3.0 SEVEN STRATEGIES FOR ACTION

1. Infrastructure + Integration: Creating an integrated transport network and new waterfront transport hub

Sydney’s metropolitan transport network will be the most significant driver of urban change and determine the structure and urban form of our city. Infrastructure investments - heavy rail, rapid transit systems, port infrastructure, servicing infrastructure and roads - are 100-year decisions that long outlast the lives of the decision makers and leave a physical legacy for future generations. Once a street is built, it defines the public and private domain and generally remains over the long term. Transport infrastructure investment decisions must therefore not be taken lightly or in isolation. Where public transport infrastructure and sustainable urban development are concerned, integration is everything.

The Bays Precinct is located at the intersection of adjacent inner west suburbs and city movement. The area's activities have always been diverse and will soon undergo considerable renewal. The conjunction of geography and timing presents a unique opportunity to plan and design an integrated transport network, focussed on a multi-mode public waterfront transport hub at White Bay. The key to unlocking the potential of the Bays is transport connections to the precinct - connections at both local level and city scale. Taking this opportunity will connect diverse communities and underpin connectivity in the broadest sense – physical, social and cultural.

Urban renewal of the Bays can ensure the transition of the Precinct from an under-utilised industrial area to the Western Gateway to the City of Sydney, but this demands government commitment to a holistic urban renewal vision with integrated planning and design across all transport agencies and the community they serve. The Bays Precinct now faces a potential collision of un-integrated infrastructure. The first Strategy for Action proposed here shows how to achieve smooth integration of four modes of public transport and major road networks to deliver greater accessibility and better structure and urban form to the Bays Precinct.

Extended Light Rail network
- Part of its Metropolitan Transport Plan, Sydney’s light rail network is to be extended by 10kms from Dulwich Hill to Circular Quay. For the Bays Precinct, a further extension of the light rail network will service renewal as a strong linear transport connector.
- The existing Light Rail network is extended to serve White Bay and White Bay East, with a loop serving Glebe Island.
- Light rail stations will serve new centres and activity hubs within the Bays Precinct and connect with other forms of public transport – Sydney ferries, Sydney buses, future rapid transit and with pedestrian / cycleway networks.
- The preferred system within the Bays Precinct is for a shared on-road light rail system, in a manner similar to Haymarket and the extensions proposed for the CBD.

Ferries and Water Transport
- The Sydney ferries network doesn’t serve the Bays Precinct
- The extension of the Sydney ferries network to serve a regenerating Bays Precinct is a priority. It requires several new ferry wharfs and appropriate timetables. The existing residential and working populations in the areas surrounding the Precinct provide latent demand. The rapid introduction of ferry services will quickly alter perceptions of the potential and importance of the Bays Precinct.
- Future water transport serving the Bays Precinct should not be limited to Sydney ferries services. Private ferry services, water taxis and even a fleet of vaparettoes to serve the inner harbour destinations of Baranagaroo, Pyrmont, Darling Harbour and the Bays Precinct can add to the water-based public transport mix.

Bus network
- The existing suburbs surrounding the Bays Precinct are well served by the Sydney bus network. But port-related activities have so far meant that the Precinct itself is not well served.
- The introduction of new streets physically connecting adjacent areas will increase demand for extending existing Sydney bus services into the Bays Precinct. For example, the existing 441 Birchgrove service could be re-routed to serve White Bay East via an extended Booth Street, connecting with light rail and ferry services.
- Some Victoria Road 500 services could also be rerouted into White Bay Centre / Glebe Island via an extended and reshaped Mullens Street, connecting with, light rail and ferry services and future rapid transit systems.

M4 Motorway Extension + Inner West Motorway
- The M4 extension and the Inner West Motorway are the most significant infrastructure projects currently under discussion within government to affect the local area. If built, these motorways may
have major detrimental impact on the amenity of the local residents, the wider community and on the redevelopment potential of the Bays Precinct itself. Care must be taken to consider the Precinct when any decisions are made.

- A completed extension to the M4 motorway will almost inevitably emerge into Rozelle Goods Yard and connect with the Anzac Bridge. Issues for appropriate planning of the Bays Precinct are where will it emerge, (how) will it connect with other roads and what impact will it have on other competing infrastructure requirements and on the renewal potential of Rozelle Goods Yard.

- From an urban design and local community perspective, the preferred solution is to maintain the M4 extension in tunnel for as long as possible before it connects with Anzac Bridge. This will enable other transport infrastructure proposals (on road light rail and rapid transit stabling) to co-exist and for potential new local road connections between Rozelle/Lilyfield and Annandale/Lilyfield to remain possible.

- The form and viability of the Inner West Motorway are less well understood. In concept the proposal connects by tunnel Victoria Road, Rozelle with Princes Highway, Tempe with a connection to the assumed M4 extension located to the west of Rozelle Bay.

**Rapid Transit System**

- There is potential to implement a future Rapid Transit network to serve White Bay, Rozelle and beyond towards NW Sydney.

- The Rapid Transit station at White Bay will be important to the area’s future, especially the adaptive re-use of the White Bay Power Station. It should be built to serve the developing waterfront centre and the communities adjacent to the Bays.
2. New Centres and diversity of use: Creating and integrating new centres and activity hubs that respond to the diverse needs of the community

The combination of Strategy 1 and Strategy 2 establishes the link between transport connections and activity centres within the Bays Precinct. The mix of future land uses and character of places that emerge from the development process will be largely determined by the role and character of these centres and their level of accessibility. New centres must be integrated into and connected with the existing urban structure and reinforce the character, role and economy of existing village centres. Urban centres and activity hubs must be well serviced by transport and other infrastructure. The integrated planning and transport framework described in Strategy 1 to serve the Bays Precinct can underpin development of up to seven diverse centres and activity hubs.

