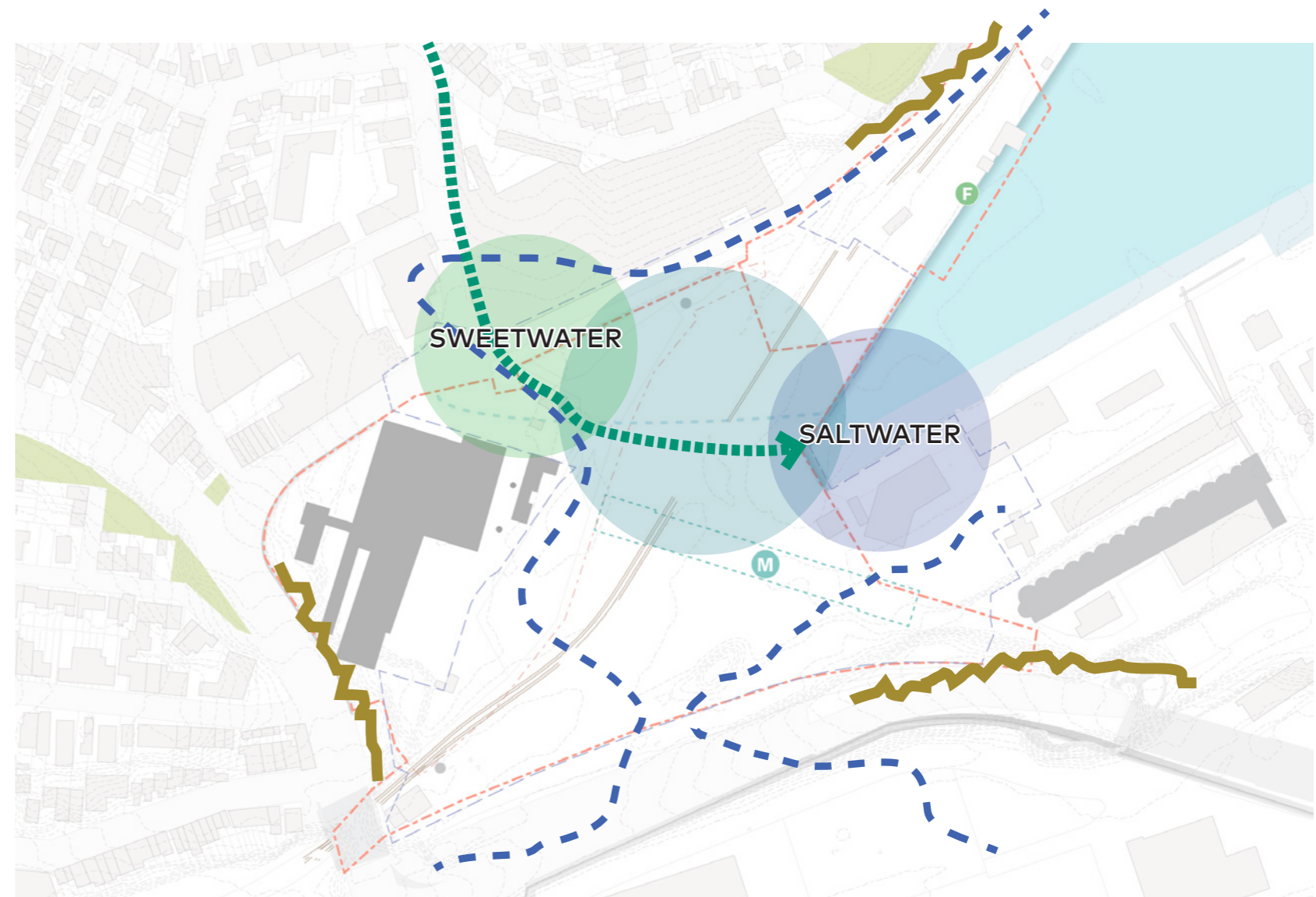
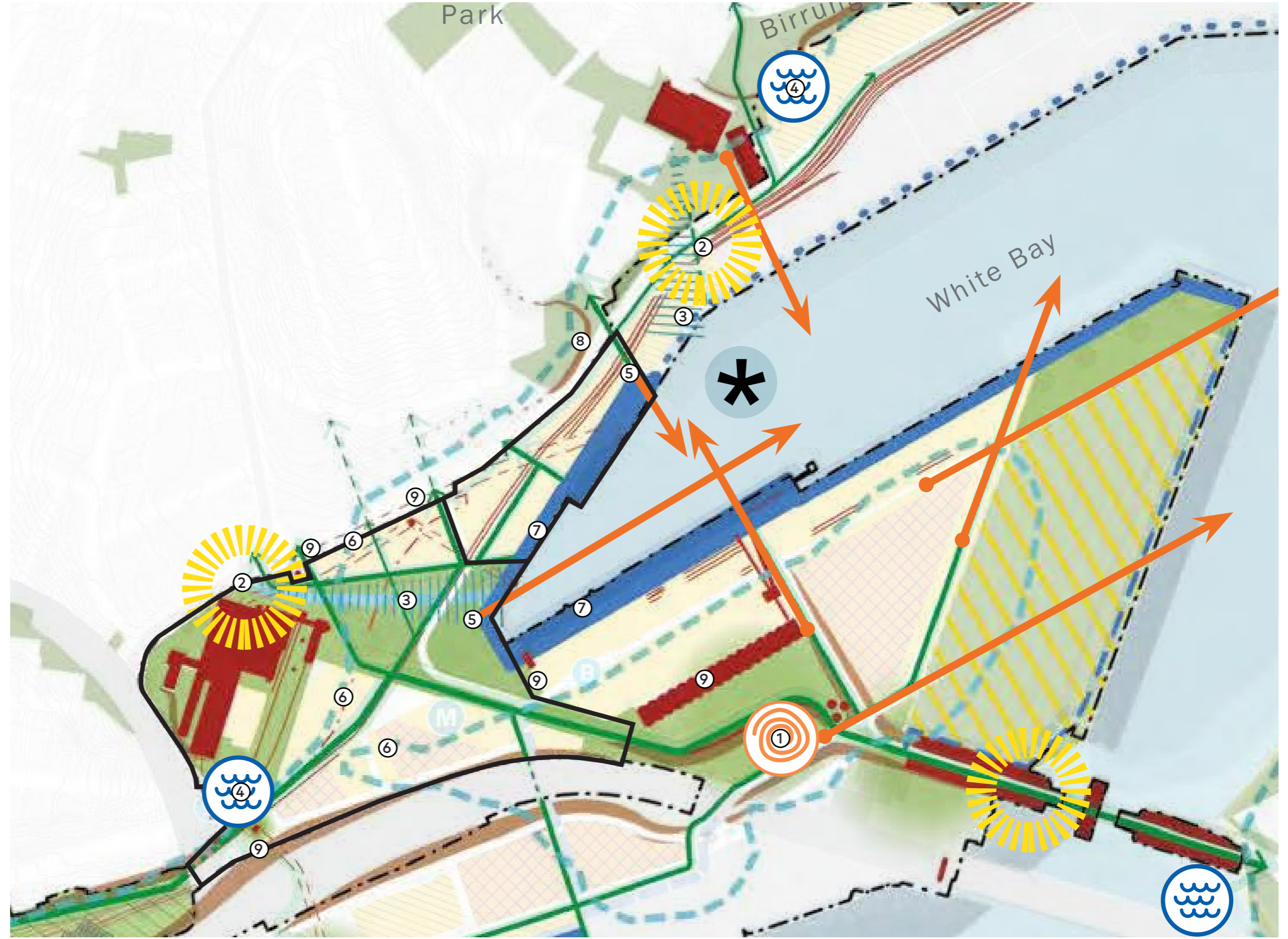


Figure 12: Connection to Country Opportunities

— Historic Shoreline — Historic Creekline — Sandstone Features



LEGEND

- ① Place of Cultural Sharing
 - ② Welcome/Language Gateways
 - ③ Naturalised Watercourse & Water Treatment Zones
 - ④ Water Level Change Interpretation
 - ⑤ Views and outlook to harbour
 - ⑥ Shoreline Change Interpretation Markers
 - ⑦ Green Streets & Foreshore Links
 - ⑧ Sandstone Expressed & Celebrated / Integrated
 - ⑨ Retention & Adaptive Re-Use of All Heritage Assets
- [Dashed Line] Bays West Site Boundary
 [Solid Line] Sub-precincts Boundary

Figure 13: Bays West Structure Plan with embedded Connecting with Country features identified for the White Bay Power Station (and Metro) and Robert Street Sub-precincts (shown in black outline) and adjacent Sub-precincts.

2.0 Site Appreciation and Opportunities

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

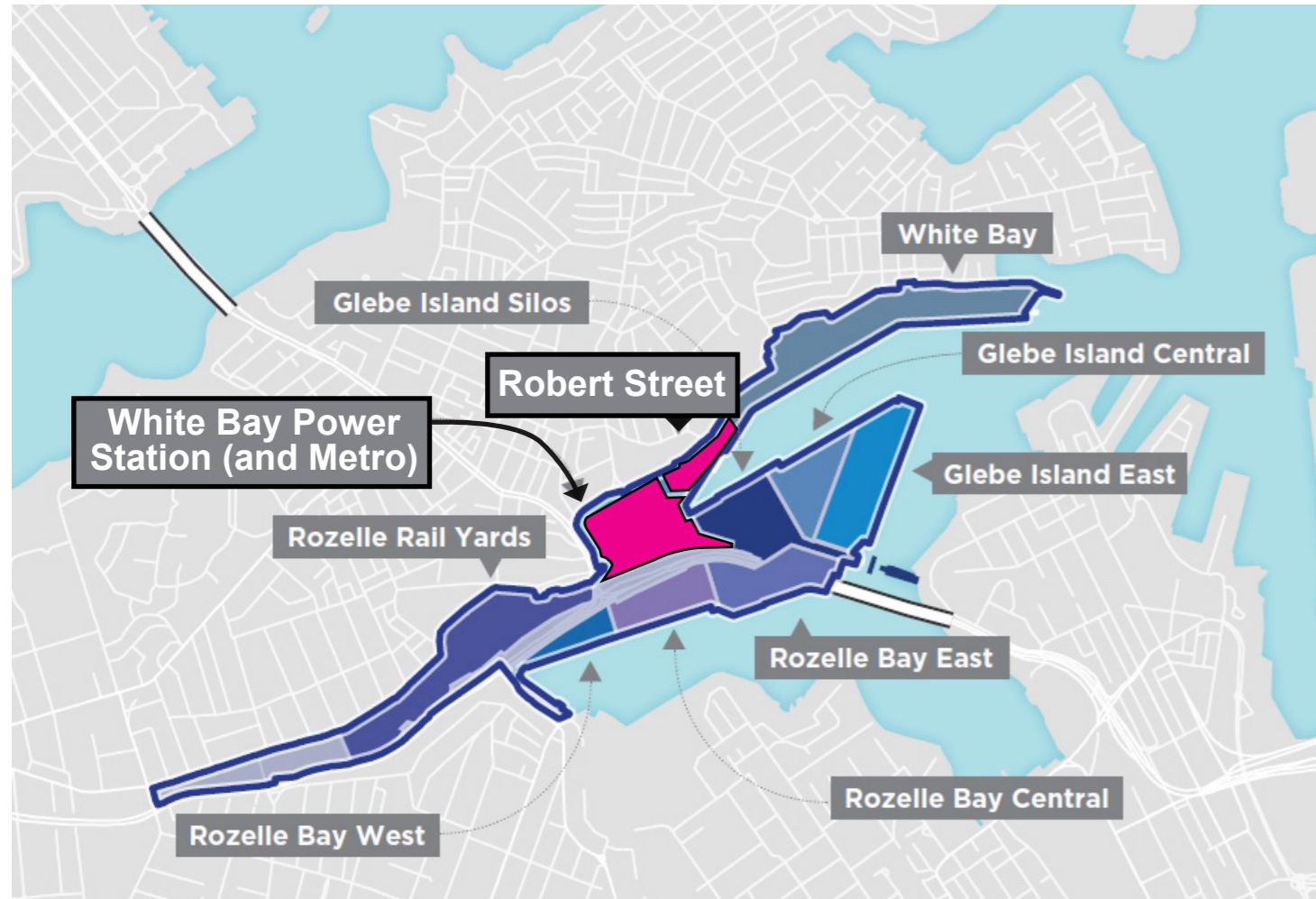


Figure 14: Place Strategy White Bay and Robert Street Sub-precincts context. Sub-precinct boundaries are from the Place Strategy (November 2021) and are subject to change as detailed planning and design work is undertaken as Sub-precincts are masterplanned. Courtesy DPE



