
Planning and Environment

Summary of the Bays West Stage 1 draft Master Plan and Urban Design Framework

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

May 2022



Acknowledgement

The Department of Planning and Environment acknowledges the Traditional owners and Custodians of the land and pays respect to Elders past, present and future.

We recognise Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society.

Aboriginal people take a holistic view of land, water and culture and see them as one, not in isolation from each other. The Bays West Master Plan Summary is based on the premise upheld by Aboriginal people that if we care for Country, it will care for us.

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Bays West Stage 1 draft Master Plan

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Artwork by Nikita Ridgeway

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



View of White Bay looking from Balmain

1. Introduction

The Bays West precinct has been identified as an urban renewal opportunity. The precinct encompasses White Bay, Glebe Island, Rozelle Bay, White Bay Power Station and Rozelle Rail Yards. The announcement of the construction of a new metro station that will open in 2030 will create significant new opportunities for the precinct, providing connections to surrounding areas and further afield.

1.1 Bays West Place Strategy

In response to these opportunities, the NSW Government committed to exploring the future potential of the precinct. The Bays West Place Strategy was finalised in November 2021 following community consultation. It provides a strategic narrative and vision for the future of Bays West and will guide the renewal of the precinct through master plans and rezoning of land over the coming decades.

1.2 Stage 1 Draft Master Plan

The first parts of Bays West to undergo master planning and rezoning are the White Bay Power Station (and Metro) and the Robert Street sub-precincts. These sub-precincts surround or adjoin the new metro station and their early redevelopment are an important first step in redefining Bays West and realising the urban renewal through placemaking and activation. Subsequent sub-precincts will undergo future master planning and rezoning as the renewal of the wider precinct occurs over many years.

Endorsed Strategic Documents

These documents apply to the broader Bays West precinct. They provide the vision and strategic approach to inform the future planning of sub-precincts.



Bays West Place Strategy



Bays West Strategic Place Framework



Bays West Urban Design Framework

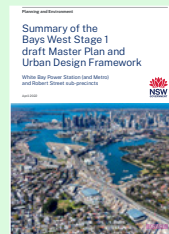


Bays West Connecting with Country Framework

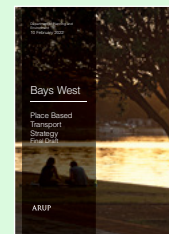
Stage 1 Draft Master Plan

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

These documents are on exhibition seeking community feedback. They provide further detail on the transport strategy and the master planning for the first two sub-precincts.



Bays West Stage 1 draft Master Plan Summary



Bays West Place Based Transport Strategy (Draft)



Bays West Stage 1 Draft Master Plan



Urban Design Framework (Stage 1 Component)

Stage 1 Rezoning Package

Next Stage

Subsequent sub-precincts will undergo future master planning and rezoning as the renewal of Bays West occurs.

Other Sub-precincts

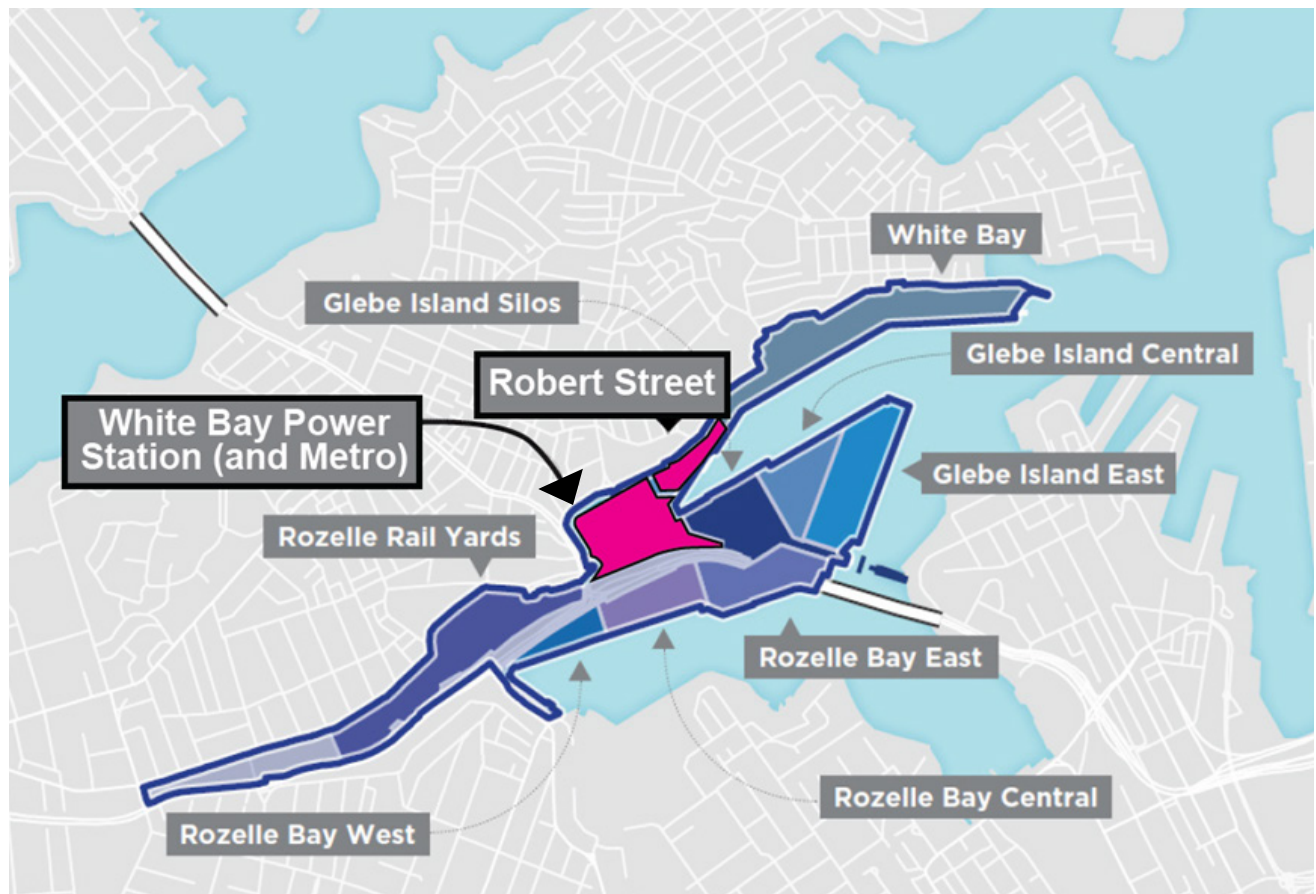
- Master Plan
- Urban Design Framework

1.3 Sub-precincts

The Bays West Place Strategy (finalised in November 2021) identified 10 sub-precincts that will all be subject to a future master planning process and potential rezoning as the NSW Government delivers a staged approach for the 77-hectare precinct.

This document provides an overview and summary of the Bays West Stage 1 draft Master Plan and Urban Design Framework (the master plan), which applies to the White Bay Power Station (and Metro) and the Robert Street sub-precincts.

Figure 1: White Bay Power Station (and Metro) and Robert Street Sub-precincts context. Sub-precinct boundaries as per the Bays West Place Strategy (November 2021) and are subject to change as detailed sub-precinct planning and design work is undertaken.



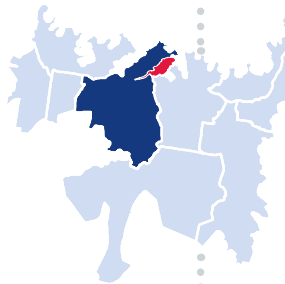
1.4 Strategic framework

Planning for Bays West has been informed by previous work undertaken by government, and aligns with strategic objectives and priorities. This work includes *The Bays Precinct Sydney: Transformation Plan (2015)* and community consultation by Urban Growth NSW. The remaining sub-precincts will undergo detailed planning at a future stage.

Greater Sydney Region



Eastern City District



Inner West Council (local government area)



1.5 Bays West Stage 1 draft Master Plan documents

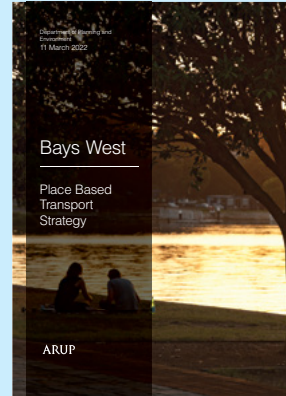
The following documents have been used to inform the development of the Bays West Stage 1 draft Master Plan and can be accessed on the Department of Planning and Environment [website](#).

Key Documents

[Bays West Stage 1 -draft Master Plan and Urban Design Framework](#)



[Bays West Place Based Transport Strategy \(Draft\)](#)
[relates to broader Bays West precinct]



Supporting Documents



[Bays West Stage 1-draft Heritage Interpretation Strategy](#)



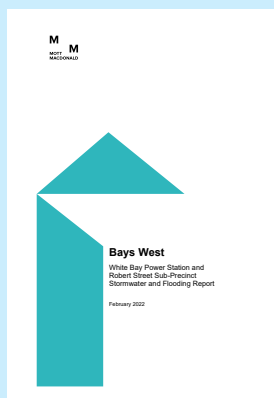
[Bays West Stage 1-draft Ecological and Biodiversity Report](#)



[Bays West Stage 1-draft Transport and Traffic Impact Report](#)
[relates to Stage 1 sub-precincts]



[Bays West Stage 1-draft Sustainability Framework](#)



[Bays West Stage 1- Flooding and Stormwater Report](#)



[Bays West Stage 1-draft Social Infrastructure Needs Study](#)

2. Overview

The Bays West Stage 1 draft Master Plan and Urban Design Framework will inform future development controls and supporting infrastructure for the White Bay Power Station (and Metro) and Robert Street sub-precincts.

The decisions on timing, extent and staging of delivery are not yet defined but will be considered as part of the aspiration to activate the area around the new Bays Station ahead of the Sydney Metro opening.

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

The intention of the Bays West Stage 1 draft Master Plan and Urban Design Framework is to guide the vision for the White Bay Power Station (and Metro) and Robert Street sub-precincts. It includes options for the road layouts which will be further explored and investigated.

Location and Context

Sydney Harbour reaches in to the precinct at the head of White Bay. The relationship between land and water has been significantly altered over time.

The vision is to acknowledge the past, but plan for the future, as a station on the Sydney Metro West network affords the opportunity to provide public access to a foreshore that has long been inaccessible.

The landscape and public domain will be a fundamental unifying element of the redevelopment of the waterfront in to a place of culture, community, recreation, commerce and living for thousands of people day and night, weekday and weekend, winter and summer.

Figure 2: Stage 1 Site Overview with proposed future development



2.1 What is the draft urban design framework?

The draft urban design framework provides design guidance and outlines urban design principles that will inform the master plan and underpin future development in the sub-precincts. This includes:

- describing how Country will be embedded in the sub-precincts
- demonstrating the proposed development can achieve high-quality place outcomes
- proposing maximum building heights, building envelopes, and amenity controls
- assessing impacts on views to significant spaces and landmark structures
- balancing the need for public and active transport with high quality places.

