

30 March 2021

Bays West Information Session Transcript

5.30PM 30/3/2021: WEBINAR BEGINS

**Tracy Pendergast, Communications manager,
NSW Department of Planning, Industry and Environment:**

Good afternoon, everyone. Welcome to this information session on the draft Bays West place strategy. As we are virtual, I start by acknowledging that we're standing on the lands of many different nations. I acknowledge the Traditional Owners of the lands and pay respects to Elders, past, present and emerging.

I'm from the Department of Planning, Industry and Environment, and I'll be your host for this evening.

Before we get started, a few housekeeping points. This session is being recorded and has closed captions, which you can see above the presentation. There is also a public chat pod located to the left of your screen. You will see my colleague Belinda has posted a link to helpful information if you are having any audio problems. If at any time you experience audio issues and you've followed the steps in the help instructions, please log out and log back in again. That is often the quickest way.

This webinar will be led by the Department of Planning, Industry and Environment's planning team, Grant Knoetze and David McNamara.

Grant and David will begin this presentation with an overview of the draft phase of the strategy and following that there will be time for questions.

If you would like to ask a question, we have, of course, invited you to register questions when you register for this event. We have a number of questions that have come in already. If you would like to ask a question now, use the chat pod on the left-hand side of the screen. We will get to the questions this afternoon, and if your question has not been addressed or we run out of time to get to, we will try and address answers in the FAQs, the frequently asked questions, that are posted to the Bays West website. You can also email us with any supplementary questions. You're probably aware of the email address.

On that note, I would like to hand over to Grant to begin the session.

**Grant Knoetze, Executive Director Portfolio Management,
NSW Department of Planning, Industry and Environment:**

Thank you very much. I just want to take an opportunity to welcome everybody to this evening's session.

As per Tracy's introduction. I have my colleague David McNamara here who will be doing the lion's share of the presentation today.

Joining us are Transport for New South Wales and Sydney Metro, who are partners with us in developing this strategy. They [Joanna Vaughan, Phil Leijten, Rachel Wheeler] will be on the call as well and can answer any questions that may come up towards the end of the session after we've been through the presentation.

I just wanted to remind everyone that this session is to give everyone an overview of the strategy which went out on exhibition last week. We want to treat this as a fairly informal and informative session for the community. Hopefully we will answer your comments and queries, but we will, obviously, go through the process in terms of how you can lodge submissions so we can get your feedback.

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In terms of the document, I just wanted to take a moment to go through an extract from our place strategy which shows the welcome to Country slide that we have within our document. The reason why we've got that in today's presentation is we have been very fortunate to develop a Connecting with Country framework as part of the Bays West strategy. It emphasises the importance of connecting with Country and we are using this as an opportunity to consider country in each phase of our development.

In terms of context, one of the things I wanted to position within our slide deck is, in developing the Bays West place strategy, the precinct was identified, in conjunction with working with government, around working with agencies to develop a place strategy off the back of the announcement of the Sydney metro in Bays West. In order to do that, we have developed a draft place strategy which went out on consultation last week, as I mentioned before. The idea is that this place strategy provides coordination delivery of planning and infrastructure around the government services and also importantly builds on previous planning work that was undertaken in the precinct. We are very aware that as far as the community is concerned, there had been a lot of previous discussions around the potential opportunities within the precinct and we wanted to make it clear as part of this document that we didn't start from scratch. We built on previous work and we have used that as a huge opportunity to help shape the work that we have got today.

The place strategy has also got a range of supporting information that is more detailed – that is the strategic place framework and the urban design framework. Those links are provided on the website.

This slide here talks about the strategic framework which we worked through. As I mentioned before, there was a lot of work that happened in 1990s and the 2000s and then there's been subsequent work done by various government departments and stakeholders since 2010. Importantly, since the last piece of major work that was completed, The Bays Transformation Plan, there was a recent announcement by government to place the Sydney Metro West station, being the Bays station, in the precinct. As we are meeting with the community as part of that process, this is a huge opportunity for us to reset what our vision for the precinct is, given that we have a government commitment to deliver the metro station.

In terms of the image on the right-hand side of the screen, another important part of the work that we have done is making sure that we're aligned with the Greater Sydney Commission's work on the Eastern Sydney district plan and working with councils and other stakeholders.