Facilitating local economic growth

Successful local economies thrive on a diversity of small and large businesses from different sectors and working in networks. A wide range of accommodation types is needed to support the local economic network and act as a ‘ladder of workspace types’ to suit the demands of the growth and change in the business lifecycle - a range of premises from home-based business (front room SOHO or backyard shed / workshop), business incubator space, serviced business space, stand-alone office space, manufacturing space, storage and distribution, research and development space to the business or technology park campus. To facilitate local economic growth, a flexible planning framework that facilitates business economic and creative growth and delivers a flexible and robust planning framework with building types that are adaptable to change is essential. The diversity of future activity centres and hubs and related development opportunities proposed here reflects the diversity of the local economy.

1. New mixed-use centre
   White Bay Power Station and Waterfront Centre
   - The new ‘transit-oriented’ waterfront centre would be mixed-use, comprising a mix of commercial, retail, dining, residential, cultural and recreational uses, focussing on two main urban spaces – the Power Station Plaza and the Water Square.
   - The White Bay Waterfront can be served by up to four public transport networks - light rail, a new ferry wharf, local and regional buses and potentially a future rapid mass transit system.
   - The White Bay Power Station is at the heart of the new White Bay Waterfront Centre. Its adaptive re-use and refurbishment for a mix of public / cultural, educational or research, business workspace and retail uses can act as the catalyst for renewal processes.
   - The White Bay Waterfront, the existing port area, runs along the foreshore of Sydney Harbour and needs to be carefully handled to ensure compatibility with the dense residential area behind it.

2. New Activity Hub at Glebe Island
   - As a specialised activity hub, Glebe Island can be served by up to three public transport modes - light rail, ferries and local buses, with other, future mass transit services a short walk away.
   - Glebe Island is a special place with immense potential. Glebe Island could become, for example, a ‘Centre for the 21st Century’, a place to undertake research, innovate, collaborate and demonstrate world-class urban sustainability and renewal.
   - A Centre for the 21st Century might include a university-led research institute, a maritime research college, sustainability business clusters and incubators and the Australian Biosphere as an environmental research and educational facility.

3. New Activity Hub at White Bay East – CPT
   - White Bay East is a linear precinct and could contain two specialised activity hubs.
   - The relocation of the Cruise Passenger Terminal (CPT) to White Bay East can act as a catalyst for the development of an affordable waterfront business cluster serving the local maritime industries and / or the creative industry.
   - This specialised activity hub would focus on the CPT and be served by two public transport modes - light rail and ferry services.
   - Overseas Passenger Terminal at Circular Quay is the preferred building typology for the CPT, as it has a closer relationship to the waterfront and works effectively with a number of businesses.

4. Activity Hub/Village Centre at Blackwattle Bay / Fishmarkets
   - The Fishmarkets are already a specialised activity hub. Redevelopment of the markets in concert with the southern edge of Blackwattle Bay would allow them to evolve to offer a wider range of local activities and services and become a waterfront village centre for a growing local population.
   - Blackwattle Bay/Fishmarkets hub/village centre can be served by up to three public transport modes – light rail, ferries and local buses.
• An alternative urban design solution for the southern edge of Blackwattle Bay proposes the extension of the existing wharf. This enables the eastern side of the Bay to orientate itself towards the Fishmarkets and develop as a local village centre, with the western side of the Bay retaining its industrial character until the current existing leases expire. The extended finger wharf proposed here opens up the edge of Wentworth Park to Blackwattle Bay and defines a clear relationship between Park and Bay.

5. Activity Hub at White Bay East – The Oval
• Another specialised activity hub in White Bay East would focus on the sporting, community and cultural facilities clustered around the proposed sporting oval.
• This sporting activity hub could be served by up to three public transport modes - light rail, ferries and local buses.

6. Local Village Centre at Catherine Street
• New local village centre, located at the edge of and serving the existing suburbs of Lilyfield, Rozelle and Leichhardt and Annandale.
• Served by and connected to two public transport modes - the existing light rail station at Catherine St and bus services.
• The new village centre provides an opportunity to develop a mix of new uses including residential, affordable workspace and local retail.

7. Local Village Centre at Rozelle Bay West
• A new local village centre at the head of Rozelle Bay can provide a link between the existing suburbs of Lilyfield, Rozelle and Leichhardt and Annandale.
• Served by up to three modes of public transport - light rail, local buses and ferries via a new ferry wharf.
The Bays Precinct can connect diverse communities, physically, socially and culturally. The Precinct’s location at the heart of a broad community means that the Bays can evolve from a visible but inaccessible industrial area, to a connected activity hub that links its adjacent populations.

The local communities need better connections locally, with the rest of the Precinct and with the Harbour and city.

The linear and industrial character of the Bays Precinct means that the opportunities to connect and link existing surrounding communities are both numerous and diverse, depending upon circumstances and topographic constraints. Some connections will be at grade, others at higher levels. Some will enable vehicular access, others will be for pedestrians and cyclists only, others will be via parkland. The form and level of access of the connections back into the communities are important as they are the public domain for everyone to link into the Bays Precinct and will form the basis for establishing new streets and spaces there. Improving these connections also reinforces the urban structure formed by existing local streets and spaces and can support the local village centre economies. Better community connectivity involves improving access and linkages along all interfaces with the Bays Precinct.