Detailed information on the draft urban design framework can be found in section 4 of *Bays West Stage 1 draft Master Plan and Urban Design Framework*.

2.2 What is the draft master plan?

The draft master plan has responded to the urban design framework principles and demonstrates how the stage 1 sub-precincts can be renewed. It does this by:

- presenting a reference scheme that demonstrates how the project vision, objectives and the urban design principles and parameters can be achieved while adhering to the urban design framework.
- proposing a range of initiatives that will be further expanded upon - subject to planning controls that will be finalised through the rezoning process.
- allowing flexibility to respond to change as Bays West and the surrounding areas transform, including changes in demand over time for different land uses, and short-, medium- and long-term government decisions around the delivery of surrounding infrastructure projects and delivery of future stages of the precinct.

The draft master plan responds to the vision and directions established in the Bays West Place Strategy and informs the future rezoning.

The implementation of the stage 1 sub-precincts will support the objective of activating the area around the new metro station and allow ongoing engagement with key agencies and community.

3. Where we are now

Step one - Completed

Exhibit the draft Bays West Place Strategy for community feedback
The draft place strategy set out the proposed narrative and vision for Bays West.



Step two - Completed

Use feedback to finalise the Bays West Place Strategy

Community and stakeholder feedback was reviewed to update and finalise the Bays West Place Strategy. The strategy sets the vision for Bays West and provides information about the next phases of the project.



Step three - Completed

Undertake further investigation and studies

Additional technical studies/investigations were undertaken to inform and develop the stage 1 master planning phase. This includes precinct-wide studies and sub-precinct specific investigations.



Step four

Stage 1: White Bay Power Station (and Metro) and Robert Street sub-precincts

WE ARE HERE

4a: Master planning

- involves detailed site investigations, informed by the place strategy and the Urban Design Framework
- tests and explores built-form options including building heights and density
- examines land-use mixes and what supporting infrastructure is needed
- further refines the movement network, including parking rates
- identifies affordable housing and sustainability targets
- is supported by environmental analysis specific to the precinct
- further refines the Connecting with Country Framework
- includes exhibition

4b: Rezoning

- brings into effect the planning controls that will guide and limit future development
- includes exhibition

4c: Planning approval

- assesses future development against the planning controls established in step 4b and includes further refinement and detail of the final built-form
- includes exhibition

4d: Delivery

- government led tender process for development partners
- government selects chosen development / delivery partners
- construction commences post final planning approvals

Step five

Master planning and rezoning for future sub-precincts within Bays West

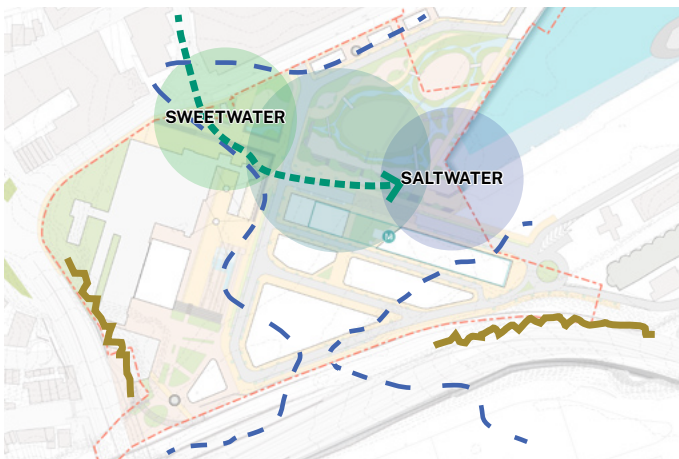
Involves undertaking a staged master planning process and rezoning of sub-precincts. This will include consultation and engagement with the community and will be guided by future decisions of the NSW Government. It will follow a similar process to that outlined in Step 4.



4. Principles that inform the draft master plan

The draft master plan has been informed by urban design principles that reflect an understanding of the local character and leverage the sub-precinct's unique opportunities.

These principles have been derived from the Bays West Strategic Place Framework and Place Strategy and will guide the transformation of these sub-precincts in line with the strategic vision.



4.1 Connect to Country

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



4.2 Functional Water Landscapes

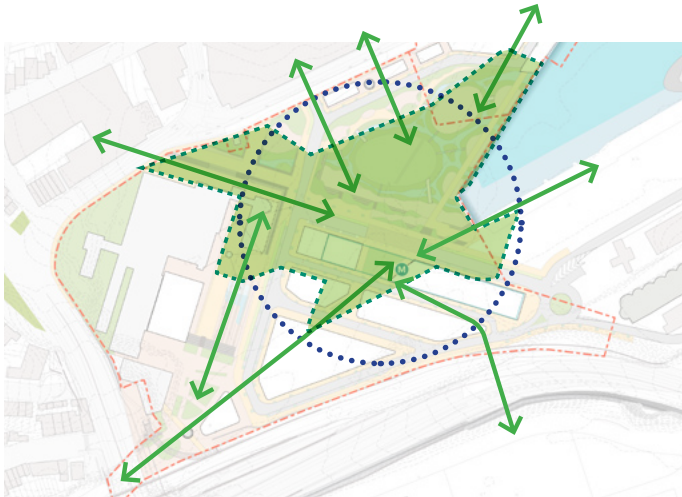
Celebrate the water story through a whole of site Water Sensitive Urban Design (WSUD) response that provides new public amenities and ecological rejuvenation.



4.3 Connect Community and Water

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

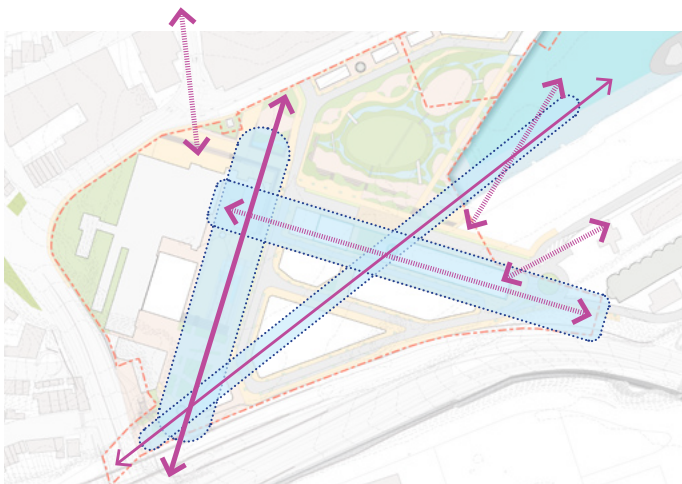
Consider the changing needs of the community, supporting regional and local growth.



4.4 Consolidated Open Space

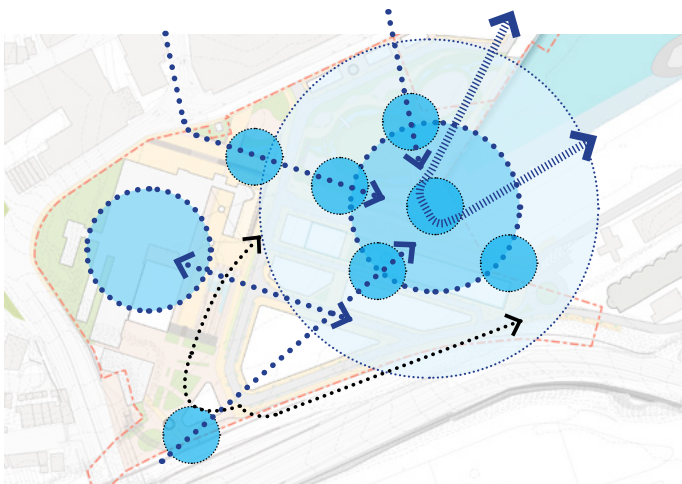
Consolidate open space as a large public waterfront park, centred on the Power Station, and visible from all parts of the site and surrounds to provide amenity, diversity, equality and ecology for the community framed by diverse built form character.

Connect with and extend the green infrastructure of Rozelle Railyards.



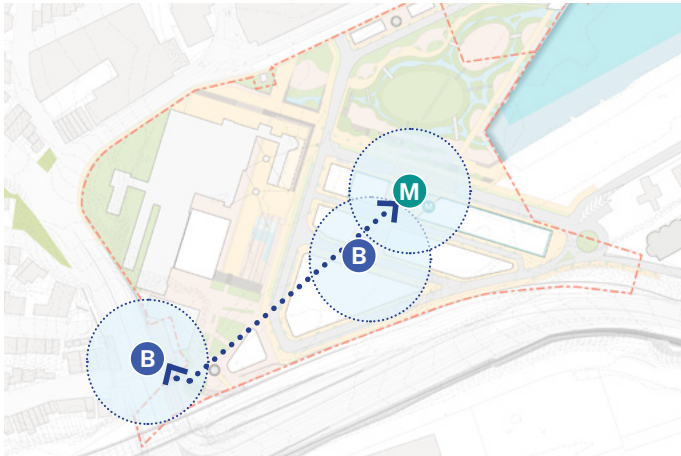
4.5 Celebrate Heritage Landmarks

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



4.6 The Everyday and the Event

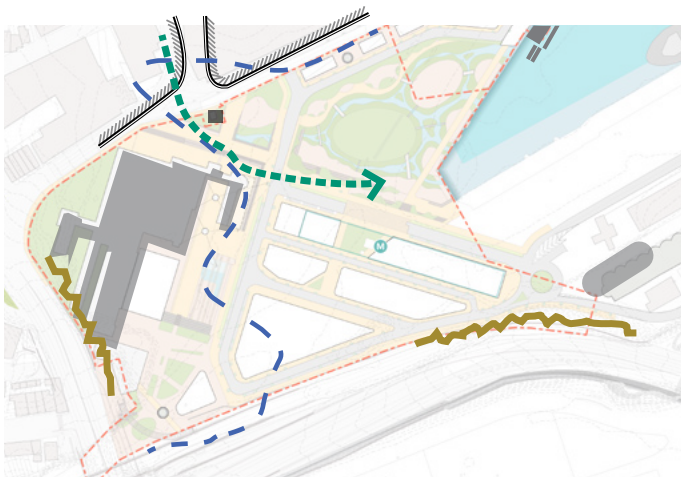
Ensure a variety of scales and spaces, with access and services to cater for mass celebration and everyday gathering.



4.7 Active Multi-modal Interchange

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

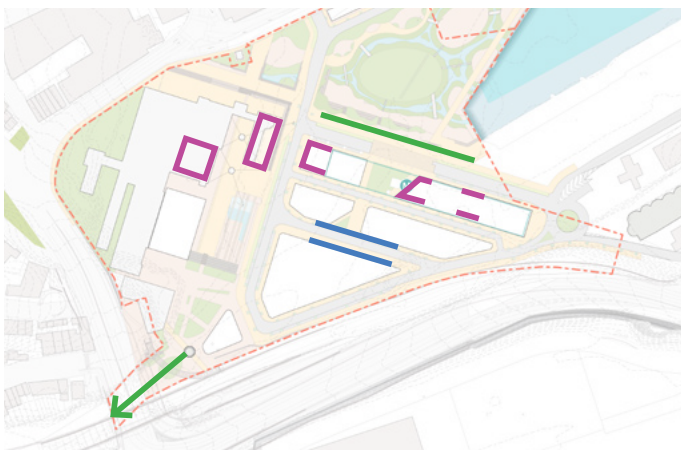
Centre the design aspiration around human experience and journey as an exemplar of low car and high active and public transport mode share.



