

# ***Bayside West Precincts***

*(Arncliffe, Banksia  
and Cooks Cove)*

*Draft Land Use and  
Infrastructure Strategy*

NOVEMBER 2016





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The purpose of the Strategy is to outline the plan for new homes and jobs in the Bayside West Precincts and to identify the infrastructure needs to support this growth.

### Purpose

A *Plan for Growing Sydney* establishes the NSW Government's vision for Sydney's future, which is a 'strong global city, a great place to live'. One of our city's biggest challenges is to provide for the 726,000 new homes and new jobs needed for the forecast 1.7 million new residents over the next 20 years<sup>1</sup>.

As our city grows we must plan in a strategic way to ensure that our city is not only bigger but also better. We must plan to ensure that the necessary infrastructure is in place to support our growing communities.

The Bayside West precincts present an opportunity for urban renewal to provide more homes and jobs in accessible locations. The precincts are located within close proximity to key transport nodes, including Sydney Airport, the Illawarra Rail Line, the WestConnex South Link and the Princes Highway.

This Strategy provides an overview of the opportunities for renewal in each of the precincts and recommends a planning pathway for realising their potential. Detailed urban design analysis of the existing environment and local character has been undertaken to ensure new homes and jobs are planned in appropriate locations and will be complimentary to the existing community.

Coordinating infrastructure provision is critical and this Strategy outlines a framework to deliver on the needed community facilities, schools, open space, and other infrastructure to make these centres productive and pleasant places to live and work.

### Objectives



#### Create vibrant and connected town centres

The Strategy seeks to encourage growth and revitalisation of the existing Arncliffe and Banksia town centres. It proposes an expansion of the retail areas and shop top housing in the town centres to bring vibrancy and life to these areas and to ensure people can live close to a centre. It also recommends additional investigations into how future development within Cooks Cove can be connected to a centre with local services and transport connections.



#### Improve accessibility

The Strategy seeks to improve pedestrian and cycling connections across the precincts to ensure homes, jobs and local facilities are well connected and accessible. It also ensures new homes are well connected to public transport so that more residents will be able to benefit from being close to the railway station as well as local shops.



#### Provide more homes and housing choice

The Strategy identifies areas that are suitable for increases in residential densities. These areas are generally those in walking distance to public transport and other community facilities. Under the Strategy, the Arncliffe and Banksia Precincts could provide up to an additional 5,100 dwellings by 2036. Cooks Cove also presents an opportunity to provide between 2,000 and 5,000 dwellings, subject to further investigation.



#### Revitalise the Princes Highway Corridor

The Strategy proposes revitalisation of the Princes Highway into a tree lined road corridor with large setbacks and wide footpaths to enhance pedestrian safety and amenity. Changes in land uses adjoining the corridor will allow for a wider range of commercial uses with residential apartments on upper levels in appropriate locations.



#### Improve and provide new areas of open space

The Strategy identifies the need to provide better connections to areas of existing open space and to prioritise the provision of new open space where possible.

<sup>1</sup>Source: Department of Planning and Environment 2016 Population Forecasts. Twenty year forecasts between 2016 and 2036



## The Strategy

A review of environmental factors has been completed. Key constraints considered include: regional flooding; Airport operations; and the transport network. Together with an urban design analysis, place making opportunities and environmental constraints have been balanced to recommend land use changes that will support new homes and jobs over time.

The Princes Highway revitalisation and expansion of the town centres creates opportunities to generate more than 4,400 jobs. These new jobs will be focused on servicing the expanding urban area. Therefore access to other employment remains an important consideration and the proposed increases in residential dwellings do or will have access to good transport options.

This strategy forecasts the delivery of between 7,000 and 10,100 new residential dwellings in the area over 20 years. Together with current assumptions for background growth across the local area and in adjacent centres such as Wolli Creek, population growth will increase demand for essential infrastructure.

The NSW government is currently investigating the application of a Special Infrastructure Contribution (SIC) to assist in funding regional infrastructure upgrades. This may include a funding framework for regional roads, schools and regional open space. A schedule of assumed infrastructure demand is included in this Strategy.

Bayside Council will undertake a review of relevant local infrastructure contribution plans and it will be important that this local framework is coordinated with the regional Special Infrastructure Contribution to maximise the benefits to the community.

The implementation section of this Strategy will guide upcoming actions by the Department of Planning, Bayside Council and other relevant agencies.

In addition, the NSW Government has allocated up to \$10 million to fund local infrastructure upgrades across the Bayside West Precincts. The funding will enable early delivery of local infrastructure and the community's feedback is sought on options and priorities.

## Key Actions

Each of the Key Actions below will commence within the next 12 months.

### Action 1



The Department will exhibit a rezoning proposal for those areas identified within Arncliffe and Banksia as priority areas for rezoning. Following exhibition, the Department will review submissions and make a recommendation to the Minister about what areas are to be rezoned by way of a State Environmental Planning Policy. Bayside Council will, with assistance from the Department, prepare a Development Control Plan for the priority areas to be rezoned. It is recommended that this Development Control Plan be exhibited at the same time or shortly after exhibition of the Department's rezoning proposal.

### Action 2



The Department will recommend a Special Infrastructure Contribution (SIC) be applied to the growth area. The SIC will assist in funding regional infrastructure upgrades identified in this Strategy to support growth over a 20 year timeframe.

### Action 3



Bayside Council will review the way local infrastructure contributions are to be collected within the growth area. The Department will assist the Council to cost local infrastructure upgrades recommended in the Strategy and co-ordinate with the infrastructure items to be partly funded through the SIC. This will include preliminary design and costings for the key regional cycling and pedestrian link along the Cooks River and the pedestrian crossings of Marsh Street and the Princes Highway.

### Action 4



The NSW Government will assist to fund community projects within the Growth Area up to \$10 million as part of the Priority Precinct Support Scheme. The Department will undertake community consultation to assist the Council to select the projects to be funded.

### Action 5



Proponent to lodge a planning proposal with Council for urban development at Cooks Cove.

### Action 6



The Department will work with the Land and Housing Corporation to enhance and increase capacity for social housing on their site located on Eden Street in Arncliffe.