**Connect existing streets + create new streets**

New streets leading to the Bays waterfront must be integrated into the existing urban street structure of local communities, reconnect communities either side of Rozelle Goods Yard and complement existing streets to define new streets and blocks within the Bays Precinct. Existing streets will extend and connect to provide vehicular and public transport access into the Bays Precinct. We propose to:

- Extend Booth Street towards the foreshore and connect with a new foreshore street and re-route the 441 Bus service down Booth Street to connect with a new ferry wharf and new light rail stop. The Booth Street extension can provide good community access from the heart of the Balmain Peninsula to the new foreshore park and waterfront;
- Extend Mullens Street to directly access the new centre at White Bay Waterfront and continue the Mullens Street extension to connect with James Craig Road close to the heritage silos;
- Extend Robert Street east towards the White Bay foreshore and connect it with the new waterfront street. At the point of connection with the foreshore, Roberts Street will merge with the light rail network and the extension of Buchanan Street;
- James Craig Road is to be connected to the Mullens Street extension and becomes a key access point for the Bays Precinct and Balmain peninsula;
- Re-align Lilyfield Road and extend a new street through the Rozelle Goods Yard through the Victoria Road Bridge portals. Reconfigure and redevelop the land to the south of Lilyfield Road and enlarge Easton Park;
- Connect The Crescent with a realigned Lilyfield Road, over Rozelle Goods Yard and extend through to Gordon Street;
- Connect Cecily Street with Brenlan Street and Whites Creek over Rozelle Goods Yard with a pedestrian / cycleway bridge link and
- Extend the light rail from the Catherine Street / Annandale Stations in Rozelle Goods Yard on grade and on road crossing the City West Link Road and connecting into James Craig Road. There the light rail line then serves Glebe Island before returning to the White Bay Waterfront.

**High-level pedestrian / cycle way connections**

- In White Bay East, establish pedestrian / cycle way access that link high-level streets with the lower levels of the Bays Precinct. Potentially use the roofs and structure of future buildings.
- Extend a high level connection from Batty St into the Bays Precinct, connecting with the White Bay Waterfront Centre and through to Anzac Bridge.
- Establish a high-level to low-level park to make the connection between Donnelly Street / Birrung Park and a major new sporting oval on White Bay East foreshore.
Connect to and along a new public foreshore

- Many of the local connections into the Bays Precinct from surrounding neighbourhoods will lead towards the harbour foreshore, which provides the opportunity to extend the Sydney Harbour Foreshore Walk around the Bays and to connect it back into local areas.
- In White Bay and Balmain, connections from the communities logically extend to the harbour foreshore and then link with a new public waterfront / foreshore promenade, parks and public transport.
- On the Blackwattle Bay foreshore, there is potential to establish a strong park link to make the connection between Wentworth Park and the Blackwattle Bay foreshore and the Sydney Harbour Foreshore Walk.
- At the western end of Rozelle Bay, there is an opportunity to establish a new community connection to the Sydney Harbour Foreshore Walk.
Renewal of the Bays Precinct offers a unique opportunity to establish new foreshore access and parks and create urban spaces and places. Sensitive design can establish a mix of public open spaces and links that serve needs of the local Balmain, Rozelle, Lilyfield and White Bay communities and achieve a broader strategic vision of improved foreshore access and connectivity to Sydney Harbour.

In the large waterfront spaces characteristic of the Bays Precinct, new public spaces need to:

- create a diverse web of connected new spaces that link with and enhance the existing local and regional open space structure;
- coordinate open space with the public transport network and key public access points;
- optimise public access to the foreshore for pedestrians and cyclists;
- be designed to relate to human scale that delivers comfort and amenity;
- integrate and design the public domain to be accessible to all;
- integrate where possible foreshore access with ‘working waterfront’ uses, having regard to the associated occupational health and safety issues;
- reconnect green corridors using endemic native vegetation where possible;
- improve safety of public open space through activity and passive surveillance;

- be of distinct character and be guided by the maxim of ‘less space and more place’; and
- deliver a high quality connected public domain

There are opportunities to create many different types of spaces and places:

- high-level park and spaces with views;
- linear parks and connections;
- foreshore promenades;
- headland parks;
- viewing platforms;
- urban squares and plazas;
- accessible rooftop gardens;
- pocket parks;
- sculpture parks and walks;
- water squares; and
- sporting / recreational ovals.

Establish two new foreshore headland parks

- On White Bay East, Wharf 6, establish a headland park connecting through to Ewenton Park in East Balmain.
- On Glebe Island – establish a headland sculpture park with views towards the Harbour Bridge.

Establish new and improved ovals and sporting facilities

- Establish White Bay Park as an oval and playing fields, sports courts and sports / community centre, which will start to address the undersupply of sporting grounds in the local community.
- White Bay Park will adjoin the existing Birrung Park at Donnelly Street and operate on two linked levels, Birrung Park at the upper (viewing) level and the sporting oval at the lower (foreshore) level. With its Harbour foreshore location, Birchgrove Oval, although larger, is a fine local precedent.
- Increase the size of Easton Park, Rozelle to accommodate a full size sporting oval, playing field and additional park facilities

Establish new and improved harbour foreshore access

- Establish public foreshore access and integrating with foreshore access with mixed maritime / working waterfront uses.
- Establish a strong Park to Bay connection between Wentworth Park and Blackwattle Bay.
- Rozelle Bay West connection – a public park, ferry wharf and connection located at the western end of Rozelle Bay.
- Extend the existing high-level Bald Rock Park, to offer panoramic views of the Bays.
- Link the foreshore headland parks with a Sculpture Walk.