2.4.1 Sub-precinct Context

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

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

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

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

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

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

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

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

2.4.3 Robert Street Sub-precinct

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

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

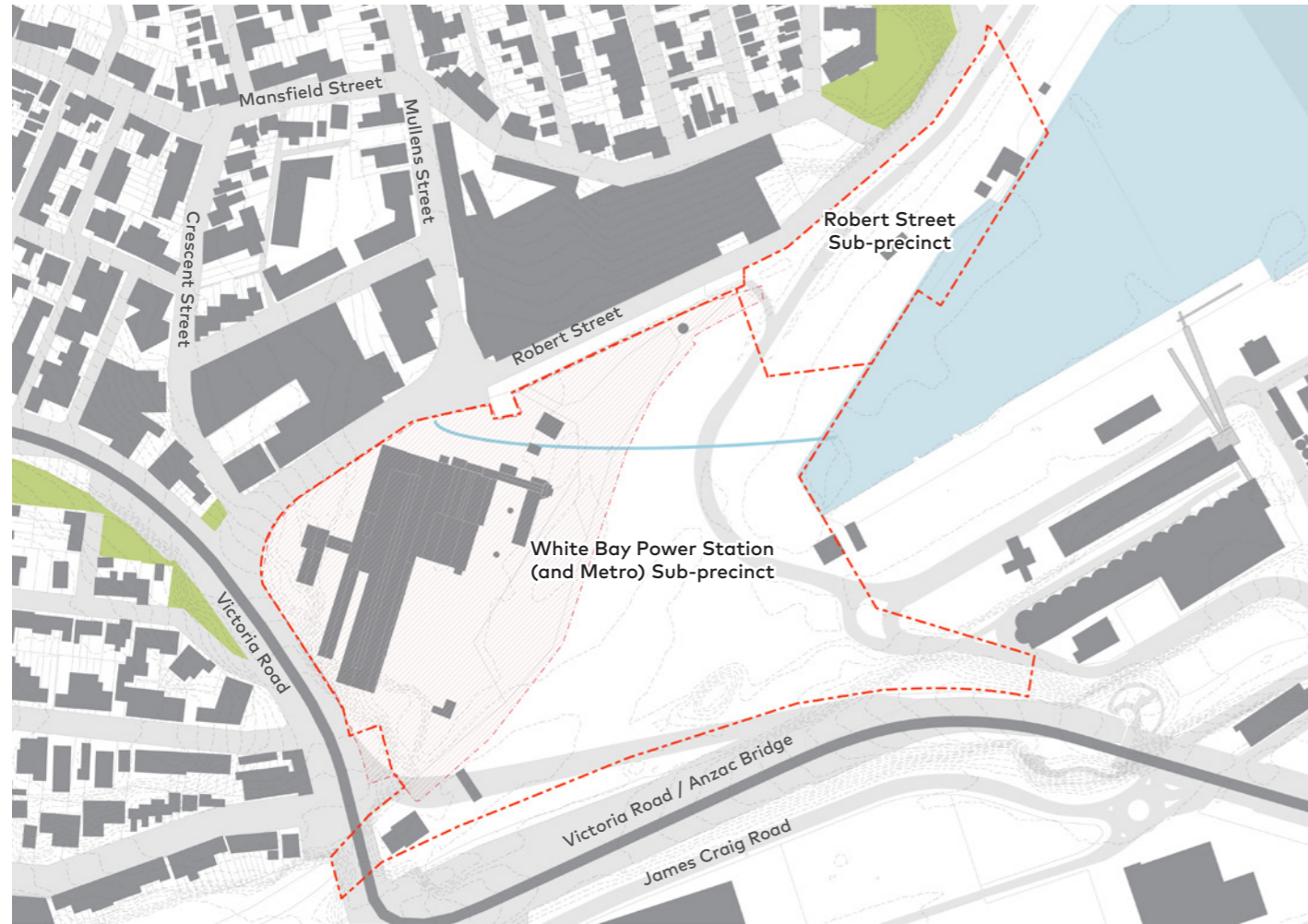


Figure 15: White Bay Power Station (and Metro) and Robert Street Sub-precincts Boundaries

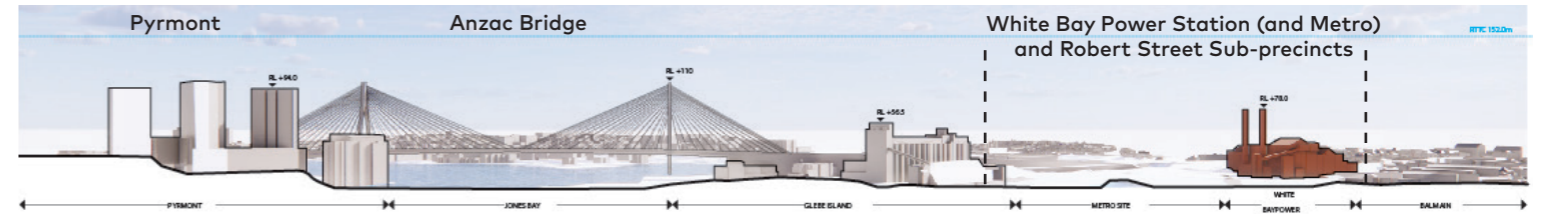
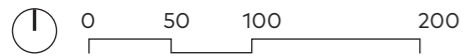


Figure 16: Pyrmont to White Bay and Rozelle section

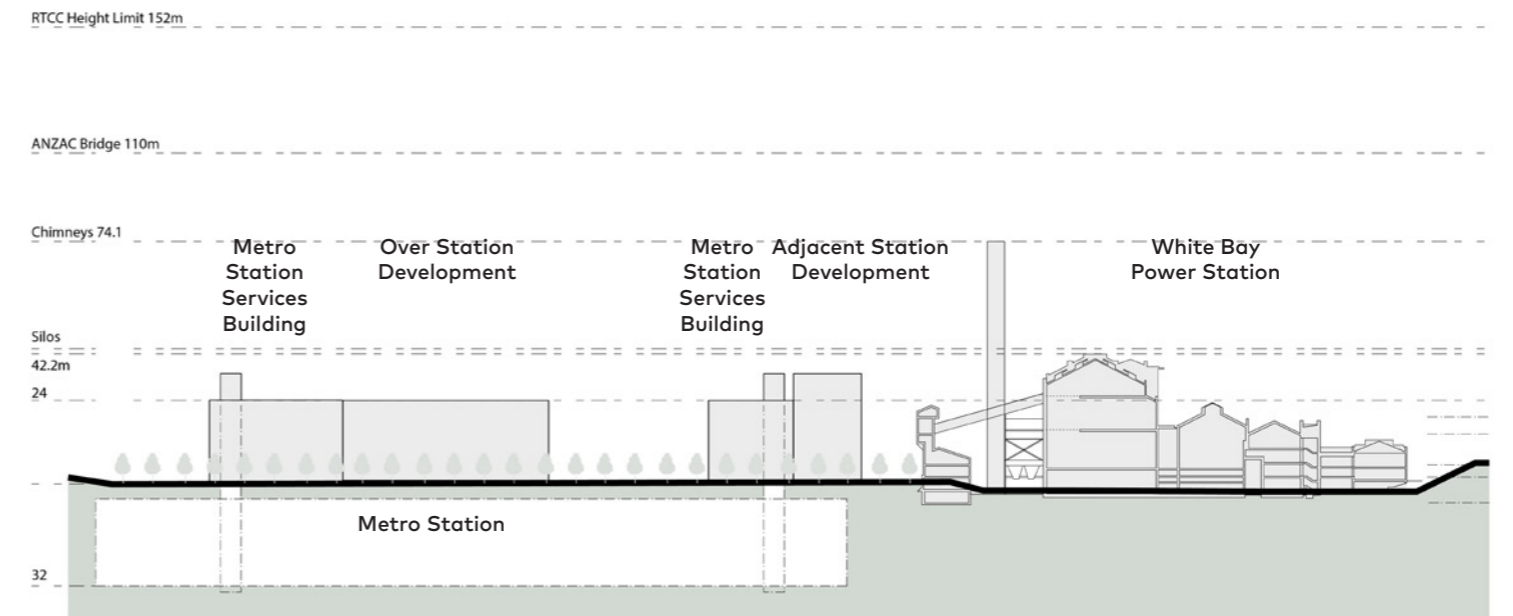


Figure 17: White Bay Power Station (and Metro) and Robert Street Sub-precincts section showing future Metro station and associated servicing

2.0 Site Appreciation and Opportunities



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

2.4.4 Land Use and Function

2.4.4.1 Place Strategy Directions (Nov. 2021)

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

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



Figure 18: Constrained residential interface to Victoria Road.

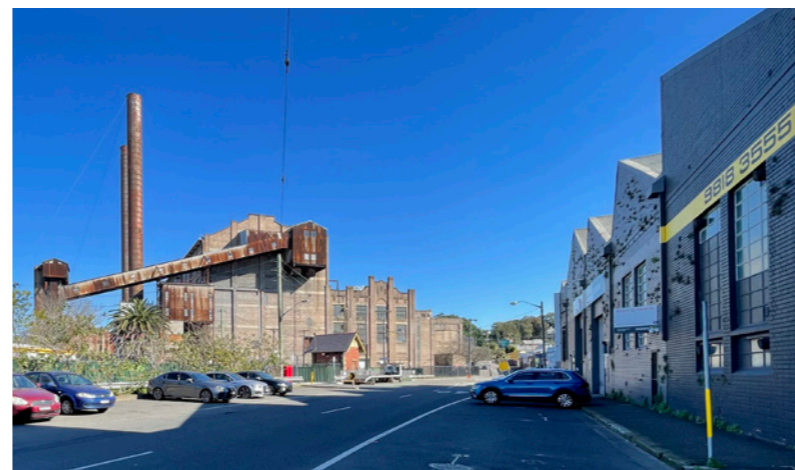


Figure 19: Employment uses to Robert Street.