4.8 Reinforce a Layered and Evolving Heritage

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

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



4.9 Precinct-scale Activation from Day 1

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

5. Key elements of the draft master plan

This section provides further detail on the key elements of the draft master plan, which will provide the foundation to drive the transformation of these sub-precincts.

5.1 Connecting with Country

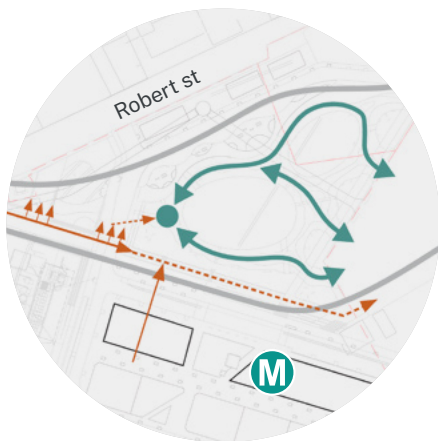
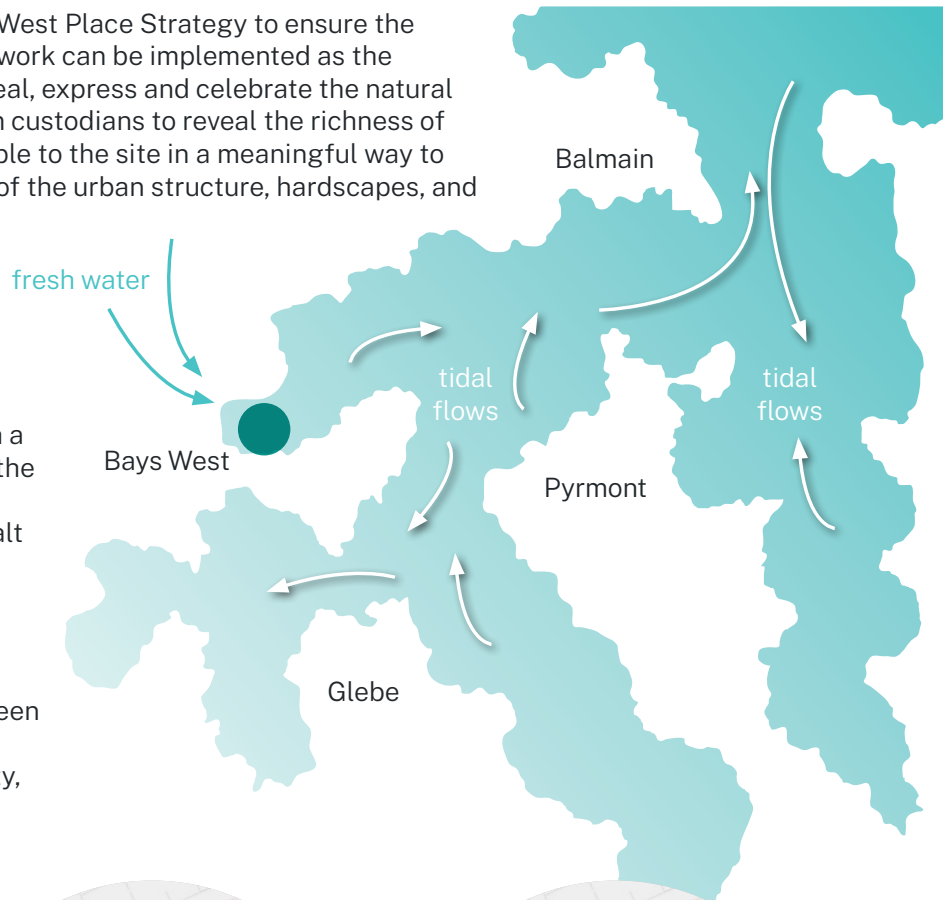
The draft master plan aligns with the Bays West Place Strategy to ensure the Bays West Connecting with Country Framework can be implemented as the precinct evolves. The key principle is to reveal, express and celebrate the natural and cultural narratives and knowledge from custodians to reveal the richness of layers and stories of place. It connects people to the site in a meaningful way to celebrate Country by informing the design of the urban structure, hardscapes, and built form.

‘Water Country’ - Sweet to Sour to Salt

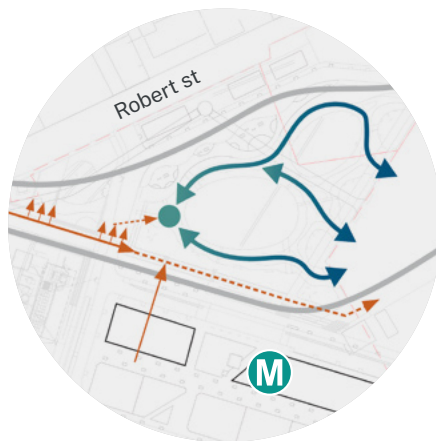
The site is located where Glebe Island was connected to the Balmain Peninsula by a narrow isthmus on a low lying tidal flat with a stream of ‘sweet’ fresh water flowing from the north, trickling from rock faces and creeks, becoming soured by the intermixing with salt water in the harbour.

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

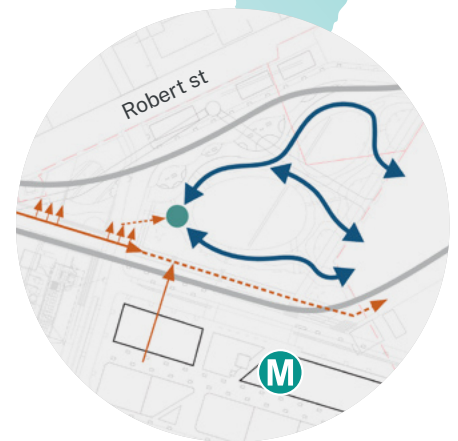
Figure 3: Indicative early shorelines



Fresh water enters from the catchment to the north



Brackish water mixing of salt and fresh water in park



Salt water enters the parkland from the harbour tides

Water, Energy and Power

The strategic Indigenous design principles will be embedded throughout the sub-precinct to deliver 'water Country' and create an outdoor and indoor learning space.

This recognises the importance of the maritime history and Aboriginal people (in particular Wangal and Gadigal) in the precinct. It will allow the opportunity to incorporate better place-making, facilities and education opportunities, thereby providing ongoing cultural and economic opportunities for Aboriginal people.

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

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

Courtesy of Zakpage

Figure 4: Connection to Country Themes. Courtesy of Zakpage



[The Bays West Connecting with Country Framework](#) provides guidance and principles to embed Country in the precinct.

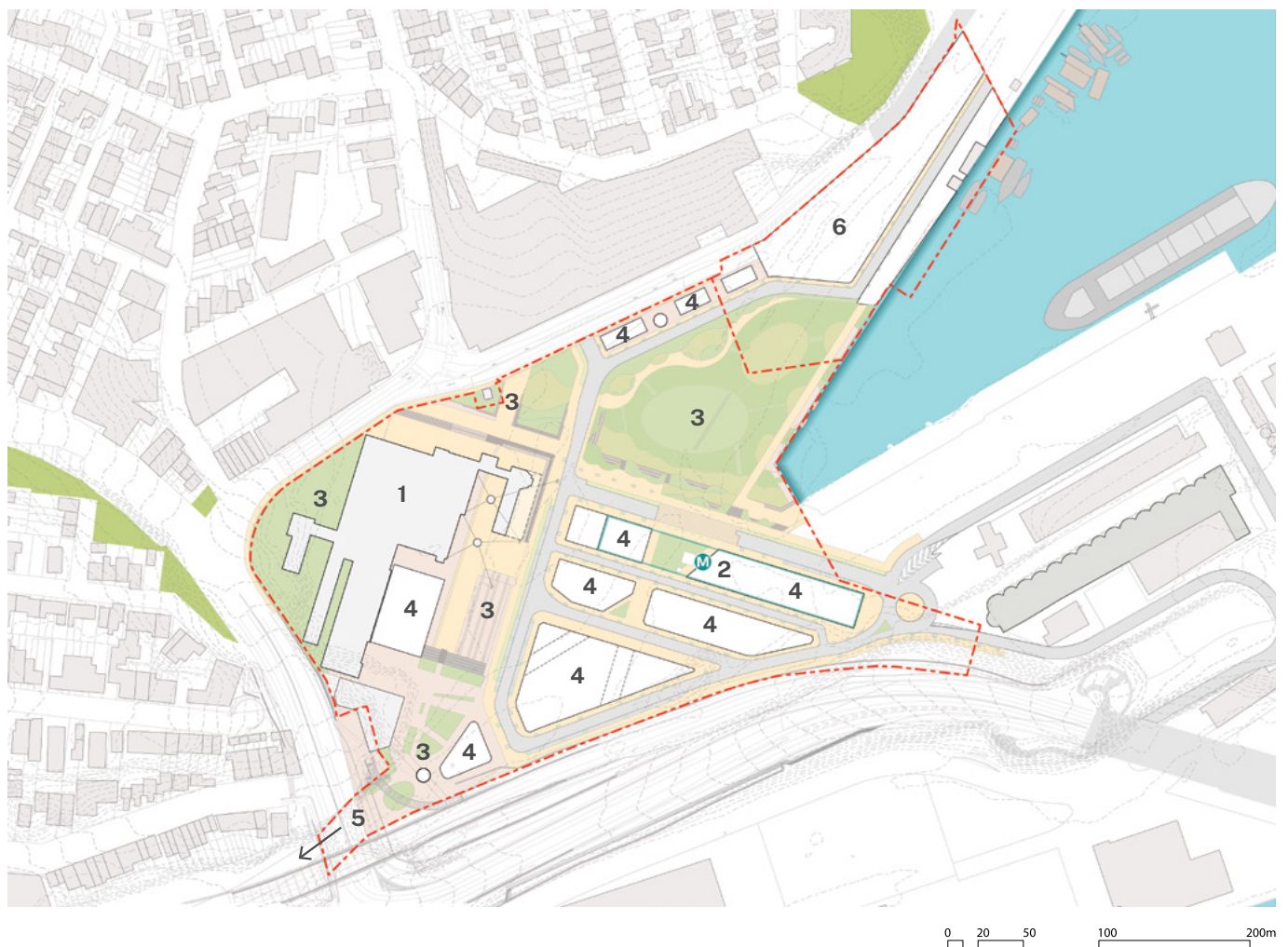
5.2 Proposed site layout

The structure of the two initial Bays West sub-precincts considers their role at the heart of the wider Bays West precinct.

The existing building fabric, natural elements, constructed landscapes and character of the adjoining communities all contribute to the uniqueness of the precinct.

The overall vision for the White Bay Power Station (and Metro) and Robert Street sub-precincts is to provide a publicly accessible edge to parts of White Bay, anchored by the White Bay Park and White Bay Power Station. This vision will deliver cohesive, connected and complementary sub-precincts, while retaining a variety of uses, destinations, attractions, spaces and places within each sub-precinct.