Establish new urban spaces and squares

- Establish a new urban space that acts as the forecourt of the adaptively re-used White Bay Power Station. The urban space adjoining the Pompidou Centre in Paris is a fine precedent for this exciting future urban space, connecting a new public and cultural re-use of the White Bay Power Station with the White Bay Waterfront.
- Establish a ‘Water Square’ at White Bay Waterfront at the head of the Bay and enclosed by the new ferry wharf and new active edge buildings that define the space.
5. Waterfront Activity: Connecting the past, present and a catalyst for the future

The water bodies of the Bays Precinct are defined by the shorelines of White Bay, Johnston Bay, Blackwattle Bay and Rozelle Bay and embraced by the surrounding suburbs of Balmain, Rozelle, Annandale, Glebe and Pyrmont. The physical shape of the Bays has undergone continual change to meet the evolving needs of port users.

The water is the element of the Precinct that most fundamentally connects the different areas. It is the highway for ferries, dragon boats, rowers, bulk carriers, cruise boats, harbour contractors, harbour cruises, super yachts, recreational boats, fishing boats, kayaks, sailing boats, water taxis and heritage vessels. The water and its activities provide both the deep-seated link between the past and the present and the catalyst for the Precinct’s future.

In the past 50 years, the Bays Precinct waterfront has transformed from Industrial Harbour activities to a Post-industrial Harbour mix of maritime activities. The next 20 years will witness another transformation to a mixed use, maritime and recreational precinct that reconnects the community with the Harbour. As this change and renewal occur and activities increase and diversify, the challenge will be to manage effectively and equitably the competing maritime, business and recreational demands that exist now and may emerge in future years. Whilst the water is busy now, with a mixed-use renewal of the Bays, it will get busier.

Maintaining and developing a mix of maritime uses and activities

We need to maintain the diversity and character of the mix of maritime uses within the Bays, albeit with different solutions for different locations:

- The mix of maritime and waterfront uses co-located in Blackwattle Bay and Rozelle Bay is well established and is set to continue for the foreseeable future. These important working harbour activities require a clear and unimpeded operational interface with the water;
- A different emphasis on maritime activity is emerging on White Bay Wharves 4 and 5, which will house the domestic Cruise Passenger Terminal. This facility can be supported by the development of a cluster of maritime businesses and activities; and
- Maritime activity on Glebe Island may be through the development of a maritime college, maritime research facilities in association with a university and a demonstration of the aquatic environments within the Australian Biosphere, for example.

Improving the Bays Precinct for recreational users

The Bays are used by diverse recreational users throughout the day from pre-dawn to late evening. Recognising and supporting their needs may mean establishing a Charter for Recreational Users that provides a suitable management and operational systems that:

- Preserves traditional and compatible maritime recreational uses (rowing, dragon boating, kayaking, sailing) and retain safe navigation and speed parameters;
- Maximises opportunities for waterfront and water-based recreational activities by limiting structures on the water that impede water surface activities;
- Ensures that maritime activity is characterised by low wash, low frequency, low use of the space with limited early morning activity and
- Ensures a range of access / launch points to the water are always available for recreational users.

Visitor and tourist potential

- As the Western Gateway to Sydney, mixed-use renewal of the Bays will undoubtedly make the area more attractive to visitors and tourists. Some buildings such as the White Bay Power Station or the proposed Australian Biosphere may emerge as cultural icons and /or attractions that in themselves form significant visitor drawcards for the area.
- At a local level, the popularity of the Fishmarkets at Blackwattle Bay should be optimised as a visitor attraction and redeveloped as part of a local village centre where Wentworth Park meets Blackwattle Bay. A ferry service to the Fishmarkets can better connect this popular facility with the rest of Sydney.
- The potential relocation of the Heritage Fleet from Rozelle Bay to Bank Street on Blackwattle Bay puts it into a more public location and might therefore add to the tourism / visitor appeal of both Fleet and Precinct.
SEVEN STRATEGIES FOR ACTION

6. Future Form + Character: Responsive design for a changing world

As the last major harbourside renewal area close to the CBD, the Bays Precinct represents a significant opportunity to deliver a world-class waterfront precinct that demonstrates a model for sustainable urban living. The need for integrated planning and design and a high quality sustainable built form are some of the most critical issues arising out of this urban renewal opportunity.

The quality of the future built form, scale and character of the Bays Precinct and how it connects and responds to the character of the surrounding context will critical to its success. Ensuring excellent future form and character involves a wide range of built form, urban design, architectural, landscape and heritage issues. These are addressed through design principles and illustrations of some of the key elements within the visual framework.

Responsive design for a changing climate

Future built form within the Bays needs to balance a sensitive response to its urban context, the dynamism and potential of a new waterfront precinct and the need to demonstrate world-class sustainable design. This requires:

- Development that is of a scale compatible with the adjacent neighbourhoods, designed to ensure the scale and location of buildings consider local views into, over, through and from within the Precinct, conserves and extend significant views and implements principles of ‘view sharing’;
- Long life + loose fit buildings, that are designed for long term use and adaptation;
- Benchmark sustainable buildings and infrastructure, designed as part of the wider precinct and for the demands of a changing climate;
- Diverse architectural responses, with buildings of diverse design, fine grain and pattern, active frontages and articulated elevations.

Enhancing Views – Into and out of the Bays Precinct

- Views into the Bays Precinct are adversely affected by the secure nature of the current activities. Wonderful public waterfront views into and out of the Bays are possible but these views in and out can only be fully realised with a more connected and integrated approach that opens up the Precinct and its waterfront to public access.
- The location of the White Bay Power Station makes it prominent in many views into and out of the Bays Precinct. The revitalisation, activation and illumination of this as a landmark building can greatly enhance its role within the city’s waterfront landscape.