Figure 20: Proposed Hanson Glebe Island Facility. Hanson



Figure 21: White Bay Cruise Terminal



Figure 22: Industrial uses north of Robert Street



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



Figure 24: White Bay Cruise Terminal Gatehouse

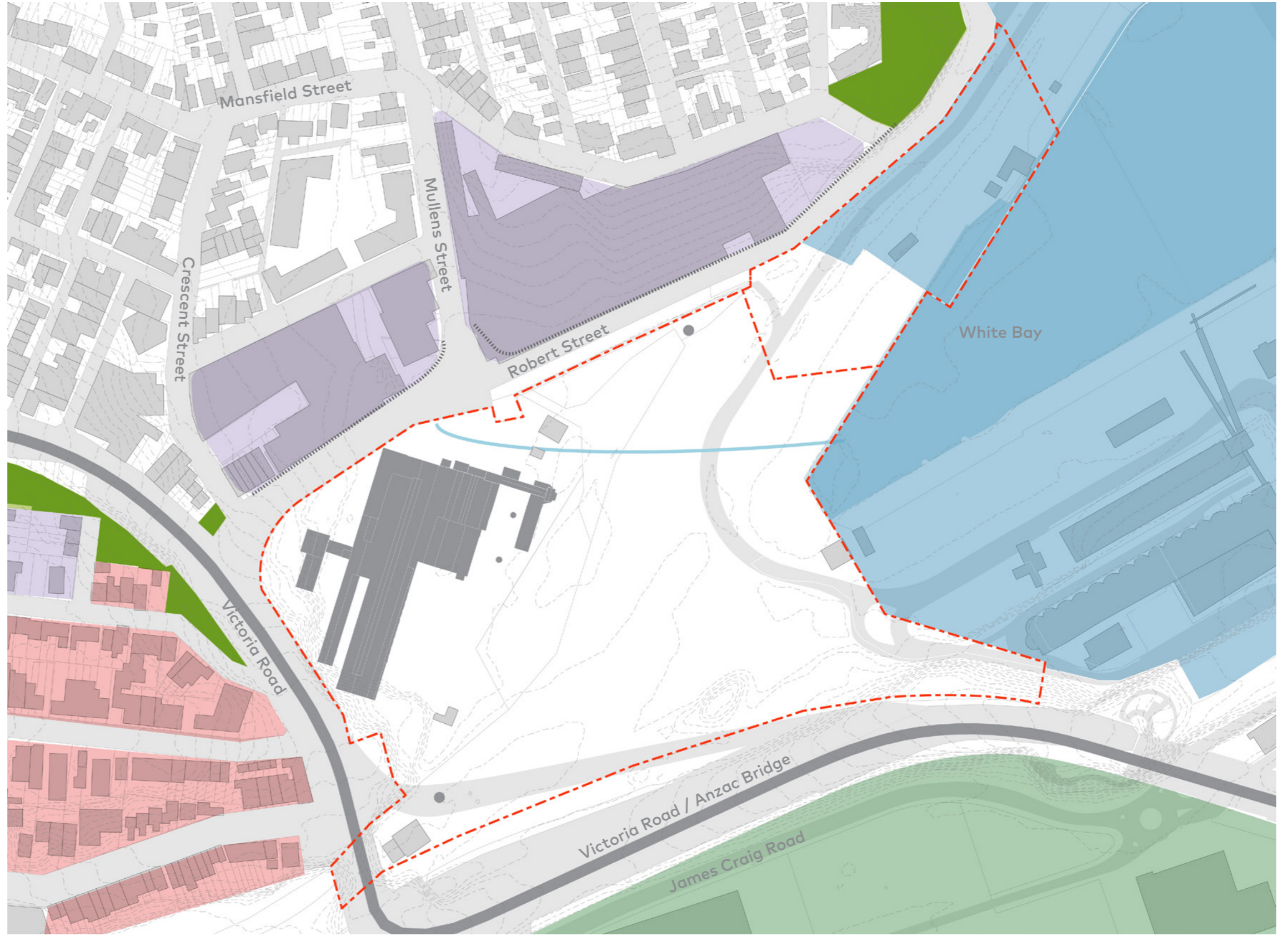


Figure 25: Surrounding Land Uses

Legend

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



2.0 Site Appreciation and Opportunities



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

2.4.4 Land Use and Function

2.4.4.2 Opportunities

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



Figure 26: Co-housing projects such as Nightingale



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

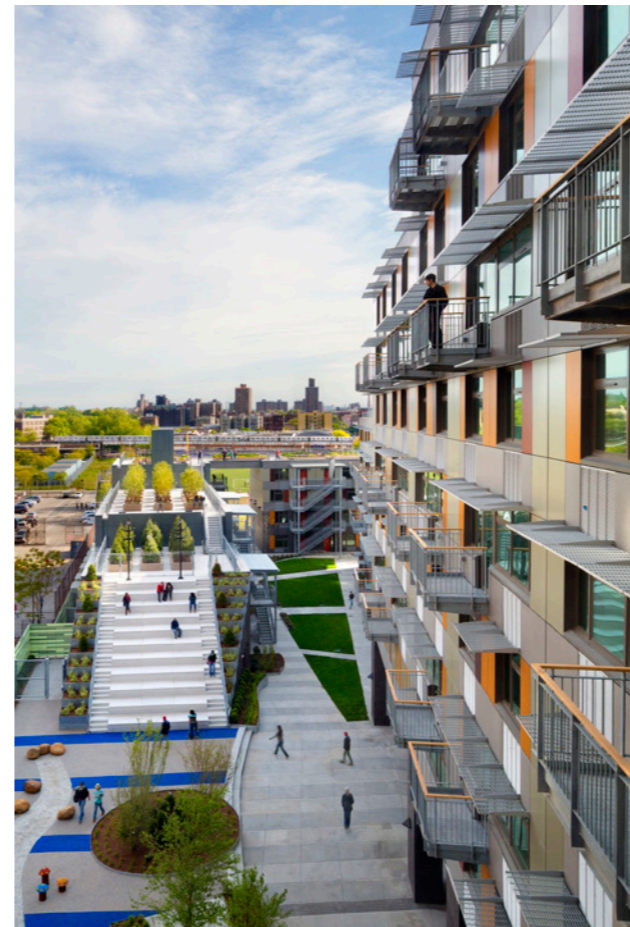


Figure 28: Adaptive re-use of infrastructure for mixed-use



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



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



Figure 32: Historic fabric woven with modern interventions



Figure 31: Interface with existing infrastructure

2.4.4.3 Challenges

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

2.0 Site Appreciation and Opportunities



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

2.4.5 Design of Places and Spaces

2.4.5.1 Place Strategy Directions (Nov. 2021)

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

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



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



Figure 34: Vegetated frontage

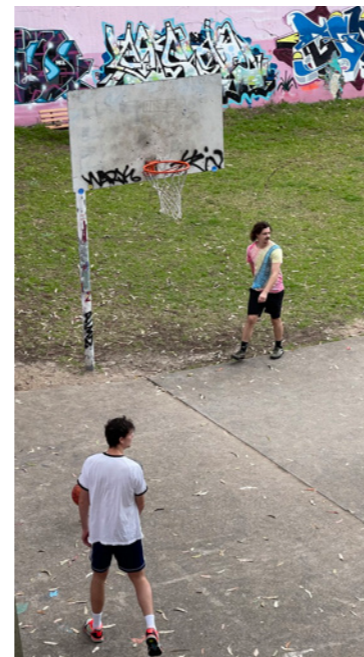


Figure 35: Balmain Community Space



Figure 36: Rozelle Railyards Regional Open Space



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



Figure 38: Quasi-public links and views



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

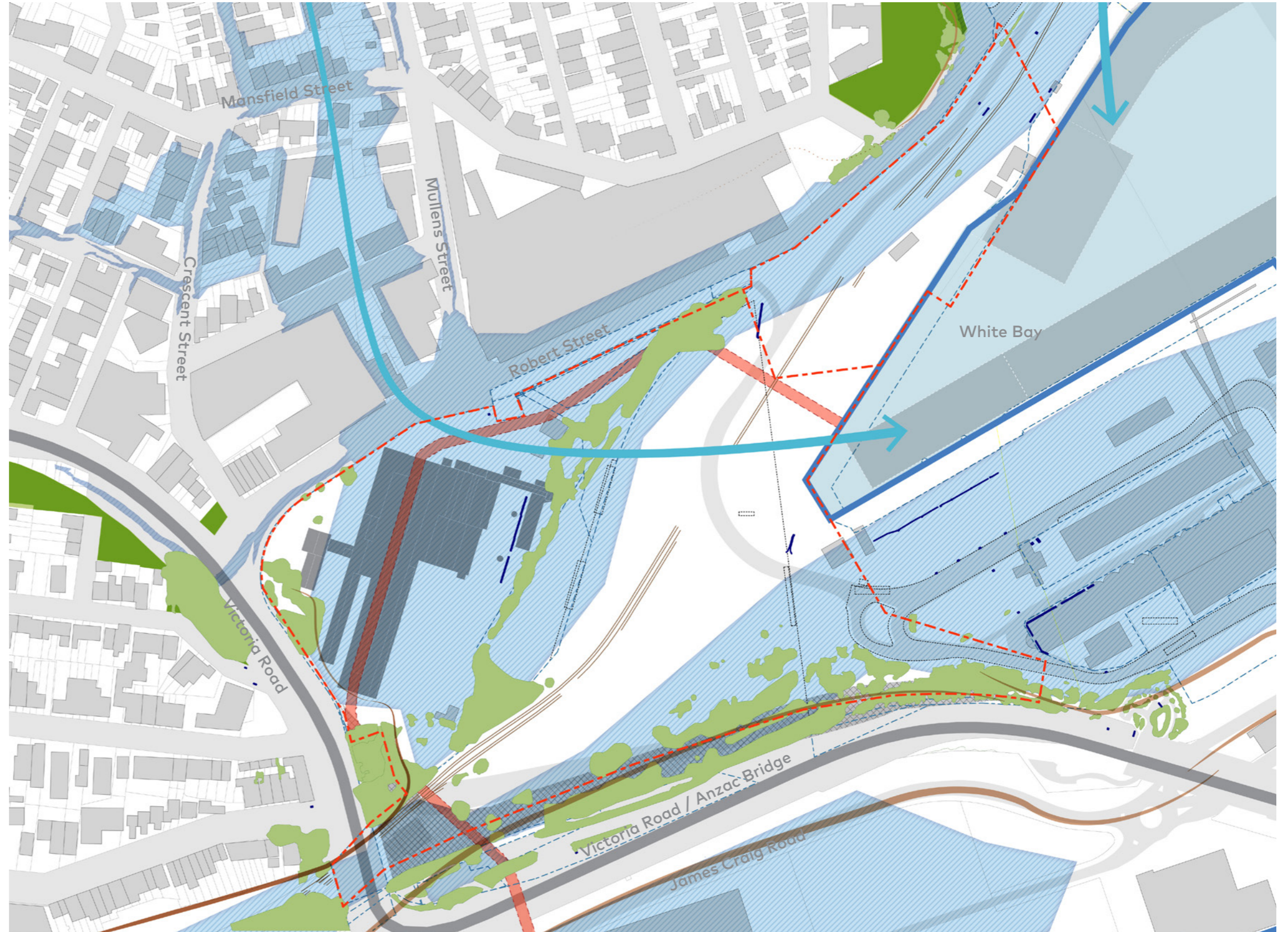


Figure 40: Design of Places and Spaces Analysis

Legend