Figure 5: Proposed Site Layout Map



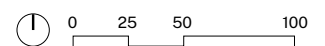
- | | | |
|----------------------------|-----------------------|------------------------------------|
| 1. White Bay Power Station | 3. Open Space | 5. Connection to Rozelle Parklands |
| 2. Metro Station | 4. Future Development | 6. Robert St sub-precinct |

5.3 Public domain and open spaces

The draft master plan aligns with the Bays West Place Strategy (finalised in November 2021) to incorporate public open space including green spaces, playgrounds and access to water within the sub-precincts.

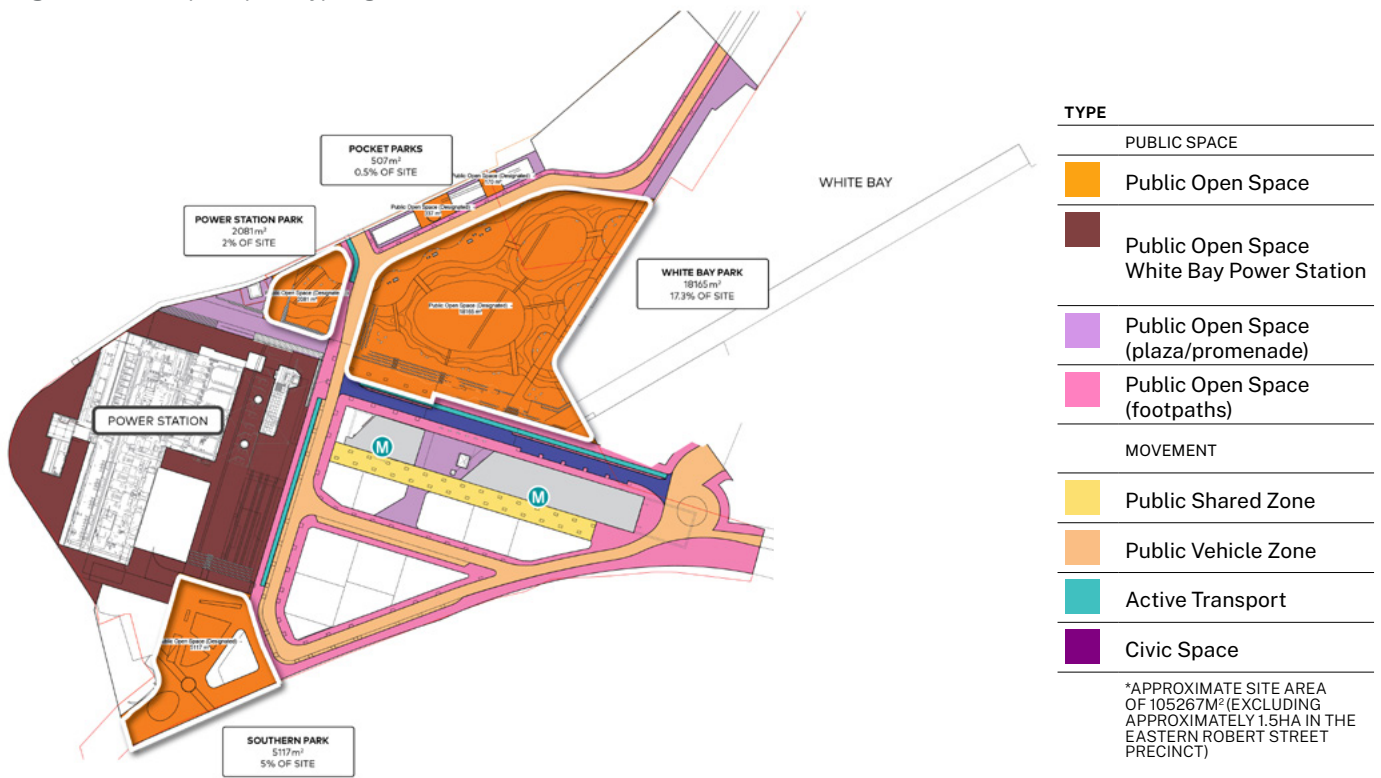
There will be publicly accessible spaces and promenades that connect to surrounding neighbourhoods, open space and future Bays West sub-precincts. This will provide public domain and open space providing opportunities to create well connected and activated areas around the White Bay Power Station and the future Bays Metro Station.

Figure 6: Public Domain Master Plan



- | | | |
|--|--|--------------------|
| 1. White Bay Power Station | 5. Power Station Park | 9. Penstock Plaza |
| 2. White Bay Park | 6. White Bay Power Station West Gardens | 10. Foreshore Walk |
| 3. Southern Entry Plaza | 7. Open space adjacent to The Bays station - Metro Plaza | |
| 4. Public open space around White Bay Power Station (includes heritage and shoreline interpretation) | 8. Urban Plaza | |

Figure 7: Public Open Space Typologies and Metrics



Some of the key spaces identified in the master plan as part of the future renewal include:

- White Bay Park (approximately 18,165 square metres) for passive recreation and activities
- Southern Park (approximately 5,117 square metres) to provide more activity in the southern portion of the precinct
- Power Station Park (approximately 2,081 square metres) to engage with the heritage character the precinct
- public open space around White Bay Power Station, which includes heritage and shoreline interpretation.

Stage 1 proposes over half of the site area as usable public space (park, public plazas and promenade).

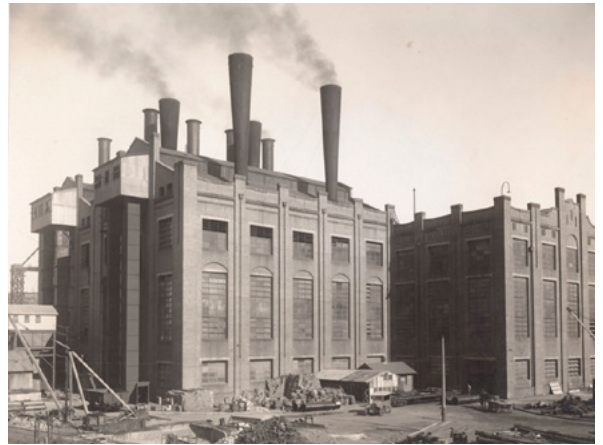
Public domain areas around the water adjoining future ports and maritime uses will need to balance public access and operational requirements of ports and maritime uses.



View looking west over the urban platform and White Bay Power Station lower sunken plaza.

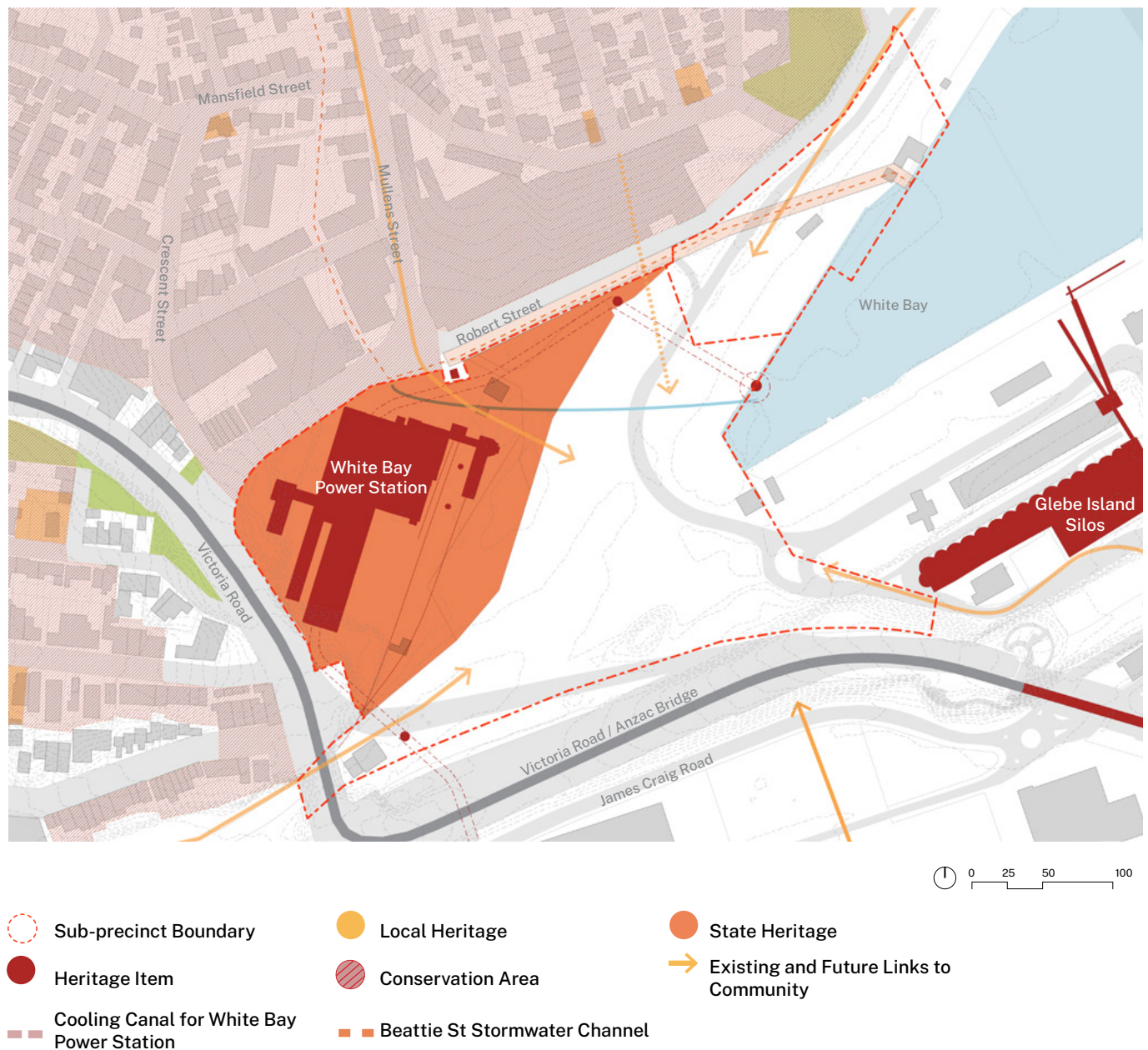
5.4 Heritage

The draft master plan recognises the importance of the White Bay Power Station and seeks to ensure that it becomes a focal point of the Bays West precinct. The draft master plan will facilitate the retention and celebration of the significant heritage fabric of the site and maintain the identified key heritage views from surrounding locations.



Earlier image of the White Bay Power Station, Rozelle, New South Wales. Credit: NSW State Archives and Records

Figure 8: Heritage and Culture Analysis



Key heritage considerations

Key considerations for future development include:

- retaining the working harbour relationships of White Bay Power Station and Robert Street warehouses making them key anchors to the precinct's working harbour character
- retaining view corridors within the sub-precincts
- retaining the existing heritage fabric including:
 - White Bay Power Station
 - historic sewer pump station
 - the western frontage that includes the substation yard, control room and formal entry
 - rail lines
 - cooling system (penstocks and harbour intake)
 - 1930s harbour edge
 - raised levels of the coal loading platform.