In terms of the place strategy planning framework, context is the key element that we are seeking to provide the public with understanding on. The reason we've done that is: the document around the place strategy that people see is based on substantial evidence. Leading into the place strategy: we have got a vision; we have got some directions and big moves and we're going to go through those as part of the presentation today.

I think the important point to note is that this planning framework will help guide the development of master plans and the staged development of the future re-zonings within the precinct.

To start with, one of the things that we as a team did is, we came up with a vision to help set the overarching objective for the precinct. I'll not going to read through that vision on the screen, but I think picking up on a couple of key points in the middle paragraph, we've called on the fact that the precinct is well set to build on its natural, cultural, and maritime stories to shape a innovative and sustainable new place. That goes to the heart of the document and the work that we have been able to present to the community for their consultation and for their comments.

In terms of the history within the precinct, that's been a very, very strong theme that we have tried not to lose given that we have a very interesting and very detailed historic timeline, and we've

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covered that off in the document given the maritime and industrial components contained within the precinct, as well as our Connecting with Country and our Indigenous heritage. We have tried to get the right balance in our documentation, and reflect and balance the needs for all of these forms of heritage.

I'm going take this opportunity now to hand over to my colleague David who will go into more detail with respect to some of the more technical parts of the document. So, David, over to you.

**David McNamara, Director Eastern District, Eastern Harbour City
NSW Department of Planning Industry and Environment**

Thank you, Grant. Good afternoon/good evening, everybody. I will step through some of the more technical aspects.

When we started to work on this project a couple of things we had to do was to reflect on the opportunities and constraints. There's a number of opportunities that we've identified within the document and we would like to see people's feedback through the exhibition process on these. There are other opportunities that we might have missed in the work that we've done to date. Opportunities identified include integrating working harbour development into Rozelle Bay; better connections – the peninsula is very much a barrier so there's a huge number of opportunities to connect to existing communities. There are opportunities within the precinct as well.

They have shaped the work that we've done, the directions and big moves, which I will come to in a moment. As well as opportunities, there are challenges, and many will be aware of those. There are challenges around the existing strategic road network. Some of the heritage sites also provide challenges of their own in terms of bringing them back into reuse, and there is the challenge of integrating harbour uses with future development, as well as physical barriers around integration and connectivity back up into Balmain and the like. There may be other things that we haven't identified, and we would like to hear from you during the consultation process on that.

Building on those opportunities and challenges, we have identified a number of directions. The document has established 14 directions, looking around themes of connectivity, productivity, liveability and sustainability, and we want these directions to be used to guide the growth and change the precincts over time. When we have looked at the directions, we have tried to align them with the Greater Sydney Commission's Eastern City District Plan and the themes within that.

We have grouped directions into five categories:

- land use and function;
- design of places and space;
- transport and movement;
- heritage and culture;
- infrastructure delivery and governance.

We're looking for feedback on these draft directions and without going into each of them, a quick example for:

- land use and function: this one is around delivering diverse employment spaces that can support different industries and can contribute to the success of not only the peninsula but also the innovation corridor in Sydney;
- design of places and spaces: promoting design excellence through people focused approach to deliver high quality and diverse fit form abdomen amenity outcomes; and one of the directions and amenity outcomes is to improve the connectivity and integration into the existing and surrounding areas;

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- heritage and culture trying to bring back to life the existing assets, such as the power station, the bridge, creating layers of creativity and heritage and interpretation of heritage across the precinct
- infrastructure delivery and governance: looking to provide services and infrastructure to support the needs of both the existing and future communities of the surrounds as it grows and evolves over time.

Building on the directions, we have a series of big moves. We're looking to seek comment from the community on these. [Among] the definitions of these is that they are something that no one single government agency could deliver on its own. [They] require cross-government collaboration through state, federal and local level, and across-agency collaboration to deliver. There is a total of six draft big moves. I will step through those in detail.