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



2.0 Site Appreciation and Opportunities



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

2.4.5 Design of Places and Spaces

2.4.5.1 Opportunities

Public Domain and Site

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

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



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



Figure 42: Rozelle Railyards Regional Open Space

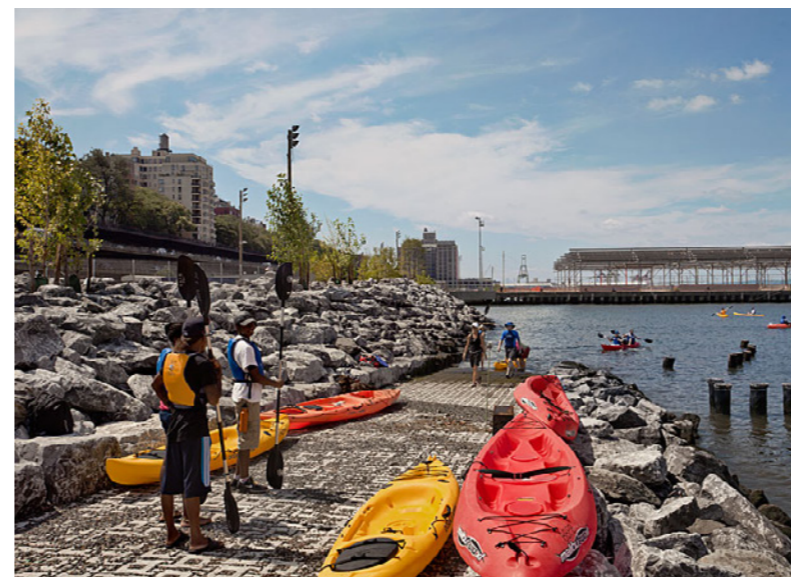


Figure 43: Public access to water. Brooklyn, NY, USA



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

Built Form

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



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



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



Figure 47: Landmarks that serve a regional wayfinding purpose



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

2.4.5.2 Challenges

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

2.0 Site Appreciation and Opportunities



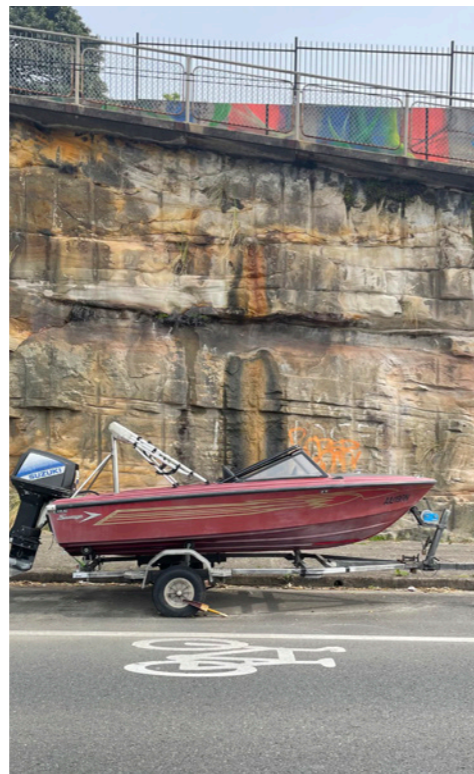
2.4 White Bay Power Station (and Metro) and Robert Street Sub-precincts

2.4.6 Transport and Movement

2.4.6.1 Place Strategy Directions (Nov. 2021)

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

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



Site experiences. September 2021
From top-left

Figure 49: Complex level changes limit community accessibility

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

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

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

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

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

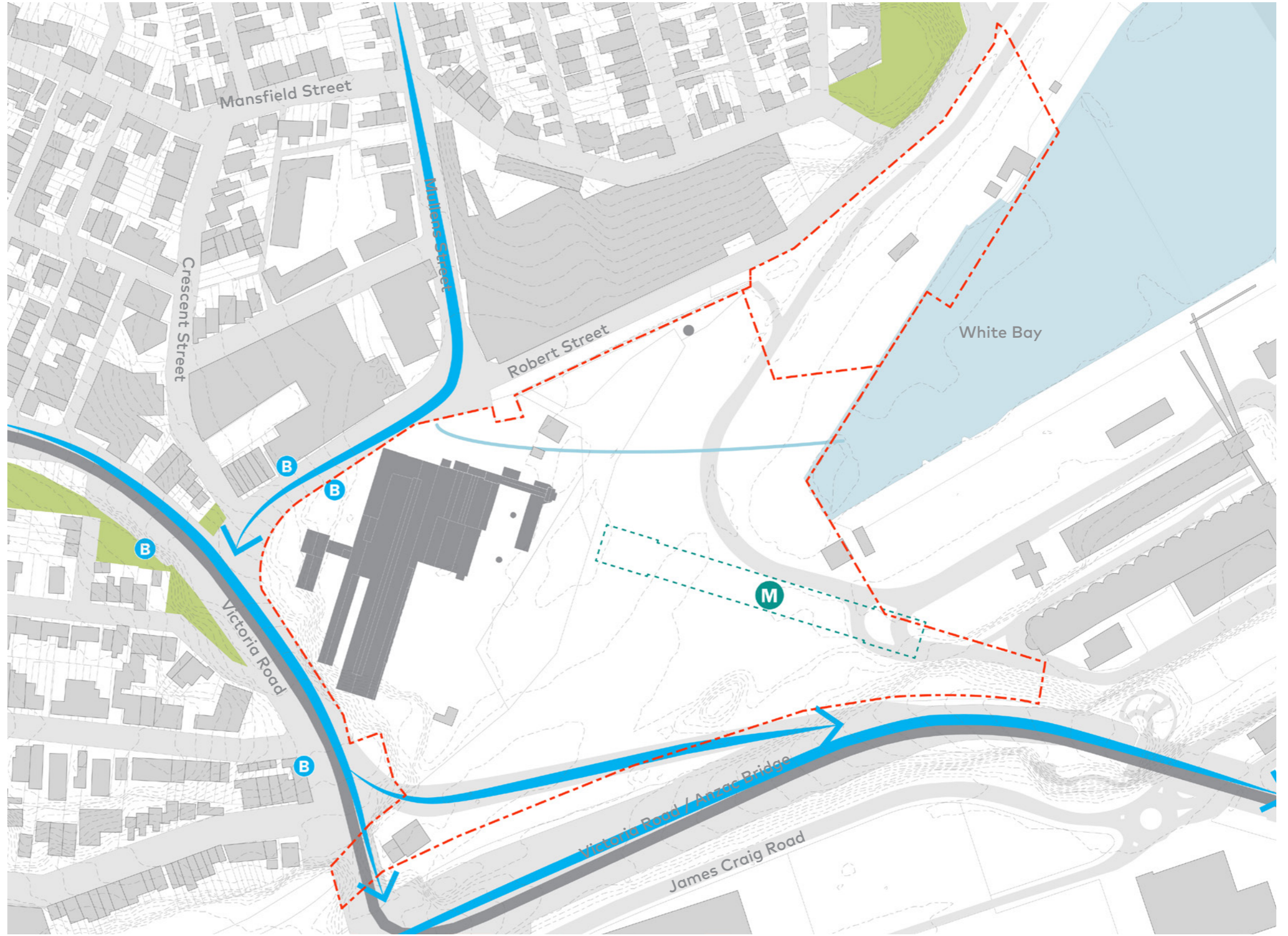


Figure 55: Existing Transport and Movement

- Legend**
- Sub-precinct Boundary
 - Metro Box
 - Bus Routes
 - M Metro Station
 - B Existing Bus Stops