Refer to the [Heritage Interpretation Strategy](#) for more information.



White Bay Power Station. Credit: City of Sydney Archives.



Aerial view of the White Bay Power Station. Credit: City of Sydney Archives.

5.5 Social (and community) infrastructure

Social infrastructure will enhance the quality of life and wellbeing of our communities while encouraging economic growth. It includes public and community facilities, open spaces and recreational facilities.

There will be opportunities to build new social infrastructure to support residents, visitors and workers as the Bays West precinct grows.

The social infrastructure identified:

- will support the future renewal of the wider precinct and a diverse range of users
- will be updated as subsequent Bays West sub-precincts are delivered over time and the final land-use mix and density become known
- is based on an indicative land-use mix and density for the wider Bays West precinct, which is subject to change.

An indicative range of community spaces have been identified that may be needed within the broader precinct. These include:

- a multi-purpose community and library hub
- cultural spaces such as maker spaces, local theatre and workshop spaces
- a minimum 2 hectares of public open space including hard and soft surfaces, passive and active recreation spaces, day and night spaces, communal gathering spaces, spaces for lunch, outdoor learning pods, and outdoor workstations
- active recreation facilities such as an indoor sports centre, outdoor sports court, outdoor fitness station, skate facility, district play space, and an abseiling wall.

The draft master plan explores and identifies opportunities to deliver this social infrastructure early to support the long term delivery of the precinct. As master plans are created for the wider Bays West precinct over time, the need for social infrastructure and facilities identified will be tested and further confirmed.

Refer to the [Social Infrastructure Needs Study](#) for more information.

Figure 9: Examples of potential social infrastructure



5.6 Transport

A key element of the draft master plan is ensuring the precinct can respond and capitalise on the delivery of Sydney Metro West and broader infrastructure investment by government such as WestConnex and the future Western Harbour Tunnel. The draft master plan is intended to be flexible and can respond to future government decisions around the timing of the development of other sub-precincts and the delivery of the surrounding infrastructure projects.

The renewal of Bays West will connect the surrounding communities of Rozelle, Balmain, Annandale, Glebe, and Pyrmont. This will encourage broader connectivity of these communities to the rest of Sydney, including connecting with 'Tech Central' (around Central Station), Sydney CBD, Sydney Olympic Park, Parramatta and Westmead.

Bays West Place Strategy

The Bays West Place Strategy (finalised in November 2021) outlined the aspiration to deliver a world-class, sustainable precinct that is carbon neutral and responds to the constraints of the surrounding road network. The approach is to deliver an ultra-low car environment with reduced private parking rates and a focus on active and public transport.

In response to the vision and directions of the Bays West Place Strategy, the draft master plan includes options for the street and road networks.

The Bays West Place Strategy includes a direction to prioritise walking, cycling and public transport by capitalising on the new metro station, creating more convenient and direct active transport connections, and by investigating the reinstatement of a crossing from Bays West to Pyrmont. Creating these connections will be achieved by working with landowners and stakeholders, including Inner West Council and the City of Sydney Council.



Bays West Metro. Courtesy of Transport for NSW

Place-Based Transport Strategy

To support this direction, a place-based transport strategy considering the broader Bays West precinct has been developed to inform the draft master plan. As the wider precinct evolves and surrounding infrastructure projects (such as the Western Harbour Tunnel and WestConnex) come online, further studies will be conducted to expand on the current work.

There are known traffic and transport constraints to, through and within the precinct. These include limited access points, a constrained road network, and poor connectivity and permeability. There is also a need to maintain freight and ports traffic. The port supports the critical supply chain for trade and the associated construction and infrastructure, as well as being a key cruise destination.

The NSW Government is committed to supporting these industries and integrating the land/water interface requirements through the staged delivery of the precinct's redevelopment.

Active transport links

The delivery of The Bays Metro Station is an opportunity to connect not only the precinct but also the existing community with broader Sydney.

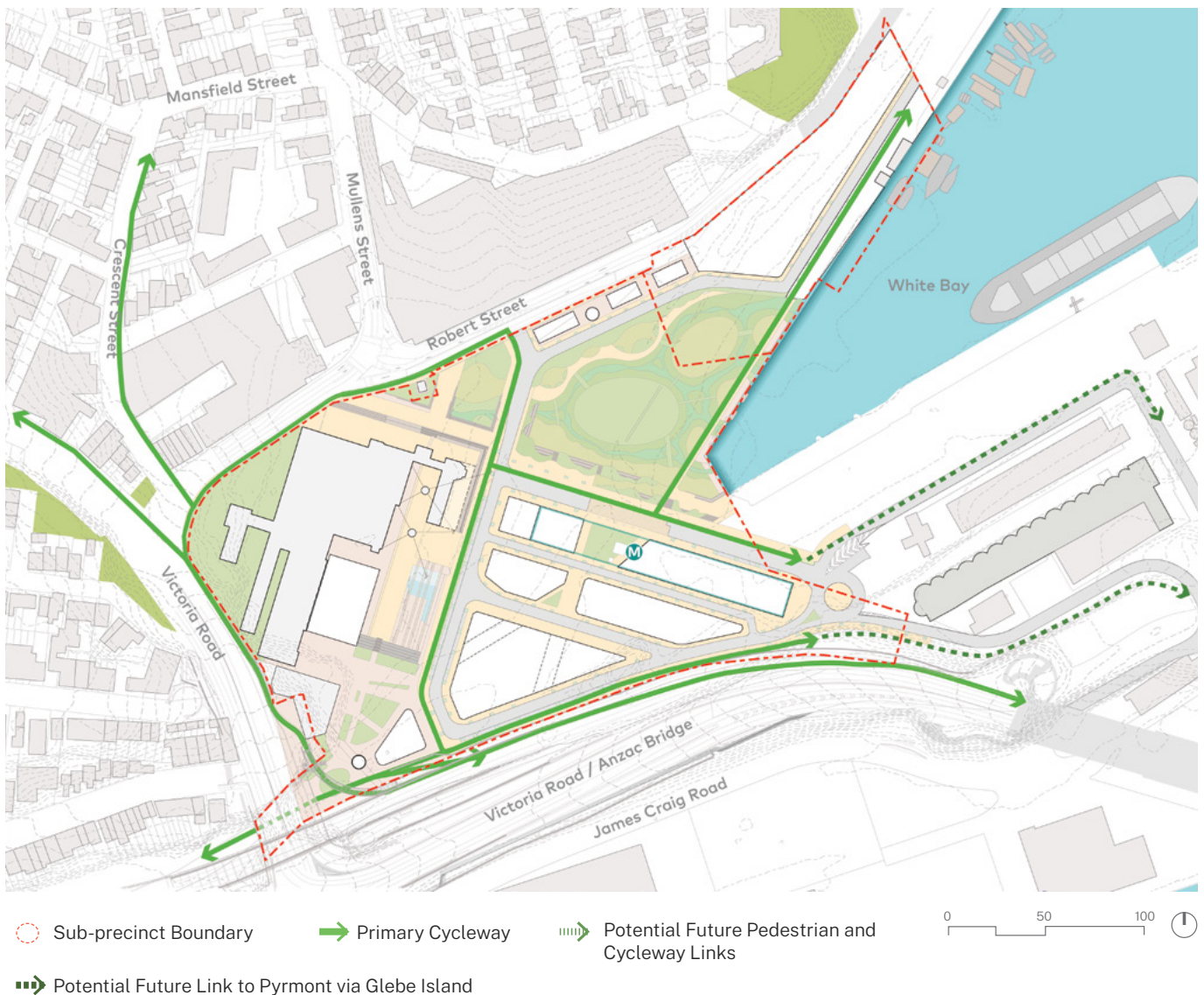
The new Bays West Metro Station will provide a major opportunity for enhanced public transport connectivity to and from the precinct and will enable reduced reliance on private vehicles. Enhanced walking and cycling links will enable easier connection within the broader precinct and to neighbouring suburbs.

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

The primary pedestrian and cyclist movement is comprised of regional connections to enable movements through the precinct, from the Rozelle Railyards Precinct, White Bay, to the Metro Station, to the Anzac Bridge heading east via an at-grade connection to existing paths and to Glebe Island and on to Pyrmont and the Sydney CBD in the future. This could include Glebe Island Bridge subject to further detailed investigations, scoping, business case development investment decisions of NSW Government.

Secondary pedestrian and cyclist connections are provided to Victoria Road and Anzac Bridge and Victoria Road access in the south west of the precinct, via an underpass below Anzac Bridge to connect to Rozelle Bay, to Glebe Island as a secondary connection and to Mullens Street via a dedicated cycle path and footpath.

Figure 10: Potential future active transport links



Road network and street hierarchy

The staged delivery of the broader Bays West precinct over the coming decades needs to ensure that future connectivity options and opportunities are not discounted at this stage. Given the long-term delivery timescale of the wider Bays West precinct, the draft master plan identifies two options for the road and street hierarchy.

The two options proposed provide street networks that support the staged delivery of the initial sub-precincts and will enable adequate traffic and transport connections to the wider precinct and existing local and arterial road network.

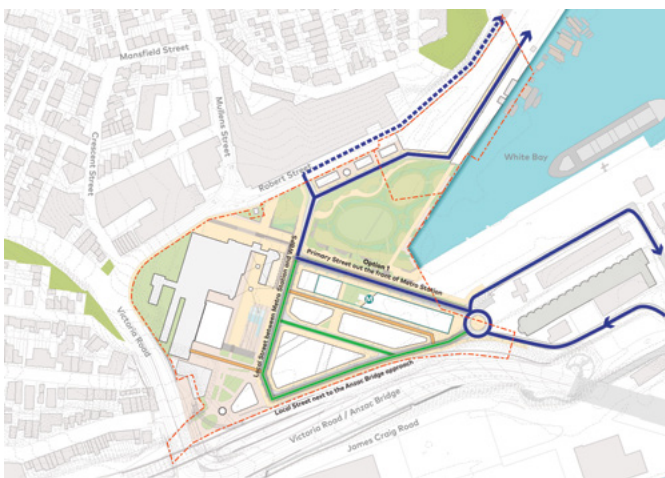
These options, while similar, represent two different outcomes for the precinct. Both options have inherent strengths and weaknesses, which will be further tested as planning progresses.

Retaining options will allow flexibility within the precinct as it grows, as more detailed design and delivery investigations are undertaken. The options will be refined through the development and delivery phase.

Option 1: Primary street out the front of Metro Station

This option provides a greater sense of place across the precinct, allowing easier connection to the White Bay Power Station and links through to the Rozelle Rail Yards. However, it does result in a road between the future metro station and future open space. This option will allow the delivery of low-traffic streets throughout the remainder of the precinct, creating greater opportunities for prioritisation of active travel.