The first is repurposing the White Bay Power Station to become a focal point of the precinct. With each of the moves we've adopted the same format. We have non-negotiables, a series of actions, and aligned the [big] move to the actions identified in the place strategy. We then identified what we consider to be some options for how you could deliver on that big move, and some of the opportunities. With the example of repurposing White Bay Power Station, we see options around the unique spaces within the power station could have different uses. They could be cultural uses, educational uses, commercial, hospitality or other innovation space and it could be a combination of those uses.

The real opportunity we have identified and that we want you to comment on, is that we can see the opportunity to develop a cultural and creative hub. We can see early activation of the power station being an important and powerful opportunity to open up to the public, to be enjoyed from an early stage, which is aligned with the future operation of the metro.

Big move No.2 is a crossing from Bays West to Pyrmont to create more convenient and direct transport connections. Again there are some non-negotiables and actions, but in terms of the opportunities, there's an option for the construction of a bridge, reinstatement of the existing bridge – reinstating the bridge offers an opportunity to value and respect Sydney's heritage and history by maintaining that existing heritage asset.

Moving on to big move 3, connect community to water wherever possible while recognising the working harbour and port operational requirements. Again, you will see there [are] non-negotiables and actions associated with this big move, and the opportunity here is really to establish a world-class waterfront connection presenting a unique opportunity to reconnect the precinct in the wider area directly to the harbour. Some of the options we need to consider here; appreciating that whilst parts of it will operate as a working harbour, it won't be possible to run waterside connectivity around the whole of the precinct; but where the working harbour and operational port uses don't conflict, we want to make sure we give people access to the water's edge and connect them. There may be intermediate uses where at different times a use for ports and working harbour allows some intermediate access like in Circular Quay, when you can't walk along the foreshore, and you have to take an alternate route. There are various opportunities there. Again, we encourage people to look at the big moves and provides us with your comments and feedback on them.

Big move number 4, delivery of a significant connected activated public open space near the water at an early stage. A very big opportunity here at the same time as delivery of the metro west station is for the early delivery of a significant public open space in and around the White Bay Power Station. So, the first stage of planning will be that station and the precinct. We want to ensure that there is also public open space that is there for the existing community.

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Big move number 5 looks to make the opportunity to help commence the renewal of the district, which has a strong dependence on public transport. A series of non-negotiables and actions again with a significant number of opportunities. There are opportunities around providing strong sustainable transport infrastructure at day 1 from the opening of the metro. There is opportunity for best practice, active travel infrastructure, active travel being cycling and walking. There's opportunities to better connect the White Bay cruise terminal through greater Sydney through the Bays Metro station and also look to capitalise on some of the benefits that the metro will bring, including the fact it will be a less than five minute journey to the CBD and less than 15 minutes to Sydney Olympic park, and create a better arrival and departure experience for the cruise terminal as an international gateway to Sydney and Australia.

The final big move is to enable a world-class harbour foreshore walk. We need to ensure as we do this that we allow for the ports and maritime uses to evolve and grow over time, but the opportunity is for an uninterrupted foreshore walk along this southern shore of Sydney harbour, create an urban realm and link the area to nearby harbour side foreshore destinations, and build on the work that the government is doing to create world class walks throughout other parts of the immediate area and Sydney generally.

Those are the big moves. They are draft big moves and we would like your comments on those.

Building on the directions and the big moves, we've developed a draft structure plan. The draft structure plan is 2040 and beyond. This is a very long-term plan. The structure plan sets out an overarching and integrated system and framework for the future of Bays West. What was sought was to articulate some of the land uses, open space, connectivity and how that could develop over time. We really want to try to capture how we can capitalise on the place characteristics and support the long-term renewal of the precinct. This is really one interpretation of how all those big moves and directions could come together to show the future of this precinct longer term.

This image here may not be quite clear on the screen, but this image is just showing the different characteristics that we've identified, different types of potential land use different connectivity, different routes within and across the precinct back up into Balmain and Rozelle and over to the east to Pyrmont. You can view that in the draft place strategy.