2.0 Site Appreciation and Opportunities



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

2.4.6 Transport and Movement

2.4.6.2 Opportunities

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



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



Figure 57: Local shared paths. Darling Harbour, Sydney



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



Figure 59: Regional active transport link. Melbourne, Australia

2.4.6.3 Challenges

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

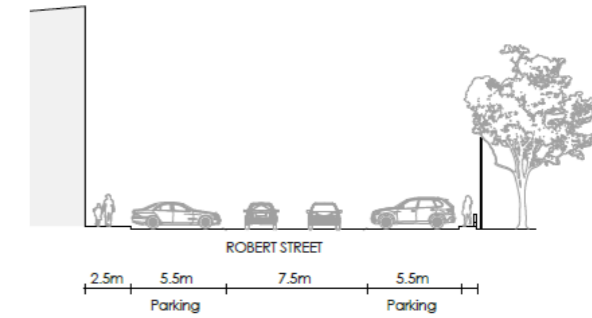


Figure 60: Robert Street section

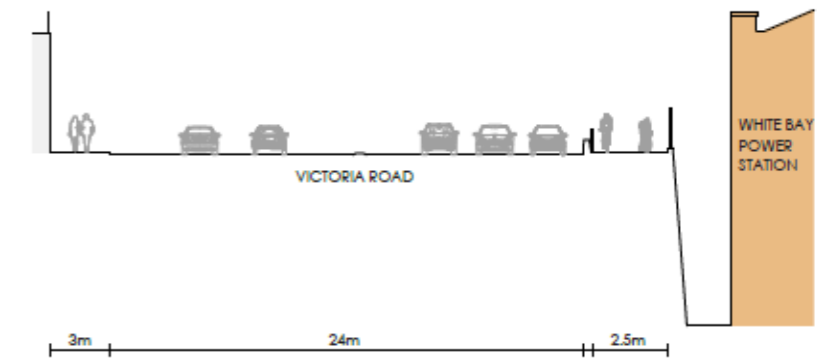


Figure 61: Victoria Road interface

2.0 Site Appreciation and Opportunities



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

2.4.7 Heritage and Culture

2.4.7.1 Place Strategy Directions (Nov. 2021)

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

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



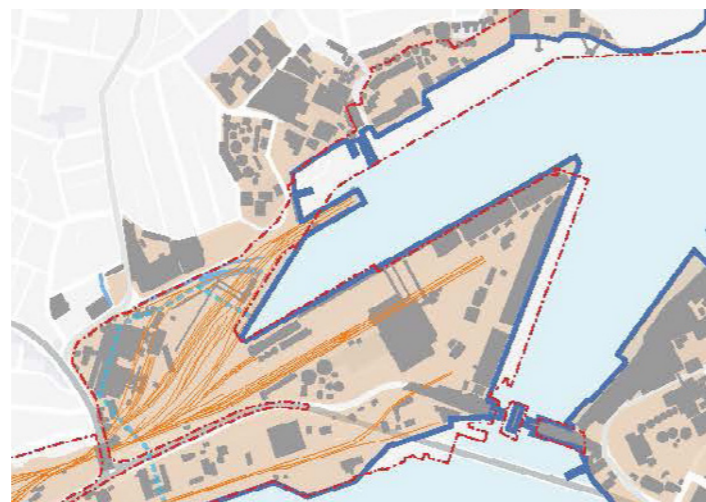
1788-1840

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



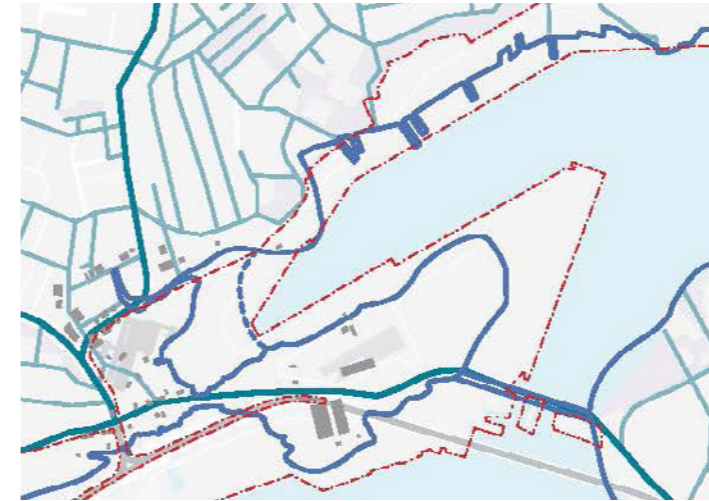
1900-1920

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



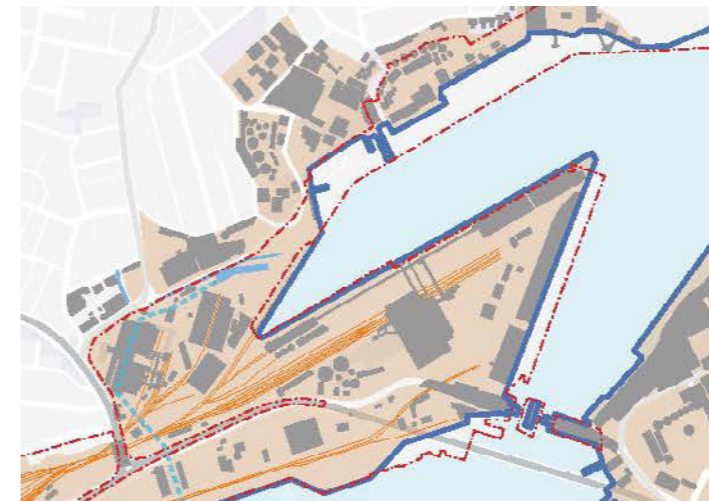
1943-1965

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



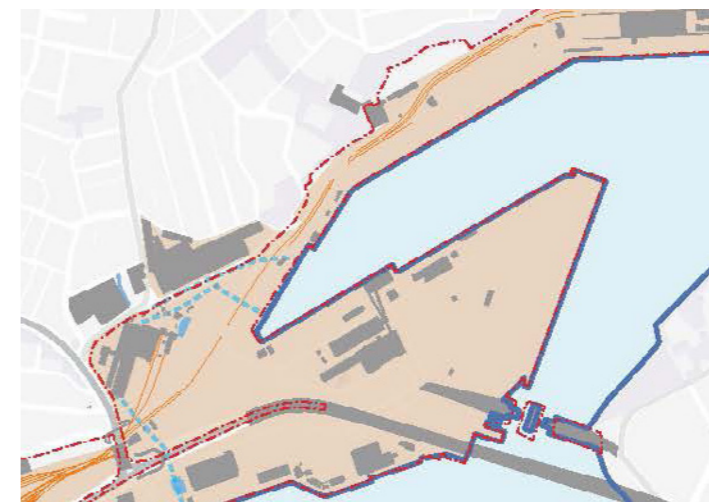
1840-1900

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



1920-1943

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



1965-2021

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

Legend

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



Figure 62: White Bay, CoS Archives



Figure 63: White Bay, Heritage NSW



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

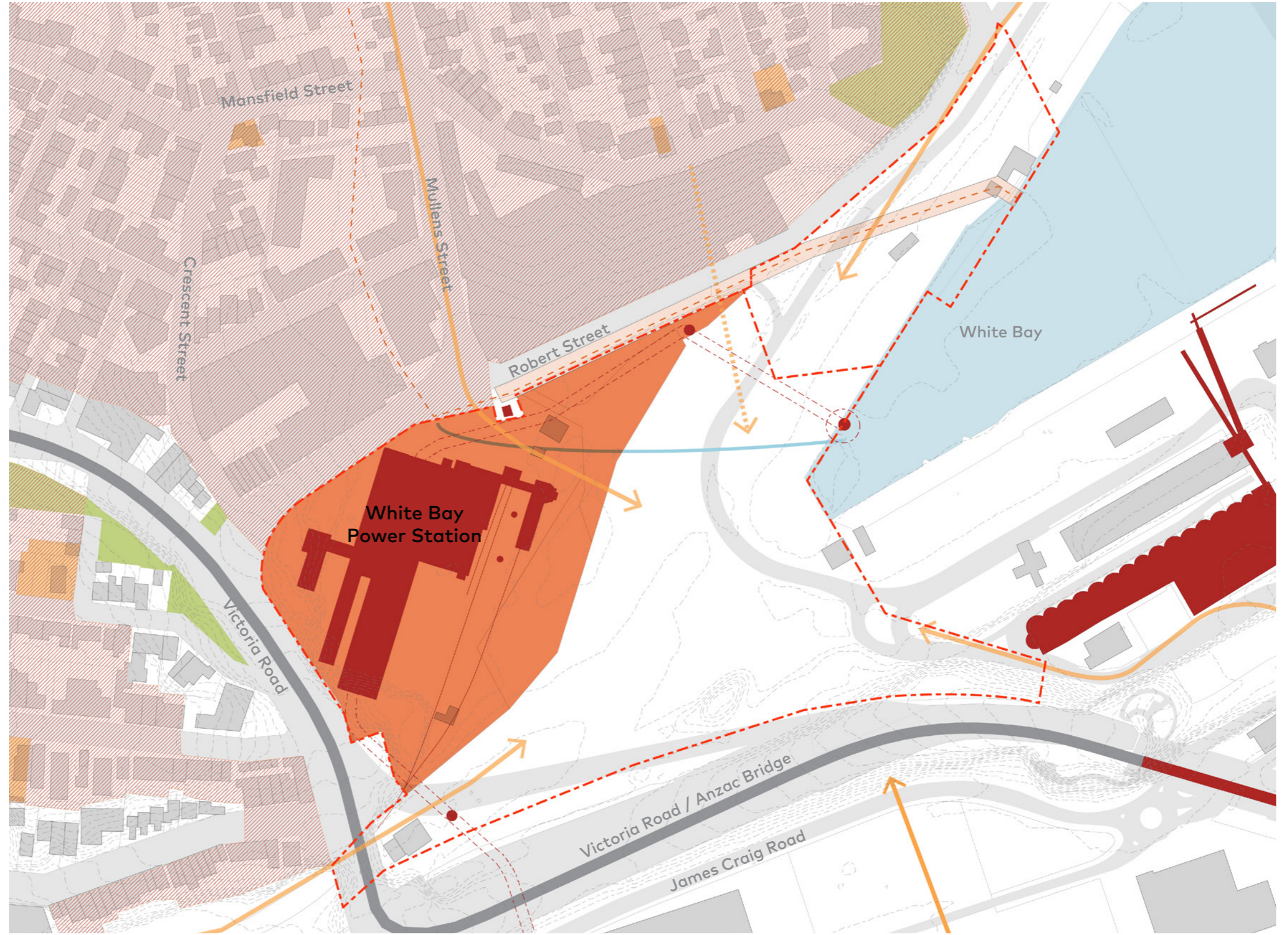


Figure 65: Heritage and Culture Analysis

Legend

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



2.0 Site Appreciation and Opportunities



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



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

2.4.7 Heritage and Culture

Dramatically Altered Landscapes



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

A causeway link

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

The city's quarry

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

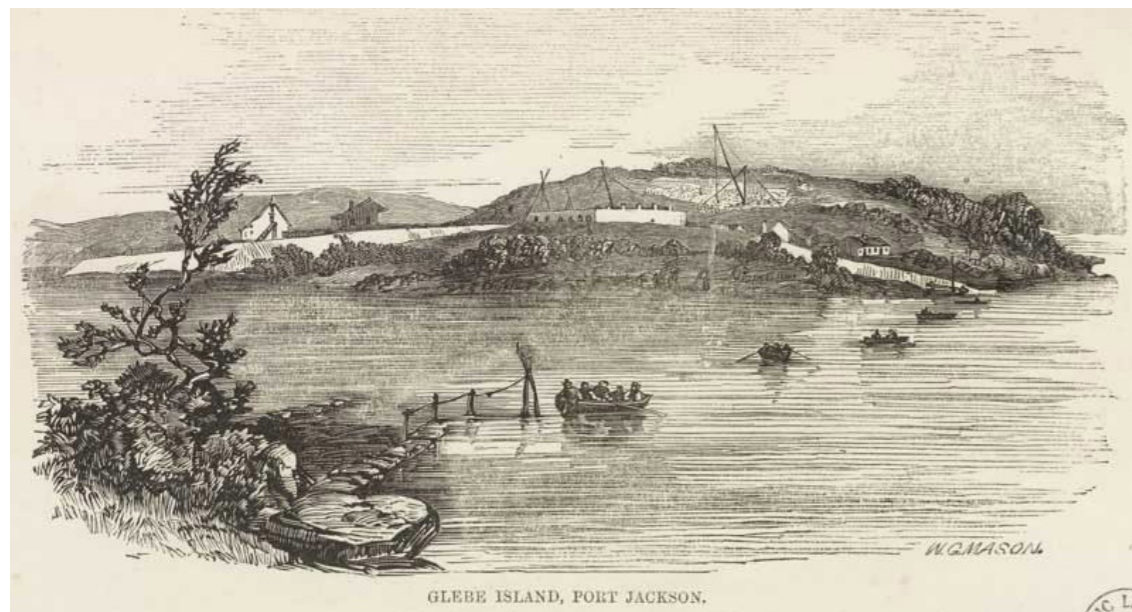


Figure 68: Etching of view west to Glebe Island showing the beginnings of sandstone quarrying.