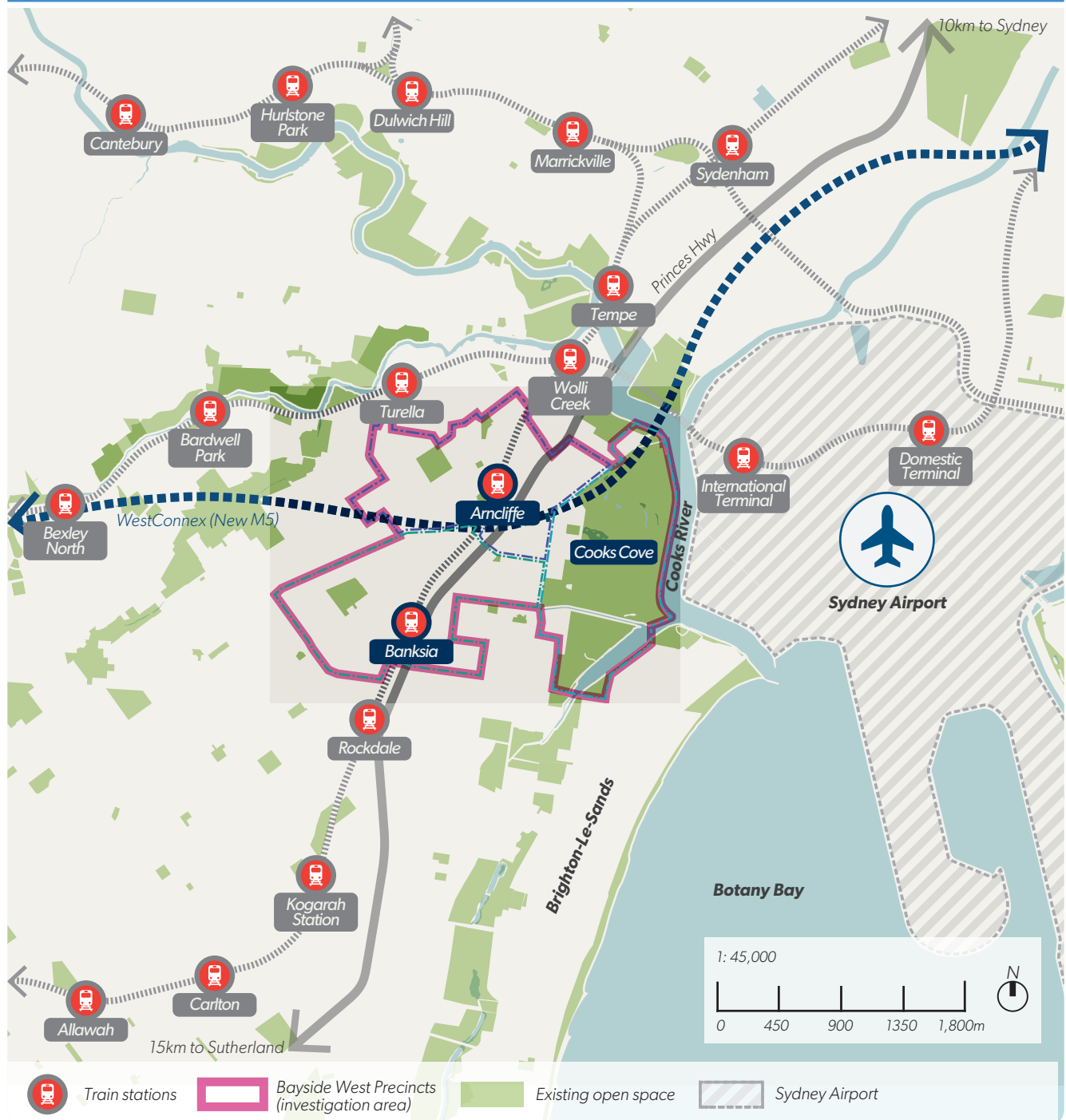
### Action 7



Improvements to pedestrian and cycling connections through Cooks Cove will be provided as part of the precincts development. The new connections will improve regional cycling and walking links and improve accessibility to the precinct. The location of the new connections are to be refined through detailed design as part of future investigations for Cooks Cove.

The Department of Planning and Environment has been working with Bayside Council (previously Rockdale City Council) to develop a Land Use and Infrastructure Strategy (Strategy) for the Bayside West Precincts, including the Arncliffe Precinct, Banksia Precinct and Cooks Cove Precinct. The Strategy has been prepared to provide a framework to guide the development within the precincts and identify infrastructure needs to support this growth. The growth area is located within the Mascot Ward of the Bayside LGA, approximately 10-12km south of the Sydney CBD and to the west of the Sydney (Kingsford Smith) Airport.