Figure 11: Street Hierarchy - Option 1:
Primary street out the front of Metro Station

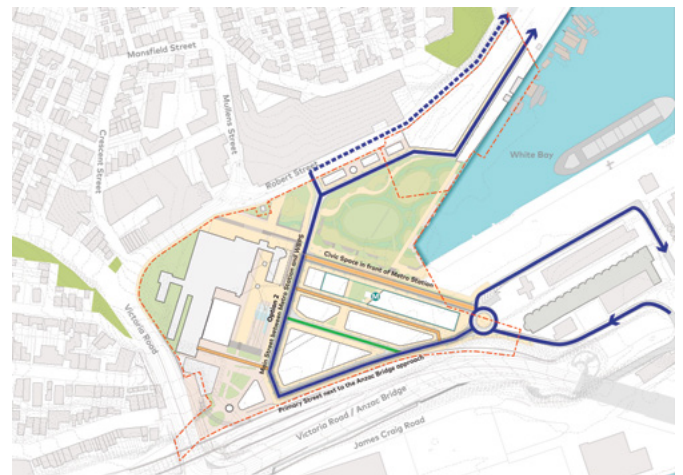


Note: Street hierarchy as defined in the NSW Movement and Place Framework

Option 2: Primary street next to the Anzac Bridge approach

This option allows greater connection from the future metro station to the park and the water. However, it results in a higher-traffic-volume street separating the White Bay Power Station from the rest of the sub-precinct – traffic is directed past the White Bay Power Station and onto a street next to the Anzac Bridge approach. This would constrain opportunities to make White Bay Power Station a more active and used area. It also presents greater challenges in delivering successful active transport links from the future Rozelle Parklands to the sub-precinct and beyond.

Figure 12: Street Hierarchy - Option 2:
Primary street next to the Anzac Bridge approach



Note: Street hierarchy as defined in the NSW Movement and Place Framework

Integrating Robert Street

The masterplan explores an option for the existing section of Robert Street (between Buchanan Street and the warehouse buildings opposite the port's land) could be used in the future. The option would avoid duplicating road infrastructure and could improve the precinct's traffic and built-form outcomes, particularly for the Robert Street sub-precinct.

It is acknowledged that any change would require further detailed investigation, traffic studies, community consultation and modification to the existing conditions of consent for the White Bay Cruise Terminal.

This investigation would include detailed analysis on the operation and impacts of traffic movements on the Robert St / Mullen St intersection and Victoria Rd / Robert St intersection.

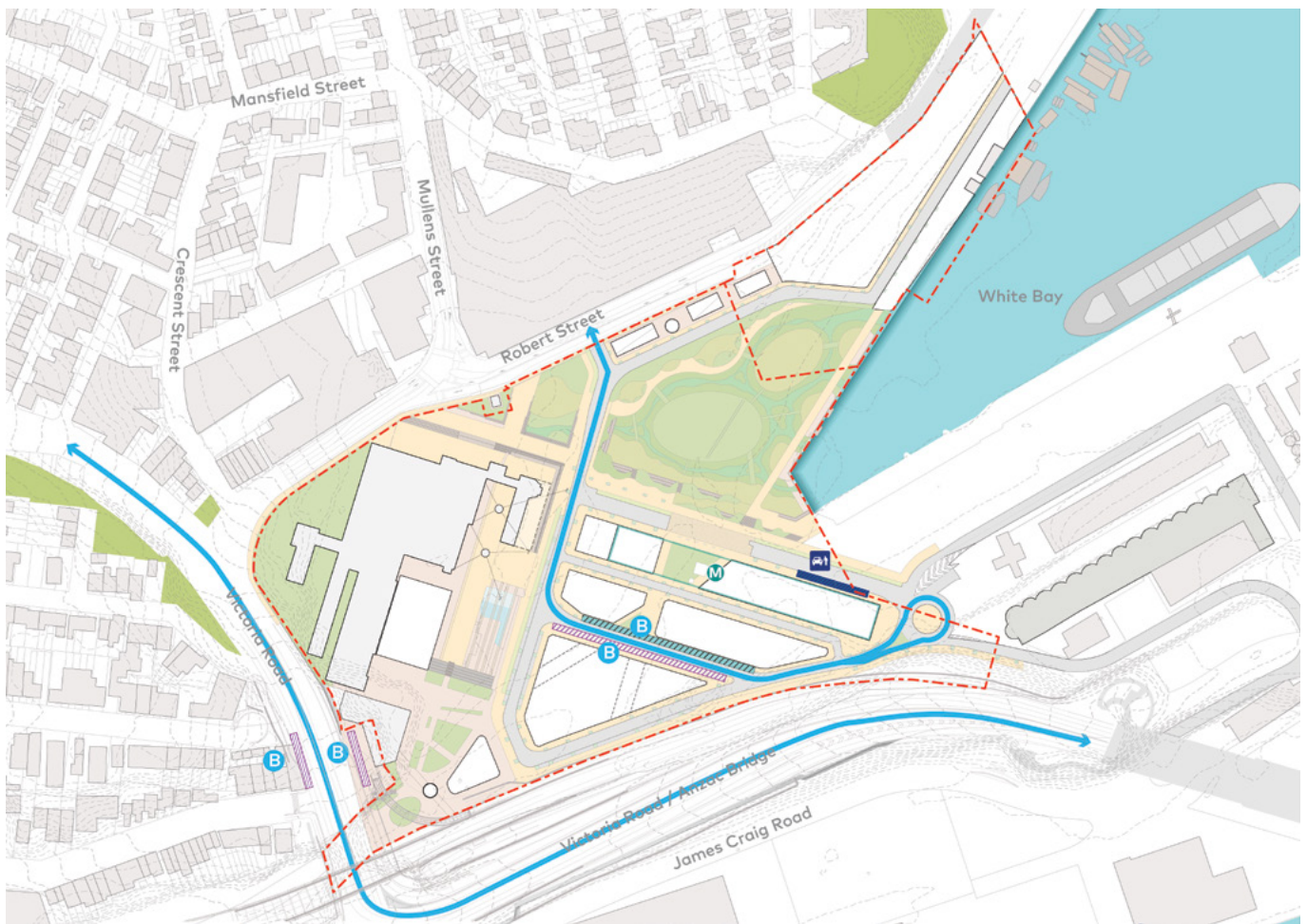
Bus routes








An indicative location of future bus routes and stops to service the new metro station has been identified as part of the draft master plan. The final location of bus stops is subject to change and is dependent on the final design of the street network. As the sub-precinct is likely to be delivered in a staged manner, the street network may need temporary bus stop locations to facilitate access for passengers to interchange at the future Bays Station.



Buses will provide connections to surrounding communities.

Figure 13: Potential Bus Network



-  Sub-precinct Boundary
-  Bus Routes
-  Bus Stops
-  Bus Stop Bays
-  Kerbside Bus Stops
-  Kiss & Ride Bays
-  Kiss & Ride

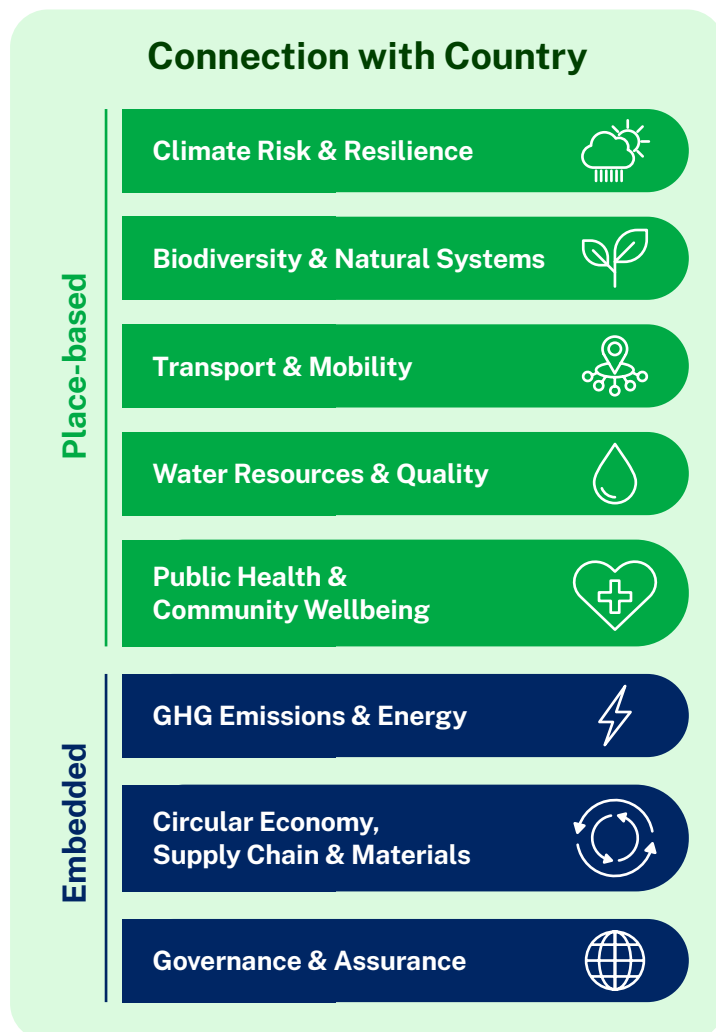
5.7 Sustainability

The renewal of Bays West creates the opportunity to deliver a world-class sustainable precinct that is carbon neutral and delivers efficient management of energy and water, and the elimination of waste. This includes the opportunity to enhance biodiversity on land and water, and improve water quality in the harbour while restoring and expanding the green and blue natural systems.

The draft master plan has embedded sustainable principles by further refining the work done during the development of the Bays West Place Strategy (November 2021).

The sustainability concepts are framed by an overarching commitment to ‘Connection with Country’ – the recognition and responsibility that this place was, is, and will continue to be a place of cultural significance for Aboriginal Peoples. In support, eight sustainability concepts have been identified that support international, state and local policy ambitions.

Figure 14: Sustainability concepts



Stage 1 Sustainability Framework

A sustainability framework has been prepared for stage 1 that identifies a range of measures that will be explored further as part of the rezoning stage. This has been informed by the broader Bays West Sustainability Framework that was developed to support the Bays West Place Strategy (November 2021).

These measures include concepts:

- that are specific to Bays West and tailored to deliver local place outcomes and vision (place-based concepts).
- applied across all urban renewal development precincts that are aligned to government policy and are based on world's best practice (embedded concepts).

Stage 1 will have publicly accessible areas and are capable of providing 30% tree canopy and incorporation of permeable surfaces throughout. This is an example that supports the place-based principles of climate risk and resilience, biodiversity and natural systems, transport and mobility, and public health and community wellbeing.

Further details on these principles are included in the [Sustainability Framework](#)

5.8 Built form

Built form is a central component of the character of the Bays West Stage 1 sub-precincts.