Figure 69: Glebe Island outline

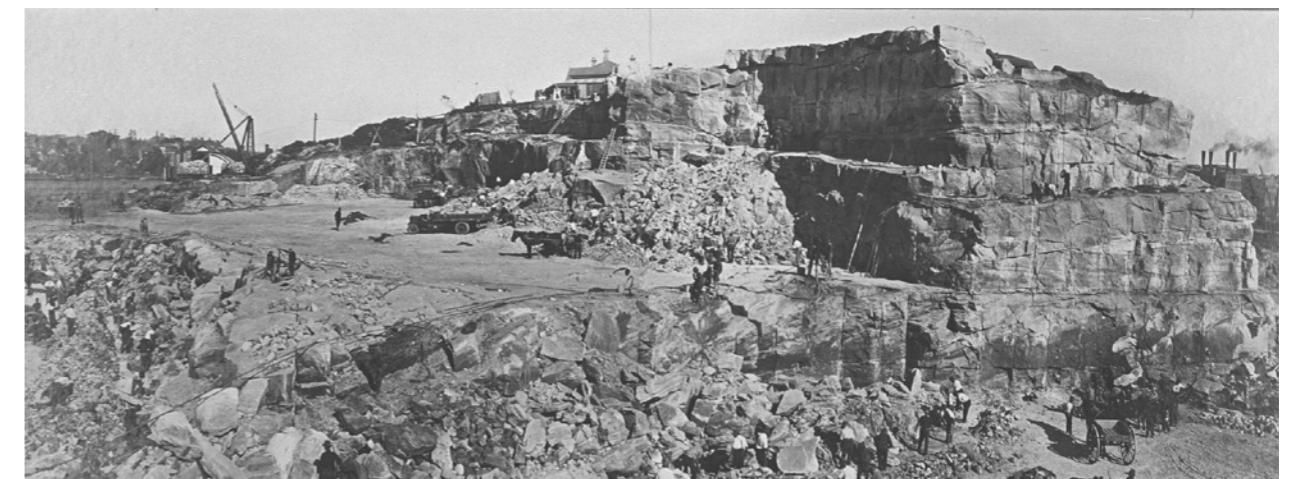


Figure 70: Sandstone quarry on Glebe Island (White Bay Power Station in far right side)

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



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

Dramatically Altered Watercourses

Reclaimed harbour

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

Stormwater Canals

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

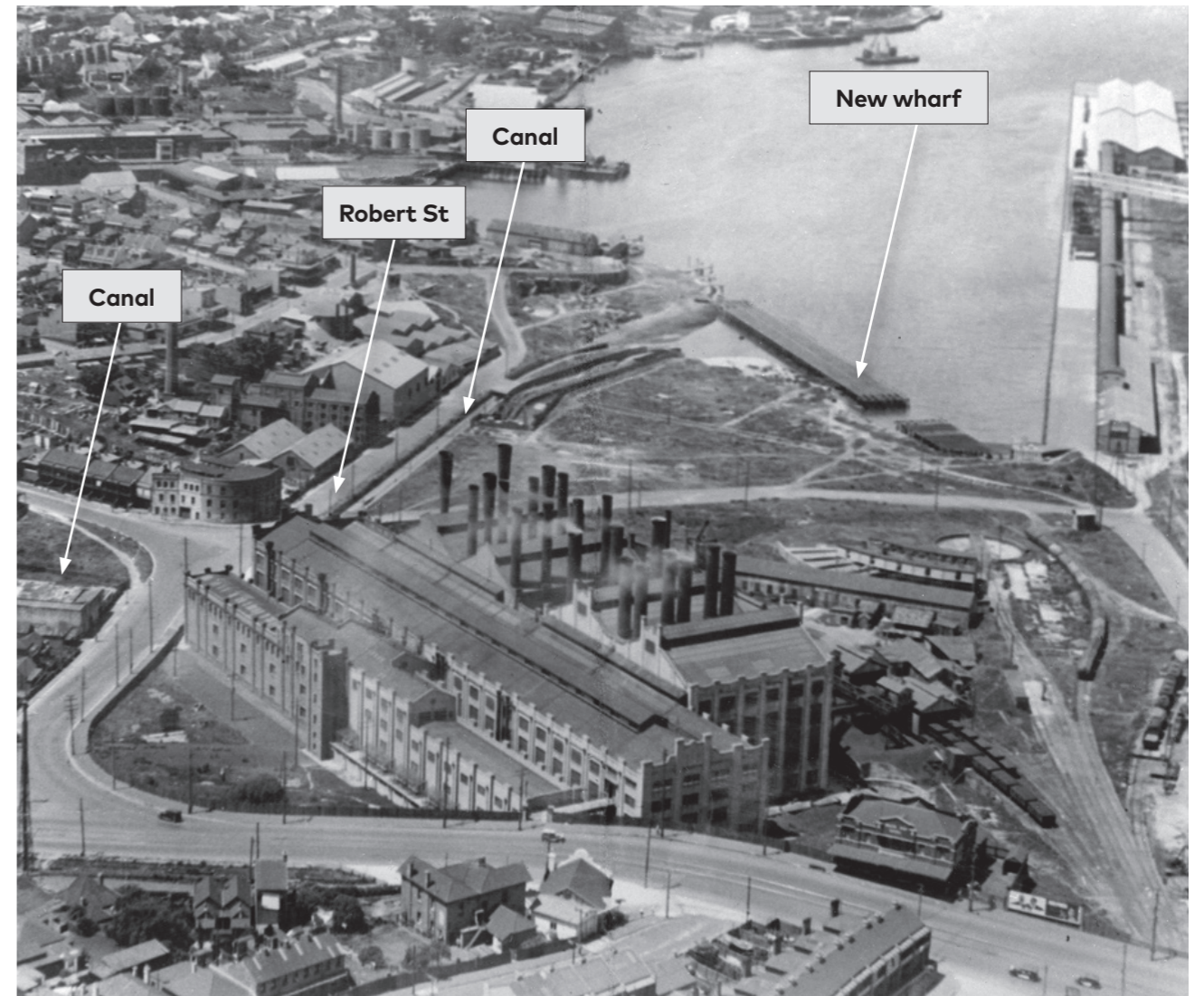


Figure 73: 1930s view of White Bay Power Station showing the construction of new wharfs, location of stormwater canal and reclaimed land south of Robert Street.

2.0 Site Appreciation and Opportunities



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

2.4.7 Heritage and Culture



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



Figure 75: Rejuvenation of natural systems. Hunters Point, NY
36 – 37 Draft Bays West Stage 1 Master Plan