FIGURE 1: REGIONAL CONTEXT



## SECTION 1: INTRODUCTION

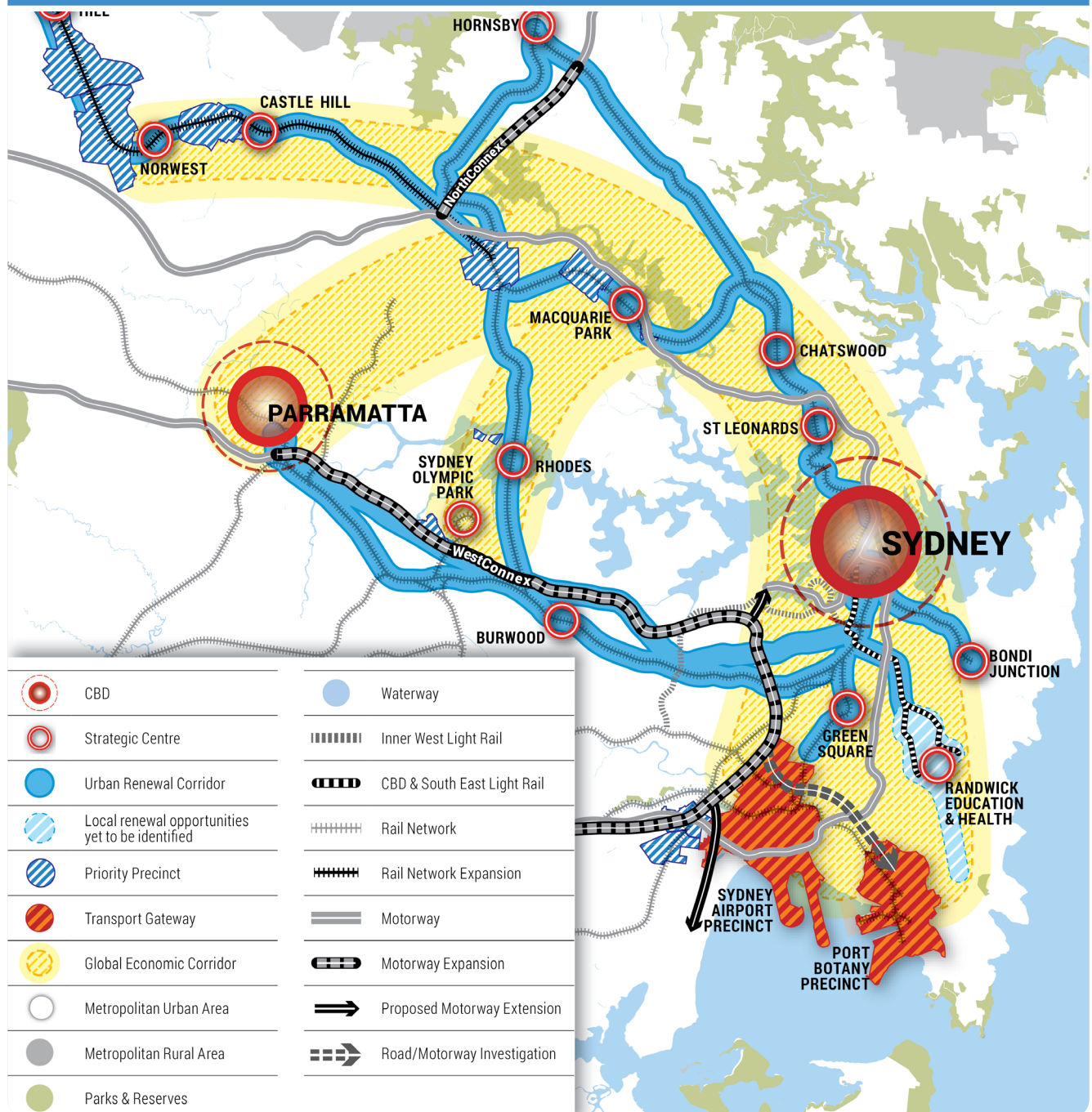
A *Plan for Growing Sydney* (the Plan) establishes the NSW Government's vision for Sydney's future, which is a 'strong global city, a great place to live'. One of the biggest challenges in achieving this aim is how to provide for the 726,000 new homes and new jobs needed for the predicted 1.7 million residents by 2036. One of the key actions of the Plan is to accelerate urban renewal across Sydney to provide homes closer to jobs and key transport nodes.

There are opportunities for urban renewal in each precinct to provide more homes and jobs in an accessible location. The precincts are located within close proximity to key transport

nodes, including Sydney Airport, the T4 Illawarra and T2 Airport Rail Lines and the Princes Highway. The renewal of this area also provides an opportunity to reinvigorate the town centres and improve access to services for existing residents.

The precincts adjoin the southern end of the 'Global Economic Corridor'. This is defined in the Plan as a corridor of concentrated jobs and activities in strategic centres, transport gateways and industrial lands. The planned growth in the corridor is focused on sustaining and expanding the economy and on providing more jobs closer to where people live. The precincts are well placed to support the growth of this corridor.

FIGURE 2: URBAN RENEWAL CORRIDORS, A PLAN FOR GROWING SYDNEY





## Priority Precincts

The Arncliffe Precinct and Banksia Precinct were nominated as Priority Precincts by the former Rockdale City Council in 2013. In July 2014, the NSW Government endorsed the nomination.

Priority Precincts are identified as areas with good access to existing or planned transport infrastructure and that have the potential to provide for significant growth in housing and jobs. The purpose of the Priority Precincts Program is to ensure these important areas are strategically planned and infrastructure is delivered in a coordinated manner. They are planned to accommodate new homes and jobs, while providing for the needs of the community. It is a NSW Government led program based on collaboration with local councils and comprehensive community consultation.

Since the endorsement of the nomination, the Department has undertaken detailed investigations into the opportunities and constraints at each of the precincts. This Strategy is informed by these investigations.

### 1.1 Purpose of the Strategy

The purpose of the Land Use and Infrastructure Strategy is to develop a framework to guide the future redevelopment of the Precincts and identify infrastructure needs to accommodate this growth. The aims of the Land Use and Infrastructure Strategy are to:

- Develop a vision for the Arncliffe, Banksia and Cooks Cove precincts;
- Identify areas for growth based on a detailed analysis of constraints and opportunities;
- Undertake a high level infrastructure capacity analysis for the area; and
- Develop a framework to guide future planning for the area.

To ensure the infrastructure requirements for growth in this area are considered cumulatively, the Land Use and Infrastructure Strategy has been prepared to cover all three precincts. While each precinct is unique with differing opportunities and constraints, all have implications for surrounding infrastructure.

Coordinating infrastructure provision is important to ensure that growth in this area of the Bayside LGA will be supported by community facilities, schools, green open space and other public spaces to make these centres attractive and pleasant places to live and work.

### 1.2 A staged approach to change

This Strategy identifies opportunities for redevelopment and renewal throughout the precincts. It identifies locations to be considered for high density residential development or mixed use in the short term and also other areas that offer future opportunities for medium, low-rise residential development.