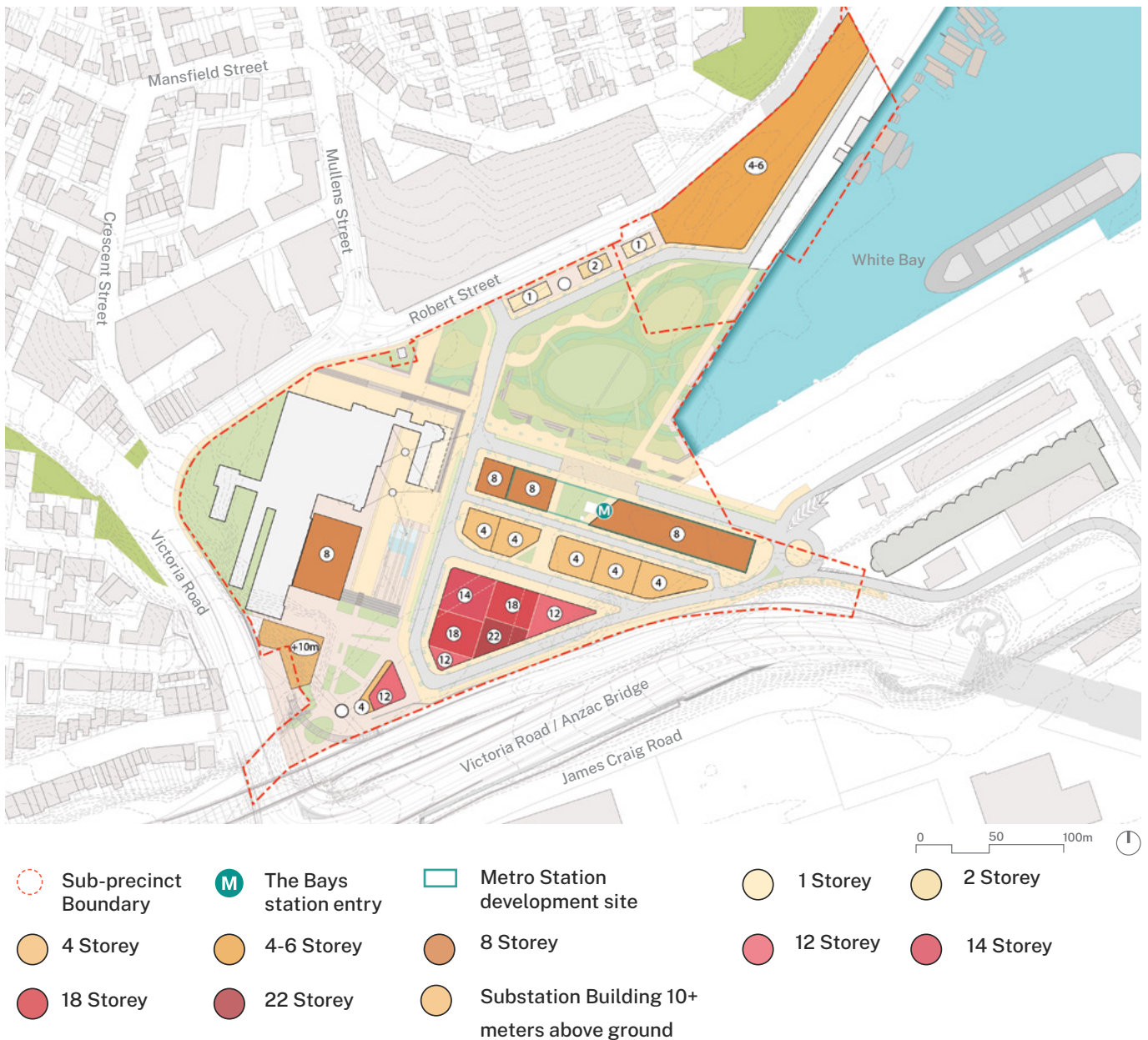
The draft master plan contains urban design principles that have helped to shape the built-form composition strategy, resulting in the proposed stage 1 building heights.

The building heights have been informed by a series of known constraints, including the significant heritage view corridors to the White Bay Power Station.

Proposed heights are:

- 8 storeys for the metro station, services and over-station development
- 4 storeys for the development immediately south of the metro station
- 12 to 22 storeys for the buildings within the southern development precinct
- approximately 10 metres above ground level for the substation
- 1 to 2 storeys on the northern side of White Bay Park in Robert Street sub-precinct
- 4 to 6 storeys for the northern component of the Robert Street sub-precinct

Figure 15: Proposed Building Heights



Factors considered in determining the built form and future land uses include:

- view corridors (to support and celebrate the precincts heritage assets)
- shadowing of public spaces
- wind impacts
- noise and pollution (from the busy arterial road network and Anzac Bridge)
- surrounding built-form elements that form the boundaries of the sub-precincts (such as Anzac Bridge)
- current land uses surrounding the precinct (such as light industrial, port, maritime and working harbour uses).

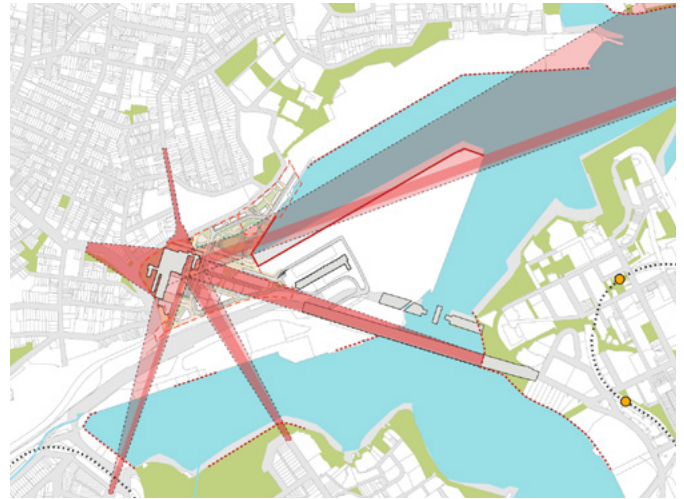


Figure 16: Key view corridors

Figure 17: Built Form Height Comparison

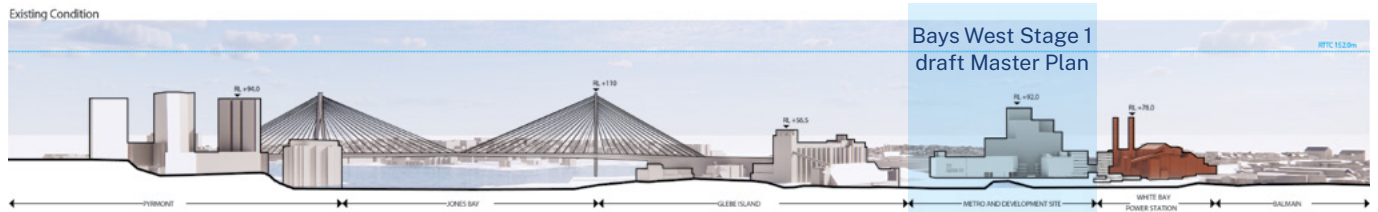
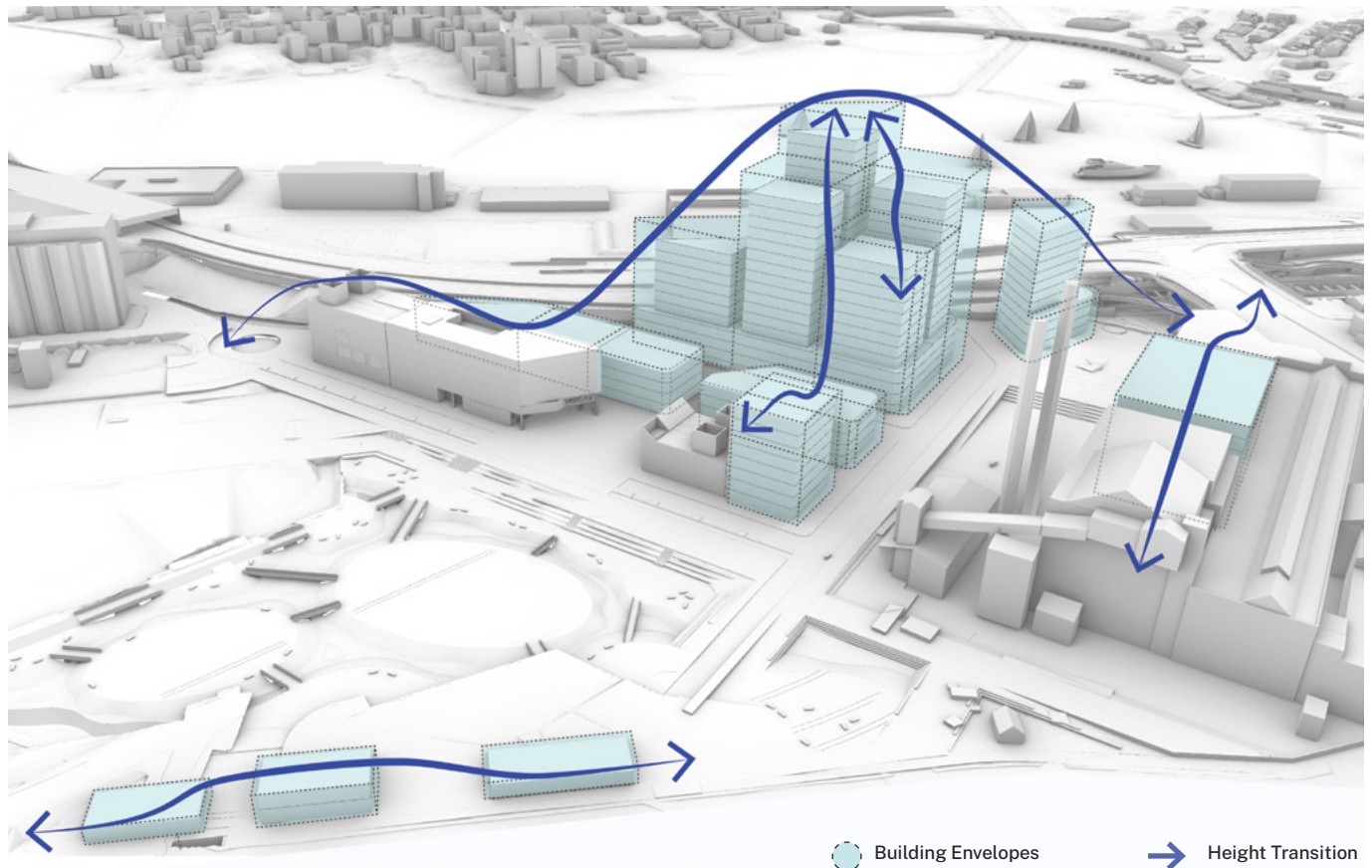


Figure 18: Built Form Composition Strategy



5.9 Uses and yields

The Bays West Stage 1 draft master plan proposes future uses that envisage an employment-led precinct with limited opportunities for residential development.

Stage 1 will form the nucleus for the wider Bays West precinct and support a range of activities such as commercial, retail, cultural, community and working harbour.

The proposed land-use mix and urban renewal of Bays West is an opportunity for day and night-time activation that will generate and support economic activity.

It is anticipated that the master planning and development of future sub-precincts will provide opportunities for other land uses including residential.

Area south of metro station

The areas south of the future metro station are primarily proposed as non-residential floorspace with a focus on commercial office space, retail and food and beverage. The southern part of the precinct adjacent to Victoria Road and Anzac Bridge may be an appropriate location for residential uses.

Robert Street sub-precinct

It is envisaged that the Robert Street sub-precinct could potentially accommodate residential, community, and low-rise food and beverage uses to maximise the aspect over the park.