Glebe Island, located at the heart of the Bays Precinct, will be a special area. Its ‘hub’ location, unique character and future public use could be reinforced with a new building or structure that provides the city with a new landmark – or even an icon.

City scale and local landmarks

The Bays Precinct already contains a number of existing Sydney landmarks and has the capacity to accommodate more:

- The Anzac Bridge is a strong city landmark that defines the western approaches to the CBD;
- The heritage-listed White Bay Power Station is located on axis with a number of local streets and the Anzac Bridge and is an important city landmark at the heart of the Bays – if currently somewhat unloved and unrealised;
- The heritage-listed Glebe Island Silos also act as both city landmark and a billboard. The ‘billboard character’ of the building’s structure is an asset for future renewal;
- The Glebe Island Bridge is a local heritage landmark now left permanently open to water traffic and closed to vehicular traffic. If reopened as an operational bridge, this structure could reinstate an important local link between Pyrmont and Glebe Island;
- A new finger wharf into Blackwattle Bay has the potential to become a local landmark defining a Park to Foreshore space.

Adaptive reuse

Whilst ideas for adaptive re-use tend to focus on heritage buildings or structures, there are also several non-heritage buildings or structures with adaptive reuse potential:

- White Bay Power Station - The new White Bay Waterfront Centre will act as the catalyst for the renewal and reuse of the White Bay Power Station for a mix of public and commercial uses. The heritage-listed Power Station is a industrial era building which provides ideal space for multiple activities – from the cultural to the commercial, research and prototyping new technologies to incubating start-up businesses and growing firms;
• **Glebe Island Silos** – The adaptive re-use of the Glebe Island Silos will open up opportunities for the creative re-use and redesign for workspace, residential and other uses;

• **Glebe Island Bridge** – If the heritage-listed Glebe Island Bridge is reopened as an operational bridge, this structure can either become a permanent link between Pyrmont and Glebe island or alternatively, it could be used on occasion for local events, such as cycle rides, 7 Bridges Walk and regular community events; and

• **Blackwattle Bay Coal Loader** – This heritage item is located on the Blackwattle Bay foreshore, adjacent to the Fishmarkets. It has been neglected for many years and its structural condition is poor. Its adaptive reuse is highly unlikely.
SEVEN STRATEGIES FOR ACTION

7. Precinct Sustainability: Creating a model for more sustainable urban communities

Forecasting and planning for urban change over the next 20-40 years will challenge all governments in all countries. The coming period will be one of immense change – locally, regionally and globally. Water will become a scarcer and more valuable commodity. The world’s population will continue to grow, with some current suggestions that Australia may reach a population of 35 million by 2050. Food production will need to meet a significantly larger world population. Put simply, the rules of how we plan, design, service and use our cities and how we re-use our resources will have to change. Land use and transport patterns will change. Alternative energies and transport technologies will develop. Our life (live-work) patterns will change. The physical shape and structure of our cities will change. We will need to plan and design our cities and act in a more sustainable and responsible manner. Public transport, in diverse modes, will become more influential and important and will more significantly influence the structure and intensity of our transit-based cities.

This path to sustainability needs to start with the development of a long-term vision of the city – one that reflects shared community aspirations and acts as a catalyst for positive change for business, government and communities to achieve the vision.

The renewal of the Bays Precinct is a unique opportunity for Sydney to demonstrate a visionary paradigm shift towards sustainable urban living. It can start to shift perceptions and reality in the way we use resources – energy, water, waste, food and human capital. A new Bays Precinct can look well beyond sustainability in terms of individual developments or buildings and demonstrate sustainable urban living at the scale of the precinct and the surrounding suburbs. The ideas below illustrate just some of what is possible in this evolving and critical debate on the future of city living.

Bays as a ‘local - live - work hub’
The Bays Precinct has a strategic role as the future heart of the local area and provides the opportunity for more residents to work and play locally. Because it can provide jobs that especially suit the education and skills of the local population it can contribute to reducing travel times for both work and play.

Glebe Island – ‘Centre for the 21st Century’
Developing Glebe Island as the Centre for the 21st Century (C21C) would create it as the hub for best practice research and development across all sustainability sectors. The C21C is a hybrid of public and sector enterprise that would research, innovate and demonstrate world-class urban sustainability and renewal, with a defined focus on the energy, water, waste and food production demands and solutions for our growing cities. The C21C would work and research in collaboration with universities, business and industry, national and international research institutions, all levels of government and local communities.

Local energy initiatives
The Bays Precinct can be a focus for the renewable energy technology industry and demonstrate a great range of local energy initiatives:
- Harness locally available solar, wind, tidal energy sources and harness harbour waters as a heat exchange;
- Introduce co-generation, tri-generation and district heating and cooling as part of new development;
- Process garden waste to produce bio-fuels; and
- Locate a non-polluting waste-to-energy plant within the more industrial areas of the Bays, which could use organic waste from existing and new households to generate methane, which is then be used to create energy. Grow the facility on a modular basis, starting small and growing with demand. Household waste is already immediately available in the surrounding suburbs, providing latent demand.

Local food production
In the past 100 years, food production has become industrialised, globalised and in effect unsustainable. Local food production will have a bigger role to play in the future city. The food production capacity of the Bays and the local suburbs of Balmain, Rozelle, Lilyfield, Annandale, Leichhardt, Glebe, Ultimo and Pyrmont are significant but unrealised. Some local food production initiatives might be:
- Local park space allocated to community gardens for food production;
- Local domestic gardens collectively managed and maintained for food production;
- Street verges and street planting used for food production as well as native planting;
Green roofs on new buildings used for food production and native vegetation; and
Local food markets supplied by truly ‘local’ produce.