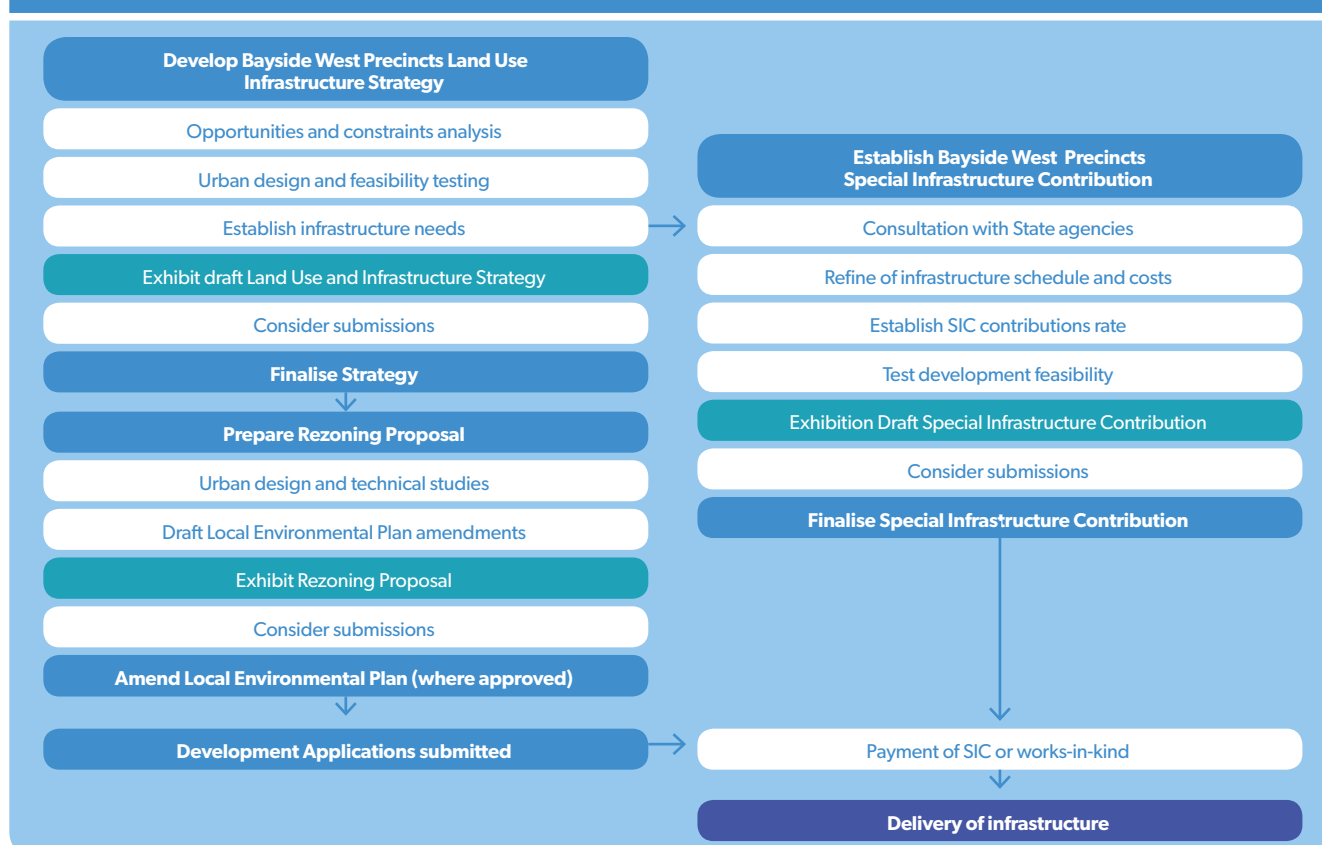
The analysis of infrastructure needs for the precincts has taken into consideration both the needs arising from the areas to be rezoned in the short term but also potential growth within the areas identified for future medium density residential development. This is to ensure that infrastructure provision and planning is undertaken with a long-term view to support the growth of these communities.

Details of the proposed staging can be found in Section 6.5 and the infrastructure strategy is outlined in Section 7.

### 1.3 The Investigation Process

The investigation process undertaken for the development of the Strategy is outlined below.

FIGURE 3: THE INVESTIGATION PROCESS



## 2

## 2.1 Description of the Growth Area

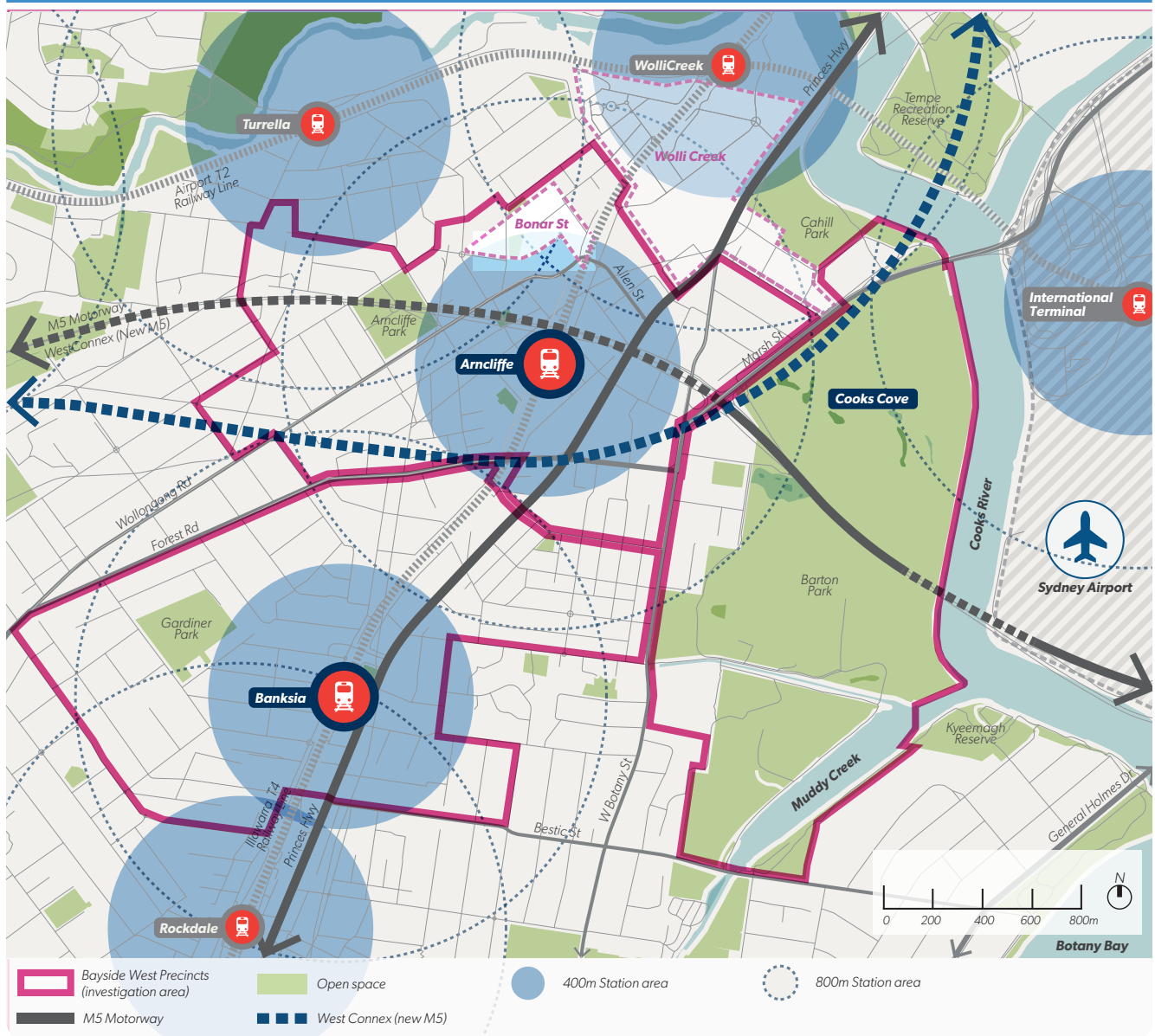
The Bayside West Precincts are located approximately 10-12km from the Sydney CBD and west of the Sydney Airport. It is located within the Mascot Ward of the Bayside LGA (formerly the Rockdale local government area).