2.4.7.2 Opportunities

Connection to Country

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

Built Form

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

Public Domain and Site

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

Land Use and Programming

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

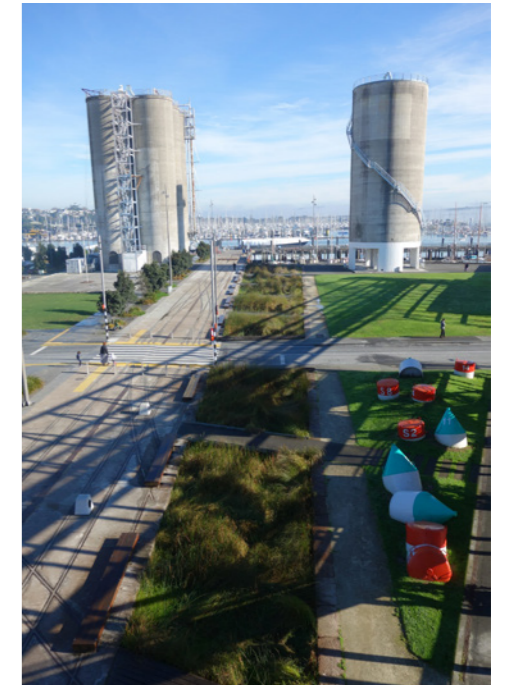


Figure 76: Active WSUD, Silo Park, NZ



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



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

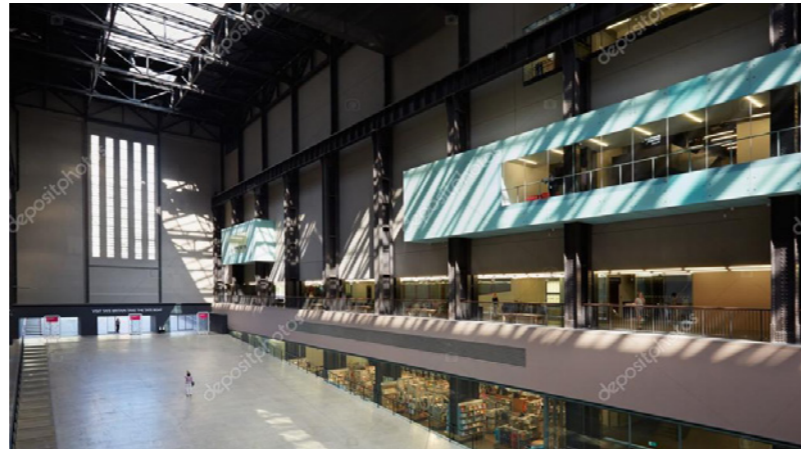


Figure 79: Turbine Hall, Tate Modern UK

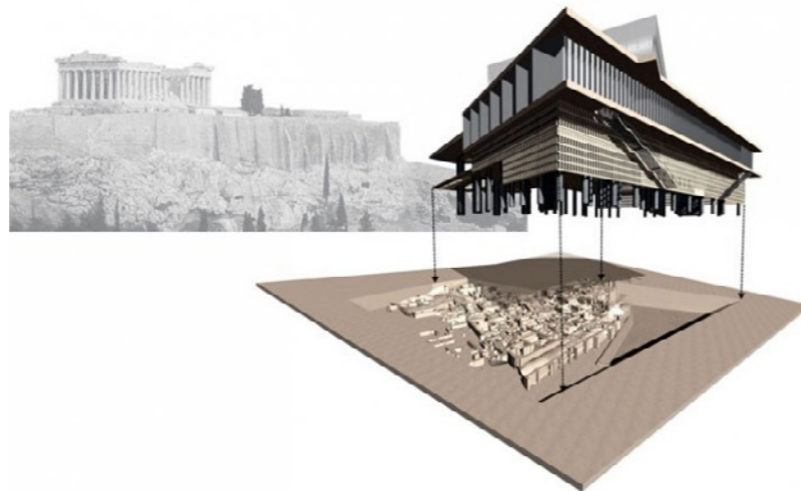


Figure 80: Historic site with modern intervention. Acropolis museum, Greece

2.4.7.3 Challenges

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

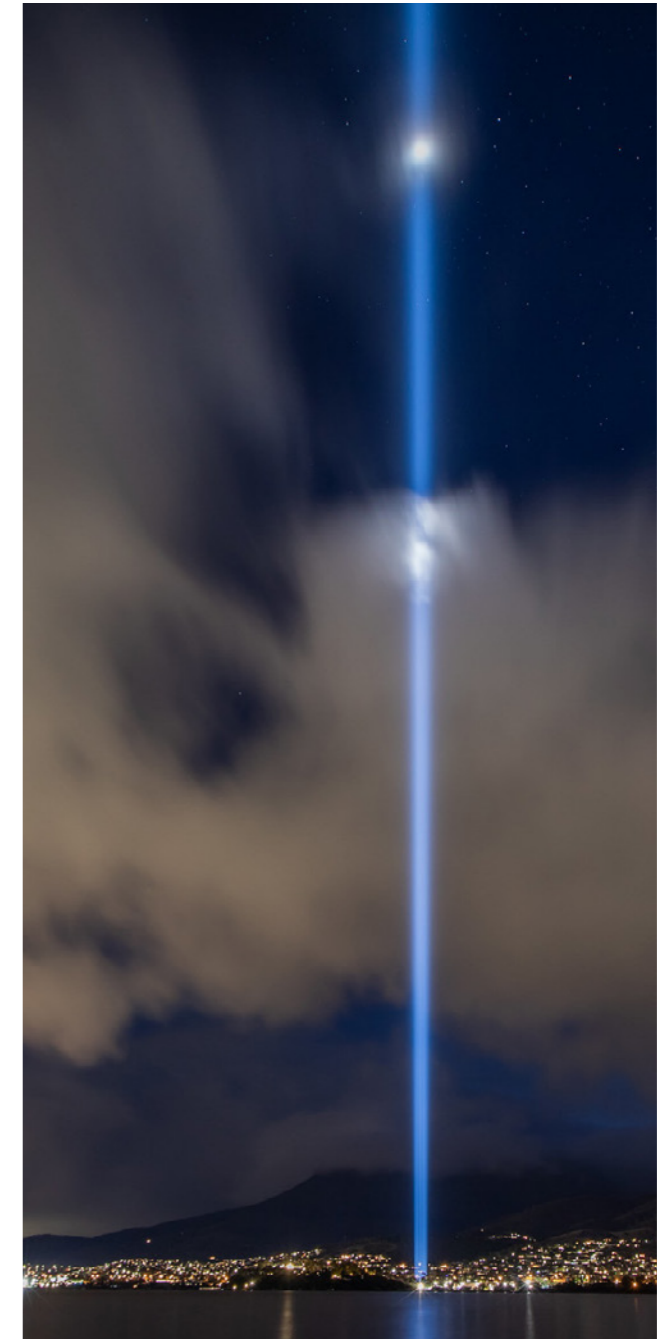


Figure 81: Light installation, MONA Hobart

2.0 Site Appreciation and Opportunities



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

2.4.8 Infrastructure Delivery and Governance

2.4.8.1 Place Strategy Directions (Nov. 2021)

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

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



Figure 82: White Bay Sub-precinct with temporary works



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



Figure 84: Robert Street culvert

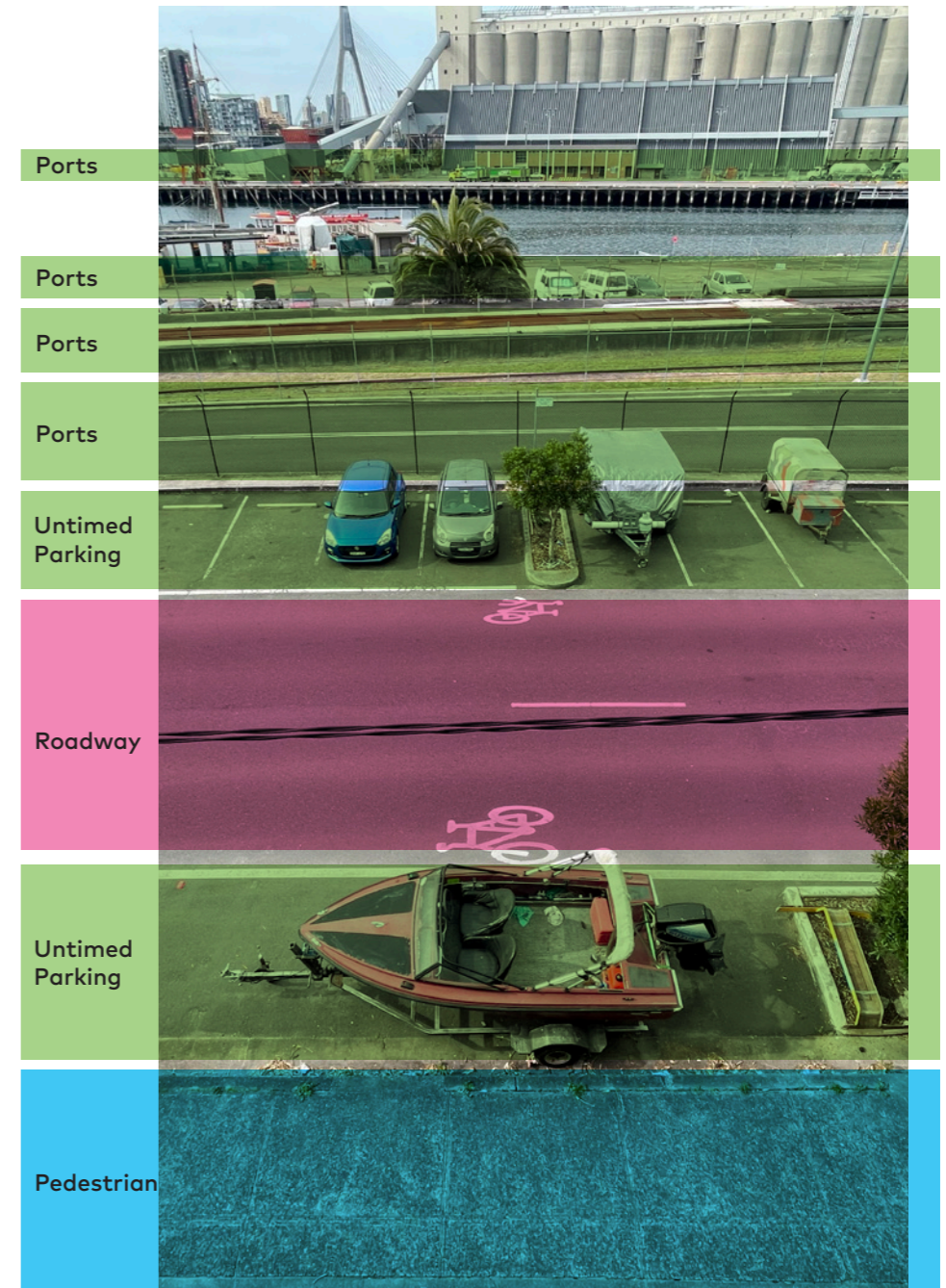


Figure 85: Site ownership and usage (looking from Robert Street to Silos across White Bay)

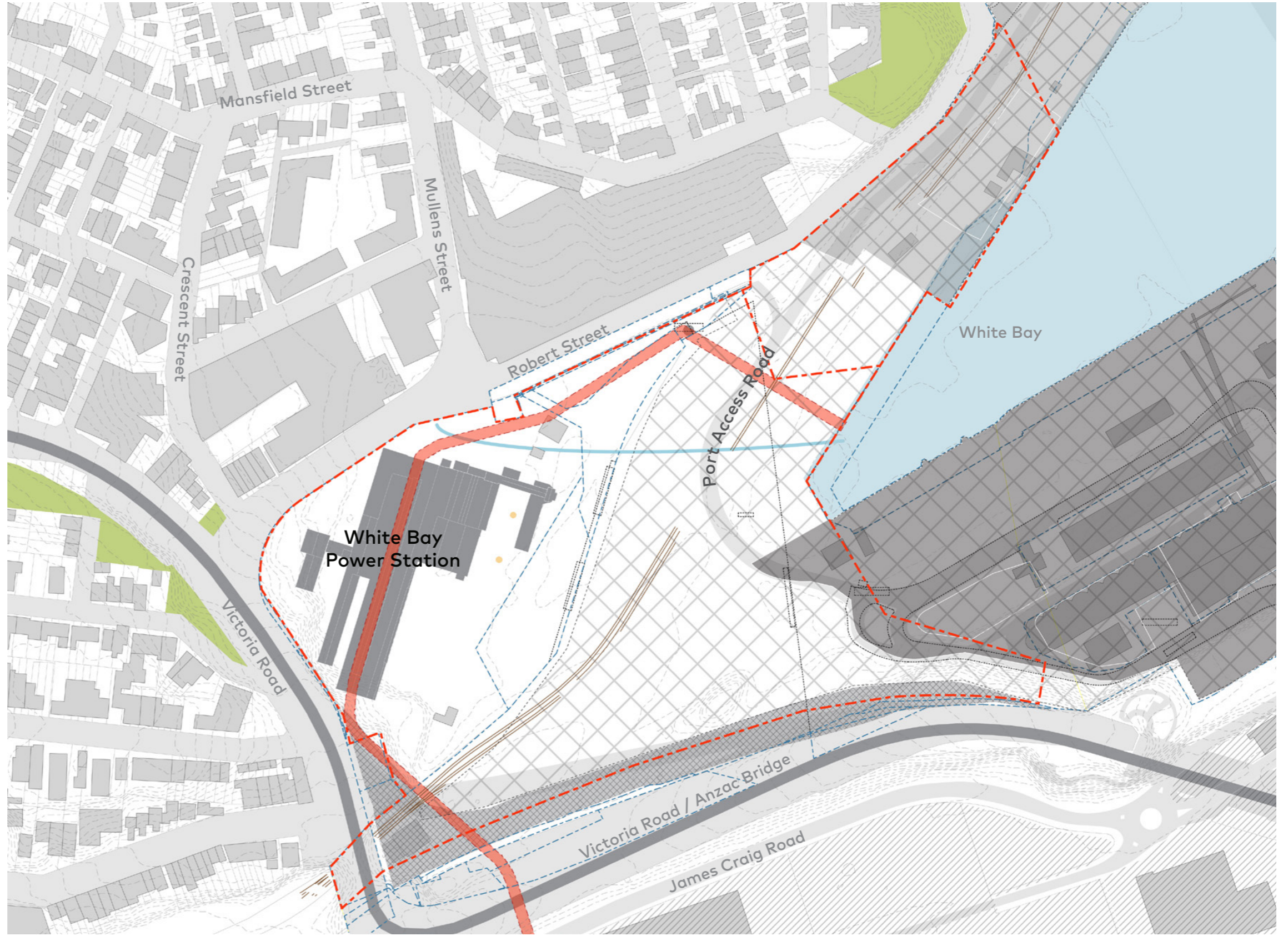


Figure 86: Infrastructure Delivery and Governance Analysis

Legend

- Sub-precinct Boundary
- Easements Boundary
- Easements
- Stakeholder Constraints
- Rozelle Bay Leased Zone
- Glebe Island Leased Zone
- White Bay Leased Zone
- Cooling Canal for White Bay Power Station
- Rail Track
- Ports owned land