Where to from here? The [draft] Bays West Place Strategy is very much the first in a series of steps over many years to realise the vision for the precinct. Different elements of the precinct will be delivered by a range of agencies and proponents over the coming decades. Most importantly, Sydney Metro and Transport for New South Wales will be commencing master planning in conjunction with the Department [of Planning, Industry and Environment] for the station planning design and construction, and we will be basically looking at the sub-precinct of the power station and the metro location as a first master planning phase. That work will commence shortly and there will be further consultation with community as that occurs. As you can see on the right of the screen, we're at the start of the exhibition stage now. Later this year, we will look to finalise a version of place strategy and at the same time embark on the master planning of the initial station. Then that more detailed work will lead to future rezoning which will allow development to occur.

Future sub-precincts will follow a similar process, just the timing of which those other sub-precincts proceed is yet to be committed to by government.

There are several other sub-precincts that we have identified for the area... a total of 10 sub-precincts. We have sought through the strategy to give a description of the characteristics that each of those could have, some of the constraints that they face and, again, we would be looking to get feedback from people on how we have captured the existing and desired future character and each of these will be subject to their own future master planning and rezoning process. They

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don't have to go in any particular order, so they will come forward as decisions of government are made and as a logical order for development emerges.

With that in mind, noting it is a very long-term plan, we have included in the place strategy an initial structure plan for the time period up to around 2030. What you see on this plan is really just some focus on the initial sub-precinct of White Bay power station and Sydney Bays West metro station and the surrounding open space, as well as the execution of the open space across the former Rozelle railyards.

Grant, I will throw back to you now to discuss some of the next steps.

Grant Knoetze:

Thanks very much, David for that.

In terms of the next steps, as I mentioned before, we started our consultation and exhibition last week, and we are open for comments up until 29 April. We have got roughly four weeks to go, and we are genuinely seeking people to provide feedback through many different ways. The best way I would recommend is going on to our website where the information is available in terms of links, and after that we will review the community feedback and then lead to the finalisation of the strategy towards the end of the year.

In terms of the way we can get feedback, we are happy to get feedback in any which way through our official channels. There is a link at the bottom of the slide, so it is on the planning website. If you do a search on Bays West, you can get access to the documents. Within that link you can also look at our online survey, you can provide a comment on our interactive map with Social Pinpoint. We had our face-to-face session last night down at the White Bay cruise terminal. We have another online session on 19 April, similar to this one for those of you that want to return or share the information with anybody you feel may be interested.

So that, brings us to the end of this slide.

Now is a good time to start responding to questions that were posed as part of the registration process. The way I will do this is I will pose the question.

Tracy has popped a note in the chat that says please feel free to ask your questions and we will add those to the ones that we have already received.

The first question was around how the strategy for Bays West aligns with or differs from the master plan in which Urban Growth New South Wales sought expressions of interest a number of years ago?

I mentioned at the start of the call that one of the game changers we have is the Sydney Metro and the commitment to deliver that within the precinct effectively held an opportunity to recast our vision for the precinct as well as using a lot of the previous work that had begun with Urban Growth. We have gone through the all feedback that was received as part of the consultation process with Urban Growth. We were in a really fortuitous position where we had a wealth of information before we started doing this work and the idea was that, this brings together all of that prior work into the draft place strategy that we've put on exhibition for comment.

Another question: I refer to David: what is the point of a descriptor of Bays West when only the sub-precinct around White Bay power station and the metro station can be developed in the foreseeable future?

David McNamara: That's a good question. We have taken the approach of this place strategy of providing a holistic vision for the future for the precinct. It stretches over a period of 2040 and beyond. We want to ensure that the renewal of the power station and metro precinct can both

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respond and align to the bigger vision for Bays West. It is important that whilst that's the first and only committed point at this stage, we really need to understand the context within which that precinct will exist over time and make sure that we plan it in a way that is able to integrate with its future context and what will happen around it. Then when we go to plan those other precincts in the future, we can then successfully integrate those back into the sub-precinct. It is like putting pieces of a jigsaw puzzle together, but we need to have a picture of what that is. That helps shape where we're going and we will put the pieces of the puzzle together over time because it is a big site, with more than 80 hectares. We need to be able to have a vision to guide the work.

Grant: For the next question, I might provide a comment. The question posed was: "I would like to know more detail on how traffic and transport are going to be managed." The draft plan focuses on the metro but does not give enough detail to judge whether these ideas are available.