There may be some interface issues between different land uses (both proposed and existing) which will be subject to amenity standards. This includes testing for noise and air quality which will ensure that future land uses are appropriately located and designed.

The majority of the Robert Street sub-precinct is being explored for a variety of uses for the short, medium and long term that consider the current and ongoing port and maritime operations within White Bay. These may include, but not be limited to working harbour and maritime activity, mixed-use and/or social infrastructure.

Further work will be undertaken in the rezoning stage to finalise future uses.

Stage 1 land use

Commercial

It is proposed that stage 1 of Bays West will include commercial land use around the future metro station.

Retail

It is envisaged retail uses will be incorporated to support the needs of residents, workers and students/visitors.

Ports and the working harbour

The NSW Government will continue to work with stakeholders to ensure that port and maritime activities are integrated with future development in Bays West.

Residential

Opportunities for residential development within stage 1 need to consider a range of matters, including noise, air quality and proximity to the port and Victoria Road/Anzac Bridge.

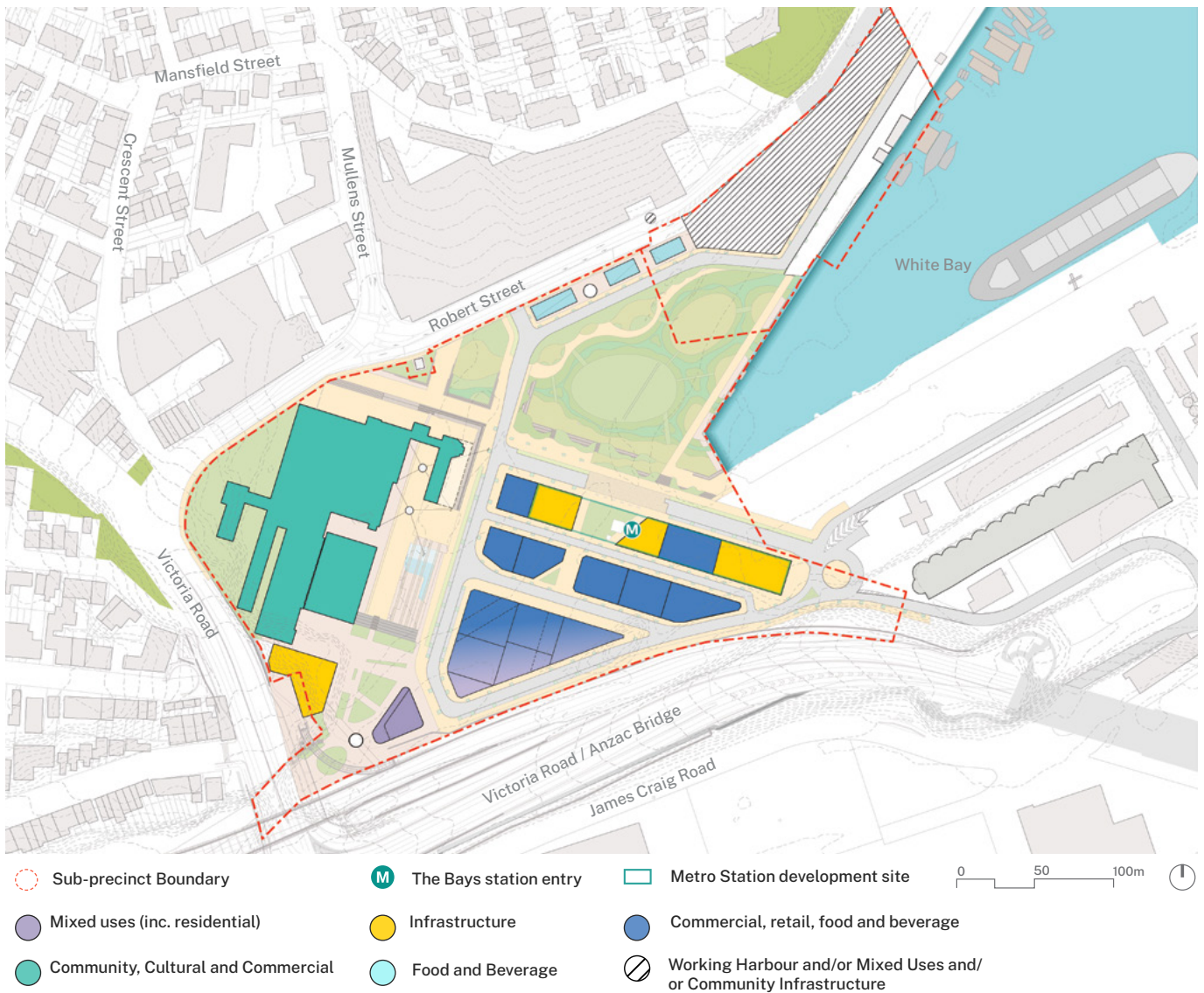
Infrastructure

Infrastructure includes the new Bays Station and substation.

Community and Cultural

Opportunities will be explored to activate and celebrate the uniqueness of the precinct by incorporating community and cultural uses in Bays West.

Figure 19: Proposed Land Use



White Bay Power Station Opportunities

The White Bay Power Station offers one of the great opportunities for the Bays West precinct and is reflected as a 'Big Move' in the Bays West Place Strategy (November 2021). The idea is to repurpose the White Bay Power Station to become a focal point of the precinct.

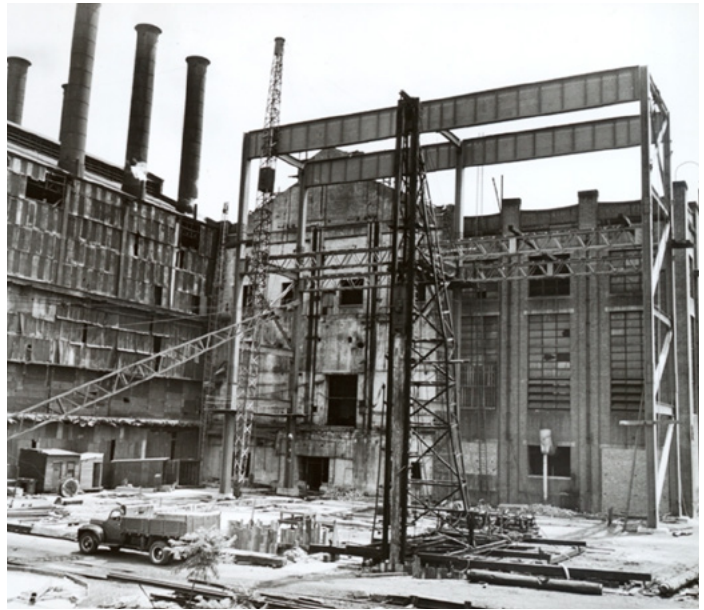
There are opportunities to create more activity and regenerate the public realm and forecourt areas, allowing the public to engage with this iconic building in a new way. This could include community uses in the new turbine hall.

The power station is a key anchor for the area and is a unique asset largely loved by the community. It has state heritage value and creates incredible opportunities. It is important that the land uses are integrated with the sub-precinct and are for the community to enjoy.

Temporary uses can be arranged in the short to medium term to create activity around the White Bay Power Station and to enable the community to start re-engaging with the space and the Bays West precinct.

Although detailed uses have not yet been defined, it is envisaged around 3,000 square metres of community space could be housed in part of a repurposed White Bay Power Station or within the public area surrounding the building (and could include a new building within the forecourt area). The master plan identifies opportunities for new buildings adjacent to the power station that respectfully respond to and enhance the heritage value of the building. This includes a potential new addition in the location of former boiler house number 2, which was demolished in the 1950s.

The NSW Government is continuing to explore opportunities for future uses in the White Bay Power Station.



White Bay Power Station. Credit: City of Sydney Archives.



View from pedestrian walkway connecting to upper urban platform. Clear visual connections to the White Bay Power Station northern frontage and eastern plaza.

5.10 Housing

Stage 1

Residential uses are identified in the Bays West Stage 1 draft Master Plan and Urban Design Framework. However, the type of housing is not defined at this stage but can include affordable housing.

Non-residential uses (such as commercial and retail) are best suited to be located directly above the metro station. These types of uses better coexist with the port and maritime activities and future events to be held at the adjacent White Bay Power Station, without the potential night-time and event related noise conflicts that can affect residential development.

Opportunities for residential development within stage 1 need to consider a range of matters, including noise, air quality and proximity to the port and Victoria Road/Anzac Bridge. These issues require further testing and investigation, and opportunities to provide further housing will be more clearly defined at the future rezoning stage.

Wider Bays West precinct

Other sub-precincts that make up the wider Bays West precinct may create more appropriate locations for residential development.

Opportunities for more residential uses across the wider Bays West precinct will help contribute to Inner West Council's housing targets for the area. Identifying appropriate locations to put additional housing can potentially reduce pressure on current neighbourhoods to provide additional density and housing, allowing the valued and sought-after character of Rozelle and Balmain to be maintained.



6. Next steps in the planning process

The Department of Planning and Environment has prepared this draft urban design framework and draft Master Plan to inform the future rezoning of land within stage 1, being the White Bay Power Station (and Metro) and Robert Street sub-precincts. This work has been supported by further precinct-wide investigations such as traffic and transport, heritage, connecting with Country, sustainability, design excellence, investigating open space.

WE
ARE
HERE

Bays West Stage 1 draft Master Plan and Urban Design Framework exhibited for community consultation and feedback.

- **Feedback** from the community will be used to inform and finalise the master plan.
- **Prepare** draft planning controls for exhibition later this year for community feedback. These will include built form, land use, affordable housing, development contributions, sustainability, heritage and design excellence.
- **Rezoning** (informed by master plan) – which brings into effect planning controls that will guide future development.
- **Planning approval** (e.g. development approval) – this is the exhibition and assessment of future development against the planning controls established in the rezoning stage. This will include detailed design of buildings, public domain and other key components.
- **Delivery** – and construction.

Sydney Metro West Opening -2030

Sydney Metro and Transport for NSW (TfNSW) are progressing the station planning, design and construction. The new Bays Metro Station is the catalyst for urban renewal within Bays West and will enable improved access for the wider community across metropolitan Sydney.

Refer to [Sydney Metro website](#) for more information including the Environmental Impact Statement 3

Port and working harbour

Port Authority of NSW is working with stakeholders to develop a Ports Innovation and Integration Plan to ensure that detailed planning of the White Bay and Glebe Island sub-precincts fully considers current and future port, maritime and working harbour uses and their integration with the future of Bays West.

6.1 Consultation process

The Bays West Stage 1 draft Master Plan and Urban Design Framework and supporting documents is being exhibited for community feedback. There are a range of opportunities for the community to be involved and provide feedback.



Letter box drop – postcard to be provided to areas surrounding the site within Inner West Council and City of Sydney local government areas, inviting the community to register for an online session



Print advertisements



Virtual Engagement Room



Online information sessions



Talk to a planner -pre-booked opportunity for individual discussions



Online survey and feedback, focusing on the key themes outlined in the Bays West Stage 1 draft Master Plan

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