**Better water cycle management**

As the Bays are the natural point where local stormwater catchments meet the harbour, redevelopment must take a ‘whole-of-catchment’ approach to water cycle management that optimises the opportunities for the better use of water as a resource:

- Create a water conservation and harvest scheme for the Bays Precinct that deals with collection, treatment and reuse;
- Ensure greater use of residential and commercial rainwater tanks for uses within adjacent suburbs to better manage catchment runoff;
- Use bio-swales in streets and parks to better manage stormwater and improve biodiversity;
- Ensure stormwater filtration and harvesting at low points of the local catchments before entry into the harbour;
- Integrate open space with opportunities for water sensitive urban design that manages water onsite, reduces pollutants flowing to the harbour and improves waterway health and reduces potable water use; and
- Re-use stormwater for local landscaping, food production and local industrial processes.
THE BAYS 2030 VISION

FUTURE OF THE BAYS PRECINCT SYDNEY
The Bays Precinct will be a place that brings life, work and enjoyment to local residents and businesses, recognising Sydney’s global face and welcoming visitors to our shores. It must be a place to live, to work, to play and to contribute, whether locally or globally, to a better and more sustainable Sydney and NSW.

Following geographically from the CBD’s financial hub, Darling Harbour’s role as a recreational hub and the media corridor of Harris Street, Pyrmont, the Bays Precinct should focus on the knowledge, research, science and innovation essential to Australia’s prosperity and wellbeing in the twenty-first century. Sydney must retain its dynamism as the outward-facing world city of Australia. A renewed Bays Precinct will underpin that place in the nation.

The Precinct must be a model of contemporary sustainable waterfront urban renewal, offering:

- Visionary built form
- Exciting public space
- Foreshore access and open space
- Heritage protection and reuse
- Community connections and sense of community
- Healthy environment
- Local employment
- Cultural riches
- Public transport for all – anywhere to everywhere
- Maritime activities
- Active and passive water recreation
White Bay Power Station – Future Cultural Centre
The creative adaptive re-use of the heritage listed White Bay Power Station has enormous potential. Of the numerous adaptations of power stations around the world and locally, the standout is London’s Tate Modern. With a clear span turbine hall of approximately 20m x 120m, a boiler house with a 10 storey open atrium, adjacent to the remnants of the boiler, which is a work of art in itself, the scale of the White Bay Power Station’s interior spaces is just as impressive. Refurbishment of the power station will be expensive and need to be cross-subsidised by other uses developed within the Bays. Given its heritage status, size and landmark status its most likely future use will be as a public building, potentially a cultural centre offering mix of public and private uses, such as galleries, theatres, exhibition space, hotel accommodation, restaurants, studio spaces, educational spaces, and incubator / commercial workspace for emerging businesses. Should a rapid transit system be built at some point in the future, one of the entrance/exits to a future White Bay station could be located within the boiler house space – not unlike Grand Central Station in New York.

The new White Bay Centre will act as the catalyst for the renewal and reuse of the White Bay Power Station for a mix of public and business uses, which can act as a city landmark, day and night.

Urban spaces – ‘Power Station Plaza’
Large landmark buildings often require a large curtilage. The proposals for refurbishment and reuse of the power station create a large public space to the east that leads to the ‘Water Square’ on the White Bay Waterfront. Given the potential public / cultural use of the power station, the Pompidou Centre in Paris and the urban space adjacent to it, provides an inspiring precedent for the high quality and active type of space Power Station Place can become.

Urban spaces – ‘White Bay Water Square’
Despite its harbour asset, Sydney has precious few spaces where active uses have a close and human scale relationship with the water. At the head of White Bay, where the water meets the power station, there is a unique opportunity to establish a ‘Water Square’ enclosed by new active edge buildings that define the space and a new ferry wharf at the eastern end. This space will be the focus of activity at White Bay Waterfront. Good precedents that demonstrate the character of the water space and its active edges are the Venetian harbour at Chania in Crete and East Perth in Western Australia.
2. White Bay East

Cruise Passenger Terminal as a catalyst
The relocation of the Cruise Passenger Terminal (CPT) to White Bay East (Wharves 4+5) should be the catalyst for the development of a maritime employment cluster on the waterfront. The design should use the Overseas Passenger Terminal at Circular Quay as the precedent for the building typology – one that incorporates the CPT facilities within mixed-use building that positively addresses the waterfront. The workspace to service the employment cluster should be affordable, robust and adaptable to a range of activities and include a business incubator. The existing industrial buildings on Wharf 5 present an opportunity for the adaptive re-use of the building structure for the early development of the employment clusters.

White Bay Park - Foreshore sports facilities
White Bay Park and its adjoining open space are a strong community connector and where ‘Balmain meets the Bays’. White Bay Park adjoins the existing Birrung Park at Donnelly Street and operates on two linked levels, Birrung Park at the upper (viewing) level and the sporting oval at the lower (foreshore) level. With its harbour foreshore location, Birchgrove Park is a fine local precedent. As the area is well connected to 3 modes of transport (bus, light rail and ferry) and the Sydney Harbour Foreshore Walk, the scale of community and sporting facilities could be significant, comprising oval, playing fields, sports courts, harbour pool and multi-purpose sports hall and community centre.

White Bay East – Headland Sculpture Park
Wharf 6 at White Bay East provides an opportunity to create a headland sculpture park that can also connect through to East Balmain’s Ewenton Park. The sculpture park provides the conclusion to the Bays Sculpture Walk that extends to the headland park on Glebe Island.