In response to that, the place of strategy itself has the theme quite strongly through it around connectivity and the opportunities of having a mass transit solution, which is Sydney metro coming into the precinct. This is a huge benefit for us in terms of moving people in and out of the precinct. What we have tried to identify through our response in the draft document, that having supporting transport links above ground to the metro is really important. By active transport I mean walking and cycling links to the surrounding suburbs and precincts. We're trying to identify through our actions and directions in the document the importance of how we actually plan this out in terms of having the connectivity within the precinct adequately addressed.

I might ask some of my colleagues if they wanted to add something to that. Rachel, there's a point in the question about how transport is going to be managed. That could mean the current but also the future and longer-term traffic components.

Rachel Wheeler, Executive Director, Community & Place, Greater Sydney Transport for NSW:

Yes, thanks. I guess my build on what you have described would be that, as part of this process Transport for NSW would do transport planning and modelling around some of the potential future traffic and other transport related items. That would be part of our planning process through the strategic piece.

Grant: Thanks. Phil, did you have anything to add?

Phil Leijten: No.

Grant: Okay, thanks. One of the questions posed, and I think we addressed this through the presentation, is "how can you get involved in the next steps?" I do notice there is a comment about the presentation that the drop-in session was last night – the image on the slide is from a letterbox drop. We did that last week for the local community advising of all the different ways of providing feedback and that is an extract of that. That was a session that we did yesterday. Then, of course, we followed it up with these online sessions.

I think one of the challenges we have had during COVID, our ways of engaging and having drop-in sessions are hampered. So that is why we had the session yesterday. It was fairly controlled with time slots. With these [online] sessions we can get more reach in terms of getting to present the draft strategy to sort of help people formulate their feedback that they're going to provide.

Beyond that, as I have mentioned before, there are a number of tools, being our surveys, social pinpoint, and the website, and there are different ways of putting your submissions in. We will take a one- or two-line comment on feedback on the website as well as a much more detailed submission should you feel that was how you would like to respond.

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In terms of what will happen next is the metro precinct will have a master plan being developed and rezoning proposals and subsequent development applications. So, I guess that's more down the track, but that will be subject to standard process and procedures in terms of providing an opportunity for community members to comment on.

The next question that I've got is where will the next metro station after bays west be, eastbound? Phil? Do you still have audio issues? Phil? I think we are having problems with audio.

Joanna Vaughan, Senior Communications Manager, Sydney Metro:

I can jump in. The government has confirmed that we will build a station at Pyrmont and another one in the CBD. We're undertaking further investigation to finalise the locations of the CBD and Pyrmont stations. We will let the community know once that decision has been made.

Grant: Thanks, Jo. Another question has come through. How do you define the working harbour and boat storage?

The easiest way of answering this is, it is complex – it is all-encompassing of all the aspects that relate to the harbour. We have included a definition in the glossary at the back which we find will be useful for people. Effectively, one of the main tenets behind the working harbour is identifying the port and maritime functions and all the specific uses that relate to whether it be carrying goods and passengers on water. It also has incorporates commercial opportunities – it could be commercial opportunities ferries, public transport, water safety and regulatory services, marine repairs, contractors, charter, tourism, vessels and marine and environmental services, as well as the heavy industrial components of the port activities that happen within this precinct.

I would also like to at this point mention that in developing this place strategy, an important stakeholder that we worked with is Port Authority of New South Wales, as one of the operators in the precinct. We have really benefited from strong collaboration with them in respect to understanding the operations that they deal with on a day-to-day basis as well as their tenants and operators that work within the precinct.

Part of the theme of the document is making sure that the ongoing use of port activities is protected and does continue within the precinct. I think that's a really important point to make as one of the themes within our place strategy. Ongoing engagement with [NSW] Ports Authority, as well as the myriad of users of our harbour and our water system is a really critical part of the strategy.

David did you have anything to add?

David: No. You've covered that well, thank you.

Grant: Excellent, thank you.

In terms of another question that we've had, how will stakeholders and residents shape the plans for Bays West?

Obviously, this process that we're going through now is a really critical part of this strategy and it reinforces the comment that I made at the beginning where we genuinely do seek as much feedback in whatever form people are prepared to provide it. So, we do encourage people to do that where possible.