The growth area is located in close proximity to a number of key transport nodes and areas of employment generation and

is therefore considered strategically important. This includes close proximity to:

- the Sydney Airport, International Terminal and the Domestic Terminal;
- the T4 Illawarra Rail Line including the Arncliffe, Banksia and Wolli Creek railway stations;

FIGURE 4: BAYSIDE WEST PRECINCTS





## SECTION 2: THE REGIONAL CONTEXT

- the T2 Airport Rail Line including the international and domestic terminal railway stations. This line also runs through the Wolli Creek railway station;
- the State and regional road network, including the Princes Highway, the M5 and the proposed WestConnex South Link project;
- the Botany and South Sydney Industrial and mixed use/enterprise areas which provide tens of thousands of jobs and augments the employment within the Airport; and
- The Rockdale town centre which provides employment opportunities and services to the existing communities of Arncliffe and Banksia.

The Arncliffe and Banksia Precincts are centred on the Arncliffe and Banksia Railway stations. The precincts generally include land within a 10 minute (800m) walking catchment of the railway stations. They are predominantly low to medium density residential suburbs with light industrial, warehousing and commercial operations located along the Princes Highway.

The Arncliffe town centre is located directly east of the Arncliffe Railway Station on Firth and Belmore Streets. It includes local shops and eateries and provides access to community services including the Arncliffe library and post office.

Banksia has a smaller neighbourhood centre located east of the railway station. It includes a small group of local shops and cafes.

The Cooks Cove Precinct is located east of Arncliffe and Banksia. It covers an area of approximately 135 hectares which is mostly open space associated with the Kogarah Golf Course, Barton Park and the Market Gardens. The precinct is bound by Marsh Street to the north, the Cooks River and Sydney Airport to the east, West Botany Street to the west, and Bestic Street to the south.

A portion of the Cooks Cove Precinct, approximately 25 hectares of the Kogarah Golf Course, has previously been identified as a trade and technology park to capitalise on the physical proximity of the precinct to Sydney Airport and Port Botany.

FIGURE 5: ARNCLIFFE AND BANKSIA TOWN CENTRES AND COOKS COVE





## 2.2 The Princes Highway Corridor

The Princes Highway extends for the length of the Arncliffe and Banksia precincts. The highway is part of the national highway network. It provides the main road access from the Arncliffe and Banksia precincts to the Sydney CBD and is also the spine of the local road network. As a result, it is subject to high traffic volumes for both private vehicles and freight.

In September 2013, the former Rockdale City Council adopted the Princes Highway Corridor Strategy which identifies the area between Rockdale and Wolli Creek along the Princes Highway as a highly attractive location for people wishing to live, work and locate business in proximity to the CBD. The Strategy further identifies that although it is well situated, the corridor lacks coherency as a recognisable 'place'. The Strategic Vision set out in the Corridor Strategy provides a framework for revitalisation, change and renewal for the highway corridor and provides a structure for new development opportunities. The Corridor Strategy has informed the development of this Land Use and Infrastructure Strategy.

## 2.3 Existing Retail

In addition to the local shops at the Arncliffe and Banksia town centres, the precincts are currently serviced by larger retail centres at Wolli Creek, Rockdale and Kogarah. This includes a Coles and proposed Aldi super market at Wolli Creek and a range of larger retail outlets at the Rockdale Plaza. With proposed increases in population in the precincts and Wolli Creek there is an increased demand anticipated for supermarket floor space in the area (Location IQ, 2015).

## 2.4 The Community

Arncliffe and Banksia are established residential suburbs, providing homes to over 11,000 residents (2011 ABS Census data). The Cooks Cove Precinct is currently mostly open space with a small number of dwellings east of West Botany Street (300 residents).

It is a diverse community, home to a high proportion of people born overseas and people who speak a language other than English at home. Overall 81.5% of the population of Arncliffe and 78.7% of the population of Banksia had at least one parent who had been born overseas. The main countries of origin of those born overseas include Lebanon, Former Yugoslav Republic of Macedonia, China, Bangladesh, Nepal, New Zealand, Greece, Italy, Indonesia and the Philippines. As a result of this cultural diversity, a wide variety of languages other than English are spoken within the community.