Accessible green roofs
Development of buildings in White Bay East offer the opportunity to establish green roofs that also provide a means of achieving access between the elevated levels of White Bay / Balmain and the foreshore.
3. Glebe Island

From its early days as a city abattoir to deep-water inner harbour port facility, Glebe Island has always fulfilled an important public role as part of the growth of the city. In the era of the post-industrial harbour, it is proposed that Glebe Island maintain both its strategic and public role within Sydney.

Glebe Island is located at the heart of the Bays Precinct. It is a ‘concrete canvas’, a special place in a strategic location and has immense potential for a mix of future public and commercial uses. It is too valuable an asset for just housing. With the right future public use, connections and built form, Glebe Island can provide Sydney with a strategic asset of global standing and unify the local Bays communities of Balmain, Rozelle, White Bay, Glebe and Pyrmont.

Glebe Island – ‘Centre for the 21st Century’

Glebe Island could become the Australian ‘Centre for the 21st Century’ (C21C), the mission of which would be to research, innovate, collaborate and demonstrate world-class urban sustainability and renewal. The C21C might include a university-led research institute, a Maritime Research College, sustainability business clusters and incubators and the Australian Biosphere, as an environmental research and educational facility. The C21C would create a research and business hub for best practice across all sustainability sectors, but with a focus on the energy, water, waste and food production demands and solutions for our growing cities. The C21C would work and research in collaboration with universities, business and industry, national and international research institutions, all levels of government and local communities.

The Centre for the 21st Century, has the potential to deliver the following uses:

- A university campus or institute and residential accommodation, with a curriculum focussed on sustainability technologies;
- The Australian Biosphere is a major city-scale project that features a series of linked biospheres that showcase the unique and diverse climatic zones and environments of Australia. The themes within each climatic biosphere could demonstrate sustainable environments and productive food capacity. As part of the island’s headland park, an Aquasphere complements the land-based biospheres and integrates with the harbour’s marine environment. The Eden Project in Cornwall, England is the precedent. It successfully combines ecology, horticulture, science, art and architecture. It provides an informative and enjoyable experience while promoting ways to maintain a sustainable future in terms of human global dependence on plants and trees. The Australian Biosphere can become a major visitor attraction, an educational resource for local schools and demonstrate the diversity, fragility and robustness of the Australian environment;
- Business activity hub - A focus for Venture Capital sustainability research and technology development and the integration of business incubator workspace; and
- A Maritime Research College, providing marine-based education, research, and heritage programmes.
Glebe Island Silos
The heritage-listed Glebe Island Silos are an opportunity for creative conversion for a mix of business workspace, studio space, accommodation, electric car centre and a frame for innovation projects. With its visual dominance from the ANZAC Bridge, the Glebe Island Silos become the ‘billboard’ for the C21C.

Headland Sculpture Park
To the north of the aquatic biosphere is an opportunity to create a headland sculpture park oriented towards the CBD and Harbour Bridge, reinforcing the plan for an “archipelago of headlands” as part of “Sydney Harbour National Park”. The park is the conclusion to the Bays Sculpture Walk.
Blackwattle Bay has the most diverse mix of activities within the Bays Precinct. It is currently home to recreational users, fishing fleets, small boat fleets, harbour cruise boats, large water based industrial users, residential, educational, foreshore open space, the Fish Markets and restaurants. Whilst diversity is supported, the industrial uses within the Bay should eventually be moved to more suitable locations.

Fishmarkets - New local village centre
The redevelopment of the Fishmarkets and the southern edge of Blackwattle Bay is an opportunity for this specialised activity hub to evolve to fulfil a wider range of local activities and services and become a waterfront village centre for a growing local population.

An extended finger wharf, as an alternative design solution, opens up the edge of Wentworth Park to Blackwattle Bay, defines the two water bodies and creates strong relationship between Park and Bay.

Active water recreation
Blackwattle Bay is the base of and launching points for both rowing crews and dragon boat crews, who constantly use the Bay throughout the day – with rowing crews out before dawn and dragon boat crews out until after dusk.

Transport connections
The light rail already services the Blackwattle Precinct, with two stations at Fishmarkets and Wentworth Park, as do the the 501 and 443 bus services. To complete the public transport network a new ferry wharf is proposed to service the Fishmarkets. Vehicle access to and parking at the Fishmarkets needs to be improved.

Strong Park to Bay connection
Strong visual and physical Park-to-Bay connections are proposed between Wentworth Park and Blackwattle Bay, maximizing the connection of Wentworth Park to the water and punctuating the Sydney Harbour Foreshore Walk as it passes around the Bay.

Sydney Heritage Fleet
The proposed relocation of the Heritage Fleet to the eastern foreshore of Blackwattle Bay, below the Anzac Bridge at Bank Street, will allow working waterfront activities to further consolidate on the northern edge of Rozelle Bay. It also improves storage, amenities and launch facilities for the dragonboaters.

Sydney’s fishing fleet is to remain at the Fishmarkets, adding to the activity and colour of the Bay.
FUTURE OF THE BAYS PRECINCT SYDNEY
Mixed maritime uses
Rozelle Bay will continue to provide an important mix of maritime and recreational activities. The proposed relocation of the Heritage Fleet to Blackwattle Bay will allow working waterfront activities to further consolidate on the northern edge of Rozelle Bay. The Sydney Harbour Foreshore Walk connects through the precinct but, due to the nature of working waterfront activities and public safety, it is located back from the foreshore itself. A new mixed maritime development cluster and ferry wharf is proposed, addressing and enclosing the western end of the Bay. The Super Yacht mooring facility is retained at the eastern end of the Bay.