The next question is around the redevelopment of the power station and when that is likely to happen. We are working closely with the owners of the power station, which is another part of the Department of Planning, [Industry and Environment] and they are focused on doing some initial upgrade works to the precinct. There was a small package of works for safety work that was announced by government, but one of the things that we are trying to do and when David was running through the big moves, big move 1 talked about repurposing the power station, I guess

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that is something that is clearly within our sights. What we are doing is effectively seeking opportunities in terms of what we could do to take advantage of this incredible asset. Making sure that when we get to the end state, that it integrates well within the landscape of the precinct and we really maximise the enormity of the incredible facility.

Another question is how we coordinate with other precincts. Those of you that may be aware, and we may have people from Pyrmont which is just across the way, one of the ways that we developed this strategy was we are very cognizant of the Pyrmont place strategy that was recently endorsed and finalised by government. There's a lot of common themes given that the two precincts are really close to each other, and we wanted to make sure that there was a common language between the two given that they are so close to each other. Equally, there is the work in Blackwattle Bay relating to the fish markets. I think that is another game changer for the precinct. We have also got the work that's going on at Central station. In terms of the context with Central station being where the tech central precincts are going to be based, Bays West sits within the economic corridor as identified by the Greater Sydney Commission and this, effectively, is a book end. We are really excited about the opportunity that Sydney metro will provide where we've got the opportunity to move people into and out of the precinct in a really quick way and we will make the distance seem somewhat reduced between in precinct and central.

David, did you have any other comments to add on that?

David: No, that's fine. There's a few more questions coming up in the chat that we might move on to.

Grant: Good, thank you.

There is a comment here around do we foresee a conflict between the ports and the use of the Glebe Island bridge as a foot/bike transport link? David?

David: Thanks. What we need to ensure is that we design in the right way. Yes, if it's done poorly, you could create conflicts between those port uses. We're working really closely with the Ports Authority who manage that part of the public land and we will – in the next phase of more detailed work – come up with design solutions that can minimise any conflict between port users and active transport users. It comes down to the detailed design. Very important that we don't create those conflicts, but I'm confident that at the next phase of work we can successfully address that.

Grant: Great, thank you for that. There is another question that's come in about who owns the land. There are a number of landowners, but chiefly the Ports Authority and Transport for New South Wales. Effectively, New South Wales government owns most of the land that we're talking about within this precinct.

There's a comment or question about renovating the bridge or possibly a new bridge: "The community would support the reopening the bridge and repurposing the power station, the community would support using the power station for community purposes. Otherwise the whole document is fluff and motherhood statements. What is there to comment on? The bridge and power station could be re-purposed straightaway given the appropriate ideas." In terms of the document itself, it is recasting – whilst the vision is high level, it then goes down into the big moves and the key directions. So, we didn't actually spend a lot of time on this.

There was a slide earlier on that talked about the 14 Directions. That was the next layer of detail down with respect to the specifics and the more tangible ideas that we would like to progress as part of the precinct, once we get feedback. Effectively, we are trying to validate if you look at those directions and the big moves, as to whether, what we have put forward to the community is supported or not. I think that is a good way to understand and unpack the more detailed specifics contained within the document, and it's broken down into the five key areas. I might just flick back

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on the slides, just so people know what I'm talking about. These are the five key focus areas. Behind those are the 14 directions. They are linked in there. You can see by looking at those, there is a little more detail behind each of those five sub-areas.

Grant: [Citing a comment from the chat] "Most of the land is public, the government likes to call it government land. But it is public." Absolutely.

Another comment, "the Glebe Island Bridge should be a regularly open bridge with a published timetable of when it opposite, like the Spit Bridge."

We have identified two options within big move 2. We are looking at what - government is looking at what those options could be, but it's subject to timing.

Rachel, did you want to add any comments to that?

Rachel: I guess not but only to add that active transport is key throughout the document. I think that it comes through in four of the six big moves and to your point we're looking at a range of options as to how we connect Bays West to Pyrmont.

Grant: Thank you.