It is an important area for young families and those in the working age bracket. In the 2011 census, Arncliffe and Banksia had a lower median age than Sydney overall (32 years compared to 36.6 in Rockdale and 35.7 in Sydney as a whole) and a higher proportion of children under 15 years.

It is also a fragile community with a high proportion of families experiencing housing stress and low average household incomes (compared to Greater Sydney). The suburb of Arncliffe had the lowest SEIFA score (measuring levels of socio-economic disadvantage) of all suburbs within the former Rockdale LGA.

The preparation of the Land Use and Infrastructure Strategy is critical to supporting this existing community and new residents. It will ensure that appropriate planning is undertaken to identify and prioritise the needs of the community as this area grows. It identifies opportunities to provide additional community open space as large sites redevelop and aims to improve housing choice and the connectivity of the areas.

## 2.5 Surrounding Land Use

The precincts are located north of the Rockdale town centre. Rockdale is the largest centre in the former Rockdale LGA and provides employment and regional level services to the existing residents Arncliffe and Banksia. The Brighton-Le-Sands town centre is located further to the south east and provides a local shopping area.

The precincts are also located within close proximity to other areas of anticipated growth including the Bonar Street and the Wolli Creek Precincts to the north of Arncliffe. Both of these areas are currently undergoing significant redevelopment following rezoning from light industrial to residential. Collectively, these precincts are estimated to provide an additional 7,500 dwellings by 2036 (Bayside Council, 2016).

The precincts have links to other employment opportunities and industries at Port Botany (located east of the growth area on the other side of the Sydney Airport) and the Turrella Light Industrial Area (located north east of Arncliffe).

## 2.6 Current Planning Controls

### Rockdale Local Environmental Plan 2011

The planning controls for the Arncliffe and Banksia precincts and a small portion of the Cooks Cove Precinct are set out in the *Rockdale Local Environmental Plan 2011* (Rockdale LEP). These areas are currently zoned for a range of employment, residential and recreational uses (See Figure 6).

The current zoning allows for:

- A strip of commercial operations (B6 Enterprise Corridor) along the Princes Highway Corridor.
- Pockets of mixed use (B4 Mixed Use) in Arncliffe, on the western side of the railway station and along the Princes Highway.
- Local shops (B1 Neighbourhood Centre) on the western side of the Banksia Railway Station.
- A mix of residential densities including:
  - Residential areas in close proximity to Arncliffe Railway Station (west of Princes Highway) are zoned R4 High Density Residential allowing multi-dwelling housing along with office and business uses, neighbourhood shops, restaurants and cafes.
  - Residential areas in Banksia and the outer areas of Arncliffe (surrounding Arncliffe Park and West Botany Street) are generally zoned R2 Low Density Residential allowing single homes and dual occupancies.
- Local parks including Gardiner Park, Arncliffe Park and Wooroona Reserve are zoned RE1 Public Recreation. Recreational and community facilities are permitted in this zone.

Building heights are limited to 8.5m (approximately 2 storeys) within the low density residential areas, between 14.5m and 16m (approximately 4-5 storeys) adjacent to the station and 28m (approximately 8 storeys) within select locations along the Princes Highway.

### Sydney Regional Environment Plan No 33 – Cooks Cove

The majority of the Cooks Cove Precinct is subject to the provisions of the *Sydney Regional Environment Plan No 33 – Cooks Cove* (SREP 33). SREP 33 is a deemed State Environmental Planning Policy (SEPP). The aims set out in the SREP 33 are targeted towards the development of the site for trade and technology uses, to capitalise on the precinct's proximity to Sydney Airport and Port Botany. The aims also seek to protect environmentally sensitive areas and to provide for public open space and recreational uses.

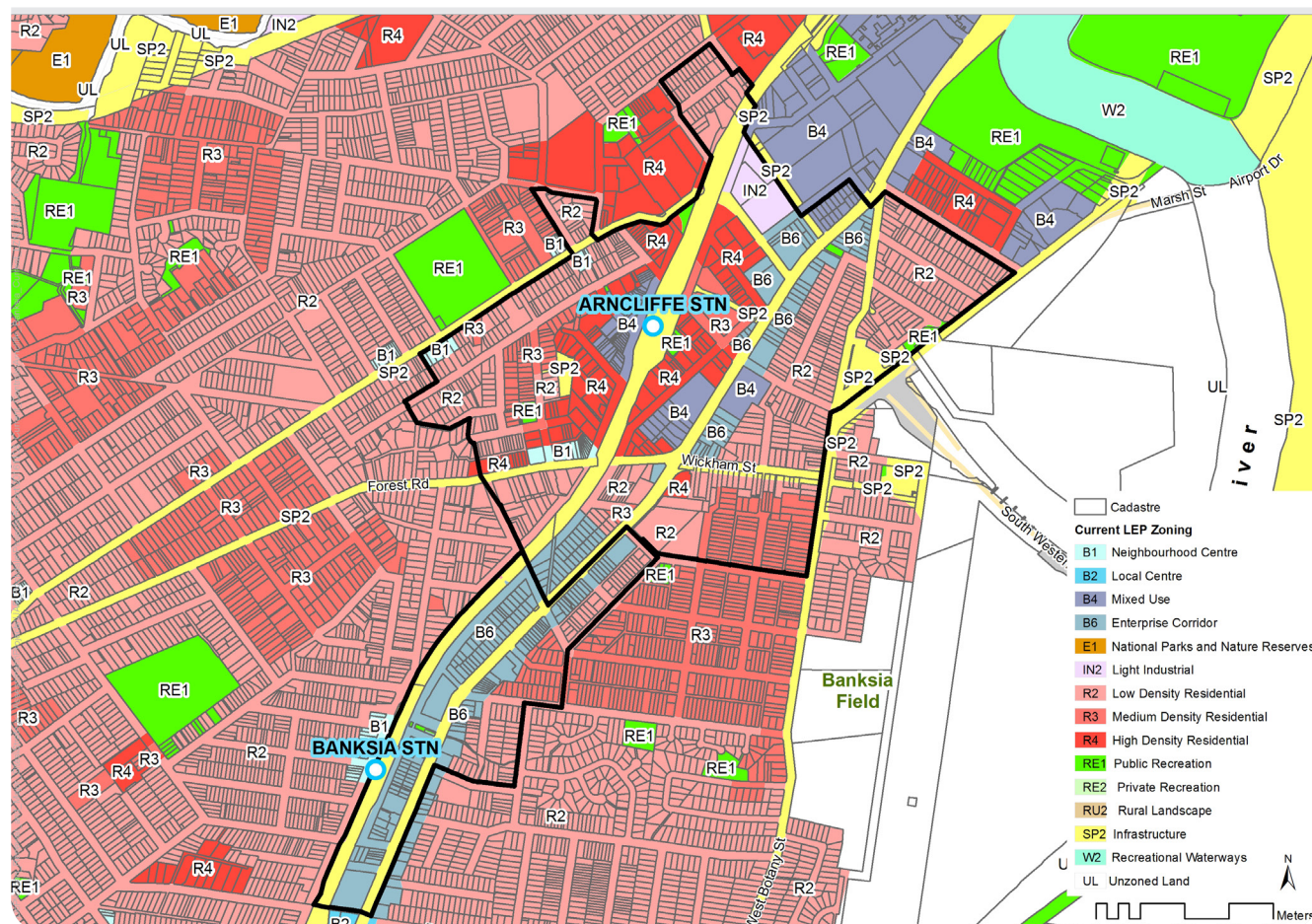
As shown in Figure 7, under SREP 33 the precinct is split into three zones:

