

Response to the Bayside West Precincts Land Use and Infrastructure Strategy Proposal

The following recommendations are made:

Cooks Cove Precinct

Development density. It is recommended that development in the area be limited to low to medium-low density accommodation due to the lack of proximity to high capacity public transportation options, which should be prioritised in favour of increased private motor vehicle usage.

Public transport accessibility. Introduction a local bus route in the area to increase coverage and provide closer accessibility to public transport, which should act as a feeder route towards Wolli Creek or Sydenham railway station, with frequencies of at least 15/30 minutes (peak/off-peak). Bus stops along Marsh St for existing services would also be important to linking the Cooks Cove area to other nearby suburbs and the CBD.

No widening of Marsh St. Given the small size of the Cooks Cove area, it would be detrimental for further widening of the road which would limit its development potential, reduce the amenity of the area and also further entrench the predominant usage of private motor vehicles within the area. This is further supported by the fact that “a widened Marsh Street still has limitations in accommodating development traffic in the long term” without mitigating factors such as a shift towards public transport (see “Cooks Cove Strategic Transport Study”).

Gertrude St extension. I concur with the recommendation put forth in the “Cooks Cove Strategic Transport Study” to limit the extension to active and public transportation options only. This would improve performance of public transport in the area and improve the safety and environment around the area.

Arncliffe and Banksia Precincts

Provision of public/affordable housing. To allow residents to benefit from rezoning changes made at Banksia and Arncliffe, it is vital to ensure that high density public housing is provided in order to ease rental stresses and provide increased housing supply in this accessible area, in order to relieve the strain of urban sprawl in the western suburbs. Private developments should also include conditions that require a minimum of 10 per cent of the development to be set aside for affordable housing to limit the effects of gentrification in the area.

Increased bus/rail services. The Department of Planning and Environment should work with Transport for NSW to provide more rail services that stop at Arncliffe or Banksia stations to increase public transport capacity for passengers travelling to the Global Sydney region. If that is not considered to be feasible, additional services and bus priority infrastructure, such as bus lanes and signal priority, will be critical in providing frequent and fast services for the thousands of new residents that will be accommodated by new developments in these precincts.

Princes Highway revitalisation. Although initial recommendations to improve amenity through wider footpaths are commendable, the benefits would be significantly limited by the low walkability of the area. This is particularly affected by the wide road, number and speed of vehicles passing by, limited crossing opportunities and long signal cycle times, especially during peak hour. If medium to high density developments are considered along the corridor, pedestrian and cycling infrastructure such as accessible footbridges, dedicated bicycle lanes, sufficient shade and road noise mitigation shall be implemented in order to provide an acceptable quality of life for residents.