2.0 Site Appreciation and Opportunities



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

2.4.8 Infrastructure Delivery and Governance

2.4.8.2 Opportunities

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



Figure 87: Celebrated WSUD landscape infrastructure

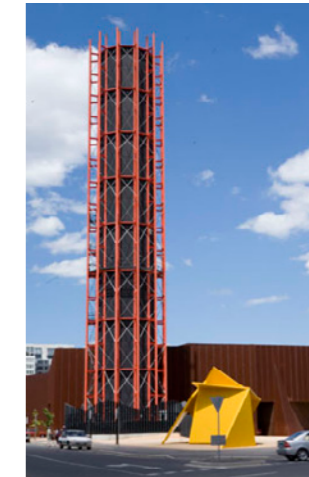


Figure 88: Expressed functional infrastructure



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

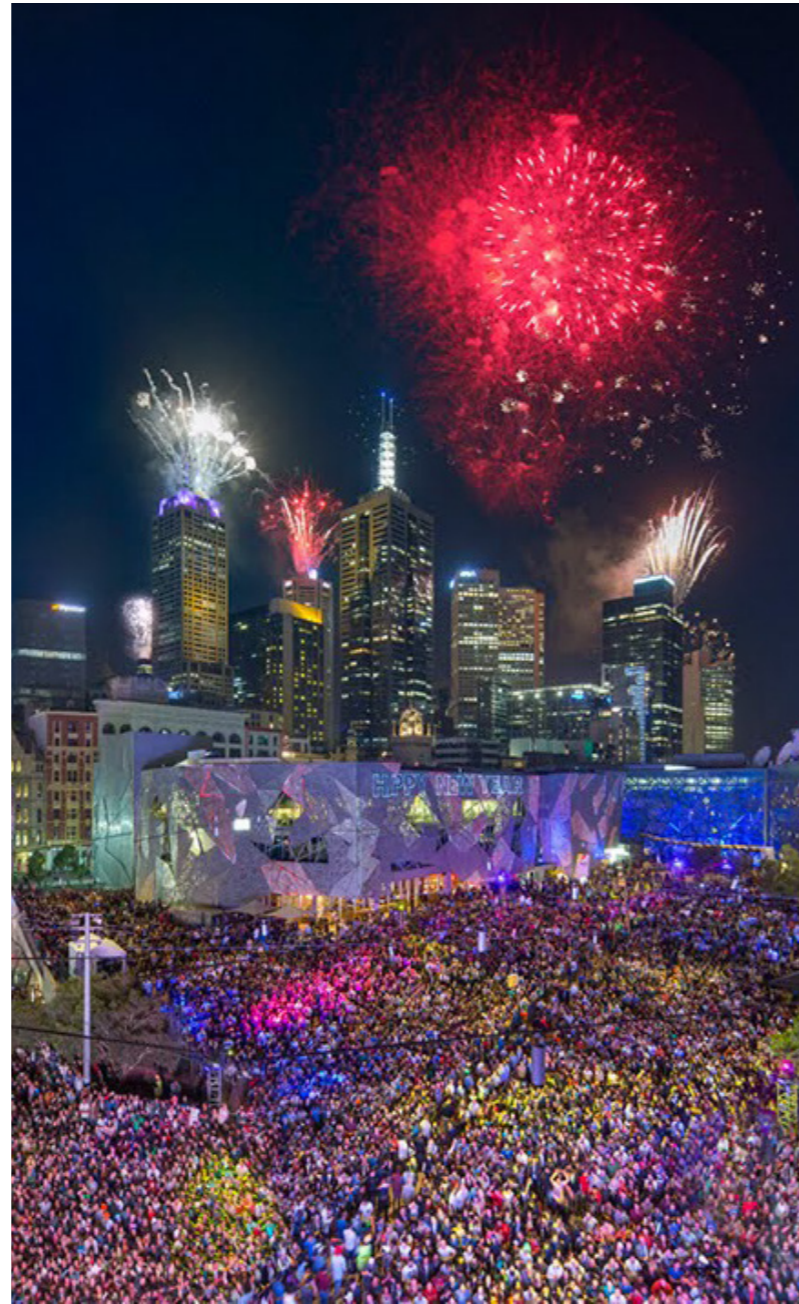


Figure 90: Public open space that can accommodate large-scale events

2.4.8.3 Challenges

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

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

2.0 Site Appreciation and Opportunities

2.5 External Interfaces

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

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

The external interfaces that need to be considered are:

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

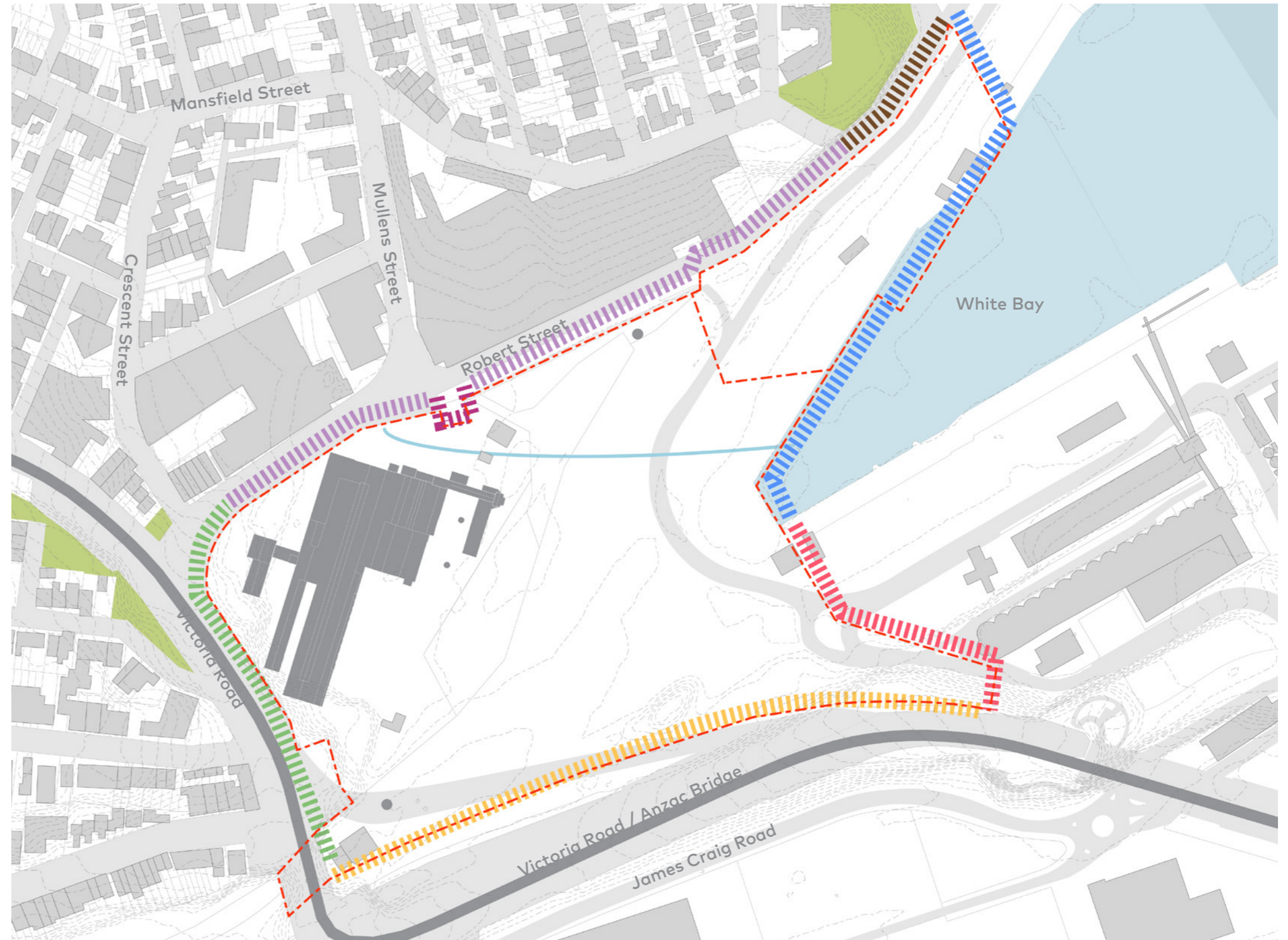
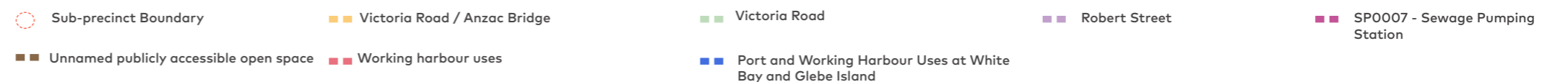


Figure 91: External Interfaces



2.6 Internal Interfaces

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

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

The internal interfaces that need to be considered are;

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

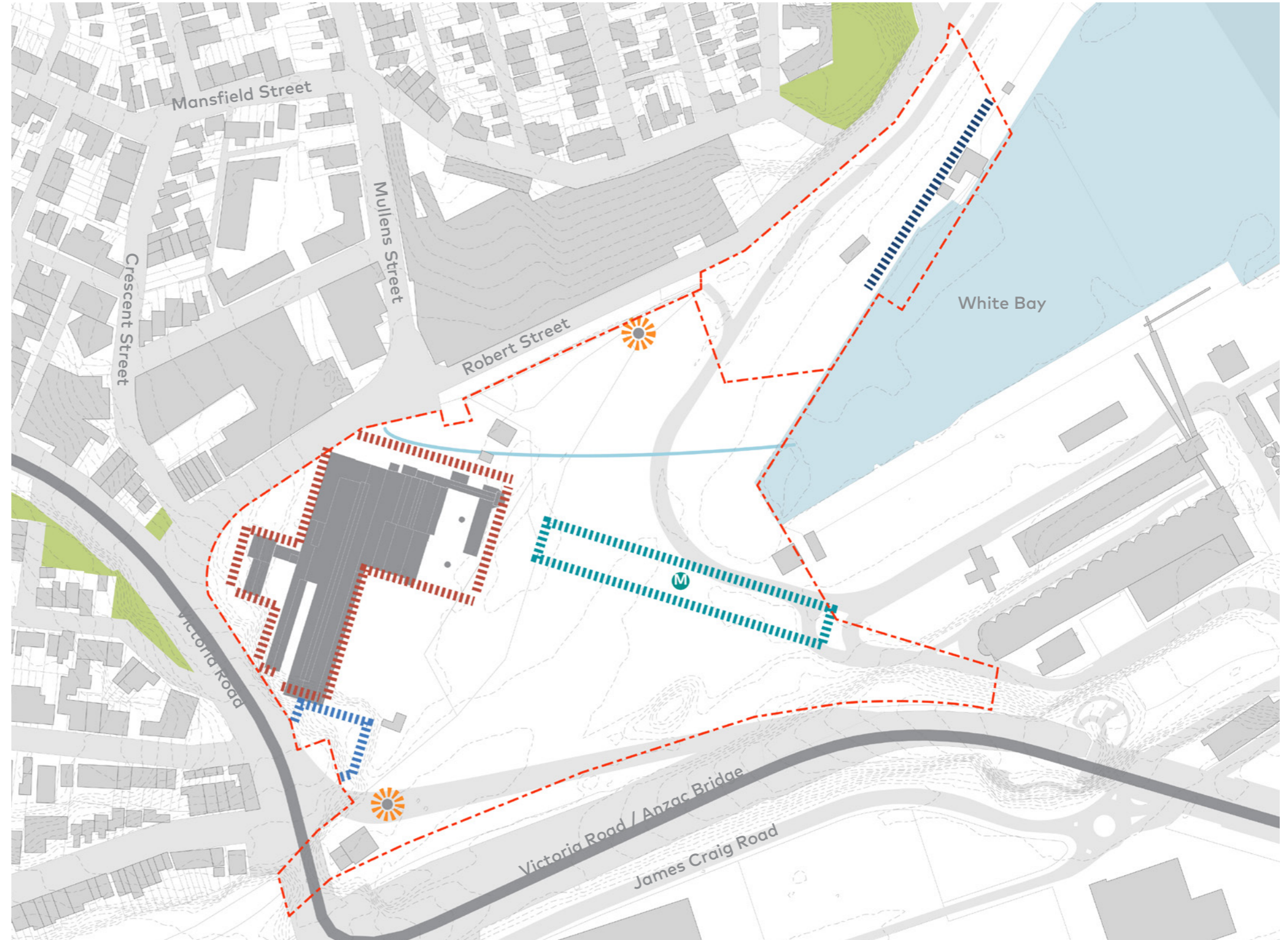


Figure 92: Internal Interfaces

○ Sub-precinct Boundary

■ Metro ISS

■ White Bay Power Station

■ The Bays Station and Service Buildings

○ Heritage Penstock

■ Working Port Harbour

Ⓜ The Bays station entry