- Trade and Technology: to encourage economic activity and trade-focused businesses as defined in the SREP.
- Special Uses: to accommodate existing special uses, including the South West Sydney Ocean Outfall Sewer, the M5 corridor and the original alignment considered for the F6 extension.
- Open Space: to provide for open space and recreational uses and environmental protection areas.

## 2.7 District Plans

The Greater Sydney Commission are currently preparing District Plans to set the direction for the longer term regional planning for Greater Sydney. The District Plans will determine the best locations for new homes with easy access to transport, jobs and open space. The identification of Arncliffe and Banksia as Priority Precincts will be incorporated into the District Plan for the Central District. The draft District Plans will be exhibited from late 2016 through to March 2017. The strategic direction provided by the District Plans will be included within the finalisation of this Strategy.

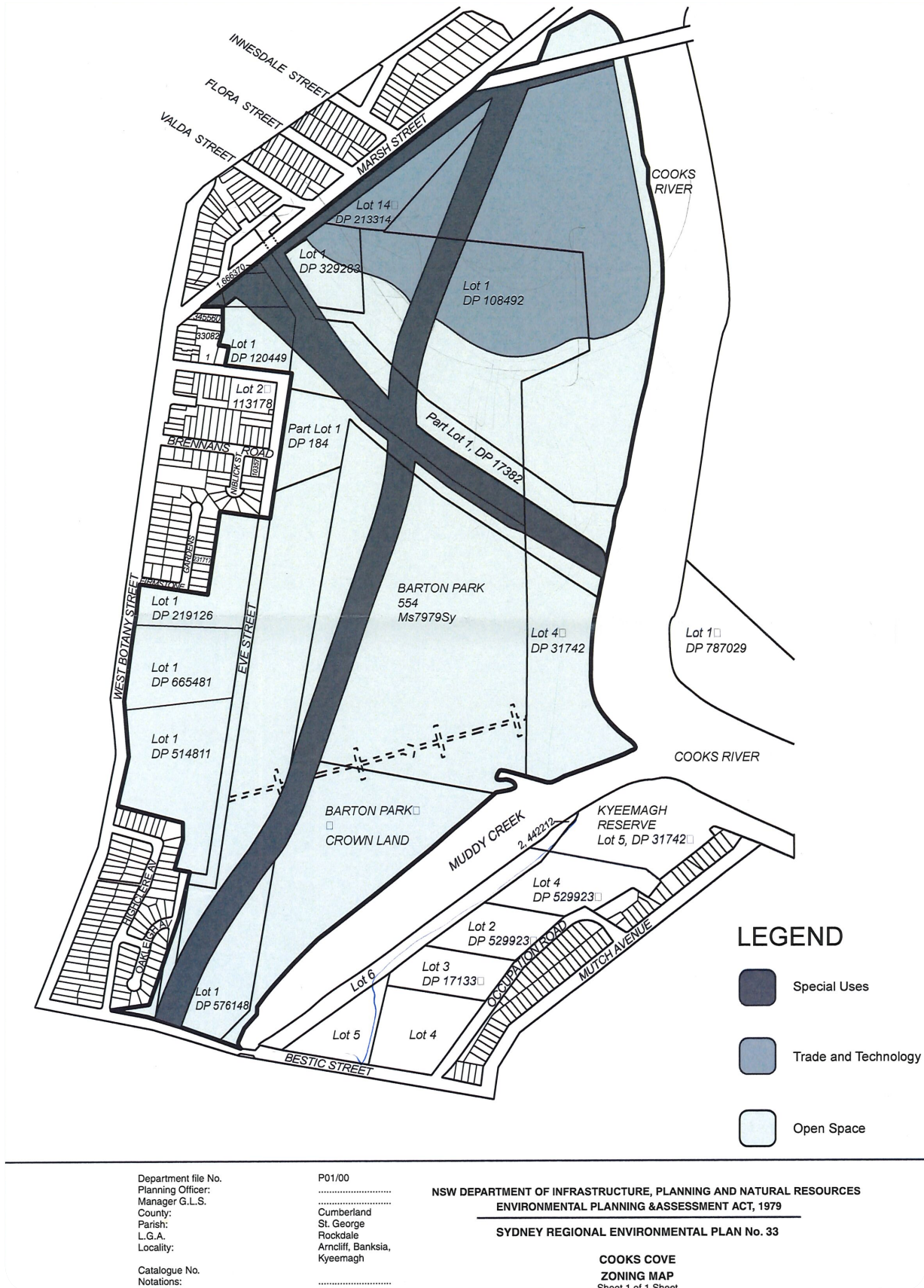
FIGURE 6: EXISTING LAND USE ZONING – ROCKDALE LEP 2011





## SECTION 2: THE REGIONAL CONTEXT

FIGURE 7: EXISTING LAND USE ZONING SREP 33 – COOKS COVE









## 3

Community and stakeholder input is an important part of planning for the future of the precincts. The Department has worked closely with Bayside Council (previously Rockdale City Council), government agencies, stakeholders and the community to prepare the Land Use and Infrastructure Strategy.