I can see some people typing. We have nine minutes left on our allocated time: while we wait on that, I will just touch on that issue around why can't things happen faster than 2030. There is a pretty complicated degree of coordination required around the different plans: we have White Bay Power Station, which needs works done, and at the same time that needs to be coordinated around the construction of a new metro station; there's a series of approvals that Sydney metro need to obtain and the construction program for metro projects [that] will take a number of years. If we were to bring the Glebe [Island] Bridge into use, it would take years to do the heritage restoration works. We need to coordinate that. We're looking to coordinate all those pieces together and the metro is scheduled to be operational by 2030 and we're looking to coordinate the other tasks in that sub-precinct to all occur at the same time. If there are other initial options for early activation ahead of that, we will investigate that, but there is a lot of work to do. There's a lot of complicated coordination and bringing such large heritage structures back into use is not going to be a fast process.

There was a further question in the chat about is the intention to restore Glebe Island Bridge or replace it. I'll refer you to big move 2. What we have identified in the document with working with stakeholders is: we've got a couple of options of which we have not got a solution at the moment. The options are either a new bridge constructed at an adequate height to allow vessels to pass under at all times, and then another option is the existing swing bridge to be reinstated. That's really important - they're two options, but regardless both options talk to the importance of connections which Rachel has talked about, between the Glebe Island precinct and to Pyrmont.

There's a comment about "the 14 directions are all laudable, what is there to object to? I'll believe in the affordable housing near the waterfront when I see it."

We are trying to seek comment around those. I guess we are more than happy to hear either support or to the contrary, anything within the directions that you think we haven't hit the mark on. We are genuinely seeking if people think there are different things that we should be focussing on as part of this process, then we do welcome that, and we would like to look at the timing of what we deliver. David mentioned through the structure plans there's no specific timing on each of these initiatives. The only thing we have at the moment, which is a given, is around the delivery of Sydney metro and that sub-precinct. Part of this process is identifying a delivery strategy: what needs to be delivered and the timing will be defined over the coming decades. It is a longer-term document and identifies as such. David, did you want to add anything else to that?

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David: No. They're good comments. I think we do want people's feedback on the directions and I just note the comment also made a reference to the delivery of affordable housing. That's a fair and reasonable comment given the history of development of waterfront land in Sydney, but we've been tasked with approaching this in a different way, and that's what the project team is doing and it will be taking forward this place strategy in a way that will help establish these directions and get government commitment to these directions.

Grant: Thank you. There is another comment about "local pedestrians and cyclists have been calling for the re-opening of Glebe Island Bridge." Absolutely. One of the key things that we have identified through some of the documents and the maps in the document is not just about Glebe Island Bridge but opportunity to provide cycling and walking connections through the precinct and beyond. You will see in some of the maps some of our green lines that talk to enhanced links going up to Callan Park, for example, moving through the Rozelle rail yards, improving connections to the light rail stop. I think it is a fair comment in terms of its importance, but it will also form part of a larger network around active transport, which includes walking and cycling. Rachel, did you want to add anything else to that comment?

Rachel: No, only to support the importance of active transport in this precinct and hence why it's being called out throughout the document.

Grant: Thank you, Rachel. Then there's a final comment there about reopening of the bridge would be a quick win for the community without locking this into a longer-term plan. I think it is a fair statement to be made and, obviously, one of the key things that we would like to then do is make sure that the broader network is there to support it. That is something that we would be looking to work with the City of Sydney and Inner West Council, to have a broader network.

Given that it is 6.27pm, one of the last questions that we have got here: is it possible to get a transcript of what we have talked about today? The answer is yes, and what we are proposing to do is include the information that we have presented today – we will put a link on the website too, so for those of you that want to review the slides and digest in a bit more detail can have a look at that. Again, there are ways that we can be contacted through the website. We would be more than happy to answer any additional questions as and when they come through. I can see there is one person still typing a question, so we might be able to squeeze one last in before we finish.

Were there any other questions, from any of the presenters, they would like to make in closing?

I will take that as a no. The last person was just saying, thank you, I really appreciate the opportunity to ask questions.

On that basis, I just want to say thank you all for joining us today and your engagement in the questions. We look forward to getting as much feedback and comments from the community and equally, feel free to register for the subsequent session.

On that note, thank you very much and I hope you all have a goodnight.

6.30PM 30/3/2021: WEBINAR ENDS