Active water recreation
Recreational craft use Rozelle Bay constantly and throughout the day – with rowing crews out before dawn and dragon boat crews out until after dusk. Use of the Bay must be managed so that all recreational and maritime users are able to benefit.

Park-to-Bay foreshore walk
Extending the Sydney Harbour Foreshore Walk around the western and northern edges of Rozelle Bay and connecting with the proposed ferry wharf reinforces the excellent amenity and connectivity of the Park-to-Bay foreshore between Bi-Centennial Park and Rozelle Bay.

Light Rail extension
The proposed light rail extension connects the northern edge of the Rozelle Bay Precinct to public transport for the first time. A station is proposed close to the SuperYacht facility will serve the area.

New Ferry services
To complete the public transport network, new ferry wharves and services are proposed. At the western end of Rozelle Bay, ferry services connect to the Rozelle light rail station and to the 432, 433 and 434 bus services. At the end of Glebe Point Road, a new ferry service connects to the 434 bus service.
FUTURE OF THE BAYS PRECINCT SYDNEY
Rozelle Goods Yard is a large precinct of inner suburban land in close proximity to the CBD with extraordinary views over Rozelle Bay to the Anzac Bridge, Bicentennial Park and the City. However, in CRG discussions on the future of the Bays Precinct, Rozelle Goods Yard was often overlooked. It is a largely unknown, inaccessible and poorly connected area located in low lying land at the ‘backs’ of the adjoining communities of Rozelle, Lilyfield and Annandale and with a history of rail transport, road upgrades, industrial and warehousing uses. It is an ‘infrastructure corridor’ and, as such, remains subject to the silo-based thinking of government departments and agencies acting separately on their own particular futures. The recent proposals to use over 80% of the space solely for the Metro’s marshalling yards is a prime example of transport agencies working alone. A mix of existing and potential future infrastructure developments within and around the Rozelle Goods Yard corridor, present a complex picture. These are:

- An extension of the M4 East and connection to the Anzac Bridge;
- An ‘Inner West Motorway’ to connect with the M4 East;
- The light rail corridor to Lilyfield, now to be extended to Dulwich Hill;
- An extension of the Light Rail network into White Bay and Glebe Island;
- Existing east-west pedestrian and cycle paths; and
- North-south connections between communities, currently at Catherine Street and Balmain Road

Rozelle Goods Yard has significant potential. But the true potential of this asset can only be realised if the NSW Government makes a paradigm shift from its silo based ‘infrastructure corridor’ attitude to a ‘whole of government’ view. This must, recognise the value of the asset and implement an integrated planning, design and infrastructure framework for its future. A single Planning and Redevelopment Authority can provide such a mechanism.

New village centres
Two new village centres are proposed within Rozelle Goods Yard:

- **Catherine Street** – A new local village centre, located at the edge of and serving the existing suburbs of Lilyfield, Rozelle and Leichhardt and Annandale is served by and connected to 2 public transport modes - the existing light rail station at Catherine St and local bus services. The new village centre provides an opportunity to develop a mix of new uses including residential, affordable workspace and local retail.
- **Rozelle Bay West** - A new local village centre at the head of Rozelle Bay can provide a link between the existing suburbs of Lilyfield, Rozelle and Leichhardt and Annandale and has the potential to be served by up to 3 modes of public transport - light rail, local buses and ferries via a new ferry wharf.

Improving Easton Park
Increase the size and improve the amenity of Easton Park, Rozelle to accommodate a full size sporting oval, playing field and additional park facilities.

'Bridging the divide’ – Designing on multiple levels
To fully realise its potential, Rozelle Goods Yard, must be planned and designed on multiple levels that optimise the changes in level within the precinct. At the lower (goods yard) level, necessary transport and other infrastructure is contained and managed within a series of ‘infrastructure conduits’. At the upper levels, on ‘platforms’ located above the transport and infrastructure conduits, the Goods Yard is developed for a mix of uses - housing, business workspace and open space that connect the adjacent communities.
New community connections

To better connect local communities and “bridge the divide” the following community connections are proposed:

- Realign Lilyfield Road and extend a new street through the Rozelle Goods Yard through the Victoria Road Bridge portals. Reconfigure and redevelop the land to the south of Lilyfield Road and enlarge Easton Park.
- Connect The Crescent with a realigned Lilyfield Road, over Rozelle Goods Yard and extending through to Gordon Street.
- Connect Cecily Street with Brenan Street and Whites Creek over Rozelle Goods Yard with a pedestrian / cycleway bridge link.
- Extend the Light Rail from the Catherine Street / Annandale Stations in Rozelle Goods Yard on grade and on road crossing the City West Link Road and connecting into James Craig Road, whereupon the Light Rail line then serves Glebe Island before returning to the White Bay Waterfront.
The authors of this proposal are local residents or business owners and have a long-term interest in the future of the Bays Precinct. All are members of the Bays Precinct Community Reference Group and have prepared this document with close regard to the principles developed and endorsed by this group. The authors have sought to take account of the diverse and often conflicting interests of residents, businesses and the numerous specialised government authorities with responsibility for different functions in the precinct. The authors believe that the silo thinking that has characterised planning in the area for too long must end. We envision the Bays Precinct developing as an integrated, connected, active and vital part of Sydney in the 21st Century.

We now expect integrated planning, taking due regard for the long term decisions and the broad public investments needed for critical investments, especially in public transport. The Precinct is extraordinarily fortunate in that the waterfront and heritage assets are all held in public hands and much of the area is largely underused.

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The 20th Century was about getting around.

The 21st Century will be about staying in a place worth staying in.

James Howard Kunstler.