The Strategy provides an additional opportunity for the community to be included in the planning for their area, prior to the land being rezoned. Community feedback is being sought upfront as part of the Strategy development to ensure there are ongoing opportunities to be involved. The Strategy incorporates an infrastructure framework to support cumulative demand over time.

### 3.1 Overview

An overview of the key consultation activities undertaken to date is outlined below.

	Online Survey	The Department undertook an online survey to find out what people like about the local area and how it could be improved in the future. 346 responses were received and a summary of the survey results is available on the Department's website.
	Website	A dedicated webpage is available on the Department's website to provide an overview of the investigation and allow people to register for project updates. The webpage will be updated as planning progresses.
	Council briefings	The Department has briefed Council to provide an overview the investigation process and to seek input on the proposed vision and preliminary Land Use Strategy.
	Stakeholder briefings	The Department has held regular stakeholder briefing sessions throughout the investigation phase to understand the key opportunities and constraints throughout the precincts.

The information gathered through consultation with Council, agencies and the community has been a key input to the planning process. The following key messages have shaped the development of the Land Use and Infrastructure Strategy.

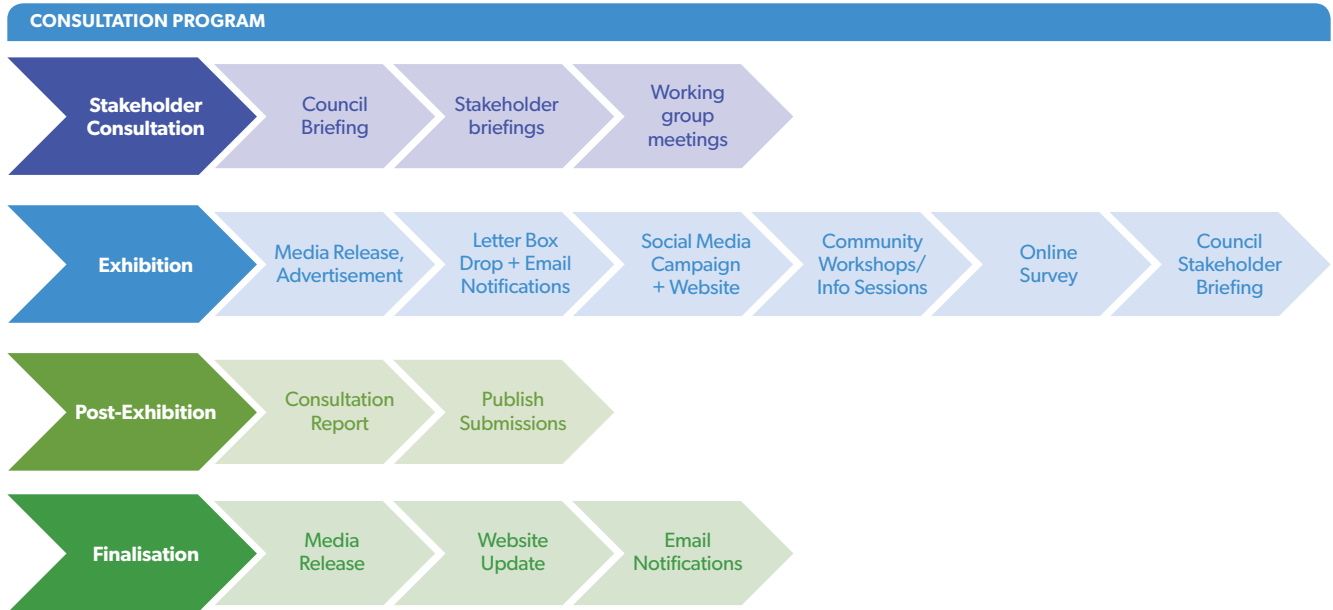
**Access to  
Public Transport**

**Improvements  
to local retail  
and services**

**Improvements  
to open space +  
community facilities**

### 3.2 Engagement Strategy

To ensure the community is informed about the Strategy a range of communication tools will be used to seek community and stakeholder involvement. A summary of the consultation program is provided below.



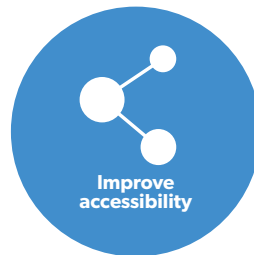
# 4

The Bayside West Precincts will be vibrant, attractive and connected communities, where people can live and work with good access to public transport, community facilities, open space, shops and cafes.



### Create vibrant and connected town centres

This Strategy seeks to encourage growth and revitalisation of the existing Arncliffe and Banksia town centres. It also recommends additional investigations into how future development within Cooks Cove can be a catalyst for providing a new local centre with homes, jobs, shops, cafes and restaurants, in an attractive and convenient place where people enjoy living, working and visiting.



### Improve accessibility

This Strategy seeks to improve pedestrian and cycling connections across the growth area to ensure homes, jobs and local facilities are well connected and accessible. It also ensures new homes are well connected to public transport so that more residents will be able to benefit from being close to the railway station as well as local shops.



### Provide more homes and housing choice

This Strategy identifies areas that are suitable for increases in residential densities. These areas are generally those in walking distance to public transport and other community facilities. Under the Strategy the Arncliffe and Banksia precincts could provide approximately 5,100 additional dwellings by 2036. The Cooks Cove Precinct also presents an opportunity to provide 2,000 to 5,000 additional dwellings, subject to further investigation.



### Revitalise the Princes Highway Corridor

This Strategy proposes revitalisation of the Princes Highway into a tree lined road corridor allowing for a wider range of commercial uses with residential apartments on upper levels in appropriate locations.



### Improve and provide new areas of open space

This Strategy identifies the need to provide better connections to areas of exiting open space. It also prioritises the provision of new open space.